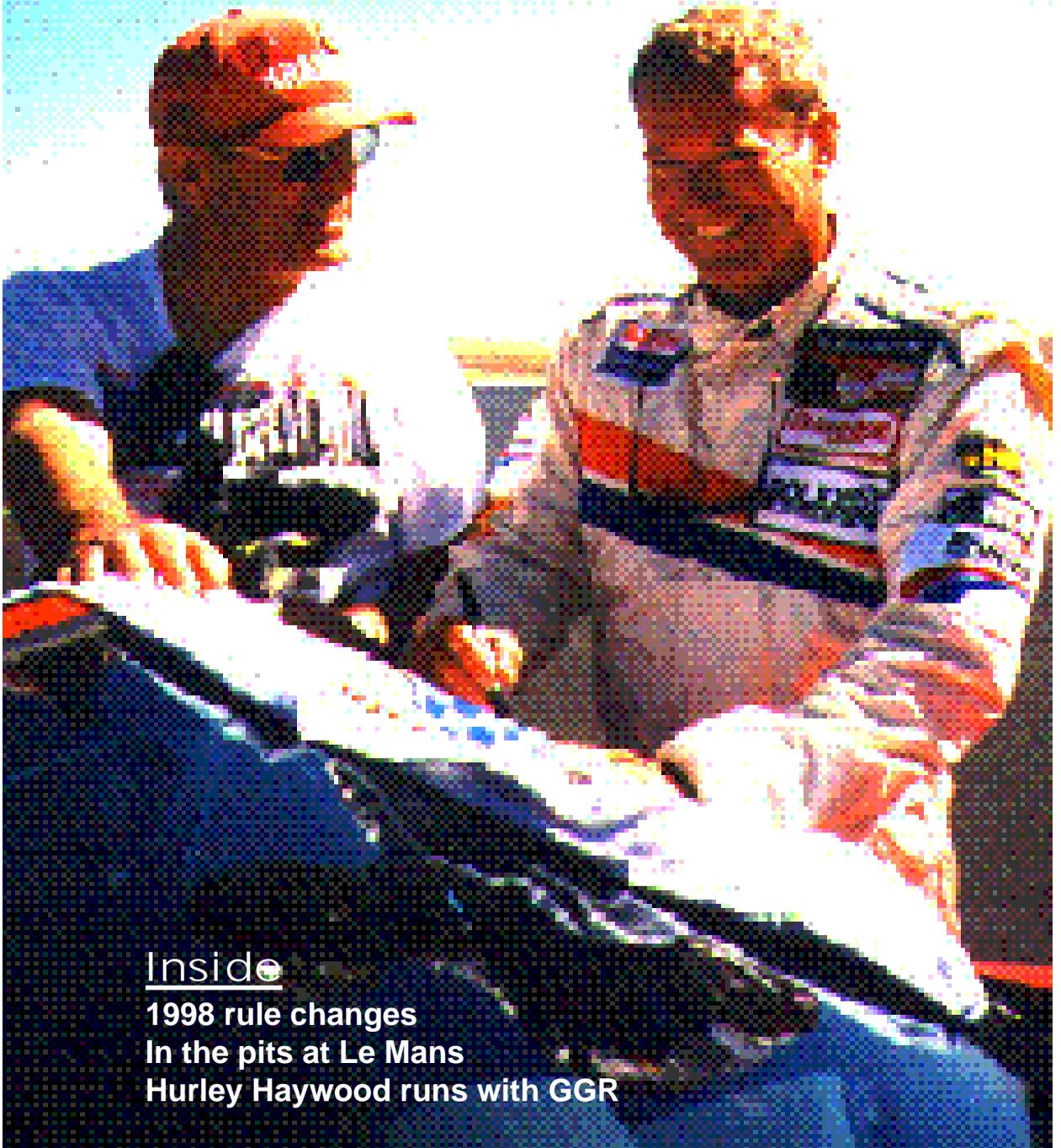


October 1997

# The Nugget

Golden Gate Region • Porsche Club of America



## Inside

1998 rule changes

In the pits at Le Mans

Hurley Haywood runs with GGR

## Steering column

**Richard Gray, editor**

Debbie and I have had a lot of fun producing your magazine, being part of GGR's leadership and meeting so many of you, who we would not have met without the high-visibility afforded by *The Nugget*.

But to keep your magazine fresh and to serve the members to the fullest, the editorship should keep moving. With that in mind, we have decided to turn over the reins after our second year as editors.

In two years we have taken *The Nugget* most places we wanted it to go, thanks to the many members who have contributed to it during our term. Editing *The Nugget* has been one of my most rewarding experiences.

*The Nugget* is not done by Debbie and me alone or in a vacuum. We have been exceedingly pleased by the level of help we've had, and there is absolutely no reason to suspect that would not continue with a new editor.

Going forward, I will continue to contribute as a writer and photographer to give back some of what we have received during our stewardship.

Finding a successor may be difficult, though I don't think it would be hard for someone else to step in and

put their mark on GGR's most visible of jobs.

I want to encourage everyone who has offered support, advice, stories, pictures and even classified ads to consider the job. I especially encourage new members to step up and become part of GGR in a way no other club job presents.

There are other things to consider, too. I wrote last month about how doing GGR jobs can help one grow professionally. I learned much about desktop publishing using the region's new computer system, which I have transferred to my day job. And having 24-hour access to the new system is a big perk!

There's nothing difficult about learning the job, but it is considerably easier to get up to speed with help from the out-going editor. I want the transition to be easy for the successor.

So, give me a call. Ask questions. Explore. We stand ready to help a new editor achieve the goals he or she wants to accomplish. It is, after all, your magazine.

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"Bill" & "George" Yearton

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### Volume 37, No. 10

**Cover:** Porsche champion driver Hurley Haywood (right) autographs an event t-shirt for Mike 'Chili' Willis at GGR's Thunderhill Time Trial.

*Photo: Richard Gray*

Next month's *Nugget* will include the ballot to elect the 1998 GGR Board of Directors.

Most, if not all, of the current Board members are running for re-election. A couple of others have expressed interest in a seat. If that holds true, we may actually have some competition, a welcome change from having to hunt for even one individual to run for each position.

In addition, the ballot will contain a Board recommended By-Laws change. Over a year ago, GGR established the Webmeister position with electronic duties and responsibilities similar to *The Nugget* Editor.

Due to the overwhelming popularity of the Internet, the Board believes the position of Webmeister should hold the same status as *The Nugget* Editor — the Webmeister should be a non-voting member of the Board of Directors. Our Webmeister, Greg Braun, is doing a fabulous job. Check out GGR's site at <http://www.glennhills.com>. Thanks Glenn and LQ for let-

ting GGR be part of your Web Site.

In late August, Jean and I took the *Tipstr* on vacation to Lake Tahoe. We went via Stockton (stopped to see Bud and Mary Ann Behrens who are ordering a Boxster) and then Hwy 88, a great two lane winding road, to Lake Tahoe.

We kept the top down to enjoy the scenery and mountain air, slipped some tunes into the CD player, and motored.

Due to the ample number of passing areas, we literally flew by all the traffic we came upon.

I had great fun dusting a new Camero Z28! The Boxster is so much more fun than a four cylinder. It's no Turbo, but the power is more than ample.

We came back via Hwy 50 and that's when I was thankful we had Tiptronic S, the pure automatic mode is great for bumper-to-bumper traffic.

***Come join the***

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## Braking news

### Club Race crews needed

GGR needs volunteers for tech and safety crews as well as general help for the Dec. 5-7 Club Race the region is hosting. This is a chance to be part of PCA Club Race action. Call David Kimes (408) 779-5988.

### Parade rule change deadline

Proposed changes to PCA Parade competition rules must be submitted by Oct. 20 to Dennis Frick, PCR chairman. Send them to him at 2 Pine Tree Road, RD #1, New Cumberland, PA, 17070 or by e-mail to DJFRICK@worldnet.att.net

### Smog check update

The California Legislature has passed a bill to Gov. Pete Wilson that would exempt cars 25 years and older from smog checks. Gov. Pete Wilson has until Oct. 12 to sign it or let it pass into law. Insiders say the governor's signature is by no means certain and urge that comments be sent to the governor immediately. His e-mail address is PeteWilson@gov.com

### Race web page up

Sacramento Valley Region has a club race page on its web site. Check it out at <http://www.vpm.com/pca.svr/svrggr.html>

### A new Bontempi

GGR members Rich and Renee Bontempi have announced the birth of their daughter, Rachel Jeanette. She was born July 3. She began life at 6-pounds, 8-ounces, 20-inches. "We're having a lot of fun," beamed the new dad.

### Porsche sales figures noted

As of August, Porsche has sold 4,898 Boxsters this year, compared to 2,931 911 Carrera Coupes, Targas, Cabriolets and the Carrera S model.

### Porsche wins design award

Porsche is the first car-maker to earn The Fashion Group International's annual award for design. The award was earned by Porsche's many distinctive automobiles. Porsche chief designer Harm Lagaay said Porsche's design philosophy "always remains clear and consistent."

**Sipkins 1/8  
pg**

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**High  
Performance  
House 1/4 page**

# How to clean up those ugly water-spotted windows

By **MATT ZAKARIAN**  
**Metro New York Region**  
(from *Porsche Post*)

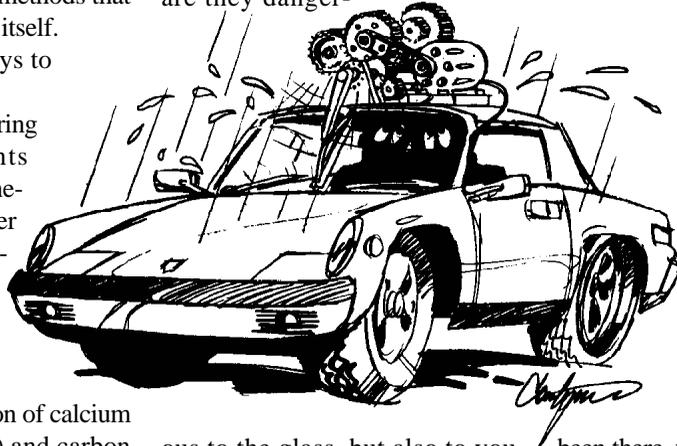
Spots caused by hard water, acid rain and other staining agents have always been a problem on automobile glass. Most detailers try plain glass cleaner and go no further. Others sometimes try methods that may damage the glass itself. But there are safe ways to remove most spots.

Let's start by exploring hard water. Elements such as calcium, magnesium or iron give water undesirable characteristics we call "hardness" that cause spotting on glass (and paint). Calcium ions are formed by a reaction of calcium carbonate (limestone) and carbon dioxide in waste water. Hard water, also sometimes called acid rain, is only part of the problem. There is also a chemical reaction between these minerals and commercial fertilizers which can leave a cement-like deposit on glass. Acid rain, a result of environmental pollution, when mixed with water creates an acid that can spot or even etch glass.

Commercial window cleaners use acid-based cleansers similar to those detailers use to clean wheels. The acids can be a quick and easy way to remove many stains and spots from windows, but they do require understanding and caution in their use. There are two types of acids: organic and inorganic. The inorganic group includes hydrochloric (HCl) and hydrofluoric (HF, also called muriatic) acids.

Organic acids are active or "critic" and are derived from fruit. They are used in colas. (Makes you want to put that Coke away, doesn't it?) An inorganic acid can lift, suspend and dissolve water spots.

But not all acids are equal and many experts warn against using HCl or HF to clean glass. Not only are they danger-



ous to the glass, but also to you. Getting such acids under your fingernails can result in loss of the nails or worse. Getting some acid in your eyes, or breathing its vapor, can result in serious injury. There are a number of alternatives to the use of inorganic acids. One technology uses a base of phosphoric acid, with buffers that help prevent danger to the user. Another is a thick liquid that clings to the glass. It is a combination of safe acids and non-scratching abrasives. There is also a powdered product that can be made into a paste and then applied to the glass. Some companies offer a glass polish cream that has a light, non-scratching abrasive that works well with no danger to the glass or the user.

As with any job in the detailing process, we must apply a little science in the glass cleaning process.

These are the steps to follow:

1. Identify the type of glass. It is not certain all glass is the same on all cars. First test a small area to see if the product you are using could damage the glass on your Porsche. You may also have non-glass windows: thermoplastics such as Plexiglas, often used for convertible rear windows. When choosing the chemicals and procedures to clean them, remember they are very fragile.

2. Identify the type of stain. You must identify the staining medium and the length of time it has been on the glass. The longer it has been there, the more difficult it will be to remove it. Some spots can not be removed without damaging the window. For example, pitting and etching from acid rain may look like spotting, but is really damage to the glass. In most cases these spots cannot be completely removed, though their appearance can be altered.

3. Choice of product. Once you have identified the glass and the source of the problem, you can choose the appropriate chemical(s). Obviously, you will need to have several products available to deal with the various types of surfaces.

In summary, remember that removing water spots is not a simple cleaning job that can be done as a routine part of a detail. It is a restoration process that may require a

**See GLASS, page 10**

# In the pits at Le Mans

Story & Photos  
By RON ROGERS

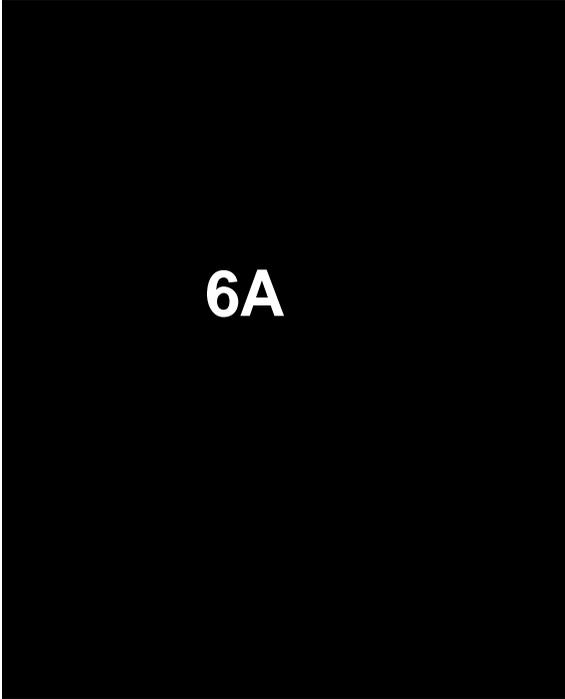
Through a contract arranged by GGR racer Kevin Buckler, I learned a week before the race that a pit pass was available for this year's 24 Hours of Le Mans. Like any red-blooded Walter Mitty, five days later I was on a plane to France.

I had been to Le Mans once before as a spectator in the grandstands and loved it. But as an amateur club racer, to be in the pits for the race was Walter Mitty heaven.

Lacking hotel reservations for a 10 day stay in France in mid-summer is no problem if your backup includes the hospitality of a subcompact made for midgets.

Also useful would have been a working knowledge of the French language, as occurred to me after asking a clerk in a formidable Paris hotel whether she had a room for "heir" (yesterday). In reply, the clerk firmly instructed me on the correct French phrasing and then with equal firmness replied, "non" (C'est une bum's rush.)

Arriving at the track with my trusty camera and 24 rolls of film for the weekend, I double parked in



6A

*Stuck, Boutsen and Wolleck relax before the race.*

front of the Le Mans VIP credentials station, as befitted my imminent status as recipient of the coveted pit pass. The kilometer-weary subcompact remained double parked while drivers, crews, titans of industry, girlfriends and assorted others from around the world came and left, passes in hand.

Finally, I was advised with great solemnity, "Monsieur, (we have no pass for you. Come back



6B

*This driver's-eye view of the famous Dunlop Bridge was taken during a walk-around the Le mans circuit.*

# 7A

*The driver waits patiently while the Larbre team crew busily works under the lights on a nighttime pit stop.*

later).” Later, the officials found the pass and I bid a fond adieu to my new French *amis* at the VIP credentials station.

During pre-race qualification, I found an excellent vantage point for photos near the Dunlop Bridge. The cars quickly approached in a twisting series of curves before disappearing on the other side of the bridge. A lot of cars go into the gravel trap there, and if a driver gets into it, the trick is to try to drive out or talk the workers into pushing the car out.

After qualification, I joined a track walk. The on-track vantage points from the start/finish line, the Porsche curves, under the Dunlop Bridge, and down the hill toward Tetre Rouge were chilling. Up close the track seemed huge and the blue and yellow barrier tires and berms are unique to Europe.

Before the start of the race I found myself on the track near the start/finish line surrounded by drivers, cars, marching bands, French firefighters and gendarmes, parachutists coming from the sky and the always popular Hawaiian Tropic girls in their skimpy bright red bathing suits. The sights and sounds of the flashy high decibel hoopla were like New Year’s Eve, the Fourth of July and the Superbowl rolled into one.

Buckler, who provided my pass, races in the new Sportscar series (formerly IMSA), SCCA Pro Racing and Porsche Club Racing. At Le Mans, he drove for Larbre Competition, a French team with a successful history of racing Porsches at Le Mans, the European BPR GT series, Porsche Supercup, as well as Daytona and Sebring. The team entered two Porsche GT2s at Le Mans and one of them was the faster Porsche qualifying in GT2. One of the team drivers is an ex-Formula 1 driver.

Many of the teams at Le Mans have drivers and crews from different countries. At Larbre, many drivers spoke only French. My friend and benefactor, Kevin, spoke only English, so when one of the French drivers came in after his first stint in the race, the only way he could warn my friend of the car’s handling was by rapidly rotating an imaginary steering wheel, swinging his hips back and forth and whistling. Apparently the car was oversteering.

From the 4 p.m. Saturday start through about 4 a.m. Sunday, I was in the Larbre pits and garage watching, taking photos and talking with people. The refueler, a jolly young man from England, was the most talkative guy I’ve ever met. Once he was

**See LE MANS, page 8**

## ***LE MANS, from page 7***

late getting to the car for refueling because he was shooting the bull with me.

This aside, the dedication of the crews keeping the cars running for 24 hours no matter what mayhem and destruction was taking place on the track was inspiring. It also was amazing to see that race cars have become so reliable that the event turned into a 24-hour sprint race.

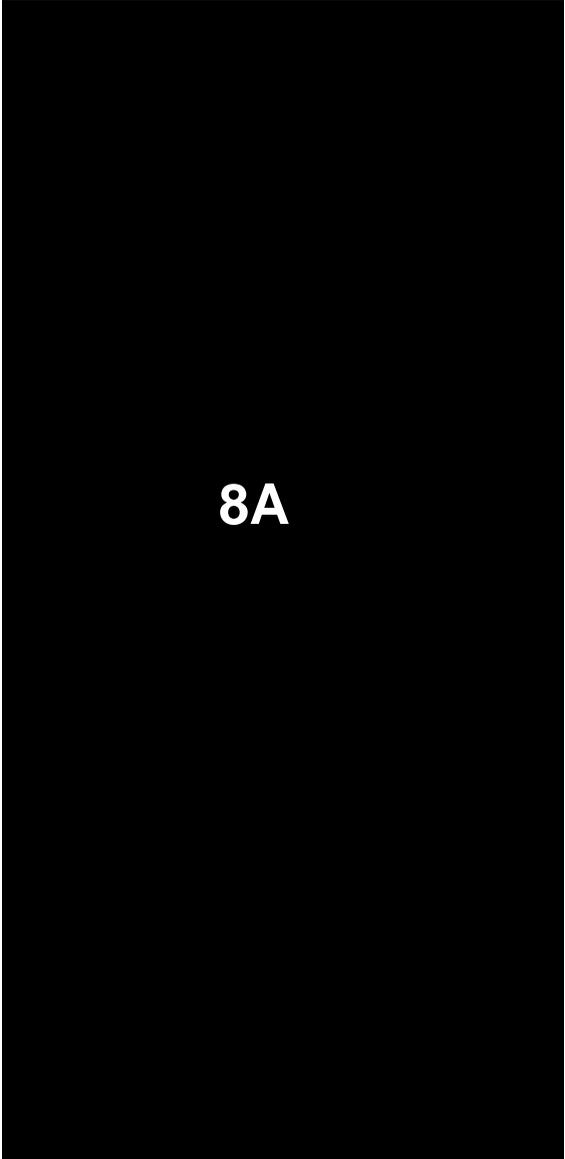
During the night, every time I looked at the running order on the garage television monitor, the two factory Porsche GT1s were first and second overall. Like clockwork. Until Sunday, when Bob Wolleck crashed at Arnage passing a McLaren F1 and the other factory GT1 burned up only two hours from the finish, numbers 25 and 26 looked like a lock. It was not to be.

As one engineer put it later, that's racing, and they'll be back. Besides the Joest TWR Porsche prototype #7 won (again) and Porsche captured its 15th win at Le Mans. Neither of the Larbre cars finished, but one survived a major crash and repair Saturday night before finally succumbing to gearbox problems Sunday morning.

It is easy to see why 200,000 people are drawn to Le Mans every year. Whether a spectator or one of the 90 teams competing for 48 starting positions, it is an amazing one-of-a-kind experience. Everyone, small privateer, major manufacturer and spectator, seems to have his own reason for coming.

But since 1923 they have come, and the excitement, high stakes and history are hard to resist.

I most relish seeing up close the old pros slugging it out with such obvious exuberance. And if a return flight is not immediately available, you always can spend a few restorative days in nearby Paris. Ain't motor racing great!



**8A**

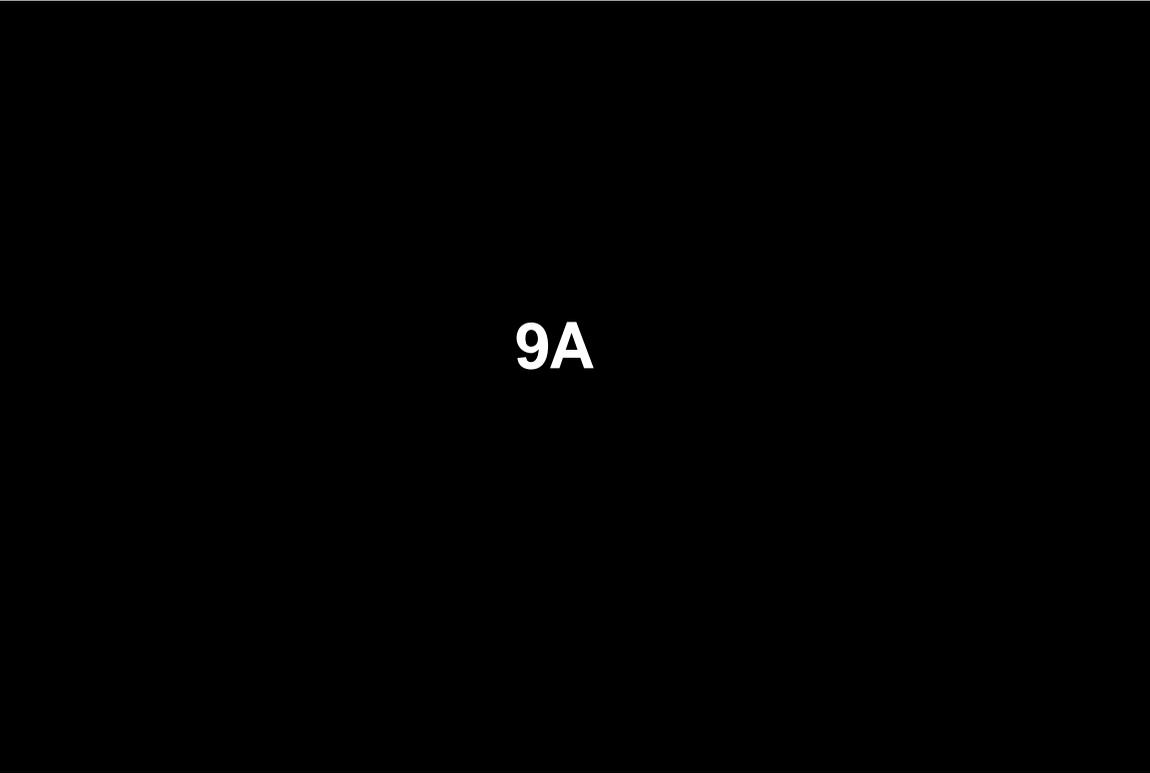
*One of the Hawaiian Tropic girls in full regalia.*

### ***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.

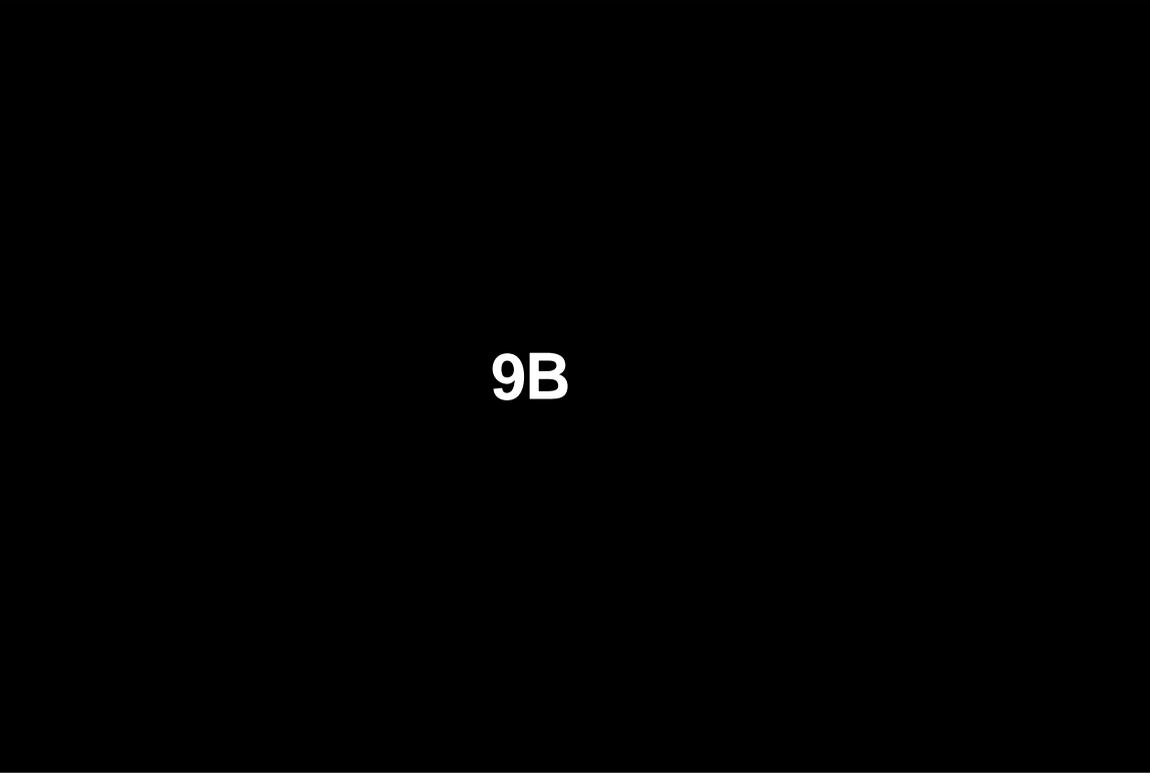
\$90 complete detail; interior and exterior  
\$100 complete detail with oxidation removal  
\$115 complete detail with swirl mark removal  
Please add \$15 for engine cleaning.

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



**9A**

*The crews of the two Porsche factory GT1 cars provide a quick round of service before the race.*



**9B**

*A factory Porsche GT1 leads a McLaren F1, as usual, this time through a tight turn.*

# Rules committee adopts changes for 1998

GGR's Rules Committee met Aug. 19 to hear 13 proposed changes to the competition rules. Rules Changes for 1998 are:

## **Proposal 2**

Reclassify the 1976 911S out of class K into H.

## **Proposal 4**

Add to section 2.7, Timing and Posting, as follows:

(c) The posting of entrants and times may be annotated with TTOD (Top Time of Day) and TTODL (Top Time of Day, Ladies). TTOD should be indicated for the registered entrant with the lowest elapsed time. TTODL should be indicated based solely on gender and lowest elapsed time, regardless of whether the entrant is register in a ladies class.

## **Proposal 5**

Add a class, "S" for the 96 and 97 twin turbo and turbo S. Split class M.

New class M = 930, 911 C2 and C4

New class R = 911 Turbo & C2 Turbo

## **Proposal 6**

Allow removal of airbags in all cars.

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

4.1 (p) Delete wording: "as long as a factory airbag is not removed when the wheel is changed." Add "For track purposes only - not recommended for street use."

## **Proposal 8**

Clarify taping of glass at time trials

---

## **GLASS, from page 5**

great deal of time and, as mentioned, you may not always be successful.

Staying on the subject of glass, I'd like to mention a service which I personally have used and am very impressed with: Etching its VIN number on your Porsche's windows. During my discussions with various peace officers I know, they all considered it an effective deterrent against theft. No one will purchase that glass from a thief. I also received a 5% discount off the "comprehensive" section of my car insurance, paying for the cost of the job right away. The kit was mailed to me and it took me literally five minutes to do six windows plus the sun-roof. My cost was only about \$30. I realize this won't make my car 100% theft-proof, but anything we can do to make a thief move on to another car is worth the investment.

*Tip: When parking your Porsche in the garage, leave your windows open to avoid a build-up of the film on the inside of windows caused by gas vaporizing off carpets and vinyl surfaces.*

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

## **Proposal 10**

Establish tire/wheel limits for 993s.

Appendix A [add the following numbers to the matrix for class N]

Estimated weight/hp: 11-11.5

Maximum wheel width, front/rear: 8/10 Minimum tire aspect ratios: 16":50,

17":40, 18":30

Maximum tire sizes, front/rear: 245/285

[add for the twin turbo, estimated weight/hp: 8.3]

## **Proposal 11**

Add a class for Boxster (letter to be determined).

## **Proposal 12**

Change 4.1y to allow for drilled as well as slotted rotors in stock and above classes.

**Palo Alto  
Speedo 1/4 pg  
new ad**

# Champion Porsche pilot Hurley Haywood gives GGR drivers pointers at Thunderhill Park

By ANNE DEL VILLANO

**D**on't set your goals too high. Failure is OK for a learning experience but can discourage new drivers. Your sports car should be entertaining and affordable.

Hurley Haywood offered those words of advice and shared his expertise, wisdom and his entire week-end with the Time Trial group at Thunderhill.

And, what experience and driving successes he had to share. He won four IMSA titles, as well as one Trans-Am championship, 28 IMSA victories, placing him third on the all-time list behind Al Holbert and Peter Gregg. Hurley is the only person to win Daytona five times. He is also the only driver with 10 major endurance victories (Le Mans, Daytona and Sebring),

11A

*Haywood kept his helmet at the ready on grid.*

leading many to consider him the best endurance driver of all time.

During the drivers' meeting, Haywood asked if anyone wanted pointers and assistance — all hands went up. Over the week-end, he graciously shared his time with any driver who asked for him to either ride with him or demonstrate "driving the correct line."

**See HAYWOOD, page 12**

11B

*GGR President James Ohl (left) and Bill Lusk (right) talk with Hurley Haywood during dinner Saturday.*



12A

*Competition Director Kirk Doberenz and wife Carolyn enjoy the Saturday dinner.*

### **HAYWOOD, from page 11**

He refused no one.

Comments from Ken Mason, Curtis Robertson and Neil Librock, among some lucky ones who rode with him, marveled at his complete consistency in driving the right line every time; driving faster than the next to highest run group in a stock Boxster, advising to shift and break before the turn, then accelerate through the turn — always with assurance and encouragement.

He attended the Saturday night dinner hosted by Ken Mason and Michele Freeman at the Blue Gum (thanks once again to our hosts for another excellent meal) and gave us an insiders view of the world of a professional race driver.

Of the cars he's driven, the ones he liked the most were the ones that did not break down. He loves driv-

12B

*Diners were treated to a dinner speaker — Hurley*

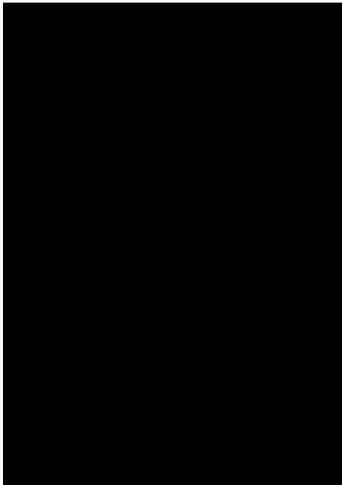
*Always looking for a competitive edge, GGR time trialers bench race with Hurley Haywood (sitting, wearing sunglasses). Everyone was impressed with his accessibility...and his advice.*

12C

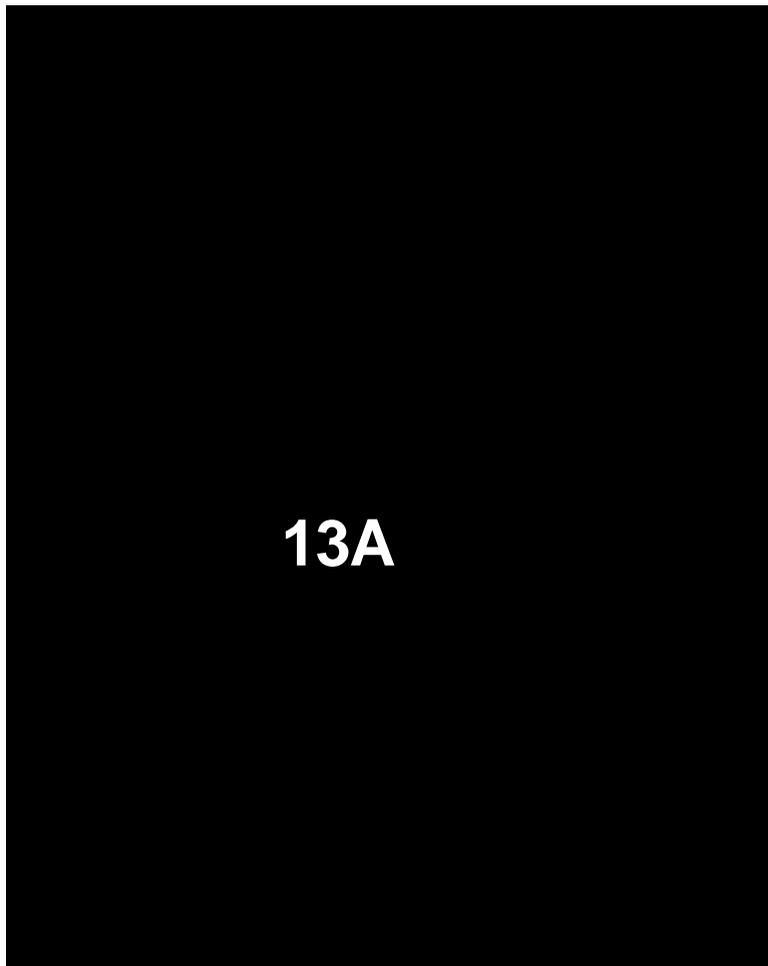
ing in the rain because everyone else is lifting, while he is on the gas, which gives him a big advantage over the competition. The key to successful racing is to adapt to different circumstances. You need to push yourself all the time, drive as fast as you can, and treat the car gently.

An endurance race is like a puzzle. You put all the pieces together in a methodical way and conserve your energy - back off at times and take a physical break. Test your car well before a race, know all the set ups, and make sure you are fitted to the car.

According to Haywood, racing has changed over the years. Car construction is much better. The safety equipment is more protective; and as a result, there are fewer racing accidents and casualties. In the '70s and '80s, the relationship with other race drivers was



od, who also took questions.



13A

*Hurley Haywood reads a card presented to him at the Sunday driver's meeting. Signatures and messages of thanks from GGR folks filled it.*

much the same as in our Porsche group — fiercely competitive on the track and friendships of sharing fun and vacations together off the track

To the racers of the '90s, winning is everything, regardless of the risk. That does not bother Haywood because he said you just need to know the parameters.

Technology brings racing much closer to the fans with minicams in the cars. Fans see the excitement from the driver's perspective by capturing the action of turning, shifting, passing and just being there.

When asked was he anxious before an endurance race, did he sleep the night before, Haywood said he was always prepared and had no fear. Like any race driver with his years of racing, he has had his share of accidents, but to his credit, none due to driver error.

“You cannot focus on bad experiences, especially

if driving is your career,” he said.

Haywood has remained a bachelor throughout his driving career, and he said that the travel schedule was not conducive to home life. He envied the drivers whose wives traveled the circuit to support their husband, yet he understands those wives who could not come to the track. His own mother still will not attend a race or even watch one live on T.V.

A calm, unassuming, gracious person, Haywood gave us a unique opportunity to get a glimpse of a true professional in every sense of the word.

We thank Neil Librock for arranging Haywood's visit and Tom VanOverbeek for fostering the idea. The week-end was fun, even though the timed runs were canceled due to quick-changing and unpredictable weather conditions that moved in on Sunday.

# Autocrossing around the zone

By HANK WATTS

**LPR AUTOCROSS #7**, Aug 3: A reluctant timer system got the 7th LPR Autocross of the year off to a slow start, after the Bergstrom designed course was reconfigured to be run as a closed loop with the backup timing gear. This meant that the 51 drivers had to contend themselves with only seven runs. Further, the lighter-than-normal attendance caused the C-group re-registration procedure to be invoked; it worked better than we had expected.

After the morning delays, the event ran smoothly until the mild afternoon Candlestick zephyrs sprang up and began to completely rearrange the course. The last run group ran under emergency rules, which were: the courseworkers will do what they can, but do not stop for a down cone.

Tom Provasi took top time by only .5 seconds. This was because Tom didn't get very many runs. He picked up a hole in the right rear tire. For awhile he tried to keep pressure in the tire by parking the car so that the hole was at the bottom, sealed against the pavement, but good judgement eventually convinced him he'd have to put it on the trailer.

The very fast Neil Jackson was second to Tom, beating Scott Winders for the first time in memory. The men's street-tire group was led by Doug David, just barely ahead of Neil Yonk, who had a great day by beating Jeff Sykes, current leader in the Open Street-tires Group. And where did yrhthflsvnt figure in all this? Don't ask. Well, actually, just behind Jeff, and I did beat Melissa, so it was an OK day. Cherie Kuhn took TTODL in the newly painted Flame with

Pattie Stark just .2 second behind. The ever-entertaining Pattie had a bunch of people in stitches over lunch.

Melissa Bauman was only .8 seconds behind Pattie, winning top time for the women's street-tire group. Relatively new autocrossers Dan Jones (993) and Al Hastings ('86 Turbo) were within .04 seconds of each other.

In Bi Larry Jackson defeated John Beck for the first time since the first event of the season. John has missed some events (giving Larry a first place finish those times), and this is going to be a tight finish. Mike beat Donna. Decisively. Class K had three entrants, all within .7 seconds of each other. In Ki, John Cole continues to drive stronger and stronger, beating Ken Park at this event by .2 seconds. In Kp, Steve Kuhn can stay close to Doug David, but he hasn't beaten him yet. In Li, Neil Yonk is within 8 points of yrhmblsru.

**LPR AUTOCROSS #8**, Aug. 23: The course was designed by...well, Neil Librock was formally chartered to design the course, but got overruled on several key points (slalom versus closed course, presence of a skid pad, etc.), so it's not clear whether he's taking credit for the result or not. He should. Despite being somewhat shorter than most of our slalom courses, it was a marvelous design; especially good judgement was required at several spots (transition from high speed to moderate left sweeper, separate series of two transitions from high speed to sharp left-right chicanes, snug off camber left sweeper at the back of the course.

Several first-timers showed up, but no Boxsters this time. There were four 993s, Robert

Stefanowicz piloting the fastest of them. Also a newer car, in its own way, Flame was at the event. More about this later. Cars started running at 9:30 and all of the 56 drivers had twelve runs in by 2:20. Fun runs followed for a while and most of the club was ordering Margaritas at El Torito by 5:00. Chairman Dirk's revamping of the sender units for the timing system seemed to work very well.

TTOD belonged to Tom Provasi, and, driving the same car, Sandy Provasi took TTODL. Best time on street tires went to yrhmblsru; best street-tire women's time was Donna Sylvanovich, who beat Louise Sousources by .2 seconds and also beat Mike. Neil Yonk didn't place first in Li, but was fifth overall, just behind Doug David. Class Ki turned out very close, with John Cole beating Chris Murray by .2 seconds.

The event featured the new Masuo Robinson. Masuo has apparently made some sort of a kinder & gentler vow, withdrawn from the Instructor Shootout (which he won last year) and will focus on clean fast driving for pleasure.

Not new at all was Masuo's willingness to help out when needed. We needed. For reasons that are difficult to explain my own car had, on the rear tires, a little less tread than is really needed to go fast. (And, I must say, the sordid motivation of those who immediately reached for their cameras was not a pleasant sight. For those of you who may have seen certain pictures, remember, in this electronic age, you really can't uncritically believe everything you see!) This lack of tread was, unfortunately, true before I'd taken any runs at all. The most gracious John

Cole was willing to provide the tires off his car but time would be tight, as John and Diana Giampietro were running in two different groups and I was running in the third. There was little time for swapping tires (which would have to happen four times during the day). Enter Masuo, who rounded up a portable air compressor brought by Jeremy Stebbins and helped make the tire changing very quick.

Fun runs were available, and I had a chance to drive one of the Kuhn cars, the marvelously prepared Flame. The car was prepared to turn mid 44s (demonstrated by myself and Tom Provasi) and is an absolute blast to drive. Well mannered, predictable and very, very fast.

Standings in the overall competition: Tom Provasi has the Open race-tire group sewn up. The Open street-tire group shows Jeff Sykes

and your scribe in a nearly dead heat. Doug David is third, but has never taken less than second in this group and could win with a victory in the final event. Sandy Provasi has won the Women's race-tire group. The Women's street-tire group would seem to belong to Donna Sylvanovich as long as she places at least third in the final event; otherwise it will be Laurie Yonk.

#### **REDWOOD AUTOCROSS:**

Redwood Region resurrected its defunct autocross series (previously run at the marvelous scenic site behind the Sonoma County Airport) with mixed results. The site is on the small side, the permit status was in question (event chair Jim Housman negotiating with a local police officer was a key scene in the day), and an adjacent area is used by skateboarders. Experienced hands such as Lloyd DeMarini and Larry Sharp showed

up to offer any help they could. About the police officer: he was called in in response to complaints by four local residents about a Porsche racing around the fairgrounds parking lot. He thought he was on the trail of a single scofflaw. Imagine his surprise to arrive and find 30-plus Porsches and a well-set-up course being competently run. Another try may be made on Nov. 8, depending upon negotiations with the fairgrounds people and the police.

**GOLDEN GATE FIELDS:** A charity-focused group led by Dennis Hale managed to stage an autocross at Golden Gate Fields. Oldtimers will remember this as a large and marvelous lot that we used for a couple of years, always starting after June 30. That era came to an end when local residents complained to city hall about the noise.

**Automotion 1/2 page**

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## September Board of Directors meeting

Meeting called to order at 6:58 p.m., Sept. 3. Present were James Ohl, Larry Sharp, Marianne Gardner, Carolyn Lusk, Louise Sousoures, Kirk Doberenz, Karen Neidel, Richard Gray and Sharon Neidel. Absent, Greg Braun. Minutes of the previous meeting were approved as amended.

### Postmortem of events

The New Member Social had about 50 attendees. Rules Committee meeting had 8-10 people in the audience. The Family Picnic had poor attendance; 14 people. Foggy weather wast partly to blame.

### Director reports

**President:** We received Zone Observer's Reports on our well-run Buttonwillow Time Trial and Urban Assault Rallye. Via Rehabilitation Services sent a thank you letter for the Automotion Swap Meet charity donation. GGR now has a P.O. Box in Woodside, all yearly official paperwork should have our address updated. The box rent is paid for one year and President and Membership each have a key. The mail will be checked monthly. Time critical mail should still be sent to homes.

**Vice President:** We have received insurance for the Thunderhill Time Trial and two Autocrosses in September.

**Secretary:** Nothing to report.

**Treasurer:** Board reviewed year-to-date budgets and actuals. Board approved motion to accept Treasurer's report as submitted. GGR received its share of the proceeds from the GGR/SVR Autocross School. Board approved Autocross School funds to go into the Autocross Site Fund. Treasurer took action to research past actions

and current balance of Autocross Site Fund.

**Membership:** Number of prime members is 1294, with 20 applications in process and 25 new members. Board approved motion to accept all submitted applications. Membership needs approximately 25 more newsletters each month for new member mailings. Board approved motion to increase *Nugget* publication run to next larger quantity to get price break.

**Competition:** It was agreed at the Time Trial Instructors Meeting that students should accompany the instructor for the drive-around, riding in either the student's or instructor's car. Current Autocross (Bert Del Villano), Rallye (Bob Gardner) and Time Trial (Neil Librock) chairs have all volunteered to continue in 1998.

**Social:** Karl Keller will run the Mother Lode Tour next Spring. The Board approved the event and budget unanimously. Jim La Marre presented the budget for the Nov. 15 Potluck, and talked about current plans for the event. Board approved the budget as submitted.

**Nugget Editor:** The *Nugget* is now in published form on the website. A future goal is to include photos and ads in the web version.

**Past President:** The 1997 Nominating Committee is comprised of Sharon Neidel, Chair, Donna Sylvanovich, David Blanchard, Jim Biesemeyer and Lisa Yearton. All members interested in running for office need to provide a signed nomination form to Sharon and a statement for publication in *The Nugget* to the editor by Oct. 1. The Nominating Committee volunteered to be re-

sponsible for preparing, printing, mailing and

counting the ballots. The Board approved a motion to accept the committee's activities.

**Webmeister:** No report.

### Old Business

**Charities:** Erica Yew gave a presentation about Child Advocates of Santa Clara & San Mateo Counties. The non-profit group of 502 volunteers helped 782 children in 1996. There are currently 215 children on a waiting list. The children ranging in age from babies to 18 years, are dependents of the court system living in foster homes. The goal of the organization is to break the generational cycle of abuse, and reunite children with their families. The organization spent 84% of its 1996 budget of \$454,000 on program services, 8% on administration and 8% on fund-raising. They also have a special fund, the Fetterman Fund, to provide wishes of up to \$100 per child. 100% of contributions go to the children. The Board is considering providing a scholarship to the Child Advocates' Fetterman Fund for professional driver education training and provide an opportunity for the child and advocate to ride in a car at an Autocross drive-around. Board to vote on official GGR charity after cost information is available.

Meeting adjourned at 9:21 p.m. The next meeting is 7 p.m., Wednesday, Oct. 1, at Richard and Debbie Gray's, 4119 Sacramento St., Concord. Call (510) 798-3120 for directions, and (415) 341-9020 to add agenda items.

# Members

## *Louise Sousoures, membership*

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

### **5 years**

Richard Griffone  
Stephen Jarrell & Alice Tompkins  
Richard & Linda Kunnath  
Bill & Jane Prentiss  
Earle & Debbie Rother  
John & R.G. Walters  
Van Zannis III & Brenda Amick

### **10 years**

Ian Craven  
Lawrence & Louise Frye  
Peter & Elizabeth Kavanagh  
Alvino Valencia  
Scott & Lynn Watkins

### **15 years**

Keith & Barbara Sundstrom

### **20 years**

James & Judith Ann Koch  
Todd & Bessie Lee

### **35 years**

Dennis & Diane Grimsman  
Bert & Marta Wall

### **New members**

Please join us in welcoming our newest members.

Angelo, Tony & Maureen  
1372 Rimer Drive  
Moraga, CA 94556  
510-376-2712  
944 83

Austin, Roy  
1446 Kingfisher Way  
Sunnyvale, CA 94087  
408-736-4362  
911SC 82

Boyrer, William  
2294 Deadora Drive  
Los Altos, CA 94024  
415-855-9200  
911S 70

Brown, Brad  
3992 Branson Drive  
San Mateo, CA 94403  
415-345-5061  
911SC 82

Burvill, Hayden  
Tracey Morris  
751 Laurel Street Suite 544  
San Carlos, CA 94070  
415-596-3789  
911S 77

Chandran, Gopi & Elsa  
988 Zarick Drive  
San Jose, CA 95129  
408-257-2751  
911 86

Dardis, Deidre  
Lisa Macnevin  
2285 A Sunlory Lane  
San Jose, CA 95124  
408-559-6758  
911SC 83

DesBrisay, Greg  
Sonya Sigler  
253 Highland Avenue  
San Carlos, CA 94070  
912 67

Docherty, Kevin & Carla  
355 N Wolfe Road Apt 638  
Sunnyvale, CA 94086  
408-730-1272  
911SC 79

Fong, Edward & Denise  
1643 Kitchener Dr  
Sunnyvale, CA 94087  
408-245-8695  
911E 71

James, Mike  
644 Woodstock Road  
Hillsborough, CA 94010  
415-579-0793  
Boxster 97

Judson, Ron  
159 Kiely Blvd  
Santa Clara, CA 95051-7049  
408-634-2358  
911 97

Kim, Joon  
888 Foster City Blvd, Apt P1  
Foster City, CA 94404  
415-571-1951  
928 88

Lamb, Peter  
1600 Villa Street #242  
Mountain View, CA 94041  
415-938-1844  
993 97

**Bauer Porsche**

## Official Count

**New members 25**  
**Transferring in 5**  
**Transferring out 4**  
**Total members 1294**

*Partsheaven 1/8 pg*

Lira, Joe  
2181 48th Avenue  
San Francisco, CA 94116-1550  
415-665-5665  
911Cab 84

Ryan, Patrick & Lisa  
25000 Oneonta Drive  
Los Altos Hills, CA 94022  
415-949-5811  
911 91

Marcus, Ronald  
Marty Ward  
393-C Corbett Avenue  
San Francisco, CA 94114  
415-861-8033  
Boxster 97

White, William & Kendra  
11490 Cull Canyon Rd  
Castro Valley, CA 94552  
510-538-4264  
911E 71

McLaughlin III, Leo  
212 Union Street  
San Francisco, CA 94133  
415-434-4625  
911 Turbo 96

Wilson, Edward  
744 Marlin Avenue Apt #1  
Foster City, CA 94404-1867  
415-577-0233  
911Cab 85

Wilson, Stanley & Joyce  
115 Waverly Place  
Mountain View, CA  
94040  
911 86

McCullough, Gary &  
Ella Jean  
10013 NE Hazel Dell Ave.  
#171  
Vancouver, WA 98685  
944 83

McMillan, James & Gail  
654 W Sunnyside Ave  
Campbell, CA 95008  
408-374-0496  
928S 86

Wong, Clinton & Alice  
PO Box 1023  
Millbrae, CA 94030  
415-804-0080  
911 94

Winders, Scott & Monica  
1707 Fan St  
San Jose, CA 95131  
408-926-7614  
911SC 78

Skinner, Steve & Jennifer  
23592 Windsong 6D  
Aliso Viejo, CA 92656  
911 94

Mortensen, Scott  
Renee Westrum  
3653 Lorena Avenue #8  
Castro Valley, CA 94546  
510-537-5125  
911C4 89

### Transferring in

Ayala, Arthur & Maureen  
3591 Cour Du Vin  
San Jose, CA 95148  
968 92

### Transferring out

Koegel, Craig  
Brent Koegel  
17845 Normandy Terr SW  
Normandy Park, WA 98166  
944 87

Parrish, MD, Richard  
2505 Samaritan Drive #305  
San Jose, CA 95124  
408-356-8486  
Boxster 97

Sperduto, Thomas  
Caroline Burke  
1526 Vista Club Cir #110  
Santa Clara, CA 95054  
911 84

Peterson, James & Laura  
130 San Pedro Road  
Half Moon Bay, CA 94019  
415-233-3620  
Boxster 97

Whelan, Michael  
Kristine Cress  
1432 Indian Valley Road  
Novato, CA 94947  
944S2 89

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# Marketplace

## VEHICLES

**1955A Coupe.** Red/tan. Complete. Bent windshield. Good overall condition (some rust). VIN #54028. \$6,400. Brent Dickens (415) 453-4454 or (800) 799-7719.

**1967 Porsche 911.** 2nd owner, rebuilt to 2.2L. S upgrades, all suspension, brakes and instruments. Dual braking, 1972 seats, shoulder belts, new dash, headliner, much more. New paint to bare metal in 1986. Exl, reliable daily driver. Passed Smog Check II. White/black. \$11,000 obo. Bob (415) 592-8870 home or (415) 786-4165 (84165) office.

**1970 914-6.** #9140430131. Restored, 2.2E motor - 5K miles, Grand Prix white, GT flares (steel), Fuchs 6 & 7's, Koni adj. Too many new items to list. Receipts, documentation. \$16,000. Dan Swiger (408) 274-1426 or e-mail dswiger@qntm.com

**1970 914-6.** Metallic red, beige interior. Rare orig. color combo. Paint by BodyStyle in '96. 8K miles on a 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.

**1970 914-6.** Nice orig. car. Orange/black. \$12,400. Brent Dickens (415) 453-4454 or (800) 799-7719.

**1970 914-6.** Orig. 2.0 engine, short gears, Fulda tires. Very good condition, kept covered and garaged. Silver with black interior. 90K miles. \$13,900. Larry (510) 462-9811 evenings and weekends.

**1972 911T Targa.** Signal yellow w/black. 70K miles on rebuilt engine. Records available for last 7 years. Complete exhaust system replaced, new dashboard, new carpets including trunk, re-uphol. seats. Low mileage on tires. Unique, personalized Porsche license plate (1 911). Looks and runs great! Dependable daily driver. Baby says "sell." \$10,500 obo. Lars (415) 383-7762.

**1973 911T.** White/tan. Impeccable condition. 160K miles. All original except engine rebuilt at 120K to 2.7L. \$12,800. Brent Dickens (415) 453-4454 or (800) 799-7719.

**1974 914 2.0L.** Red/black, great cond.; excellent engine/trans, K&N, ss heat exchangers, Bursch exhaust, lowered, Koni's, roll bar, 5-point harnesses, minilites w/Dunlops + Mahles w/RE71s; AM-FM stereo, extras. No rust. Street, autocross, time trial. \$7,500 obo. Dale (408) 354-1965.

**1974 914-4.** "E" production race car. SCCA Regional winner, Ilgen Enduro winner. Complete. Reliable and exhilarating to drive (open car). Log books. Spares. \$14,400. Brent Dickens (415) 453-4454 or (800) 799-7719.

**1979 911 SC Coupe.** Silver/black. Excellent condition. Whale tail. Fuchs and 2nd set of Phone Dial wheels. Leather, alarm, sunroof, cruise, A/C, Alpine stereo, D&W steering wheel, shock tower brace, chain tens Mod, Bosch

lights. Cal spec. All records. Manuals, 2 car covers, Porsche mats, dash cover, fog light and mirror covers, rear shelf mat, and more. 139K miles. \$15,500. Kevin (408) 448-1113.

**1986 911 Carrera Targa.** Special factory pearl silver w/ navy leather. Loaded w/ A/C, limited slip, Boge sport shocks, full power/heated sport seats, 16" Fuchs, factory alarm, rear wiper, new Targa top, clutch, Michelin XGTs, meticulously maintained. 148K miles. Orig. owner, all records, garaged, non-smoker car. Mint. \$23,950. Mark (415) 592-0898.

**1986 944 Turbo.** Dark silver metallic, 107K miles, power everything, A/C, cruise control, leather, limited slip differential, Weltmeister chip, Fuchs. New belts and pulleys, no leaks, needs nothing. \$9,500. Ray Scruggs (415) 459-3527.

**1986 944 Turbo.** Guards red/tan interior. 99K miles, very clean in-and-out, 2nd owner. New clutch, 5-sp., A/C, alarm, sunroof, CD player. \$9,500. Chuck Rundle (415) 697-0438 evenings and (415) 536-0900 days.

**1988 Factory Race Car 944S Turbo.** Rothman's Cup - one of 36. Turn-key with spares. Very fast. PCA, IMSA, SCCA legal. \$44,900 obo. Barney (408) 371-6387 days of (415) 941-7114 evenings.

**1992 Carrera 4,** Alpine white/tan leather, 19K miles, 17" wheels, 100 miles on new Potenza S-02's, extended warranty, perfect condition, extra. \$45,000. (510) 283-5655.

**1994 Porsche 911 Special Edition Speedster.** White with white wheel rims; black hood; black/grey leather seats and trim. Condition excellent. Only 15K miles. Offers circa Blue Guide ok. Owner returning to England in the Fall. (510) 704-8211.

**1995 993.** Polar silver w/classic gray interior. Approx. 27K miles. Meticulously maintained by S-Car-Go. Daily driver, always garaged. Includes Club spot accessories (belts/harness bar, etc.). \$55,000 obo. Alan Kushner (510) 831-8795.

**Race car and trailer.** 911 Race car, big brakes, coil over, very competitive, short gears, adj. bars, full cage, 16" rims, different body sets, call for details. \$30,000 obo. Pro Am enclosed trailer, exl. cond. Winch, work bench, light, awning, lots of storage. \$4,250. Steve Young (408) 859-4930.

**Car carrier.** Custom built; dual axles, electric brakes, spare and tie-down straps. \$3,200. Bud Behrens 9209) 477-6496 fax (209) 957-2137 or e-mail buddyb@compuserve.com

**Car trailer.** 1991 Manolarin 1/4 enclosed, 7,000 lb. capacity, tire rack, storage cabinets, 12' ramps, 8,000 lb. Warn wrench, 4 new Goodyear radial tires and electric brakes (of course). \$2,500 obo. Gary (415) 742-9322.

## PARTS & MISC

**2.7L racing engine.** Aluminum case; low hours; 250+ hp; S cams; ported, polished, balanced, blueprinted; built by '83 Sebring Champion. \$9,750 obo. Jon (415) 356-4629 days or (510) 530-8635 evenings.

**4 BBS** 6-1/2 x 16 outers, 4 BBS 4 x 16 inners. '74 914 roller. Oberg oil filter, new in box. 25' roll-up awning for RV or trailer, new in box. Dave, 9 a.m to 7 p.m. (415) 873-0423.

**'88 Carrera Coupe sunroof cables**, (left & right), hardly used, clean and in package. \$35. Craig Gower (415) 367-1916 home or (408) 554-4920 work or e-mail cgower@mail.scu.edu

**911 parts**, passenger seat and (driver) extra headrest for '69 911, \$100; mechanical speedometer (150 MPH) for '75-'76 911, \$25; black interior light for '69-'73 911 Targa, \$10. Marco Morana (415) 604-0683.

**911 parts**, '73 trailing arms w/tie down loops, 915 gear - 18/33; left Boge S strut; Lockheed 4 piston calipers - fits S strut; M rear calipers, '73 S MFI pump, no. 013 (stored correctly). Front oil cooler - 14" x 6" w/-12 fittings. Gary McNair, 3189 Tiffanie Lane, Napa. (707) 252-2363.

**911SC Fuchs**, 6 & 7 x 16s mounted on worn XGTs. \$475 obo. Also, last 5 years of *Panorama* magazines, absolutely FREE. If interested, call Ray (408) 974-6238.

**911SC parts**, Coupe rear clip mid-floor back w/pillars, very good condition; rear window and trim; left window frame; '70s 4-spoke and '80s 3-spoke steering wheels; and some misc. Jeep Cherokee bolt-in hitch and exhaust header. Motivated seller. Make offer. Roger (408) 479-4384.

**914 fiberglass front hood** and rear trunk lid, \$50 each. Cliff Ayers (408) 978-6041.

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

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

**914-6 Heatexchangers**, very good cond., \$600; 914 US taillights, very good cond., \$50; 914 ski rack, \$50; 911SC 20mm front anti-sway bar, \$100; 19mm torsion bars, \$100; early 911S tach, \$100; 944 bra for '85.5 & newer, \$50 - all prices obo. Sergio Meza (510) 833-8545 home or (510) 823-3145 work.

**Air conditioning parts** from 1986 Carrera. Nippondenso compressor, \$125; rear condensor, \$150; front condensor with stone guard, \$150. Jim (408) 247-5877 or e-mail jbauman@earthlink.net

**Autocross and time trial parts**, for '86 944 Turbo. Koni gas sport shocks, \$300; Shoulder belt cross bar, \$50; phone dial wheels with half worn BFG R1's, \$600. Ray Scruggs (415) 459-3527.

**Carrera Cabriolet full tonneau cover**, good condition, black, \$250. Jim (408) 247-5877 or e-mail jbauman@earthlink.net

**Carrera Cabriolet half tonneau cover** (boot), brown, good condition, \$150. Tom (408) 255-9506 or e-mail mpickett@cisco.com

**Deck lid for 911 SC. 4-spoke steering wheel** for '89 911. \$350 for both. Paul (650) 579-0836 before 10 p.m.

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

**Literature/magazines**. *Panorama* from 1965 complete to current (plus 9 issues from '61, '63 and '64. *Christophorus* set from English #25 (Jan. '60) complete to current. *Christo* starter set: #85, #95, #97-100 and #107-120. All excellent condition. Sell in sets only. Call for prices and details. Bob Sturm (408) 773-0884.

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

**Parts for 911, 914**. 3.0SC Crank and rod, balanced, micro polished, resized, new bushing, \$1,450. 2.7 Crank and rod set, balanced, micro polished, resized, new bushing, \$1,250. 2.7 Crank (25/25 under) and rod set, balanced, micro polished, resized, new bushing \$850. 98mm Pistons and cylinders, high compression, new from Andial \$2,950 (new \$3,500). Steve Young (408) 859-4930.

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

**Wheels and tires** for SC or Carrera. BBS 7 and 8 x 16, with BFG TA ZR's, 20% or less left. Wheels are single piece, not pretty, used for autocross and track. \$550 obo. Jim (408) 247-5877 or e-mail jbauman@earthlink.net

#### WANTED

**911 engine stand**. Factory 5-spoke with vise preferred. Brian Kolner (510) 376-2269.

**944 Cabriolet or 968 Cabriolet**. Reasonable mileage OK, but must have complete service records. No smoke/track or damaged cars. Will pay fair price and pick up. Lee Woods in Bellevue, WA at (425) 746-1493 or e-mail to leewoods@sprynet.com

**Factory workshop service manuals** for 1982 911 SC. Joe (408) 226-2010.

**Race stuff**: drivers suit for 6' 200 lbs.; 911 2.7 headers w/o heat; race seats. Keith Pester (916) 482-1801.

**Video of Ruf Turbo (Yellow Bird)** at Nurburgring - 2 vols. - to buy or copy; or others interested in joint purchase of new copy. Ron Halfhill (800) 595-0235.

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



# Events calendar



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

## October

- Wed 1 **GGR Board Meeting**, 7 p.m., Richard & Debbie Gray's home, 4119 Sacramento St., Concord.
- Sat 4 **GGR Champagne Tour**, Napa.
- Sat 4 **\*\*CANCELLED\*\* GGR Mother Lode Tour.**
- Fri 10 **GGR Oktoberfest Friday Night Social**, 6:30 p.m., Harry's Hofbrau, Mountain View.
- Sat 11 **GGR/Automotion-GGR Autocross #9**, at the Sheriff's Training Facility, Dublin. For fee and information contact Bert and Anne DelVillano (415) 592-0673.
- Sun 12 **\*\*CANCELLED\*\* Zone Concours and Wash & Shine**, hosted by Redwood Region.
- Sat 18 **\*\*CANCELLED\*\* Zone Rallye #10**, hosted by Yosemite Region.
- Sat/Sun 25-26 **GGR Time Trial & Driver's Education #7**, Buttonwillow. For registration contact Pattie DeMartini (510) 606-8543.

## November

- Sat 1 **GGR/Automotion-GGR Autocross #10**, at the Sheriff's Training Facility, Dublin. For fee and information contact Bert and Anne DelVillano (415) 592-0673.
- Wed 5 **GGR Board Meeting**, 7 p.m., Marianne & Bob Gardner's home, 430 Navaro Place, #118, San Jose.
- Sun 9 **Zone Rallye #11**, hosted by Loma Prieta Region, a Pan Am style rallye starting in San Jose and finishing in Gilroy. \$15 per car or \$10 if pre-registered by 11/1. Call Bill Jonesi (408) 247-7115.
- Fri 14 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, Mountain View.
- Sat 15 **GGR Adopt-A-Highway**. For information see page 3.
- Sat 15 **GGR Thanksgiving Potluck Feast**. For information see page 23.
- Sun 16 **Zone Rallye #12**, Turkey Run, hosted by Sacramento Valley Region. For fee and information contact Rik Larson at (916) 481-6084.
- Sat 22 **Zone Awards Banquet** at Scott's Seafood in Walnut Creek. Enjoy an evening of great food, fun, door prizes and annual awards for Zone Autocross, Concours and Rallye. For more information call Tom Provasi (408) 947-0980.
- Sat/Sun 29-30 **PCA Club Race**, hosted by Sacramento Valley Region at Thunderhill Park, Willows. More information to come.

## December

- Sat/Sun 6-7 **PCA Club Race**, hosted by Golden Gate Region at Sears Point Raceway. More information to come.
- Wed 10 **GGR Joint '97-'98 Board Meeting**. More information to come.
- Fri 12 **\*\*CANCELLED\*\* Friday Night Social**.
- Sat 13 **GGR Christmas Party and Autocross Awards Banquet**. More information to come.
- Wed 31 **GGR New Year's Eve Party and Time Trial Awards Banquet**. More information to come.

## GGR offers an exciting opportunity as **Editor**

You will direct the editorial content and production of *The Nugget*, Golden Gate Region's monthly magazine

*Learn desktop publishing*

*Hone management skills*

*Exercise creativity*

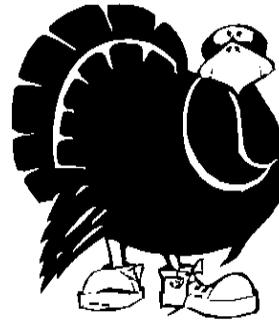
Contact Richard Gray (510) 798-3120

See Steering Column, page 3



**Big O 1/4**

**GGR's old-fashioned**



\$5.00 Adults  
\$2.50 Children

# **Thanksgiving Potluck Feast**

**3 p.m., Saturday, November 15**

*Bring a Yummy Holiday Dish & Spirits*

*Jim & Linda LaMarre's  
6001 Bellingham Drive  
Castro Valley (510) 582-3291*

Call for reservations & sign up for your dish before November 12

## **1997 Board of Directors**

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James Ohl

***Membership***

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***Vice President***

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***Competition***

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Visit GGR's web site at <http://www.glennhills.com>

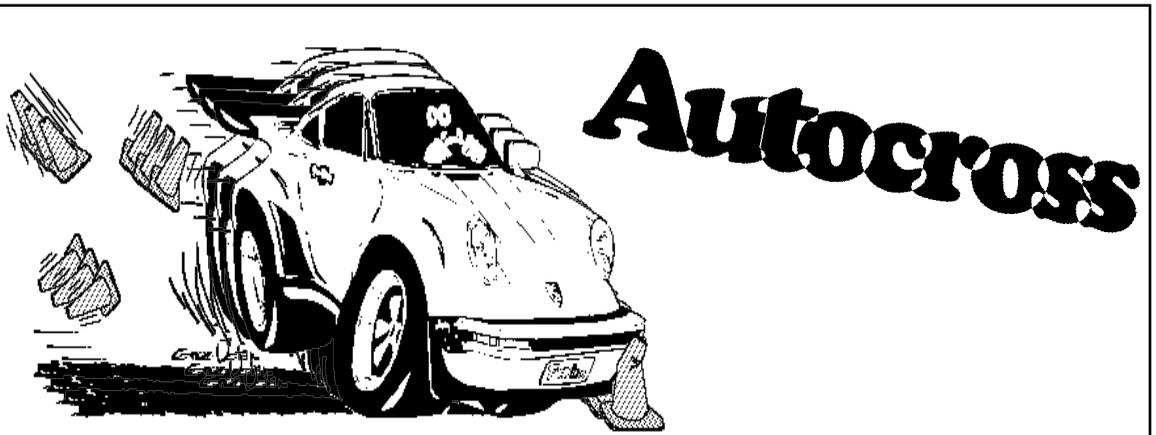
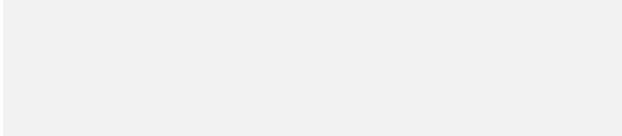


## **Golden Gate Region, PCA**

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# **Autocross**

## **What's stopping you?**

### **Automotion-GGR Autocross Series**

**Saturday, November 1**  
**Alameda County Sheriff's Facility, Dublin**

**Information: (415) 592-0673**