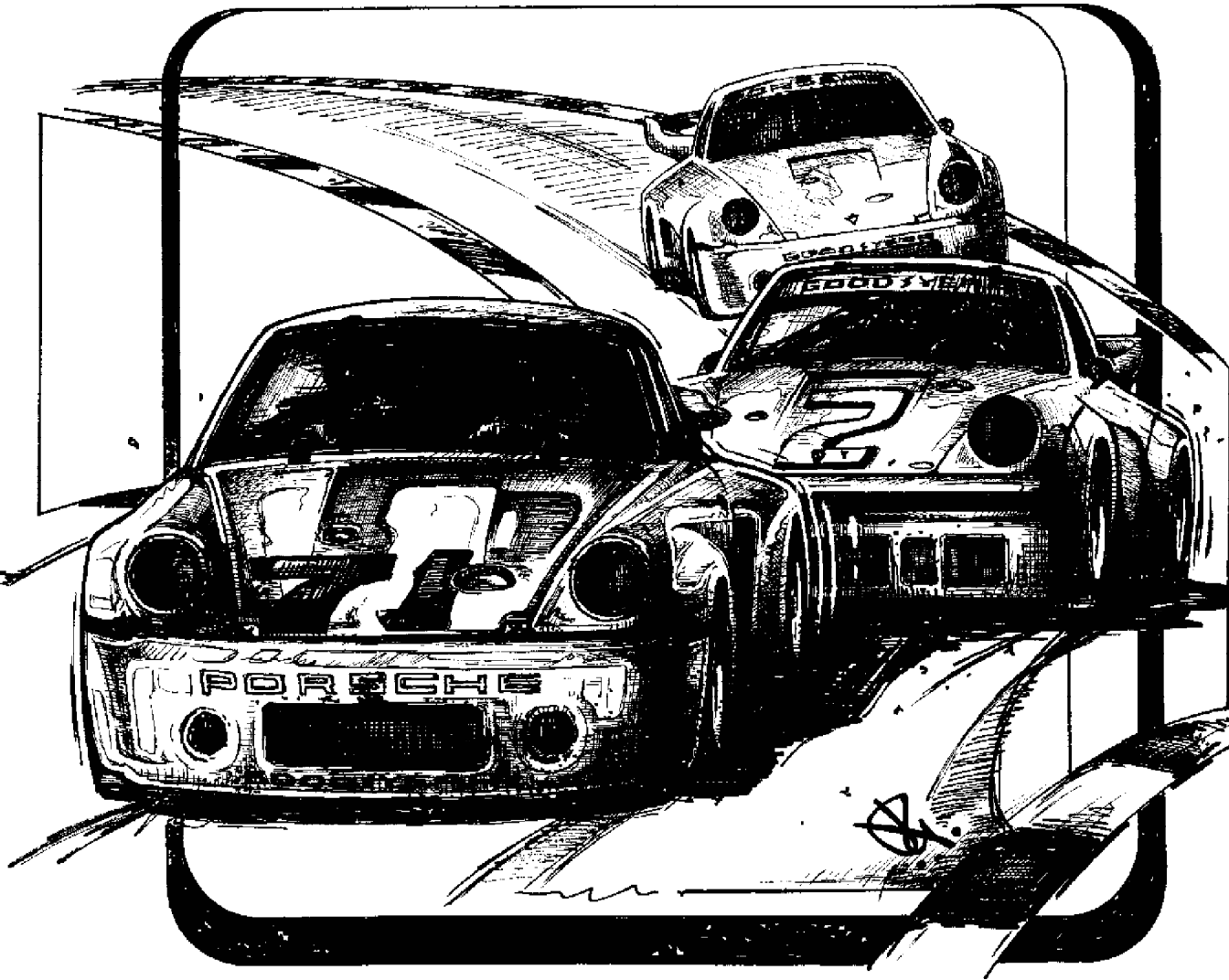


September 1997

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Autcross results

Time Trial points tally

Tips on how to buy a Porsche

GGR can help advance careers. It isn't the first thing that comes to mind when thoughts turn to a club of car enthusiasts, but taking an active leadership role in GGR can look good on a resume.

Consider GGR as an organization for a moment. It has a large operating budget, a constituency of 1,200-plus diverse members and a variety of "business" groups, which we normally think of as club activities.

When looking at GGR in this context, opportunity becomes visible — opportunity to gain experience in organizational management, marketing, event management, business planning and staff supervision. Valuable experience is here to be had and it comes without risking the mortgage payment.

These aspects of GGR may not land you in the corner office next week but they are worthy of consideration and a viable way to help build your future.

Right now opportunity is knocking. GGR is looking for candidates for the 1998 Board of Directors.

These positions are not as hefty as they might seem. Yes they do require time and effort and commitment, but when the benefits are considered, the

"sacrifice" is not that great.

There's another thing, too. GGR needs dedicated leaders to help the club run day-to-day and to plan for its future. The assumption that GGR will always be around is a dangerous concept. To assure it stays around and keeps growing requires the talents of its members.

The reason that we see many of the same people in GGR leadership roles is because they are the only members stepping to the plate. They would like a little competition and a bit of relief.

Consider this, too: President James Ohl made the point at a recent board meeting that it would be nice if the membership had a choice of candidates for the rapidly-approaching election.

So, why not throw in your hat? The reward is a career-enhancing experience, a feeling of accomplishment and the continuation of a great club.

The first step is to contact GGR's Nominating Committee. It's chairman is Sharon Neidel. She's waiting to hear from you.

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Volume 37, No. 9

Cover: PCA members have talent behind the wheel or a pen, as evidenced by this illustration from a Central New York Region member.

Illustration: John Hajny

What do you want on next year's Calendar of Events? GGR's Board is starting to plan for 1998.

If you want to be an event chairperson, please contact any Board member. If you ask for a certain kind of event, don't be surprised if you are asked to help put it on. Don't worry if you have never done this before, there are lots of people who will help you. And, it can't be too difficult, after all, Jean and I have chaired several events.

Of our 1,200-plus members, I would guess about 400 are actively involved in GGR activities. Most of these are involved in the competitive driving events — Autocross, Time Trial, and Club Race. Others do events such as tours, dinner meetings, tech sessions, Concours, Rallyes, or shop for bargains at the swap meets. All of these Porsche activities and individuals are important. Diversity, both in people and activities, is one of GGR's strengths.

In addition, I guess there are about 75 to 100 people

who do some of everything that GGR offers. These are also the people who are always willing to help. These people are the backbone of GGR. Without them, GGR could not function. Some are Board members, many fill appointed positions, while others function quietly in the background. If no one has said this lately, GGR thanks you for your efforts.

There is a last group of people who don't attend any events. I suspect they belong to get *Panorama* and *The Nugget*.

This trend of 60-70 percent non-active members is typical for all the larger PCA regions. If that is all you want from GGR, OK. But, believe me, you would get more enjoyment out of being actively involved in GGR's activities.

What can GGR do to tempt you?

Come join the

Adopt-A-Highway

crew

Sunday, September 21
9:00 a.m.

Interstate 280, Park & Ride
Woodside Road Exit, Woodside

Jean Ohl (650) 341-9020

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Braking news

Mother Lode tour off

GGR's popular annual Mother Lode tour to California's gold country has been canceled due to unforeseen circumstances — the restaurant used for the tour was closed unexpectedly. Carl Keller, who organizes the tour, will continue to make plans to hold the tour next year.

Rocky road for Yosemite

GGR will not hold its once-postponed tour to Yosemite because most roads in the park are not Porsche worthy. They're gravel. Storms that damaged Yosemite National Park in the winter washed out many roads and the funds have not been available to repave them. GGR will monitor the road conditions and reschedule the tour when the situation is corrected.

Nominations wanted

GGR's Nominating Committee is hot on the trail for candidates to run for the 1998 Board of Directors. Anyone who is considering running for a Board position, or knows of someone who could be interested, are invited to contact the committee's chair, Sharon Neidel as soon as possible.

Charity ideas

GGR's Board of Directors is searching for a charity to help. The club wants to develop a long-term relationship with a small, worthy charity, one in which GGR could make a difference. President James Ohl has instructed Board members to begin looking, so if anyone has a suggestion, let a Board member know.

Watch those initials

An item published in July in this space reporting that Designs in Motion and Extra Touch Designs won the right to be exclusive suppliers of Porsche-related merchandise confused PCA (Porsche Club of America) with PCNA (Porsche Cars of North America). While that may not be the end of the world it did raise quite a bit of confusion. PCA awarded the rights, not PCNA, and the error was not caused by anyone associated with Designs in Motion or Extra Touch Designs.

**Sipkins 1/8
pg**

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**High
Performance
House 1/4 page**

Things to look for when buying someone's Porsche

By **KEN MORT**
Loma Prieta Region
(from *Prieta Post*)

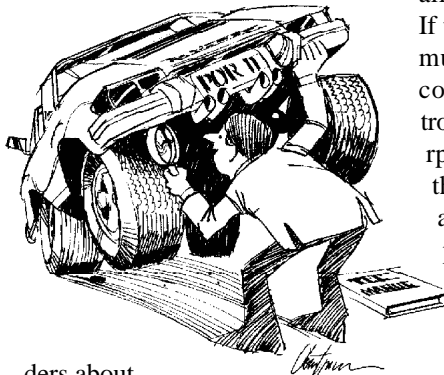
When buying a used Porsche, it is very important to get the newest, low mileage, cleanest car that you can afford. The car should be carefully inspected to identify possible repairs required. A low priced car may not be a bargain if a lot of work is required to get it into safe and reliable operation. Repairs can be very expensive.

The bodies should be carefully inspected for damage and rust. The condition of the seals around the windows are a good clue to possible rusting underneath. For example, at our latest tech session at CT Automotive, we saw a 911 with the windshield and rear window removed. The seal for the rear window had a small split in the center of the lower section which allowed water to seep underneath and cause local rusting which will have to be repaired. The lower corners of the front windshield are also of concern, because they are especially subject to water collection and subsequent rusting.

Another area which should be carefully inspected is the lower front corners of the hood opening. Water from the top of the car and hood flows down the sides of the hood and then is supposed to drain out the bottom. Drainage can be poor and water can collect in the corners causing rust. Another area that I have had trouble with is inside the head light buckets; however, on older cars it is quite easy to remove lights and check the buckets for rust.

The underside of the car should

be carefully inspected for damage and rusting as well as for leaks. Damage can occur from hitting objects in the road or from rusting. Suspension attachment points are especially critical and should be carefully inspected. Ball joints should be inspected for excessive looseness. If the car pulls or wan-



ders about, it could be because of damaged or bent suspension members. Check the sway bar ends; this is another common failure point. While under the car, look for leaks. Remove all four wheels on 356s and inspect the wheel cylinders. If they are in bad shape, they may not be rebuildable. New ones are expensive. All brake hoses should be checked for leaks. If any leaks are found, all should be replaced.

On 911s, the oil lines underneath and along the side should be inspected for damage. They are often damaged at service stations or tire shops by workers improperly placing floor jacks under the car. The oil coolers should be inspected for leaks. The CV joints should be inspected for excessive play, and it is important that their boots be in good condition. Clutch cables tend to fail near the ends. Pull back the rubber seal and look

for fraying of the cable. Check the condition of the motor mounts.

Make sure it has passed the smog test. It is the seller's responsibility to see that it passes. An important part of the test is a visual inspection. The new smog test systems have displays that show the required smog components, and all components must be in place. If there are any missing parts they must be replaced, regardless of cost. The '69 to '73 911s have trouble passing smog tests at 2500 rpm even if they pass at idle. If they pass at idle, however, they are usually not judged as a gross polluter. If they are close to passing at 2500 rpm, the referee stations will often pass them.

Test driving is, of course, also very important. If the clutch chatters when starting off, the clutch or motor mounts may be bad. If the car klunks when starting off, the clutch or flywheel may be bad if it has the two-part flywheel with the rubber in between. If clutch operation is stiff on 911s, the clutch fork may be broken. Check all controls and instruments. These can be expensive to replace. It is also important that all internal and external lights work.

You may want to have the car inspected by a shop. This can be comprehensive and take from 1 1/2 to 3 hours to perform depending on the model. Always have them do a compression test. If the car doesn't pass, the shop can perform a leak-down test to better define the problem. After you have the candidate car inspected, you are in a better position to negotiate with the seller. Be careful of bargains.

New spoken-for Boxsters wait at the Porsche factory customer delivery area to begin their long lives with their

How I spent my summer vacation (or life)

By **ALFRED ABKEN**

I didn't go to the Treffen this year. I was there but it wasn't. I missed Parade this year, so I didn't hear the announcement about the Treffen being canceled. Is everything I know wrong?

We arrived in Frankfurt early on a Sunday with our tour director Knettie Archard and her husband, Flip. I was lucky enough to have been stationed in Germany while I was in the army and I must say it was wonderful to back again.

We, Pat and Carol Barr and Carol and Richard Helstad and Bill Wykle arrived at Stuttgart shortly after 11 a.m., where we were joined by Cris and Jenna Driskell, Jim and Lynn Knupp and Alfred and Clarence Mou.

A few members headed off to RUF on Tuesday while the others went to the village of Langenburg. First we went through the German Auto Museum, then a tour of the castle.

On Wednesday, Carl Panek and Carol Harrison joined us and our group was complete. We were off to Ludwigsburg to drive some new Porsches. My first choice was a Targa, fabulous car. We drove a 30k loop

north out of Ludwigsburg on the Autobahn and exited at Pleidelsheim to Bietigheim, through a wine grape growing area to Besigheim, then back on the Autobahn to Ludwigsburg.

Bill Wykle had been my navigator for that ride, then I navigated for Bill in a Boxster equipped with a Tiptronic transmission. Later I drove the Boxster and Knettie rode along. I always thought that an automatic transmission had no place in a sports car but it wouldn't take much for the Tiptronic to change my mind.

Upon return in the Boxster, I was told there was enough time to take on more drive. I was off with Flip this time in a Carrera 2. It still makes me grin. By the time I returned, it was just about time to depart for Zuffenhausen.

We toured the Porsche museum then the factory. We got to see the Boxster engine assembly area, the assembly of the interiors; not all the production areas were open to visitors. We also got to go through the customer delivery area and the special modification area.

On Thursday we took the train to Mulhouse, France, to visit the Musee National de L'Automobile.



proud new owners. Just smell the leather interiors.

without the Treffen)

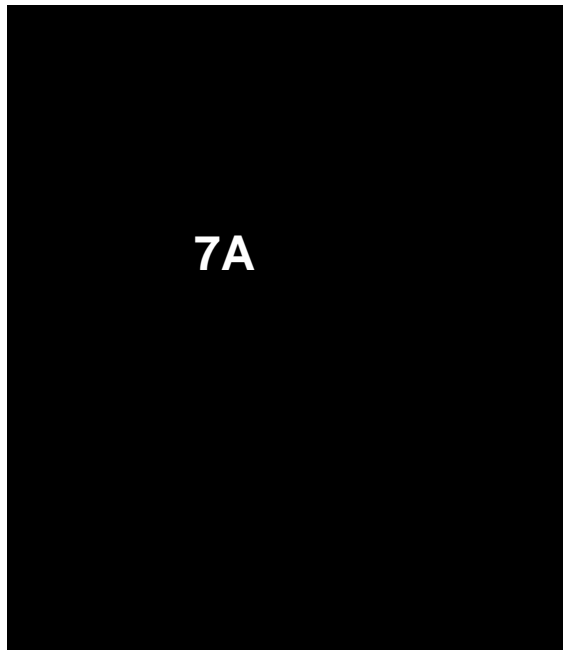
I had read about this museum in *Car & Driver* magazine. I knew it was big, but I was not prepared for the immensity of the place. I could have easily spent two or three days there. The oldest “vehicle” there was a sedan chair. The most recent vehicle I noticed was a 1994 McLaren Peugeot Formula 1 car. With more than 400 cars, and one-fourth of them Bugattis, it is a fabulous collection.

From Paris on Saturday, we took the train to Le Mans. My first stop was at the Musee Automobile de la Sarthe. It has a manageable collection of street and race car and a model car display.

Then I wandered to the course to watch some of the pre-race activities.

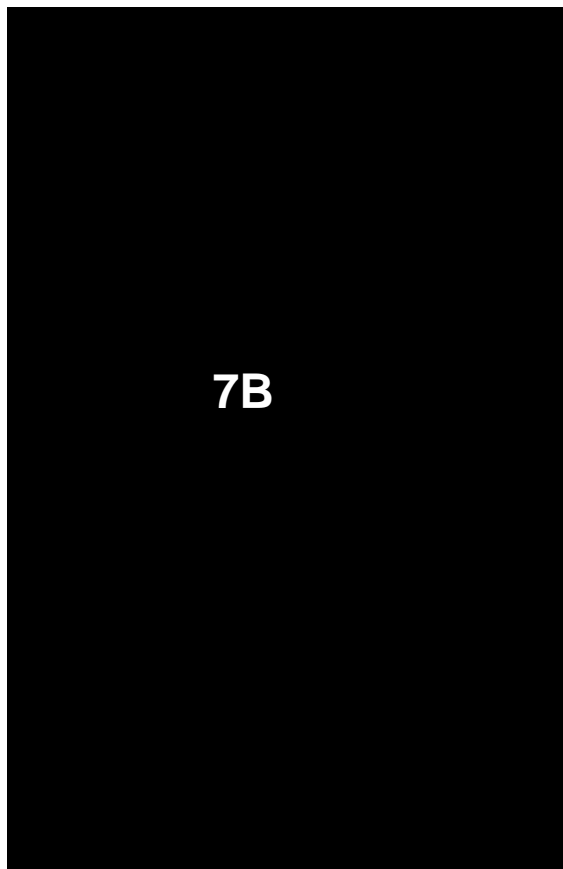
The race was underway at 4 p.m. and I stayed in the grandstands for an hour and a half before wandering around the infield. I went back through the carnival area. This place was jumping. There was an oompah band playing German drinking songs. The crowd was singing and swaying. I got caught in a line dance on the way out. Outside I could hear the sounds of the race cars going by.

I may have missed hearing the Treffen was canceled, but I’m glad I didn’t cancel my trip.



7A

GGR member Alfred Abken has someone pop his picture on a tour of Germany’s Schloss Langenburg.



7B

The picturesque German village of Rothenburg ob der Tauber oozes that old-world atmosphere.

Automotion swap meet helps children

Automotion and GGR raised \$1,350 from the Automtion swap meet and Concours in June to help disabled children in an infant and toddler program operated by Via Rehabilitation Services in Santa Clara County.

Via Rehabilitation Services provides help for 100 children considered at high risk because of disabilities from birth defects or who suffered trauma during pregnancy or in birth.

The agency serves children with all types of disabilities, not just orthopedic disabilities.

The non-profit agency has found that early intervention in the children's lives provides better results than waiting until they are older, said Kay Walker, chief executive officer of Via Rehabilitation Services.

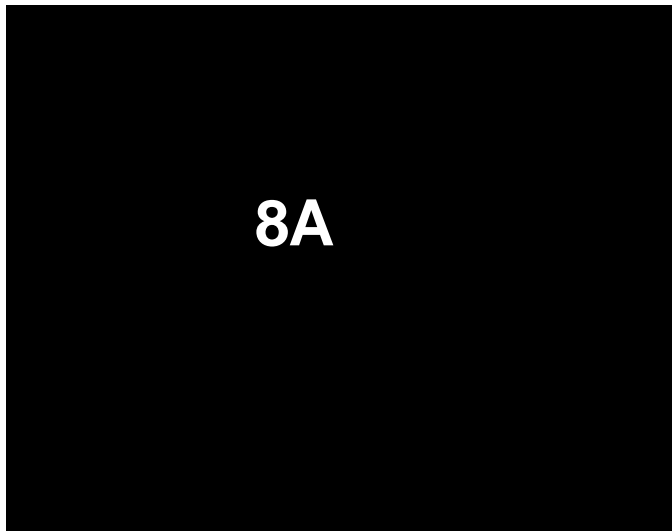
Another key to rehabilitation of the children is to

provide counseling to the children's families, who are often emotionally unable to cope with a disabled child or simply do not know what to do to help their child, Walker said.

The agency provides individual therapy and two-thirds of that therapy is provided in the home.

The Automotion swap meet has been raising money for the agency since 1992. The agency was

previously known as the Crippled Children's Society.



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

Via Rehabilitation Services CEO Kay Walker accepts a check from Automotion General Manager Gabe Szalay, left, and GGR President James Ohl.

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

Autocross news from around the zone

By **HANK WATTS**

BIGGEST NEWSFLASH: PCA's Redwood Region (Marin & north) and ESCA (Empire Sports Car Association) have found an Autocross site. Apparently the Sonoma-Marín Fairgrounds in Petaluma have been actively looking for a car club to come Autocross! New pavement, big lot, bathrooms.

From US101, use the Washington Street exit in the middle of Petaluma, turn west and you're there. Redwood events will be run by Competition Director Jim Housman, 707-823-7564.

The first event scheduled there was for the two clubs Aug. 17. Two more events are scheduled this year: Oct. 11 and Nov. 9. The October date conflicts with a GGR event in Dublin, so it may be reset.

When-it-rains-it-pours department: In the fairy tale of the Lost Redwood Region Sonoma County Airport Site, it turns out that the Evil Airport Manager was continuing to let the police and fire people use the site, that the threatened water treatment work has never begun, that the decision that we couldn't use the site was very arbitrary, that the Evil Airport Manager's

boss may be the Good Fairy Godfather and is in fact an ex-autocrosser and didn't know we were being excluded (can you see where this is going?). So that site may soon be available for us as well. Wow.

LPR-AT-THE-STICK: LPR's 6th Autocross of the season was a Zone event, held Saturday, July 19. Eighty-five drivers showed up to run a 38-second course on a 1 and 1 basis. Four runs were the order of the day. Chairman Dirk was hampered by arm problems from doing too much real work (typing) and took only one run, but that wasn't the reason that Tom Provasi took top time of day. The reason was, Tom designed the course. There is, of course, the legend of the Curse of the Course Designer, but that doesn't seem to apply if you have Tom's car and Tom's skill.

Only Jim Hayes got within two seconds of Tom's 34.3 (excepting, of course, the talented Sandy Provasi, who seems to be getting used to the new zoomy-mobile and is running close to Tom's times).

Jeff Sykes took top time on street tires, followed

See *AUTOCROSSING*, page 10

Automotion 1/2 page

AUTOCROSSING, from page 9

by Doug David, leaving myself and Masuo choking on their dust. It's nice to have this little rivalry in Li, but Masuo and I were both going for the big time. It was good to have Masuo at an LPR event, and we hope he comes back. Glen Brooksby was 17th overall and third in Li for the day, but took second in Li at the GGR/Zone event on Sunday. Jim Bauman might do better in the Li class if he'd get his tire people to but the big tires (225s) on the big wheels and the little tires (205s) on the little wheels.

Funny conversation with Jeff Sykes. I walked over before his last (and telling) run, to offer some friendly, competitive advice. Well, to suggest that he shouldn't worry about it being his very last run, just to go out and have a good time, not let the pressure get to him. Jeff gave me this are-you-for-real look and said,

"You're definitely talking to the wrong guy. I'm a lawyer. I make my living every day playing mind games with people." He then proceeded to give back much better than he'd gotten, first verbally, then on the course.

In the morning, the Women's Street-tire group was having quite a time. Laurie Yonk won this, by virtue of hitting no cones. Louise Sousource's fastest time was with a cone, and Laura Watts won her class with a time that included three cones. However, in the afternoon, Donna Sylvanovich turned a time that beat all the morning street-tire women runs. Donna did not beat husband Mike Mitchell (.13).

George Neidel took top honors in the well-used and well-driven Neidelmobile. This is such a gracious family ... they keep trading off on who can drive the fastest on any given day. The next day, both Rob and Sharon beat George.

Automotion-GGR Autocross #6 results

Class	Driver	Best Time	YTD Pts	Pts.
Ai	Dugan, Chris	40.115	20	100
	Clever, John	41.007	16	54
	Vogley, Kim	43.434	13	39
B	Esser, Brooks	41.742	20	100
	Lanier, Ray	44.963	16	61
	Misfud, Brian	51.274	13	13
BL	McClelland, K.	40.339	20	60
Bi	Beck, John	38.054	20	96
	Nieslony, Steve	38.179	16	81
	Seidell, John	40.746	13	73
	Blachley, Rick	42.145	11	11
Bp	Sharp, Larry	37.241	20	80
	Brown, Gerry	38.692	16	36
	DelVillano, Bert	40.904	13	81
BpL	DelVillano, A.	42.479	20	56
Br	Neidel, Rob	37.460	20	40
	Neidel, George	38.608	16	52
BrL	Neidel, Sharon	37.798	20	60
Bx	Newton, Bill	39.935	20	80
Bxstr	Kaplan, Leo	40.518	20	60
C	Gosienofro, M.	46.776	20	20
	Smith, Miles	49.421	16	16
Ci	Rose, Revis	43.339	20	80
D	Fooshee, Bob	42.964	20	20
E	Blomquist, Ben	41.858	20	40
	Blomquist, Gary	45.747	16	52
Ep	Mitchell, Mike	39.756	20	100
EpL	Sylvanovich, D.	39.237	20	100
Fm	Yearton, Dennis	38.720	20	100
FmL	Yearton, Lisa	41.716	20	80
Gi	Teasley, John	41.285	13	33
	Robertson, Scott	38.764	20	20
	Molineaux, Kevin	40.304	16	16
GIL	Molineaux, Debi	42.275	20	20
Gm	Jackson, Neil	38.933	20	80
	Thorp, Bill	39.562	16	16
GmL	Smalley, Kathy	40.359	20	20
	Stark, Patty	41.049	16	76
Gp	Chloupek, Grah	41.990	20	100
Gx	Fariab, Essy	39.970	20	100
Hi	Williams, Harold	40.161	20	96
Ji	Schaefer, David	43.909	20	20
K	Glickman, Jon	41.599	20	36
	Gakuba, Fidel	43.342	16	16
L	Lee, Nancy	43.539	20	100
Ki	Winkler, Bill	38.556	20	20
	Cole, John	39.070	16	29
	Iked, Pat	39.531	13	13
KIL	Giampietro, Di	41.538	20	40
Km	Temple, Vaughn	50.750	20	20
Kp	Kuhn, Steve	38.483	20	20
L	Barnby, David	41.934	20	20
	Prettyleaf, Jim	44.183	16	16
	Costello, John	44.363	13	44
	Johnson, Ross	45.028	11	11
LL	Costello, Joyce	46.253	20	20
Li	Watts, Henry	37.416	20	100
	Brooksby, Glen	37.825	16	34
	Robinson, Masuo	37.844	13	49
	McGuigan, Dave	38.580	11	72
LiL	Yonk, Laurie	40.268	20	40
Lm	Hayes, Jim	36.210	20	20
	Jolliffe, Mike	37.606	16	16
LmL	Hayes, Sue	41.594	20	20
M	Rastlin, Philip	43.521	20	20
Mi	Sousoures, Louise	39.775	20	100
	Herrerias, Ron	39.933	16	32
Mm	Maioriello, Mike	43.232	20	20
Mp	Sykes, Jeff	38.387	20	56
	George, Victor	39.769	16	52
	Masangcay, Chet	42.728	13	13
MpL	Sykes, Silvia	41.602	20	40
	Garcia, Diana	50.141	16	16
N	Jones, Dan	40.367	20	60
	Armellini, Al	41.368	16	16
	Dean, Derek	42.177	13	29
	Lee, Brian	42.324	11	11
NL	Gleason, Tish	43.297	20	20
Om	Cox, Jon	41.262	20	20
	Jarvis, Jay	42.915	16	16
U	Kimes, David	37.926	20	60
Y	Beach, Bob	40.873	20	20
Z	Provasi, Tom	34.366	20	40
ZL	Provasi, Sandy	37.250	20	40

Top Ten:

Provasi, Tom	34.366	TTOD
Hayes, Jim	36.210	
Sharp, Larry	37.241	
Provasi, Sandy	37.250	TTODL
Watts, Henry	37.416	
Neidel, Rob	37.460	
Jolliffe, Mike	37.606	
Neidel, Sharon	37.798	
Brooksby, Glen	37.825	
Robinson, Masuo	37.844	

On the LPR scoreboard as we enter the second half of the season, the biggest class battles are in Bi, where Larry Jackson is just barely holding off John Beck (but both of them seem to really hate it when Steve Nieslony shows up), Gi, where John Teasley is just barely winning an attendance war with Scott Robertson, Ki, where John Cole is leading, but Chris Murray, Ken Park, Dirk Bergstrom and Eric Siemens are all within reach (Eric's father, Pete, may have forfeited the season by spending too much time in Europe), Kp, where Doug David is unbeaten, but Steve Kuhn is always close, and LiL, where Laurie Yonk is just barely leading Laura Watts and Melissa Bauman has won half of the two events she's entered.

The Open race-tire group looks close between Tom Provasi and Scott Winders, but it won't be if Tom shows up. The open street-tire group looks like Jeff Sykes has a big lead. However, once the point scores reflect the events that can be dropped, this will be a very tight race. The Women's race-tire group may look close, but, unless there are problems with the Provasi car, it will be very tough for Monica Winders to dislodge Sandy. Donna Sylvanovich is leading the Women's street-tire group, but Laurie Yonk as a very good chance of making this a close race.

GGR-AT-CANDLESTICK: July 20 saw GGR at the back part of Candlestick, running its 6th event of the year, which also happened to be the sixth Zone 7 event of the year. The smoothly run event (Bert Del Villano with help from Tom Provasi) was attended by 84 drivers and featured the LPR course from the previous day, but run in the other direction. No, they didn't leave the cones out overnight at Candlestick, they just put them back in the appropriate boxes (big ones in the big boxes, little ones in the little boxes — we kept Jim Bauman's tire guy out of this). Top time was Tom Provasi by almost two seconds. Bill Newlin, where are you when we need you? Larry Sharp was fastest in the open street-tire group (jeez, just when you can beat Sykes and Doug David goes home, here comes Larry). Sandy Provasi was TTODL and Donna Sylvanovich was the fastest in the women's street-

tire group (are we seeing a pattern here?).

In the Mi class, Louise Sousoures, edged out turbo time-trialer Ron Herrerias. Glen Brooksby of Sacramento, relatively new at this sport but looking very much like an old hand, moved up to second place in Li and was 9th overall, third fastest on street tires. Masuo was probably distracted by his reminiscences about the lovely hamster estate he built some years ago for the used pet rat he inherited from his girlfriend. Ask him about it. John Beck narrowly defeated Steve Nieslony in Bi, and narrowly leads the series at this point.



ZONE-AT-SECA: A few Zone 7 stalwarts gathered at the Laguna Seca paddock to hold the third and

fourth events of the Zone 7 series on July 5-6. Official results have not been seen by this scribe, but Louise Sousoures was within .5 seconds of Masuo Robinson. We can only presume that Tom Provasi took TTOD.

That Saturday evening, in the Seca campgrounds a rare sight was seen. Bill Winkler demonstrated that, with the proper application of Grahams Port one of the constellations in the heavens is a Porsche Crest. Given the rowdiness of this party, we can only hope that the nearby campers were impressed to be camped by 'real racers', and awestruck by their hard partying, rather than trying to get any sleep.

ZONE 7-MEETS-ZONE 8: Ray Discius, recently relocated from Sacramento to the Newport Beach area to become a stock broker (but remembered here as a truly excellent Li autocrosser and Km time trialer) recently took the opportunity to take in a day of autocrossing in the southland.

As the story goes, he went up to some of the people (being the new guy on the block and all that) and asked where you get on the course and how this whole thing worked and proceeded to blow everyone in his class away. This, of course, produced the usual inquiries of, "So, how long have you been doing this?" and "Where did you say you were from?" Ray is just the person to pull all this off with a straight face.

Golden Gate winners

Dick Cottrell, 1st - 356 Street
Brian Carleton, 1st - 356 Full
Miles Smith, 1st - Water Cooled Wash n' Shine
Karen Mali, 1st - Water Cooled
Bill Benz, 2nd - Competition
Clinton Wong, 4th - 911 Wash n' Shine
Wolfgang Reif, 1st - Full Concours
Joe Hartman, 2nd - Full Concours

12A

12B

Crowd pleaser Brian Carleton, right, accepts a hand from the group, including, from left, Paul and Shirley Risinger and Hugh Davey.

COL
at

12C

Good things come in threes, such as, from left, Clinton Wong's (GGR) Carrera Cab by Strosek, Wolfgang Reif's (GGR)1989 Speedster and Tom Krugman's (Diablo) 911.

Simplicity and understatement add up to beauty in Jim Barrington's 'Gmund' coupe

13A

Eyewitnessing perfection is a Concours routine.

CONCOURS

arlsens

Photos: Dick Cottrell

13B

Bill Benz's handsome Carrera Speedster sits proudly ready for inspection.

'Famous Drivers' Time Trial series point



Unofficial results compiled by Rob Aube

Class	Name	Event					YTD Total
		#1	#2	#3	#4	#5	
Ai	Ralph Elder	-	-	-	-	20	20
AiL	Katie Elder	-	-	-	-	20	20
Ap	Jim Ralston	-	-	20	20	20	60
Bi	John Beck	20	20	20	20	20	100
	Craig Crease	-	16	16	16	-	48
	Greg Braun	9	-	13	9	13	44
	John Seidell	13	11	-	7	-	31
	Andrew Kalman	7	7	-	11	-	25
	John Nelson	-	13	9	-	-	22
	Bert Del Villano	11	5	3	-	-	19
	Jim Biesemeyer	16	-	-	-	-	16
	James Ohl	-	-	7	9	-	16
	Jon Keis	-	-	-	-	16	16
	Jim Ange	-	-	11	-	-	11
	Neil Librock	-	9	-	-	-	9
	Jack Angel	-	-	5	-	-	5
BIL	Tricia Braun	-	20	20	20	20	80
	Leigh Ann Drake	20	16	-	-	-	36
Bp	Kevin Voigt	16	20	-	20	20	76
	Ted Voigt	11	16	16	13	16	72
	Dennis Neely	20	-	20	-	13	53
	Todd Harter	7	13	5	11	9	45
	Curtis Robertson	13	-	13	16	-	42
	Larry Sharp	-	7	11	9	11	38
	Brian Perry	9	11	7	7	-	34
	Jeff Williams	5	9	3	5	7	29
	Craig Cline	-	-	9	-	-	9
	Burt Del Villano	-	-	-	-	5	5
BpL	KC Sharp	-	20	-	-	-	20
Br	George Neidel	-	20	20	20	-	60
	Rob Neidel	-	16	13	16	-	45
	Gary Dorighi	20	-	-	-	20	40

	Robin Aube	-	-	16	-	-	16
BRL	Nancy Dorighi	20	-	-	-	20	40
	Sharon Neidel	-	-	20	20	-	40
	Sharon Dickinson	-	20	-	-	-	20
Bx	Dick Antoine	-	16	-	-	20	36
	Richard Gray	-	20	-	-	16	36
BxL	Sharon Dickinson	-	-	20	-	-	20
Ci	Cam Carrington	20	20	20	-	20	80
	George Von Klan	16	16	16	-	-	48
	Mike Lommatzsch	-	-	-	20	-	20
	George Visgilio	-	-	-	16	-	16
CiL	Lori Hageman	20	-	20	20	20	80
Cp	Tony Waitz	16	20	16	20	20	92
	Ted Smith	20	16	20	16	-	72
	Steve Casaletto	13	11	11	11	16	62
	Dan Lofgren	-	13	13	13	-	39
Di	Dan McDuff	16	16	16	20	20	88
	Raoul Proctor	13	13	13	16	16	71
	Jim Hyndman	11	20	11	-	-	42
	Brent Harnish	20	-	20	-	-	40
	Jim Putnam	-	-	-	-	13	13
	Lynn Pennington	-	-	9	-	-	9
DIL	Susan Moore	-	20	20	20	20	80
	Georgia Hyndman	20	16	16	-	-	52
Dm	Rick Inman	-	20	-	-	-	20
DmL	Lori Gallen	-	20	20	20	20	80
Ei	Scott McKay	20	-	20	-	-	40
	Niul Burton	16	-	-	-	-	16
	Rick Inman	13	-	-	-	-	13
Ep	Bob Norwood	16	13	11	16	16	72
	Michael Mitchell	-	16	13	20	20	69
	Ted Phillips	20	20	16	-	-	56
	Niul Burton	-	-	20	-	-	20
EpL	Nikki Duncan	-	20	20	20	16	76
	Donna Sylvanovich	-	16	-	16	20	52
Ex	Jack Kuhn	-	20	16	-	-	36
	Larry Grove	-	-	20	-	-	20
	Michael Wehle	-	16	-	-	-	16
ExL	Jan Grove	-	-	20	-	-	20
Fi	David Coleman	20	-	-	-	20	40
FiL	Judy Bradshaw	20	-	20	-	20	60
Fm	Gene Kindred	20	20	20	-	-	60
	Robert Stiffler	-	-	-	20	-	20
FmL	Patricia Kindred	20	20	20	-	-	60
Fp	Scott Yeaman	20	20	20	20	20	100
Fr	Erik Ostly	-	-	20	20	20	60
	Mark Shattuck	-	-	-	16	16	32
	Bob Barnes	-	-	16	-	-	16
Fx	Jim Housman	16	20	16	-	20	72
	Rich Bontempi	20	-	20	-	-	40

It's coming together!

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

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

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

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

August Board of Directors meeting

Meeting called to order at 7:22 p.m., Aug. 6. Present: James Ohl, Larry Sharp, Marianne Gardner, Carolyn Lusk, Louise Sousoures, Kirk Doberenz, Karen Neidel, Richard Gray. Absent: Greg Braun, Sharon Neidel. July Minutes approved as amended.

Calendar Changes

Oct. 4-5 Mother Lode Tour canceled; Oct. 18 Oktoberfest dinner moved to Oct. 10 in conjunction with Friday Night Social.

Postmortem of events

July's Friday Night Social was attended by 28 members. The July GGR and Zone Autocross had 85 drivers. Adopt a Highway on July 26 had a dedicated group perform community service. Carlsen Swap Meet and Concours attendance was lighter than last year, probably because there were swap meets at Automotion in June, PartsHeaven in July and Carlsen in August. Next year the swap meets will be farther apart.

Director reports

President: President applied for P.O. Box in Woodside at \$58/year. Members involved in the newsletter discussed trying to get *The Nugget* to the post office by the 28th of the month.

Vice President: Nothing to report.

Secretary: Nothing to report.

Treasurer: Board reviewed year to date budgets and actuals, accepted Treasurer's report as submitted and reviewed past due financial reports. Board unanimously approved motions to add line item of Charitable Contributions under President's budget, and GGR NSF check fee under Income in GGR budget.

Membership: Number of

prime members is 1,255, with 34 applications in process and 22 new members. Board approved motion to accept submitted new member applications. Several members have requested that the 1998 Membership Directory include email addresses. The Board discussed the effort involved to duplicate the email listing already on the website, and consensus was that the website filled that need.

Competition: The Autocross budget was updated for actuals through July 20 event. The Rules Committee meeting is Aug. 19. Roll bar for the Boxster will be discussed. An Autocross scheduling problem misunderstanding was resolved. To prevent future misunderstandings, all last minute schedule changes should be on the Hotline. Event chairs should contact Director and decide who should contact Bill Lusk to update the Hotline. Since there had been very little argument about how points should count for the June 28-29 event, consensus was to count both. Competition took an action to contact Mike Lommatzsch on availability of the San Jose Municipal Fairgrounds repaved parking lot for autocrossing.

Social: The 1997 Mother Lode tour has been canceled due to unforeseen circumstances and scheduling conflicts. Board agreed to have Karl Keller try again in 1998. The roads in Yosemite have been repaved to the front gate. The roads inside the park are gravel (not Porsche worthy). Diane Kimes will reschedule the Yosemite tour when the roads have been repaved. The Oct. 10 Friday Night Social will have an Oktoberfest theme. Mem-

bers who have been to Germany are invited to bring pictures, videos, music, from their trips.

Nugget Editor: Bills to repeal Smog Check II have failed. SB42 to exempt cars 25 years old will be heard Aug. 29 in the Senate. Early (1968-1974) 911/912 Porsches won't pass Smog Check II, they have to fail and then go to a Referee for a waiver.

Past President: Nomination forms will be available soon.

Webmeister: GGR website has had over 5,300 accesses, up 953 from last month. Links to other racing websites and the 1997 GGR Rule Book have been added.

New Business

Current Board, as it is responsible for GGR's calendar through March 1998, needs to identify event dates for Activities Day, Jan. 10. Membership Directory will not solicit new ads. Board discussed ideas for a charity to sponsor. Presented were Child Advocates of Santa Clara and San Mateo Counties, and High School Driver's Education. Board members are to look for alternate small charities located in counties of Santa Clara, San Mateo or San Francisco that allow member participation, have a real need, with which GGR could have a long-term relationship.

Meeting adjourned at 9:57 p.m. September meeting is 7 p.m., Wednesday, Sept. 3, hosted by Louise Sousoures at the Ohl's home, 637 Greenwich Lane, Foster City. Call (650) 341-9020 for directions or to add agenda items.

Members

Louise Sousoures, membership

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

5 years

Alfred Abken
Jim & Laura Angel
Peter & Elena Chiong
Tim Kelly
Paul & Marie Lehman
Rob & Marit MacDonald
Dave & Helen McGuigan
Pete Siemens
Thomas & Rosalind
Thompson
Maureen & John Yager

10 years

Dan Alustiza
Bob Fooshee
Morgan & Rebecca Harwell
David Witkowski

20 years

William & Elizabeth
Cilker, Jr.
John Fulton & Janet Tyson

25 years

Donald Beavers II &
Nancy Langholff

33 years

John & Miriam Graham
Charles & Michael Petersen

34 years

Millie Lang

36 years

Donald & Lois Lollich

New members

Please join us in welcoming our newest members.

Alvela, Phillip
6700 Pinehaven
Oakland, CA 94611
510-243-9515
911 95

Bercaw, Marc
Craig Bercaw
150 Baypointe Parkway
San Jose, CA 95134
408-433-4462
911 84

Chow, F K
105 Livingston Place
So. San Francisco, CA
94080
911SC 82

Cogan, Larry & Charlene
333 Arden Road
Menlo Park, CA 94025
415-324-9593
911 Targa 74

Cotten, Russell
7291 Forsum Road
San Jose, CA 95138-1903
408-226-2213
944 Turbo 86

Covington, Guy
Stephanie Havens
205 San Marino Drive
San Rafael, CA 94901
415-459-1661
911Cab 88

Cusano, Diane
22853 Longdown Road
Cupertino, CA 95014
408-996-3921
Boxster 97

Doody, Jr, James &
Megan Anderson-Doody
24 Fillmer Ave.
Los Gatos, CA 95032
408-970-1031
911 96

Edmonds, Jim
2179 Stone Ave., #12
San Jose, CA 95125
408-971-2233
911SC 83

Ely, W. Brewster
33 - 19th Ave.
San Francisco, CA 94121
415-751-2466
911 86

Grino, Placido
445 Ninth Ave.
Menlo Park, CA 94025
415-369-9347
968 95

Hobgood, Michael & Lynnore
70 Eddystone Court
Redwood City, CA 94065
415-508-9315
914 70

Bauer Porsche

Official Count

New members **22**
Transferring in **5**
Transferring out **4**
Total members **1255**

Partsheaven 1/8 pg

Jones, Dan
PO Box 620235
Woodside, CA 94062
415-335-8503
911S4 97

Sciubba, Fred
18960 Easton Place
Saratoga, CA 95070
408-725-0273
911 89

Lynn, Scott
Larry Lynn
1715 Bevin Brook Drive
San Jose, CA 95112
408-993-8649
Boxster 97

Smith, David
Scott Smith
520 Farnham Place
Danville, CA 94526
510-838-6378
914 74

Marum, John
Brliton Fong
5410 Broadway #305
Oakland, CA 94618
510-653-9940
924S 87

Strong, Audrey
611 W 39th Ave.
San Mateo, CA 94403
415-572-4395
Boxster 97

McCullough, Gary &
Ella Jean
10608 NW 3rd Ave.
Vancouver, WA 98685-5299
944 83

Schneider, Bartz &
Bernadette
PO Box 884
Crystal Bay, NV 89402
356 64

Transferring in

Merrill, Parker
2650 Arlington Blvd.
El Cerrito, CA 94530
510-232-7267
911SC 83

Bernamonti, Michael
Markell Bernamonti
5547 Montana Drive
Concord, CA 94521
911SC 80

Transferring out

Grant, John
2852 Willamette Ave., #392
Eugene, OR 97405
356C 65

Rea, Jeff & Jan
644 Tuallitan Road
Los Angeles, CA 90049
911 83

Mitsuda, Janis & Rich
16927 Raymond Place
Gardena, CA 90247
310-322-9114
356 61

Brenner, Robert
Barry Brenner
1600 Villa St.
Mountain View, CA 94041
911C2 91

Hubbard III, Roger
555 Newport Avenue
Grover Beach, CA 93433-
1611
944 85

Ramos, Bob & Jeanne
4 Bayside Village Place, #213
San Francisco, CA 94107
415-778-2829
911 89

Bullinger, Rex
Sharon Libby
416 Crescent Ave., #22
Sunnyvale, CA 94087-2750
912 69

Robinson, Rob & Patty
5287 Elmwood Drive
San Jose, CA 95130
408-374-3531
911S 76

Maioriello, Michael &
Phyllis
3325 Vineyard Road
Novato, CA 94947
911T 86

\$3 off

Any x-large pizza

\$2 off

Any large pizza

\$1 off

Any medium pizza

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Expires 10-15-97*

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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 car, rebuilt to 2.2L. Many S upgrades, all suspension, brakes and instruments. Dual braking, 1972 seats, shoulder belts, new dash and headliner and much more. New paint to bare metal in 1986. An excellent and totally reliable daily driver. Recently 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 and documentation. \$16,000. Dan Swiger (408) 274-1426 or e-mail dswiger@qntm.com

1970 914-6. Metallic red, beige interior. Very rare original color combination. Total paint by BodyStyle in '96. Less than 8K miles on a complete engine, transmission and suspension over-haul. I am the second owner and have done all the work on it since '72. Serious inquiries only!! \$22,914.60. Ken Mack (408) 377-8055.

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

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 condition; excellent engine/transmission, 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 or time trial. \$7,500 obo. Dale (408) 354-1965.

1976 911S Coupe. Irish green/tan. SC front spoiler, turbo-style whale tail, SC flares; autocross setup by Autosport; 2.7L engine balanced and blueprinted by Dwight Mitchell in '83, still runs strong; all service/repair records since original purchase; 7:31 ring and pinion for lots of grunt; Bridgestone RE71 "Z" rated tires on 16" gold BBSs for street, BFGoodrich Comp T/A R1s on 15" cookie cutters for competition; AM/FM cassette, A/C; consistent first-place winner at Parade, CRAB, Zone & GGR autocross series; beautiful and fast, but not for everyday driving or the timid. Best offer over \$11,000; available after Nov. 1. Call Bud Behrens before 9 p.m. (209) 477-6496 or e-mail buddyb@compuserve.com

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.

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

1983 911SC Coupe. Burgundy/black. 236K miles, A/C, P/W, sunroof, 10 disc CD/ADS speakers, rebuilt trans., lowered, new air box w/pop-off, whale tail, mechanically sound, very good condition. \$15,500 obo. Dan (650) 967-3280.

1986 911 Carrera Targa. Special factory color, pearl siler w/navy leather. Fully loaded with all options, including A/C, limited slip and Boge sport shocks, full power/heated sport seats, 16" Fuchs alloys, factory alarm, rear wiper, new Targa top, new clutch, Michelin XGTs, meticulously maintained and detailed. 148K miles. Original owner, all service records, garaged and non-smoker car. Mint condition, flawless. Must see. \$23,950. Mark (415) 592-0898.

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

1986 944 Turbo. Dark silver metallic, 103K miles, power sunroof, P/W, P/B, P/S, A/C, cruise control, leather. New: belts and pulleys, motor mounts, spark wires, brake pads, Mobil-1 & Swepco oils; no leaks, always runs cool, needs nothing. Included extras: Weltmeister chips and sway bars, Koni sport shocks, 5-pt. belts. Easy daily driver and winner setup for Parade, autocross and time trial improved classes. \$10,500 w/new Toyo RA1s on Fuchs, or \$9,500 w/torn tires on phone-dials. Ray Scruggs (415) 459-3527.

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 or (415) 941-7114 evenings.

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

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

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, excellent condition. Winch, work bench, light, awning, lots of storage area. \$4,250. Steve Young (408) 859-4930.

PARTS & MISC

2.7L racing engine. Aluminum case; very low hours; 250+ hp; S cams; parted, 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 and 4 BBS 4 x 16 inners. '74 - 914 roller. Oberg oil filter, new in box. 25' roll-up awning for RV or trailer, new still in box. Dave, 9 a.m to 7 p.m. only, (415) 873-0423.

'88 Carrera Coupe sunroof cables, (left & right), hardly used, clean and in package. \$35. For details, please call 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; 29mm torsion bars; 19mm rear sway bar; Lockheed 4 piston calipers - fits S strut; M rear calipers, '73 S MFI pump, no. 013 (stored correctly). Buyer pays shipping. Gary McNair, 3189 Tiffanie Lane, Napa. (707) 252-2363.

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. Very 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 condition, \$600; 914 US taillights, very good condition, \$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 are obo. Sergio Meza (510) 833-8545 home or (510) 823-3145 work.

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

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

Literature/magazines. *Panorama* from 1965 complete to current (plus 9 issues from '61, '63 and '64. *Christophorus* 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, set of 4, 911 7 x 15 Centerlines with caps, polished, super lightweight, ideal for winning time trials, many first places on prior YPAF, just \$100. Call Glenn (408) 554-1987.

WANTED

911 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, please. Will pay fair price and pick up car at your location. Please call Lee Woods in Bellevue, WA at (425) 746-1493 or e-mail to leewoods@sprynet.com

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

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.

Sold!

**To cancel your ad call
(510) 798-3120**

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

September

- Wed 3 **GGR Board Meeting**, 7 p.m., James & Jean Ohl's home, 637 Greenwich Lane, Foster City.
Sat/Sun 6-7 **PCA Club Race & Time Trial/Driver's Education**, hosted by Intermountain Region, Las Vegas Motor Speedway, Las Vegas. For information contact Ed Mineau (801) 278-9681 or www.xmission.com/~adamant/PCA
- Sun 7 **Zone Concours #5**, hosted by Diablo Region at Valley Collision. For fee and information contact Al Armellini (510) 254-3140.
- Fri 12 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
Sat/Sun 13-14 **GGR Time Trial & Driver's Education #6**, Thunderhill Park, Willows. For registration contact Pattie DeMartini (510) 606-8543.
- Sat 20 **GGR/Automotion-GGR Autocross #7**, at the Sheriff's Training Facility, Dublin. For fee and information contact Bert and Anne DeVillano (415) 592-0673.
- Sun 21 **GGR Adopt-A-Highway**. Jean Ohl (415) 341-9020. See page 3 for details.
Sun 21 **Zone Concours #6**, Concours d' Elegance & Champagne Brunch, hosted by Yosemite Region at Wine & Roses Country Hotel, Lodi. For fee and information contact Norm Swanberg (209) 368-3596.
- Sat 27 **GGR/Automotion-GGR Autocross #8**, at the Sheriff's Training Facility, Dublin. For fee and information contact Bert and Anne DeVillano (415) 592-0673.
- Sat/Sun 27-28 **Zone Rallye #8**, Carrera de Sierra, hosted by Sacramento Valley Region. For fee and information contact Rik Larson (916) 481-6084.

October

- Wed 1 **GGR Board Meeting**, 7 p.m., Richard & Debbie Gray's home, 4119 Sacramento St., Concord.
Sat 4 **GGR Champagne Tour**, Napa. Reservations required. See page 24 for details.
Sat 4 ****CANCELLED** GGR Mother Lode Tour**.
Fri 10 **GGR Oktoberfest Friday Night Social**, 6:30 p.m., Harry's Hofbrau, Mountain View. See page 23 for details.
- Sat 11 **GGR/Automotion-GGR Autocross #9**, at the Sheriff's Training Facility, Dublin. For fee and information contact Bert and Anne DeVillano (415) 592-0673.
- Sun 12 **Zone Concours and Wash & Shine**, hosted by Redwood Region at Rodney Strong and Piper Sonoma Wineries, Healdsburg. For fee and information contact Al Schafer (415) 499-1209.
- Sat 18 **Zone Rallye #10**, hosted by Yosemite Region. For fee and information contact Bud Behrens (209) 477-6496.
- 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 DeVillano (415) 592-0673.
- Wed 5 **GGR Board Meeting**, 7 p.m., Marianne & Bob Gardner's home, 430 Navaro Place, #118, San Jose.
Fri 14 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, Mountain View.
Sat 15 **GGR Adopt-A-Highway**. Jean Ohl (415) 341-9020.
Sat 15 **GGR Thanksgiving Potluck**. More information to come.
Sat 22 **Zone Awards Banquet**. More information to come.
Sat/Sun 29-30 **PCA Club Race**, hosted by Sacramento Valley Region at Thunderhill Park, Willows. More information to come.

Oktoberfest

Friday Night Social



6:30 p.m.

Friday, October 10

Join us for a very special evening of Oktoberfest fun. Been to Germany? Bring your photos, videos, music or other memorabilia.

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

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

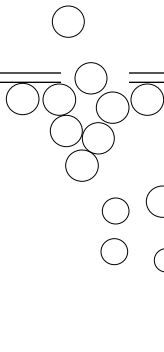
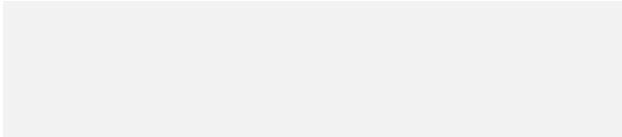


Golden Gate Region, PCA

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The GGR
Champagne Tour
is a moving experience.

Saturday
October 4, 1997

Lunch & Tasting
\$20.00 per person

*Prepaid reservations required. Maximum 20 Porsches.
Reservations accepted beginning September 18 at 6:30 p.m.
Call Jean Ohl (650) 341-9020*