

April 1998

The Nugget

Golden Gate Region • Porsche Club of America

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CHALLENGE DRIVER AND MANUFACTURER
ER ROLEX 24 HOURS DAYTON

Inside

Notes for driver's ed
1998 Monterey Historics info
PCNA expands its racing program



Well, how many of you caught the problem with the cover of the March issue of the Nugget? Take another look at it now if you have your March Nugget nearby. How many right hand drive 356s do you usually see at a GGR/Automotion concours event? Got a clue yet? The printer reversed the image of the photo. I should have used that photo for the April issue of the Nugget.

There were a couple minor errors in the March Nugget, but hopefully I was the only one who noticed them. Well, I'm still in the learning curve.

Tonight I saw a weather forecast with no rain in the five day prediction! It has been a long time since we have seen a dry period. Our house had some minor

flooding problems while the March Nugget was created. I suffered with cold damp legs and feet from the water seeping in under the computer desk.

(Thanks Dennis Yearton for the stilts to prop the desk up out of the water.) Have you ever had a problem with earthworms in your carpeting? Anyway, with better weather on the horizon, I hope to see some pictures and stories coming in from all of the GGR and Zone 7 events coming up.



GGR Events calendar



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

April

- 1 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 4 Sat **GGR Automotion-Autocross #2**, 3Stick Park.
- 10 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 11-12 Sat/Sun **GGR Time Trial and Driver's Education #3**, Buttonwillow. For registration contact Laurie Yonk (510) 769-2123.
- 19 Sun **GGR/Shelby Club Challenge #I**, 3Stick Park

May

- 2-3 Sat/Sun **Zone 7 Autocross School**, hosted by GGR and SVR at 3Stick Park is sold out. To be added to the waiting list call Masuo Robinson at 916-427-9690.
- 6 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 8 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 10 Sun **GGR/Shelby Club Challenge #II**, 3Stick Park.
- 17 Sun **Zone 7/GGR Automotion-Concours #2/Swap Meet**, Roger Wiersema (510) 843-6166, Concours. Kirk Dobrenz (510) 837-0479, Swap Meet.
- 30-31 Sat/Sun **GGR Time Trial & Drivers Education #4**, Laguna Seca. For fee and information call Laurie Yonk at 510-769-2123.

June

- 3 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 12 Fri **GGR Friday Night Social & New Member Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 13 Sat **GGR Adopt-A-Highway**, Jean Ohl (650) 341-9020.
- 14 Sun **GGR Automotion-Autocross #3**, 3Stick Park.
- 27-28 Sat/Sun **GGR Time Trial #5 - Thunderhill Park**

Larry's lines

Larry Sharp, president

There are a few news items I have heard in the last few days, I would like to share with the club. There is a big time delay for my column, so some of you might have already heard these stories. The biggest one I have heard is that Henry Watts who is a very active competitor is planning on transferring to Golden Gate Region. He states he would like to get more involved with our region activities as a board member.

This month the GGR board has been thinking of having its next meeting at the Disneyland hotel. It seems like a more appropriate location. James Ohl has been over heard saying that he would like to find a second driver for his boxster to enter the Club race in September. Bill Lusk has been invited to a few try outs by some very famous Nascar teams.

That's all the new news I have heard lately. This month Sacramento Valley Region is putting on the Crab weekend event. My wife K.C. and I are planning on attending. It always seems to be a great weekend for enjoying our friends and our car. The whole weekend is geared toward low key type activities, and it has many different events to enjoy; from an autocross to walking tours. Hope to see you there.

Oh, and by the way, the first two paragraphs are for April fools.

See you

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Volume 38, No. 4

Cover: A break for the mechanics during the FIA races at Laguna Seca. Oct/97

Photos: Dick Cottrell

Braking news

Harley-Davidson and Porsche Set Up Joint Venture

Milwaukee, Wis. and Dr. Ing. h.c.F. Porsche AG of Stuttgart, Germany have formed a joint venture to source and assemble powertrain components for use in potential new motorcycle products. For the world's largest manufacturer of sports cars and the premier motorcycle manufacturer, this joint undertaking represents the continuation of a relationship that extends back to the 1970s.

No F1 on ESPN

ESPN announced Friday morning, March 6, that they will not broadcast F1 racing on any of their channels (ESPN or ESPN2) in 1998. While F1 teams prepared for Sunday's race in Australia, Bernie Eccelstone and the Federation de l'Automobile (FIA) weighed proposals from ESPN, Fox Network and Speedvision for rights to broadcast F1 events in 1998.

ESPN learned Wednesday, three days before the first race of 1998, that their contract bid was not accepted. A source at ESPN Sportszone said, "We made a very aggressive bid to retain Formula One rights and we are very disappointed that the series will not continue on ESPN2. We greatly appreciate the support of F-1 fans going back to 1981 and hope you will continue to enjoy the extensive motorsports lineup on ESPN and ESPN2."

The Programming Director at Fox Sports said the contract for F1 TV rights was won Thursday, and because of the late contract decision, Fox Sports Networks were not required to carry the Australian event. For the remaining F1 races in the 1998 season, all Fox Sports Networks are required to carry F1 events on a tape delayed basis. The FIA also granted TV rights to Speedvision to carry live broadcasts of F1 racing as they did in 1997.

Porsche Talking SUV, Shares Up

GENEVA, March 3, 1998 -- Porsche AG management board chairman Wendelin Wiedeking said today that the company was in talks with Volkswagen AG and an unnamed foreign company to develop a sport utility vehicle (SUV). "A few points remain open and have to be decided," Wiedeking told reporters at the Geneva car show. "A final decision will soon be made." This could mark the firm's first venture away from sports cars.

**Sipkins 1/8
pg**

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**High
Performance
House 1/4 page**

By Ben Ciantar
Upper Canada Region
from PROVINZ

There are times when you need a component to be fixed in place for ever, and others when you don't. My experience has been that those that should be, aren't, and those that shouldn't be, are. I know you have been there, too.

There are products on the market that make life easier when repairing your Porsche. Sometimes, the hardest part is just knowing that they exist. When it comes to locking compounds and anti-seizing compounds, the next repair is the pay-back time. Not using the right material at the first repair guarantees that there will be second repair and that it will be twice as difficult and likely twice as expensive as the first. The old motto of, "... do it right the first time," is muttered by many who haven't. The preceding phrase, "should have..." is usually very silent.

Sure, you can fix your Porsche without the use of anti-seize compounds and most certainly there are a lot of substitutes that will "work," but using the right stuff at the right time is the mark of perfection. Your Porsche deserves nothing less.

Anti-Seize Compounds

Just what is an anti-seize compound? These are specialized coatings that resist corrosion, drying, and washing out. They are usually found in the form of a grease-like compound. Many other greases will act as an anti-seize but not as good or for as long. Within the specialized world of anti-seize compounds there is further specialization. High-temperature applications such as spark plug threads require an anti-seize that will not melt or burn under the conditions. Porsche supplies "Optimoly" that is colored silver for this most important application. This is an excellent product, but alternate anti-seize compounds are equally as good and more readily available locally from any good automotive store. Just ask for spark plug anti-seize and you won't go wrong. For other high-temperature applications such as exhaust manifold studs, "Optimoly" works best, or the similar spark plug compound from "Champion" (the spark plug guys) which seems to be exactly the same stuff to me.

Low-temperature anti-seize applications include nearly any threaded fastener that is commonly removed for service such as the wheel nuts and studs. The brake caliper pins and sliding faces are another suitable place for low-temp anti-seize. Commonly this stuff is gold in color. "Optimoly" and many others that are sold as brake component anti-seize are this color, but the colors are just a clue, not gospel. A neglected area for low-temp anti-seize is the wheel hub. Porsche wheels are hub-piloted, meaning that the concentricity is maintained by the precision fit of wheel to hub and not the wheel bolts, therefore the fit is close tolerance and can become seized through the corrosive interaction of alloy wheel to steel hub.

Door-check rods are another good place for this stuff, but be careful not to go over board with the use of anti-seize as a general lubricant. While both the low- and high-temp stuff does a good job of lubrication, this is not its primary purpose. Also, because it is meant to be long lasting, a little goes a long way. Get some on your clothes or your shoes and see for yourself how far it can go!

"Optimoly gold" is also the best product to use on the clutch splines. If you do your own clutch replacements, do not forget this important step, but again go easy with it or your new clutch will also become an anti-seizing component. . .not good.

Locking Compounds

For the other end of the sticky spectrum let's look at locking compounds. "Loctite" is the most commonly recognized brand. Actually, I don't even know of another come to think of it, but I'm certain that there are some.

Anyhow, Loctite is truly amazing stuff. It works as advertised even if it looks like it can't possibly do what it says it can! The most common Loctite is the blue goo for removable fasteners. Nuts and bolts that you wish to remove some day, but not as a regular practice, can be fastened with this product. Loctite blue works by filling all of the voids in the threads with a somewhat elastic filler when it is set. It resists vibrations that tend to work threaded fasteners apart. It will not substitute for improper thread fits or wrong hardware selection, nor will it compen-

sate for improper tightening. Most often, a proper fastener with the proper locking washer will suffice but, for added protection and only when the function is critical, Loctite may be used. Random application of Loctite will cause more grief than good, so be thoughtful of where it is used. Remember also that when it comes time to remove the fastener, it will be much more difficult and may even require heating to loosen the seal. It is difficult to say what should be fastened with Loctite in general as it is a decision that must be made component by component.

There are numerous other Loctite products that have specialized purposes. Bearing lock compound and stud lock compounds are a couple. Both of these are almost permanent in nature so again use the right product for the application and think twice before going ahead.

The most misunderstood Loctite product is #574. Porsche recommends this orange goo for sealing surfaces such as the 911 crankcase. This product is excellent, yet I still see 911 engines with RTV silicone stalactites hanging from the seams. I shudder imagining the globs of silicone inside these engines eventually blocking oil passages and then. . . . The problem with 574 is like other Loctite products in that it doesn't look like it can do anything close to its intended purpose, yet it does and does it well.

Trust it. Best of all, when you are working with a component that has been sealed with 574, you don't even have to remove the old stuff! No scraping and gouging, no hard bits left around to cause leaks. The new application of 574 will blend with the old. Silicone has its uses, but the engine block of a 911 is definitely not one of them!

If you are using any of Porsche's repair manuals during your repair, and it refers to any Loctite product, use it as told, no questions, or ve will find ways to make you, ya? The Porsche repair manual is exceptionally well detailed and will always direct you as to what product a component must be treated with. Porsche also names products such as OPTIMOLY and LOCTITE.

Porsche recognizes quality and so should you when repairing yours.

A word from GGR's cyberspace

—Greg Braun, *webmeister*

This is the first of a new monthly column to let you know what's new in our web site (www.glennhills.com/PCA-GGR_Web_Site/pca-ggr.html) Here are some new items you should check out...

GGR Online Calender. The calendar is constantly updated as I receive information. Always check it for "things to do". The "Upcoming Event" button on the home page will take you directly to the next scheduled event.

GGR Site Map. This graphical map of our site is now updated for 98! Check it out for an easy way to explore our site. Links to the Site Map are at the bottom of every page.

Weather. The GGR Event Area weather page has been updated to include Doppler Radar, and Satellite Maps of the West coast. Use this info to plan ahead for events.

Board Members, Appointed Positions, and Key Volunteers. "Help Wanted" info has been added to this page along with a PDF version of the GGR Position Description Manual. If you would like to volun-

teer, check out the openings and contact the corresponding board member.

Time Trials. Thunderhill 3.0 mile course map, Time Trial Entry Form, and the Time Trial Tech Inspection Checklist are now all on-line.

Autocross. The 98 Schedule is in place including two special events, the Shelby Challenge and the SVR/GGR Autocross School.

Maintenance & Restoration. The Tech Session page now has links to online tech articles: Care & Feeding of BFG R1s, Heat Cycling BFG R1s, AutoAtlanta tech info, and RES tech info.

Porsche Products & Services. New links for your online shopping convenience: AutoThority, K&N, Panasport Wheels, Performance Products, RES, Yokohama

New Navigation Footer. To help navigate our site the new footer is being added to all pages. Use it to find the info you are interested in.

If you have comments, questions or ideas regarding GGR's online info, I'd love to hear from you! Contact me at gvb@netcom.com

Automotion 1/2 page

Zone 7 Happenings

By Tom Provasi

While having discussions with various members around Zone 7 about how to improve participation and knowledge of Zone 7 events, the idea of a column was suggested and the presidents thought it would be a good idea. So here it is. I will do an occasional column to promote events and give a brief recap of some of the past ones. When you see this column in the future, please give it a look and see if anything sounds interesting to you. All members are always welcome to attend any event, and I am sure you will find yourself having a great time.

There are three competitive series (autocross, rallye, & concours) that are put on by various regions around the zone. At each event you will be awarded points. If you participate in more than 50% of the events, your combined scores will be compiled for a year end trophy at the Zone 7 awards banquet in November. There will be 8 autocrosses, 10 rallyes, and 7 concours this year and awards will be presented in all three categories.

You have an opportunity to sample all three of these in the coming months. Golden Gate Region will be having a rallye in the Santa Clara Valley on March 15th. The first two autocrosses in the zone series will be at Candlestick/3 Com Park on March 28th and 29th hosted by Golden Gate and Loma Prieta Regions respectively. If you are a first timer, instructors are always available to help make things a little easier and more enjoyable. The first zone concours will be hosted by Sacramento Valley Region at Niello dealership on April 5th.

If your into high speed driving and drivers education at local racetracks, Golden Gate has a time trial series for you. On March 21st & 22nd they will be at Thunderhill in Willows and at Buttonwillow on April 11th & 12th.

One of the best multi-region events in our area is CRAB hosted by Sacramento Valley Region on April 24th - 26th. This is the 26th running of this premier Porsche weekender. Members from all regions join together to enjoy a fun filled weekend of socializing and mild competition. Your \$155 entry fee per couple includes the following over the entire weekend; a Friday evening welcoming party, and a gymkhana. Saturday there is an autocross, a driving tour (you can't

run both), a walking tour, and a Crabfeed dinner and dance with tons of great door prizes. Sunday morning you can enjoy an easy rallye through the local countryside and then a concours back at the hotel. The weekend is finished off with a traditional beer and brat feed. CRAB trophies will be awarded in all the events while still maintaining the spirit of CRAB: to have fun and not take this stuff too seriously. So if you want to experience a great weekend with your Porsche, eat great food and enjoy great friends, this is for you.

Last but not least, if you would like to learn to drive your Porsche the way it was intended to be driven, the zone 7 autocross school is coming to Candlestick/3 Com on May 2nd and 3rd. For \$98 per person you will get two full days of in-car hands-on instruction from some of the best instructors around. This school fills up fast, so sign up soon.

Look for all the information in the monthly zone 7 calendar or event flyers in your region newsletters. You will find contact phone numbers and pertinent information. I extend a warm welcome and invitation for you to attend any event you find interesting. You'll be glad you did.

AUTO ENTHUSIAST

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(Open to all Porsches)



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Memorial Day Weekend - Sunday, May 24, 1997

- Event Ribbons to all Entrants - 29 Award Categories	- Free Refreshments - Indy 500 Televised
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Registration 9:00 A.M.	For more Info, call:
Judging starts 10:30 A.M.	Days - John Kinsfather
Awards Presentation 1:00 P.M.	(510) 831-8109
Entry Fee \$ 15.00	Eves - Sergio Meza
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PROMOTE YOUR BUSINESS IN
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**Palo Alto
Speedo 1/4 pg**

GGR Time Trial and Driver's Education

#3 - Buttonwillow - April 11-12
#4 - Laguna Seca - May 30-31



For registration contact
Laurie Yonk (510) 769-2123.

CRAB 26 Welcomes You



Sacramento Valley Region extends a warm invitation to all PCAers to attend CRAB 26, April 24-26, 1998. We will return to CRAB headquarters at the Inn at Lake Natoma, 702 Gold Lake Dr., Folsom, CA 95630, and promise a few surprises for our grand anniversary. Registration fee is \$155 per couple, \$115 single. \$10 discount if entry mailed before March 1, 1998.

Entry deadline is April 10, 1998. Enter now to get your desired car number, get accepted to the 25-car-limit Concours, and get the run-time you want at the Autocross.

Be a part of the Premier Porsche Weekender. See you there!
Call or email us for more details: Dan & Deb Catherwood
(916) 924-8021, email at danieli@ix.netcom.com

PCNA expands its racing program

A.P. - PCNA recently relocating to Atlanta, GA has decided to enter the world of NASCAR. They have planned to enter the NASCAR Truck series with a vehicle made from their scrapped SUV program. The truck will compete in a limited number of races until it is fully developed. A driver search in Germany has company racing officials looking for a German born driver with "Bob" as a middle name, a hunting dog, or bass boat and a smokeless tobacco habit. So far Munich race driver Dieter "Bob" Mueller is their only choice but as he has said, "We can't be competitive without at least a nutha 1/4" on our rear spoiler.

Mercedes has also decided to join in NASCAR Truck racing with a pick-up version of their new M320 sport ute, but their driver search is a little

more intense, looking for a driver who's dog can stay on top of a tool box on the autobahn.

Porsche has also decided to compete with its new truck in the Pikes Peak Hill Climb this year running against the new Rod Millen Toyota that closely resembles the CLK Mercedes FIA GT car with a Toyota grille and a pick-up bed. Porsche's hill climb vehicle is said to have 4-WD, twin turbos, carbon fiber bodywork loosely resembling the NASCAR truck they will compete with and, will run on a new experimental fuel based on alcohol made by the Heneken brewery in Germany. Long time factory driver Bob Wollek was scheduled to drive but it was discovered in testing that he was susceptible to nose bleeds at high altitude.



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Kay R. Walker, Ed. D.
Chief Executive Officer

February 25, 1998

James Ohl
Porsche Club of America
Golden Gate Region
637 Greenwich Lane
Foster City, CA 94404

Dear Mr. Ohl and Members of the Porsche Club:

On behalf of the clients and staff at Via Rehabilitation Services, Inc., I want to thank you for your donation of infant and toddler toys. What a wonderful way to start the new year!

Your kind donations are currently being utilized in Via's First Step Infant and Toddler Home Program. As you are aware, the children seen in this program have been identified as having delays in or being at risk for delays in motor skills, speech and language, cognitive, and social/emotional skills. Children are seen in the home program due to the child's medical fragility, cultural family issues or in cases where parents are not emotionally prepared for a group setting.

A stimulating environment is a basic building block to continued growth and progress. Having the necessary therapeutic materials, toys and supplies help create an enhanced learning environment. Your kind donation assists Via in providing this very important service.

I sincerely thank you for your continued support and dedication to the children and adults with disabilities of our community. You all hold a very special place in our hearts and the hearts of those we serve. I would welcome the opportunity to share our programs with your club, please feel free to contact me at the number below if you would like a tour. I know the staff and parents would welcome the opportunity to thank you in person for your kindness.

Warm Regards,

A handwritten signature in cursive script that reads "Julie Barnett Duncan".

Julie Barnett Duncan, M.S.
Director of Program Services

2851 Park Avenue, Santa Clara, California 95050-6097 • ph: 408/243-7861 • fax: 408/243-0452

Autocrossing around the zone with Hank

By **HANK WATTS**

LPR AUTOCROSS #1:

Saturday, the 21st of February saw heavy rain through most of the Bay Area, and Candlestick wasn't spared. The event, under this year's troika management, consisted of demonstrating that eighteen people can pile into the fully loaded trailer without any great discomfort, followed by individual drives home through the heavy weather. About 25 people showed up between 8 and 9, indicating a certain urgent eagerness for the season to get underway. While Candlestick is easily big enough to set up a safe course under wet conditions, and driving in the rain can be great fun, no one could make any sense of standing out in the intense downpour to do coursework. Apparently SCCA routinely runs, rain or shine, and we are certainly, uh . . . impressed by this fact. Capping off this unfortunate bit of luck with scheduling, Sunday was a gorgeous and clear day.

AMERICAN AUTOCROSS:

Pat Leonard of the American Autocross Series was in touch recently to make sure that the Porsche folks knew that the Street Prepared Corvettes have been moved to BSP in SCCA (and therefore also in the American Autocross series) competition, leaving ASP open for, in his words, "Porche domination." Stock Porches run in AS. There are also handicap classes (OS and OSP), where people may compete based on the SCCA's Pax Index. The AAX series currently runs just in the Sacramento area, but is worth the drive if you like fairly wide-open courses and a chance to

stretch 3rd gear a bit. Given the attitude, some years ago, that the world of cars was properly divided into three groups (Corvettes, Other S*** and More Other S***), I've been afraid to ask what class OS stands for. Make no mistake, though, these are fun people and everyone is welcome.

NASA AUTOCROSS:

After an early start of piggy-backing NASA autocrossing onto SCCA events, NASA has been de-

veloping its own series. The Hales appear to be the key folks here, and the effort is spread around various interested car clubs. Essentially, this is a revival of the old NCSCC series, with NASA as the umbrella organization.

COMPETITION CALENDARS:

Now available in final form. By mail, a SASE to Loki Calendar, 849 Gary Avenue, Sunnyvale, Calif. 94086. Don't ask about downloads, you don't want to hear about it just yet. We'll let you know when it's safe.

SCHEDULE CHANGES:

The SVR/LPR/GGR autocross schedule cakewalk may finally be settling, or maybe not. No completely official word yet, but this is how it looks: The planned May 9 & 10 Zone weekend at Mather will move to 20 & 21 June. The 9May LPR autocross at Candle-

stick is back on. The GGR event scheduled for 10May was turned into a non- points challenge event with the Shelby club and will remain that way. A couple of other SVR autocross dates have also shifted, resulting in a schedule of 21Mar, 9May, 20Jun, 18 Jul, 3Oct, 14Nov. Additionally, it appears that the Monterey Zone weekend is cancelled, at least for the moment. People will apparently too busy gearing up for the Monterey Historics weekend, featuring Porsche this year.

COMING UP IN APRIL:

GGR Time Trial #3! already at Buttonwillow the 11th and 12th. April 24-26, SVR's CRAB weekend. GGR autocross at Candlestick on the 4th, and a non-series challenge with the Shelby club on the 19th. Redwood's first autocross of the season in Petaluma, also on the 19th.



Partsheaven 1/8 pg

1998 Monterey Historics

Monterey Bay Region
Porsche Club of America
1998 Historics

The members of MBR invite you to join us in celebration of Porsche's fiftieth birthday. The venue is the 1998 Monterey Historic Automobile Races to be held at America's finest road course Laguna Seca Raceway. Yes this is THE year! Porsche is THE Marque. PCNA and Porsche AG have plans to dazzle the sports car world with their participation. Museum Cars, legendary drivers, on track demonstrations, exhibits and lots more await you. The MBR agenda is designed to enhance your enjoyment of "Car Week" on the Monterey Peninsula.

* Wednesday 8/12* - Early bird reception at MY Porsche. Museum cars, refreshments, packet pick up and general orientation. * Thursday 8/13 AM* - wash & vac at MY Porsche. * Thursday 8/13 PM* - Clever / Larson Rally hosted by Diablo and Sacramento regions. * Friday 8/14* - MBR welcome party at the Carmel Mission. This is the event of the Porsche decade. Don't miss it. * Saturday & Sunday 8/15&16* - Porsche Corral at Laguna Seca.

We have one overriding bit of advice: Complete and mail your order form the moment you get this issue of *the Nugget*. Corral space is limited and will sell out quickly. We are told the Friday welcome party will sell out too. Lodging always sells out for the Historics. Book now or cry later.

The Friday night Welcome Party is the time to meet and converse with Porsche race drivers and senior management from Zuffenhausen, Weissach & Atlanta. The drivers will be available for autographs. Museum cars will be on display at the early bird reception, the welcome party and in the paddock exhibits at Laguna Seca. The corral will include a display of 60 historic Porsches representative of the fifty years of Porsche.

For event information contact David or Laura Kuhlmann ph 408 626 3306, fax 408 755 1765, <mailto:Kuhl912@AOL.com>kuhl912@aol.com. For help with lodging call Room Finders 800 847 8066 or Resort II Me 800 757 5646

Mail completed form to MBR PCA 702 Carpenteria Rd. Aromas, Ca. 95004. Make checks payable to MBR PCA. Order receipt will be confirmed by E Mail or post card. For order clarification contact Ginger Mutoza 408 726 3500. Race tickets are available from Laguna Seca 800 327 7322 or <<http://www.laguna-seca.com>>www.laguna-seca.com or at the gate.

* Corral space is limited and will sell out early. The corral package includes tee shirt and corral pass. Porsches only in the corral. All brands welcome at all other venues including the rally.



In the paddock at the 1997 Monterey Historics is a beautiful 1964 904GTS owned by Ted Gildred and driven in the event by Rug Cunningham.



A 1955 550 Spyder on display under one of the many tents.



Photos: Dick Cottrell

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 Year & model Porsche :



Item	Cost	Quantity	Total
Rally	\$20 /car	___	\$
Friday Welcome Party	\$25 adult	___	\$
	\$15 child	___	\$
Corral Package *	\$50 car & driver	___	\$
	\$20 passenger	___	\$
Polo Shirt	\$40	___	\$
Hat	\$20	___	\$
Extra Tee Shirt	\$20	___	\$
Saturday Brunch	\$15	___	\$
Saturday Lunch	\$20	___	\$
Sunday Lunch	\$20	___	\$
Shipping via Priority Mail	\$4		\$ 4.00
Grand Total			\$



CHOICES

Welcome Party chicken___ fish___ tri tip___ pasta___
 Saturday Lunch chicken___ fish___
 Sunday Lunch chicken___ fish___
 Polo Shirt sm___ med___ lg___ xl___ xxl___
 Tee Shirt sm___ med___ lg___ xl___ xxl___

How to approach driver's ed

by Craig Seko
Rennsport Region
from Der Auspuff

Or, more correctly, how I would approach drivers education if I was starting out now. If you're an experienced driver's ed attendee, you might want to flip the page (if you want to stay, that's okay, too). This is mostly my opinions only, keep that in mind. Others may have other valid opinions. I'm not saying I'm right and they're wrong. This is just my way.

So, you want to learn how to drive the Porsche-beast at driver's ed., eh?

First, go to the ground school. (Do not pass Go. Do not collect \$200. . .) All the important items will be covered there. If you wish more, read. There are lots of books around, none of them really bad. Three stand out to me. The first is "Secrets of Solo Racing," by Henry A. Watts. A good comprehensive primer for everyone. If you only get one book, get this one. A maybe-purchase is "Jackie Stewart's Principles of High-Performance Driving." Not much technique here, and about twice as long as it needs to be, but highly readable and long on truths. Last is "Drive to Win," by Carroll Smith. Smith's book isn't totally applicable to driver's ed., parts of it are definitely NOT applicable, and much of it can only be understood after many hours at speed, but anyone who reads this book and says they didn't learn anything just isn't

being serious or honest (or is God's gift to motor racing). Much the same can be said of the video, "Drive to Win" (no relationship to the book as far as I know).

Next thing, make sure the Porsche-beast is up to it. Unless you've already had the brake fluid changed this year, change the fluid. While you're at it, check the brakes, rims, tires, suspension, and steering. Change the oil/filter if needed. If you haven't had an alignment done in a bit, get one. Wash the thing. Clean out the interior (it is irritating having a long-lost MIA cassette tape come flying out from under the seat during hard braking).

A quick word about tires: as long as they're decently worn and in a decent model, don't worry about them for your first event. You don't need or want lots of tread depth on a dry track. Only fools or the desperate drive on brand-spanking-new tires.

At some point you'll have to get some stuff. Clothes: jeans, sweat socks, running shoes, an RSR long-sleeved t-shirt. Temperatures can vary a lot at tracks. Go for layered outerwear, polar fleece and such. Mornings can be chilly. In case it rains, bring a big umbrella and/or a long raincoat and hat. Bring a fresh set of street clothes to change into at the end of each day.

You have to get a helmet. The usual advice of buying the most expensive helmet you can afford is, in my opinion, a waste of money if all you're ever going to do is driver's ed events. However, I would only buy a helmet from a known manufacturer and I would try on a variety of helmets for the best fit. Two supposedly identical helmets, same model and same size, will feel different. Helmet sizing across manufacturers is worse than ski boots. I take a 7 in an Arai, a 7 5/8 in a Bell SR-PRO, and most Bells and all Simpson or Bieffe or Shoei (even Size 8) don't even fit over my fat head. (Tip for fatheads: Bell has come out with a new helmet called, well, the Fathead, in a larger M2-style shell, I think.) You must buy a helmet certified by the Snell Memorial Foundation, and get either M95 (motorcycle) or SA95 (sport-auto) certifications.

If you plan on doing events regularly, get a Snell SA95-rated full-face helmet. The Bell Sport-II or the Simpson Voyager are good, reasonably-priced helmets at around \$400. Spending more doesn't necessarily get you more crash protection. It usually gets you better ventilation, better aerodynamics, less weight, and provision for breathing systems and such -- none of which (well, less weight is always nice) is very important at the levels we're driving at in closed cars. If you plan on doing open-cars, well, that's a different story. Note that if you wear the helmet with the visor off, you're obviously negating some of the helmet's ability to be a fire barrier. Then again, you're not wearing Nomex III underwear and an SFI-rated driver's suit, are you?

And, arguably, a Snell M95 full-face helmet is all you really need. As with SA helmets, more bucks gets you better ventilation and less weight -- all very important on a motorcycle but less than important for driver's ed. Be aware that you'll have to buy an SA95 helmet to race at any level (except autocross). M95's are still very good helmets, differing mainly (and in some cases, only) in that they don't have the fire-resis-



SACRAMENTO VALLEY REGION
PRESENTS
DRIVER EDUCATION & AUTOCROSS
EVENT #2
MAY 9, 1998
MATHER REGIONAL PARK
RANCHO CORDOVA

Practice what you learned at the Zone 7 Autocross School. A Sacramento Valley Region event allows you to have lots of course time for you to develop your driving skills and to tune your Porsche car suspension.

Experienced Driving Instructors are available upon request. If you would like to request a driving instructor, you must pre-register prior to May 4 in order to request an instructor. Your entry should include your autocross experience, Porsche model type, and a check for \$20.00 per driver. If you want a driving instructor, you must pre-register.



A chalk talk session will be held the Wednesday or Thursday prior to the event. The actual time and place will be determined. Please call for the exact time & place.

All event entrants should pre-register to avoid the \$25.00 event fee at the gate. Send your pre-registration to:
Dwight Mitchell
3512 Coaster Court
Carmichael, CA 95608

Arrive - 7:30 AM Registration & Tech - 8:00AM First Car out at 9:00AM
Notice instruction session - 8:30AM

For information:
Competition Director - Dwight Mitchell
(916) 488-8743 or dmitch@911@rwo.com
Event Chair - Ken Mitchell
(916) 782-5228 or nekones@jts.netcom.com

Food and soft drink services will be available on site.

Directions to the site: From US 50, take Sunrise Blvd. South off-ramp and go approx. 4 miles. Turn right on Douglas Rd. After the stop sign, drive around the yellow gate and drive straight into the site.

tant liner mandated by SA95. Expect to pay \$150 and up, maybe \$300 for a brand name. The difference in cost between SA and M helmets has more to do with economies of scale than anything else.

I would not buy a full open-face helmet. I like my jaw bone the way it is, and the savings are minimal. I personally prefer to not to wear a visor, and both Bell (SR-PRO) and Simpson (LX Plus) make open face-feeling helmets that have full chin protection.

A last word on helmets: get a protective helmet bag. A dropped helmet is a useless helmet.

You need a fire extinguisher and a metal mount. Now that Brey-Krause makes a mount, all other solutions that don't involve drilling are superfluous. Try not to buy a dry-chemical (cheapest type) extinguisher. They work well, but the chemical destroys metal, and the last thing you want to do is hesitate to use a fire extinguisher. Halon-substitutes are available and will put out a fire just as well and don't destroy metal. Hint: Put some duct or racer tape over the band clamp that holds the extinguisher. Arrange it so the quick-release still works correctly, of course. The clamps have been known to fly open at inopportune times, and are great for tearing into unprotected skin.

That's about all I have to say about prep-work. Now for how to approach the event itself.

I prefer to arrive as early as possible the evening before the event, and have supper near the track. You have two full days ahead of you, so why not carbo-load a bit with pasta? Get a good night's sleep, and the next morning, even if you usually don't, have a decent, healthy breakfast. Find your tech form and other essential papers and put them somewhere where they won't get lost (I use my helmet bag).

When you arrive at the track, find a parking space, get out your tarp, and spread it out (there's a list of essentials at the end of this article). On one half, put down your floor mats, loose carpet, etc. (leave the other half empty so you can fold over the tarp for rain protection). Then get out a plastic grocery bag and dump the glove compartment's contents in it. Repeat with new bags for every other interior compartment until the interior is empty. (This way, putting things back in the right place is easier.) Pull the jack and tools out, but leave the spare securely bolted in (the spare actually forms part of the crash protection of mid- and rear-engine Porsches). Torque your lugnuts, check your fluids and belts, pull out your helmet and tech form, and get in line for tech. Stay close to your car in tech line. Having to pull around a car stopped in line with the owner nowhere in site is one of life's little agonies. Once you're done, clean your windows and set your cold tire pressures. Tape over forward-facing glass lights and reflectors or use tape-sealed protective covers.

Sooner or later, there will be various driver's meetings. Listen to what's being said. If you have any questions or need clarification, don't hesitate to ask at the end of the speech. As soon as practical, find your instructor and introduce yourself and point out your car. It makes things less confusing for everyone. Listen to and obey your instructor. Offer him/her coffees and cokes, and, when appropriate, a beer (or two, or three, or . . .). Leave your ego and attitude out of the car. If you're not comfortable with your instructor for any reason, talk it out. You can always change instructors. Porsche drivers usually have strong personalities, so there

will always be a chance of a conflict.

On the track, concentrate all the time. Don't let up on concentrating for an instant, even in cool-down laps. Always be aware of the situation around you, where you are on the track, where other cars are. Use your mirrors. Be aware of every shift, every pedal press and release, every twitch of the steering wheel. After each session, review it in your mind. Drink fluids constantly throughout the day. A thirsty body is a tired body, and a tired body can't concentrate. Right after the end of the day, take a long shower. It is very restorative for the evening's festivities. At the end of the second day when most likely a shower isn't available, change into a fresh set of clothes for the drive home.

So... that about does it. What's that you say? You've done your first event and now you're hooked? Don't blame me.

CHECKLIST

1) Basics:

- * oil (2L is probably enough. Check your oil all the time.)
- * plastic grocery bags
- * paper towels
- * glass cleaner
- * waterless hand cleaner
- * mechanic's rags
- * tarp
- * duct/racer tape
- * large jug of drinkable water (at least a gallon). I use a four gallon jug and use the water for washing as well as drinking.

2) Tools (You can carry more or less or none. I carry a lot more, but these are a good basic selection):

- * tire pressure gauge
- * 3/8" drive metric socket set, 8mm to 19mm, w/spark plug socket
- * metric open-end or combo wrench set, 8mm to 19mm
- * usual hand tools, with many Phillips screw drivers
- * 1/2"-drive breaker bar, torque wrench, short extension, and soft socket for wheels

3) Options:

- * bungee cords
- * car wash stuff and bucket and hose
- * rope
- * flashlight/trouble light
- * old terry cloth bath towel (clean)
- * garbage bags (and ties!)
- * bug juice
- * lawn chair(s)
- * folding picnic table
- * cooler with drinks/lunch/snacks
- * screen house/rain shelter
- * coveralls
- * brake fluid with bleeder jars/hoses and nipple wrenches
- * tire valve tool and spare valve cores
- * jacking equipment (stands, ramps, jack, etc.)
- * air pig or decent air pump (The Porsche-supplied one is very slow and noisy. I use a high-speed bicycle floor pump.)
- * 5 gallon gas container(s) so you can keep a constant tank (or 1/4 tank or whatever) of gas throughout the day
- * 5 lb. sledgehammer (I've used it every time I've brought it.)
- * roll of toilet paper/Kleenex (if the track washroom runs out, you'll be thanking me)
- * suntan lotion

Stead Porsche

Our grand opening celebration was a rousing success! We were delighted to meet, and greet, and show off to so many Porsche enthusiasts.

Visit us for your parts, service, and Porsche acquisitions at 2244 N. Main St., Walnut Creek.
(510) 280-4900

March Board of Directors meeting

Meeting called to order at 6:57 P.M. on March 4th. Board members present were Larry Sharp, James Ohl, Marianne Gardner, Louise Sousoures, Kirk Doberenz, Karen Neidel, Greg Braun and Dave Dunwoodie. Absent member was Carolyn Lusk. Also present were K.C.Sharp and Jean Ohl. Minutes of the previous meeting were unanimously approved as written.

Postmortem of events

The February Friday Night Social had about 15 people including some new members in attendance. Stead Porsche in Walnut Creek had their Grand Opening Feb. 14th.

Director reports

President: The budget for the Autocross School (which is sold out) was submitted and approved unanimously. Various Time Trial participants have inquired about the 1997 Time Trial budget. Board agreed letter Treasurer had written would go a long way to answering participants' questions. Motion approved to have the one page letter reproduced for distribution at the next Time Trial. Detailed report is also available on request.

Vice President: All insurance through March has been ordered. GGR received a thank you letter from Via Rehabilitation for the club's donation of toys from the Autocross Awards Banquet, as well as large number provided by the Doberenz' and McGuigan families. The paperwork is already in place for the charity donation of the Automotion swap meet proceeds for 1998, however they are amenable to changing the recipient charity to Child Advocates of Santa Clara and San Mateo Counties for 1999. An updated 1998 GGR calendar was distributed.

Treasurer: Treasurer's report was mailed to Board members in advance of meeting. Treasurer action: Assistant Treasurer recommends GGR use the word "donation" to describe funds received from organizations wishing to help GGR defray the costs of events, such as Time Trial sponsorship. Treasurer's report for February was sub-

mitted. Board approved motion to accept Treasurer's report as submitted. Board reviewed preliminary 1997 year end actuals, which are complete except for donations and final expenses from the December Club Race.

Membership: Number of prime members is 1349, with 45 applications in process and 26 new members. Board unanimously approved motion to accept all submitted new member applications. The Porsche factory glove box stuffer and Carlsen's recommendation have been very effective. The demographics of the new members seems to be changing from older Porsche models to brand new cars, which means we need to add more non-racing events to get the new members to participate. We also need to tailor some future events to include families. Tech sessions are being planned, and an alternate location for the New Member Social was discussed. President to ask Automotion regarding possible dates for an event. Dave McGuigan is finalizing the Membership Directory.

Competition: The 1998 Club Race at Thunderhill has been moved to Sept 18-20. It will be a joint event with SVR. Neil Librock and Mike Willis are cochairs. One hundred people have signed up for the March Time Trial. Terry Zaccone is the featured speaker, and has a very entertaining presentation of his trip to LeMans. The Time Trial Awards Banquet may be in November this year. Time Trial chair is looking for alternate ideas such as Blackhawk Museum. Revised Autocross Series budget submitted with planned \$20 entry fee, and approved unanimously. Based on interest in the 1997 Time Trial budget, Autocross Chair plans to post Autocross budget at first event. 1998 GGR Competition Rule Book is at the printer. Time Trial budget for next four events was submitted and approved unanimously.

Secretary: Inventory of the warehouse has been completed, and list will be forwarded to Treasurer. Past years' Nuggets were taken to the binder.

Preparations are almost complete for the Urban Assault rallye on March 15th. Rob Neidel is making progress on this year's scrapbook.

Social: Budget for Autocross Awards Brunch was submitted to get the deposit to reserve the room for Dec 6th. Planned \$30 per person fee was approved unanimously. Social has been receiving phone calls regularly from new Porsche owners inquiring about membership. Boxster sales have contributed significantly to the additional membership. Dave Blanchard is planning future tech sessions, but the remaining available dates may make that more difficult.

Nugget Editor: The April Nugget will have 1650 issues. Board discussed whether the April or May issue should have extras printed to hand out at the May swap meet. Consensus was to print 100 extra of the May issue. Budget for 1998 Nugget Editor was submitted and approved unanimously.

Webmeister: In the last month, the GGR web site has had 910 accesses, bringing the total to over 11,000. Traffic is increasing, and is being tracked for future ad sales. During the last month, Time Trial information and several Porsche product weblinks have been added.

New Business: New Year's Eve Party - Wyndham Hotel called K.C. Sharp inquiring if GGR plans to use the hotel for Dec 31, 1998. Time Trial Chair is looking elsewhere. Board had informally discussed surveying interest for a Zone Party for Dec 31, 1999. The Wyndham is not large enough for a Zone event. Larry and K.C. Sharp took action to discuss ideas for a Zone Millennium Party with Tom Provasi. Driver's Training Scholarship - Following through with the plan from last year, a motion was approved unanimously for GGR to fund scholarships for Child Advocates to provide driver's training to five deserving teenagers. The funding will come from existing funds, and is not dependent on swap meet proceeds.

Meeting adjourned at 9:30 P.M.

Members

Louise Sousoures, membership

GGR members celebrating anniversaries with PCA in February:

5-year

Jim & Laura Angel
Rodney & Andrea Bailey
Michael & Anita Cullinan
Jim Ellenberger
Dale & Michael Fredericks
Jeffrey Keller
James & Pamela Kersey
Keith & Diana Matasci
Al Reichert & Arlene Lau
Masuo Robinson
Mike Rogers
John Sherck
Eugenie Thomas

10-year

Stuart & Catherine Cain
Peter & Christine Stoneberg

15-year

Don & Elena Miraglia
Gregory Pantelis & Cathy Smith

20-year

Joseph & Wendy Carastro
Wallace & Roxanne Overton

25-year

Graham & Patrice Chloupek

March anniversaries

5-year

Robin Aube & Sharon Neidel
Werner & Jeanne Doellstedt
Alexander JP Marzano
Peter Sanday

10-year

Stanmore Cooper

15-year

Peter Haight & Louise Basa
Victorino & Gloria Monzon
Steve & Norbert Nieslony
Michael & Janet Thompson

30-year

O.R. & Linda Fairbairn
Richard & Mary Wallace

35-year

Louis & Ann Beckwith

April anniversaries

5-year

Rick & Paula Backer
John & Kathleen Dodds
David Evans
Christopher & Cori Johnson
John & Janice Kestler
Warren Walker
Ralf & Ruthie Wollinsky

15-year

Brian & Bonnie Cameron
Vern & Cora Simon

20-year

Ronald & Sandra Bontempi
Byron Richards & Susan Hunt
Peter & Judy Snook

30-year

Clark Anderson

New members

Please join us in welcoming our newest members.

Official Count

New members	26
Transferring in	4
Transferring out	5
Total members	1349

\$3 off

Any x-large pizza

\$2 off

Any large pizza

\$1 off

Any medium pizza

*With coupon
Expires 05-15-98*

PIZZA RESTAURANT

364 S. LIVERMORE AVE. • 449-5508

Transferring in

Transferring out

Friday Night Social

19A

See what goes

**6:30 p.m.
Friday, April 10**

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

***Come to the New
Member Social
on
June 12th and
meet our new
members!***

Marketplace

VEHICLES

1964 356C Coupe. Calif. black plate car. Champagne yellow. 90,000 orig. miles. Driven 12,000 miles since 1988 restoration and engine rebuild. Original interior. Nardi steering wheel. Chrome wheels. Tool kit. Original manual. Complete new brake system, new tires, shocks. Always garaged. All records back to 1977. \$14,000. (408) 476-5402.

Jagermeister Car for Sale - 1971 914-6 GT Replica Race Car AIR 916 Body Kit (fiberglass flares/frt-rr bumpers/frt deck lid/6" front spoiler/4" rear spoiler), lexan windshield. Professional paint job inside/out with Jagermeister emblems. 782 2.2 E motor (160 hp w/piston squirters, 3.2 oil pump plus many extras), 901 side shifter w/MSX short gears & front Mazda oil cooler. 250lb coilover springs/KONI gas shocks/22mm Weltmeister sway bar frontend. 300lb springs/adjustable KONIs on rear. 911S brakes fit/rear with carbon kevlar pads. Full Roll Cage. 8s & 10s factory alloys with Hoosiers DOT slicks. Custom Trailer included w/new tires & winch. This is a very fast, beautiful time trial/AutoX car. \$20,000/OBO Bobby Crookshank (408) 227-2527.

Porsche Speedster Replica. Very nicely done. Beautiful black lacquer with black interior. Real Porsche big bore engine with Webers (1720cc). IRS rear suspension. Hartz cloth top, VDO instruments, chrome wheels with Porsche crest caps. Cover. Toneau. \$15,000 or best offer. Jeff Witwer at 650-949-1110 (evenings).

1970 911T Blue/Black, 2nd owner. New interior, rear compartment fire, repair not complete. Many new parts. \$2,000.00 Bob (408) 338-7191

1972 911T. Very pretty ruby red w/black int/sheepskins, original California car, no rust, no accidents, straight and smooth. AM FM cassette, factory a/c, many upgrades: updated chain tensioners, new oil return lines, new hoses, heater returns, repacked axles, new Boge shocks, professionally lowered, recent alignment, new Dunlops all around. Exempt from Smog II. Strong original 2.4 L engine. Very reliable daily rider. 136,000 miles. \$11,000. Tony (650) 349-1614 weekends.

1972 914 1.7 Black/Black. New tires, shocks, bars, and wheels. Needs engine replaced. Comes with excellent used engine. Complete electrical and fuel injection and spare parts. \$1,950.00 Bob (408) 338-7191

1973 914 2.0L Excellent condition. New paint original color, Saturn Yellow w/black interior. Immaculate throughout. Excellent Eng. and Trans. Very fast with Webers and extras. Smog Exempt. \$3,900. (408) 927-9003. Pat.

1974 Carrera Coupe. #440 of 528 produced. Chocolate brown w/gold lettering, dark brown leather interior with sport seats, Alpine stereo. Competition suspension, swaybars, tor-

sion bars, Bilsteins, 7 & 8s, ducktail, fogs, spoiler. Restored '93, body and interior flawless, performance awesome. \$20,000. Rick Giacomazzi. 3111 San Juan Hollister Road, Hollister 95023. (408) 637-7367.

1974 914 2.0L Red/Black, great condition; excellent engine/transmission, K&N, ss heat exchangers, Bursch exhaust, Konis, roll bar, 5-point harnesses, minilites w/Dunlops + Mahles w/RE71s; AM-FM stereo; extras. No rust. Street, autocross or time trial. \$6,500 obo. Dale (408) 354-1965.

1976 914 Autocross Car - strong 2.0, HC pistons, twin Deloros, Eagle cam, FAT valve train, hd pump, balanced, Hursch exhaust, 911 clutch disc, 19mm m/c, 911 struts and brakes front/rear, 300lb rear springs, Koni adjustable shocks, Bilstein inserts, bolt in roll bar, set of 7" wheels with slicks, set of Mahle wheels with RE71Rs, Interior/Exterior stripped but included, lots of extra parts. Asking \$3,500 Call Walter Duryea @ (510) 210-0863.

1979 911SC Coupe. #9119201861, chiffon/brown leather, 56,000 concours condition, no smoking, mobil 1, tail/model delete, factory a/c, electric sunroof/mirrors/windows, H4s, 2.5% leakdown test, new Clifford alarm and \$3,000 Alpine stereo, new Dunlop D40M2s on Fuchs 7s and 8s, 930S steering wheel, mag bra, extras \$19,000. Andy (650) 432-1830 San Francisco.

1979 911SC # 9119200640. Silver/Black. 16" Fuchs and 2nd set of Phonedials, Whaletail, Alarm, Alpine, Momo shifter/Shortshift Kit, D&W Steering Wheel, A/C, Cruise, Tower brace, Carrera Tensioners. All records. 140K mi. Includes 2 car covers, manuals, convenience kit, mirror/foglight/dash covers and embroidered rear shelf mat, \$15,500. Kevin at (408) 448-1113.

1980 911 SC Targa. 930 Dash, Sheepskin covers in front, Sport seats, 6 Disk Changer, Recent Full Tune-up, New Yokota tires - 7's; 8's, Short Shift Kit, Hella Lights, Borla Exhaust (have original), Limited Slip, Bra, Cover, Runs like new, 415-664-0668 leave message.

1983 911SC Coupe. Excellent Condition, 61K miles, CD player, alarm, limited slip, whaletail, sunroof, AC, Blk/Blk leather interior, Michelin XGTs, 16" wheels. Asking \$18,200. Gary (408) 553-6832 days or email- garyk@sc.hp.com

1984 944 Coupe. Local one owner. 116K mostly freeway miles. Light bronze, brown interior. Excellent condition. No leaks, dents, rust, or accidents. 100% original, complete, and correct, except for upgraded audio. F/R stabilizers, Konis, alarm, leather, 7k miles on belts. Everything works. Mobile 1 since new. Records. Garaged. \$6,500/BO Jeff Witwer at 650-949-1110 (evenings).

1984 944, Ruby Metallic/Tan interior, clean early production model w/o sunroof. 4th. owner, low miles, 5-spd, A/C, Alarm, \$5,000 obo, restoration project forces sale. Revis Rose (510) 437-3501 day, (415) 440-6728 evenings.

1988 944S. Club Race Car. 30K miles/no accidents. Fresh 4 valve motor 0 miles. Full cage-5 pt. harnesses, Accu-sump, cool air brake, ducting, net fire extinguisher, chip. Extra set of phone dials/Yoko's. All parts to convert back to street. Extra 4-valve motor, SCCA SS/GT log book \$12,000 OBO (415) 868-9650

1990 944 S2 Cabriolet. Beautiful platinum silver with black ragtop. Cream leather interior. Fresh tires, Alarm, electric seats, cruise control, climate control, power windows and mirrors. \$3,000 sound system. Always garaged. Perfect condition. 60K mi. \$26,900. Todd (408) 998-8668.

1997 Boxster 986. Red w/black top/in, factory hardtop, Hi Fi Sound Package w/6 speakers, AM FM CD, heated seats, traction control, 17" wheels w/colored crest, remote alarm, Winstop deflector, floor mats, mint condition. 2,800 miles. \$49,750. Tony (650) 349-1614 weekends.

PARTS & MISC

For 1978 911SC: Heater blower motor (1 yr old) - \$100. Colgan two-piece bra (used once) - \$40. Pedal assembly w/ bronze bushings - \$50. 915 shifter assembly w/short shifter - \$50. Brake calipers, rotors, new pads - \$150. Swaybars both front & rear - \$30. 7" & 8" x 16" Fuchs fully polished w/caps & near new S02 tires - \$1,500. **From '95 993 engine** w/ under 5k miles: Dual Mass flywheel & clutch assembly - \$700. Power steering pump - \$75. Stock SS mufflers - \$200. Gary (408) 454-0308.

OEM Wheels. Two 16x7.5, two 16x9 Slotted alloy, like new condition. Fit 928, 944 Turbo. Mounted with new Goodyear Eagle 225/50ZR16, 245/45ZR16 tires. \$1200/bo. Call Mike (650) 854-4697 or (650) 354-4178

Pair early 911 doors FREE. Fair condition doors with no mechanicals, just the door body units. Yours to take away. Rik (510)530-8035

911 wheels with tires: stock C2 16" with Toyo tires (4). Fair condition. \$400 obo. Dave (415) 567-8500 San Francisco.

Fender - 1965-1968 911/912 Driver's side fender complete with headlight and turn signal buckets, gas filler door. Stripped to bare metal and then primed, shows no evidence of rust. Will need some additional straightening and bondo. \$395. Bill (408) 354-4079.

NOS right front fender for 64/65 356. I've had it for over 20 years, so it's time to go. Original primer with original sticker (644 503 034 06). Current list is \$950, but I think none are available. How about \$700? Jeff Witwer at 650-949-1110 (evenings).

Cabriolet vent and window glass good chrome \$500 OBO. Will sell window glass separately. Engine case #63689 1956 normal with 32PBIC carbs & cleaners overhauled and origi-

nal fan shroud with all linkage and fuel line \$380 OBO. Will sell separately. 356A seat hinges - two pair good condition \$100. Bowden pull switch wiper assy complete \$180 also motor and switch only \$120. Russell Ulrich (707) 434-1332.

BFG R1 Tires - Two 245/45-16 never mounted, two 225/50-16 50% used. \$139 each when new, will sell 245s for \$75 each and 225s for \$40 each. Rob Aube (650) 508-1308 or rob@allsystems-go.com.

Pair of Headlight Trim Rings from '90 Carrera 4. Fits all 911 with H5 lights. Painted India Red. Can be repainted. Excellent condition. Cost new is over \$200. Will sell pair for \$100. Rob Aube (650) 508-1308 or rob@allsystems-go.com.

16 Inch Etoile 5-Spoke Chrome and Gold Gaudy Wheels, two 7.5 inch and two 9 inch. Enameled Porsche center hubs. Some rubber left on Pirelli P700s. \$1,200. Dan or Liz (650) 323-2838.

901 Parts, Front hood,65-73, \$150, L&R Doors w/ hinges, \$400, Rear windshield, all years, \$100, Rear bumper, \$50, Engine lid grill, 65-73, \$75. Buyer pays shipping, also have more to much to list. Revis Rose (510) 437-3501 day, (415) 440-6728 evenings.

WHEELS. Set of Phone Dials with mounted snows..\$650. Set of BBS autocross \$1000. Kevin at (408) 448-1113.

Collectible Lit/books/magazines. Third piece of Porsche sales literature - "TYP 356" - from 1951 (M&M #15) \$200. *911 Story* (Frere) 1976 1st Ed. \$35. *Porsche & VW Companion* (Ullyett) 1962 \$35. *Christophorus* from English #25 (Jan. '60) complete to current (227 issues) \$1,300. *Christophorus* starter set #85, #95, #97-100 and #107-120 (20 issues) \$100. *Panorama* Sep '70 thru Nov '71 (15 issues) \$30. *Porsche/Excellence* #4, #50-52, #54-58 (9 issues) \$20. All excl. cond. Mags sold in sets only. Buyer/seller split shipping. Call for details. Bob Sturm (408) 773-0884.

WANTED

914 roll bar and seatbelts (5 point). David (415) 788-6677.

Parts from/for rear seat delete option for 911 (1990-1998). If you have information, photos or parts, please call Jeff Sellman (510) 530-6648.

Classifieds - Sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by *The Nugget*, 875 Encino Drive, Morgan Hill, Ca 95037 or Fax (408) 779-9073, or email me @ ddundwood@garlic.com 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 (408) 779-0389 to cancel sold items.



Zone 7 Events calendar



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

April

- 5 Sun **Zone 7 Concours #1** hosted by Sacramento Valley Region at Niello Porsche. For more information call Tim Flemming at (916) 985-4142.
- 24-26 Fri/Sun **CRAB 26**, hosted by Sacramento Valley Region. For fee and information call Dan or Deb Catherwood at 916-924-8021.

May

- 2-3 Sat/Sun **Zone 7 Autocross School**, hosted by GGR and SVR at 3Stick Park is sold out. To be added to the waiting list call Masuo Robinson at 916-427-9690.
- 9 Sat **Autocross LPR** at 3stick. Not a Zone 7 event.
- 16 Sat **Zone 7 Rallye #3 Spring Flowers**, hosted by Sacramento Valley Region. For fee and information call Rik Larson at 916-481-6084.
- 17 Sun **Zone 7 GGR Automotion-Concours #2/Swap Meet**, at Automotion in Sunnyvale. For fee and information call Dick Cottrell at (650) 692-2100 or Roger Wiersema (510) 843-6166, Concours. Kirk Dobrenz (510) 837-0479, Swap Meet.
- 24 Sun **Diablo Wash & Shine Concours**, held at Danville Livery Mercantile. For more information call John Kinsfather at (510) 831-8109 (days). Not a Zone 7 event.

June

- 5-7 Fri/Sun **Zone 7 "Kiss me I'm Basque" Weekend**
- 13 Sat **Autocross LPR**. Not a Zone 7 event.
- 13 Sun **Zone 7 Rallye-Summer Soltice- YR**
- 14 Sun **Zone 7 Concours/Swap Meet- LPR**, at "Partsheaven", Hayward, Contact John Reed (408) 371-1965 Al Ueko (510) 782-0354
- 20 Sat **Zone 7 Autocross SVR**
- 21 Sun **Zone 7 Autocross YR**
- 28 Sun **Zone 7/SCCA Palo Alto Concours- *Porsche Marque*** Dick Cottrell (650) 692-2100, Roger Wiersema (510) 843-6166.

**Las Vegas Motor Speedway
Driver's Education/PCA Club Race
May 1,2,&3, 1998**

Sponsored by Intermountain Region PCA
Driver's Education Director - Kevin Mueske 307/789-8692
Race Chairman - Ed Mineau 801/278-9681, PCARACER@sisna.com
Registrar - Sandee Turner 801/546-1157, Sandee4@ix.netcom.com
Information and applications on the web at:
www.xmissions.com/~adamant/PCA or fax 801/593-9728

Auto Detailing by Porsche car nut and owner

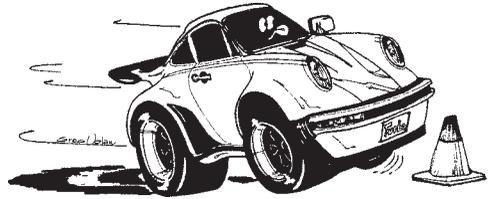
Successful business in the North Bay now expanding service to your area. I feature car care systems from Zymol, Griot's Garage and Lexol for leather. I have special waxes from Zymol for both black and red cars.

- \$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

Big O 1/4

GGR/Shelby Club Challenge



**Come out and show the Shelby Club
what your Porsche can do!**

April 19th

May 10th

3-Stick Park

**Call Bert Del Villano for details
(650) 592-0637**

1998 Board of Directors

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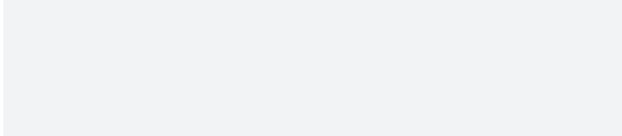


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Visit 9th Annual Automotion-PCA Charity Swap Meet & Concours

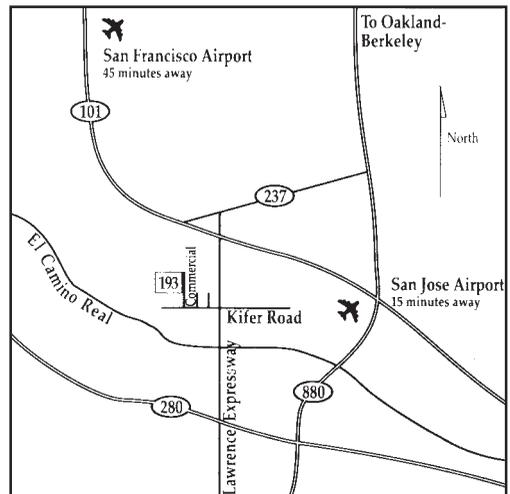
Mark the date on your calendar: Visit us Sunday May 17th

Swap Meet Stall Sales - Set-up 6:30am, \$10.00 each; first come, first serve. Proceeds donated to the local Crippled Children's charity by Automotion and PCA-Golden Gate Region. The largest West Coast Porsche Swap Meet is open to public 8am-3pm. Karen Neidel 408-225-5356.

Concours - \$15.00 per entry. Run under PCA Zone 7 rules and includes popular Wash and Shine class. Concours opens 9:00am for viewing. Judging begins at 10:30am. Contact Roger Wiersema 510-843-6166, eve 415-421-6622.

Automotion - Showroom open 8:00am to 3:00pm. Fill out a door prize entry form to win *thousands of dollars* worth of prizes. Winners need not be present; drawing will be on Monday. Pick up a free copy of our 1998 catalog.

Location: In Sunnyvale at 193 Commercial Street. From Lawrence Expressway, turn West onto Kifer Road, go 3 blocks and turn right at Commercial St.. Automotion is on the left at the end of the block.



Sunday May 17th. Help us help the crippled children. Come and join us.