

August 1998

# The Nugget

Golden Gate Region • Porsche Club of America



## **Inside**

Momentum

Proposed 1999 rules changes

Autocross series results to date

## Dave's dribble

**Dave Dunwoodie, editor**  
**Sheila, associate editor**



It has been a busy month for GGR! Numerous Autocrosses, Time Trials at Laguna Seca and Thunderhill, the PartsHeaven and Palo Alto Concours, and many Zone 7 events. I have been so overwhelmed with pictures and stories that this issue of the *Nugget* had to be expanded to 28 pages, and I still couldn't fit in everything I wanted to include.

I am looking forward to August and the Monterey Historics with Porsche as the marque. I will be driving in the "PreHistorics" (the week-end before in my '63 Elva Mk VII) this year, and just be a spectator the following weekend so that I can watch the Monterey Historic races and the Pebble Beach Concours.

See ya in Monterey!

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## Larry's lines

**Larry Sharp, president**



It has come to my attention that some members of our region have been using the roster for the purpose of soliciting business from fellow members. Everyone should realize that this club is for social purposes only. Intruding your work or business into it will only defeat the reason that it exists. There's not much we can do to stop this because we lack the resources to prosecute, but we can only tell you that there

will be a negative response usually by the members to your efforts if you use our roster for mailings. . on the brighter side the Tour de Krote tour this year seems to be coming together pretty well. If you're interested in joining K.C. and I, please give me a call to let me know you want to come .... see ya on the road

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**Cover:** Dave Morse's 959 on center stage at the Palo Alto Concourse.

Photo: Dave Dunwoodie

## Braking news

The proposed rule changes for 1999 will be discussed at a meeting August 19th at 6:30. See page 7 for details.

### Pikes Peak International Hill Climb

Jeff Zwart, Porsche Claim Fifth Straight Class Win In Pikes Peak International Hill Climb

COLORADO SPRINGS, July 6 -- Driving a Porsche 911 Turbo S, Jeff Zwart collected his fifth consecutive class victory in the 1998 edition of the famed Pikes Peak International Hill Climb here on Independence Day. In winning the High Performance Showroom Stock class once again, Zwart broke his previous class record by just under a second, keeping his nearest competitor Rhys Millen in a Toyota Supra some 18 seconds back.

The 76th running of the second oldest race in America offered changing weather conditions and road surfaces for the annual run up the twisty 12-mile, 156-turn course. But Zwart overcame all challenges, making it to the 14,110-foot summit with relative ease.

"With its all-wheel-drive and twin turbo motor, the Porsche 911 Turbo S becomes the perfect car for the most difficult hill climb in the world," said Zwart. Zwart's first victory at Pikes Peak was in 1994 when he won the Open Class in a Porsche 911 Carrera 4 Turbo.

### Porsche U.S. Sales up Thirty-Three Percent

ATLANTA, July 3 -- Porsche Cars North America, importer and distributor of Porsche sports cars in the United States, today announced sales and stock figures for the month of June 1998. Figures reflect a 75% increase in sales for the Boxster, and a 50% increase in sales for the model runout of the 1998 911 Carrera, and the all-new 1999 911 Carrera. The result contributes to a 33% sales increase for the 1998 calendar year to date.

(courtesy Porsche Cars North America, Inc.)

Rich Bontempi's

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## Shop talk

PORSCHING by Chris Welty  
Hudson-Valley Region, PCA

Momentum is a fact of life. It was formalized by Newton in his first law of motion, and many of us have heard the definitions: "An object in motion tends to stay in motion unless acted upon by some outside force. An object at rest tends to stay at rest unless acted upon by some outside force." Put simply, things tend to keep on doing whatever they were doing.

Some will blame the rain, some will blame driver error, some will blame lack of safety equipment, some will blame other things. It was, in fact, momentum that killed Rick Calhoun. Relentless, dispassionate, untiring, the instantiation of Newton's laws forced the combination of circumstances that caused an untimely death.

I woke up that morning to rain - cold rain. The kind of rain that in literature we take as a harbinger, a sign of things to come. It took me longer than usual to get motivated on this morning, and my wife questioned my intentions.

"You're not going in this rain are you?"

"Sure." I smiled. "The rain will make it more exciting." I raised my eyebrows a few times in a gesture of appreciation. Few times in my life have I ever come to regret a sentiment as much. My wife shook her head with an innate displeasure that, in hindsight, could easily be associated with the oft-cited female intuition. "Well, you're not driving are you?"

"No, just spectating. Racing is much more fun when you \*know\* the people making the passes...or being passed." I didn't say, didn't think, it's less fun when you know the people who get hurt. Much less.

I packed the essentials into my 911 and drove out to Lime Rock Park, the site of the PCA Club Race on May 9th. It rained the whole way there, and I was unable to open my sunroof and thereby permit the flow of heat.

I was greeted upon my arrival by absolute silence. Perhaps they are between sessions, I thought. The silence continued as I found a place to park a little ways from the overflowing paddock. The scene of tents,

## Momentum.

trailers, tow vehicles, and Porsches could easily have looked festive to the untrained eye. The air, however, was filled with a tangible pall that seemed to have descended with the wind, the clouds, the chill, and the rain. There was an unmistakable atmosphere of something amiss.

I walked towards the pit area, expecting a gathering of organizers or other familiar faces, but the renovations to the paddock area had left a scene of confusion. I passed one or two people I knew. "Oh hi, Chris," replaced the usual handshakes and smiles. People were usually glad to see me.

I found the tent that had been set up by fellow members of the Hudson-Valley Region. I looked around for a while, seeing several unfamiliar faces, and wondering what was going on. Although I clearly felt the malaise, I still had not even guessed its cause. I suppose I thought the weather could have explained it.

Finally I saw someone from my region, camouflaged in a driver's suit. "What's up?" I asked.

He shook his head. His face was drawn, despondent. "Rick hit the wall hard." He shook his head again. "When they got to him he had no pulse."

I stood dumbfounded, and as the story unfolded I began to tremble. There was something in my throat that made it difficult to breathe.

He had hydroplaned on some standing water, and spun in a manner consistent with lifting. Once it started spinning, the momentum carried it onto the wet grass, which is not known for a high amount of friction. In other words, it didn't slow him down a bit. The car impacted the guard rail at the pit lane exit, and flipped over it landing on all four wheels again. The safety system, which had been designed primarily for a forward impact, had actually worked against him. The seat broke loose and Rick's momentum sent him flying back into the harness bar. The position of the bar was such that it snapped his head forward and his neck broke. Momentum. Momentum. Momentum.

Supposedly they had restored a pulse and had him on a respirator before transporting

## Makes you think...

him to the hospital. All we knew at the time was that he was in critical condition. Several people told us the chances were not good. We were in denial, but I think we all knew.

I was barely able to stand, so I found a seat. Rick had been a member of our region, and a rabid track junkie for a couple of years. Really into it.

We took a look at the car, and it honestly didn't look that bad. I've seen wrecks where you immediately say, "Someone got killed in that one," only to find out they walked away. This wasn't even half as bad. The cage kept the car pretty well intact. The doors still opened and closed. The rear was smashed in, to be sure, and gas and oil had spilled all over the track. The whale tail had flown off after the initial impact. More momentum.

My thoughts quickly turned to self-deprecation. I was upset that I had so off-handedly quipped that the rain would make things more exciting. It was inevitable, I suppose, that self-deprecation turned to self-awareness. I hope it's a normal reaction, but soon I became obsessed with myself.

"My God," I said. "I have exactly the same set up. Same roll cage. Same harness bar. This could have happened to me." The others around me nodded in agreement. A few said, "me, too." I started thinking about my family. What would something like this mean to them? Was it fair for me to come out here and have fun while they risked losing a father or husband?

Forget about them, what about me! I didn't actually want to risk my life at all! No one had been killed at Lime Rock in nearly 15 years. It isn't a big track, not very fast. The PCA also has a great safety record. That is what I had been telling myself all along. This could actually happen???

I won't take you through all the thoughts that came and went in my mind. Someone noted, "Every once in a while I forget about it, and I'll laugh at something, and then suddenly I remember again and I get sick." That was my whole day.

Eventually the trembling stopped, and I was able to talk to some people, wish some of the racers luck. Not many of them even

*Continued on page 6*

Continued from page 5

knew Rick, but there was a fairly uniform lack of enthusiasm for the race at that point. It was completely sobering.

One of the worst things for me to deal with was guilt. I felt guilty that my thoughts revolved so much around myself. How could I prevent this from happening to me? Maybe I should give up instructing, God forbid something like this should happen with someone in the car. Maybe I should give up driving at the track all together. While I was able to imagine the pain and sense of loss Rick's family would feel, it was only in the context of how I imagined my own family would react \*if it had been me.\*

During the funeral, the following Tuesday, I was impressed by the number of mourners. Hundreds. PCA President Judy Boles and Zone 1 Rep. Pete Tremper were there, as were several people from the Hudson Valley and Connecticut Valley PCA Regions. Close friends of Rick's assured all that nothing could have prevented him from racing. His own passion for speed and the track had built up a momentum of its own, equally unstoppable.

It was a long and solemn time for me. I did a lot of thinking. I had been walking around numb for the past couple of days, barely able to concentrate on anything else. Utmost on my mind was the question as to whether I should, or even could, drive at the track again.

Coming home from the funeral, I got into my car and started driving home. My foot, with a mind of its own, kept pushing the throttle down. Consciously, I willed it up, but it kept going down. I began to feel the power, smooth and even. There's nothing like a damn 911. Demon car, let me alone! I kept willing my foot up, but I kept going faster and faster.

I am stolidly a man of science, but could this possibly be a message from the afterlife? "Stop dwelling on this,

## Momentum.

Chris," I could hear Rick's calm voice saying between puffs on a cigar. Just a trick of memory, he had said that to me once, something about orange tape.

With the speed came a realization: I drive fast. I love to drive fast, and I'm not alone. Sure, PCA track events and now club racing may very well be, at least in part, responsible for a death. This can not be denied, had there been no event on that day, Rick would not have been killed, but what about all the people who are ALIVE because of these events?

When I got my first 911, I was, albeit unknowingly, quite dangerous. I spun and wrecked the thing. Thankfully neither I nor anyone else was hurt. Some time later, after having had attended numerous PCA Driver's Ed events, I was driving on the open road when I crested a hill that exposed a blind and unexpected right hander. All at once I saw a pickup truck in the oncoming lane, a kid on a bicycle in my lane, and I felt the car get light and begin to oversteer. Without the benefit of the training I had received at the track, I would have submitted to the primal instinct to lift. Having the car fishtail is a horrendous feeling for the inexperienced, and slowing down is what you want to do.

I do not exaggerate one bit when I say the path of trailing throttle oversteer went straight through the kid on the bike. Every experienced 911 driver knows that path well. The kid is alive today because I learned how to drive the right way. Credit the PCA drivers ed program.

It was this memory that settled my mind, and finally quelled the internal conflict between de-

## Makes you think...

sire and fear. I'm no spin doctor. Rick's death wasn't a good thing, but we all take a risk when we get in a car. They're dangerous machines. My sense is that more people die each day on our nation's highways than have died in all the PCA track events ever. I know for sure that I am a safer driver because of it. I don't know the name of the kid whose life was saved, but I know there are other stories. Far more good ones than bad. This may stink of a rationalization, but even in the worst case, given that I will drive fast, I believe it's better that I keep my training up.

Questions about safety that result from an incident like this are natural. They should be asked, and they should be answered, but not in the context of finding fault. If there are ways to be safer, they should be found. If there are sources of knowledge that can be tapped, they should be. Leave no stone unturned.

Death is an intense thing. You just want the damn world to stop. "Hold on for a minute and give me a chance to breath. Someone is dead here!" When I got home, my kids wanted me to play with them, my wife wanted me to mow the lawn, my students needed help with their final projects....

Goodbye, Rick. Life, with ruthless momentum, carries on.

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# Proposed 1999 Competition Rules Changes

Rules Change Proposals:  
Meeting to discuss the proposals:  
Round Table Pizza ( Same place as board meetings)  
1271 E Calaveras, Milpitas CA  
480.946.4633  
Time 6:30 pm  
Date: Wed. August 19th

Please attend if you would like to comment on the proposed changes. If you can't make the meeting then e-mail me your comments and I can read them for you at the meeting.  
kedo@chevron.com

Thanks, Kirk Doberenz - Competition Chairman

## **Proposal 1 (Henry Watts)**

Modify the section in parentheses in Appendix D. A.2 from (as near the roof as possible on closed sedans) to (or as near the roof as possible on sedans and convertibles when their tops are up)

**Reason 1:** Without the 'or', it's not entirely clear that the 'as close as possible' supersedes the "2 inches above the head". The convertibles should be allowed to have a roll bar that meets the same requirements as the sedan, and allows the top to be closed (which actually provides a decent extra measure of protection).

## **Proposal 2 (Henry Watts)**

The committee needs to decide whether the Boxster, which absolutely does not meet the GGR rollbar rules, will be allowed to run without adding a conforming rollbar.

## **Proposal 3 (Henry Watts)**

4.6(g) Modify to read:  
The car must have full windows (glass or plexiglas).

## **Reason 3**

By the time people have built what the rules basically provide for, which is a no-holds-barred, rowdy, Porsche-based street hotrod, a lot of work will have gone in to making the car light. There appears to be no reason to require glass, which is both heavier and somewhat more dangerous. Certainly the cost of plexi windows is not an issue on the cars that are built to this category, and the weight savings makes it an appropriate choice, if the rules did not prevent it.

## **Proposal 4 (Bill Newlin)**

All events points will count for year end awards.

## **Reason 4:**

Under our current rule, we are telling the drivers you only need to run 51% of the events for a trophy. So why don't we just put on 51% of the events? Presently we are telling people

NOT to come to 49% the events if they want a year end award. All events should count for the series awards. Attendance will increase and so will competition.

## **Proposal 5 (Bill Newlin)**

No trophies to be awarded for classes containing less than two drivers competing for time. Drivers may elect to run in a higher class/category without changing their car or lower class/category (providing the car complies with that lower classes rules) to run with other drivers.

## **Reason 5**

We have too many classes and no competition. If drivers want to compete for trophies, they need to COMPETE! If drivers want awards or tokens for just running the event, then a T-shirt or other token should be handed out for that event and not a competitive award, such as a trophy.

## **Proposal 6 (Bill Newlin)**

Exhibition class car will run last for timed runs.

## **Reason 6**

They are not running for trophies and there is no real competition since this is a courtesy class that we allow to run for time. If for some reason we get behind schedule during timed runs and have to cut the session shorter to fewer laps for timed runs, the drivers competing for times and series awards will be affected under our current rules. If we change this to have the exhibition drivers run last and, if we need to eliminate them from the timed run session, we can stay on schedule for the series drivers. Hopefully this will never happen where we have to eliminate the EX drivers from timed runs, but it is a good back-up plan to have just in case.

## **Proposal 7 (Gene Kindred)**

In addition to the roll bar rule change suggested by Hank, I suggest we adopt the roll bar materials requirements for diameter and thickness that is in the club racing rule book. This is only a problem with cars that weigh over 2500 pounds.

## **Reason 7**

Our current rules are unenforceable since people often build to the club rules, come to tech, and then I have to inform them that the bar does not meet GGR spec. To avoid this, the position I have taken is that if the bar meets PCA club racing specs, I've been allowing the car to participate and have been issuing roll bar stickers.

On another subject, the way we are currently performing tech -- one full tech each year with safety checks at each event after that and the implementation of log books has never been codified in our rule book. I don't know if this matters to anyone, just thought I would point it out as this section of the rule book reflects past procedures.

# Laguna Seca Time Trial Results

*Reported by Robin Aube*

Class	Name	Best Time	Class	Name	Best Time
C	JIM MASON	2:17.269		FRED NELSON	DNR
L	BRAD MAKER	DNR		GERRY BROWN	DNR
M	GIANLUCA RATTAZZI	1:50.544	CP	DAN LOFGREN	1:55.941
	ROBERT BRENNER	1:58.606		STEVE CASALETTO	2:00.414
BI	JIM BIESEMAYER	1:56.062		DAVID CROOM	DNF
	725 JOHN BECK	1:58.484	DP	BOB FOOSHEE	DNR
	JAMES OHL	2:03.933	EP	NIUL BURTON	1:48.971
	JOHN SEIDELL	2:06.022		BOB NORWOOD	2:03.965
	GARY CAMPBELL	2:11.816		MICHAEL MITCHELL	DNR
	NEIL LIBROCK	DNR	EPL	DONNA SYLVANOVICH	DNR
	JOHN NELSON	DNR	FP	SCOTT YEAMAN	2:01.542
BIL	KAREN NEIDEL	DNR	HP	BILL FERGUS	2:05.915
CI	CAMERON CARRINGTON	DNF		BRICE ALLEN	DNF
	GEORGE VON KLAN	DNF		KIRK DOBERENZ	DNR
	GEORGE VISILIO	DNF	JP	HENRY WATTS	1:48.971
CIL	LORI HAGEMAN	2:05.193	JPL	LAURA WATTS	DNR
DI	BRENT HARNISH	1:50.449	KP	TONY MAZZAGATTI	1:48.368
	SANDY SWALLOW	1:53.344		GARY FREEMAN	1:49.494
	JIM HYNDMAN	1:55.029		STEVE KUHN	1:52.221
	LYNN PENNINGTON	1:56.278		MARK JOHNSON	1:52.581
	JIM PUTNAM	1:57.766		PETE SIEMENS	1:53.444
	RAOUL PROCTOR	1:58.210	KPL	CATHERINE SIEMENS	1:58.754
DIL	SUSAN MOORE	1:54.736	LP	RON ROGERS	DNF
	GEORGIA HYNDMAN	1:57.846	MP	BILL LUSK	1:46.643
EI	SCOTT MC KAY	DNR		JEFF SYKES	1:49.344
FI	DAVID COLMAN	1:56.981		MARK HAVENS	1:52.051
	PAUL SEIDEL	DNF		CAROLYN LUSK	1:53.845
FIL	JUDY BRADSHAW	2:03.772		LOUISE SOUSOURES	1:57.068
GI	JOHN TEASLEY	2:00.645	BX	DICK ANTOINE	DNR
	MICHAEL CULLINAN	2:02.826	FX	RICH BONTEMPI	1:50.318
HI	MARLIN NEUFELD	1:56.312		LAUREN MERRILL	1:52.787
	BILL WHITE	DNR		SERGIO MEZA	DNR
JI	STEVEN TATY	1:56.498		JIM HOUSMAN	DNR
KI	KEN PARK	1:52.868	GX	KEN MACK	1:52.752
	CHRIS MURRAY	1:53.832		PAUL BRODIE	2:04.418
	STUART WARD	1:53.841	BR	ROBIN AUBE	DNR
	TOM THOMPSON	2:00.125	BRL	SHARON NEIDEL	DNR
	DEREK DEAN	2:01.935	FR	MARK SHATTUCK	1:53.125
LI	NEIL YONK	1:51.497		ERIK OSTLY	1:54.501
	JAN-AKE SCHULTZ	2:01.682	DML	LORI GALLEN	DNR
	CARSON BOYD	2:08.192	FM	GENE KINDRED	1:52.751
LIL	LAURIE YONK	2:03.684		LARRY SHARP	1:53.105
NI	DAN JONES	2:01.213	FML	PATRICIA KINDRED	1:55.126
	GIB MYERS	DNF	GM	ROSS MERRILL	1:47.579
	BRIAN LEE	DNF		MARTIN MC GUIRE	1:57.628
AP	JIM RALSTON	2:07.591		NEIL JACKSON	DNF
BP	KEVIN VOIGT	1:52.879		DAN THOMPSON	DNR
	TED VOIGT	1:53.403	GML	CHERIE KUHN	1:54.184
	DENNIS NEELY	1:55.117	GT	GREG SIRAKIDES	1:44.416
	CRAIG CLINE	1:55.826		KEN SHAHOIAN	1:47.056
	JEFF WILLIAMS	2:03.018		STEVE MEACHAM	1:47.401
	BERT DEL VILLANO	2:04.471		BILL BENZ	DNR
	CHUCK KOLSTAD	2:06.110		TIM GALLEN	DNR
	JON KIES	DNF	KM	MASUO ROBINSON	1:46.552



Class	Name	Best Time
	JEFF STEVENSON	1:53.149
	ROBERT ZACHOWSKI	DNF
	TOM VAN OVERBEEK	DNR
LM	HAROLD VON KESZYCKI	1:52.170
	DUCK FUSON	1:55.360
	KEN MASON	DNR
QM	JON COX	1:51.334
	JAMES SEMIEN	DNR
	GARY JONES	DNR
U	DAVID FERGUSON	1:37.901
	RICH MC GLUMPHY	1:41.195
	DENNIS THOLEN	1:43.704
	DAN COWELL	1:45.280
UL	ELLEN FERGUSON	1:44.814
W	MARK PROCTOR	1:42.320
X	BILL NEWLIN	1:40.829
XL	74L JOY ELLIS	1:52.796
	REBECCA NEWLIN	2:20.155
Y	CRAIG WATKINS	1:44.454
	BOB BEACH	1:55.356
	LARRY HEITMAN	DNR
Z	ART SEEGER	1:37.473
	ALAN KUSHNER	DNF
	MATT OROVITZ	DNR
	LLOYD DEMARTINI	DNR
	DON MIRAGLIA	DNR

Class	Name	Best Time
ZL	PATTIE DEMARTINI	DNR
EX	997 MARK HELLNER	1:52.860
	GREG BRAUN	DNR
	JOHN BYRNE	DNR
	LARRY GROVE	DNR
	JAN GROVE	DNR
EXL	54L CINDY PAYNE	DNF
	TRICIA BRAUN	DNR

*Pictures on pages 16 & 17*

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# Autocrossing around the zone with Hank

By HANK WATTS

LPR AUTOCROSS: Candlestick Park saw the running of LPR's 5th scheduled autocross (the 4th to run) on 13Jun. Masuo Robinson again did the trailer-towing duties, racking up a few more miles than absolutely required and your author was the course designer. As the BMW club, with whom the lot was being shared, needed only the front enclosed section for their event (which seemed to involve a lot more walking around than driving), we were able to stretch out a bit.

This was a course for those who missed the GGR Porsche-Shelby Challenge, or perhaps for those who missed Laguna Seca or Buttonwillow. Don't believe any rumors you might hear about a designated passing zone. Very few non-914s hit 3rd gear, but many spent a lot of time near the top of 2nd. Since not quite all of the LPR timing equipment made it to the GGR trailer, slalom timing was not possible. The course was run as 1. No warm up, and with an overlap. Busy times in the trailer again. One 914 left, having never been off the trailer, though it's a car that could have had a pretty good time on that course, methinks.

The sixty-seven drivers were divided into three groups. Each group took two parade laps before the morning session. There were five runs in the morning (this was optimistic: LPR afternoon didn't begin until 2:38) and two more in the afternoon, followed by fun runs.

For each of the three groups, the first few runs were devoted to finding the course and understanding the gates. Having watched the first group, the second group vowed to do better, but after three runs or so, most of the grid was sharing a common and desperate thought: "Please, God, let me have a clean run, or at least not a DNF."

If it weren't for the basic pleasant-naturedness of the autocrossers (and perhaps the lack of a suitable rope or extension cord), I think the course designer would have been lynched before lunch. Any time there are that many people having that much trouble finding the course, the problem does not entirely lie with the drivers. However, those good and gentle drivers remained calm of spirit, kept trying, and were able, by the afternoon, to execute the runs pretty adeptly.

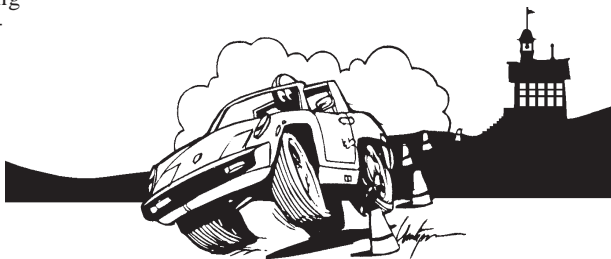
Top time went to Jeff Sykes' CarreraRS (62.8), followed by a last-run effort that finally put Masuo Robinson in second place at a 63.4. Third, and top street-tire time was Loki at 64.0. Fastest women's time was Louise Sousoures at 66.7, just behind newcomer Toby Olney's impressive 914-6. That's a capital 6, as in a 993-3.6. The fastest waterpumper was Donna Sylvanovich with a 68.0, but the closest waterpumper battle was for first place in class D, John Tavernetti's 72.9 beating Bill Bechtold by .028. In other class battles: Bi-class Brooks Esser beat John Beck and Larry

Jackson, but Larry still leads the class; Neil Jackson topped the stock Carrera's (the Creamsickle car is in the hospital), and Kp has some new trouble in town, as Gary Freeman pushes his car into the top 10.

Jeff Sykes and I had it out in his BMW 7-series cruiser in the fun runs. Jeff's deft touch won, handily, but it was worth getting beat just to have a run at that course in such a car. With the traction control off it would come through the sweepers, tail out, just like Bubba and Joe Bob running moonshine in the Tennessee hills. About as loud, too, I think, from the tires hollering. On the topic of the Sykes family, the recommendation from here is not to get into any arm-wrestling matches with Sylvia, or at least don't be betting a lot of money on yourself. The result, when the CarreraRS key wouldn't turn to her liking (it was time for her funrun and she was in a HURRY!), was a severely bent key, later fixed.

A fair fraction of the attendees met afterwards at Celia's Mexican Restaurant to celebrate Patty Stark's birthday, perhaps contributing to the smaller than normal overlap between people running the LPR event and people running the GGR event early the next morning.

GGR AUTOCROSS: GGR's third autocross was held at Candlestick on 14Jun, using the first course Neil Jackson has designed. The course was a mix of gates and standard approaches with a crossover, a tight section in the back, overall a very good course. Sixty seven entrants were treated to six runs, though the first round of three didn't finish until 2:30, due to some challenges with the timing system.



Scott Winders took TTOD with 39.669, followed by Larry Sharp (40.545), Loki (40.716), Gary Freeman (40.869) and Dave McGuigan (41.037). Sharon Neidel took TTODL and 6th overall with a 41.082. Dan Jones was 10th overall in borrowed car (thanks to the gracious Brian Lee). Doug Ostler was the best of the street-tire Boxsters (3 Prussian Blue Boxsters at the same event). Toby Olney, who's 914-6 had worked its way through some rubber on Saturday, showed up with new tires for the event. It seemed to be a day for the waterpumpers to go crazy. Only the cones were in danger, but the level of overdriving on the part of several 944 drivers was pretty impressive.

In other results, John Beck managed to get ahead of John Seidell, Bill Bechtold won the 5-person D class (but John Tavernetti leads the series at 42 points, with Bechtold and Kristy Soo Hoo tied at 40 each), Mark Paul Smith narrowly defeated Eric Busche in the 7-car K class, and Neil Jackson moved the standards in the 7-person L class to a lofty level.

**GGR TIME TRIAL:** ThunderHill was the site of the year's fifth GGR Time Trial on June 27 & 28. It didn't rain. Again. Which was very nice.

Many drivers took advantage of the opportunity to run the track test session on Friday. The time trial proceeded smoothly enough, but the attrition rate in equipment was pretty startling. Cars belonging to DeMartini, Kindred, Mason, Benz, Mitchell, Antoine, and Beach were all unrunable due to failures in motors, ignitions, transmissions and suspension parts. One particular street-driven orange car (yes, that was probably pushing it) went home on the graciously-lent trailer of Jim Ralston. Fooshee's car retired early and Scott Robertson was very limited by heating issues. Dinner was at the track Saturday evening. The timed runs finished very smoothly and earlier than expected, so the track was turned over to a brief open session. Only six cars participated in this, but most of those drivers were having a very good time.

There were a number of spins and dusty excursions, but only very minor body damage to one car, indicating that the drivers are making pretty good discriminations between the judgement required to run Sears or Laguna, and the slightly looser tolerances that might be appropriate to ThunderHill or Buttonwillow. However, in the words of David Kimes, we must remember that, "The pavement is more than just a guideline."

Official results are not yet in, but it appears that Ray Dicus, in his recently acquired super-zoomy car, took TTOD.

On Sunday morning, Catherine Siemems and Louise Sousoures were pasting small patches on the arms of many of the women drivers. These were yellow, with a letter T in the center, representing a gender-specific hormone that some believe may be useful in going faster. Funny, that isn't mentioned in any of the driving texts I've seen. Anyway, in the very next session, both the co-conspirators had some driving incidents, Louise spinning in turn 3 and Catherine taking Dad's gold-handled targa off into the dust at the exit of turn 14. Apparently they had correctly estimated the increase in driving aggressiveness, but hadn't allowed for the associated decrease in intelligence or judgment.

**SECA REPRISÉ:** Brad Maker writes, after noticing several mechanics who'd come to Seca to see how their customers' cars were doing, "This was also the first event I noticed the local shop owners out tending their flocks." Baaa.

When drivers at a time trial (at, say, Laguna Seca) are violating rules or need to be talked to, they are shown a black flag and their car number is displayed. However, when the violation is that the car is running without numbers (which is definitely a grid-management oversight), what's the poor turnworker to do. Waive the flag aggressively, only to have the driver and the instructor (!) try to figure out why the flag is being waving without a car number. Email recipients of these scribbblings (hank@CAMDesigns.com to subscribe) can see the attached photos of one of our esteemed time trialers, once corralled into the black flag station, explaining the proper car number (151) by using fingers (polite ones). Thanks to David Wong for the extremely timely photography and video-to-still transformation. When

the dummkopf award was not presented for this, the driver attempted to either balance things out or dig the hole a little deeper by driving home with the rear numbers still on.

And Dick Antoine's absence from Seca on Sunday was explained by his having taken his family to the aquarium.

**PUG/VINTAGE:** June 20th and 21st saw a weekend of vintage and PUG racing at Thunderhill. In addition to the normal vintage racing by group, there was a 2-hour enduro with a Le Mans start. Jim Ralston and I had a great time driving his marvelous and balanced 912 in the enduro. There was quite a speed differential among the cars entered, so it represented plenty of opportunity to practice passing and being passed. The race was won by Steve Meacham's 911, using a total of four drivers.

The course was the normal counter-clockwise direction, but using the bypass instead of turn 5 (The Cyclone). If done properly, the bypass apparently gets at least one side of the car up in the air for some time, as I was unable to apply any power to the 912 for quite a distance past the crest. Interesting experience.

The PUG race went off very smoothly. Tim Watson's 962 ran off and hid from everyone except those getting lapped. The best battle was for second place, with Ellen Ferguson right behind Ken Masuda the entire race, but never able to pass him.

The attendance from PUG was about 13 cars, resulting in some other interesting equipment being run with the group. Here's a question for those who really enjoy driving the big tracks: What sort of format and activities would cause you to join PUG and attend their events? PUG has almost enough attendance to get their own session at NASA and SCCA-Vintage events, and can, within reason, do what they want with that time. If you have thoughts, get in touch with Lloyd DeMartini and let him know. This is too nice a venue and opportunity to let go to waste.

**CANDLESTICK:** The rental policies have been revised. The lot has been broken into sections, and the rental rate is up slightly. It appears to be something with which we all can live.

**PCA INSURANCE:** After last month's salvo across the bow of PCA insurance/instruction policies, Bud Behrens, National Safety Chairman, writes to indicate that under PCA guidelines for competition events, instruction is allowed (subject to certain restrictions) at autocrosses during timed runs and during time trial practices. So it would seem that the PCA insurance guy is writing stuff that is out of step with PCA's own guidelines. Interesting. Bud also points out that the correct term is, in fact, guidelines.

**THE MART:** Scott Winders' marvelous 3.2 SC-based targa is for sale at a reasonable price. TTOD at the last GGR AX. Greg Sirakides' potent blue '84 time-trial car is also still available.

**COMING UP IN AUGUST:** GGR Time Trial at Buttonwillow on the 29th and 30th; Monterey Historics Aug 14-16 featuring Porsche's 50th anniversary; High Speed Driving School at Seca on 17Aug, chaired by Masuo Robinson; Redwood Autocross at Petaluma on the 9th.

# Time Trial Drivers Find their Thrill at Thunderhill

by Anne M. DelVillano

As we drove into Thunderhill at 7:45 p.m. - very late and holding up our buddies for dinner, we were feeling disappointed at our late start and battle with San Francisco traffic. We quickly recovered as we signed in and learned that this weekend is expected to be the first with two days of good weather. Can you believe this for California?

If you have not experienced the fun of driving this track, or you have not been here yet this year, you are in for a big and pleasant surprise. The new extension makes this a seriously fun three mile track with lots of diverse driving terrain. For us non-drivers, the new park area and growth of the many new trees provides lots of shady areas to view the track. Those camping at Thunderhill have water and power hook ups that can easily be diverted to their RV and are available for anyone's use. They even have a new building with a shower. To think we all leave our comfy home and feel indulged when a track has flush toilets. What racing has done to our sensibilities?

The weekend was without event for driving mishaps, but unfortunately, several cars did not hold up to the driving challenge. Bill Benz shared his car with Hank Watts, and on Saturday faced the dilemma of no more time trialing or drive to the Bay area to pick up Hank's 911 "elf". Thanks to the generosity of Jim Ralston, Hank and Bill borrowed Jim's truck and trailered Bill's broken car home. Hank picked up his own car and arrived back on Sunday morning in time for the practice and timed runs. He drove an extra six to seven hours to get 30 to 40 minutes of track time, and, of course, credit for the event.

Upon returning for the excellent barbecue at the track on Saturday, we saw Larry Sharp's car securely tucked away on the trailer - not a good sign. The most dramatic breakdown was Ken Mason's car on the straightway. He did as

Neil Librock instructed when your car breaks down. "Stay inside your car and wait for help". In this case, they told Ken to get out of his car - and fast. We are told that flames shot up out of the engine. Fortunately, the body of the car was not damaged, but Ken will spend the rest of the summer replacing the engine.

Eric Ostly was having so much fun that he forgot to check his gas gauge and whoops! He ran out of gas and for sure got a bad time for that run. Who says it takes "testosterone" to compete at time trials? Catherine Siemens and Louise Sousoures developed the blue testosterone patch, which they generously gave to the other women drivers to place on their arm. So, who do you think spun out after using their newly created patch? The patches may have over-dosed Louise and Catherine.

Despite having such awful luck, Ken Mason maintained his spirits by organizing and participating in a most delicious barbecue at the track. We enjoyed strip steaks with lots of other great food, wine, and beer, and really appreciate Ken's continuous support in making sure we get well fed.

For most, the weekend was a great success with good weather, good driving and, of course, good company. We especially thank Neil Librock, the safety crew, the workers and everyone who generously volunteered their time to make this yet another fun driving event.

*Ken Mason's car had a huge oil fire in front of the grid at Thunderhill. Here are some pictures of the safety crew cleaning the track.*

*Photos provided by Gary Campbell*



Bi	Jim Biesemeyer	2:20.179		Jan-Ake Schultz	2:22.658		Bill Lusk	2:11.421
	John Siedel	2:28.037		Brad Maker	2:24.419		Jeff Sykes	2:13.941
	James Ohl	2:28.822		John Ng	2:31.711		Louise Sousoures	2:22.407
	Brooks Esser	2:29.446	Mi	Robert Brenner	2:28.407	FR	Erik Ostly	2:17.074
	Gary Campbell	2:37.249	Ni	Dan Jones	2:16.884	GX	Ken Mack	2:14.127
Ci	Cam Carrington	2:27.323		Greg Stowe	2:24.338	GM	Scott Watkins	2:10.954
CiL	Lori Hageman	2:34.788	AP	Jim Ralston	2:34.132	GML	Cherie Kuhn	2:15.009
Di	Jim Putnam	2:16.412	BP	Curtis Robertson	2:19.032	KM	Masuo Robinson	2:10.173
	Jim Hyndman	2:17.589		Rick Jeffrey	2:23.250		Jeff Stevenson	2:15.731
	Sandy Swallow	2:18.581		Jeff William	2:23.658		Mike Jolliffe	2:18.296
	Raoul Proctor	2:21.950		Chuck Kolstad	2:26.489	QM	Gary Jones	2:05.177
DIL	Susan Moore	2:20.506		Burt Del Villano	2:30.943	U	David Ferguson	2:01.364
	Georgia Hyndman	2:36.689		Chris Kolstad	2:31.949		Ellen Ferguson	2:03.265
Fi	David Colman	2:19.573	CP	Dan Lofgren	2:21.292		Rich McGlumphly	2:03.517
FiL	Judy Bradshaw	2:32.947	EP	Bob Norwood	2:25.844		Dennis Tholen	2:07.399
Gi	Johhn Teasley	2:25.400	JP	Henry Watts	2:11.972		Dan Cowell	2:10.704
	Scott Robertson	2:29.074	KP	Tony Mazzagatti	2:12.528	X	Bill Newlin	2:01.525
Hi	Marlin Neufeld	2:21.013		Steve Kuhn	2:14.889	XL	Rebecca Newlin	2:13.123
	Evan Williams	2:23.247		Gary Freeman	2:15.209	Z	Ray Dicius	1:59.064
Ji	Steve Taty	2:19.879		Pete Siemans	2:18.338		Dave Evans	2:02.692
	Warren Walker	2:23.793		Derek Dean	2:25.436		Allan Kushner	2:16.877
	George Morris	2:30.042		Waymond Ho	2:27.402	GT	Greg Sirakides	2:08.250
Ki	Stuart Ward	2:14.785	KPL	Cathrine Siemans	2:25.573		Steve Meacham	2:09.569
	Ken Park	2:18.220	LP	Ron Rogers	2:17.439	EX	Craig Watkins	2:03.624
Li	Neil Yonk	2:13.006	MP	Ron Herrerias	2:11.018		Paul Brody	2:28.560

## *Auto Detailing by Porsche car nut and owner*

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1970 908/3 Spyder "Gulf" from Porsche AG.



Jim Barrington's "Gmund" Coupe, Chuck Fonge's 356 SL, & a 1951 Aluminum Coupe from Porsche AG.



Dick Cottrell - Chairman, Ron Gruener - Morespeed, & Ed Dugan - Field Director.



# 1998 Palo Alto Concours

## Competition

Larry & Jan Grove	1974 911 Carrera RSR Coupe	1 <sup>st</sup> GGR
Pat deWitt	1955 1500S Continental Coupe	2 <sup>nd</sup>
Bill & Ruth Benz	1957 Carrera GT Speedster	3 <sup>rd</sup> GGR
Bruce Canepa	1979 935 Coupe	

## 356 Open

Ted Blake & Dawn Perry	1960 356B Cabriolet	1 <sup>st</sup>
Barry Rilliet	1964 356C Cabriolet	2 <sup>nd</sup> GGR
Brian & D'Anne Carleton	1956 Speedster 1600S	3 <sup>rd</sup> GGR
Andy Anderson	1959 356 Cabriolet	
Susan Burnett	1960 356B Cabriolet	GGR
Bob Cannon	1965 356C Cabriolet	
Hugh Davey	1964 356C Cabriolet	
Michael T. DeMarco	1956 Speedster	
Neil Rudo	1956 Speedster 1600S	
Thomas E. Sherwood	1965 356C Cabriolet	

## 356 Closed

Ed Swain	1959 356A Sun Roof Coupe	1 <sup>st</sup> GGR
Steve Moore	1961 356B Hardtop Coupe	2 <sup>nd</sup> GGR
Belinda Brent	1965 356C Coupe	3 <sup>rd</sup> GGR
Ed & Genevieve Armanino	1964 356C Coupe	
Don Croall	1963 356B Coupe	
Michael & Ruth Hodos	1964 356C Coupe	GGR
Hamp Miller	1965 356C Coupe	GGR

## 911 Early

Donald J. Massaro	1967 912 Coupe	1 <sup>st</sup>
Phil Lawrence	1972 911 Coupe	2 <sup>nd</sup>
Jim Phillips	1967 911 Coupe	3 <sup>rd</sup>
Ferdie Huergas	1969 911 Coupe GGR	

## 911 Late

Wolfgang Reif	1989 911 Speedster	1 <sup>st</sup> GGR
Joe Hartman	1974 911 Carrera Coupe	2 <sup>nd</sup> GGR
Sandro Lee	1997 Twin Turbo S	3 <sup>rd</sup> GGR
Millicent L. Duccini	1982 911SC Targa	
Roland Garrido	1975 911S Coupe	
Lowell & Margie Irwin	1986 911 Coupe	
Tom Krugman	1989 911 Coupe	
Scott & Joyce Leiby	1989 911 Turbo Cabriolet	
Ron & Betty Profili	1987 930 Turbo Coupe	
Cristopher Tayler	1984 911 Carrera Cabriolet	

## 914

Maury O'Hearn	1973 914 Targa	1 <sup>st</sup>
John & Maureen Yager	1975 914 Targa	2 <sup>nd</sup> GGR
Andy Anderson	1972 916 2.7	3 <sup>rd</sup>
Ed Dugan	1973 914 Targa	
William Kinst	1970 914-6GT	GGR
Joe Pitta Jr.	1970 914-6	

## Water Cooled

Bruce & Anne Douglas	1985 944 Coupe	1 <sup>st</sup>
Norbert J. Pohl	1989 944 Turbo S Coupe	2 <sup>nd</sup> GGR
David J. Neuman	1984 944 Coupe	3 <sup>rd</sup> GGR
Roger Craig	1990 944S2 Cabriolet	
Paul Giannini	1987 928	
Darin Mason	1994 928GTS	
Elliot Nowacky	1988 928S4	
Tom Sutton	1998 Boxster	



Joe Wong's 1976 934 RSR Coupe.



Barney Gardner's 904 GTS, and Jan & Larry Grove's 1974 Carrera RSR.



A RS60 from Porsche AG, the Stuttgart Museum.



The 935/78 with the nickname "Moby Dick".

# PartsHeaven Concours

Reported by Roger Wiersema

June 14, 1998

Name	Region	Score
<b>356 Street</b>		
1st Hugh Davey	Diablo	248.5
2nd Ed Swain	Cal Central Coast	248
3rd Hamp Miller	GGR & Cal Central	247.25
4th Dave Johnson	Redwood	245.75
<b>356 Full</b>		
1st Brian Carleton	Golden Gate	248
<b>Water Wash n Shine</b>		
1st Elliot Nowacky	Monterey Bay	196.5
<b>914 Wash n Shine</b>		
1st Ed Dugan	Diablo	198
<b>914 Full</b>		
1st Frank Enea	Monterey Bay	243.25
<b>Competition</b>		
1st Dick Cottrell	Golden Gate	238.5
2nd Ferdie Huergas	Golden Gate	235.5
<b>911 Wash n Shine</b>		
1st Phil Lawrence	Sacramento Valley	199
2nd Clinton Wong	Golden Gate	198
3rd Chris Tayler	Non Member	197.75
4th Oscar Jackson	Diablo	197.5
<b>911 Street</b>		
1st Roland Garrido	Diablo	248.75
2nd Darren Gutierrez	Diablo	243.5
3rd Rick Renfro	NON MEMBER	241.5
<b>911 Full</b>		
1st Tom Krugman	Diablo	246.5



The notable 1951 Aluminum Coupe type 356, hand built in Gmund, Austria.

Photos by Dick Cottrell & Dave Dunwoodie

# Laguna Seca – Time Trial Heaven

*By Anne Del Villano*

To the drivers at Laguna Seca, cork screw adds a new meaning beyond opening a bottle of wine. Those who drove the May 29<sup>th</sup> and 30<sup>th</sup> event in Monterey felt the excitement and sheer exhilaration of soaring up the straightaway and the sudden twisting drop of the world famous Cork Srew. What makes this weekend and all of the time trial events so much down-to-earth fun?

*Is it the thought of the warm Monterey weather,  
Or the bonding and fun when we all get-together?  
On the first run you await to test the money and tires  
Invested to break previous records of Laguna time trials.  
As you line up on grid, your partner gives you a cheer  
And you speed off with the pack knowing the first apex is near  
And whoops! Too late or too early, but never have fear.  
For the next time around, you will adjust and correct  
To finish the days runs with a best time to select.  
You post your time and take off for a short night of fun.  
Where you share and compare how you handled each run.  
So it goes until all cars finish their final timed laps  
And, we conclude the weekend with very few minor mishaps.*

This weekend commemorates the many couple drivers who drive in the time trial series. For example, Jan and Larry Grove drove their 1974 911 RSR that has a very distinctive race car history. This car raced in Hong Kong, Germany and many tracks in Europe on the Autohaus Max/Monte race team. With eye-catching green and blue colors, it looks just as it did when it raced professionally on the European circuit in the '70's. Rebecca and Bill Newlin built their own 914.4 and debuted it this weekend at Laguna after a disappointing attempt at Thunderhill. Bill and Rebecca have been racing for 22 of their 28 years married.

Ellen and Dave Ferguson took up the racing sport in the first year of their 14 year marriage, and, they epitomize team work. A failed transmission didn't stop them from racing on Sunday. They simply took their car home and jointly replaced it. And, Dave applies his hi-tech skills from Apple to the race track with a self-developed computer program that tracks and analyzes lateral and longitudinal G's and miles per hour every 10<sup>th</sup> of a second.

Time trialing is a couple type of event with both taking the wheel and sharing the heart-pounding thrill that comes with shaving time off of each run. They accommodate and understand and are not there but for the genuine interest and enthusiasm they have for the sport. And, of course, we "pit tutsies" who don't drive, love being a part of the team to help and support and to enjoy the companionship.



*Lloyd De Martini, John Beck, Tricia & Greg Braun, KC & Larry Sharp, & Masuo Robinson.*



*Madeline & Steve Taty, and Jay Dugan enjoying the dinner at the track.*



*"Watts & Wong Wacing" team gets some bench racing in after the days event. Neil Librock (standing) is about to join in.*





## *The Couples*



*Top from left to right: Carolyn & Bill Lusk, Joy Ellis, Jim Hyndman, Ross & Lauren Merrill  
Middle: Tricia & Greg Braun, Gene Kindred, Rebecca & Bill Newlin, Georgia Hyndman, Laurie & Neil Yonk  
Bottom: Steve & Cherie Kuhn, Patricia Kindred, Dave & Ellen, Ferguson, Dave Co;eman & Judy Bradshaw*



*George Neidel supervising the grid. Lined up are Chris Murray, Dan Lofgren, Sharon Neidel, and Jim Biesmeyer.*



*Another grid line-up with Mark Shattuck leading Gianluca Rattazzi. Dan Jones stands outside his car.*

# Results for GGR-Automotion Autocross #3

Reported by Dave McGuigan

Class	Name	Car	Best time	Pts	STD	Pts	Class	Name	Car	Best time	Pts	STD	Pts
A	Doy, Tony	66 912	48.030	16		16	G L	Eskildson, Harriet	71 911	61.641	16		16
A	Powell, Mark	71 914	47.212	20		20	G L	Radding, Lisa	72 911	50.065	20		20
Ai	Clever, John	67 912				20	Gi	Teasley, John	74 911				20
Ai	Dugan, Jay	71 914	46.398	16		32	Gm	Bergstrom, Dirk	73 911				13
Ai	Stark, Jim	74 914	45.183	20		53	Gm	Jackson, Neil	69 911T				40
Ai	Stark, Loyal	74 914	48.313	13		13	Gm	Kuhn, Steve	70 911T				13
B	Darling, Dave	74 914				40	Gm	McGuire, Martin	68 911	42.338	20		20
Bi	Beck, John	74 914	42.803	20		60	Gm	Molineaux, Kevin	70 911T				11
Bi	Biesemeyer, Jim	74 914				16	Gm	Sykes, Jeff	73 911RS				32
Bi	Esser, Brooks	73 914				13	Gm	Sykes, Rachael	73 911RS				11
Bi	Jackson, Larry	73 914				27	GmL	Stark, Patty	69 911T				36
Bi	Seidell, John	74 914	43.118	16		40	GmL	Sykes, Sylvia	73 911RS				20
Bp	Brown, Gerry	74 914	43.556	20		40	Gp	Chloupek, Graham	70 911T	41.771	20		60
Bp	DelVillano, Bert	74 914				36	Gx	Angebrannt, Susan	73 911E	49.479	16		16
Bp	Drain, Rick	75 914				9	Gx	Williams, Harold	73 911E	44.776	20		40
Bp	Sarachene, Craig	73 914				13	Hi	Williams, Evan	72 911				40
BpL	DelVillano, Anne	74 914				31	Hp	Fleming, Tim	69 911E				20
Br	Aube, Rob	74 914	42.258	20		20	J	Schaefer, David	74 911				20
Br	Neidel, Rob	74 914				20	K	Bandirola, Steve	80 911SC	48.594	7		7
BrL	Neidel, Sharon	74 914	41.082	20*		40	K	Busche, Eric	81 911SC	44.022	16		27
Bx	Neidel, Karen	74 914				20	K	Dean, Tim	77 911S				13
Bx	Newton, Bill	68 912	43.463	20		40	K	Florea, Alex	82 911SC	48.706	5		5
C	Lam, Larry	85 944				16	K	Gakuba, Fidel	81 911SC				16
C	Marum, John	87 924S				20	K	Hickman, Dave	81 911SC	45.233	13		29
Ci	Novak, Chris	86 944	43.418	20		40	K	Merrill, Parker	83 911SC	45.414	11		11
Ci	Rose, Revis	84 944				16	K	Powell, Allen	911SC				13
CiL	Buchner, Cindy	86 944	46.392	20		40	K	Rahal, Dame'	81 911SC	47.339	9		9
Cp	Cai, Lei	84 944				16	K	Siemens, Catherine	83 911SC				9
Cp	Smith, Miles	87 944	44.414	20		60	K	Smith, Mark Paul	81 911SC	43.860	20		60
D	Bechtold, Bill	86 944T	44.517	20		40	Ki	Dean, Derek	83 911SC				36
D	Schulze, Dieter	91 944S2	47.109	9		29	Ki	Freeman, Gary	79 911SC	40.869	20		20
D	SooHoo, Kristi	86 944T	46.197	11		40	Ki	Murray, Chris	78 911SC	42.342	16		16
D	Tavernetti, John	87 944S	44.961	13		42	Ki	Winkler, Bill	80 911SC				20
D	VonBeurens, Peter	87 944T	44.898	16		16	Km	Stevenson, Gary	79 911SC	50.830	13		13
Di	Char, Gerald	88 944T				20	Km	Stevenson, Jeff	79 911SC	41.214	16		16
Di	Lau, Stephen	87 944T				16	Km	Winders, Scott	78 911SC	39.669	20*		20
Dm	Mitchell, Mike	87 944T				32	Kp	Kost, Jeff	80 911SC	43.328	20		40
Dm	Resnick, Mike	87 944T				13	L	Erlandson, John	84 911				16
Dm	Sylvanovich, Donna	87 944T				40	L	Jackson, Neil	86 911	42.787	20		20
Dp	Fooshee, Bob	84 928	45.198	16		16	L	Johnson, Ross	86 911	46.422	11		31
Dp	Lau, Stephen	87 944T	44.775	20		20	L	Maker, Brad	87 911				36
Dp	McCain, Wilton Eric	87 944T	45.613	13		13	L	Ng, John	85 911	47.423	9		35
E	Bandirola, Steve	86 928				20	L	Petredis, Nick	88 911	48.103	7		7
Ei	McMillan, James	86 928S				40	L	Petredis, Peter	88 911	51.129	5		5
Fi	Busche, Karl	70 914/6	45.161	20		40	L	Vail, Matt	86 911	45.096	13		13
Fm	Helms, Rebekah	74 914				11	L	VanPraag, Nico	89 911	44.514	16		16
Fm	Iyengar, Anand	73 914				26	L L	Stark, Patty	85 911	47.092	20		20
Fm	Sharp, Larry	74 914	40.545	20		60	Li	Bauman, Jim	86 911				13
Fm	Siemens, Eric	74 914				27	Li	Brooksby, Glen	89 911				7
Fm	Yearton, Dennis	914				16	Li	Librock, Neil	84 911				13
FmL	Yearton, Lisa	914				20	Li	McGuigan, Dave	86 911	41.037	16		48
Fun	Schultz, Bob	80 911SC				0	Li	Mouton, Alex	85 911				3
Fun	Schultz, Jan	87 911				0	Li	Mouton, Jerry	85 911				9

# And Season to Date Points

Reported by Dave McGuigan

Class	Name	Car	Best time	Pts	STD	Pts	Class	Name	Car	Best time	Pts	STD	Pts
Li	Pickett, Tom	88 911			5		T	Ostler, Doug	97 Boxster	43.390	20	20	
Li	Povse, Jerry	86 911			13		T L	Lee, Nancy	98 Boxster	45.858	20	60	
Li	Watts, Henry	86 911	40.716	20	60		T L	Ohl, Jean	97 Boxster				16
Li	Yonk, Neil	84 911			11		Ti	Colman, David	98 Boxster	41.172	20	20	
LiL	Yonk, Laurie	84 911			20		TiL	Bradshaw, Judy	98 Boxster	44.793	20	20	
Lm	Benz, Bill	72 911			16		Z	Olney, Tobias	70 914/3.6	41.168	20	20	
Lm	Cooley, John	75 911	42.882	20	20		Z	Provasi, Tom	70 914				20
Lm	Wheelock, Tom	72 911			20								
Lp	Robinson, Masuo	86 911			20								
M	Sanberg, Steve	91 911	48.786	20	20								
Mi	Aube, Rob	90 C4			16								
Mi	Neidel, Sharon	90 C4			20								
Mp	Chandler, Tom	89 C4	43.523	16	16								
Mp	Sousoures, Louise	90 C2	42.490	20	60								
N	Armellini, Al	95 993			20								
N L	Gleason, Tish	95 993			20								
Ni	Jones, Dan	97 993 C4S	41.382	20	40								
Ni	Lee, Brian	97 993 C4S	43.110	16	52								
Qm	Cox, Jon	82 911 Turbo			20								
T	Campbell, Gary	97 Boxster	47.067	9	9								
T	Kaplan, Leo	97 Boxster	45.082	13	29								
T	Ohl, James	97 Boxster	43.525	16	56								

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# California State Senate

SENATOR  
RICHARD L. MOUNTJOY  
TWENTY-NINTH SENATORIAL DISTRICT



COMMITTEES  
INDUSTRIAL RELATIONS  
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ENERGY, UTILITIES &  
COMMUNICATIONS  
HEALTH AND HUMAN SERVICES

May 27, 1998

Dear Friend:

This is in response to a letter you sent to me last year in support of my bill to end Smog Check II.

Although that bill failed, I am continuing to fight to end the program, one which I feel will be devastating to California drivers.

I have introduced a constitutional amendment, SCA 20, to end Smog Check II and return to California's successful Bar 90 smog check program. Because SCA 20 puts Bar 90 in California's Constitution, politicians could only implement future modifications with voter approval.

Under Smog Check II, there is no upper limit on how much you must pay to repair your car sufficiently to pass the test. It could be thousands of dollars. Vehicles which do not pass the test cannot be registered or driven.

Although drivers can obtain a waiver after spending \$450 on repairs, only one waiver is allowed for a car, no matter how long you own the car. This means that the car must be fully repaired at the next inspection.

Smog Check II is the first program to test for NOx. The gasoline additive MTBE, which is in virtually all gasoline in California, increases the amount of NOx that your car emits. This means that the gas you must use is making it easier for you to fail the Smog Check II test.

Smog Check II is not about clean air. It is about money. Cars which cannot be registered are valuable to businesses to be used as something called a "pollution trading credit". Large businesses can buy these credits so they can maintain their level of pollution. Individuals will lose their personal mobility and their cars may be crushed, but the air will not be cleaned. The truth is, the more we try to clean the air, the more the government will demand.

You may be interested to learn that in two Budget subcommittees the funding for the Bureau of Automotive Repair, which administers Smog Check II and scrappage programs, was eliminated in the Senate and reduced to \$2000 in the Assembly. Although the Budget discussions are still in their initial stages, the action of these subcommittees does show the Legislature is more aware of the Smog Check II issue than they were a year ago.

SCA 20 has been referred to the Senate Transportation Committee. I encourage you to send a letter to Senator Quentin Kopp, Chairman, with a copy to your own Senator. All Senators can be contacted at the following address: State Capitol, Sacramento, CA 95814. If your family, friends or neighbors sign your letter, please be sure they add their name, address, city, and zip. I would also appreciate a copy for my bill file.

To stop Smog Check II, it will take the voices of thousands of citizens across California. If people such as yourself let members of the Senate know your support of SCA 20 and your opposition to Smog Check II, it is my hope we can stop the program.

I appreciate your support.

Sincerely,

A handwritten signature in black ink that reads "R.L. Mountjoy".

RICHARD L. MOUNTJOY  
Senator, 29th District



## July Board of Directors meeting

Meeting called to order at 6:37 P.M. on July 1st. Board members present were Larry Sharp, James Ohl, Marianne Gardner, Louise Sousoures, Kirk Doberenz, Karen Neidel and Dave Dunwoodie. Absent members were Carolyn Lusk and Greg Braun. Also present was Jean Ohl. Minutes of the previous meeting were unanimously approved as written.

### Postmortem of events

A few GGR members attended the Zone event, Kiss Me I'm Basque, which had lots of great prizes, including a Porsche. The New Member Social was an excellent introduction to GGR for the approximately 75 new members that attended. Total attendance was over 100, and Automotion provided a wonderful venue for the event. Adopt a Highway had ten motivated participants who tidied up our stretch of highway in less than two hours. Autocross #3 had 68 drivers, including some new members, enjoy Neil Jackson's first attempt at course design. GGR had 32 members either compete or exhibit their cars at the Palo Alto Concours. A number of motors were not quite up to the challenge of the Thunderhill Time Trial, and now need a little (or a lot of) extra TLC.

### Director reports

**President:** MBR still needs about 40 volunteers to work at Monterey Historics. If you've paid for attendance to the event and would like to help, call Steve Taty, (408) 479-9630. GGR received a check from PCA for merchandise sales and membership rebate. After receiving a second complaint, President took an action to write Nugget article reminding members the GGR Directory is not to be used for advertisement mailing lists. PCA Enthusiast of the Year nomination and 1997 GGR Scrapbook were submitted for Parade competition.

**Vice President:** Nomination forms have been sent to identified potential candidates for the 1999 GGR Board of Directors. Several more names were suggested. Insurance has been ordered for all events in July. On June 8th, Vice President conducted a phone poll to get Board concur-

rence that GGR supports the John Clever/SVR bid for Year 2000 Parade. Board concurred.

**Treasurer:** The following budgets were submitted and unanimously approved: Carlsen Swap Meet, Tour de Krote tour, Treasurer 1997 & 1998 Taxes, Vice President Administrative (adjustment), Clueless in Santa Clara rallye and Competition Director. Treasurer took action to mail all Board members the July report.

**Membership:** Membership took action to make sure wording for Webmeister position approved by 1998 BoD ballot and two minor related administrative updates are included in 1999 Membership Directory. The Membership computer has been identified to not be Y2K compliant. The 1999 Board of Directors has been assigned an action to ensure the Membership computer is Y2K compliant by Dec. 31, 1999. Number of prime members is 1448, with 48 applications in process and 42 new members. Board unanimously approved motion to accept all submitted new member applications.

**Competition:** The Time Trial Series Awards Banquet planning is still in work, and will probably not be on New Year's Eve. The Rules Change Committee needs a Time Trial representative. The Thunderhill Time Trial had 122 drivers, 75 of which ran Sunday. Time Trial Chair is still undecided if the October Time Trial will be a points event. The attendees at the next Time Trial event will make the decision by a vote. 3Com Park has announced an upcoming price increase. The parking lot will be divided into 2 zones, a large and a small zone. Prices per day will be \$3000 for entire lot, \$1500 for large zone, \$750 for small zone. The GGR Autocross timer is currently broken and will need to be replaced. Board discussed combining Autocross series with LPR next year. If approved, this would postpone LPR needing to buy a new trailer, GGR needing to buy a new Autocross timer, and would lessen the site/date conflicts. LPR and GGR Autocross Chairs are in favor. To eliminate partisan politics, Board suggested to rename the event the Bay Area

Autocross Series. Board unanimously approved Membership to present idea to LPR Board of Directors for their approval and joint 1999 planning.

**Secretary:** Preparations for Clueless in Santa Clara rallye have started. Flyer was distributed to Zone Rallye Chair and region newsletter editors. Dealer Board was transferred to Webmeister last month.

**Social:** Coordination is ongoing with Rob Burton to prepare for the Carlsen Swap Meet. Tour de Krote preparations are underway. Mother Lode tour activities are being arranged.

**Nugget Editor:** The July Nugget had some difficulties in the mailing process, hopefully a solitary event.

**Webmeister:** GGR web info was submitted to Porsche AG for their July "Porsche on the Internet" announcement. Webmeister obtained our new URL, "www.pca-ggr.org" with two year registration. Work is in progress to transfer our website and fix all the links, etc. Purchased Adobe SiteMill to help move the site. Produced four dozen GGR Site Map handouts for New Member Social. None were left at the end of the evening.

**New Business:** Rules change proposals are due to Competition by 13 July for August edition. Competition to forward all rules changes received to Nugget Editor, and also to announce location for meeting by 13 July. Rules Change meeting is 19 August. Competition took action to contact Autocross Chair to send all signed Autocross Releases/Waivers, properly witnessed and sorted, to Vice President.

Meeting adjourned at 8:26 P.M. The next Board of Directors meeting is scheduled for Wednesday, 5 August 1998, at 6:30 P.M. at Round Table Pizza, 1271 E. Calaveras, Milpitas. Call (408) 946-4633 for directions.

## Members

GGR members celebrating anniversaries with PCA in August:

### 5-year anniversaries

Dennis Brooks  
Blake Carlson  
Steve Elkins  
Jeffrey Novick  
Mark & Maxine Seavers  
Leslie Young & Diana Wu

### 10-year anniversaries

Steven & Chris Cross  
Paul Harvey  
Dan & Rick Lofgren  
Mark & Kristen Vicknair  
Larry Webb

### 15-year anniversaries

Bob Levine & Sharon Volpi  
Danielle & Gary Ringen

### 20-year anniversaries

David & Jane Blanchard  
Steve & Barbara McCrory  
Richard & Joyce Stuck

### 30-year anniversaries

Robert Neal  
Terry & Judy Zaccone

### 34-year anniversaries

Dr. John & Miriam Graham  
Charles & Michael Petersen

## *Louise Sousoures, membership*

### 35-year anniversaries

Millie Lang

### 37-year anniversaries

Donald & Lois Lollich

### New members

Please join us in welcoming our newest members.

Time Trial #151



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## Official Count

New members	42
Transferring in	1
Transferring out	8
Total members	1448

Transferring in

Transferring out

## Friday Night Social



### *See what goes*

6:30 p.m. Friday,  
August 14

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

## VEHICLES

**1967 911X (S) Targa:** S/N 500 010, factory prototype, soft rear window, probably the oldest Targa in the world! 911S engine is S/N 960 070. Many spares; Factory custom interior; Body restored, Irish Green lacquer (original color). Instruments have numbers on the glass, not the faces. I have a letter from the factory, plus original maintenance documents stating that this was Dr. Ferry Porsche's personal automobile. To own a piece of the original cross make offer! Orval R. Fairbairn (650) 969-4351 (res)

**911 Race Car,** big brakes, coil over on all four corners, very competitive, short gears, adj. bars, full cage, 10 and 12 X 16 inch rims, wide 993 carbon fiber body with GT2 wing, new paint, very pretty. Your choice of engine, 2.7L high compression or 3.0L twin plugs or 3.6L. Call for details \$30K with 2.7L engine. Steve Young (408) 859-4930

**1968 911 coupe** Black, 6cyl. , 5sp , steel SC flares, Owned 17 years. Must see to appreciate. 10,500 OBO Dave (650)363-0991

**1970 914-6 # 9140430908.** Ready for restoration. Body stripped and sent to body shop for ding repair and original paint - Adriatic Blue. Stock 2.0 L engine had 60,000 original miles; inspection found need for upper end rebuild only. Stock transmission has new syncros and bearings. Valences and rocker panels in excellent condition. 5 stock Fuchs alloys. New wiring harness. This car is being sold due to a recent death - taking offers. Call for additional information, but serious interest only. The car is garaged in Fullerton. Stan (650) 941-3759.

**1971 914-6.** Fresh 2.2 E Engine, sideshifter; otherwise very stock and very collectable car with standard time trial preparation (5 point harness (two) and autopower rollbar). Silver over black, 15" Fuchs. (Long Time Don ("Carrera Tech") Wise car. \$12,500 Terry Sullivan (408) 353-3111

**1973 1/2 911T.** In very good condition, 97,000 miles. Strong 2.4 with tensioner update and pop off valve. Top end work and clutch at 67,000 miles. Stainless brake lines, turbo tie rod ends, turbo valve covers, K&N filter, new Koni sport shocks in front, rebuilt front and rear brakes with new front rotors. Front mounted Earl's cooler with stainless lines. Original Sepia paint, original interior except for Scheel sport seats, original bill of sale, toolkit with all tools, spare tire. Polished 6's and 7's Fuchs with black centers, newer tires. This is a strong running original car, briefly time trialed. No rust, no disappointments. Priced at \$9,000. Call Mike Cullinan (408) 636-1314

**1973 RE Coupe,** #9113201004. White w/black. Lightweight model. Born RE, upgraded RS. Recaro seats. Re-

built transmission, brakes, suspension, MFI. Rebuilds 105k miles, now 160k miles. Forced oil chain tensioners, H&H Carrera bars, Front oil cooler, more. 15" cookie cutters. Blaupunkt, 16" black Fuchs available. Documents. Garaged. \$15,700. Gary Hoffman. Hoffman@ricochet.net. 408-927-6917

**1974 914 2.0 #474290521** Black/Brown fresh paint, strong FI motor, APP grp, Fuchs w/008R, 140# springs, 19mm bar, Bursch exhaust, lots of new rubber. Many extras. Priced to sell at \$5,500. Lee (209) 537-2917 or voicemail (209) 578-8974.

**1974 911S coupe.** Red with black interior. Second owner. Less than 500 miles since complete professional restoration. Complete engine rebuild includes Carrera chain tensioners, new studs etc. Alarm and CD player. Showroom condition. \$15,000 firm. Dermot 415.285.8481 or e-mail durnin@sirius.com

**1980 911SC Targa.** White/brown - recently restored, interior and rollbar exterior repainted. All "warts" repaired, all restoration done by a professional. Lots of extras, i.e., A.C. alarm, solid/secret switch, alloy wheels, turbo torsion bars, clutch and starter. For further information, contact Bob/Neva Burton (209) 733-3219, email bkbender@earthlink.net. All prices will be quoted to serious buyers.

**1981 911 SC Coupe -** Red, 118K miles, Alpine CD/Stereo, Limited Slip, Sport Seats, Carrera Chain Tensioners, Factory short shift, Tail,Adj. Sway Bars, Turbo Tie Rods,New Bilstein Shocks,Sunroof,Momo Steering Wheel \$13,000 Robert Sasaki 408 523-5980 wk, 510 490 2602 hm

**1984 Euro Carrera 911 Coupe,** RACE CAR GGR #28-1991 3.6L Motor, GT Class Winner 1997 season. \$25,000. Reliable fast fun for track or auto-x. Call for more info. Greg 408-475-9500 x110 Days, 408-662-2440 Eves.

**1985 944** Kalahari gold metallic, black leather, HDLT washers, removable/tilt roof, rear window wiper, fact. alarm, stabilizers, cruise, 7" & 8" Fuchs w/painted crests, 5-spd., cover, bra and ski rack. This sparkling 944 has been covered and garaged with service records at 123k mi. for just \$6800. Call Wynn @ 408.356.1703 or email: wshood@electroglas.com

**1985 944** Mist green, cream leather interior, custom alloy wheels, Blaupunkt stereo, 100K miles, good condition. Maintained by experienced Porsche mechanic, all maintenance records available. Two owners: previous owner was Jerry Rice, the 49er football player with autographed warranty book. \$6,500 or best offer. Bob (650) 688-7220 weekdays and (650) 321-4923 weekends.

**1990 Carrera 4** all-wheel drive, excellent condition, Bal-



tic Blue Metallic exterior w/ Tan leather interior, turbo sports seats, dual air bags, hands-free phone, AC, power everything, sunroof, new factory flywheel & clutch, ABS brake system replaced, distributor replaced, new brake pads, all recalls serviced, books & records, CA emissions, optional 17" factory 993 "Cup" wheels w/ P-Zero & S-02 tires and 12-disc changer available for additional purchase. 125k true highway miles. \$27,995 OBO. (408) 954-2151 days, (408) 888-6982 after 7pm and on weekends.

**1990 928S4 Coupe.** Metallic blue/Beige leather. auto, dual A/C, dual memory seats, CD player, hands-free phone, many new parts. Local car, 100% stock. Major service recently completed (w/new timing belt). Well maintained 150k true highway miles. Buying new home, must sell. \$20,000/OBO. Allen (408)948-4198 e-mail: a.liao@juno.com.

### PARTS & MISC

**Parts for 911, 914:** 3.0SC crank, 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 \$3,000. Please call Steve Young (408) 859-4930

**Factory stereo system from 1996 911:** Becker CR210 AM/FM Stereo Cassette radio, two 6 x 9 rear speakers, two 4 x 6 front speakers, two tweeters, perfect condition - \$250/OBO. Brand new Performance Products 911 strut brace for C2/4 1989-98 - \$250 new - \$200/OBO. Dennis Mahoney (650) 654-2789

**16" Fuchs from 911SC.** 6s and 7s with center caps, best offer. Or looking to trade the 7s for 6s. Ray (408) 974-6238.

**Parts: Moving Sale.** complete turnkey 914-2.0, fresh rebuild, incl FI, harness, cpu, clutch; bolt in & drive! \$1750/Obo or trades, install available. 2.2T six, running w/ zenith carbs & exh, \$1350. 2.3 R six with under 8K miles, E cams, webers, \$850. 914-6 headers. 2.0 E engine w/ MFI & exh, needs rings & re-assembly, \$850. Oil tank. Frt Koni D's. Lots of 914 & 914-6 specialty stuff. Want running 3.0 for street 914-6. Larry Moeller, elmo@inreach.com, 530-889-8268

**911 RACING STUFF** - Laguna Seca Muffler - This is THE one that makes noise restric., dual outlet w/ SS "S" pipes - used once \$475. 1 5/8" Racing headers - \$250. Adj. spring plates, freshly plated - \$325. Carrera race shocks, rear - \$175/pr. 33mm gun drilled rear torsion bars, one season old - \$325. 23mm front torsion bars \$225. Koni "S" front struts w/ Carrera race inserts, used one season - \$550. Brittanua steering wheel w/ Porsche hub - \$50. 19mm factory adj rear sway bar w/ HD droplinks, freshly plated - \$175. Gary McNair - eves 707 252 2363.

**Wheels** (fit most '87 and later 944, 944 Turbo, 911 C2, 911 C4, and 928 cars): Set of (2) 8 x 16 and (2) 9 x 16 forged Club Sport wheels from 944 Turbo S. Anodized finish. Will only be sold as a set. Excellent condition, \$1600. (2) 9 x 16 forged Club Sport wheels from 944 Turbo S. Polished. \$800. (2) 8 x 16 "Design 90" wheels. Seven spoke design, original equipment on C2/C4 and 944 S2. 52.3 mm offset. Excellent condition, \$400. Brake Parts: One set of Performance Friction brake pads. 90 compound. Fit front calipers of 944 Turbo S or 928 S4. Brand new in box, \$175. One set of Pagid RS4 (orange compound) brake pads. Fit front calipers of 944 Turbo S or 928 S4. Brand new in box, \$185. Two drilled factory brake rotors. Front for 968 M030, 944 Turbo S or 928 S4. Used once-- still at full thickness. \$350 for the pair. Two gas-slotted factory brake rotors. Front for 968 M030, 944 Turbo S or 928 S4. \$150 for the pair. Oil pan and pickup from 1987 944 Turbo. \$100. Call Mike at (510) 713-9248, or e-mail Mahler9th@aol.com.

**Race wheels:** Four 7x15 ATS cookie cutters with essentially unused Yoko A008RS 205/60 HR15 all balanced and ready to race (Tires have a few hundred gentle street miles on them, but no racing). Wheels have black centers and caps. Call 650-322-3294 or 650-470-0884 to make an offer.

### WANTED

**356 'B' Roadster** in good to very good condition. Looking for an honest street concourse condition car - not a flawless full concourse car. Should be in clean, stock condition with manuals and toolkit, as well as ownership and maintenance history. Cardex and Super or Super 90 will be considered a big plus. Prefer a car in the Pacific Northwest. Enthusiast looking for my ideal open 356, will provide a good home. Willing to pay in the \$30's to a realistic owner with an honest car, depending upon condition. John D' Angelo - (510)597-0565 / john.d'angelo@ey.com

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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 @ ddunwood@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.

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# GGR & Zone 7 Events Calendar



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

## August

- 2 Sun **Zone 7 GGR Concours/Swap meet at Carlsen**, call Dick Cottrell at (415) 692-2100.
- 5 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 8 Sat **GGR Adopt-A-Highway**, Call Jean Ohl (650) 341-9020.
- 8 Sat **Zone 7 Rallye - Prieta Prix** - LPR Call Tim Errington at (650) 949-5256
- 14 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 14 Fri **Concours Italiano**, special Porsche Corral on the lawn of the First Fairway at Quail Lodge. Fee of \$70 includes T-shirt, program, two admission tickets and Porsche corral parking. For more info and application call Dick Cottrell at (650) 692-2100.
- 14-16 Fri/Sun **Monterey Historics**, at Laguna Seca. Monterey Bay Region will be hosting a welcome party, Porsche corral parking and trackside lunch. Advance purchase only. For more information call David or Laura Kuhlmann at (408) 626-3306. Workers also needed.
- 22-23 Sat/Sun **GGR Tour de Krote**, call Larry Sharp for info. (925) 371-2258.
- 29-30 Sat/Sun **Time Trial & Drivers Education #6**, hosted by Golden Gate Region at Buttonwillow. For fee and information call Laurie Yonk at (510) 769-2123.

## September

- 2 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 6 Sun **Zone 7 Concours #5 - Valley Collision** - DR
- 11 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 12 Sat **GGR Automotion Autocross #5** - Dublin
- 18-20 Fri/Sun **Club Race - Thunderhill Park** - GGR/SVR
- 20 Sun **Zone 7 Concours #6 - Wine & Roses** - YR
- 26 Sat **GGR Adopt-A-Highway**, Call Jean Ohl (650) 341-9020.
- 26-27 Sat/Sun **Zone 7 Rallye #8 - Carrera de Sierra** - SVR

## October

- 4 Sun **Zone 7 Concours #7** - MBR
- 7 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 9 Fri **GGR Friday Night Social/New Member Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 10-11 Sat/Sun **GGR Mother Lode Tour** - See ad in this issue - Call Dick & Mary Wallace (650) 948-9203
- 17-18 Sat/Sun **Zone 7 vs Zone 8 Autocross Challenge/Charity Event**
- 24 Sat **GGR Automotion Autocross #6** - Dublin
- 25 Sun **Zone 7 Rallye #9 - Clueless in Santa Clara** - GGR
- 31-1 Sat/Sun **Time Trial & Drivers Education #7**, hosted by Golden Gate Region at Sears Point. For fee and information call Laurie Yonk at (510) 769-2123.

### **Come join the Adopt-A-Highway**

**Saturday, August 8th crew**

**9:00 a.m.**

Interstate 280, Park & Ride  
Woodside Road Exit, Woodside

**Jean Ohl (650) 341-9020**

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

***Automotion-GGR Autocross Series***

**Autocross #5 Sat. Sept. 12th  
at Dublin**

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

# The Racer's Group

The Racers Group is proud to announce the formation of its new full-time Racing and Service Department. We have been prepping the professional cars for years and now have a limited schedule and openings available for your street and racing needs.



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ddunwood@garlic.com

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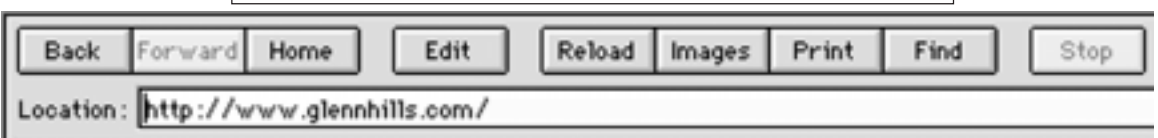
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Visit GGR's web site at <http://www.glennhills.com>



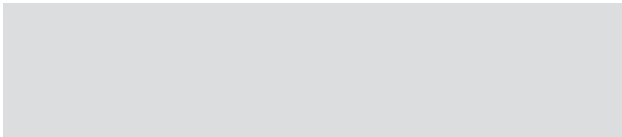


## Golden Gate Region, PCA

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# 1998 Mother Lode Tour

- Dates:** Saturday & Sunday, October 10th & 11th
- Time:** Tour group starts at 8:00 AM sharp on Saturday the 10th
- Start:** Parking Lot across from Denney's on Hopyard Road near the intersection of Highways 680 & 580. Bring your CB radio!
- Cost:** \$160.00 per couple (check payable to PCA-GGR)
- Limit:** Twenty five (25) couples/Porsches
- Deadline:** Reservations will not be accepted until after August 3rd, or you get your August Nugget. You may make a phone reservation, but your check must be received no later than Friday, September 11th
- Dress:** Strictly casual pardner! The weather is usually nice, but it could get cool in the evening.
- Reservation & Payment:** Phone: Dick & Mary Wallace at (415) 948-9203. Mail your \$160 check (payable to PCA-GGR) to the Wallaces at 778 Loyola Drive, Los Altos, CA 94024.
- Includes:** On Saturday - Tour to Sonora Gold Lodge - "You Bring It" picnic at Sierra Glen Ranch - Tour to "Confections by Sandra" - Pizza party with beer & wine at Gina's Pizza Parlour - Tour to Fallon House Theater in Columbia for the play "The Nerd" - Nights lodging at Sonora Gold Lodge. On Sunday - Continental breakfast at Sonora Gold Lodge - Carriage rides through downtown Sonora - Sunday brunch at Banny's - Tour to the Keller's in Apple Valley Estates.