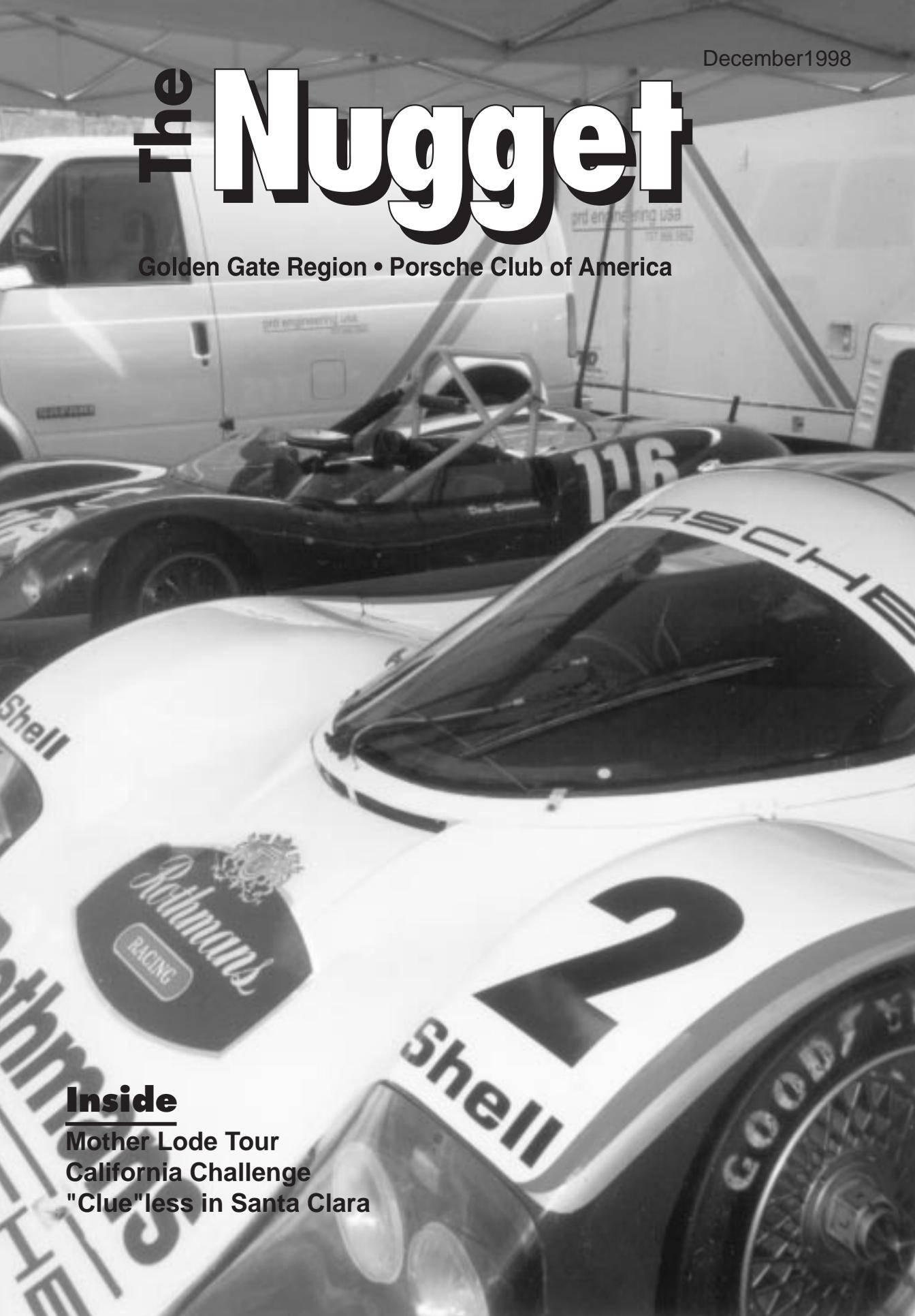


December 1998

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Mother Lode Tour
California Challenge
"Clue"less in Santa Clara

Dave's dribble

*Dave Dunwoodie, editor
Sheila, associate editor*



Happy Holidays everyone! And welcome to our new oncoming Board of Directors.

If you have not been receiving your Nugget, or you have moved, and need to have your address changed, please contact your Membership Director. Membership handles all of your addresses, and prints out all of the labels to be applied to the Nuggets for mailing for the Mailing Manager.

Hope Santa is good to you this year!

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Larry's lines

Larry Sharp, president



Well this is it... The last time you all have to read my off the wall ramblings. It sure has been a busy year for me. I'm not really looking forward to just sitting back and relaxing and having so much time on my hands again. It usually leads to modifying the race car and alot of you know that's not cheap.

I do want to thank all of the people who helped, chastised, encouraged, supported, competed, talked, and participated with me this year. I'll always treasure my year as president of

Golden Gate Region. I hope everyone treats next year's Board of Director as well as they have treated my fellow Directors and I the last two years.

see you on the road
Larry Sharp

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Cover: One of the '82 Rothman 956. This one driven by Murray Smith, and just by chance, my '63 Elva MK VII is in the background.
Photo: JeanOhl

Braking news

Mail Theft

If you know of a friend that sent a GGR-PCA application to our Membership Director between October to early November, you might want to check with Louise to see if she received it. It seems there was a rash of mail theft going on in her neighborhood, and at least one suspect was apprehended with a PCA application (that was returned to Louise). Email (louise@Comp-U-Scripts.com) or call Louise at (408) 354-0660.

1999 American Le Mans Series Schedule (PCA Editors News Service)

LAS VEGAS, NV, November 5 -- Don Panoz, owner of motorsports' newest series, the American Le Mans Series, announced today an eight-race schedule for 1999 including a seven-race live programming package with the NBC networks utilizing state of the art equipment and the highest quality production practices, including multiple in-car cameras.

"I am very excited and pleased to be able to release the TV package and proposed schedule so early," said Don Panoz, founder of the American Le Mans Series. "It's encouraging to be able to make this announcement sooner than it has been historically in sports car racing."

Dave Maraj, owner of Champion Porsche said, "Champion Racing will support the series 100 percent. The television package and race schedule will give sports car racing in America the kind of exposure it needs and deserves.

AMERICAN LE MANS SERIES

1999 Schedule/Television Coverage

March 20 -- Sebring, FL -- ESPN

April 18 -- Road Atlanta, GA -- CNBC (live)

June 27 -- Mosport Park, CAN -- CNBC (live)

July 25 -- TBA -- NBC (live)

August 1 -- Portland, OR -- NBC (live)

September 11 or 19 -- TBA -- NBC (live)

October 16 -- Petit Le Mans, Road Atlanta, GA -
- CNBC (next day)

November or December -- San Diego, CA --
CNBC (live)

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911 CARRERA ROUGH IDLE PREVENTION

By Steve Grosekemper, San Diego Region (from Windblown Witness)

Beginning in 1984, 911's received a new style of fuel injection. This system being Bosch Motronic fuel injection. With this system came many new improvements. Better fuel economy, and idle control being two of the more popular improvements. But as time and miles pass by, a deterioration in idle quality can become a factor. In some cases this problem can progress from a rough idle, to an prominent low speed misfire.

The problem occurs when the plastic insulator gasket between the intake manifold and the cylinder intake port collapses, causing an intake air leak. In the first stages the

gasket lets small amounts of air to leak into the offending cylinder(s) causing a lean, rough idle. As this problem continues the intake manifold becomes loose enough so that the engine vacuum actually pulls the gasket in producing a large air leak. The result is a severe misfire at low speed. The repair consists of removing the intake manifolds and replacing the gaskets. This will also remove a substantial volume of cash from your wallet.

This problem is one that can be easily avoided in most cases. The remedy is quite simple. When servicing the car at its 15,000 or 30,000 mile maintenance, tighten the intake manifold nuts to 160 in.lbs. The air filter housing must be removed to gain access to the right side intake manifold. The left

side manifold will require use of a few special tools to gain access to the 8mm allen nut. I have found that a snap-on, long reach allen with a ball tip works well, tool #FABLM8. Use this in conjunction with a 3 inch extension and an inch pound torque wrench, and you will be able to gain access to all fasteners. If the gaskets don't have the chance to become loose they most likely will not ever fail. (Preventative Maintenance)

If this procedure is carried out at each service, the likelihood of gasket failure is all but eliminated. Since we added this procedure to all 3.2l carrera services our customers failure rate has decreased from approximately 5 a year to 1 every other year. Money that could be better spent on a new set of sticky tires!

HEEL AND TOE ADJUSTMENT 77-89 911's

by Steve Grosekemper, San Diego Region (from Windblown Witness)

One look through a Porsche magazine, and it seems that if you want to master the art of heel and toe, all you must do is send a check for \$100.00+ to one of several aftermarket suppliers. For your \$100.00 you get some cool pieces of aluminum with some holes in them.

In actuality, all that is needed is a 10mm socket, a ratchet, 15mm wrench, and a handful of 6mm fender washers. When Porsche upgraded 911 brakes in 1977 to power assist, they made the brake rod adjustable. They did this so you could make pedal height adjustments to

your own personal taste, and keep that \$100.00+ in your pocket.

Follow these simple steps, and all that will stand in the way of perfect heel and toe operation will be practice:

1. Remove drivers floor mat and carpet from car.
2. Remove 6mm nut and washers from bottom of pedal assembly board.
3. Remove pedal pads, then pop off pedal rod at top of gas pedal.
4. Pull up on bottom of pedal board and remove from car.
5. Loosen 15mm lock nut on each end of brake pedal rod and turn rod to desired pedal height, (about 50% of the distance between gas and brake pedals that you have

now)

6. Tighten lock nuts on brake pedal rod, making sure the hyme joints do not bind.

Now that you have the brake pedal height correct, let's work on the gas pedal position. The goal here is to center the gas pedal between the brake and the center console, or wherever it feels best to you. The size of your foot is going to be the biggest factor here. To shift the gas pedal to the left or right just loosen the appropriate mounting screw at the base of the pedal and shim it up. I suggest leaving the pedal assembly board off and making a few test drive adjustments, before completing reassembly. And remember PRACTICE, PRACTICE, PRACTICE !

A Porsche Chronology Part 1

(courtesy Porsche Cars North America, Inc.)

1948

Using parts scraped together from military projects and leftover Volkswagen Kubelwagen models, the first 356 prototype takes shape in Gmund, Austria, under the watchful eye of Ferry Porsche. The mid-engine two-seater emerges with a hand-beaten aluminum skin and a four-cylinder boxer engine. The horizontally opposed engine is chosen out of expediency (leftover Volkswagen four-cylinder engines and parts) and experience (smoothest power delivery of any engine design). The lithe and responsive car that results is uniformly described as fun to drive.

1949

After completing the first 52 cars, production of the 356 and the consulting offices are moved to West Germany.

1950

Porsche begins 356 production in Zuffenhausen, a suburb of Stuttgart, West Germany.

1951

Using an aluminum-bodied 356 with a 1.1-liter engine, one of the first prototypes made in Gmund, Porsche takes 20th place overall and wins first

place in its engine displacement class at the 24 hours of Le Mans endurance

race.

1952

Porsche again takes the 1.1-liter class at Le Mans, this time finishing ahead of the first place car in the 1.5-liter class.

1953

The immortal 550/1500RS Spyder makes its debut and is an instant hit. This

fusion of race car and street machine finishes first and second in the 1.5-liter class at Le Mans.

1954

Porsche cars take first place in both the 1.1 and 1.5-liter classes at Le Mans.

1955

Porsche has a first, second and third place sweep at Le Mans in the 1.5-liter class. In addition, one Porsche finishes fourth overall and another wins the coveted Index of Performance award that values fuel economy and durability over finishing place and speed.

1956

Following the phenomenal success of the 356 series, work begins on a replacement which will prove to be Porsche's best selling model. The all-new car takes shape at the Porsche factory in Zuffenhausen. Originally dubbed the 901, Ferdinand Alexander Porsche's subtle, rounded design starts with a clean sheet of paper and has the goal of producing the world's first civilized sports car. Not only will the 901 have the power to scream along the autobahn and the responsive handling to snake through tight curves, but it will have useable trunk space and be comfortable enough for everyday driving.

The 901 two-seat prototype is built around an under-square, air cooled, six-cylinder boxer engine mounted in the rear of the car, a basic Porsche-inspired layout which will continue to be developed for several decades as automotive drivetrain engineering styles come and go.

Porsche wins its class at Le Mans with a 550A Coupe.

1958

A specially designed RSK race car with its controversial fins wins the 1.5-liter class at Le Mans and finishes fourth overall.

1962

Dan Gurney takes the checkered flag at the French Grand Prix in Rouen with an eight-cylinder boxer that propels the 980-pound Formula One race car to victory.

1963

The 901 prototype makes its debut at the 1963 Frankfurt Automobile Show to great interest and acclaim. The car, whose lines can be traced to the 356, is a study in streamlining and aerodynamic efficiency. Its compound curves and gently rounded steel body panels can slice through the air with barely a ripple.

At 2,300 pounds, the 901 is a sports car with a very effective power-to-weight ratio. Packed with a short stroke-to-bore ratio 2.0-liter engine developing 130 horsepower at 6,200 rpm, the 901 has a top speed of 130 mph. Clearly, this is a unique sports car with verve, style and grace.

There is only one problem transcending design and engineering: Peugeot has trademarked the automotive designation with a zero in the middle of a set of three numbers. Following legal action, Porsche renames its car the 911, a name synonymous with ultimate sports cars and Porsche for the past 35 years.

1964

The first production 911 Coupe rolls off of the production line at Zuffenhausen with a price tag of \$5,500. It is a near clone of the 901 prototype. The rear-mounted overhead cam, six-cylinder boxer engine develops 130 horsepower. Its torsion bar suspension and five-speed manual transmission give the car no shortage of potential for exhilarating driving.

At fractions-of-an-inch longer than the prototype, the production 911 weighs a little more, has an engine with a slightly lower top speed, but is just as exciting to look at, regardless of whether it is moving or parked. The essential traits that will define this car for several generations are present in the production 911: powerful, easy revving rear-mounted boxer engine and long, low, swooping body work.

The sleek Porsche 904 mid-engine race car wins its class at Sebring and

takes the checkered flag at the Targa Florio.

1965

The 911 and 356 marques are built side by side. In its first two years of production, 16,213 Porsche 911s are sold worldwide. The 356 model is phased out.

1966

In April, a more affordable 912 model is introduced at \$4,000. This entry level Porsche uses the 911's chassis and body panels, but has a detuned version of the four-cylinder engine from the 356 1600SC model. Output is limited to 90 horsepower with a top speed of 115 mph.

At the same time, the basic 911 model is renamed the 911L and is slightly redesigned with a marginally wider track and a total weight reduction to 2,266 pounds. The result is a more lively and spirited feeling with a more stable ride. In addition to the manual transmission, buyers can now choose to have Porsche's Sportomatic automatic gearbox which was designed for the American market.

The 911 line branches out with the Targa model. Its removable roof panel allows wind-in-the-hair driving while its built-in roll bar protects driver and passenger. This model shares the same basic body and running gear with the hardtop 911 and costs just a few hundred dollars more.

1967

Performance takes a front seat with the debut of the 911S. The 911S engine's compression ratio is raised, the

cylinder head is reworked, forged pistons are substituted for cast ones, and a free-flowing manifold is added. These advances allow Porsche engineers to squeeze 160 horsepower (at a slightly higher peak output of 6,600 rpm) from the same 2.0 liter displacement. To prevent damage to this highly tuned engine, a governor is installed that kicks in at 7,300 rpm. The 911S could accelerate to 60 mph about a second faster than the original 911 model and cruise at a top speed of 137 mph.

At the high end of the sports car market, Porsche rolls out the 911R. With a 2.2-liter engine that develops 210 horsepower, the 911R model is stiffer and has been stripped of many of the creature comforts found in other 911 models. In addition, to save weight, fiberglass and plexiglass replace many steel body panels and glass components. The R stands for racing, and track-bound customers take the 911R up on its potential.

1968

Hoping to attract a new breed of customers, Porsche expands the 911 line at the low end. The entry-level 911T debuts at \$4,750 and the open-top Targa version costs \$350 more. The T stands for touring, and this model's 110-horsepower engine allows it to cruise the autobahn at nearly 140 mph.

An alliance with Volkswagen is readying a less expensive 912 successor model

called the 914.

The 911 begins a series of three consecutive victorious years in the prestigious and arduous rallye championship at Monte Carlo.

1969

The 2.2-liter boxer engine becomes standard across the 911 line, which has three main models: the 911T with 110 horsepower, the 911E with 140 horsepower and the top-of-the-line 911S with 170 horsepower. With this extra power on tap, Porsche engineers lengthened the car's wheelbase and widened its track for improved ride and handling. While the weight of the T and E models rose modestly due to the extra sheet metal, the high-spirited S model actually lost weight, a move boosting its top speed to just over 140 mph.

For many, these years before the dawn of mandated pollution and safety equipment mark Porsche's golden era of producing simple, yet elegant, ma-

Continued on page 22

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Autocrossing around the zone with Hank

By HANK WATTS

LPR FINALE: The last LPR autocross of the season was 31Oct at the Oakland Coliseum. Chris Murray's black cab came in fanged costume. Ken Shahoian's course used almost every available square yard of space (he was heard after the tentative course setup regretting that a small area near the center remained under-utilized) and provided laptimes in the 55- to 63-second range for most cars. It was probably as good a slalom course as could be put within the area constraints, challenging and fun. Trailer towing by Anne Del Villano. Thanks, Anne.

Cars began running for time at 9:15. After the long layoff it was impressive to see how effectively the timing crews were able to keep up with the car-every-twentyfive-seconds routine. The 60 drivers all had twelve runs in by about 3:00, which was just slightly after the drizzling started. This dampened the enthusiasm for fun runs and the course was picked up. Everyone had been invited to Ken and Karen Shahoian's Oakland abode for a small party afterwards, and many showed up.

Because of the untimely rain, only the morning runs could be officially counted, putting the B group at a disadvantage, as they ran first. Overall TTOD was Neil Jackson, barely dipping into the 52s. He was followed by Jeff Sykes (55.0), Glen Brooksby (Top Street-tire), Ken Shahoian (in Sykes' RS) and Bill Benz in his newly-caged beast. Patty Stark's 57.2 was TTODL and Louise Sousoures was close behind with a 57.7, earning Top Women's Street position.

Melissa Bauman couldn't beat father Jim, but did sneak ahead of Cherie Kuhn and Laurie Yonk, moving into 5th position for Women's Street Group for the year. Dame' Rahal finished very close to Mark Paul Smith; they have a little bet of some sort based on who wins at the autocross. One can only speculate on what it might involve . . . Several newcomers showed and looked like they were having a good enough time to return for the next event.

For the year, winner of the Men's Race Group is Neil Jackson, followed by Jeff Sykes and Dirk Bergstrom. Fourth place finisher Harold Williams got faster during the year and will be a stronger player in the '99 season. Women's Race Group was won by Pattie Stark, also driving the creamsickle car, followed by Susan Angebrannt. Men's Street Group was won by Loki despite a couple of rough outings, followed by Ken Park and Neil Yonk. Women's Street Group was dominated by Louise Sousoures, followed by Donna Sylvanovich, Laurie Yonk and Catherine Siemens. Watch out for Melissa Bauman next year.

Some of the contested classes show interesting results. In Bi there is a three-way tie for first place, Brooks Esser, John Beck and Larry Jackson. Dirk Bergstrom edged out Jeff Sykes and Bill Benz in Gt, though Jeff was never defeated, just missed some events. Class K was an extremely close finish, Roger Franklin edging out Mark Paul Smith by 2 point; Mark Paul won the last two events. In the rather hotly contested Li class, only one point separated 2nd place Jim Bauman from 3rd place Neil Yonk, Loki

having squeaked out another victory for the year.

Plans are already underway for an active season for '99, possibly split between Candlestick and Oakland.

GGRAT DUBLIN: The penultimate autocross at Dublin on 17Oct was set up by Larry Sharp and looked to the people there like a lovely course. Unfortunately, the rain took over the course before anyone could run it, and the constraints of the small lot and the presence of the concrete skidpad dictated that the event be cancelled. Maybe Larry will do it again on 14Nov.

SVR AUTOCROSS: Apparently a good time had by all on 30Oct. One aspect is worth special mention, since a particular autocrosser's penchant for talking the talk has been mentioned before: putting her trash-talking ways aside for the day and hunkering down to business, Melissa Bauman finally won the long-standing bet with father Jim, beating him by .135. She now has unfettered use of the '86 Cabriolet for a weekend. Hide the women and children.

SCHEDULES: A TENTATIVE time trial schedule for '99 shows (listed by the Saturday date) 6Mar, 24Jul and 18Sept at ThunderHill, 17Apr at Buttonwillow, 5Jun at Laguna Seca and 6Nov at Sears, though a major Sears construction project on the backside may make conditions 'interesting'. A High Speed Driving School will be on 5Mar preceding the time trial. CRAB is April 30 to 2May. The autocross school will be May 15- 16. PUG will be at Seca Oct 2-3. The Monterey Historics will be late, Aug 28-29. Parade is roughly Aug 8-14. Autocross schedules are being worked on now, including a very tentative hopefulness that a change of management at the Santa Rosa Airport might allow a return to the old and marvelous Redwood site.

Speaking of schedules, the search for Easter's date for 1999 (to be noted in the Competition Calendar) led to a fascinating website: <http://www.smart.net/~mmontes/ec-cal.html>. The site is designed to help people understand when Easter is and everything related to the odd calculations. It includes a calculator, history, algorithms, resources, related links and is worth a look for anyone even vaguely interested.

An abridged quote: Easter is the Sunday after the Paschal Full Moon [which is, roughly, the first full moon after the Spring equinox]. The date of the Paschal full moon . . . may differ from the date of the the actual full moon at any specific geographic location by up to two days. This definition . . . uses tables. If the date of Easter was based on local observations, then it would be possible [in some years] for different parts of the world to celebrate Easter on different dates in the same year.

VIMY: This may be of interest only to a few oldtime autocrossers who were participating in the Redwood series a few years ago when we had a chance to run at Hamilton Air Force Base a very few times.

One of the events at Hamilton featured a replica of Laguna Seca, somewhat reduced in scale. This was inspired by Ray Scruggs' previous AX course at Candlestick, replicating Sears. Ray tends to be very precise about some things, and, by the time he got that course set they way he wanted it, we didn't start running until 10:30.

Anyway, the course at Hamilton worked out pretty well. One of the features of the day is that we were threatened with having to pause from time to time as a crew did some taxi testing of a replica of a British WWI bomber, the Vickers VIMY. This was a very large, dark green, open-cockpit plane and historically accurate except for the motors, which were detuned 426 Chevys. That made sense. Given that its mission was to recreate a historic flight of one of the originals from England to Australia, it was deemed appropriate that the motors actually run pretty reliably, having to fly over the ocean and everything.

During the course of the day, we had a chance to meet the National Geographic photographer who was covering the story, James Stanfield. Then, in the 11Oct98 edition of the Sunday Examiner Travel section devoted to the travel-photo tips and techniques of a famous photographer, the following words were found:

"They were somewhere over Sumatra, straining to see through the smoke of burning rice straw, when the engine started to sputter. James Stanfield, on assignment for National Geographic, was riding in the gunner's seat of a restored 1919 Vickers Viny (sic) open cockpit biplane. As the plane dropped out of the sky, the pilot looked desperately for a place to land. He spotted a dirt road, but it was too narrow.

"The cloth-and-wood biplane hurtled toward the ground, and in what would very likely be the final moments of his life, Stanfield continued shooting photographs. Miraculously, the pilot was able to ditch the plane in a rice field, and everyone walked away unhurt. But it's a good idea to keep this story in mind the next time you complain about the difficulty of getting good travel photos."

So now we know what happened to the plane.

SEARS WITH NASA: The NASA PCB (Porsche's, Cheriots and BMW) vintage-style race group (designed for cars you really would NOT like to damage while racing) continues to attract those for whom time trialing isn't quite enough and Club Racing isn't quite often or close enough. The Oct 17-18 event at Sears attracted well-known names like Jeff Tatro, Ken Masuda, Zach Zachary and Alan Kushner. Even Kevin Buchler was driving in the group on Sunday.

Turn 7, for the groups running the full road course and not the NASCAR Chute, is now very different. Narrower entryway and tons of pavement at the exit, leaving people with a lot of options about how to attack the corner. So far people are, in fact, exploring lots of options.

CALIFORNIA CHALLENGE: 60 or so competitors gathered in Bakersfield for the first (at least in recent times) North-South California Challenge. The Zone 7 folks did what they do best, taking 18 of the 31 autocross classes (Tom Provasi TTOD). Seven of the 11 Zone 7 regions were represented by at least two first place trophies, and none got more than four, a very rounded turnout. However, there was only one NC winner in the concours event (Bud & Mary Ann Behrens).

WHY NOT TO CRASH: Eight Worst Things about Crashing: (adapted from Steph Weiss) 8 Makes mom nervous . . . 7 Ambulance folks have to put magazines down in a hurry, losing their place . . . 6 In addition to fixing the car, you have to pay for the Armco damage . . . 5 Finding out that everyone at the event has at least two cameras and plenty of film to take pictures of the bent car . . . 4 Helping pick up debris in the heat while your neck still hurts . . . 3 Body damage reveals how much bondo you used on the flare conversion . . . 2 Off the approved instructor list, again . . . 1 Snakes live in the tirewall.

TIRES: No further word on the tire wars, except that Yokohama is rumored to be continuing development of the 032 and may have a viable replacement for the 008RS by late in '99. Some clubs should probably consider simply using the 032 as it stands as a spec tire for what around here is called the Improved category.



MOVING VANS: Some local friends gathered to help Pattie Stark & Neil Jackson move from Concord to their new house in Orinda (which sits on a road that would be a stunning autocross course). As it turned out, the parade of cars moving the stuff was two pickups, two 911 coupes (one with rollbar) and a 911 Cabriolet. Lots of people would be amused by the notion of trying to undertake a move using 911s as the primary vehicle, but only the autocrossers and time trialers who pack their cars full for the events/weekends would understand how effective a strategy this could be.

THE FEMALE APPROACH TO PROBLEM SOLVING: (From R&T): During last winter's severe storms, two women motorists in New Hampshire were driving down the same road in opposite directions and found their path blocked by a very large fallen tree. They stared helplessly at each other from either side of the massive, immovable trunk --and then swapped cars.

COMING UP IN DECEMBER: NASA at ThunderHill Dec 5-6, including a 12-hour enduro. The GGR TT awards gathering will be a brunch on 3Jan.

THE MART: Scott Winders' marvelous 3.2 SC-based targa is still for sale; \$20k or so. Greg Sirakides' potent blue '84 time-trial car is also still available. George Visgilio's one-owner 1987 924S street/track car: \$9000. 209-466-0129 nites, bobint@mail.com.

"Clue"less in Santa Clara

A Rallye of Deceit, Intrigues and Murder

By Pattie De Martini

Deceit, intrigues and murder. Reads much like the headlines in your local newspaper. In reality it was the *deceit* of the our beloved RallyeMistress, Marianne Gardner, the *intrigues* of her clever clues, and the *murder* of your navigator when he told you to go North instead of South.

Based on the board game of "Clue", Marianne weaves a horrid little story about Mr. Body's murder. (Since Mr. Body's family, including his wife, Some, his son, No, and his teenage daughter, Hard, were all out of town at the time of the murder, we were left with the usual suspects, Colonel Mustard and his gang.) The object, of course, was to figure out whodunit, with which weapon, and in which room. The team who solved the murder with the least amount of miles was deemed the winner. Check points were disguised as the dining room, the library or ballroom, etc, and there was no order in which to go to the checkpoints, but the less mileage the better. You could make a guess at any of the manned checkpoints. If you were right, you could go directly to the last stop and turn in your score sheet and mileage.

1. The deviousness usually reserved for rallye instructions on a TSD rallye were strategically placed in the "clues" there were passed out prior to the start time. Some of the clues were designed to make you spend time picking up, reading and deciphering clues which were in the end **TOTALLY USELESS!!** Arrgghhh! Case in point – we were led to believe that extra helpful clues would be found in the Secret Passageways between rooms. The Secret Passageway little clues were at unmanned checkpoints, usually envelopes stuffed with our prized clue sheet, hanging on a lamp post. At one point I was more intrigued in negotiating a blind turn on a windy road and missed one of these "helpful" clues", so we had to go back, adding more mileage. Oh well, the road was fun the second time too! Like I said, these secret passageways were Marianne's traps and **TOTALLY USELESS**. Now we were useless AND clueless!

Dave Blanchard took a double take when Larry Sharp (my tenacious navigator) and I pulled up at his checkpoint. Two Time Trialers at a rallye? He might have thought we had become lost on our way to the track. The point is this was truly an event even "rallye challenged" people such as Larry and myself could enjoy. Having someone who grew up in Santa Clara came in mighty handy. Instead of taking the main roads all the time, Larry kept me busy negotiat-

ing the back road shortcuts. The team from Petaluma had a distinct geographical disadvantage and should be applauded for their tenacity. I must admit I had to smile a little smile when I realized we had finished before Mr. Rallye himself, John Clever! But, alsd, the smile didn't last long. John finished 2.24 miles ahead of us.

Twenty-one cars took on Marianne's challenge, and as we were all chatting over cold drinks and fabulous pizzas after the rallye, the conversation was lively and happy. There were only a few groans overheard when people found out that their guess didn't include Mrs. Peacock, with the knife, in the study. In reading the rallye instructions *after* the event was over, I discovered just how misleading our RallyeMistress *intended* to be. Marianne was immensely successful!

"Clue"less in Santa Clara Rallye 98 Results

ALL 3 ANSWERS CORRECT, IN ASCENDING ORDER OF MILES

1. Bill Jonesi & Willie Lynch, 52.54 miles
2. Tim Errington, LPR & Donna Singmaster, LPR, 53.60 mi
3. Janet & William Christman, 57.81 mi
4. Joel Tesler & Rebecca Davis, 61.33 mi
5. John Clever, DR, 63.49 mi
6. Pattie DeMartini, GGR & Larry Sharp, GGR, 65.73 mi
7. Cliff & Karen Stephenson, 68.89 mi
8. Leigh Anne Drake, GGR & Courtland Stannard, 72.24 mi
9. Hubert & Jenny Lee, both GGR, 77.63 mi

2 OUT OF 3 ANSWERS CORRECT, IN ASCENDING ORDER OF MILES

1. Larry & Greg Adams, both GGR, 47.3 mi
2. Helen Ashuckian, SVR & J. Toney, SVR, 49.13 mi
3. John Squire, GGR, 61.17 mi
4. Andrew Fulgham, GGR & Guy Berry, 64.8 mi
5. Kathy & Merlo Pile, both GGR, 65.79 mi

1 OUT OF 3 ANSWERS CORRECT, IN ASCENDING ORDER OF MILES

1. Ken & Karen Shahoian, both GGR, 48.2 mi
2. Carolyn, Kirk & Erica Doberenz, all GGR, 51.39 mi
3. Dana & Linda Lambie, 72.58 mi
4. Olen & James Creech, both GGR, 72.91 mi
5. Marilyn Singleton, DR & Tatia Jordan Lira, 81.77 mi

0 OUT OF 3 ANSWERS CORRECT, IN ASCENDING ORDER OF MILES

1. Mark Jordan, RR & Bela Thury, GGR, 46.91 mi
2. Robert & Gillian Sward, both GGR, 3/3 answers, but no miles

And now a word from your new Time Trial Chairman

Happy Holidays everyone. Just a note to inform you of what's going on for next year.

A schedule has already been outlined and I'm waiting for confirmation of those dates by the various tracks. I hope to provide you with the dates and locations next month. This will give you plenty of time to adjust your schedule.

By the time you read this article, a letter will have been sent to you outlining the various suggestions given to me regarding the Series. Please take the time to respond. Remember, this is your Series and I'm just here to manage it.

I have all but two positions filled. Those are Safety Chairman and Equipment Manager. These two positions can be combined if so desired. Please contact me if you wish to volunteer for one or both positions. I would like to have these positions filled as soon as possible.

For all those drivers who were on the Safety Crew and would like to continue in that capacity, please inform me via e-mail or a phone call.

Communication is a key part of any organization. By writing these articles and developing a Time Trial e-mail list, I plan to keep everyone updated on what's happening. Please drop a note indicating your e-mail address to masuo@ix.netcom.com.

Congratulation to the following drivers who placed in their respective classes J Trophies will be give out at the first event in 1999.

Class	Points	First	Last
AP	60	Jim	Ralston
BI	76	Jim	Biesemeyer
BI	52	John	Beck
BI	40	John	Seidell
BP	53	Jeff	Williams
BP	41	Chuck	Kolstad
BP	36	Curtis	Robertson
CIL	80	Lori	Hageman
CP	56	Dan	Lofgren
CP	36	Steve	Casaleto
DI	65	Sandy	Swallow
DI	62	Jim	Putnam
DI	40	Raoul	Proctor
DIL	40	Susan	Moore
DML	40	Lori	Gallen

DP	20	Bob	Fooshee
EP	40	Niul	Burton
FI	60	David	Colman
FIL	60	Judy	Bradshaw
FM	36	Gene	Kindred
FP	20	Scott	Yeaman
FR	80	Erik	Ostly
FX	20	Jim	Housman
GI	80	John	Teasley
GML	60	Cherie	Kuhn
GT	56	Greg	Sirakides
GT	49	Ken	Shahioian
GT	29	Steve	Meacham
GX	40	Ken	Mack
HI	60	Marlin	Neufeld
HP	20	Bill	Fergus
JI	60	Steven	Taty
JI	52	Warren	Walker
JP	60	Henry	Watts
KI	68	Ken	Park
KI	56	Chris	Murray
KI	46	Stuart	Ward
KM	76	Masuo	Robinson
KM	68	Jeff	Stevenson
KP	60	Tony	Mazzagatti
KP	53	Pete	Siemens
KP	45	Steve	Kuhn
KPL	80	Catherine	Siemens
LI	80	Neil	Yonk
LI	32	Jan-Ake	Schultz
LIL	40	Laurie	Yonk
MI	36	Robert	Brenner
MP	69	Jeff	Sykes
MP	52	Bill	Lusk
MP	49	Louise	Sousoures
NI	80	Dan	Jones
QM	60	Gary	Jones
U	76	David	Ferguson
U	68	Rich	McGlumphy
U	38	Ellen	Ferguson
X	40	Bill	Newlin
Z	40	Ray	Dicius
Z	40	Art	Seeger

Until next month, have a Merry Christmas and a Happy New Year.

See ya.

Masuo Robinson

1999 GGR Time Trial Chairman

MOTHER LODE TOUR - 1998

BY BOB AND BETTY HUMMER (WITH THE HELP OF JESSE, DON AND KYLE)

The town of Sonora saw as much as half a million dollars being mined in one week in the 1870s. Interesting enough, 75% of the gold is still in the ground. This City has provided the pivot point for years of tours of the Gold Country designed by Karl Keller. Karl, with his delightful wife Susan, has shown an amazing ability to make each fresh and new. The preparation takes around six months from concept to execution each year. Since Karl and Susan, upon retiring, moved to Sonora from San Jose, Dick and Mary Wallace have ably assisted from the Bay Area end.

Betty and I arrived at the rendezvous point, at Hopyards, in perfect weather which was to follow us throughout the tour. Before us was a fantastic roving array of Porsches ranging from a striking 356 collection to the latest 996. VW and BMW were also represented in good Germanic order. We had dramatically lost our CB antenna on the way, fortunately with little car damage, an event which was to be replayed with James and Jeannie Ole's Boxster a little later in the trip. After a little visiting, a brief drivers' meeting, and pre-requisite "pit stops", off 30 Porsche Clubbers go in groups of ten cars each, heading for a pleasant drive to Sonora.

Arriving in Sonora, we checked-in at the Sonora Gold Lodge and with that handled, off we go on a great drive out to Big Hill road. Well named, this twisty country road with a view would take us to a picnic at the Sierra Glen Ranch. Porsche pushers quickly spread out their food on the picnic benches located in the green tree lined meadow. With people sharing what they brought, a delicious and varied repast was consumed.

Having relaxed at the ranch, we were off again, this time to Columbia State Park and the Harvest Festival. Gold was discovered in Columbia in 1850 by Dr. Thaddeus Hildreth and his brother George along with a few other prospectors. By 1852, there were 150 businesses in town. But in 1854, true of many wooden towns, it all burned to the ground with the exception of one brick building (hint). It happened



Photos by Bob & Betty Hummer & Jean Ohl

Above: Our gracious hosts, Karl & Susan Keller. Left: Dick & Mary Wallace handled the Bay Area end of the tour.

The early morning gathering for instructions and a last cup of coffee before we head for the hills.



again in 1857 and you can see the many brick buildings, and the fire station, which replaced them (better late than never). The traditional picture of all of us Porsche tourists was taken on the steps of the 1890s school house. After a leisurely afternoon of visiting the shops, museums, and houses under restoration at Columbia we returned to our motel for visiting, a trip to the new micro brewery or a nap (your choice) then off to Gina's Pizza Parlor for a pizza party and back to Columbia for the Sierra Repertory Theatre production of "The Nerd." If you think a local theater group in the Gold Country is likely to be amateurish, think again. The Nerd was hilarious and well staged and acted. This took place in the beautifully restored Fallon Theater (and adjoining hotel) which was built after that 1857 fire mentioned above.

Sunday morning brought a continental breakfast followed by carriage rides through Sonora. What a wonderful way to see and hear about this historic town at seven miles per hour! The LaMarre family was ready for the event, all dressed in costumes of that period. We were carried about by really comfortable carriages drawn by Jessie, Don, and Kyle, our four footed movie stars (who filled us in on history). Yes, the carriages and horses have to their credit, appearances in, among others, "Titanic". "High Noon", "Unforgiven", and "Back to the Future" were also shot in Sonora. We rode with Kyle who had the habit of trotting ahead and putting his head practically in the laps of the people in the carriage in front of us - friendly, but unnerving for the unsuspecting. Given our new gained historic perspective, we mounted our more familiar steeds and roared off to Banny's Restaurant where we were served a wonderful brunch of roast beef, chicken, and all the "fixins". There were door prizes and "ta-da" - a cake celebrating Porsche's 50 years. But next, the Grand Finale to a full but relaxed tour - off to the Keller's.



At the Keller's, located in the hilly woods, we drank a champagne toast to those who had or were soon to turn 65: George Nidel, Brian Carleton, and Bob Hummer. George is smarter than most and has been retired for a while, Brian has just retired, and Bob will retire in March of next year. Of course, with these guys and people like the Kellers, retirement is not quite the right category - more like just moved on to the next job. Regretfully, this ended another perfect Mother Lode Tour. Our heartfelt thanks to the Kellers, the Wallaces, and all the folks on the tour both old and new.

DON'T MISS IT NEXT YEAR!



La Marre family ready to embark on the hay ride with Shirley Neidel pretending to be one of the kids again..

California Challenge '98

by Bill Newlin

First of all let me say, you missed a fun event.

Bakersfield, an easy 4 hour drive away, was buzzing with car stuff for everyone. There were dragsters in town for the nostalgia drags at nearby Formosa drag strip and Big rigs everywhere for the NASCAR Southwest tour & truck races.



Zone 7 surrounds the Perpetual Trophy. Results will be at the Zone 7 Awards Banquet.

friends.

Saturday's concours was held at the Rio Bravo Resort and of course we went FULL CONCOURS with #22. Funny thing was, Ron Mistak from San Diego Region showed up in the same class as us with his newly restored former Wayne Baker IMSA 914-4, with the number 22 also. So here are two #22's, both black and yellow competing for weekend honors. The gauntlet was thrown, Zone 7 against Zone 8. Ron edged us out in the concours. "Fine, we said, we'll get you in the driving event." The concours had a nice turn out, with a good showing of 365's too. After the lunch, which was fabulous and huge, we returned to the HQ hotel, which was very nice and reasonably priced, for a quick spiffin' before the eve's party, back at the resort again. Very nice setting BTW and the weather was perfect. We were treated to a 1/4 scale RC car race in the resort parking lot before cocktails. These were NASCAR truck models, hosted by Chrysler who did bunch of stuff in Bakersfield this weekend, so we got their extra bennies too. Chain saw motors on Nitro smell really neat!

Anyway, the dinner was good but the prizes and silent auction items were great. Davy Jones, IMSA, NASCAR, 2-time LeMans winner & INDY 500 runner up in '96 with GGR's own claim to fame, Bob Garretson, were the guest speakers. Davy was good, Bob was great. So, what you're wondering is, what about the Auto-X!

Well, Minter Field at Shafter was not a huge site but 3rd gear was used. Next year we get the entire airport! This year we had a good course and as a treat, a mini-air show by some old war birds, complete with smoke. Neat stuff! We had about 6 practice runs then got 2



Zone 7's Sandi Provasi tells Zone 8's Ron Mistak "Up yer nose!"

Photos by Bill & Rebecca Newlin

sessions of timed runs, 4 runs per session. I had Tom Provasi by 1 second and Mistak beat by over 2 seconds when they decided to run another 3 timed laps for everyone. Mistak's car was smoking and missing. We started out the day with our own problems, loose manifold and sticking throttle but fixed it, Mistak inherited the problem, but he fixed his car since it was a very similar problem to ours. In the final 3 runs, the day got real exciting as Tom, in his 3.5 914/6 monster, got the first 3 runs and he laid down the time(s) to beat. He had me by a second now. Sandi Provasi had a killer run and would hold on for her first TTODL, so, Ron and I went after Tommy with our four bangers. I had a cone on my first run but no one saw it and then I was told I'd get a re-run. So I tossed that run away and experimented with new lines. I found a hay bale head on, which I got a nice trophy for. My second run wasn't enough and so the 3rd and final run would be the one. Mistak had improved and was closing. Ron's next run was now a tick better than mine. My last run was perfect and I was sure it was at least a second if not more faster than any run I had done. But they missed my time again! Arrggh! So everyone say's oh just do that run again. Not any easy course or task. I gave it my best but I knew it wasn't enough. Tom wound up with a 40.97, me 41.15, & Mistak with a 41.39. Other notable Z-7 racers were Mike Lommatzsch, Dave Darling,

Bob Peake, Steve and Sherrie Kuhn with the kids, Deb & Kevin, Bud & Maryann Behrens, & Bill Winkler. Close competition and great fun. Everyone went home happy and ready for next years Challenge. The Zone 8 (Oh Zone) members and the Zone 7 (referred to as the Twilight Zone by Z-8) got into a bragging rights contest around the perpetual trophy at the end of the day. The BIG trophy will be awarded to the winning zone at that zone's year end awards banquet. No one has the official results but I can tell you we won 18 classes and Z-8 won 12 at the auto-x. We raised a ton of money for the Arthritis Foundation and had a blast doing it.

Not bad for the new #22's first Auto-X. Rebecca and I hadn't auto-xed in 3 years, so we felt pretty good about how the weekend had turned out, even if the car was a filthy mess again. The only sad note was the fact that less than 1% of GGR's membership attended this event. SO, WHERE WERE YOU GUYS?

Later, car#22



The other #22! Ron Mistak's beautifully restored IMSA 914-4 formally campaigned by Wayne Baker.



The Newlin's and Provasi's 914s shine at the Concours.



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All graduates of '99 school will be eligible for 1999 Rookie of the Year!!!



November Board of Directors meeting

Meeting called to order at 6:41 P.M. on November 4th. 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 were Jean Ohl, Lloyd DeMartini and Mike Bernamonti. Minutes of the previous meeting were unanimously approved as written.

Postmortem of events

The Friday Night Social had about 14 members. The New Member Social had almost 80 attendees. The confined area of the restaurant provided a location that encouraged more new member conversations and also the event was more relaxed since it was on a weekend instead of after work. Karl Keller, the Mother Lode Tour Chair, managed to outdo himself with the tour this year. Approximately 60 participants enjoyed a play, horse-drawn surreys and lots of good food in the gold country. Zone 7 prevailed in the autocross at the Zone 7/8 Challenge, winning a majority of the classes. Tom Provasi took TTOD. However, Zone 8 handily won the concours, with the only challenge coming from Bud and MaryAnn Behrens and their new Boxster. The event had a good turnout, but would benefit from being designated a Zone event next year, earlier finalization of the date and earlier advertisements in the Nugget. The Autocross at Dublin was rained out, and the Autocross Chair successfully tried out the rain clause in our contract. The "Clue"less in Santa Clara gimmick rallye had 21 cars try to solve the murder mystery that Mrs. Peacock killed Mr. Body in the Study with the Knife. Both participants and workers thoroughly enjoyed the event.

Director reports

President: GGR received the quar-

terly membership rebate from PCA National. Dick Cottrell would like to submit the 1998 Palo Alto Concours for the National Pirelli Award at the 1999 Parade. Next year's Board will address his request.

Vice President: Insurance has been ordered for all events through December 1998.

Treasurer: No report submitted.

Membership: Number of prime members is 1507, with 21 applications in process and 45 new members. Board unanimously approved motion to accept all submitted new member applications. Membership RSVP'd to attend the Child Advocates of Santa Clara and San Mateo Counties Christmas party. Membership to present check for funds from GGR Swap Meets, and Time Trial Chair to present check for funds from GGR proceeds of Zone 7 Autocross School.

Competition: Autocross Series needs new timing equipment and Chair is researching solutions and costs for Board presentation at next meeting. Competition presented updated status of Autocross budget, with recent Autocross entries. With one more event, the Series currently has excess revenue over expenses. Time Trial Chair is negotiating Time Trial and Driver's Education dates with all the tracks. Craig Watkins, as an interested participant, is pursuing scheduling Club Race(s) for next year.

Secretary: Annual ballot was mailed out on Oct 16th and 17th. Deadline for voting is Nov 15th. Six election officials have been identified and the date for counting the ballots is being coordinated. Secretary volunteered to meet with catering company officials at the NASCAR truck event at Sears Point Oct 11th to understand the effort involved for GGR

to help with hospitality tents. Due to circumstances that would continue to be beyond control of the Board, there are doubts that this effort would be successful for GGR.

Social: Nothing to report.

Nugget Editor: The Nugget needs a proactive Nugget Ad Manager. President took action to contact members who volunteered to help prior to the election.

Webmeister: Web site statistics: 21,178 accesses as of 4 November 1998. Webmeister has moved to Central California, but will continue to maintain the website through Dec 98. Three people have volunteered to take over as Webmeister for 1999: Kirk Doberenz, Len Ott and Erik Ostley. Greg Braun suggests the duties be split between the three and Jeff Stevenson continue the GGR Member's Online & Event Photo Gallery. This will lighten the workload, facilitate training among people and prevent a single point failure. One person will attend Board meetings as the Webmeister representative. Webmeister took action to provide a Webmeister Operations Manual with logon accounts, passwords, etc. by mail to be passed on to the new Webmeister. Webmeister also identified other responsibilities that need replacements: a new Dealer Rep for SAS German Auto and someone to maintain the Time Trial Lap Records.

New Business: Year End Awards were decided and will be presented at the GGR Automotion Autocross Series Awards Brunch on Dec 6th.

Meeting adjourned at 8:29 P.M.

Members

GGR members celebrating anniversaries with PCA in November:

5-year anniversaries

Greg & Tricia Braun
Perfecto & Carmen Cahilig
Thomas Chenkovich
Todd Cole
John & Gale Erlandson
Vernon Kent & Maria Fong
Scott Leiby & Eroc Inman
David Peters & Yena Joanne Chung
Peter & Daniel Sinton
Robert Willenbacher & Jane Hill

10-year anniversaries

Gwen Sablan
Win & Barbara Seipp
Daniel & Maureen Swiger
Rik Winter

15-year anniversaries

Jim & Diane Mather
Harold & Kevin McDonald

20-year anniversaries

Chris & Marsha Mason
Vaughn Temple
Don Tevini & Jacque Booth

New members

Please join us in welcoming our newest members.

Louise Sousoures, membership

Time Trial #151



Official Count

New members 45
Transferring in 5
Transferring out 6
Total members 1507

Transferring out

Transferring in

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VEHICLES

1968 911 coupe, Black laquer, SC flares, Kenwood stereo, 16" Epsilon 3pc. alloys, E motor with webbers, 1972 911S front end, Koni shocks, always garaged, owned 17 years, must see to appreciate. Smog except. \$8500 OBO Dave Thal (650)363-0991

1969 911E Coupe. Same second owner past 25 years. Always garaged. No rust ever. Updates struts. Excellent body and interior including Recaro drivers seat. Silver/Blk. Runs but will need engine work. \$3,800. (650) 593-1141.

1970 911T, red exterior, black interior, original engine, runs ok. For more info and pictures, go to: www.awrob.com/forsale.html. \$7600.00. Call Robert 650-947-8810 or email roberto@eng.sun.com

1970 911 Targa: Slopenose Speedster conversion ready for paint. AIR bodywork with 3.8 RS tail, Speedster clamshell, splitter front spoiler and more; great wheels and tires; big brakes with full coilover suspension; many interior goodies; 73 trans with LTD slip; have V8 conversion kit and an all Alum. Chev 350. Over \$20k invested. Asking \$15k. Call Greg at (408) 847-3232.

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). 15" Fuchs. Terry Sullivan 408-353-3111 (home), 408-298-3658 (work). Long time Don "Carrera Tech" Wise car. \$10,800

1973E Coupe, #9113201004. White w/black. Born E, upgraded S plus. Recaro seats. Rebuilt transmission, brakes, suspension, MFI. Rebuilds 105k miles, now 160k miles. Forced oil chain tensioners, H&H Carrera bars, Front oil cooler, and more. 15" cookie cutters. Blaupunkt and 16" black Fuchs available. Documents. Garaged. \$11,900. Gary Hoffman. Hoffman@ricochet.net. 408-927-6917 Gary A Hoffman

1973 911E Coupe, #9113200354, Ruby red/black, very clean and original, S pkg, Fuchs, factory workshop manuals, cover, 91,000 mi, service receipts since 1987, no rust, \$8,900, Mark McLaughlin, (650) 723-7630 wk, mark.mclaughlin@forsythe.stanford.edu

1973 911 GT4 Race Car with RSR body work, 10's & 12's, 2.5 Ltr. MFI w/46mm T/B's, full cage, cell, 915 w/Quaffle, Bremteks, bias, 3 noz. fire sys, xtra body work. New pexi all around, 1,970 lbs. 2 axle trailer, 3 pg equip list. Race ready. \$35,000 Gary McNair 3189 Tiffanie Lane, Napa, CA 94558 Ph (707) 252-2363

1974 Carrera Coupe. Compete in a classic. Autocross, Time Trial - prepared; swaybars, torsion bars, Bilsteins, oil cooler, 7 & 8's, ducktail, fogs, spoiler. Chocolate brown, brown leather int, sport seats. Excellent body and interior, awesome performance. \$18,500. Rick Giacomazzi, 3111 San Juan Hollister Rd., Hollister, CA 95023. 408-815-2996.

1983 911 Cabriolet. Excellent condition. Upgraded Tensioners, Pop Off Valve, New Koni Adj front, Bilstein Sport Rear, upgraded oil cooler, steel braided brake lines, 16" BBS wheels. \$18,500. Bernie Weinzimmer (408) 986-6818 Days, (408) 741-0499 Eves. or 1 (800) 268-8643 Pager.

1986 Carrera Cabriolet. 54K miles, Excellent condition, Guards Red with full tan leather interior, sport seats, custom sheepskin covers, BBS wheels, factory tail, all original. Alarm and Alpine stereo. All records. \$29,000 408-358-2405. Email : klangeng@ccnet.com

PARTS & MISC

'69 2.0 S Engine Parts. Heads, \$50 each. Pistons and Cylinders, \$50 each. Aluminum pressure plate and clutch, \$200. Larry. 925-371-2258.

Wheels/Tires: 5 Bolt, Deep Dish Fuchs. Chrome Trim Rings & Center Cap. (2)16x7, (2)16x8, have Yoko S306 w/good tread. Originally from '80 911SC. Make Offer. Scott 415-664-0668 or scott@inaoak.com.

Wheels for Sale. Wheels will fit any late model 924s, 944, 944S, 944 S2 or 951 plus many late model 928 or 911 cars. Set of (2) 8 x 16 and (2) 9 x 16 forged 944 Turbo S Club Sport wheels. 8 x 16 wheels are brand new with anodized finish, 9 x 16 wheels also have anodized finish, but have a few scratches. Will only be sold as a set. (2) 9 x 16 forged Club Sport wheels. Polished. \$800. (2) 8 x 16 "Design 90" wheels. Seven spoke design, original equipment on C2/C4 and 944 S2. 52.3 mm offset. Fits front orear of late model 944, 951, 928; rear of 924s or C2. Excellent condition, \$400. (4) 7 x 17 993 Cup wheels. Five spoke design. 55 mm offset. Recent take-offs

in excellent condition. \$200 each. Contact: Mike Mitchell (510) 713-9248 Mahler9th@aol.com mmmitchell@natusmed.com

Four 911 Carrera Cup wheels/tires (front), 7J17, 55mm offset with Dunlop Sport 8000 245/40ZR17, tread depth 5-6mm. \$875 for all 4. Mike Rigodanzo 650 938-9446 evenings.

2 - 7.5 x 17, 2 - 9 x 17 Borbet C2 wheels. Polished. \$900. 408-234-1295 or 408-255-9338.

911 Wheels, Roll Bar, Misc. - Fuchs, 2-15x7, 2-15x8, Mounted w/Pirelli P-Zero Tires Set for \$1200.00 Roll bar with fire extinguisher and 5 pt. quick release belts for 911 Cabriolet \$200.00. Camera Mount for roll bar - \$50.00. Small diameter suede racing steering wheel - \$50.00. Bernie Weinzimmer (408) 986-6818 Days, (408) 741-0499 Eves. or 1 (800) 268-8643 Pager.

16" Fuchs from 930. 7's and 8's with center caps. Center need refinishing. \$630. (415) 566-2464

New parts- All still in original boxes, 2- Ball joints (w/pins, nuts, & washers) for '72-'89 911/930 '73-'76 914 \$110, 1- Breather hose for '74-'79 911 \$20, 4- CV Joints (w/gaskets, boots & bolts) for '75-'84 911 \$250, 4- Front wheel bearings (w/seals) for '65-'89 911 \$40, 2- Rear wheel bearings for '74-'89 911 \$100, 1- Accelerator link for '74-'89 911 \$10, 2- Shifter coupler bushings for '65-'86 911 \$5, 1- Fuel filter for '77-'80 911 \$10, 6- AIR injector plugs \$5. Call Rod @ 925-314-0914

914 Mahle 4 bolt rim. 914 Side shift transaxle. 914 Ski rack. Best offer. Cliff (408) 978-6041

'71 2.2T motor 95% complete need intake & exhaust gaskets, nut ect. but comes with rebuilt Zeniths & factory style heat exchangers \$2000.00. Set of 4 15 by 6" flat Fuchs fare cond. good for the track \$400.00 obo. 911/914 22mm front swaybar with adj. bar ends and non-adj. drop links \$100.00 obo. Buyer pays shipping. Revis Rose (510)437-3501 days (415)440-6728 nites

Pair of rebuilt heads for a 912 or late 356 w/new vaules, springs, keepers, and retainers w/ topend gasket set, the heads are were rebuilt at Harry Pellow's and have not been on a motor since they were done. They come with late model hold down nuts. For \$650.00. bps from San Francisco, CA. (510)437-3501

days (415)440-6728 nites.

WANTED

Wanted, Garage storage for 911. Santa Cruz or immediate vicinity location. Used as secondary vehicle. No oil leaks. Just need safe, tidy, reliable place to park my 911 and get it out of salt air! Please contact David Palic at (831) 465-9213 or drpalic@earthlink.net.

Wanted, Blaupunkt radio model 3001 for 1980 911SC. Leads on sources appreciated. Other 1980 911 radios will be considered. Brian Carleton. 408-867-3136

Wanted: S/4 Steel 1973 911 Steel Wheels. Mark Grimstuel, 650-574-3788.

Wanted: extra set of 4 wheels and auto-x tires for 944 in reasonable condition for occasional events. Bill Newton, (510) 272-3605.

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 or email me to cancel sold items.

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GGR & Zone 7 Events Calendar



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

December

6 Sun

16 Wed

January

8 Fri

9 Sat

GGR-Automotion Autocross & Awards Brunch.

GGR Joint Board Meeting - TBD

GGR Friday Night Social. 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.

GGR Activities Day & Annual Meeting

continued from page 7

chines offering sophistication and exhilaration for the enthusiast driver.

The long, low, powerful 917 with its 12-cylinder boxer engine enters the Can Am race series.

1970

In partnership with Volkswagen, Porsche introduces the squared-off 914 model. With a four-cylinder mid-mounted engine, the 914 replaces the 912 at the entry level of Porsche's range. Porsche designs, develops and tests this entry level car while Volkswagen builds it; this division of labor will be used by Porsche several times over the coming years. The model is designed expressly for the American market.

Porsche captures its second consecutive World Championship of Makes, while the 917K, 917L and 908/02 take the top three slots at Le Mans.

1971

Galvanized steel is used extensively on the 911's body.

1972

Pollution controls start to be used on Porsche engines, and displacement is raised to 2.4 liters on most cars to compensate for a loss of output. The 911S now produces 190 horsepower and can hit a top speed of just under 150 mph. To improve high speed stability, Porsche engineers add a front spoiler below the bumper, resulting in what has been called a scowling face front end.

The renowned Carrera RS makes its debut with a 210 horsepower engine. By boring out the 911S's powerplant to 2.7 liters, the Carrera RS takes its place alongside its legendary

namesake 356 Carrera models. These cars are stripped of luxury accoutrements and homologated to compete in GT class racing. Gone are the soft seats, arm rests and sound damping. These creature comforts are replaced with wider tires, flared fenders and the addition of a seven inch-wide rear wing. With this more aggressive look, Carrera RS models are painted all white at the factory with green, blue or red script lettering below the doors.

Two modest engineering advances make driving a Porsche easier. The oil reservoir of the car's dry sump engine is moved forward for better weight distribution and the unique dog leg shift pattern is abandoned for a more conventional design.

Porsche's new research and development center in Weissach, West Germany opens.

A 900 horsepower 917/10 model wins the Can Am championship.

1973

Some models are fitted with the 2.7-liter engine with Bosch Jetronic-K electronic fuel injection, but due to the addition of increased pollution control equipment, power is muted. The base 911 produces 150 horsepower, while the 911S has 175 horsepower. An optional hydropneumatic suspension is added, then quickly abandoned.

The Carrera RS now comes in two high output versions for motorsport or street driving purposes: a 315 horsepower version with a wider stance and a 330 horsepower RSR variant made for the track.

Mark Donohue, driving a 917/10, wins six of the eight Can Am races;

other Porsche drivers take the remaining two races. The Porsche RSR Carrera takes both the Daytona and Sebring endurance races.

1974

Oversized bumpers containing bellows-type impact absorbers to reduce the stress of an accident are added to the 911 design in response to increasingly stringent crash protection regulations in the United States.

A limited-edition Carrera 3.0RS with a 200 horsepower, 3.0-liter engine goes on sale; top speed rises to 146 mph, while the car's total weight remains below 2,500 pounds. An extra-wide rear wing and flared wheel arches are integrated into the body panels.

Porsche shows its 930 Turbo prototype at the Paris Auto Show. This concept car will prove to be a sneak peek at the future of Porsche.

1975

Using the body of the 3.0RS model, the 930 Turbo goes on sale in the United States as a 1976 model. The car has an exhaust gas driven turbocharger that pumps air and fuel into the 3.0-liter engine at an additional 0.8 atmosphere of pressure. The result is a forced induction powerplant with a peak output of 260 horsepower which propels the 930 Turbo to 60 mph in less than 5.6 seconds; the car has a top speed of 155 mph.

Mark Donohue sets a closed-course speed record of 221.12 mph at the Talladega raceway in a 917/30. Peter Gregg wins the IMSA GT series in a Carrera RSR.

Look for Part II next month!



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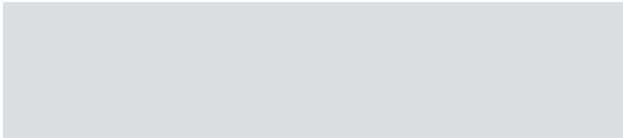


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