Inside

PCA Club Racing in Las Vegas
Automotion Concours Results
Dave Dunwoodie, editor
Sheila, associate editor

I volunteered to be the Nugget Editor because I thought I could contribute to GGR with my Mac expertise, learn about DTP and what it takes to put a monthly magazine together, and I didn’t want our Nugget to deteriorate to what we received for our Feb. issue.

I have learned a great deal, and each month I get to learn about so many new things happening with the Porsche Club.

Now is your chance to help out your club! Positions are available for President, Vice President, Secretary, Treasurer, Membership, Competition, Social, Nugget Editor, and Webmeister.

If you have some time you want to put back in to your GGR club, call James Ohl at (650) 341-9020 and let him know what position you are interested in.

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Louis Knight (707) 323-9127 24 hours
Larry’s lines

Larry Sharp, president

Last month a group of us from GGR got together and went to downtown San Jose for a small charity function. The people who attended were Louise Soursoures, Masou Robinson, Mike Mitchell, Donna Sylvanovich, my wife K.C. and myself. We went to the office of the Child Advocates to show off our cars to some of the children who are involved in one way or the other in the legal system. It was a chance for our club to do some hands on work with children who are not having the best time in their lives. We let them crawl all over our cars, showed a few videos of our racing activities, and answered thousand of questions it seemed. The kids (and the adults) where wonderful to deal with and we all had a good time. Even Masou was ok with the kids in his car. It was a great afternoon and we all went home feeling we had helped make a few kids day feel a little brighter. If you would like any information on how you can help, please let me or Louise know. See you on the road.

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Volume 38, No. 7

Cover: Part of the grid on their pace lap at Las Vegas Motor Speedway.
Photo: Pattie De Martini

July 1998 The Nugget 3
GGR Rule Book Changes
If you have any ideas for rule changes for the next edition of the GGR AUTOCROSS AND TIME TRIAL RULES, now is the time to get your feedback heard. Call Kirk Doberenz at (925) 837-0479 to get your input submitted by July 15th.

Porsche Factory Teams Finish ONE-TWO at Le Mans
by P. Michael Clarke and Joe Hansen

LE MANS, France, June 7 -- Porsche began this year's running of the 24 Hours of Le Mans with a parade lap of Porsches old and new, celebrating the company's 50th Anniversary. It ended in similar fashion -- with a two-car parade of Porsche 911 GT1s taking the checkered flag on Sunday afternoon.

The Porsche factory team battled the elements, mechanical mishaps and a formidable field of competitors to claim its third consecutive victory and 16th overall win here at the Sarthe circuit. The winning Porsche 911 GT1, driven by Allan McNish, Laurent Aiello and Stéphane Ortelli, completed 351 laps and covered 2,990 total miles with an average lap speed, including pit stops, of 200 kph (124 mph).

Ironically, the same set of circumstances that prevented the Porsche factory team from claiming the one-two spots on the podium last year worked in their favor this year, as Toyota lost its leading car to transmission failure with a little more than 90 minutes remaining in the race. While the turn of events was heart-wrenching for the Toyota team, it was not completely unexpected: virtually all of the Toyota GT One entries retired with gearbox problems at some point during the race.

Mercedes-Benz and BMW were picked as the odds-on favorites entering the 66th running of Le Mans, but it was Porsche, Toyota and Nissan that battled throughout the night and into the next morning to contest for the coveted podium positions.
Shop talk

911 Dash Electrical Fire Prevention

by Steve Grosekemper, San Diego Region
(from WINDBLOWN WITNESS)

One of the most terrifying experiences a Porsche owner may ever be faced with is an electrical fire while driving. This situation is usually caused by a short in the dash illumination circuit. The problem with this circuit is that it is unfused. When part of the circuit shorts to ground (usually caused by chafed wiring, bad bulb holders, or other unexplained circumstances), the current load greatly exceeds the capacity of the wire, causing heat, fire, and of course highly elevated repair bills. The overheated wire lives inside a large harness which takes only minutes to be completely destroyed.

Fortunately, this disaster is easily averted. An inline fuse holder can be installed at pin #58L of the headlight switch. Then, if a short does occur, the fuse (3 amp) blows before any damage is done.

Installation instructions:
1. Disconnect battery.
2. Remove headlight switch.
3. Disconnect black & violet (58L) wire from switch.
4. Install inline fuse holder between pin 58L and black & violet wire. Note: install connectors at each end of fuse holder (1 male, 1 female, spade type).
5. Insulate wire end of fuse holder with 3/8” heat shrink tubing.
6. Reinstall headlight switch and reconnect battery.
7. Turn on headlights and remove fuse from holder. Did the dash lights go out? Congratulations! Your update is complete (after you reinstall the fuse, of course).

Loose Steering Wheel, 74-89 911

by Steve Grosekemper, San Diego Region
(from WINDBLOWN WITNESS)

Your steering wheel seems unusually loose, is the nut falling off? Not likely. What is most likely causing the looseness is the deterioration of a small plastic bushing between the steering column and the column bearing.

The authorized factory repair is to replace the entire bearing assembly. An easier repair method is to replace the failed plastic piece with a new plastic sleeve. Unfortunately, these after market sleeves are not as easily installed as advertised, and cost about $15.00 plus shipping. They are also made of plastic, similar to the failed piece that started the whole process.

Instead of a temporary fix, here is a permanent solution. Install a steel sleeve instead. A sleeve borrowed from a 928 steering column, of course. The sleeve (part #928.347.739.02) is a perfect fit into the 1974-89 911 column. It costs only $6.27.

Palo Alto Speedo 1/4 pg

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KEN BENHAMOU

10% OFF FOR GGR MEMBERS
While the peninsula was being pounded by yet another wet and windy storm, 12 GGR families headed off to sunny Las Vegas for the Club Race, hosted by Inter-Mountain Region, on May 2 – 3. To say the facility is impressive would be a gross understatement. The red, white and blue grandstands loom over the banked front straightaway, and if you listen closely, you can still hear the roar of the crowds that watched Nascar and IRL take on the track demons. The Club Race course incorporated the banking on the front straight, dropping into the infield through a chicane leading to a sweater onto the back straight, winding back into the infield for some twisty bits and the Legends oval and back onto the main track.

Rich McClellan, Lloyd De Martini and Jeff Tatro arrived in Las Vegas in time to participate in Friday’s driver’s ed session, which was extremely helpful to those, like Lloyd, who had never before driven the track. Lars Giersing brought his car carrier, loaded down with not only his 944 but chariots for Zack Zachowski, Ted Phillips, Brian Barrington and Chris Lanzatella. Steve Meacham brought his wife, Christina, to help him sort out his newly painted 911 wide-body, while Craig Watkins had Jerry Woods inspecting and tinkering with the motor of his 2.7L 911. It hasn’t taken long for Larry Heitman’s fiancée Sue, to figure out how all the craziness at Porsche track events work. She can spot an unsportsmanlike driver in less than two laps.

Ross and Lauren Merrill arrived Friday afternoon with their respective cars in tow, along with their mini pit crew, Thomas and Jonathan. Rich McClellan suffered overheating problems on Friday, so he packed up and left for home Saturday morning. He said his other option was to try and run, then rebuild the motor when he got home. I am sure Stan likes his first choice!

As usual, practice races were run on Saturday. Lauren Merrill must have felt like a slow moving pylon marker when a bolt backed out of her shift linkage just as the green flag dropped. She coasted to safety after the crowd blew by her. Luckily the wayward bolt was still sitting in the shifter and a quick repair was made.

The Walton boys, Gary and Rich, also came to participate, bringing all the tricks of the trade, except the dash 12 steel braided oil line we needed on Sunday when Lloyd developed a whole in one of his oil lines during the qualifying race. After only two laps, Lloyd began spraying the track and some of his racing buddies (sorry, guys) with oil. The black flag brought him in and the of-
fending line was discovered. It was pumping oil like a severed carotid artery. Kelly Moss came to our rescue with a new fitting and we were able to get the car cleaned up and re-teched in time for the feature race. Because of his shortened qualifier, Lloyd’s starting position for the race left him a lot of work to do! The car and Lloyd were quite a team getting through traffic, and Lloyd was awarded the Hard Charger trophy.

Craig Watkins had a superb start for the feature race but unfortunately sat out most of the race in the shade of a billboard on a section of the main track, which wasn’t being used. A broken brake line was discovered as he was under hard braking coming off the main straight into a sharp left-hand turn and the pedal went to the floor. (I don’t think the phrase “pedal to the metal” was meant for the brake pedal.) Craig’s superb driving ability allowed him to take an escape route and stop safely, in the shade no less!

Las Vegas Motor Speedway is a great track for spectators, too. Spectators are afforded a view of the entire track at the top of the media center, which is where April Tatro, Barbara Gabel and I spent a good portion of the weekend, keeping an eye on all our GGR drivers and keeping them out of harms way. That is why Ted “Spin To Win” Phillips landed safely when the sweeper at Turn 5 was testing his mettle.

Jeff Tatro was having a blast getting used to his new zoomie motor. Unfortunately Jeff’s weekend was cut short on Sunday with a broken clutch, but Zach Zakowski brought home the gold with a win in Class G and Gary Walton was victorious in Class GT3R.

As usual, it was great fun getting together with friends, doing what we like to do best. The track is a thrill to drive, and we are all looking forward to conquering it again next year.

*Photos by Pattie De Martini*
Happy Birthday!! The GGR Website is 2 years old! I want to express my sincere thanks to all of the regular contributors that make our site what it is (in alphabetical order):

- **Rob Aube** - Time Trial results & YTD points
- **Dave & Sheila Dunwoodie** - The Nugget
- **Marianne Gardner** - Board Meeting Minutes
- **Glenn Hills** - Hosting the GGR site
- **Dan Jones** - Event photographer
- **Brian Lee** - Event photographer
- **Dave McGuigan** - Autocross results & YTD points
- **James Ohl** - GGR Calendar
- **Len Ott** - hosting and providing the online version of the GGR Timetrial & Autocross rules
- **Jeff Stevenson** - hosting and maintaining the GGR members online & photo gallery site
- **Henry Watts** - Autocross News, Time Trial Instruction & Student Info

The web staff and their email addresses are listed on the 'What's New' page at:


Questions, Comments on the GGR Web site? I'd love to hear from you - gvb@netcom.com

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**Porsche To Develop And Produce Sport Utility Vehicle**

ATLANTA, June 4 -- Porsche AG in Stuttgart, Germany has announced it will be expanding its 911 and Boxster model lines by building a sport utility vehicle (SUV).

Scheduled to be launched in 2002, the new Porsche SUV will have off-road capability and permanent four-wheel drive. It will be based on the same platform as the new off-road vehicle planned by Volkswagen AG, and powered by engines developed and built by Porsche.

The supervisory boards of Porsche and Volkswagen have given their go-ahead for the cooperative effort. Porsche and its Research and Development Center in Weissach will assume development leadership on both the Volkswagen and Porsche vehicles, which will have their own fully independent features. In the fall of 1998 the two companies will decide on a production site.

Commenting on the project, Dr. Wendelin Wiedeking, Chairman of the Porsche AG Board of Management, said, "Our new sport utility vehicle will not only correspond in full with Porsche's high technical and visual standards, but will also pave the way for future growth potential in the sales, turnover and earnings areas. It will help to reduce our dependency on the traditional sports car, convertible and roadster segments, and achieve gains in sales volume which will strengthen Porsche's position still further."
Better brakes, better handling suspension, more get-up and go. Is it a new model from the factory? No. It's just what happens when you service your new 993 at S.Car.Go.

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Autocrossing around the zone with Hank

By HANK WATTS

ZONE 7 AUTOCROSS SCHOOL: The at-least-annual school was held on the 2nd and 3rd of May. It rained, of course. A full roster of 90 students and about 60 instructors was on hand (and apparently the waiting list for the school was as high as 70 just before the event). The approach was the same one taken last year by Chairman Masuo Robinson and worked marvelously. The students learned a lot and everyone had a good time.

A variety of interesting cars appeared, including Skip Stevely’s twin turbo, a number of Boxsters and Ron Wilcox’s 911 with the deceivingly stock outside appearance and the monster motor underneath. The Sunday courses were both good exercises and fun, though there seemed to be some confusion about which course was supposed to be the more open one, and which was supposed to be somewhat tight/technical.

One moment of near-panic came as yrhmblscrblr was driving the Wilcox car on Course 2, the faster course. Just as I hit the brakes, preparing for a downshift, it became apparent that the throttle had stuck wide open. Now, I wasn’t trying to slow down simply because I was tired of driving fast; it really was time to reduce speed and make some vague attempt at negotiating the upcoming right-hand turn. After a split second to recognize what was happening, we managed to get some vague attempt at negotiating the upcoming right-hand turn. After I was tired of driving fast; it really was time to reduce speed and make a split second to recognize what was happening, we managed to get the key turned off and the car stopped, but not until the next car onto the course, Sue Kasnic’s red SC, came sailing across our bow. She’s tightly connected to Ron Wilcox, presenting the opportunity of wiping out the family Porsche stable in one dramatic incident. Just a little reminder from the gods that there are real risks, even in autocrossing.

GGR TIME TRIAL: Laguna Seca hosted the fourth time trial of the year for GGR on May 30 & 31. The weather was gorgeous and much appreciated. (Anyone who complains about heat -- if any -- at the upcoming summer events at Thunderhill and Buttonwillow deserves to be banned from competition for a decade.) With a lunchless schedule that used more of the available track time, the groups got almost 2 hours of practice time over the two days. If one had to choose a track on which to wish for good weather, Seca would have to be the one, and we got it.

The drivers behaved themselves fairly well, at least on the track. Two drivers managed to find walls (turn 4, outside and turn 6 inside), but the damage was minimal. A number of cars ended up on the trailer early due to mechanical problems, but this is the first time we’ve really gotten to run a full weekend, so we’ll write that off to teething problems. Wolfgang’s Saturday dinner was marvelous and Tarp’s put up with the usual rowdiness afterwards (especially from certain daughters, "Turn up the patio music, we need to DANCE.") Dick Antoine in particular managed to cram most of his weekend enjoyment into that one evening.

Due to heavy participation, timed runs were limited to 1 practice and one timed, and completed at 2:38. The track was then run as an open session for the remainder of the day. About twelve cars availed themselves of this opportunity. Official results are not out yet, but it is believed that Art Seeger took TTOD with a 1:37.3. David Ferguson (having gone home to rebuild a transmission Saturday night) was second with a 1:37.9. Many drivers did an outstanding job under the pressure of one timed lap, but Masuo Robinson’s 1:46.5 was particularly impressive.

NEW TIME TRIAL DATE: Announced at Laguna Seca was GGR Time Trial #7 at Sears Point, Oct 31 and Nov 1.

LPR AUTOCROSS #4: LPR Autocross #4 (but only the third to actually run) was held on the 9th of May at Candlestick. In anticipation of a large contingent of first-timers from the autocross school (previous weekend), the event was run as a closed course, not the normal LPR slalom, with its attendant rapid grid cycling and timing-trailer madness. Masuo Robinson (also trailer hauler) did the course; fairly tight with slalom cones set on 45’ centers and sharp corners at start/finish. The faster cars came in at about 34 seconds.

It was a very special event in that it didn’t rain, though the wind was quite impressive by mid-afternoon. There were several first-timers, but the number of people coming from the school seemed to be about 10. The total of 67 drivers got 6 official runs each and had time for over an hour of fun runs.

In a pitched battle, and by dint of careful, aggressive driving, Neil Jackson’s Creamsicle car took TTOD. Certain people in other orange cars need to stay off the cones (or slow down, I suppose . . .). Neil Yonk was the fastest driver of the street car group despite Masuo’s efforts. Louise Sousoures was the fastest woman driver on any kind of tires.

Mike Mitchell, who is usually happiest when there is some work to be done on his car or someone else's, must have been downright ecstatic by mid-morning. He or Donna managed to break the ball joint on their 951. Not wear it out, break. There are a number of available approaches to fix this, but the simplest field repair was to replace the control arm. A quick trip to the East Bay produced the necessary part, tools from various cars and trailers were located, and the car was running again (well, rolling again, it was always running just fine) by mid-afternoon.

During the event, Brian Lee found the handling on his M3 to be less effective than normal. Careful later inspection revealed that the two narrow tire/wheel combinations were on the rear of the car, not the front, where Bayrische engineers intended them to be. He’s trying to blame this on the shop that does his servicing . . .
The course was designed by yrmsthmbwtr to be a contrast to the the previous day's course, and also to make a fair testing ground for the Cobras and those other Shelby cars which are much fonder of tests of acceleration than of corners. It was big and fast. Lap times were in the general range of the low 40s. The gated course consisted of two sweepers, a mild chicane on the back straight (followed by a two-cone slalom) and a more serious chicane just before the start/finish line.

The course allowed the 911s to practice upshifting and downshifting, something the 914 autocrossers have to do a lot. There was some grumbling from the 914s early in the day, suggesting that the course held little technical challenge. By the end of the day, those who stayed and ran seemed to feel differently. Based on unknown considerations, people felt that they would rather run 1, rather than 1 and 1. So all laps started with a start box, and the cars were on the clock as soon as they hit start/finish. While this allowed a larger number of timed runs (10 for everyone) by 3:00, running with an overlap meant that a car went out (and came in) every 30 seconds or so. It took most of the morning for the timing crews to get used to this level of activity with manual clocks. Once things settled, they did an excellent job.

It was lovely to see the rich variety of interesting cars running together. I don't know much about the '60 Corvette (a roadster), except that I heard it had a lot more power than tire and could scoot really well. I had a chance to instruct in and drive the new Ferrari GTS355. What a marvelous machine. Extremely powerful, reasonable in weight, controls well to hand, comfortable at almost any angle of attack as long as the driver is judicious with the throttle, and very recoverable when the driver isn't quite judicious.

The orange car scored a moral victory but the trophy (similar to the one for the first event) was awarded to the '87 Mustang piloted by Guy Cunningham. Guy was barely able, on his last run, to sneak ahead of Glen Brooksby (and five other Porsches piloted by Cooley, Benz, Sousoures, Freeman and Bergstrom) for the trophy.

GGR'S PORSCHE-SHELBY AUTOCROSS CHALLENGE II: Sunday 10 May witnessed the second attempt at getting a bit of friendly inter-club competition together. Several Tigers, a very fast Mustang, a beautiful Cobra replicar, three Ferraris and a highly modified '60 Corvette (if you're wondering about the rather extended definition of 'Shelby', it just seems that the Shelby folk are real friendly in a down-home sense, and when they go out visiting they often take friends along). The TTOD trophy (a richly-decorated, bright red and hand pinstriped piece) from the previous challenge was awarded to yrfthflsvnt. The rule for the day was that the same driver could not win both events.

It was another tough day in paradise, with no rain; the wind didn't even kick up until most of the group was packed and gone.

The course was designed by yrmsthmbwtr to be a contrast to the the previous day's course, and also to make a fair testing ground for the Cobras and those other Shelby cars which are much fonder of tests of acceleration than of corners. It was big and fast. Lap times were in the general range of the low 40s. The gated course consisted of two sweepers, a mild chicane on the back straight (followed by a two-cone slalom) and a more serious chicane just before the start/finish line.

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It was lovely to see the rich variety of interesting cars running together. I don't know much about the '60 Corvette (a roadster), except that I heard it had a lot more power than tire and could scoot really well. I had a chance to instruct in and drive the new Ferrari GTS355. What a marvelous machine. Extremely powerful, reasonable in weight, controls well to hand, comfortable at almost any angle of attack as long as the driver is judicious with the throttle, and very recoverable when the driver isn't quite judicious.

The orange car scored a moral victory but the trophy (similar to the one for the first event) was awarded to the '87 Mustang piloted by Guy Cunningham. Guy was barely able, on his last run, to sneak ahead of Glen Brooksby (and five other Porsches piloted by Cooley, Benz, Sousoures, Freeman and Bergstrom) for the trophy.
May 17, 1998

Name

356 Wash and Shine
1st Dick Duccini
356 Street
1st Dean Lyon
2nd Hugh Davey
356 Full
1st Brian Carleton

Water Wash n Shine
1st Roger Craig
2nd David Neumann
3rd Kurt Erickson
4th Miles Smith
5th Elliot Norwaky

Water Street
1st Mike Mitchell
2nd Henry Mariano
3rd John Pohl

914 Wash n Shine
1st Ed Dugan
2nd Patrick Johnson

Competition
1st Dick Cottrell
2nd Steve Zuccaro
3rd Ferdie Huergas

911 Wash n Shine
1st Phil Lawrence
2nd Lowell Irwin
3rd Chris Luke
4th Jeff Sykes

911 Street
1st Roland Garrido
2nd John D’Angelo
3rd Clarence Lehman
4th Arturo Bejar
5th Don Crusius

911 Full
1st Tom Krugman
2nd Hamp Miller

_scores by Roger Wiersema_
## Concours Scores

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*Photos by Dick Cottrell*
## Buttonwillow GGR Time Trial #3 Results

Reported by Robin Aube

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14 July 1998 Golden Gate Region
## GGR/Shelby Challenge II Results

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Drawing scheduled October 2, 1998
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Michael Stead PORSCHE
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Drawing limited to 1000 tickets!

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Wardrobe for Opportunity is a 501(C)(3) charitable organization. Federal ID # 68-036934. Porsche Boxster purchased from Michael Stead Porsche (510)280-4900. Prize includes standard options and color. Winner will take delivery at Michael Stead Porsche. Winner is obligated to pay all local, state, and federal taxes and fees. You need not be present to win. Must be 18 or older to obtain ticket. No donation required.

Order Form

Opportunity Ticket(s)  Total Amount $ __________

Name ____________________________________________________________

Address _________________________________________________________

Street State Zip

Home Phone ___________ Work Phone ___________

Mail order with check payable to Wardrobe for Opportunity c/o@ THE MECHANICS BANK, P.O. Box 8057, Walnut Creek, CA 94596. Allow five(5) working days for delivery from date of donation receipt.
Meeting called to order at 6:55 P.M. on June 3rd. Board members present were Larry Sharp, James Ohl, Marianne Gardner, Carolyn Lusk, Louise Sousoures, Karen Neidel, Dave Dunwoodie and Greg Braun. Absent member was Kirk Doberenz. Also present was Jean Ohl. Minutes of the previous meeting were unanimously approved as written.

Postmortem of events

May was a busy month. The Friday Night Social had about sixteen attendees. The GGR/Shelby Challenge II had twelve cars of various makes to come challenge the Porsche contingent, and a Mustang won the event. It was a very open and fast course, (a few 914s withdrew when they saw the course), and Li provided the closest competition for the Mustang. The Automotion Swap Meet/Concours had a tremendous turnout—32 cars participated in the Concours and the vendor stalls were sold before 8 A.M. The Laguna Seca Time Trial had beautiful weather and a large list of potential participants (149 showed up Saturday), Time Trial Chair made the decision to run 1 practice, 1 timed run on Sunday, which was not popular but was fair. However, only 100 cars showed up on Sunday, so the event finished early, and to the delight of those who stayed, there were fun run afterwards.

Director reports

President: Club received an invitation from Concours Chair for GGR members to participate in the Palo Alto Concours on June 28. President alerted Board to a possible Dummkopf exchange in the near future; it is alleged that a Time Trialer had their car numbers attached to the inside of their car for their timed run instead of the outside of their car, as required.

Vice President: Insurance has been ordered for all events through the end of June.

Treasurer: Board approved motion to accept Treasurer's report as submitted. Treasurer identified a number of 1998 budgets that have not been submitted/approved by the Board. Treasurer to compare accounts available with other records and email Board members list of missing budgets. Board unanimously approved Mother Lode Tour budget as submitted. On May 26th, Treasurer conducted a phone poll to add a Time Trial at Sears Point on Oct 31/Nov 1, which conflicted with the Halloween Tour de Morte on Oct 31. Jeanne Ohl, Tour Chair, graciously canceled the Halloween Tour. Board approved event change.

Membership: The Child Advocates Day event was successful. Six children with their advocates attended. President, Membership, Mike Mitchell, Donna Sylvanovich and Masuo Robinson provided their cars for the event. The children were allowed to sit in the Porsches, strapped in with seat belts and helmets on and they loved it. Mike Mitchell showed a video of professional racing (IMSA GT) as well as film taken while he was driving his car. One of the children who attended is planning to apply for a GGR drivers education scholarship. Child Advocates of Santa Clara and San Mateo Counties accepted our donation of a used computer. Membership run out of Panoramas to give away at the swap meet, and had fifteen people sign up to join GGR. Some members of an informal group of Boxster owners came to the swap meet and described their latest outing to Las Vegas. GGR and LPR have been invited to have a membership booth at the Palo Alto Concours d'Elegance. Pioneer Productions, a video production company in Great Britain, is planning to do a segment for the Learning Channel's Extreme Machines show on the development of the Porsche, and requested permission to film some footage of our June Time Trial. Board approved motion to allow Pioneer Productions to come to the GGR Thunderhill Time Trial for the purpose of filming. Number of prime members is 1421, with 59 applications in process and 37 new members. Board unanimously approved motion to accept all submitted new member applications.

Competition: Treasurer reported from Time Trial Chair that revenue from Laguna Seca Time Trial is estimated to be one third of that budgeted. This shortfall is due to the large number of rebates and 1997 New Year's free entries all being used at this event. The 1998 Time Trial awards may be reduced as a result. The additional Sears Point Time Trial, if held as a series event, may help offset the shortfall. Treasurer reported from Time Trial Chair that the Year End Time Trial Awards event is still in the consideration stage. Wyndham is still holding a tentative reservation for New Year's Eve, and Chair is considering an afternoon event at Blackhawk Museum sometime in the fall.

Social: The August Carlsen Concours/swap meet preparation is in progress. Advertisement being formalized.

Nugget Editor: Board approved motion to extend deadline to 15 July for Competition to receive Rule change proposals.

Webmeister: Presented latest status on the GGR website. As of June 3rd we have had 14,895 accesses, over 1200 in the last month. The website now has Concours results, courtesy of Roger Wiersema. Board reviewed a sampling of recent Guest Book entries. Judy Bradshaw, a Time Trialer, has heard comments that GGR has the best PCA website. Hank Watts plans to expand the driver's manual, and more members are submitting pictures.

Old Business: Nominating Committee - Vice President to send nominating forms to identified potential candidates for next year's Board of Directors. We do not yet have candidates to run for all positions, members interested in volunteering should contact James Ohl. Monterey Historics - MBR urgently needs volunteers to help with events, especially Friday night. Incredibly, the Friday Night Dinner has 1400 guests signed up. Please contact Steve Taty at (408) 479-9630 to volunteer.

New Business: About 30 GGR members are signed up to attend the 1998 Porsche Parade in Steamboat Springs, Colorado. Board asked about deadline for submission of Scrapbook and Member of the Year nominations. Vice President to call for date. Members, as a courtesy, anytime we do business with our sponsors, please verbally thank them for supporting GGR.

Meeting adjourned at 9:22 P.M.
Louise Sousoures, membership

5-year anniversaries
Alan Bien
Edward & Dora Brown
Donald & Frieda Chiang
Peter Davie
Alan & Kathleen Freeman
Anthony Heyer & Tom Little
John & Esther Ho
Lawrence Lam
Chris Martin & Shamra Robertson
Russell & Susan Perry
John & Patricia Petrick
Thomas Sigmon
Patricia Van Kirk

32-year anniversaries
Bill Simon & William III

33-year anniversaries
Harry Somerfield, Jr. & Linda Bine

34-year anniversaries
Bruce & Stephanie Anderson

New members
Please join us in welcoming our newest members.

10-year anniversaries
Rick & Diane Brown

15-year anniversaries
Michael Dhuey & Paula Evans
Frank & Joan Duran, Jr.
Michael & Karen Gillies
William & Llew Kinst
Nancy Lee
Ray & Mary Ann Locke
Sergio & Diane Meza
Edmund & Norma Ong
Terry & Linda Sullivan

25-year anniversaries
Chuck Johnston & Peggy Hinckle
Daniel & Karen MacDonald

32-year anniversaries
Bill Simon & William III

33-year anniversaries
Harry Somerfield, Jr. & Linda Bine

34-year anniversaries
Bruce & Stephanie Anderson

New members
Please join us in welcoming our newest members.

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Official Count

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Friday Night Social

See what goes

6:30 p.m.
Friday, July 10

Harry’s Hofbrau
399 W. El Camino Real
Mountain View
VEHICLES

1970 914-6 # 910430908. 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.

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 durmin@sirius.com


1985 911 Carrera Coupe. White/Black, full leather int, 56,600 mi, 2nd owner, always garaged, Never smoked in, Doc full history, AC, Sunroof, Pwr seat, totally orig car, showroom cond, $23,500. Richard Yep, (925) 736-2104

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-sp., cover, bra and ski rack. This sparkling 944 has been covered and garaged with service records at 123k mi. for just $7800. Call Wynn @ 408.356.1703 or email: wshood@electroglass.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 PORSCHE CARRERA 4: all-wheel drive, excellent condition, Baltic 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.


PARTS & MISC

Parts: Moving Sale. complete turnkey 914-2.0, fresh rebuild, incl FI, harness, cpu, clutch; bolt in & drive! $1750/0bo or trades, install available. 2.2T six, running w/ zenith carbs & exh, $1350. 2.8 RSR six with under 8K miles, E cams, webers, $8500 w/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. Britannia steering wheel w/Porsche hub - $50. 19mm factory adj rear sway bar w/HD droplinks, freshly plated - $175. Gary McNair - eves 707 252 2363.
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.

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 Yokos A008RS 205/60 HR15 all balanced and ready to race (Tires have a few hundred 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.


911 Wheels & Roll Bar - 1 Piece BBS Gold Honeycomb. 2-15x7, 2-15x8, Mounted w/Yoko's 008RS Set for $650. Autopower 2" Chromoly Roll Bar. Correct size for SCCA & PCA ’78-’89, w/ 5Pt. Competition Belts. $150 (Only 2 yrs old) Robert Sasaki (408) 523-5980 wk, (510) 490 2602 hm

2.2E injection unit with pump, injection rebuilt by Eurometrics, pump rebuilt by Bosch, less then 100 miles on pump. 2.2E block and misc engine parts want to sell all reasonable offers will be considered! Ken, VM650-306-4846

1998 993 C2S Take Off Parts For Sale: Halogen Headlight Units $400 for the pair M030 (U.S spec) springs and struts $600 for the set. Motorsound Package Exhaust Tips $100 for the pair. RS Style Shifter Knob (new) $150. Contact Larry Cable 408-343-1776

Misc Parts. Autopower Roll Bar. fits 911 coupe. $150. Pr. Diest 5 point shoulder harness. B.O. 1 Bridgestone RE71 225x50x16 New $60. 1 RE71 205x55x16 good $40. Call Alan (415) 370-5174

Parts for early 911 (off ’67), Amco rear nerf Bar, excellent cond. Excellent original steering wheel plus misc engine covers and seat parts. 8 misc books plus nice 356 owners manual. contact Bob at (650) 592-8870 eve or (650) 688-9026 days

Panorama Issues from Aug 85 to Dec 96. Make offer. Call Joe (408) 226-2101.


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

Set of wheels (with or without tires) for 1993 C2. Looking for 993 turbo wheels, 5 spoke "canted", sometimes called "technology" wheels. Also interested in regular 993 wheels, sometimes called "cup" wheels. Must fit my car. Have you upgraded? Want to find a home for your old wheels? Call Doug (415) 954-6737 days, (415) 563-3602 nights, or EMail: DWR@ricochet.net

Classifieds - Sell or find personal Porsche products and paraphernalia.
GGR & Zone 7 Events Calendar

July
1 Wed  GGR Board Meeting, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
3 Fri   GGR Livermore Tour.
10 Fri  GGR Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
11 Sat  LPR Autocross - 3stick.
12 Sun  GGR Automotion-Autocross #4, 3Stick Park.
12 Sun  Pic-Tour Rallye, hosted by Diablo Region, This is not a zone series event this year. For rallye information contact John Clever at 209-835-4100. For potluck BBQ call Judy Schreib at 510-837-4167.
19-25 Sun/Sat  Porsche Parade, in Steamboat, Colorado. For those planning caravans, please let me [Tom Provasi (408) 947-0980] know about them and I will pass the info along to members interested in joining a group.

August
1 Sat  LPR Autocross
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, Jean Ohl (650) 341-9020.
8 Sat  Zone 7 Rallye - Prieta Prix - LPR
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.

GGR & Zone 7 Events Calendar

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

PRIETA PRIX XXVIII
Saturday August 8, 1998
A Time, Speed and Distance Car Rallye
Presented by Loma Prieta Region, PCA

Registration Opens 10:30 a.m.
First Car Out at 12:00 noon
$10 entry fee, open to all cars

Start is located at Noah's New York Bagels in Mountain View
Southwest corner of the shopping center at the intersection of El Camino Real and El Monte Ave.

From 101 (north or southbound) take hwy 237 south, turn right on El Camino Real and left into the first driveway into the shopping center. Noah's Bagels is on your right.

Chains: 1 Beginner 3 Expert Unskipped
2 Novice 1 Expert Skipped
Participation gift supplied by Bob Lewis Volkswagen.
Cell Tia Ehring at 650-949-5256 for information. (e-mail prietradial@compuserve.com)

1998 Zone 7 Rallye Series, Event #8.

DIABLO REGION and JOHN CLEVER PRESENT:
Annual Pic-Tour Rally ending with a pot luck BBQ - Sunday, July 12

Join us for an easy rally tour; just find the photo locations within the easy-to-follow route directions. No times/speed/distance calculations.

Conclude with socializing with some of the best Porsche people, beer/wine/soft drinks, snacks and delicious BBQ “pork pull” followed by the presentation of awards.

Start: Schreib's Residence, 3406 Canfield Dr. - registration begins at 11:00 a.m.
First car out at 12:00 noon

For rally tour information, call:
John Clever (209) 835-4100
Don Schreib (408) 947-4167 to July 8

For rally tour information, call:
John Clever (209) 835-4100
For rally tour information, call:
Don Schreib (408) 947-4167 to June 15

22 July 1998 Golden Gate Region
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.

Visit our Facility conveniently located at Sears Point Raceway. We install everything we sell. Some used parts available including the new “Hot Sheet” containing select “Take Off” parts from our Race Cars.

Go to the “Professionals”

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Social (408) 225-5356
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Fax (408) 779-9073
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ddunwood@garlic.com

Webmeister (925) 455-1005
Greg Braun
gvb@netcom.com

Visit GGR’s web site at http://www.glennhills.com
Carlsen Porsche

Presents

The 24th Annual Concours & Swap Meet

August 2, 1998

Concours $15 per entry. Swap Meet $10 per stall. Swap meet stalls are first come first served. General Admission is Free. Open at 7:30 AM

EVENT SPONSORED BY GGR-PCA

CARLSEN PORSCHE

1730 EMBARCADERO ROAD, PALO ALTO

FOR MORE INFORMATION PLEASE CONTACT

CONCOURS: Dick Cottrell (415) 692-2100; SWAP MEET: Karen Neidel (408) 225-5356