Inside

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Dave Dunwoodie, editor
Sheila, associate editor

I'm back. Last month I was preempted by a last minute full page ad for page 2 of the Nugget. Sorry, but I didn't miss having to write this "dribble" for one issue.

You might have noticed that the Ohls are on the cover two months in a row. Well, there is a good reason for that. They are the only ones that have provided me with a bunch of photos to sample from! I need more of you, the readers, to send me photos from Porsche Club events of what you want to see in the Nugget. To have a photo be considered for the cover, the photo needs to be in a vertical format.

There are ads in this issue, but I also want to mention that there will be a New Member Social on June 12th at Automotion hosted by GGR. If you are interested in attending, please call Louise Sousoures at (408) 354-0660 for details and reservations. Attendance is limited to 150, and new members have first priority.

It is hard to believe this is my 4th issue already! The months fly by (especially close to the 15th of the month!!!). Before I started as the Nugget editor, I was worried that I would have trouble finding material to fill in 24 or more pages. Lack of material has not been a problem I am happy to say. Keep sending in your stories (and photos) for the Nugget. I'll do my best to get everyone's material into the most current issue.

Dave
Larry’s lines

Larry Sharp, president

I have had an interesting conversation with my wife K. C. about how the club has changed in the last few years. One of the things that has grown out of style is the use of name tags. We both agreed that it's not a good thing, and that maybe we should try to get all the members, old and new, to try and resume the use of them. It is a simple little tradition that makes new members feel less intimidated when they attend events where they know very few people, allowing the ice to be broken sooner. The person who has the job for obtaining the new name tags is our goodie store manager, Pattie Stark (she is engaged to Neil Jackson). So if you're an old or new member without one, please contact her at our next function. Then we can all see the names on our chest and we won't have to be as good at remembering on our own.

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**Cover:** Jeannie Ohl almost at speed in her first autocross! How many years have you been in the club? James is proud of you!

*Photos: The Ohls*
There will be a "New Member" Social at Automotion on Friday, June 12th in addition to the regular Friday Night Social. This is a chance for new members to learn about GGR-PCA, and what the club has to offer them. Automotion is a very good environment to learn about your Porsche Club. Food and drink will be served. There is limited availability, so if you are interested in attending, please call Louise Sousoures at (408) 354-0660. New members have first priority. See the Automotion ad on page 15 for a map.

Porsche in the News (PCA Editors News Service)

On April 15, Tommy Hilfiger announced plans to launch an airship which will fly on behalf of Hilfiger Athletics, his new line of active apparel and fragrance for men. The ship is a Skyship 600B, the largest model in existence today, manufactured by Global Skyship Industries and operated by Airship Operations, Inc. Powered by two turbo-charged Porsche 930 engines, the 196-foot vehicle will cruise over televised sporting events across the country beginning in June, offering networks birds’ eye views of major outdoor events.

Lockheed Martin’s April 21 press release announced that its advanced Hercules C-130J airlifter began winning converts in the Far East as the aircraft began its third leg of the company’s world tour, this time a month-long tour of eight Pacific Rim countries. The pilots were impressed with the takeoff performance of the C-130J -- airborne in less than 800 feet and at a 20-degree climb angle -- and with the aircraft’s head-up display (HUD) in the cockpit. According to the pilots, “Flying this aircraft is like driving a Porsche.”

Toastmaster Inc., a manufacturer of electrical consumer appliances and time pieces, recently reported a 23% improvement in earnings for the first quarter of 1998. Daniel Stubler, President of the Company said, "We continue to be pleased with the Company’s improved performance. New products introduced at the Gourmet Products Show in April, 1998, including the F.A. Porsche by Toastmaster lines are positioned to build on 1997’s performance and contribute significantly to improved results for the second half of 1998."

To help motorists gain a better understanding of the unseen world deep inside automobile engines, the Mobil 1 company announced April 13 that their Fully Synthetic Motor Oil research team has designed a traveling exhibit that will be open free of charge to the public as it tours the country. Racing enthusiasts can get their first up-close inspection of NASCAR driver Jeremy Mayfield’s No. 12 Mobil 1 Ford Taurus. Additional information about Mobil’s legendary motorsports program can be found inside the exhibit, including, according to the company, "A 1:18-scale model of the Mobil 1 Porsche that won ‘Best in Class’ at LeMans in 1996."
Go Faster, Safer

by Randy Hallenbeck, Milwaukee Region (from STEINLIFTERS)

Can I really go faster, and be safer? That’s a question that should be asked before registering for a driver’s education event. Driver’s Ed events are designed for members having some prior beginner-level performance driving experience. Autocrossing, gymkhana, ice racing, or a Skip Barber weekend school provide a basis for safer high-speed driving. I’d also suggest some “seat time” in the car you’ll be driving in this type of event.

Like so many of life’s pleasures, practice, plus more practice, equals improvement. That’s certainly true of driving fast, safer. Race tracks make a lot of sense for practice, since traffic should always be moving in the same direction. In addition, safety equipment, and limited emergency personnel are on hand. While that’s not any type of guarantee, it’s better than driving fast on public roads.

The emphasis is on safety. We want our members to learn how to drive their performance-oriented automobiles and enjoy the experience. Porsche’s tradition of engineering progressively faster, and safer, cars have made these wonderful creations much more dual-purpose. You can drive on the track on Sunday, and drive the same car to work on Monday. Some of that is because Porsche automobiles have become much more “user friendly.” They are much more tolerant of driver error than their early predecessors. In large part, that’s due to a combination of safety equipment and technology.

ABS braking systems, air bags, and space-age materials, all help to make cars safer. Tire technology has taken a quantum leap in the past ten years, not to mention synthetic brake fluids and bigger brakes. Combine that with advances in suspension design and engine performance -- thanks to computers -- and you get 90’s Porsches that are much faster and safer than their 70’s counterparts. Quite an accomplishment when you consider that these later model Porsches have a significant weight handicap.

You say, Okay, so a ’98 911 is faster than a similar model of an earlier vintage. That’s good! And, I say, yes it is but there’s one thing to keep in mind. The engineers may have advanced tire technology, brain boxes, and optional power chips, but re-engineering the laws of physics isn’t anything I’ve read about.

That’s where driver’s education comes into play -- not to change the laws of physics, but to understand them. We’ve all heard the saying, "what goes up, must come down." The same is true for speed. What goes fast, must go slow. Consider entering a turn after driving a long straight at speed. How do you know how fast you can take that turn? It may be less than you think. How will you know? I think that’s where autocrossing, or ice racing, comes into play. But, let’s say you’re ready for driver’s education.

A few things to keep in mind are these: 1) Driver’s Ed events are not races, although you may be driving fast; 2) you should be physically prepared, meaning a good night’s sleep before the event; 3) think “safety” since we do; 4) read your confirmation packet prior to the morning of the event; 5) have your car inspected by a competent Porsche mechanic; and, 6) be prepared for a unique experience that few people really have available to them.

Auto Detailing

by Porsche car nut and owner

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

$90 complete detail; interior and exterior
$100 complete detail with oxidation removal
$115 complete detail with swirl mark removal
Please add $15 for engine cleaning.

All services are performed by hand except for swirl mark removal and all are done at your home. I don’t need to drive your car! Please allow 6-7 hours per car. Louis Knight (707) 323-9127 24 hours
Porsche Dreams Come True

By George & Shirley Neidel

Since buying Old Red (our ’54 coupe) and becoming PCA members in 1963, George & I have become true Porsche fanatics. Our years have been spent with our family enjoying good times through PCA... autocrosses, time trials, rallies, tours, dinners, parades, etc. All the events we’ve attended have built a lifetime of good memories both with our family and our PCA friends.

With our Porsche background, we’ve had a lifelong dream of visiting Germany, and especially our Mecca, Stuttgart. We had never before been able to visit Europe, and thought that we likely never would. Well, in 1997, our dreams became a reality.

At the ’96 Parade at the Grand Lake o’ the Cherokees in Oklahoma, our good friend Gwen Sablan had won the factory trip to Germany. She and Gerry Brown immediately said that they needed to talk to us that night. It seems that they wanted to hold true to their promise... if they ever won the trip, they wanted to give it to us. Well, as you could imagine, George and I really didn’t want to accept the gift. It was one thing to joke about it, but another to actually accept that kind of a gesture. But, after much discussion and prodding, we finally accepted their generosity and started planning the trip of our dreams. We discussed the plans with Ilsa Naedele and set our itinerary for May of ’97.

What a trip it turned out to be... everything we had imagined! We received VIP treatment from the factory and Ilsa became our personal tour guide through the city. We then picked up the 993 Carrera4, that would be ours for the next 8 days in Europe, before we headed out to Weissach for test rides. That was definitely an amazing experience! We were accompanied by the Porsche Club Great Britain and were welcomed to their dinner that night as well.

On our own in Europe we traveled over 4,000km during the week, being sure to see some particular sights such as Hockenheim, Nurburgring, Spa, and LeMans. We were also able to visit Trhanov, the town where George’s father was raised in Czechoslovakia, and brought back something special from the homeland. Also, we managed (of course) to spend a little time in the beer halls of Munich. All in all we drove through and visited 8 different countries. A bit of a whirlwind tour, but we were able to see everything we really wanted to see... an experience of a lifetime!

Now, as if a trip to Europe wasn’t excitement enough for one year, George was also able to live another dream... La Carrera Panamericana. Our longtime friend Don Tevini asked George to be a part of his team “Pronto Burro Racing”, competing in a ’59 356 coupe. Gerry Layer was Don’s co-driver, and John Corvelle from Upper Canada Region joined as part of the crew, making the team of four a PCA effort. After assisting with some initial testing, off George went on a three week trip to Mexico as Don’s “mechanico”.

The camaraderie and excitement from the people of the small towns throughout Mexico was absolutely amazing. The way people, both young and old, cheered on the teams made everyone feel like a celebrity.

Many memories were special, but the most spectacular centered around a party in Zacatecas. The drivers, crews, spectators and townspeople celebrated by roving the streets of the city with a band, a burro and unlimited Mescal. The complete venture and the friendships made was a once-in-a-lifetime experience.

Though the two trips we were able to take this last year were dreams turned into reality, what is most special to us is the week-in and week-out fun that we’ve enjoyed in PCA. We truly appreciate the camaraderie and friendships we’ve made over the years and want to thank not only the people who made these trips possible, but also ALL of our Porsche friends.
THE 1997 LA CARRERA PANAMERICANA
OR HOW THE PRONTO BURRO CONQUERED MEXICO

By Don Tevino

It all started two years ago at the Monterey Historic Races when my friend Gerry Layer discussed the idea of going on the La Carrera. When we located a 1959 SUNROOF COUPE in Newport Beach, California; I purchased it, and started getting it race ready. It took almost two years to the day, but it got done. We decided that we would trailer the car down, but needed someone to drive the tow vehicle and trailer along the route in case we had problems. We also were looking for someone who was mechanically inclined to help with technical problems. I immediately thought of my good friend from Golden Gate Region, George Neidel. However, we still needed one more mechanico, and we found him at the San Antinio Parade. It was none other than John Corvelle from Upper Canada Region. This was truly a joint regional PCA team.

I decided that in the spirit of the La Carrera Panamericana, the team would be called “Pronto Burro Racing”. Rob Neidel did a fantastic design for our logo to be used on the trinkets, team shirts, etc. Now the team was in place, the logo was done, and we were off and running.

George and I would leave from my home in Salinas, drive to San Diego and pick up Gerry, and then to San Antinio to pick up John. Then it was onto McAllen, Texas, where we were to meet with other Panamericana racers and cross the border into Mexico. We had a few problems on our way down to the start of the race. The trailer we were hauling the Burro in was slowly falling apart due to the harsh roads to Mexico. An axle broke 160 miles from our destination, and we had to drive the Porsche the rest of the way. We hobbled the trailer in with the remaining axle and were able to fix it in Tuxula. The Mexican people are truly amazing; they can repair anything. While in Tuxula, we had the cars teched, had the drivers meeting, two parties and a parade through town.

The first day of the race was unbelievable! We started from downtown Tuxula with over 15,000 spectators cheering us on. During the day there are a number of speed stages where they close the road to all traffic so that we can race on it. The cars are started 30 seconds apart, and you can go as fast as you wish. The first two days took their toll on the not-so-sane drivers who either crashed or broke. Then there are transit stages along the route where you have a distance to cover in a certain amount of time. This is where you are on the paved roads and should adhere to the traffic laws. If you did, you would be late (that was the bad news), the good news was if you were part of the race, there were no speed limits; or I should say no speeding tickets would be issued to participants of the race.

As we would drive through towns and small villages, people would be cheering us on, and schools were let out to watch us go by. The people were so excited that it enhanced the enjoyment of the race. Every time we stopped, the Mexican people made us feel like celebrities by asking for our autographs. I must have signed over 300 myself! Every day we started off from the middle of town with a crowd cheering us on, and every night we ended in a town with a crowd cheering as we arrived. Every night would be a driver’s meeting with local entertainment along with trophies for the first three placed in each class. George was in seventh heaven as Corona was one of the sponsors of the event, and beer was free. One of the best parties was in Zacatecas. It started with a roving band along with a burro loaded with gallons of Mescal. Every one is given a small ceramic cup with a string attached to it, which is placed over your neck in a necklace fashion and filled with Mescal. You get the picture…if you let the cup drop it is empty and they fill it for you! As the band plays, it stops from time to time for dancing in the streets and more Mescal. This goes on for about two hours. As John said, “This is the most fun you can have with your clothes on”!

The race consisted of 3500 kilometers in seven days. It is no wonder it is called the “Crown Jewel” of Vintage Racing. We went to participate and to have a good time and just to finish would be an accomplishment; anything else would be a bonus. We finished first in class on the second day and on the last day as well. The last day is the high-speed day where you can run for top end speed. We finished 26th out of the 66 remaining cars. The Pronto Burro proved it was the fastest Burro in all of Mexico.

It was over all too soon. John left us in McAllen and drove back home with a newfound friend, Bruce, who drove his Mercury from the East Coast to Mexico and home. It was an experience of a lifetime that we talked about all the way back to California. Within one week of arriving home, we vowed the Burro would return in ‘98 with John being co-piloto, George the Mechanico, and this time we will bring our Senoritas.
Did you miss the 600hp VW april fool's article? From the GGR home page, www.glennhills.com/PCA-GGR_Web_Site/pca-ggr.html All previous home page photo's can be accessed with the "previous pix" link under the main photo.
Here are some new Hot Spots to check out....

1998 GGR Autocross & Time Trials Rule Book is Online! Len Ott has created both html and PDF versions of the latest rule book. The Rule book is accessible from any of the GGR "driving event" pages.

- Urban Assault Rallye 2
- Autocross #1, #2, and the GGR/Shelby Challenge
- April Buttonwillow Time Trial

Also be sure to check out the Laguna Seca Driver's Manual. You can click on any turn to bring up a detailed diagram of the corner with entry, apex, and exit points along with a short description of recommended techniques. The May Automotion Swap Meet info is available along with directions and a map.

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

What’s stopping you?

Automotion-GGR Autocross Series
Autocross #3 Sunday June 14th at 3-Stick Park
Call Bert Del Villano for details (650) 592-0637

Zone 7 Autocross #5 & #6
Hosted by Sacramento Valley Region
and Yosemite Region at Mather, Rancho Cordova

June 27 - 28
Call Dwight Mitchell at (916) 488-8743 for more info

Palo Alto Speedo 1/4 pg
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Autocrossing around the zone with Hank

By HANK WATTS

GGR AUTOCROSS #2: Candlestick was the site of GGR's second autocross on 4 Apr. 54 drivers showed up to watch course designer Neil Librock put together a course that ran in the low forties and featured a crossover with intersecting slaloms. If there's ever a cone you don't want to be, it's one that is used in two slaloms at the same time. Various committees, at various times, adjusted the turn by the swale, the turn before the clock and the exit. It was a great course.

The weather was forecast as scattered showers, and it was correct. It didn't rain constantly for the entire day, but we spent most of the day trying to dry out the track, again, after various drizzles. The B group had the best track in their second session, right after lunch. After about the first run of the A group in the last (3-5) session, the rain began again, creating some large (and fun!) puddles. Despite the physical challenges, the day was low-key and great fun. Even the surprising lunch break produced only very minor grumbling from the very hardcore.

Though the conditions were not exactly uniform throughout the day, the consensus seems to be that the final times reflect a more-or-less reasonable result. Neil Jackson took TTOD in the Creamsickle car with a 41.418, edging out a lucky run by a certain Garnet cabriolet. Jeff Sykes RS took third and Evan Williams was fourth. TTODL was Sylvia Sykes (43.7), followed by Louise Sousoures and Donna Sylvanovich.

John Beck put himself back on top of the Bi group with a 42.9, Larry Sharp dominated Fm and Mark Paul Smith put himself at the front of the 5-car K class with a 45.7. Dirk Bergstrom's car ran all day. There were several newcomers and some new cars, James Ohl and Nancy Lee bringing out Boxsters.

TIME TRIAL AT BUTTONWILLOW: The title contains the news, a time trial was actually run, April 10th & 11th, including the timed runs. The weekend began with an open practice day on Friday with good weather but a few too many of the SCCA formula cars to make the afternoon completely comfortable. Those who were there all day logged a lot of track time. I was nearly out of fuel by lunch time. After some interesting early morning discussions, the counter-clockwise course included both the sweeper after the esses (Turn 11) and the infield (Turn 6). This is a great but challenging configuration; each turn connects directly with the next, and drivers have very little time that isn't involved in immediately needing to bring the car to a specific place on the track. The front and 3-2 straights offer essentially the only relief.

Saturday it rained, lightly at first, but then more steadily. Large puddles caused an extended lunch break. When practicing resumed at 1:00 or so, cars were split into only two groups, both groups getting a fair amount of track time until 4:15. Given the open cars, slicks and generally experienced drivers, very few red-group cars ran in the rain. By late in the afternoon a chilly wind added to the general discomfort of the rain, and people who weren't driving (with heaters on in the cars that had heaters) had pretty much retreated to the enclosed trailers and motorhomes.

After a group Mexican dinner and a good night's rest (for some the good night's rest took a little longer than others, a certain future time trial chairman arriving late enough to miss his first practice session), drivers were confronted Sunday morning with a beautiful day and a track that needed only a session or so of driving to complete the drying process. After two rounds of morning practice sessions and a driver's meeting, the timed runs began. Sixty three drivers ran for time. TTOD was Tim Watson's 962.

After the expected sequence of miscellaneous problems to be sorted out, it appears the car and driver are ready to play at an impressive level. Tim's 1:54.8 was 5+ seconds faster than the next fastest run, David Ferguson's 2:00.6 in his extremely well-developed 914, 2.8L six. Rich McGlumphy was third with a 2:01.1 and Bob Barns was fourth with a 2:02.7.

PORSCHE-SHELBY CHALLENGE: The morning (April 19) started a little confused. Probably just some miscommunication, as control of the event passed from GGR AX Chairs Bert & Anne Del Villano to Kirk Doberenz and from there to Larry Sharp and Lloyd DeMartini. Apparently the Shelby Club needed some preparation in order to come to the pre-arranged challenge, so they set up their own course to run for the morning. The GGR folks then had to scramble, go get the trailer, set up the course, etc. Lloyd set the course up to run counter-clockwise but, not wanting an unfair advantage, we were to practice in the clockwise direction, which worked out just fine. A good course. What this ultimately meant was that his course was never run in the designed direction.
First car out was at 10:00 on the basis of two runs each, which would take us to about 1:00, at which point we expected the Shelby folk to arrive. When there had been only one Shelby car down to our end of the lot by 1:00, we set upon a second cycle of 2 runs each. By 3:30 we'd completed the second cycle and had entertained a grand total of two Shelby cars (a well-prepped early Mustang and a lovely current-vintage Cobra copy). (The Cobra copy turned a respectable 46.7 and was 14th overall; the Mustang fared much less well.) After some fun running, we decided the Shelby people were apparently not going to arrive at all, the course was picked up and a few of us went over to the front part of the lot where we were graciously allowed to run their course.

The Shelby course was very pleasant, long and rangy with only two slow sections and a very nice flow. They were running 0 and 2 (on the clock immediately, take two laps). The PC-Aers running without having seen much of the course acquitted themselves well; a bit of a shame that Bill Benz's car was already on the trailer, however.

The results for the GGR activity were unofficial, but showed Bill Benz's car, piloted by yrfthflscblr at a 43.2 (with a somewhat wide-eyed passenger along). Lloyd, who put the car on the trailer early to solve a transmission problem before the Club Race at Las Vegas, turned a 44.9 on his only run, followed closely by Larry Sharp. Louise Sousoures was TTODL and fastest street car overall (by .45) with a 45.7. Catherine Siemens got within .12 of undefeated series leader Mark Paul Smith in class K. Glen Brooksby had a short day due to a severely failed shock. People in his class have been counseling him to go slower so as to take it more easy on his car but he is apparently not listening.

It remains unclear what the plan will be for the scheduled GGR/Shelby Challenge on the 10th of May. It'd be a shame not to have something happen, as Bert has prepared a very interesting trophy. Very interesting.

**PCA & THE KIDS:** PCA National has again demonstrated a certain hostility to real drivers' education by failing to consider the possibility of allowing 16-year olds to autocross with us. Despite forceful pushing from some zone reps, National is taking the approach that this is an adult club and including the kids is not appropriate. Given that SCCA has demonstrated that neither insurance nor behavior is a major drawback, this strikes some of us as simply silly. What a perfect opportunity to teach the kids how driving actually works, give them a safe place to find out what the car will really do, and encourage family activities (with something truly appealing to many teenagers!) at a development point when families can easily get fragmented.

**SPECIAL CAR FOR SALE:** This isn't really just a classified ad. A certain orange car that many of us know quite well is available for sale. Dwight Mitchell's many-time national championship autocrosser is quietly looking for a new home. The car is very well developed and usually unbeatable by anything at a PCA autocross, at least as long as Dwight is driving. 2.8L 911. Not currently suitable for big-track work (no wing, small brakes, no roll bar, unsure about oil cooling) but would be great for someone who is primarily interested in autocrossing at an extremely high level.

**US VS. EUROPEAN CARS:** While we've been getting the Porsche press about world cars and no small performance differences (except for the obvious ride height differences between Europe and the US on the 993 models), BMW is turning things loose in Europe. The M version of the Z3 roadster is in the US now. It will have a solid 240 hp and should go pretty good. It's a heavier car than it looks, at about 3100 lbs. Still 240 will scoot it OK. In Europe the M configuration produces 320 hp! It's almost enough to create a little envy of our Bayrische brethren in the hearts of ragtop fanatics.

**COMING UP IN JUNE:** LPR AX at Candlestick on the 13th, GGR AX at Candlestick on the 14th. Two Zone 7 autocross weekends, 6&7 at Reno, 20&21 at Sacramento. GGR Time Trial #5! at ThunderHill the 27th and 28th. Redwood AX on the 7th at Petaluma. NASA at ThunderHill on the 6th & 7th.
Neil Librock spoiled us again with a full day on Friday of “free” open track test driving. If you arrived in the early afternoon, you were late by most of the driver’s standards. So, to those who chose to celebrate Easter in the traditional setting, eat your heart out. This weekend marked the first time trial of two full, rainfree days of driving. All right, we admit, Saturday sucked for cold and rainy weather. Those with any tread got the most for their money and drove all day.

Friday greeted us with blissful, ideal driving conditions – shorts type of weather, clear, blue skies and open track. Everyone drove until 5 p.m. and got in a lot of time. A few of us, Bert & I included, experienced mechanical problems on our, of all things, tow vehicles. The Braun's Bronco and our new, 800 mile Chevy truck made sounds that spelled serious mechanical problems at the Lost Hills exit (10 miles north of Buttonwillow.) Our truck got as far as the Chevy dealership in Bakersfield, and the Braun’s Bronco made it home very slowly. Car problems bring out the best in our club, and make us grateful to drive in the company of so many caring people. Larry Sharp towed the Braun’s race car home, and Jim Ralston taxied us to and from the hotel.

Thanks to my information assistant, Patti DeMartini for the tip about Bill Packwood’s attempt to convert his Porsche to a diesel engine. He gassed up with (gulp) diesel fuel by mistake. Almost immediately, his car spewed a cloud of black fumes, and it didn’t run too well. Fortunately, they were right near Kahler’s repair shop. For two hours they tested everything conceivable before making the horrifying discovery of diesel fuel instead of unleaded gas. After draining and cleansing, they were off to the race track with Bill lamenting that he hoped this mishap would not show up in the Nugget. Couldn’t resist, Bill.

Saturday greeted us with a dramatic change in the weather, and
true to form, it started to rain just before the Yellow run group went out. Many drivers never let their tires turn on the track, due to almost non-stop rain. Neil took a vote at a mid-day meeting that resulted in consolidating run groups for the hard core drivers who stayed all day. Others took to their hotel rooms for naps, etc.

Thanks to Rich McGlumphy for arranging dinner at the only Mexican restaurant in Buttonwillow, which drew 99% attendance. We missed Rich’s other third (she’s too small to be half), and she better show up at Laguna Seca because he missed his pit tutsy, and so did this pit tutsy.

The bad weather on Saturday did not slow drivers’ time down on Sunday. Louise Sousoures broke a 2:20 with a 2:19. She is serious driving material in time trialing and autocross and in less than three years on the circuit. Everyone seemed pleased with their times. A few drivers went off track, and Steve Kuhns is beginning to set a record for off-track driving. This time, he went off with Laurie Yonk as a passenger, and she said the mustard weeds exceeded the height of the car. He drove off track with an Easter bouquet sprouting out of the rear, the side, underneath, and you name it. This time, he weeded his Porsche instead of hosing off mud. Fortunately, he missed submersion in “Lake Seeger”. Top time of the event went to the driver of a fully-equipped 962 race car.

A special thanks to Neil Librock, who cheerfully and diplomatically handled yet another successful and fun time trial week-end. He has been a great time trial chairman. A grateful acknowledgment to our course workers who stayed on the course under very cold and uncomfortable conditions on Saturday. And, a welcome to some new faces, Bob Barnes from San Jose, who came out for the first time with PCA to test the track for racing again at Buttonwillow on April 24th. Only three more time trials to go, and this weekend marked the first where drivers actually got a time.

See you at Laguna.
# GGR/Shelby Challenge I Results

<table>
<thead>
<tr>
<th>Class</th>
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## Top Ten Times From 4/19

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### Promote your business in the Nugget!
# Sacramento Concours Scores

**April 5, 1998**

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<th>Name</th>
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<td>Diablo</td>
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<td>1st</td>
<td>Larry Dunn</td>
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<td>2nd</td>
<td></td>
<td></td>
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<td><strong>Water Wash n Shine</strong></td>
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<tr>
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<td>2nd</td>
<td>Pat Hunter</td>
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<td>Kent Brandon</td>
<td>Sacramento Valley</td>
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You Could Win a 1998 Porsche Boxster or $35,000

For a $100 Gift

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at

Michael Stead PORSCHE
2244 North Main Street, Walnut Creek, CA 94596

Drawing limited to 1000 tickets!

Wardrobe for Opportunity is a non-profit corporation, supported by volunteers, that provides business clothing, workplace image enhancement, and career development support to economically disadvantaged women.

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 6:45 P.M. on May 6th. Board members present were Larry Sharp, James Ohl, Marianne Gardner, Carolyn Lusk, Louise Sousoures, Kirk Doberenz, Karen Neidel and Dave Dunwoodie. Absent member was Greg Braun. Also present were K.C. Sharp, Jean Ohl, Bill Lusk, Olen Creech, Masuo Robinson and Ken Shahoian. Minutes of the previous meeting were unanimously approved as amended.

Postmortem of events

Neil Librock designed the April 4th Autocross course, which was run in the rain. The Friday Night Social had about 15 attendees, even though there was a Time Trial that weekend. The weather held and the Buttonwillow Time Trial was the first complete Time Trial this year. On April 19th, the GGR-Shelby Challenge was won by GGR by default. There were 55 entrants, two of which were Shelybs, and the faster of the two was four seconds slower than the fastest Porsche around the course. Hopefully there will be more competition at the May Challenge. CRAB on April 24-26 was great. The Autocross School on May 2-3 was one of the best run schools ever. There were no complaints, even with the recurring rain showers on Saturday. This year there were several second generation PCA member students, and we had participants from Iowa, Seattle, and Portland. There is enough interest that we are looking into holding a second school later this year.

President: Assistant Treasurer, Olen Creech, gave a brief description of the club's tax returns that have been prepared. Motion to accept the tax returns was approved unanimously. President received two observer reports written by the Zone 7 Rep, for Autocross #1 and a Time Trial. Both events were conducted safely and everything worked well. The President of a Japanese Porsche Club is planning to visit California in August, and is coordinating plans to meet the GGR President as part of his visit.

Vice President: The July 3rd Livermore Tour has been canceled. Insurance has been ordered for all events through May. Vice President informed Naughton Insurance about the Friday Test Day at Buttonwillow. Based on the detailed questions that followed, Time Trial test days may not be insured. Board discussed options if PCA will not insure the extra day. Discussions about sharing the track and expenses with other organizations did not seem possible, and options of having a private citizen essentially act as a promoter need further advice from a legal expert.

Treasurer: Treasurer’s May report was submitted. Board approved motion to accept Treasurer’s report as submitted. Board unanimously approved budget line item for "Charitable Contributions", which is to be used for Child Advocates Driver’s Ed scholarships.

Membership: Number of prime members is 1404, with 60 applications in process and 41 new members. Board unanimously approved motion to accept all submitted new member applications. Membership described the latest plans for the New Member Social on Friday June 12 at Automotion. Board had a lengthy discussion about attendance, room capacity, new member demographics, invitations, publicity and budgets for various food arrangements. Motion was unanimously approved to authorize a New Member Social for a maximum of 150 people. Because the date is so soon, advertisement for the event will be by website, hotline and word of mouth. Over 350 new members will receive invitations and have priority; everyone must RSVP except Louise. The meal will be catered Chuck Wagon style with hotdogs and or burgers, with all GGR members invited.

Competition: Presented budget for September Club Race. Motion approved to accept Club Race budget as submitted.

Secretary: Nothing to report.

Social: Coordination is continuing with Stanford Park Hotel for Autocross Awards Brunch. Social has started trying to recruit a new Tech Session Chair, and is also approaching businesses about providing space for a future tech session.

Nugget Editor: The June Nugget will be sent electronically to the printer for the first time.

Webmeister: As of May 3rd, 1998 the GGR website has had 13,690 accesses (1,347 since April 1st). The May Nugget as well as the latest Autocross and Time Trial results are posted. Webmeister still looking for contributors for the following categories: concours, tours, social, tech sessions, swap meets.

Old Business: 1999 Time Trial Chair - The April Time Trial participants were in unanimous agreement about Masuo Robinson's appointment as the 1999 GGR Time Trial Series Chair. He is helping the current Time Trial chair as an assistant, and explained he would like the Board’s approval to start working on the first three months of next year’s Time Trial Series to start recruiting volunteers and preparing a budget. He is holding a High Speed Driving School on Monday, August 17 at Laguna Seca after Monterey Historics. Motion unanimously approved for Masuo Robinson to do preliminary organization for the 1999 GGR Time Trial Series. Zone 7 Millennium Party - Membership was able to contact all but two Zone 7 Region presidents and received an overwhelmingly enthusiastic response to a Zone 7 Millennium New Year’s Party. All region presidents agreed to present the information to their Boards of Directors at their May meetings. As currently envisioned, this would be the only year end banquet for all Zone and Region competitive series, and all awards for all regions would be presented that night.

New Business: Candidates for 1999 GGR Board of Directors - President gave latest status of recruiting volunteers to run for the 1999 GGR Board of Directors. Though nomination forms have not been officially submitted, people have indicated an interest in running for many of the positions. Board members are encouraged to continue to recruit. Monterey Bay Region needs 200 volunteer workers for the Historics in August, especially Friday night. Please contact Steve Taty at (408) 479-9630 to volunteer. Meeting adjourned at 9:21 P.M.
Members

Louise Sousoures, membership

5-year anniversaries
Albert & Jeanette Aramburu
Thomas & Ione Binford
Stephen & Debra Chan
Steven & Lesley Cohen
Ardell Furuta
Jeffrey & Monica Kost
Kevin McKee & Don Smith
Paul Scheffel & Jill Brown
Sandy & Trevor Swallow
Anne & George West-Wepsala
John Wimer & Lou Ann Bell
Lawrence & Nanette Wong

3-year anniversaries

38-year anniversary
Karl & Susan Keller
Frank & Norma Nocera

New members
Please join us in welcoming our newest members.

15-year anniversaries
Jim & Mary Brooks
Russell & Margaret Ulrich
Denny Zucchi

27-year anniversary
Dennis & Jo Ann Winter

30-year anniversary
Robert & Marilyn Burn, Jr.

33-year anniversaries
Robert Lauffer
Robert & Kathleen Sturm

34-year anniversary
Joe & Darla Reitmeir

35-year anniversary
George & Shirley Neidel

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2 Porsche 944 IT5 trim, 1 Porsche 914-6 GT2 trim, 1 ‘89 Porsche 944 Turbo World Challenge

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18 June 1998  Golden Gate Region
Official Count

- New members: 41
- Transferring in: 4
- Transferring out: 3
- Total members: 1404

Transferring in

Transferring out

New Member Social

at Automotion
Friday, June 12th
You must RSVP with
Louise Sousoures
(408) 354-0660
New Members have first priority.
VEHICLES

1955 Speedster #80994. Older restoration of uncrashed and unrestored California car. White/red with black top. Original 1600cc engine, great driver. $40K Dave Merz (707) 795-2787

1968 911T Targa #11870023 (Eurpn) Rare soft window with Tonneau. 5,000 miles on new 2.2 engine, 5 speed, new alternator, fuel pump, starter, gas tank. Sport seats with custom sheep skins, Fuchs alloys, Hella focus. No rain, no rust, weathers. Never raced. Original mint condition $10,500. Tom (408) 792-2793 (days) (408) 26808496 (evenings)

1970 914-6, #9140430131, Restored, 2.2E Motor - 5K miles, Grand Prix White. GT flares (Steel), Fuchs 6 & 8s, Koni Adj. Too many new items to list. Very pretty car. Receipts & documentation & Manuals. $15,000. Dan Swiger (408)274-1426. E-mail: dswiger@QNTM.COM

1972 911S Coupe, YPAF, infamous, beautiful and fast. Completely set-up for competition or street. Consider: carrera steel flairs, full recent complete repaint (light yellow), 7&8 polished alloys with BFG R1s, Recaro seats, Momo wheel, Sony stereo, short shifter, limited slip, 23&28 torsion bars, Weltmeister anti-sway bars, Koni double adjustable shocks, adjustable spring plates, complete Teflon bushings, SS heat exchangers, new muffler, 13K miles on new engine. This car has many local and national awards and honors. $15,000 firm. Glenn Hills (408) 554-1987

1974 914 2.0 #4742914963, black/black, recently restored, new paint, polished 15 inch Fuchs, CD and premium Kenwood sound system, fuel injection, smogged, no rust, reconditioned roof, same owner since 1979, appearance group, fresh carpeting, upholstery and seals, new Momo steering wheel, new clutch, new alternator, new fuel pump, new starter motor, new speedometer cable and angle drive, lots of trim replacements, too much to list, one of best and most desirable 914s around. Everything works! $9,000 Gordon (408) 971-3233 (days), (408) 286-3038 (evenings)

1974 914 2.0. Orange/Black interior. Outstanding condition. Has 16K miles since complete restoration by Ken Mack. Virtually everything has been replaced or rebuilt. No dents, no rust, repainted with new interior. Car is setup to compete in BI class. Has Fuchs alloys with street tires and extra set of 5/2 in. steel wheels (new paint) with almost new Yokohama A008R. Also has 22 mm sway bar, 140 rear springs, Koni shocks, Bursch exhaust, stainless heat exchangers, racing harness, and stereo cassette. $7,000. Rick (408)268-5677, rickb@telis.org

1974 Carrera Coupe. Signal Orange with Black lettering and Black interior. 74K original miles, well maintained, runs excellent. Many extras: Upgraded cam tensioner, turbo...


**Two 1974 911 Targa.** Blue/Black and White/Red. Many new parts. Need room, must sell. $7,500 each. Call for details. Bill Nickals (925) 838-3133 or (510) 889-3133 pager.

**PARTS & MISC**


**Watts-Wong Wacing trailer.** Simple. cheap. Single axle, basic black (appropriate anywhere). May be inspected in Sacramento. $790. Call Kern Breaux at (916) 966-2425 after 6:00 pm, please.

**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 rebult by Eurometrics, pump rebuilt by Bosch, less then 100 miles on pump.$1,500.00 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 nerd 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) 226-2010.


NOS Hazet 772 Lugwrench with plastic grip for 356 tool kit $125. Never used factory repair manuals: 914/914-6 8 volumes $275, 924 and Turbo 5 volumes $200, 928 4 volumes through 1982 $150, 944 2 volumes $80, 911 Turbo Carrera 1976 only $80. Microfiche binder with fiches for all models 1970 through 1985, repair manuals and suggested repair times, $400. Also, used 911 volumes 1 & 2 in German text $100. Victor (415) 239-0398

**Carrera/C2 Parts:** Factory Carrera Turbo bodywork, no tail; C2 Turbo suspension w/brakes; 17” ATEV 17” wheels; 15” Fuchs wheels; 77 Targa Interior. Best offer for any or all, Rich 650-949-2105.


**WANTED**

**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

**Two 8X16 factory 911 Fuchs alloys,** can be faded, scratched, or stained but not bent. Set of 100mm Nikasil cylinders only or with 10.5:1 JE pistons. 22mm wrist pin, for 3.0 SC engine. Victory (415) 239-0398

‘73-74 914 2.0 engine in running condition with fuel injection. Dave Merz (707) 795-2787

**968 coupe, man trans, limited slip diff, 17” wheels, leather seats, color anything but black. What have you got?** Call Dick at 602-899-1347.

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.

June 1998 The Nugget 21
**June**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Details</th>
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<tbody>
<tr>
<td>3 Wed</td>
<td><strong>GGR Board Meeting</strong>, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.</td>
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<tr>
<td>5 Fri</td>
<td><strong>993 Cabrio Raffle, Kick-off for &quot;Kiss Me I'm Basque&quot; weekend.</strong> Your $100 raffle ticket also includes a performance by the Reno Philharmonic &amp; hors d'oeuvre buffet at the Reno Hilton.</td>
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<tr>
<td>6-7 Sat/Sun</td>
<td><strong>Zone Autocross #3 &amp; #4/ Kiss Me I'm Basque</strong>, hosted by Sierra Nevada Region and Zone 7 at Douglas Airport, Minden, NV. Fee is $20 per driver. Saturday (SNR) run sequence is Blue, Red, White, Green. Sunday (Zone 7) run sequence is Green, Blue, Red, White. A Saturday night social at a local Basque restaurant is also planned. Contact Jim or Sue Hayes at 702-828-3950 for room reservations and more information. The infamous unique historical red light tour is also planned for those who would like to partake.</td>
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<tr>
<td>12 Fri</td>
<td><strong>GGR New Member Social</strong>, at Automotion (see map page 15). Call Louise Sousoures at (408) 354-0660 to RSVP. There is limited room, and new members get first priority.</td>
<td></td>
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<tr>
<td>12 Fri</td>
<td><strong>GGR Friday Night Social</strong>, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.</td>
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<tr>
<td>13 Sat</td>
<td><strong>Autocross LPR.</strong> Not a Zone 7 event.</td>
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<tr>
<td>13 Sat</td>
<td><strong>Zone Rallye #4, Summer Solstice</strong>, hosted by Yosemite Region. For fee and information call Pat Ikeda at 209-473-4628.</td>
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<tr>
<td>14 Sun</td>
<td><strong>GGR Automotion-Autocross #3, 3Stick Park.</strong></td>
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<tr>
<td>14 Sun</td>
<td><strong>Zone Concours #3 &amp; Swap Meet</strong>, hosted by Loma Prieta Region at Partsheaven in Hayward. For fee and information call 800-767-7250.</td>
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<tr>
<td>20-21 Sat/Sun</td>
<td><strong>Zone Autocross #5 &amp; #6</strong>, hosted by Sacramento Valley Region and Yosemite Region at Mather, Rancho Cordova. Fee is $20 per driver. Saturday (SVR) run sequence is White, Green, Blue, Red. Sunday (YR) run sequence is Red, White, Green, Blue. Call Dwight Mitchell at 916-488-8743 for more information.</td>
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<tr>
<td>27-28 Sat/Sun</td>
<td><strong>Time Trial &amp; Drivers Education #5, hosted by Golden Gate Region at Thunderhill, Willows.</strong> For fee and information call Laurie Yonk at 510-769-2123.</td>
<td></td>
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<tr>
<td>28 Sun</td>
<td><strong>Palo Alto Concours</strong>, featuring and celebrating 50 years of Porsche. For fee and information call Dick Cottrell at 415-692-2100.</td>
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**July**

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<tr>
<td>1 Wed</td>
<td><strong>GGR Board Meeting</strong>, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.</td>
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<tr>
<td>10 Fri</td>
<td><strong>GGR Friday Night Social</strong>, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.</td>
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<tr>
<td>11 Sat</td>
<td><strong>LPR Autocross - 3stick.</strong></td>
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<tr>
<td>12 Sun</td>
<td><strong>GGR Automotion-Autocross #4, 3Stick Park.</strong></td>
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<tr>
<td>12 Sun</td>
<td><strong>Pic-Tour Rallye</strong>, 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.</td>
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<tr>
<td>19-25 Sun/Sat</td>
<td><strong>Porsche Parade</strong>, 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.</td>
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**August**

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<tr>
<td>1 Sat</td>
<td><strong>LPR Autocross</strong></td>
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<tr>
<td>2 Sun</td>
<td><strong>Zone 7 GGR Concours/Swap meet at Carlsen</strong>, call Dick Cottrell at 415-692-2100.</td>
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<tr>
<td>5 Wed</td>
<td><strong>GGR Board Meeting</strong>, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.</td>
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<tr>
<td>8 Sat</td>
<td><strong>GGR Adopt-A-Highway</strong>, Jean Ohl (650) 341-9020.</td>
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<tr>
<td>9 Sun</td>
<td><strong>Zone 7 Rallye - Prieta Prix - LPR</strong></td>
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<tr>
<td>14 Fri</td>
<td><strong>GGR Friday Night Social</strong>, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.</td>
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<tr>
<td>14-16 Fri/Sun</td>
<td><strong>Monterey Historics <em>Porsche</em></strong></td>
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<tr>
<td>22-23 Sat/Sun</td>
<td><strong>GGR Tour de Krote</strong>, call Larry Sharp for info. (925) 371-2258.</td>
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<tr>
<td>29-30 Sat/Sun</td>
<td><strong>Time Trial &amp; Drivers Education #5, hosted by Golden Gate Region at Buttonwillow.</strong> For fee and information call Laurie Yonk at 510-769-2123.</td>
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</table>
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”
SERIOUS PARTS
FOR SERIOUS
PORSCHEs

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Vice President (650) 341-9020
James Ohl

Secretary (408) 943-0946
Marianne Gardner

Treasurer (925) 934-4598
Carolyn Lusk

Membership (408) 354-0660
Louise Sousoures

Competition (925) 837-0479
Kirk Doberenz

Social (408) 225-5356
Karen Neidel

Nugget Editor (408) 779-0389
Fax (408) 779-9073
Dave Dunwoodie
ddunwoodie@garlic.com

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

Visit GGR’s web site at http://www.glennhills.com
31st Annual
Palo Alto Concours De’Elegance

One of the largest and most prestigious classic car shows for charity in the West.

To be held at Stanford University, at the field adjacent to Stanford Stadium, El Camino Real at Churchill Avenue, Palo Alto, California. (From Highway 101 take Embarcadero Road West exit.) Sunday, June 28, 1998. Gates open at 7 a.m. to 4:30 p.m.

The Concours is a fund-raising event presented by Palo Alto Lions Charities Inc./Palo Alto Hosts Lions Club.

The featured marque for 1998 will be the Porsche family of outstanding automobiles, celebrating their 50th anniversary. We will have rare, exotic, and one-of-a-kind Porsches on the field representing the apex of Porsche vehicles.

Net proceeds to charities sponsored by the Palo Alto Lions Charities, Inc. of the Palo Alto Host Lions Club and the Stanford Buck/Cardinal Club.

Admission $15, Seniors $12, Children 6-12 $5, 5 and under free.

The Palo Alto Concours d’Elegance is sanctioned by the Sports Car Club of America, San Francisco Region, Steve Miller, Chief of Concours.

Gallery of the Greats
Race Car Display
Private Collections of Outstanding Automobiles
“For Sale” Cars
Display of Collector Motorcycles

Free Parking

We look forward to seeing you at the Concours.

Dick Cottrell, Chairman
Porsche Exhibit
(650) 692-2100