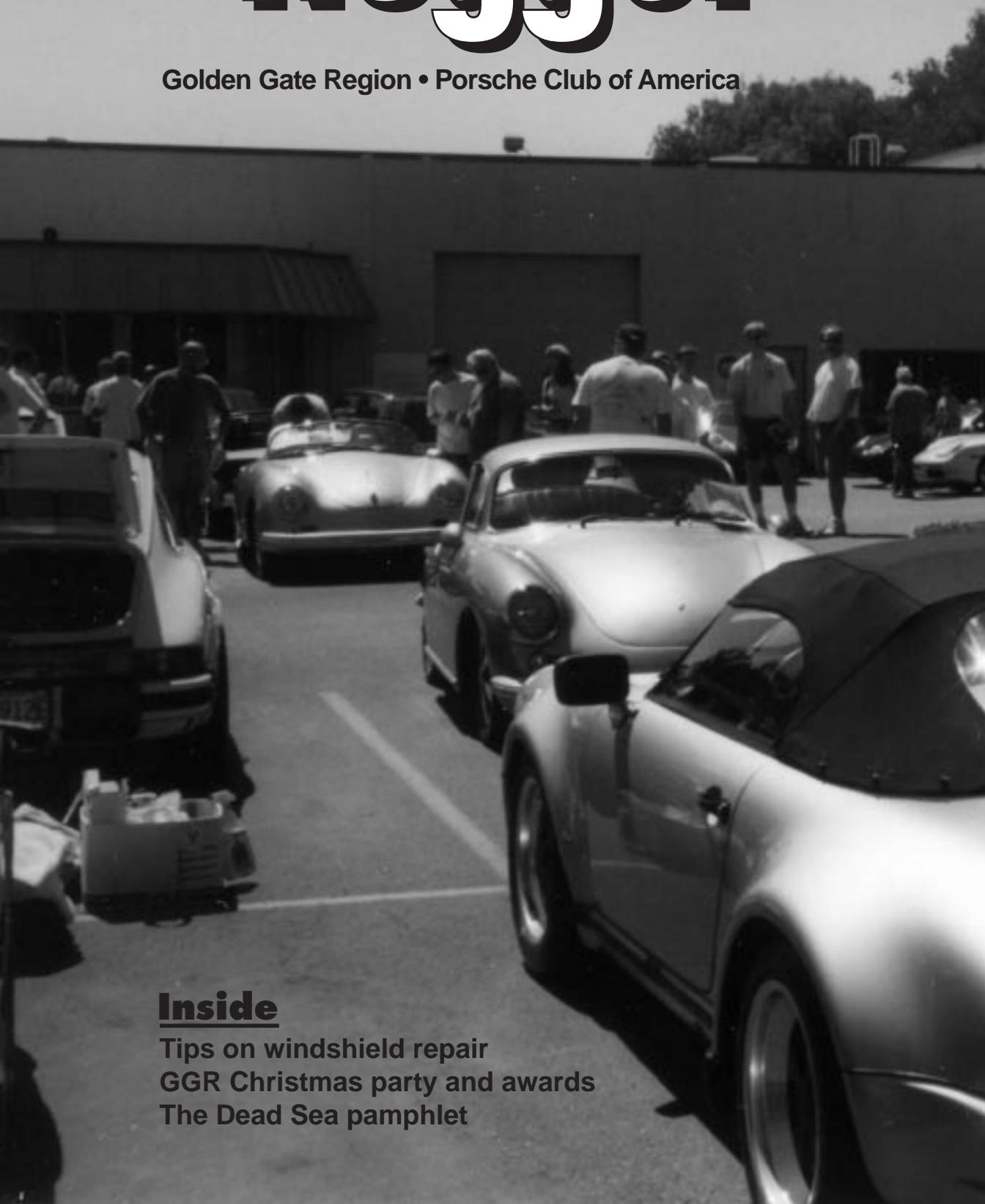


March 1998

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Tips on windshield repair
GGR Christmas party and awards
The Dead Sea pamphlet

Steering column

Dave & Sheila Dunwoodie, editor

I'm Dave Dunwoodie your new *Nugget* editor. A couple of months ago, Larry Sharp and Richard Gray put out a plea for someone to take over the responsibilities of *Nugget* editor. The position appealed to me because I wanted to expand my computer knowledge in the publishing area. In my spare time on evenings and weekends, I work as technical support for South Valley Internet, as a Mac technical consultant, and as a partner in Hidden Oak, a website design company. I sent an e-mail to both Larry Sharp and Richard Gray to inquire about the position. That sure started things rolling fast!

Sheila has decided to join me as associate editor. She thought that if she didn't join in, we would never see each other! And the sooner we can get *The Nugget* to the printer,

the more time I am able to spend with her and our boys.

I have learned a lot in putting out this first issue, and will con-

tinue to learn in future issues. I want to thank Richard and Debbie Gray for their help and for James Ohl for acting as "bugger" to get articles and photos to me.

If you attend an event and you have a good story for *The Nugget*, please send it to us. If you have pictures to send, please include a description and the names of those in the photos. Remember, this is *your* magazine; so please let us know your opinions and ideas.



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Volume 38, No. 2

Cover: Interested in Concours events? Contact Dick Contrell (4150 692-2100)

Photo: Courtesy of Dick Contrell

This is the first issue for our new *Nugget* editor. I would like to welcome and thank Dave Dunwoodie for coming forward and volunteering for this very important position in the club. This brings up how important volunteers are to our club. Without volunteers, the club would not exist. We depend on them for every activity that is put on in the club from the Board of Directors to *The Nugget* mailings. We should thank all these people who do contribute their time to the club so the rest of us can enjoy and participate with our Porsches while they do the behind the scenes organizing and planning. If you have ideas on how things could be improved, please let me know and come

forward to help. Please don't sit on the sidelines and complain. All that does is make the people who volunteer burn out from all the work and gives them none of the thanks they deserve.

As a reminder, the whole Board of Directors is open for all positions. Currently every director on the board is unable to be reelected. So we need members to come forward soon; so they can get to some board meetings to see how it is done and what it entails to do a board position.

As always, I'll see you all at the events.

Come join the

Adopt-A-Highway

crew

Saturday, March 7th
9:00 a.m.

If rained out March 14th

Interstate 280, Park & Ride
Woodside Road Exit, Woodside

Jean Ohl (650) 341-9020

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THE NUGGET**

Cottrell ad

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
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\$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

Braking news

New 911 Wins MOTORWEEK Award

RENO, Nevada, Feb. 9, 1998 -- Two months before its on-sale date in North America, the 1999 Porsche 911 captured its first American media award. The entirely new iteration of one of the world's most revered automobiles recently won the 1998 MOTORWEEK Drivers' Choice Award for Best Sports Car.

Selected by the entire staff of MOTORWEEK, television's original weekly automotive magazine, the annual award recognizes top vehicles in respective classes based on practicality, performance, technology, and value for the dollar. It marks the third year in a row a Porsche model has captured the prestigious Drivers' Choice Award in the sports car category.

Scheduled to debut in North American dealer showrooms in mid April of this year, the 1999 Porsche 911 Carrera is the first all-new car in the 34-year history of the model. Among its more distinctive features are its sleeker and more aerodynamic shape, more powerful 3.4-liter, flat-six cylinder, liquid-cooled engine, more spacious interior cabin, shorter turning circle, and lighter weight. Initially, the new 911 Carrera will be available in both Coupe and Cabriolet body styles.

Porsche Sees N. American Sales Growth

CHICAGO, Feb. 6, 1998 -- Frederick Schwab, president of Porsche Cars North America, Inc., told reporters at a Chicago Auto Show breakfast that his 1998 sales goal for the United States and Canada is 20,000 cars, depending on production. Porsche sold 13,731 cars in North America in 1997, including 12,972 in the United States and 759 in Canada, making it the automaker's best sales year in the region since 1988.

Schwab said the major reason for the expected increase is added output of Boxster roadsters from Finnish automaker Valmet Oy. Valmet is building about 5,000 Boxsters this year under contract to Porsche, and Schwab said discussions are under way to possibly increase that to 10,000.

"We don't know what the demand for the Boxster really is in North America because we haven't come close to meeting it," Schwab said, adding that buyers must still wait up to a year for delivery. Schwab said Porsche's sales goal also depends on the company's production launch of the all-new 911 coupe, scheduled to reach U.S. dealerships in mid-April. The 1999 model 911 is priced at \$65,030 in the United States, up about 2 percent from \$63,750 for the 1998 model it replaces. Schwab said the U.S. economy and stock markets remain strong, creating the right conditions for sales of Porsche cars. He said the sports car maker continues to study the sport utility vehicle market, but has made no decision whether to build a Porsche vehicle to compete with the Mercedes M-Class, the Lexus RX-300 and other luxury entries. "We're very interested in that marketplace," Schwab said. "It's clear that we have to be different."

Sipkins 1/8 pg

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High Performance House 1/4 page

Seeing your way through windshield repair

By **Allan Johanson**
Allegheny Region
(from *Rund Schau*)

- Go to your local automobile windshield supply place and buy some "black windshield adhesive stuff for a Porsche 914". They will look it up in their book and give you a roll of stuff which has the correct dimensions (I can't remember the size).

- Remove the interior trim around the window

- Remove the rear defroster wires (if equipped)

- Remove the window with a

SHARP utility knife. Don't pry the window or force it in any way - it'll break. Simply cut away the old "goo" so the window can be separated from the car. This may take a while. It took me about an hour to remove a front windshield without breaking it.

- Carefully clean the window and frame mating surface to remove all traces of old "goo".

- Unroll the new "goo" on the frame in the same place the old stuff was

- don't squash it, just gently press it in place. It's sticky stuff, so it'll stay in place.

- Using a heat gun (paint stripper), heat the "goo" and the window where it'll touch the "goo".

- Wearing gloves, and with a friend helping you, press the window into place by applying a fair amount of pressure over each inch of the "goo".

- Enjoy your rattle-free window for many more years.

I've done this with both the front and rear windows on my car.

Good luck!

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CRAB 26 Welcomes You



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

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

Be a part of the Premier Porsche Weekender. See you there!

Call or email us for more details: Dan & Deb Catherwood
(916) 924-8021, email at danieli@ix.netcom.com

Palo Alto Speedo 1/4 pg

The Dead Sea Pamphlet

A lesson in historical authenticity?

By **CHRIS WELTY**
Hudson-Valley Region, PCA

Factory Options

I am not a concours participant. I don't wash my car every day, worry about whether bolts are the right color, or regularly clean carbon deposits off my exhaust valves. I have, however, always had an interest in historical authenticity, perhaps because I'm the son of an historian, and as an owner of one of the classic motor vehicles ever produced - a pre-73 911 - I have always tried to insure that my car is accurate and original. This is an interest that I share with concours nuts. Of course, they go a little overboard.

Not me. I'm realistic about it. I'm really not the type of person who goes overboard about anything. That makes my interest complicated, because historical research can be very time consuming. Keeping a car accurate and original requires first having the information that documents just what "original" really is. This information comes from sources that are diverse and difficult to locate. That's why when I heard about an archeological expedition to the Dead Sea I jumped at the opportunity.

Of course, I don't go overboard about anything, so I flew there. It's a long trip by boat.

The Dead Sea has long been known in archeological and concours circles as a treasure trove of ancient documents. The environmental conditions are perfect for their preservation (in layman's terms, the weather is so dry that there isn't much water). I presume the lack of water keeps these ancient manuscripts from rusting or something.

I went there, obviously, to track down some literature that was published way back, round about the time my car was manufactured and sold. This period is known to archeologists as the mezzoferdinandic era. Very little is known about the

time, and my car is one of the few relics that has survived.

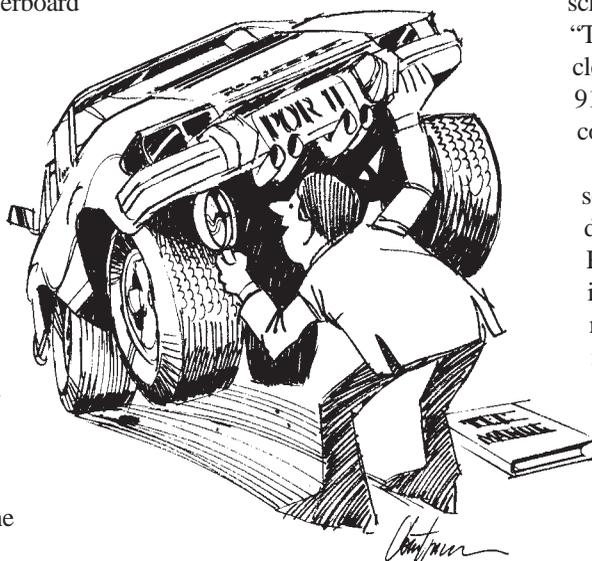
The trip was not quite as eventful as my first 911 purchase, but it was quite rewarding. During a round of beach volleyball, I accidentally fell into a lost cavern that had been buried under the sand for an indeterminate time. In it, I discovered an ancient piece of parchment. Not all the text inscribed on the parchment had survived the nearly thirty years since it was written, but what remains has provided valuable clues about the conditions in which 911s were sold in 1969.

I include below what can be deciphered from this parchment. It was apparently at one time a three-fold pamphlet of which one fold is now missing. The document, now known in the scholarly community as, "The Dead Sea Pamphlet," clearly proves that my 1969 911E is in perfect, original, condition.

I have been trying for some time to get this document accepted by the PCA historical committee, in order that the parade rules be changed to incorporate my findings into the guidelines for judging at the concours d'elegance. My efforts have thus far been without success, as the committee keeps asking

to see the actual document. This is not possible, since the environmental conditions required to preserve the ancient text are so precise as to preclude transporting it. In addition, it is written in a very old dialect that is no longer in use, and only through extensive and agonizing study by a highly trained group of specialist was I able to produce for you the translation that appears below.

The Dead Sea Pamphlet results, made public here for the first time, have already sent ripples through the very fabric of our society. There is no telling what the ultimate consequences may be. In reading this for yourself, note that our team has used an ellipsis (...) to indicate sections of the original text which are



smudged, missing, or otherwise illegible.

911 Factory Options, Model Year 1969

Porsche offers the most cost-effective ... in the automotive ... and with the 911T, 911S, and the top of the line 911E, has now moved to the forefront ... The basic 911 package provides you with all that you need to enjoy driving in its finest form, and we proudly present these additional options to enhance your ...

Porsche is proud to offer the most trunk space of any ... vehicle, and has introduced an advanced hood support system, utilizing intelligent pneumatic struts which determine when the hood should stay open and when it should ... The following accessories are a perfect match for this system:

Basic Hood Support Supplement (Option 901.230.000.HS). Available on all models. Manufactured by Tylenol Corporation, this medication can be used to relieve symptoms resulting from having your head in the way when the ... hood strut system determines the hood should close.

Hood Support Supplement (Option 901.230.001.HS). Available on all models. Made of pure American White Pine, this one-meter long device can be inserted between the lip and the base of the front hood when open, to override the strut decision process.

Deluxe Hood Support Supplement (Option 901.230.002.HS). Available on the E and S models. Made of polished Brazilian hardwood, and ornamented with the Porsche Crest, this deluxe hood support is a more attractive version of option 901.230.001.HS, for the discerning user of the trunk. Can be gold-embossed with your initials.

Within the ... interior, Porsche's Teutonic philosophy of function and simplicity characterizes its flagship vehicle. We do offer our customers the following options to enhance and customize the appearance of your interior.

Dash Crack (Option 901.567.988.DC). Available on all models. By far our most popular factory option, Porsche can deliver unique crack designs on the dashboard. Normally placed in the very center of the dash, we guarantee that no two are alike. A great

Partsheaven 1/8 pg

way to personalize your 911!

Carpet Wear Marks (Option 901.567.765.CW). Available on all models. If you are ... and do not drive your 911, but want the look and feel of a car that is driven often, we can deliver your 911 with carpets and mats that appear to have wear marks on them already.

Radio Face Plate (Option 901.566.876.FP). Available on all models. Most cars these days have radios, but they are heavy and don't produce very good quality sound. This face plate looks like a radio, with real buttons!

Auxiliary Defogging Unit (Option 901.345.881.DU). Available on all models. This 100% cotton unit can be used to supplement the defrost

system during times of severe humidity, such as rain.

Seat Tear (Option 901.566.200.ST) Available only on the E. The vinyl seats of the 911 can be made more comfortable by tearing them along the seam. This option is popular in conjunction with option 901.566.201.SS.

Soft Seats (Option 901.566.201.DS - Driver, 901.567.201.PS - Passenger). These seats have extra soft springs for your ... comfort.

The exterior of the 911 is the perfect blend of aesthetics and aerodynamics. These option are useful for ...

Stay-Closed (TM) Gas Filler Door (Option 901.342.231.SC). Available on all models. Normally the gas filler door opens when you pull on the lever inside the passenger compartment. Using patented technology, the Stay-Closed (TM) door does not open, to deter theft.

Broken Antenna (Option 901.121.877.BA). Available on all models. Another theft deterrent is the fully functional antenna that looks like it's broken.

Orange Duct Tape (Option 901.112.988.DT). Available only with cars painted silver. Orange duct tape over the fenders and front hood provides the perfect accent for silver cars. Silver and orange is Professor Porsche's favorite colour combination. One of the most distinctive options ever offered by any automotive manufacturer!

Around the zone with Hank Watts

By HANK WATTS

GGR at SEARS: GGR had its first event of the season at Sears Point on 31Jan and 1Feb. It was supposed to be a time trial, but that didn't happen. Everything was in place: the track (more or less, as we've still got the crossover replacement for turn 7), 11 students, corner workers, everything needed. Though a number of time triallers, fearful that rain will mess up the party, won't sign up for a time trial at Sears at this time of year, a relatively full slate of drivers was enrolled.

The only thing needed that wasn't available was clear weather. Saturday morning was rain. This is a serious problem at Sears, with its very short runoffs and hard walls. Sears is a dangerous enough track in the dry. It is probably not a reasonable place to learn to drive nice cars in the rain; ThunderHill and Buttonwillow are much better tracks for that, where the consequences of an error in judgement is likely to be a muddy car, but not a smashed one. Sears also has a number of extra special places that offer surprising little traction in the wet.

The cars were sent out late in the morning as the rain tapered off. By 5:00 there had been lots of confusion, a fair amount of driving and a couple of bent cars. The bent-car total was well over the current norm for GGR, which has compiled a delightfully safe record over the last couple of years. The day ended amid predictions of frog-strangling downpours (C.W. Nevius) due to arrive by the next morning. Those few who showed up Sunday morning were greeted with a steady rain and the event was cancelled by 8:30. Ironically enough, the rain stopped before noon and the sun came out.

The next event is at ThunderHill. The date has been changed by a week to the 21st and 22nd of March. This will be the first time trial on the extended track. Weather should be good, but, if not, let's learn to drive in the rain!

DOUG DAVID: Those of you who get this column via the print media may not know that we lost a good friend and fellow racer this month. Doug David, 39, died a few days after a massive stroke that occurred at an afternoon beer break during a dirtbike trip in the hills near Reno. Though Doug was into many activities, we knew him best as an avid autocrosser, tremendous autocross instructor, joyful competitor, full of laughter and energy, and an ever-pleasant presence at the events. He also had some apprehension-avoidance experiences that put him in that rare class occupied by people like Milton Hare. More on that another time. For now we miss him, and wish him Godspeed on the next step of his journey.



CANDLESTICK: The massive parking lot at Candlestick Point has a full Spring schedule. Recent reports indicate that, in the midst of the troubles with Ed DeBartolo, people are finally starting to calculate the costs associated with the proposed new stadium. This is important to us, as the construction phase and the proposed stadium/shopping complex are likely to put a real damper on our ability to use the lot for driving events. Further, it's not clear whether, if the new stadium is built, the control of the entire site might not pass from SF Parks & Rec to the 49ers. In any case, all those costs that were supposedly carefully calculated before the proposal went on the ballot are just now being looked at more carefully. While we're very fond of the 49ers, it's impossible not to hope that this somehow works out that we continue to be able to use the lot. If and when the days of autocrossing at Candlestick end, people will be looking back at now as the very very good old days.

There may be some positive movement at Alameda Naval Air Station, but the other local venues are difficult for everyone except SCCA. The rental fee at the Oakland Coliseum is now \$2000 per day.

COMPETITION CALENDARS: The Loki Publishing Northern California Competition Calendar (maybe if the title were shorter there'd be room to use a larger font on the calendar itself?) is now available in preliminary form.

This covers most clubs using the big tracks in the area and almost all organized autocrossing we can find.

By mail, send 2 SASEs to Loki Calendar, 849 Gary Avenue, Sunnyvale, Calif. 94086. By net, you can download the two files needed (one Excel, one MS-Word) from www.motomall.com/loki. The files are in two forms: versions appropriate for the latest software versions (Office97) and versions appropriate for earlier software releases. It's not clear that any formatting is lost when backdating for previous releases. One advantage of the Ofc97 files: they are currently much smaller. File size should be fixed in the final version.

BEETLE: The VW Beetle is being resurrected, albeit as a front-motor, watercooled car. Nevertheless, the new car bears a certain family resemblance to its honorable ancestor, and the ad campaign may be, at least partially, in the style of those classic Beetle ads of the 60's and the 70's. One approach: "0-60? Yes!"

SCHEDULE CHANGES: There have been some schedule changes and newly-released schedules in the last month. The 9May LPR autocross at Candlestick is cancelled in deference to the SVR/Zone event sched-

uled for that weekend. This is unfortunate; Candlestick dates are pretty tough to come by. The GGR event scheduled for 10May has been turned into a non-points challenge event with the Shelby club. As mentioned earlier, the 14Mar GGR time trial is pushed back a week to 21Mar. Happily, it no longer conflicts with the PUG race at Sears. The groundschool for this event is now on 14Mar. The Club Race at ThunderHill has been moved from Oct 3 & 4 to Sept 19 & 20, also removing a conflict with PUG.

OTHER NEW SCHEDULES: GGR autocross: Candlestick 28Mar, 5Apr, 19Apr (non-points), 10May (non-points), 14Jun and 12Jul; Dublin 12Sept, 24Oct and 14Nov. SVR autocross, all at Mather: 7Mar, 9May, 20Jun, 8Aug, 19Sept, 14Nov. Redwood autocross: 19Apr, 24May, 7Jun, 12Jul, 9Aug, 13Sept, 4Oct and 15Nov, all at Petaluma. Zone 7 events the weekends of 28Mar (Candlestick), 9May (Mather), 6Jun (Reno) and 4Jul (Monterey). A bit front-loaded, but a good schedule. Porsche Unlimited Group is holding races the weekends of 14Mar (Sears), 9May & 20Jun (ThunderHill), maybe 5Sept at Port Orford, 3Oct at Laguna Seca and 7Nov at Sears.

COMING UP: March will be a busy month. LPR at Candlestick the 7th and 29th. Zone 7 weekend at Candlestick with LPR and GGR on the 28th & 29th. SVR at Mather on the 7th. SCCA at McClelland the 14th and 15th and Candlestick on the 28th. GGR time trial at ThunderHill 21 & 22 March; NASA and PUG at Sears the 14th and 15th.

GGR/Shelby Club Challenge



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

April 19th

May 10th

3-Stick Park

Call Bert Del Villano for details

(650) 592-0637

Automotion 1/2 page

GGR Christmas Party ***1997 Awards***



James Ohl presents the Don Matthews Memorial Award to Olen Creech.

Perc Bliss Award

Greatest contribution to the

Don Lang Memorial Award

Exhibits the spirit of good sp

Don Matthews Memorial Award

New member who most rep

Competitive Event of the Year

Urban Assault Rallye

Social Event of the Year

Death Valley Tour

Enthusiast of the Year



*Bert and Anne Del Villano
at the Autocross Awards.*

and Awards Banquet

rd Recipients

club.

Carolyn Lusk

portsmanship and service to the club.

Patti DeMartini

resents the enthusiasm and spirit.

Olen Creech



Bob Gardner receives the award for Competitive Event of the Year.

Bob Gardner

Photos: Karen Neidel

Croom Family

Sharon Neidel



Sharon Neidel accepts the award for Enthusiast of the Year.

We're open

Stead Porsche is delighted to announce that its new, exclusive Porsche dealership is now open for business. Visit us at 2244 N. Main St., Walnut Creek.
(510) 280-4900
Grand opening celebration soon.

February Board of Directors meeting

Meeting called to order at 7:20 P.M. on February 4th. Board members present were Larry Sharp, James Ohl, Marianne Gardner, Carolyn Lusk, Louise Sousoures, Kirk Doberenz and Karen Neidel. Absent member was Greg Braun. Also present were K.C. Sharp, Jean Ohl, Bill Lusk, and Dave Dunwoodie. Minutes of the previous meeting were unanimously approved as written.

Postmortem of events

The New Year's Eve Time Trial party had about 100 celebrants, and the new format worked out fine. The hotel improved their food tremendously over last year; it was fantastic food, served well. The January Friday Night Social had sparse attendance. Activities Day had a low turnout but good enthusiasm and a full calendar. Adopt a Highway had only four workers, as the date conflicted with the Time Trial Tech Inspection and a memorial service for Doug David. The good news was that all drivers on I280 had been on good behavior during the holidays, and the roadside was relatively clean. The January Time Trial at Sears Point was wet, but after it dried on Saturday, the drivers who stayed got lots of runs. Sunday was rained out. Now that some drivers have twice had practice at driving Sears Point in the rain, one driver's opinion is the track is not slick when dry or wet, but very slick when damp. Sears gave us a partial refund for Sunday, and drivers who left Saturday morning should contact the Time Trial chair about refunds.

Director reports President: The Palo Alto Concours is June 28. Applications for CRAB in April are available. The August Monterey Historics application is on the web. This will be the official site for Porsche's worldwide 50th anniversary celebration, and runs Wednesday through Sunday. All factory Porsche drivers are planning to attend the Friday night party, and at least some of the PCNA and Porsche AG Boards of Directors will attend. The Corral is accepting parking applications with the goal of having one of every car model for every year. All hotels in the vicinity are booked, however try two weeks prior for last minute cancellations. GGR received an inquiry from one of the LPR Autocross Chairs (all three LPR Autocross Chairs are primary GGR members) as to our interest in assuming the LPR Autocross equipment, and

in return renting our equipment to LPR. After a lengthy discussion that was all questions, and no answers, the Board agreed to consider a formal written proposal from the LPR Board of Directors. President talked to Automotion about GGR having selected Child Advocates as the official GGR charity, with respect to donating the proceeds from the next Automotion swap meet. Final decision rests with the Automotion owners. President discussed overdue budget for 98 Time Trial Series with Chair. The January Time Trial should not have occurred without an approved budget, and if the budget is not submitted two weeks prior to the March event, it will be canceled.

Vice President: Insurance for all events through mid March has been ordered. An updated 1998 GGR calendar was distributed, reflecting changes identified at the Zone Presidents Meeting.

Treasurer: Treasurer's report for January to be mailed to Board members. 1997 items still to be closed: Club Race (track fee, miscellaneous services, sponsorship) and Time Trial banquet.

Membership: Number of prime members is 1327, with 35 applications in process and 22 new members. Board unanimously approved motion to accept all submitted new member applications. Dave McGuigan is finalizing the Membership Directory, and is awaiting a quote for printing costs. Initial printing run will be 300, to be handed out on request, with no ads except the Service Providers section in the front for advertisers who ran Nugget ads for six months in 1997. Membership received a video of a 1995 Porsche Concours in Los Angeles area, which will be forwarded to the Concours Chair. GGR's charity, Child Advocates of Santa Clara & San Mateo Counties, presented us with a plaque for our 1997 contribution at their annual dinner meeting. Erica Yew introduced GGR's vision for providing drivers training scholarships, which was warmly welcomed by the advocates.

Competition: Competition Rule Books for 1998 are in process. There was some difficulty in running the January Time Trial without the new books. **Secretary:** Nothing to report.

Social: GGR's donation of toys (from Autocross Awards banquet) to Via Rehabilitation is planned for mid February. Arrangements have been

made to have the 1998 Autocross Awards Banquet again at the Stanford Park Hotel on December 6th.

Nugget Editor: Since the January Nugget came out, the past Nugget Editor has received seven or eight names of volunteers for editor. These names were passed to the President as possible Assistant Editors/contributors. President nominated Dave Dunwoodie as Nugget Editor, which was unanimously approved. Vice President discussed Nugget Editor responsibilities & rules, including information about ads, non-member income, deadlines, printing, mailing, budget, reimbursement.

Webmeister: To date, we have had over 10,000 hits on the web site. The GGR organization chart, job descriptions, and help wanted section have been added to the web. Dan Jones has joined the Web Staff as an event photographer. Information and the registration form for the May Autocross School is on the web. Coordination has been established with a number of regular contributors to send updates to the Webmeister (calendar updates, meeting minutes, autocross info/results, etc.). There is still a question about the Time Trial info/results, and other GGR event info. GGR needs to identify a Webmeister for 1999, to allow time to train as assistant Webmeister in 1998.

Old Business: 1997 Time Trial Budget - Information on 1997 Time Trial actuals still trickling in with end of year receipts. Data will be forwarded to interested members as soon as complete.

New Business: Board discussed letter received from Thunderhill Park regarding remaining debt. Assistant Treasurer researched club tax records, and Treasurer researched past Treasurers' records, and both have independently come to the conclusion the December 1997 GGR payment was not the final payment. Board unanimously approved motion to make final payment to Thunderhill during 1998.

Meeting adjourned at 9:07 P.M. The next Board of Directors meeting is scheduled for Wednesday, 4 March 1998, at 6:30 P.M. at Round Table Pizza, 1271 E. Calaveras, Milpitas. Call (408) 946-4633 for directions.

Members

New members

Please join us in welcoming our newest members.

January New Members

Blum, Matthew & Sherry
803 Comet Drive
Foster City, CA 94404
928 83

Bo, Steven & Patti
1565 Hollenbeck
Suite 122
Sunnyvale, CA 94087
408-739-0723
911Cab 98

Cable, Laurence & Sarah
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3351 Saddle Drive
Hayward, CA 94541
510-582-2683
RS 73

Tsuyuki, Robert & Megan
Wheeler
63 Crescent Avenue
Apt. Upper
Sausalito, CA 94965
911 74

West, Connie & James
933 Laurel Glen Dr.
Palo Alto, CA 94304
650-949-5171
Boxter 98

Yang, Roger & Kermit
Kubitz
2965 Sacramento St. #105
San Francisco, CA 94115
Boxter 98

Transferring in:

Danielsen, Duane
2744 Union Street
San Francisco, CA 94123
993 95

Keller, Tom
439 Timberhead Lane
Foster City, CA 94404
911T 86

Lieby, Scott & Eroc Inman
562 Rafael Street
Redding, CA 96002

Morgan, Karen
c/o Hambrecht & Quist
Bush Street 18 Floor
San Francisco, CA 94104
911 82

Overton, Wallace &
Roxanne
175 Gladys Avenue #5
Mountain View, CA 94043
356 60

Williams, Evan
2631 Benvenue Rear Unit
Berkeley, CA 94704
510-841-0338
911T 72

February New Members

Agnew, Douglas & Debbie
Waterstone
12333 Skyline Blvd.
Los Gatos, CA 95033
408-857-7133
924S 88

Avilla, Jesse
373 Appian Way
Union City, CA 94587
510-884-8999
911SC 79

Barrs, Martin & Sarah
517 Hickory Street
San Francisco, CA 94102
415-431-9958
911 95

Best, David & Kathy
258-29th Avenue
San Francisco, CA 94121
415-668-3212
911C2S 98

Cartwright, Jake & John
Cartwright III
231 Arbor Lane
San Mateo, CA 94403
650-358-0774
911T 73

Crawford, Dawson &
Vincent Colianni
17759 N. Comanche Tr.
Los Gatos, CA 95030
408-353-6154
911Targa 88

Fisher, Paul & Sylvia White
248 W. Portola Ave.
Los Altos, CA 94022
408-747-7140
911C4 89

Friday Night Social

14A

See what goes

**6:30 p.m.
Friday, Mar. 13**

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

Total members**1327**

Francis, Ralph
5958 Almaden Lane
Oakland, CA 94611
510-261-4800
911C2S 97

Griffith, Peter & Xochil Arkin
155 Jackson Street #907
San Francisco, CA 94111
415-956-7342
Boxter 98

Ho, David & Victoria Sioteco
1601 Cornell Avenue
Berkeley, CA 94702
510-528-4712
911SC 78

Jung, Philipp & Patricia O'Shea
4842 Lakebird Place
San Jose, CA 95124
408-912-5226
911C4 90

Kaaha, Kevin
1129 Morse Street
San Jose, CA 95126
408-249-7423

Karnig, Veronica
100 Baltic Circle #140
Redwood City, CA 94065
408-727-7740
968 94

Krasnegor, Josh
525 Cole Street #6
San Francisco, CA 94117
415-831-1966
911S 67

Lin, Vincent
1800 Willow Road
Hillsborough, CA 94010
Boxter 98

Mahoney, Dennis
2601 Carlmont Drive
Belmont, CA 94002
911 C4 96

Mann, Melissa & Cheryl Foletta
600 E. Weddell Sp87
Sunnyvale, CA 94089
408-744-9556
911 90

Manning, John & Autumn Griffiths
1626 Pierce Street #305
San Francisco, CA 94115
415-561-0764
Boxter 98

McDaniel, Ned
5025 Brookdale Ave.
Oakland, CA 94619
510-533-5040
911 75

Ng, Timothy & Amy Jarrett
2030 Vallejo Street #603
San Francisco, CA 94123
911C4S 98

O'Donnell, Michael
6 Callado Way
Atherton, CA 94027
944 Turbo 89

Pabrega, Pamela
248 18th Avenue
San Francisco, CA 94121
415-831-1717
911E 74

Parker, George
425 Anchor Road #313
San Mateo, CA 94404
650-372-9935
911SC 78

Pucik, Joseph & Sophia
246 Mattson Avenue
Los Gatos, CA 95032
408-364-1967
911SC 79

Reitman, Moe & Pamela
4104 24th Street #360
San Francisco, CA 94114
415-585-8446
911Cab 98

Russell, Randy & Amiee
2375 Benson Avenue
Santa Cruz, CA 95065
408-476-6542
Boxter 98

Schanck, Jack & Laurretta Stair
17615 Racoon Court
Morgan Hill, CA 95037
911C4 89

Schultz, Jan-Ake
1380 Oak Creek Drive #218
Palo Alto, CA 94304
650-328-6262
911 87

Smith, Mark Paul & Dame Rahal
4390 Bodega Avenue
Petaluma, CA 94952
707-778-1255
911SC 81

Thorpe, Howard
3430 Lake Chad Court
Fremont, CA 94555
510-475-8022
911Targa 84

Vollenweider, Keith
2496 Aragon Way
San Jose, CA 95125
408-269-7266
356B 60

Walker, Barry & Lorraine
968 Rolling Woods Way
Concord, CA 94521
510-692-2014
911T 70

Winters, Julian & Jane
18 Mounds Road
San Mateo, CA 94402
650-343-3474
911 97

Wittman, Aaron
1755 Horseshoe Court
San Martin, CA 95040
408-683-4466
911S 77

Transferring in:

Barrington, James M. & Brian
P.O. Box 696
Stinson Beach, CA 94970
415-868-9650
356 49

Marx, Tom & Karen Joy
2825 Sacramento St. #202
San Francisco, CA 94115
911S 74

Von Klan, George & Sharon
790 Fifth St. E.
Sonoma, CA 95476
707-938-2839
924S 88

Zachowski, Robert & Barbara Gabel
6451 Farallon Way
Oakland, CA 94611
510-420-8136
993 95

Transferring out:

Bagshaw, Rick & Julie
6134 Bromole Court
Lawrenceville, NJ 08648
944 83

Kimes, David & Diane
14755 Native Dancer Dr.
Morgan Hill, CA 95037
408-779-5988
911 69

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VEHICLES

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

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

1971 Porsche 911T Coupe. Same California owner past 20 years. Exceptional original condition inside and out. Factory AC and electric sunroof. Original white w/tan interior. Runs and drives like new. \$7,900. (650) 593-1141.

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

1974 Carrera Coupe. #440 of 528 produced. Chocolate brown w/gold lettering, dark brown leather interior with sport seats, Alpine stereo. Competition suspension, swaybars, torsion bars, Bilsteins, 7 & 8s, ducktail, fogs, spoiler. Restored '93, body and interior flawless, performance awesome. \$20,000. Rick Giacomazzi, 3111 San Juan Hollister Road, Hollister 95023. (408) 637-7367.

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

1979 911SC # 9119200640. Silver/Black. 16" Fuchs and 2nd set of Phonedials, Whaletail, Alarm, Alpine, Momo shifter/Shortshift Kit, D&W Steering Wheel, A/C, Cruise, Tower brace, Carrera Tensioners. All records. 140K mi. Includes 2

car covers, manuals, convenience kit, mirror/foglight/dash covers and embroidered rear shelf mat, \$15,500. Kevin at (408) 448-1113.

1984 944 Coupe. Local one owner. 116K mostly freeway miles. Light bronze, brown interior. Excellent condition. No leaks, dents, rust, or accidents. 100% original, complete, and correct, except for upgraded audio. F/R stabilizers, Konis, alarm, leather, 7k miles on belts. Everything works. Mobile 1 since new. Records. Garaged. \$6500/BO Jeff Witwer at 650-949-1110 (evenings).

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

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

1990 Carrera 4 Coupe, in good condition, original blue/tan leather interior, all power, all books and records, new factory flywheel and clutch, new front brakes, considered average to high miles, optional 17" 993 Cup factory wheels and P-Zero tires available, optional 12-disc changer also available. \$30,000 obo. Also top-of-the-line stereo for sale. Brand new, still in the box. Joon Lee (408) 888-6982.

1992 911 Turbo, white/tan. S02 tires, OZ Mito-mod wheels, Sony CD/200 watt stereo system, Clifford alarm. Oil changed every 3K miles, all records. \$60,000 obo. Contact Jeff at (510) 792-1705 or (408) 919-2605. Check it out on the web at: <http://bushwacker.net/jeff>

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

PARTS & MISC

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

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

Cabriolet vent and window glass good chrome \$500 OBO. Will sell window glass separately. Engine case #63689 1956 normal with 32PBIC carbs & cleaners overhauled and original fan shroud with all linkage and fuel line \$380 OBO. Will sell separately. 356A seat hinges - two pair good condition \$100. Bowden pull switch wiper assy complete \$180 also moto and switch only \$120. Russell Ulrich (707) 434-1332.

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

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

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

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

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

911 engine 3.0L from '78 SC, complete w/exhaust, very strong running, high mileage, new alternator, injectors, Carrera tensioners, pop-off valve, plug wires, K&N filter, oil return tubes. Still in car, so performance can be verified, \$1,500. 915 transmission, rebuilt 3 years ago, \$700. Gary (408) 454-0308.

911 parts: 2.2E mech. fuel injection, as new \$1,200; 2.2E rebuild engine, \$800; (2) 17x10 HRE modular wheel, Fuchs style, perfect for '76 to '89 930, \$930; (4) 6x15 Fuchs wheels, chrome, \$500 set; 901, needs rebuild, \$100; many other early 911 and 914-6 parts. Lots of used 16" and 17" DOT race tires, cheap. Tom (408) 929-7357 evenings or (408) 325-3345 days.

911 parts. Mahle Nikasil new 2.7 pistons and cylinders, best offer; Weltmeister new strut brace, \$135; 22mm 1988 front sway bar, \$100 obo. Contact Neil (510) 769-2123.

BBS wheels, (4) 7 and 8x16 for '78-'89 911 or 944, polished lips, silver centers, stemless valves, Porsche center caps with special machined adapters, excellent condition, \$700. Complete brakes for '78 911 SC, calipers, rotors, new pads, \$200. F&R swaybars from 911 SC, \$50. Gary (408) 454-0308.

C2 (7-spoke) rims, 6x16, 8x16 mounted Yokohama tires with 90% tread left. Was selling for \$1,200, now are \$950. Will fit 911 Carrera 2/4 1989-94, 944 1987-91, 968 all. Would like to trade for a set of rims with tires that fit '84 944. Any type fine. Call home after 8:00 p.m. (408) 559-7148 or e-mail at 1888@juno.com

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

Weltmeister swaybars, .28 front and .22 rear for 944 Turbo, both for \$360. (408) 475-2343.

WANTED
7 & 8 or 9"x16" wheels for 1986 944 Turbo. (408) 475-2343.

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

Classifieds - Sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by *The Nugget*, 875 Encino Drive, Morgan Hill, Ca 95037 or Fax (408) 779-0389 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.

Advertising sales

Size	one issue	half year*	yearly*
1/8 page	\$20	\$16	\$14
1/4 page	\$40	\$32	\$28
1/2 page	\$65	\$52	\$46
Full page	\$100	\$80	\$70
Inside cover	\$125	\$100	\$88
Back cover	(Call for information)		

Business card ads \$15 per month
* per month value

For information call:
Bill Lusk, *The Nugget* advertising manager
phone (510) 934-4598



Events calendar



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

March

- Wed 4 **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- Sat 7 **GGR Adopt-A-Highway**, Jean Ohl (650) 341-9020.
- Sat 7 **LPR Autocross**, 3Stick Park.
- Fri 13 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- Sat 14 **GGR Adopt-A-Highway** (backup for Mar. 7 date).
- Sun 15 **Zone Rallye #2, Urban Assault 2 TSD**, hosted by Golden Gate Region, South Bay, 9:00 a.m. registration. For more information contact Bob Gardner (408) 943-0946.
- Sat/Sun 21-22 **GGR Time Trial and Driver's Education #2**, Thunderhill Park, Willows. For registration contact Laurie Yonk (510) 769-2123.
- Sat 28 **GGR Automotion-Autocross #1**, 3Stick Park.
- Sun 29 **LPR Autocross**, 3Stick Park.

April

- Wed 1 **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- Sat 4 **GGR Automotion-Autocross #2**, 3Stick Park.
- Sun 5 **Zone Concours SVR**
- Fri 10 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- Sat/Sun 11-12 **GGR Time Trial and Driver's Education #3**, Buttonwillow. For registration contact Laurie Yonk (510) 769-2123.
- Sun 19 **GGR Automotion/Shelby Club Challenge #I**, 3Stick Park
- Fri/Sun 24-26 **CRAB 26**, hosted by Sacramento Valley Region. More information to come.

May

- Sat/Sun 2-3 **Zone Autocross School**, hosted by Sacramento Valley and Golden Gate Regions.
- Wed 6 **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- Fri 8 **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- Sat 9 **Zone Autocross LPR**
- Sun 10 **GGR Automotion/Shelby Club Challenge #II**, 3Stick Park.
- Sat 16 **Zone Rallye SVR**, Spring Flowers
- Sun 17 **GGR Automotion-Concours/Swap Meet**
- Sat/Sun 30-31 **GGR Time Trial #4**, Laguna Seca

IT'S BACK!!

FREE 1998 COMPETITION SCHEDULE

As a service to PCA members, Loki Publishing, Bodystyle and Sportech offer a 1998 Northern California Competition Calendar.

On one page, this calendar shows the relatively complete competition schedule for Northern California, including: Zone, LPR, GGR, Redwood, SVR, SCCA, NCSCC and American Autocross autocrosses, GGR and POC Time Trials, PCA Club Races, SCCA, Pro-Solo, National tour, Solo I, Regional races, North-Western Hill Climbs, and PCA Zone 7 rallyes, tours and concours events. Where feasible, it includes people to contact and directions to the site. Send a stamped (not metered), self-addressed envelope to:

Calendar, Loki Publishing
849 Gary Avenue
Sunnyvale, California 94086

Big O 1/4

GGR Time Trial and Driver's Education #2

Has been moved from March 14-15 to
March 21-22



**Thunderhill Park, Willows.
For registration contact
Laurie Yonk (510) 769-2123.**

1998 Board of Directors

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Livermore, CA 94550

Treasurer (510) 934-4598

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275 Tradewinds Drive, #13
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Competition (510) 837-0479

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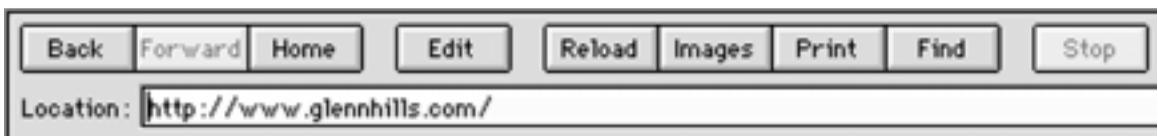
2061 Pebble Drive
Alamo, CA 94507

Webmeister (510) 455-1005

Greg Braun

586 Morgan Common
Livermore, Ca 94550
gvb@netcom.com

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



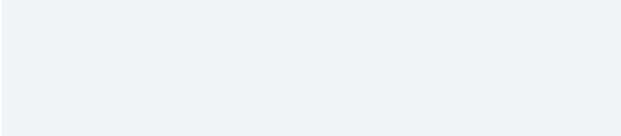


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Sunday, March 15

PCA Zone 7 Points Rallye Hosted by Golden Gate Region

Cost: \$15 per car

A Time, Distance, & Speed (TSD) Rallye to be run through the scenic winding country lanes of the South Bay. The rallye will feature route instructions with pictographs (tulip or stem) and mileages given to each turning point. So a working odometer is a MUST. Four classes will be contested with a driver and navigator per car. Rallye classes are Beginner, Novice, Expert-unequipped, and Expert-equipped. Rallye is open to any type of car, not just Porsches. Dust off that old Turbo Panzer and ukelele sitting in the garage and come join us as we "tiptoe through the tulips". Registration at 9:00 AM and first car out at 10:00 AM.

Starting Location:

Starbuck's Coffee in the Capitol Square Mall. The Mall is located at the intersection of McKee Rd. & Capitol Ave. in San Jose. To get to Starbuck's, get on I-680 going north (or south) toward San Jose. Exit I-680 at McKee Rd. and turn east onto McKee. Capitol Ave. is the first major street after exiting the freeway. The Mall is on the northeast corner. Turn into the Mall parking lot and look for the checkpoint sign.

For further information call Bob Gardner at (408) 943-0946.