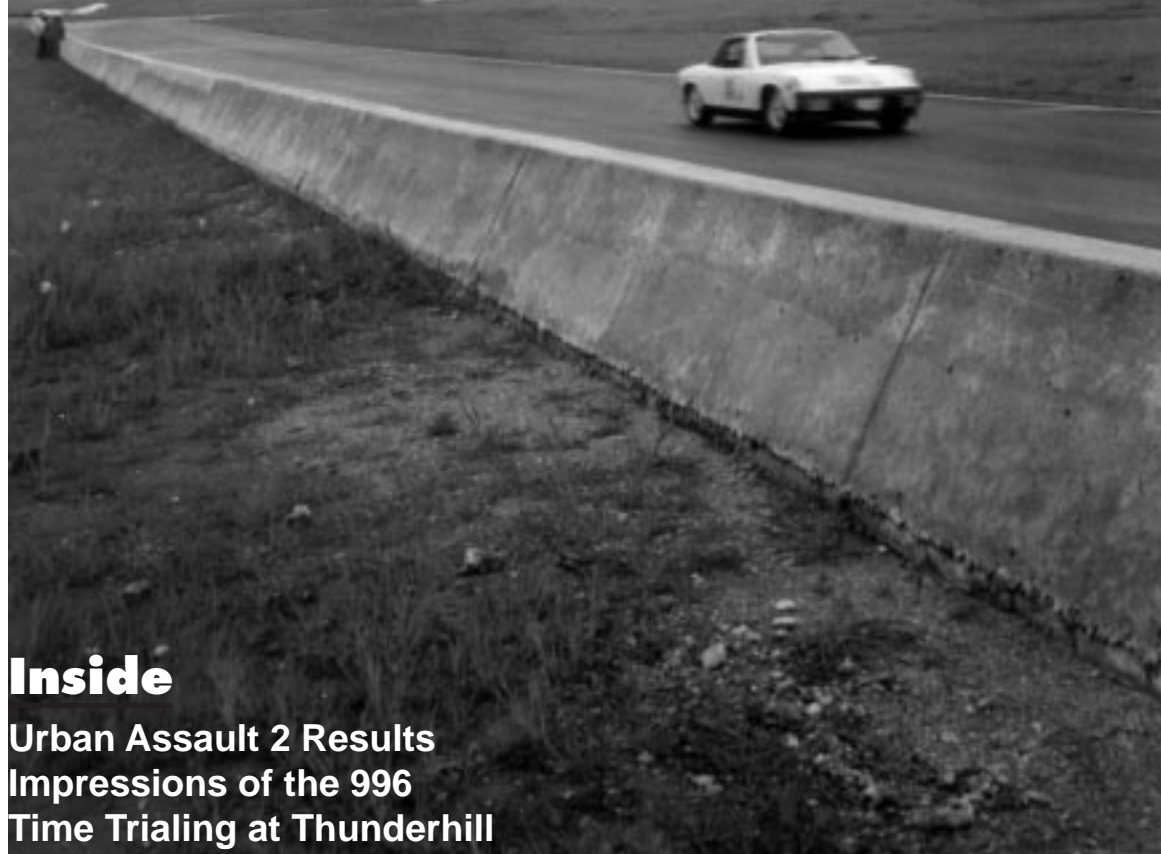


May 1998

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Urban Assault 2 Results

Impressions of the 996

Time Trialing at Thunderhill



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Summer is about here, and we have already had a lot of activities. It always amazes me how many different types of events Golden Gate puts on. It has always been assumed the GGR is only into competitive events, but there is usually a wide variety of things that you can do with your Porsche with our region. Jeannie and James Ohl organize the highway cleanup that seems to have a nice meal or a tour of somekind associated with it. There are times the Friday nite socials at Harry's Hofbrau in Mountain View is standing room only. The Automotion swap meet/concours and Carlson swap meet/concours probably are the best attended events during the whole year. We have a couple of driving tours this year, the Mother Lode and Tour de Krote, both of which are more fun than you

can shake a stick at. This year we have even provided two rallyes thanks to Bob and Marianne Gardner. The first one was excellent and the second one later in the year promises to be the same. So as a member of Golden Gate Region, you probably have more choices than anywhere else in the country for different ways to enjoy your Porsche. All I ask is for you to come out and make it worth the effort that the volunteers put into them for you. Maybe if you're new to the club, you would be interested in trying to continue in helping maintain this diversity of events for years to come. See you on the road.

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Cover: James Ohl at speed, racing the clouds on the new back straight at Thunderhill Park Raceway.

Photos: Jeannie Ohl

Braking news

Father of German Sportscar Porsche Dies
March 27, 1998 11:58 AM EST
He was 88.

VIENNA, Austria (Reuters) - Ferdinand Porsche, founder of German sportscar maker Porsche AG, has died in the Austrian mountain resort of Zell am See, the Austrian news agency APA said Friday.

It quoted the Porsche company in Salzburg, Austria, as saying he would be buried privately in Zell am See and that an official funeral service would take place in Stuttgart, Germany. No further details were given.

Porsche, or Ferry as he was known, was born near the Austrian capital of Vienna, the son of engineer Ferdinand Porsche and his wife Aloisia on Sept. 19, 1909.

The family moved to Stuttgart where Ferry Porsche came to work in his father's engineering company, which produced the prototype Volkswagen in Adolf Hitler's Nazi Germany in 1936. A year earlier, Porsche married Dorothea Reitz of Stuttgart. They had four sons. In 1950, he started producing his first sportscar, the 356. It was succeeded by the Porsche 911 in 1963.

Porsche, who in the 1930s acquired a vacation home in Zell am See, led the Stuttgart company until 1972. He gave up his vote on the board in 1993.

*Ladies and Gentlemen, what do you think about some gesture on our (PorscheFans) part to acknowledge Dr. Porsche's passing ? ? Are black armbands at Laguna Seca/ Pebble Beach in August too morose, too far away ? ? Black ribbons on antennas ? ? ? I don't want to just let it pass.
Dave Blazer*

**Sipkins 1/8
pg**

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Shop talk

by Bob Peake, Sacramento
Valley Region
(from THE DRIFTER)

On March 3rd, I had the privilege of spending the day at the official PCNA "Learn and Drive" training on the "New 911" at the LA County Fairplex in Pomona. We spent the morning in the classroom learning about Porsche's design goals, getting a technical briefing on the car, and touching, feeling, poking and prodding a Guards Red, 6-speed manual car, and a Mirage Beige, 5-Speed TIP-S car. They also had a concourse 1971 911 nearby to subtly remind us that the 911 didn't always have big bulging flares and air dams (started by the 1974 Carrera and put into "normal" production with the 1978 SC). The bulging "macho" look of the 993 was basically necessitated by the room required for the new LSA Multi-Link rear suspension, which added virility but set back the coefficient of drag numbers by almost 10 years! But I digress. . . .

After the morning of education and marketing hype, it was time to head for the "track." They had a small fleet of four TIP-S and four 6-speed cars for us to try out. They also had a token 993 to use as a comparison in the acceleration and braking demonstration. Everyone got to be a driver and a passenger in a zero-to-sixty drag race and the ABS 5 versus ABS 5.3 braking test. Except for driver error, the 996 beat the 993 every time (but only by a car length or so).

Impressions of the 996

Next was an 8- or 10-cone constant speed slalom. The car had minimum body roll and seemed to handle pretty well. The turning radius is also about 4-feet less than the 993, making the U-turn easier at the far end of the course. But the real test, and real fun, was next. . . the autocross course.

They had about a 50-second course set up within view of the Police EVOC training that was going on, and in earshot of the Drag Racing School, but everybody managed to stay focused on the driving at hand. Again, we got to run the course in both a TIP-S and a 6-speed car.

How does the 993 rate on the Bob Scale? The interior look is going to take some getting used to, but it is very comfortable. The dash is now a full "T" that connects to the console, more like a Mercedes, and is more square. The gauges still look Porsche, but the dash is definitely different. Also the "extra room" (all 6 inches of it) behind the 2+2 seats is "no big deal" and is on three different levels. The trunk space is more usable (the spare is vertical and no longer part of the engineered crash protection). There is more leg room (seat tracks move an extra two inches) and more head room (at least an inch for that helmet space). The clutch, brake, accelerator, and "dead peddle" are solid and in very comfortable positions. I am still curious about how the cable-operated

shift linkage will work through all gear changes (we spent the day in 1st and 2nd gears only). Porsche achieved their goal of a comfortable, larger interior, but I personally give the interior an 8 (on a scale of 10).

About the exterior, the pictures don't do it justice. Parked side-by-side with a 993 you notice they didn't narrow the car, they basically widened the doors to fill in the area between the rear and front flares. The classic 911 rear quarter-window is still there, and it looks classic 911 from behind. It is unmistakably a 911. I think Porsche achieved their goal of retaining the 911 character, and I give the exterior a score of 9.

Performance and handling -- I give it a 10-plus. It's lighter, it's faster, and it handles like a predictable, well-setup autocrosser (the cars did have the sport suspension option). The acceleration is strong and both the lowered torque curve and increased redline feel really good. It sounds good too. . . it is definitely a 911.

My thanks to the Niello Porsche dealership in Sacramento for the opportunity to attend the 996 Learn and Drive. I still "love" my 993, but I do have to admit an undeniable "lust" for the performance of a 996. If I had anything but a 993, I'd sell it in a heartbeat to get a 996. I could get used to the interior real fast, and certainly don't look forward to competing against one on the track!

Auto Detailing by Porsche car nut and owner

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Mother Lode Tour '98 is set

by Karl Keller

The 1998 Mother Lode Tour is just chock full of great activities for those of you who enjoy touring in the California gold country. The dates for this year's event are Saturday and Sunday, October 10th and 11th. We'll be staying at Gold Lodge in Sonora. The cost of the event is \$160.00 per couple. The cost includes a "bring it yourself" picnic at Sonka's Apple Ranch, a tour of the "Confections by Sandra" candy factory, a pizza party at Gina's Pizza Parlour and a play entitled "The Nerd" at the Fallon House Theater in Columbia. And that's just Saturday. On Sunday we'll have a continental breakfast at Gold Lodge, carriage rides through historic downtown Sonora and a Sunday Brunch at one of Sonora's best restaurants, Banny's. They are normally closed on Sunday, but are going to open just for our event. Some of the items on the menu are Caesar salad, chicken apple walnut gorgonzola salad, fresh fruit, poached salmon with dill beurre blanc, roasted strip loin of beef, champagne - and door prizes. After the tour is officially over everyone is invited to the Keller's home in Apple Valley for more Porsche talk and refreshments. Dick and Mary Wallace will be running things in the Bay Area and Bob and Ruth Garretson will be helping at the Sonora end.

An ad in the August Nugget will give all the particulars about making reservations. There is a 25car/50 person limit. Mark your calendar NOW!

Yosemite Region Presents

Summer Solstice

A Time, Speed, Distance Rally

Saturday, June 13, 1998

Registration opens at 11:15 PM.

First car out at 12:01 PM.

Finish in Manteca approximately 3½ hours later for pizza and beverage

Start location: San Joaquin Delta College George H. Clever Planetarium parking lot at the northeast corner of the college campus

Directions to start: From Interstate 5 in Stockton, east on March Lane, north on Pacific Avenue, left at Yokuts Avenue into San Joaquin Delta College Campus; keep right on the frontage road, left on North Road, left into parking lot at Clever Planetarium and Earth Science Center

Cost: \$10.00 per car



For advanced registration, send a check for ten dollars, payable to "PCA-Yosemite," and a self-addressed stamped envelope to John Clever, P.O. Box 691, Tract, CA 95378-0691, and you will get back the general instructions.



For additional information: call John Clever at (209) 835-4100.
e-mail to: JRClever@pacbell.net

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June 14th at 3Stick Park

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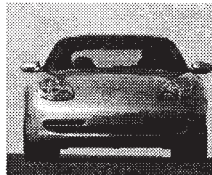


Win-A-Porsche '98 is your chance to win the all new 1999 Porsche 911 Carrera Cabriolet, donated by Porsche Cars North America. The \$100 raffle ticket includes admission for two to the Gala Drawing on Friday, June 5, 1998 at the Reno Hilton Ballroom, where vintage Porsches will be on display. With only 1,998 tickets being sold, you better act fast.

For tickets call (702) 784-4831. For event information call Paul Christensen of PorscheClub of America, Sierra Nevada Region, (702) 747-1404.

Note that the purchase price of a raffle ticket is not deductible as a charitable contribution, as outlined in the Internal Revenue Code. Must be 21 years of age or older to win. Winner is responsible for all taxes and registration. Need not be present to win the Porsche. Winner consents to be photographed, and for name and likeness to be used for publicity.

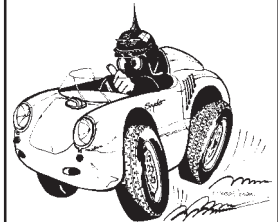
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Zone 7 Happenings

By Tom Provasi

Heading into May you will find a wide variety of Zone 7 events to excite your Porsche experience. The great Spring weather brings out the beginning of the concours season. Three of the bay area concours also have a swap meet held in conjunction. The first of these swap/concours combos is hosted by Golden Gate Region and held at Automotion in Sunnyvale on May 17th. If you are still in the market for some great deals, check out the Partsheaven swap/concours hosted by Loma Prieta Region on June 14th in Hayward. And if you still want more, don't miss the Carlsen swap/concours, the longest running swap meet and concours in Northern California, on August 2nd. These three concours as well as five others hosted by various regions around the zone will complete the concours series for 1998. The other remaining events are September 6th at Valley Collision hosted by Diablo Region, September 20th at Lodi hosted by Yosemite Region, October 4th at Monterey hosted by Monterey Bay Region, and the finally on November 8th hosted by Redwood Region in the wine country.

With this being the 50th anniversary of Porsche, the Palo Alto Concours at Stanford has made Porsche the featured marque. This huge charity event will be held on June 28th and will include a special area for Porsches only. Many rare cars will be on display and included with your entry will be a continental breakfast, a catered lunch, a unique gift and Concours magazine. Call Dick Cottrell at 650-692-2100 for info and entry form.

The zone autocross season had a great kick-off at Candlestick/3 Com the last weekend of March. Nearly 80 competitors showed up each day for the first 2 autocrosses of the year. Instructors were in abundance to help the first-timers take a shot at autocross. A great time was had by all despite those gusty Candlestick winds that erupt in the afternoon.

The next autocross weekend scheduled June 5th-7th, "Kiss Me, I'm Basque" is a must-not-miss. This event hosted by Sierra Nevada Region was awarded the "1997 Zone 7 Event Of The Year", and this year has been expanded to include those that don't necessarily like to autocross. Besides the two autocrosses, there will be a self-start unique historical tour, an authentic Basque style dinner at the famous Overland Hotel in Gardnerville; and if you're so inclined to purchase a raffle ticket, a Gala hors d'oeuvres party at

the Reno Hilton with a chance to win a new 993. Call Jim or Sue Hayes at 702-828-3950 or e-mail JimSue911@aol.com for reservation information.

And for more zone autocross fun, don't miss Sacramento Valley and Yosemite Regions weekend at Mather, Rancho Cordova on June 20th-21st. They also plan on having a fun social event on the Saturday evening to add to the autocross festivities. Our intent is to make these weekends more appealing for all by adding a social aspect. Come out and give it a try, and as always, instructors will be available for first-timers.

The following rallye information was written and forwarded to me from Rik Larson, zone rallye chairman. I hope to include his updates in future columns. The first 2 events are completed and there is a 4-way tie for first place. John Clever and Susie George from Diablo Region are tied with Hubert and Jenny Lee (recently married so looks like rallying has not hurt them) with 200 points each out of 200 possible. John is trying extra hard this year to win the overall race and looks like he is setting the pace. Tim Errington and Donna Singmaster from Loma Prieta Region have 185 points with Bob and Marianne Gardner from Golden Gate Region right on their heels with 175 points. Greg and Larry Adams from GGR are next with 150 points. Since when did GGR know how to rallye? In the Zone 7 Rallye series, all events count toward the overall standings.

The next two events, Spring Flowers on May 16th by Sacramento Valley Region and Summer Solstice by Yosemite Region on June 13th would be ideal events to sharpen your skills for the rallye being held at the Parade in Steamboat Springs. Both events will be of the time and distance type with manned checkpoints which is the same format as used at the Parade.

If you are planning to attend the Monterey Historics, you might want to consider running the rallye on Thursday, August 13. This will be of the typical time and distance format with John Clever and Rik Larson serving as rallyemasters. Preregistration is required and they already have 50 cars signed up. You can sign up thru Monterey Bay Region (and don't miss the Porsche party on Friday night!!!).

As always, please check the Zone 7 calendar in your newsletters for up to date info and contact phone numbers. Lastly, if you would like to volunteer your help at the Monterey Historics Porsche corral, please give me a call at 408-947-0980 or tprovasi@netgate.net.

URBAN ASSAULT 2 RESULTS

By Marianne Gardner

The second year of GGR's Urban Assault rallye brought the first sunny weekend in a very long time (a big thanks to whoever sacrificed to El Nino to bring good weather), and there were a large number of people ready to get out in their Porsches for a beautiful Sunday drive. We had a large showing of beginners this year, and all are to be commended for making it to the finish. This year Bob Gardner changed the format slightly and wrote a tulip style rallye. It still had a huge penalty for arriving early, and was corrected from last year to essentially eliminate anyone who did not stop at a checkpoint.

The route took the participants through Silver Creek Valley, Paradise Valley and the hills above Morgan Hill, which explains why the rallye was also dubbed the Rural Better Homes and Gardens Tour. After all the rains we've had this winter it was wonderful to have a glorious sunny day to enjoy the weather; all the hills were green, the flowers were blooming, and the creeks and rivers were all back within their banks. Bill & Ruth Benz in their 356

with the top down, were having a great time enjoying the scenery, though it's rumored they didn't really run this as a rallye, but more as a follow the Clever. Everyone got to view Uvas Lake on three occasions- at each checkpoint, and special thanks go out to George, Shirley and Karen Neidel and Louise Sousoures, who helped out as checkpoint crews, and The Rallye Club for providing the timing equipment.

Between the scoring at the pizza place and the final score check, a few mathematical mistakes were discovered, which resulted in some of the participants trading places in standings. A few of the trophies were given out incorrectly, however the points are now correct and will stand for Zone points. In Expert Equipped, John Clever and Tim Errington tied with 20 points each, however John had no arriving early penalty points, and Tim did, so by the tie breaker rules, John got first place. Through the magic of masking tape, we were able to trophy to seventh in beginners, and hope to see some of them back again during the year for more fun and games.

Beginner

1st place	2.Bill Benz/GGR	Ruth Benz/GGR	40
2nd place	5.Kurt Krueger/GGR	Gregg Haver/GGR	99
3rd place	10.Rojert Brenner/GGR	G. Corrigan	119
4th place	3.Larry Adams/GGR	Greg Adams/GGR	180
5th place	9.Michael D. Jochner/GGR	David P. Jochner/GGR	237
6th place	13.Mark Paul Smith/GGR	Dame´ Rahal/GGR	292
7th place	17.Arturo Bejar/LPR	Meritxell Bejar/LPR	357
8th place	7.Ed Wilson/GGR	John Hanson/GGR	382
9th place	14.Dave McGuigan/GGR	Helen McGuigan/GGR	1645
10th place	15.Scott Selverian/GGR	Darwin Chan	3048
11th place	20.Cliff Ayers/LPR	Pam Quinnett	5171

Novice

1st place	8.Hubert Lee/GGR	Jenny Lee/GGR	35
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Expert Unequipped

1st place	11.Richard Wetzel/SVR	Phillip Goose Marks/SVR	63
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Expert Equipped

1st place	4.John Clever/DR	Susie George/DR	20
2nd place	6.Tim Errington/LPR	Donna Singmaster/LPR	20
3rd place	12.Bill Jonesi	Willie Lynch	28

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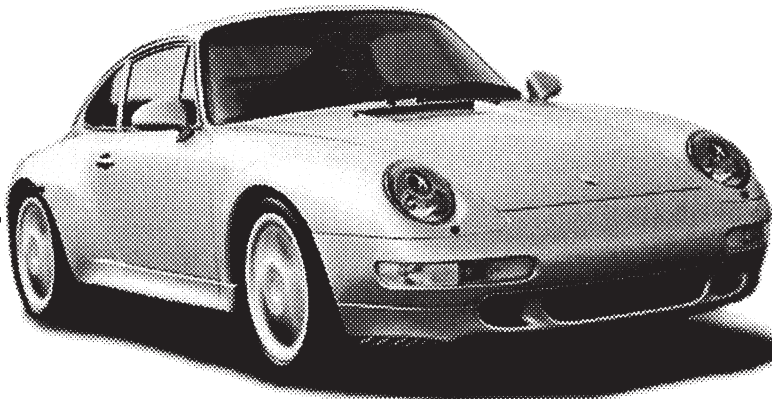
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#5 - Thunderhill - June 27-28



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Autocrossing around the zone with Hank

By HANK WATTS

LPR AUTOCROSS 2: Weather was better for the second LPR autocross of the season. It wasn't great, just better. The rain didn't come until around 3:00, which gave us a chance to actually drive. 65 drivers showed up. This year's Troika Office of the Chairmanship, or TOC (Louise Sousoures, Neil Jackson and Brooks Esser) got the event off to a smooth start with some nice new touches. The first-timers were treated to a mini-groundschoo by chief instructor for the day, Mike Mitchell. Trailer towing was by Masuo Robinson. Yes, Sacramento (home) to Campbell (trailer storage) to Candlestick, then retrace at the end of the day. What a trooper. The course was as close as could be reconstructed to the course Doug David designed last year, and was, once again, great fun. Somehow the LPR crew keeps forgetting to put the turns in the courses, so a layout that ran all over the front part of Candlestick and pushed the BMW autocross into a small part of the back lot still only took 50 seconds for the fastest cars (Neil Jackson in the afternoon). No one's complaining, however, not a bit. This was great.

There have been some car changes. Dirk Bergstrom now has Kern Breaux's silver coupe, Jeff Sykes' '73 RS has improved suspension, Harold Williams has stuffed a 3.2L into the tan targa, and Neil Jackson's orange car continues to evolve. It has some sort of serious white growth that started with dots on the doors and has spread to the airdam, hood, and fenders, producing some impressive new bodywork in the process. The tranny on Dirk's new car did not survive the day; I suppose you'd have to call it teething problems.

After the normal morning horsing around and craziness trying to get the timing routine stabilized, things settled down to a reasonable flow. The TOC decided to limit morning runs to 4, just to be sure that we got one full cycle in before the rain came. As it turned out, we did not finish the afternoon cycle of 6 runs each before it got wet, so only the morning runs count, which mattered for a few classes. This is somewhat hard on the first group, which dusts the course for everyone and usually has to count on the afternoon session to get the good times in, as long as they don't cord their tires right away . . . again. Gee, they looked like they had enough tread. I'd like to blame it on co-driver Matt McQuaid, but he was amazingly smooth for a first timer, still getting down to about 5 seconds off my time.

Top time of day was Neil Jackson, with or without the afternoon runs, Jeff Sykes second, Scott Winders in the silver targa third and Tom Provasi fourth. Top times for the Women's Open group went to Susan Shead, followed by Susan Angebracht, Patty Stark and Sylvia Sykes. Susan has the experience in this group, but all these cars have the ability to catch her.

Men's street went to Jim Bauman, a certain '86 Cabriolet and then Masuo. Are you interested in this one particular cone? I thought not. Neil Yonk would like to tell you about a certain afternoon run . . . Women's Street showed Donna Sylvanovich (who continues to press husband Mike in their shared car, but couldn't catch him this time) defeating Louise Sousoures by .01 seconds. However, since that time Louise has performed major suspension surgery. Hmmm. Laurie Yonk and Melissa Bauman were within about a second of Donna's time. Coming soon, all the LPRAX results, photos and writeups on a website. Dan Jones (half of the Jones/Rob Sasaki results generation duo) is working on this.

DOUG DAVID: Some photos of Doug have joined the other GGR time trialers and autocrossers. Navigate to www.bushwacker.net/ggr/members/david_doug/

BIG CRAZINESS AT THUNDERHILL: "If you can't annoy somebody, there's little point in writing," said Kingsley Amis. Read on. Chairman Neil Libroek arranged a special day on the Friday before the March 13 & 14th time trial at ThunderHill. Originally scheduled for instructors to familiarize themselves with the reconfigured track, the session was open to all registered entrants. Nice deal. Unfortunately, not everyone can get away, but those who could found a track that was great fun. Recent storms have left the water table high enough to produce water in turns 2 and 8, but mostly it was just a good day at a great track. The number of drivers increased during the day but there was never any real track crowding. Those who wished got in a large number of laps. The Newlins are back with their new zoomy car, but it had some serious problems after very little track time. Still, the irrepressible Bill felt good that it had run, and these problems will soon be solved. A chance to drive Greg Sirakides' very fast Gx car and a certain blue car, as well as a chance to spend a lot of time instructing made a great day for the chief instructor.

By Saturday everyone was there, and the event began to take shape. Unfortunately the predicted storm finally arrived. Deciding that ThunderHill is a track that we can run in the rain and still meet our safety standards, we proceeded with a normal Saturday schedule. The track would dry from time to time. First a little spot would dry, then some more. In the pits you'd hear someone say, "There's a little bit of dry pavement, just for the right tires, halfway from the entry to the apex at 6." Pretty soon the entire line was in pretty good shape. Then a shower would pass through and we'd begin the process again. By late afternoon the showers were more intense and the wind had picked up. Not a delightful day, but a good chance for people to learn more about rain driving and learn the new track. There was very little post-driving hanging out, as people retreated to their cars and dinner plans. The



group dinner at the Blue Gum featured Terry Zaccone showing slides of his legendary pit-crew trip to Le Mans.

Weather reports for Sunday were mixed and a number of drivers headed home rather than risk running a second day in the rain. At 8:30 a.m. it was still misting and the track was damp. Given the weather, the forecast and the attendance, a decision was made to cancel timed runs and use the morning for open-track testing under time-trial passing rules, with a commitment to regroup at the lunch break and decide what to do for the afternoon. The morning worked out beautifully. Passing rules were reasonably respected, the track was well in use but never too crowded. Lot of good driving and good instruction. The sky was overcast (need to fire some actors?) but the threatened rain never came. The air was dense, heavy and moist, just the kind motors love. The track was dry except for 8, where water just offline had to be avoided (check with Gary Meacham and Mike Wehle about whether water is slick at that speed). It was an absolutely glorious scene, the heavy clouds, the green fields and hills all around.

You won't believe what happened next unless you already know. The event was shut down.

No, not by the track management, by time trial management. The track was closed at 12:30 and the drivers sent home. The promised drivers' meeting never materialized. At this point there appeared to be 40 to 50 drivers who were still ready to run. The rest of the afternoon the track just sat there. Dry. Ready. Waiting. Waiting for cars that won't be back until the hills are brown and the weather hot.

These drivers, not all of whom had the advantage of Friday's test day, had signed up for the event, paid their money, prepped their cars, driven a number of hours, paid for hotel rooms, done whatever work assignment was their responsibility and already very patiently endured a challenging Saturday in the rain. They had done everything necessary and possible in order to be able to run. The workers and event staff were paid for (including hotel rooms in some cases) and were in no danger of anything more severe than becoming overwhelmed by the fundamental beauty of the day.

Shutting this event down was one of the most outrageous decisions we've seen in a long time. Don't be confused by any false stories about not having enough safety workers. First, several drivers went to track control and offered to be safety workers for the duration of the day. Second, safety is not the same as emergency response. The safety crew helps haul cars out of the mud when necessary and also cleans the track when necessary (usually related events). If we should have had to pause the running in

order to clean the track, that would have been easily and safely possible.

You might ask: How many of these drivers would have really driven all afternoon. And the appropriate response would be: Who cares? It's paid for, it's gorgeous, we've earned it, let's run. If we got down to less than five cars or so, fine, tell the hardcore that the polite thing would be to close it up and get an early start home. But do it respectfully. They belong here and they have every right to run.

FIRST ZONE 7 AUTOCROSSES: The first two Zone 7 autocrosses were held at Candlestick on the 28th and 29th of March, sponsored by GGR (Saturday) and LPR (Sunday). Despite threatening weather, both days ran without rain (though the early sessions on Saturday needed mud flaps to keep the cars clean coming through the puddles; thanks to all who kept sweeping and creating, ultimately, a pretty nice course). It was a delightful design by GGR president Larry Sharp, then run backwards the next day by LPR.

On Saturday Tom Provasi was back to his customary spot as TTOD, Louise Sousoures took TTODL (and also for the street group) and yrhmblscr was fastest in the open street group. Certain Li competitors have apparently gotten some mistaken impressions about whether it's time for new blood at the top. As an instructor by inclination and avocation, I'm doing my best to help them correct the error of their ways.

For those who have been nattering about the current class structure supporting too many uncontested classes, here are some interesting statistics from Saturday. Total drivers, 78. Number running in women's classes, 7. Number of open-category drivers running unopposed, 17. Fraction of open category drivers with competition in class: 76%. Some sample class competitions: Bi, 4; Bp, 5; Fm, 5; Li, 9.

PITRATS: Can you believe that this poor band is now blowing off the scheduled Seca time trial performance because Ken Masuda's three kids are all going for their karate black belt, and the finals are that Saturday? People are wondering if these clowns will ever play.

COMING UP IN MAY: Zone 7 Autocross School, the 2nd and 3rd at Candlestick. LPR and GGR will be at Candlestick the following Sat. & Sun. respectively, LPR for event #4, GGR for a challenge with the Shelby club. That Sat. will also be an SVR event at Mather. Redwood will run an autocross in Petaluma on the 24th. The end of the month will be the GGR time trial #4! at Laguna Seca on the 30th & 31st.

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Time trialing at the expanded

After being rained out at Sears in February, the offer of free track time to all drivers on Friday resulted in an offer that few could refuse. You would have thought Friday was Saturday by the amount of drivers on the track. To those with the foresight to show up on Friday, they got to try the expanded track under sunny skies and balmy weather, conditions never to be repeated the rest of the weekend.



Tom Provasi, Jim Biesemeyer, Bill & Carolyn Lusk, Terry Zaccone, and Larry Sharp share their experiences of the day at the Blue Gum.

ThunderHill raceway was expanded with about 30% more track, with the challenge of two more straight-aways, hills and several more turns to negotiate. Everyone loved it. In the drivers' meeting, Neil Librock and his team explained the new track configuration and introductory caution of driving on yellow for the first 3 laps; and rules about no passing on a turn. He also introduced a new rule - "no cone markers on Sunday". When I asked why, Neil said that this is a safe track, and we have experienced drivers who do not need the cone markers. No one had any issues with it, and the new rule went unchallenged.

If you ran in Yellow on Saturday, you could become a sure predictor of time for rain to start. Every time Bert suited up to run, it rained, and he only got to run a very few laps. So it went for many on Saturday, and it ended a bit earlier than normal. No problem, we all ended up at our favorite Blue Gum for a truly excellent dinner hosted by our faithful Ken Mason. Our guest speaker, Terry Zaccone, a 25 year Porsche and GGR enthusiast, shared pictures and his experience at LeMans race track. He gave us a witty and insightful view of the most famous road race in the world.



Do they need to put a sign that says TURN by every corner???

Photos: Jeannie Olh

ended track at ThunderHill

On Sunday, the hard core showed up early with skeptical optimism that weather would spare us of rain. The track was wet for the early morning hours, which discouraged many who packed it up and left. Surprisingly, it cleared up, and those who remained got open track time to drive as they pleased. Because so many had left, and the weather was less than ideal, no timed runs took place.

Those who ran on Friday did not feel at all cheated of the shortened day on Sunday. For people like Catherine and Lee Klepinger, coming from Seattle gave them added incentive to drive no matter what the weather. They said they brought rain tires for Seattle climate, and guess what? They have only been used in California. Some, like Steve Kuhns got to wash his car on Friday to remove at least 10 pounds of mud he picked while off-track turfing. Jim Ralston initiated a new driver, Diane Warner, to join the ranks as student driver. He let her drive his car and said that the club has treated him well, and he wanted to show the same kindness to a new driver. Looks like Diane will be Porsche shopping because this girl could not take the smile off her face the whole weekend. Bill Lusk reminded us of the EverReady bunny who never quit. He drove and drove and drove on Sunday and some said they ran out of gas out there but Bill was still running.

It was a great weekend. Thanks to our sponsor, the workers, Neil Librock and the many others who make this event possible.

No turn sign! Go straight and fast!



The TURN sign isn't even at the turn-in point.



Terry Zaccone entertains the group with a talk about his experience at LeMans.

Automotion - GGR Autocross #1 & #2 Results

Class	Driver	Car	Best Time	Points	Class	Driver	Car	Best Time	Points
Ai	Clever, John	67 912	44.153	20	Gm	Kuhn, Steve	70 911T	40.761	16
Ai	Dugan, Jay	71 914	44.321	16	Gm	Molineaux, Kevin	70 911T	43.836	13
Ai	Stark, Jim	74 914-1.8	44.583	13	GmL	Stark, Patty	69 911T	42.057	20
B	Darling, Dave	74 914-2.0	44.854	20	Gp	Chloupek, Graham	70 911T	41.911	20
Bi	Beck, John	74 914	42.305	20	Gx	Sykes, Jeff	73 911RS	39.648	20
Bi	Jackson, Larry	73 914	42.938	16	Hi	Williams, Evan	72 911	41.527	20
Bi	Esser, Brooks	73 914	43.118	13	Hp	Fleming, Tim	69 911E	41.305	20
Bi	Seidell, John	74 914	43.491	11	J	Schaefer, David	74 911	44.546	20
Bp	Brown, Gerry	74 914	42.417	20	K	Smith, Mark Paul	81 911SC	44.772	20
Bp	DelVillano, Bert	74 914	44.342	16	K	Gakuba, Fidel	81 911SC	45.916	16
Bp	Sarachene, Craig	73 914	45.064	13	K	Dean, Tim	77 911S	50.554	13
Bp	DelVillano, Anne	74 914	45.993	11	Ki	Winkler, Bill	80 911SC	41.957	20
Bp	Drain, Rick	75 914-2.0	47.873	9	Ki	Dean, Derek	83 911SC	45.429	16
Bx	Neidel, Karen	74 914	44.508	20	Kp	Kost, Jeff	80 911SC	43.871	20
C	Marum, John	87 924S	49.015	20	L	Maker, Brad	87 911	45.281	20
C	Lam, Larry	85 944	49.719	16	L	Erlandson, John	84 911	46.027	16
Ci	Novak, Chris	86 944	44.183	20	L	Ng, John	85 911	47.120	13
Ci	Rose, Revis	84 944	45.750	16	Li	Watts, Henry	86 911 Cab	41.002	20
CiL	Buchner, Cindy	86 944	48.561	20	Li	McGuigan, Dave	86 911 Targa	41.603	16
Cp	Smith, Miles	87 944	44.090	20	Li	Bauman, Jim	86 911	42.227	13
D	Tavernetti, John	87 944S	46.412	20	Li	Yonk, Neil	84 911	42.453	11
D	SooHoo, Kristi	86 944T	50.274	16	Li	Mouton, Jerry	85 911	43.173	9
Di	Char, Gerald	88 944T	44.175	20	Li	Brooksby, Glen	89 911	43.286	7
Di	Lau, Stephen	87 944T	46.137	16	Li	Pickett, Tom	88 911	43.517	5
Dm	Sylvanovich, Donna	87 944T	41.530	20	Li	Mouton, Alex	85 911	46.737	3
Dm	Mitchell, Mike	87 944T	42.900	16	Li	Povse, Jerry	86 911	46.939	2
Dm	Resnick, Mike	87 944T	46.026	13	LiL	Yonk, Laurie	84 911	43.776	20
Ei	McMillan, James	86 928S	45.244	20	Lp	Robinson, Masuo	86 911 Cab	41.052	20
Ep	Bechtold, Bill	86 944T	45.415	20	Mi	Neidel, Sharon	90 C4 Cab	43.421	20
Fi	Busche, Karl	70 914/6	43.779	20	Mi	Aube, Rob	90 C4 Cab	44.494	16
Fm	Sharp, Larry	74 914	40.067	20	Mp	Sousoures, Louise	90 C2	41.386	20
Fm	Yearton, Dennis	914	41.434	16	N	Armellini, Al	95 993	44.273	20
Fm	Iyengar, Ananel	73 914	43.846	13	N L	Gleason, Tish	95 993	46.246	20
Fm	Siemens, Eric	74 914	44.580	11	Ni	Jones, Dan	97 993 C4S	42.373	20
FmL	Yearton, Lisa	914	43.309	20	Ni	Lee, Brian	97 993 C4S	42.947	16
Fun	Schultz, Jan	87 911	43.121		T	Ohl, James	97 Boxster	43.861	20
Fun	Schultz, Bob	80 911SC	45.959		T L	Lee, Nancy	98 Boxster	45.238	20
Gi	Teasley, John	74 911	42.318	20	T L	Ohl, Jean	97 Boxster	48.400	16
Gm	Jackson, Neil	69 911T	39.456	20	Z	Provasi, Tom	70 914	38.186	20

Top Ten Event #1

Z	Provasi, Tom	70 914	38.186
Gm	Jackson, Neil	69 911T	39.456
Gx	Sykes, Jeff	73 911RS	39.648
Fm	Sharp, Larry	74 914	40.067
Gm	Kuhn, Steve	70 911T	40.761
Li	Watts, Henry	86 911 Cab	41.002
Lp	Robinson, Masuo	86 911 Cab	41.052
Hp	Fleming, Tim	69 911E	41.305
Mp	Sousoures, Louise	90 C2	41.386
Fm	Yearton, Dennis	914	41.434

Top Ten Event #2

Gm	Jackson, Neil	69 911T	41.418
Li	Watts, Henry	86 911 Cab	41.568
Gm	Sykes, Jeff	73 911RS	42.046
Hi	Williams, Evan	72 911	42.165
Fm	Sharp, Larry	74 914	42.286
Gm	Bergstrom, Dirk	73 911	42.785
Bi	Beck, John	74 914	42.990
Qm	Cox, Jon	82 911 3.5 Turbo	43.602
Bi	Biesemeyer, Jim	74 914 2.0	43.673
GmL	Sykes, Sylvia	73 911RS	43.712

Class	Driver	Car	Best Time	Points	Class	Driver	Car	Best Time	Points
Ai	Stark, Jim	74 914-1.8	47.510	20	Gm	Sykes, Rachael	73 911RS	48.018	11
B	Darling, Dave	74 914-2.0	48.184	20	GmL	Sykes, Sylvia	73 911RS	43.712	20
Bi	Beck, John	74 914	42.990	20	GmL	Stark, Patty	69 911T	48.544	16
Bi	Biesemeyer, Jim	74 914 2.0	43.673	16	Gp	Chloupek, Graham	70 911T	45.428	20
Bi	Seidell, John	74 914	44.991	13	Gx	Williams, Harold	73 911E	44.474	20
Bi	Jackson, Larry	73 914	45.051	11	Hi	Williams, Evan	72 911	42.165	20
Bp	DelVillano, Bert	74 914	45.484	20	K	Smith, Mark Paul	81 911SC	45.753	20
BpL	DelVillano, Anne	74 914	49.890	20	K	Hickman, Dave	81 911SC	46.339	16
Br	Neidel, Rob	74 914 2.0	45.910	20	K	Powell, Allen	911SC	47.671	13
BrL	Neidel, Sharon	74 914 2.0	47.686	20	K	Busche, Eric	81 911SC Targa	47.997	11
Bx	Newton, Bill	68 912	45.925	20	K	Siemens, Catherine	83 911SC	48.366	9
Cp	Smith, Miles	87 944	47.399	20	Ki	Dean, Derek	83 911SC	46.635	20
Cp	Cai, Lei	84 944, Red	51.754	16	L	Johnson, Ross	86 911	46.367	20
D	Schulze, Dieter	91 944S2	49.614	20	L	Maker, Brad	87 911	46.553	16
D	SooHoo, Kristi	86 944T	51.276	16	L	Ng, John	85 911	48.639	13
D	Tavernetti, John	87 944S	52.344	13	Li	Watts, Henry	86 911 Cab	41.568	20
Dm	Sylvanovich, Donna	87 944T	44.822	20	Li	McGuigan, Dave	86 911 Targa	45.338	16
Dm	Mitchell, Mike	87 944T	50.154	16	Li	Librock, Neil	84 911 Targa	46.306	13
E	Bandirola, Steve	86 928	49.947	20	Li	Povse, Jerry	86 911	49.099	11
Ei	McMillan, James	86 928S	47.359	20	Lm	Wheelock, Tom	72 911	47.125	20
Fm	Sharp, Larry	74 914	42.286	20	Lm	Benz, Bill	72 911	47.547	16
Fm	Siemens, Eric	74 914	44.609	16	Mp	Sousoures, Louise	90 C2	44.367	20
Fm	Iyengar, Anand	73 914	45.566	13	Ni	Lee, Brian	97 993 C4S	44.208	20
Fm	Helms, Rebekah	74 914	50.049	11	Qm	Cox, Jon	82 911 3.5 Turbo	43.602	20
Gm	Jackson, Neil	69 911T	41.418	20	T	Ohl, James	97 Boxster	45.754	20
Gm	Sykes, Jeff	73 911RS	42.046	16	T	Kaplan, Leo	97 Boxster	47.964	16
Gm	Bergstrom, Dirk	73 911	42.785	13	T L	Lee, Nancy	98 Boxster	47.146	20

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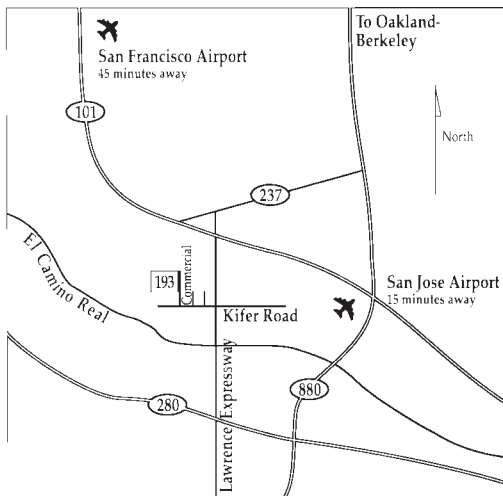
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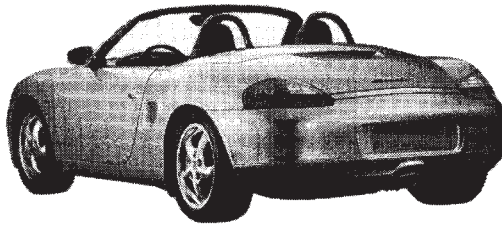
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April Board of Directors meeting

Meeting called to order at 6:53 P.M. on April 1st. Board members present were Larry Sharp, James Ohl, Marianne Gardner, Louise Sousoures, Kirk Doberenz, Dave Dunwoodie and Greg Braun. Absent members were Carolyn Lusk and Karen Neidel. Also present were K.C. Sharp and Jean Ohl. Minutes of the previous meeting were unanimously approved as amended.

Postmortem of events

Adopt a Highway had eight or nine Good Samaritans, which was sufficient since El Nino had helped to keep everything clean. The Friday Night Social had a great turnout, about 35 people, including some new members. The Urban Assault Rallye was a resounding success with 16 cars, 11 of which were beginners, and all made it to the finish on a sunny Sunday afternoon. The Thunderhill Time Trial wasn't so lucky. Friday was good weather; though allegedly some drivers were overly enthusiastic, which made it difficult for the beginners who were on the open track at the same time. Saturday it rained, but that didn't keep people off the track. The new track layout is getting easier to drive in the rain, as drivers get more experience in the wet. Terry Zaccone gave a great speech Saturday night, and the food was good. Sunday started out gray, but cleared. The first GGR Autocross of the year, also a Zone event, drew 75 drivers, and was cold and windy at 3Stick (blew the speakers off! the trailer). Things got off to a slow start as it took everyone a little while to shake the cobwebs out after the winter and get the timing equipment functioning properly. Larry Sharp designed a fun course. LPR liked the course so much, on Sunday they used the same course, run in reverse, for their Zone Autocross.

Director reports

President: Received minutes from the National meeting. National sent a letter reminding us to submit people for

National awards. Richard Gray, who has taken a new job in Portland, wrote to inform us he submitted the February and September 1997 issues of the Nugget for the PCA Newsletter Contest.

Vice President: Insurance for the month of April has been ordered. The Time Trial Awards Banquet is being rescheduled, and may not be New Year's Eve.

Treasurer: No report.

Membership: Number of prime members is 1379, with 50 applications in process and 36 new members. Board unanimously approved motion to accept all submitted new member applications. The Goodie Store budget was submitted by Membership in Pattie Stark's absence, and approved unanimously.

Competition: LPR and GGR have agreed to share the GGR trailer through the first of September. The trailer will be stored in South San Francisco from April to September 1998. The trailer will move on or before Sept. 12 to the East Bay. An added benefit for GGR is that this helps the Autocross Chair with the towing task. The Board discussed the need for new cones, last purchase was estimated to be 1991. It was noted the order will have a lead time, so planning is needed. Membership took action to research current prices for radios. Competition took action to talk to Autocross Chair about identifying all items needing replacement. March Thunderhill Time Trial event weather on Sunday was like Friday, wet but not raining, and the weather improved as the day progressed. There were about 50 cars there on Sunday of over 100 registered for the event, and after having called a lunch break, and having three cars in the mud, the event was stopped. The participants were not made ! aware of the change of plans. The Board agreed that a poll should have been taken. There was a question as to why the cones were pulled on Sunday. Board consensus was

the Time Trial is a driver's education / learning event, and cones

should stay all days. If drivers are so experienced they don't need / want them, they should be able to ignore them. All changes from previously announced plans need to have a driver's meeting for communication, such as cones or shutting down. Previously it was announced that all attendees at the January Sears Point Time Trial will get 10 points. Unfortunately, that is not the case.

Secretary: Urban Assault Rallye 2 was a success. Special thanks to Membership, Social and George and Shirley Neidel who worked the checkpoints and The Rallye Club for the use of their timing equipment. The Pano Reporter position is open to new volunteers.

Social: No report. The Tech Chair position is also open to new volunteers.

Nugget Editor: The April Fool's Edition of the Nugget is on the web.

Webmeister: February 1998 was the first month since the web site's existence to have 1000+ accesses in a month. A number of product and service links have been added to the web site, as well as the latest Nugget, past event results, upcoming event information and the 1998 Rule Book. The Webmeister budget items were confirmed for purchase.

Old Business: Review GGR Assets - Competition presented a draft Cash Reserve Analysis for GGR funding levels, which was discussed and redlined. Additional information and items are necessary to complete the analysis.

Meeting adjourned at 9:44 P.M. The next Board of Directors meeting is scheduled for Wednesday, 6 May 1998, at 6:30 P.M. at Round Table Pizza, 1271 E. Calaveras, Milpitas. Call (408) 946-4633 for directions.

Members

I would like to take this opportunity to thank Dave McGuigan, without whose help the membership roster would have never happened. Thanks, Dave!!

5-year anniversaries

Rick & Paula Backer
John & Kathleen Dodds
David Evans
Christopher & Cori Johnson
John & Janice Kestler, Jr.
Warren Walker
Ralf & Ruthie Wollinsky

15-year anniversaries

Brian & Bonnie Cameron
Vern & Cora Simon

20-year anniversaries

Ronald & Sandra Bontempi
Byron Richards & Susan Hunt
Peter & Judy Snook

30-year anniversaries

Clark Anderson

34-year anniversaries

Norbert & Margrit Nieslony

38-year anniversaries

Joe & Peggy LePage
Burton & Joan Propp

Louise Sousoures, membership

New members

Please join us in welcoming our newest members.

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Stephanie
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Greenbrae, CA 94904
911 88

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Baker, Stanley/Mary
2517 Pacific Avenue
San Francisco, CA 94115
415-922-6741
Boxster 98

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

Dent, Alan
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San Francisco, CA 94105-
2023
911 83

Dieck, Martin
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Cupertino, CA 95014
408-892-6468
993C2S 98

Fisher, Paul
Sylvia White
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Los Altos, CA 94022
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911C4 89

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Official Count

New members 36
Transferring in 5
Transferring out 6
Total members 1379

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

Passolt, Daren/Julie
1281 Elam Avenue
Campbell, CA 95008-4400
911 98

Paye, Sharon
Lisa Ford
1035 Martin Road
Santa Cruz, CA 95060
408-471-2809
933C2 98

Perkins, Patrick
649 Cheynne Drive
Sunnyvale, CA 94087
914 75

Petel, Vuey
2834 El Camino Real
Redwood City, CA 94061
911 98

Poirier, Marc/Ann

18330 Crystal Drive
Morgan Hill, CA 95037
408-782-0892
911Cab 96

Reese, John
1465 Bonnie Court
Redwood City, CA 94061
650-592-5645
911 98

Reif, Cyril/Marion
1177 California St #1131
San Francisco, CA 94108
911 90

Roland-Holst, David
1511 Josephine St
Berkeley, CA 94703
510-845-4567
Boxster 98

Schanck, Jack
Lauretta Stair
17615 Racoon Court
Morgan Hill, CA 95037
408-776-9190
911C4 89

Smith, Mark Paul

Dame' Rahal
4390 Bodega Avenue
Petaluma, CA 94952
707-778-1255
911SC 81

Stone, Kenneth/Vickie
1090 Powell Street
Hollister, CA 95023
944 82

Sutton, Tom/Susie
1827 Edgewood Lane
Menlo Park, CA 94025
650-364-1145
Boxster 98

Troutman, Gil/Fran
13070 Regan Lane
Saratoga, CA 95070
Boxster 98

Vais, Chris/Noel
49 Coleport Landing
Alameda, CA 94502
510-521-4341
968 94

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

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

Transferring in

Claudio, Mike
Jose
2128 Casa Grande Pl
Benicia, CA 94510
911SC 83

Hoffman, Gary
Furong Zhang
20747 Scenic Vista Drive
San Jose, CA 95120
911RS 73

Luetherhand, Mark
371 Elan Village Ln #411
San Jose, CA 95134
944T 88

Martina, John
1234 Indiana Street
San Francisco, CA 94107
911 88

Shamray, Peter
812 Estancia Way
San Rafael, CA 94903
930 76

Transferring out

Carastro, Joseph/Wendy
7181 Emily Lane
Goleta, CA 93117
C2 91

Erler, Klaus/Dixie
26800 Old San Jose Rd
Los Gatos, CA 95033
408-353-2768
911 86

Hernandez, Jorge/Katie
594 Canton Drive
San Jose, CA 95123
911S 77

Redfield, Robert/Suzanne
271 Crocker Avenue
Piedmont, CA 94610-1259
911 85

Strong, Audrey
PO Box 19474
Portland, OR 97280-0474
Boxster 97

Friday Night Social

19A

See what goes

6:30 p.m.
Friday, May 8th

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

Marketplace

VEHICLES

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

1964 356C Coupe. Calif. black plate car. Champagne yellow. 90,000 orig. miles. Driven 12,000 miles since 1988 restoration and engine rebuild. Original interior. Nardi steering wheel. Chrome wheels. Tool kit. Original manual. Complete new brake system, new tires, shocks. Always garaged. All records back to 1977. \$14,000. (408) 476-5402.

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).

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 fogs. No rain, no rust, webers. 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

1970 911T Blue/Black, 2nd owner. New interior, rear compartment fire, repair not complete. Many new parts. \$2,000.00 Bob (408) 338-7191

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

1972 914 1.7 Black/Black. New tires, shocks, bars, and wheels. Needs engine replaced. Comes with excellent used engine. Complete electrical and fuel injection and spare parts. \$1,950.00 Bob (408) 338-7191

1973 914 2.0L Excellent condition. New paint original color, Saturn Yellow w/black interior. Immaculate throughout. Excellent Eng. and Trans. Very fast with Webers and extras. Smog Exempt. \$3,900. (408) 927-9003. Pat.

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 1/2 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 torsion bars, strut brace, 7 + 8s. Body and interior in very good condition. \$14,900 Dave (415) 333-4307

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.

1974 914 2.0L Red/Black, great condition; excellent engine/transmission, K&N, ss heat exchangers, Bursch exhaust, Konis, roll bar, 5-point harnesses, minilites w/Dunlops + Mahles w/RE71s; AM-FM stereo; extras. No rust. Street, autocross or time trial. \$6,500 obo. Dale (408) 354-1965.

1976 914 Autocross Car - strong 2.0, HC pistons, twin Deloros, Eagle cam, FAT valve train, hd pump, balanced, Hursch exhaust, 911 clutch disc, 19mm m/c, 911 struts and brakes front/rear, 300lb rear springs, Koni adjustable shocks, Bilstein inserts, bolt in roll bar, set of 7" wheels with slicks, set of Mahle wheels with RE71Rs, Interior/Exterior stripped but included, lots of extra parts. Asking \$3,500 Call Walter Duryea @ (510) 210-0863.

1980 Porsche 911 SC Targa, 930 Dash, Sheepskin covers in front, Sport seats, 6 Disk Changer, Recent Full Tune-up, New Yoko tires - 7's; 8's, Short Shift Kit, Hella Lights, Borla Exhaust (have original), Limited Slip, Bra, Cover, Runs like new, 415-664-0668 leave message.

1980 911 SC Targa. 930 Dash, Sheepskin covers in front, Sport seats, 6 Disk Changer, Recent Full Tune-up, New Yoko tires - 7's; 8's, Short Shift Kit, Hella Lights, Borla Exhaust (have original), Limited Slip, Bra, Cover, Runs like new, 415-664-0668 leave message.

1983 911SC Coupe. Excellent Condition, 61K miles, CD player, alarm, limited slip, whaletail, sunroof, AC, Blk/Blk leather interior, Michelin XGTs, 16" wheels. Asking \$18,200. Gary (408)

553-6832 days or email- garyk@sc.hp.com

1984 3.2ltr Carrera Targa, 130k miles, Champagne Gold over Brown partial Leather (sheepskin seat covers in front). All original condition (except tires & targa top), original owner. Properly maintained. All engine receipts,, excellent daily driver, California Desert car--located Ridgecrest, CA. Video available. \$15.5K OBO Thom Kuby (o)(760)939-9863 (h)(760)446-8005 (f)(760)446-5155 thomkuby@Ridgecrest.ca.us

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. \$6,500/BO Jeff Witwer at 650-949-1110 (evenings).

1986 911 Carrera Targa. Special factory color; Pearl silver with navy leather. Fully loaded with all options, including A/C, limited slip, and Boge sport shocks. Full power heated seats, sport seats, 16" Fuchs alloys, Michelin XGTs, factory alarm, rear wiper, new Targa top, new clutch. Showroom condition. Meticulously maintained and detailed. Original owner, non-smoker, all svc records, garaged. Mechanically perfect and flawless. Must see. 149K miles. \$20,995. Mark Nelson (650) 592-0898

1986 944 Turbo. White, grey leather. Time trial car. No sunroof, 89 turbocharger, big brakes. EP class. Only 43K miles. \$14,500/OBO. Nikki (530) 887-0452 or nikki@psyber.com.

1987 924S 80K miles, excellent pampered condition: no dings, all service records from new, original bill of sale, never in an accident, original bra and Porsche car cover, Just had new belts, seals and water pump, new front rotors and pads, almost new Michelins, new battery, needs nothing, Mobil 1 in engine, Swepco in transmission. Never raced or autocrossed. Ivica day (408) 563-2542, evening (415) 346-4680.

1990 944 S2 Cabriolet. Beautiful platinum silver with black ragtop. Cream leather interior. Fresh tires, Alarm, electric seats, cruise control, climate control, power windows and mirrors. \$3,000 sound system. Always garaged. Perfect condition. 60K mi. \$26,900. Todd (408) 998-8668.

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.

'69 - '73 911 Parts. Clock; excellent \$75. 3-point seatbelts; \$60 for set of 4. Rear seat backs; perfect \$125. Hand brake assembly \$50. Hood: excellent \$325. Door panels with speaker hole \$50 for pair. Rear bumpers, valance and bumperettes with rubber trim; \$250. Rear lid with perfect grille \$250. "S" alloy calipers with rotors, recently rebuilt, excellent \$400. Fiberglass RS front spoiler with new GT Racing grille for front mounted oil cooler \$275. Heater box assembly \$200. Call Neil (415) 917-3840 work, (510) 685-8391 home

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

For 1978 911SC: Heater blower motor (1 yr old) - \$100. Colgan two-piece bra (used once) - \$40. Pedal assembly w/bronze bushings - \$50. 915 shifter assembly w/short shifter - \$50. Brake calipers, rotors, new pads - \$150. Swaybars both front & rear - \$30. 7" & 8" x 16" Fuchs fully polished w/caps & near new S02 tires - \$1,500. **From '95 993 engine** w/under 5k miles: Dual Mass flywheel & clutch assembly - \$700. Power steering pump - \$75. Stock SS mufflers - \$200. Gary (408) 454-0308.

OEM Wheels. Two 16x7.5, two 16x9 Slotted alloy, like new condition. Fit 928, 944 Turbo. Mounted with new Goodyear Eagle 225/50ZR16, 245/45ZR16 tires. \$1200/bo. Call Mike (650) 854-4697 or (650) 354-4178

Pair early 911 doors FREE. Fair condition doors with no mechanicals, just the door body units. Yours to take away. Rik (510)530-8035

911 wheels with tires: stock C2 16" with Toyo tires (4). Fair condition. \$400 obo. Dave (415) 567-8500 San Francisco.

WANTED

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.

914 roll bar and seatbelts (5 point). David (415) 788-6677.

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) 779-9073, 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.



GGR & Zone 7 Events Calendar



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

May

- 2-3 Sat/Sun **Zone 7 Autocross School**, hosted by GGR and SVR at 3Stick Park is sold out. To be added to the waiting list call Masuo Robinson at 916-427-9690.
- 6 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 8 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 9 Sat **Autocross LPR** at 3stick. Not a Zone 7 event.
- 10 Sun **GGR/Shelby Club Challenge #II**, 3Stick Park.
- 16 Sat **Zone 7 Rallye #3 Spring Flowers**, hosted by Sacramento Valley Region. For fee and information call Rik Larson at 916-481-6084.
- 17 Sun **Zone 7 GGR Automotion-Concours #2/Swap Meet**, at Automotion in Sunnyvale. For fee and information call Dick Cottrell at (650) 692-2100 or Roger Wiersema (510) 843-6166, Concours. Kirk Dobrenz (510) 837-0479, Swap Meet.
- 24 Sun **Diablo Wash & Shine Concours**, held at Danville Livery Mercantile. For more information call John Kinsfather at (510) 831-8109 (days). Not a Zone 7 event.
- 30-31 Sat/Sun **GGR Time Trial & Drivers Education #4**, Laguna Seca. For fee and information call Laurie Yonk at 510-769-2123.

June

- 3 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 5 Fri **993 Cabrio Raffle, Kick-off for "Kiss Me I'm Basque" weekend**. Your \$100 raffle ticket also includes a performance by the Reno Philharmonic & hors d'oeuvre buffet at the Reno Hilton.
- 6-7 Sat/Sun **Zone Autocross # 3 & #4/ Kiss Me I'm Basque**, 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.
- 12 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 13 Sat **GGR Adopt-A-Highway**, Jean Ohl (650) 341-9020.
- 13 Sat **Autocross LPR**. Not a Zone 7 event.
- 13 Sat **Zone Rallye #4, Summer Solstice**, hosted by Yosemite Region. For fee and information call Pat Ikeda at 209-473-4628.
- 14 Sun **GGR Automotion-Autocross #3**, 3Stick Park.
- 14 Sun **Zone Concours #3 & Swap Meet**, hosted by Loma Prieta Region at Partsheaven in Hayward. For fee and information call 800-767-7250.
- 20-21 Sat/Sun **Zone Autocross #5 & #6**, 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.
- 27-28 Sat/Sun **Time Trial & Drivers Education #5, hosted by Golden Gate Region** at Thunderhill, Willows. For fee and information call Laurie Yonk at 510-769-2123.
- 28 Sun **Palo Alto Concours**, featuring and celebrating 50 years of Porsche. For fee and information call Dick Cottrell at 415-692-2100.

July

- 1 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 3 Fri **GGR Livermore Tour**
- 10 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 11 Sat **LPR Autocross** - 3stick.
- 12 Sun **GGR Automotion-Autocross #4**, 3Stick Park.
- 12 Sun **Zone 7 Rallye - PicTour** - DR
- 19-25 Sun/Sat **Porsche Parade**

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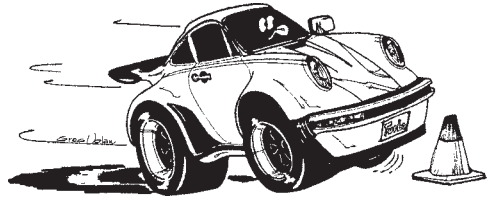
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GGR/Shelby Club Challenge



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

May 10th

3-Stick Park

Call Bert Del Villano for details

(650) 592-0637

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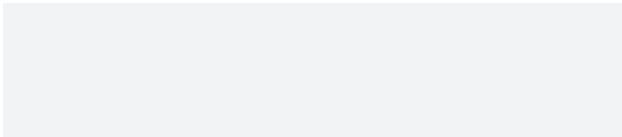


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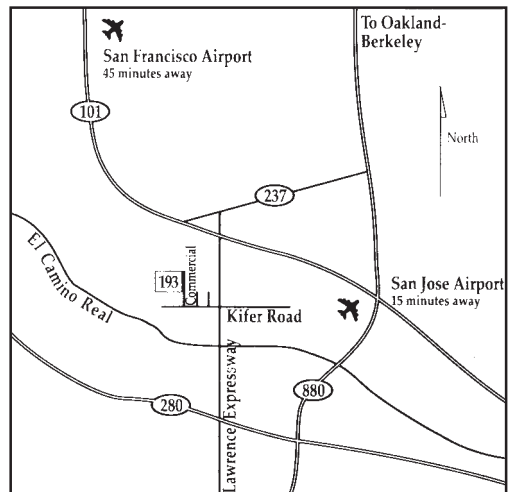
Mark the date on your calendar: Visit us Sunday May 17th

Swap Meet Stall Sales - Set-up 6:30am, \$10.00 each; first come, first serve. Proceeds donated to the local Crippled Children's charity by Automotion and PCA-Golden Gate Region. The largest West Coast Porsche Swap Meet is open to public 8am-3pm. Karen Neidel 408-225-5356.

Concours - \$15.00 per entry. Run under PCA Zone 7 rules and includes popular Wash and Shine class. Concours opens 9:00am for viewing. Judging begins at 10:30am. Contact Roger Wiersema 510-843-6166, eve 415-421-6622.

Automotion - Showroom open 8:00am to 3:00pm. Fill out a door prize entry form to win *thousands of dollars* worth of prizes. Winners need not be present; drawing will be on Monday. Pick up a free copy of our 1998 catalog.

Location: In Sunnyvale at 193 Commercial Street. From Lawrence Expressway, turn West onto Kifer Road, go 3 blocks and turn right at Commercial St.. Automotion is on the left at the end of the block.



Sunday May 17th. Help us help the crippled children. Come and join us.