

November 1998

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Time Trial Results
Monterey Historics
Pebble Beach Concours

Dave's dribble

Dave Dunwoodie, editor
Sheila, associate editor



Another month already! I have heard from two GGR members so far that read my "dribble", so I guess I have to pay attention to what I write here. No word on a helmet for my son yet though.

group, but will miss my old friends on the Board a great deal!!!

Looks like we have a great group for our new Board of Directors for 1999! Be sure and vote with your ballot that should be in your mailbox soon. I'm looking forward to working with this new

Keep the shiny side up!

AIR COOLED PORSCHE MECHANIC

356 • 912 • 911



- Custom Engine Rebuilding
- Mechanical / Electrical Repair
- Large Stock 356/912 Mechanical Parts

510-632-8232
SAM SIPKINS



ACTION TRAILER SALES, INC.

SALES • PARTS • SERVICE
TRAILERS OF ALL TYPES

- UTILITY • CAR CARRIERS
- CARGO • EQUIPMENT

BE SURE TO ASK GEORGE FOR
YOUR PCA DISCOUNT

408-288-6236

1346 E. TAYLOR ST., SAN JOSE

S.A.S. GERMAN
AUTO
Specializing In

Mercedes Benz ■ BMW ■ Porsche ■ Audi ■ Jaguar

26A CALIFORNIA AVE.
PLEASANTON, CA 94566
PHONE (925) 846-4886
KEN BENHAMOU FAX (925) 846-1067

10% OFF FOR GGR MEMBERS

EUROPEAN AUTOTECH


German Car Specialist
Serving the Valley Since 1984

Sales Service & Repair
Fuel Injection Service
Expert Engine Rebuilding
Personalized Service

925/820-6460

Patrick Gormley Service Writer 31 Beta Court. Unit J
San Ramon, CA 94583

Factory Trained
Expert Repair &
Restoration of:



- Speedometers •
- Tachometers • Clocks •
- Fuel Gauges & Floats •
- VDO & Others

Quartz Clock
Conversions and Repairs

Specializing in:
Stoerk & Motometer
Temperature Gauges

**Palo Alto
Speedometer Inc.**

718 Emerson St.
Palo Alto, California 94301
Phone: 650-323-0243
FAX: 650-323-4632
8:00 - 5:00 Mon. Fri.

Larry's lines

Larry Sharp, president



I would like to apologize to anyone who took offense to my last article. The most common complaint I heard about it was that it was very negative. It was meant to stir up anyone who thought that, the club was doing okay, and that the club didn't need help. What is encouraging was the response I received from the newer members. A lot of them thought that the club is a great institution and they offered their help. I agree with them. I was, and still, am not going to let the club go downhill. As a volunteer organization, I'll never know if you're interested in

helping out unless you step forward to let us know. I don't know everyone in the club, even though I would like to. So I only know people's interests if they make it known to me.

I would like to thank everyone who made the effort to give me their thoughts. It shows that the club is still a great group of people.

Advertising sales

Size	one issue	half year*	yearly*	Business card ads * per month value	\$15 per month
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)				

For information call:
Craig Watkins (707)829-9229
 or **Dave Dunwoodie (408)779-0389**

Staff

Editor

Dave Dunwoodie

Associate Editor

Sheila Dunwoodie

Advertising Sales

?

Billing

Craig Watkins

Mailing

Patricia Kindred

Circulation

Vivian Brocklehurst

Dave & Sheila Dunwoodie

Sean & Patrick Dunwoodie

Gene & Patricia Kindred

Bob & Gisela Norwood

Dennis & Lisa Yearton

Jessica "George" Yearton

Amy "Bill" Yearton

Inside line

News

Braking news 4 Starters

Around the zone with Hank Watts 10

Events calendar 22

Features

Shop talk: 911 Starters 5

Time Trial year end results 8

Monterey Historics 12

Pebble Beach Concours d'Elegance 14

GGR Candidates 18-20

Columns

President's column 3

For the record 17

Members 18

Volume 38, No. 11

Cover: 1989 Porsche Panamericana Cabriolet displayed at the Pebble Beach Concours d'Elegance.
Photo: Dave Dunwoodie

Braking news

From our Webmeister, Greg

In any organization, two-way communication is essential to ensure continued evolution & success. With that in mind, the GGR online suggestion box has been developed by Jeff Stevenson and is accessible via our home page, www.pca-ggr.org. No matter which of GGRs many activities you are involved in, we would like to hear from you. Tell us what you like, what you don't like, and what you would like to see! And if you'd like to help out with the GGR events, check out the "Help Wanted" link, also on the home page.

Remember, you can make a difference!!
Greg

Porsche AG Launches Internet Newsletter

STUTTGART, September 30 -- Today, subscribers received their first Porsche "Online" Newsletter over the internet. Intended to keep readers up-to-date with Porsche news, the first issue included an update on the Porsche AG website, an introduction to their FAQ list in which website visitors are able to ask questions about everything they want to know about Porsche, an introduction to model year 1999 Porsche cars, and a press release from Dr. Wendelin Wiedeking, Chairman of the Porsche AG Board of Management, about further growth and improvement in results for the 1997/98 fiscal year (from August 1 to July 31).

Those interested in receiving the Newsletter can subscribe by calling up the website page (<http://www.porsche.com/english/dialog/newsletter/default.htm>) and entering their name and email address.

Porsche Helps American Steel Industry

DETROIT, September 30 -- New design concepts for automotive doors, hoods, decklids and hatchbacks that could save more than 50 pounds of weight in an automobile at little or no cost increase were announced today by the American Iron and Steel Institute.

The concepts are the product of two studies conducted for the American Iron and Steel Institute by Porsche Engineering Services, Inc. (PES) of Troy, Mich., a subsidiary of Dr. Ing. h.c. F. Porsche AG, Stuttgart. The most recent is the UltraLight Steel Auto Closures (ULSAC) study, a forward-looking companion to the comprehensive study of auto bodies released in March called the UltraLight Steel Auto Body (ULSAB). The two studies are part of the steel industry's aggressive strategy to contribute low-cost, high-performance solutions to automakers' goal to develop and market environmentally benign vehicles in the next decade.

STORAGE FOR PORSCHEs

and similar sized vehicles

Reasonable Rates

Security Alarm

Charlie Arolla

(408) 243-2999

or E-Mail

c.arolla@ix.netcom.com

Appraisals and Valuations
for Sports and Classic
Automobiles

Richard D. Cottrell

1685 Hunt Drive Burlingame, CA 94010-5809
phone: 650.692-2100 fax: 650.692-9395
e-mail: cottrell@flash.net

BIG O TIRES

EVERY DAY! EVERY TIRE!

COST U LESS

AT EVERY BIG O TIRES STORE NATIONWIDE

BRAKES • SHOCKS

ALIGNMENTS

**10% off
with this
ad**

BIG O TIRES

YOKOHAMA

MICHELIN

GOOD YEAR

BF Goodrich

UNIROYAL

STRUTS

WHEELS • TIRES

BIG O TIRES INSTANT FINANCING AVAILABLE

A Reputation You Can Ride On

Instant financing available on approved credit. Offers good at participating dealers. Price, tire design and warranties may vary by location.



**Walnut Creek
937-5873
2155 N. Broadway**

Shop talk

by Lee Rice, Orange Coast Region
(from PORSCHE PANDEMONIUM)

An early-911 owner asked recently about installing a larger-capacity starter on his up-graded 3.0 SC engine to help hot-starting problems. The starter, on occasions refuses to crank the engine - seems to happen when you least need it to.

Yes, the higher capacity starters do help spin the engine in cold weather and when they are hot. I have installed the later 911 starter with 1.5 hp. This evolved from the early 0.8-hp starters that worked okay for engines up to 2.2 liters. The factory installed 1.5-hp starters in the beginning of 1972, then in their wisdom reverted back to the 0.8-hp starter in May of 1972, using these until the beginning of 1974 when all production 911 cars came with 1.5-hp starters.

The 1973 Carrera 911 RS 2.7 came with a 1.5-hp starter and was available on special order. There are specialty retailers offering even greater hp starters for the Porsche. Some of these use Japanese starters with a Porsche-type frame mount. These have very small-size motors with very high output from geared reduction. They are compact and reliable.

The factory 1.5-hp starter also came with another critical improvement. The battery starter lead was increased in size from 25mm/2 (cross section) to 35mm/2, (these had a yellow stripe applied around the cable at approximately 800mm from the starter end). This cable enlargement was necessary to carry full battery capacity to the starter to enable it to deliver full cranking horsepower. While a 3.0 SC engine will need a 1.5-hp starter, it will probably not get 1.5 hp worth of battery power until you have the correct cable size to

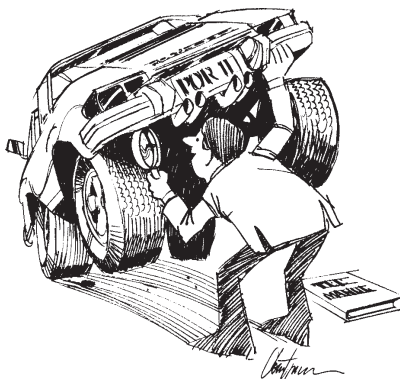
Technical & Safety - 911 Starters

transmit it.

Having experienced the need for more power to the starter on my little blue Turbo car, I realized the need to up-grade my old starter cable. I bought a good, used cable from Best Deal in Stanton, CA (714/995-0081) and started the project by disconnecting the battery (and installing a 9-volt radio code-saver in the cigar lighter). Here are the steps:

Remove the driver's seat, carpeting on the floor, center tunnel cover, console, floor board under the pedals, and transaxle tunnel cover. The trunk carpeting needs to be pulled back a little.

Jack and safety-stand the rear of your Porsche to allow plenty of room



access the starter area. Using a good flash light and a mirror, inspect the old cable and push away the plastic-covered body wraps that hold the cable in place from all those pedal controls, wiring, fuel lines, and shift linkage.

If you find other junk in there, it is a good time to remove it. Also inspect the throttle-rod plastic bushings. They turn yellow with age and deteriorate. If the throttle pedal feels sloppy, etc., this is a great time to replace them.

The shifter and hand brake need NOT be removed.

Start in the trunk by removing the battery cable end. Solder a "end lug" onto the copper cable. Next, wrap wire through the newly soldered cable-end and the new cable 35 mm/2 starter-end. This will enable you to pull the new cable through the body structure and have the new starter-end lug arrive at the starter.

You will need to coax the cable through with a little "encouragement" because the new cable is about 11.5mm in diameter and the old one is 10.2 mm -- get it? It takes time, but when the new cable is installed on the starter you can back-track forward pulling a little slack from the front as you go from rear to front to smooth out the cable routing. Secure the body wraps and work up to the trunk.

The cable may need to be shortened at the battery-end to avoid too much extra cable-length flopping around. I would recommend a new battery connector, anti-corrosion felt washers, and dielectric paste on the connections.

Remove the radio code-saver 9-volt battery (from the cigar lighter), and you are ready to try your full 1.5-hp starter system. I noticed an immediate improvement in the starter sound. The pitch of the motor was higher, and the starter cranked faster at every start. I also observed a higher voltage at the voltmeter (an add on) as soon as the alternator was charging.

I have also noticed brighter headlights at night, and the two fuel pumps run a little quieter. This may not solve a sick starter problem, but it is a must to gain anything from a improved capacity starter and battery.

Automotion/GGR Autocross #5 Results

Reported by Dave McGuigan

Class	Driver	Car	Best Time	Points	L	Driver	Time	Points
A	Davidson, Brad	76 912E	77.642	20	L	Kishbaugh, Scott	84 911	75.023 20
A	Howitson, Steve	72 914	78.320	16	L	VanPraag, Nico	89 911	76.851 16
A	Doy, Tony	66 912	80.543	13	L	Leichnitz, Leonard	86 911	77.823 13
Ai	Dugan, Jay	71 914	74.389	20	L	Ng, John	85 911	81.032 11
Bi	Beck, John	74 914	70.196	20	Li	Brooksby, Glen	89 911	69.584 20
Bi	Esser, Brooks	73 914	70.657	16	Li	Bauman, Jim	86 911	69.826 16
Bi	Beck, Brian	74 914	71.454	13	Li	Pickett, Tom	88 911	70.513 13
Bi	Seidell, John	74 914	72.387	11	Li	McGuigan, Dave	86 911 Targa	71.769 11
Bi	Hansen, Eric	73 914	72.446	9	Li	Librock, Neil	84 911 Targa	73.866 9
Bp	Brown, Gerry	74 914	69.997	20	LiL	Bauman, Melissa	86 911	71.588 20
Bp	DelVillano, Bert	74 914	71.514	16	Lm	Watts, Henry	72 911	64.754 20
Bp	Drain, Rick	75 914-2.0	74.592	13	Lm	Benz, Bill	72 911	71.242 16
Bp	Esaki, Chris	73 914	76.540	11	M	Pretti, Jerry	91 C2 Cab	74.973 20
BpL	DelVillano, Anne	74 914	79.113	20	M	Wilson, Mary Beth	91 C2 Cab	76.522 16
Bx	Newton, Bill	68 912	71.746	20	M	Perry, Sam	91 C2 Cab	84.699 13
C	McCandless, Jeffrey	86 944	-	0	Mp	Sousoures, Louise	90 C2	72.020 20
CiL	Buchner, Cindy	86 944	82.020	20	Ni	Jones, Dan	97 993 C4S	71.416 20
D	Bechtold, Bill	86 944T	76.894	20	T	Ostler, Doug	97 Boxster	72.520 20
D	Starkey, Kyle	86 944T	79.382	16	T	Ohl, James	97 Boxster	74.428 16
D	Schulze, Dieter	91 944S2	80.011	13	T	Yerkovick, Carl	89 Boxster	76.280 13
Dm	VonBehrens, Peter	87 944T	73.641	20	T	Behrens, Bud	99 Boxster	- 0
Dp	Lau, Stephen	87 944T	78.887	20	T L	Lee, Nancy	98 Boxster	78.525 20
Ei	McMillan, James	86 928S	76.675	20	T L	Randolph, Keiko	97 Boxster	83.100 16
Ei	Blomquist, Gary	93 968	77.252	16	T L	Behrens, Mary Ann	99 Boxster	- 0
Em	Novak, Chris	88 928	71.214	20				
Fm	Sharp, Larry	74 914	68.856	20				
Fun	Jackson, Larry	73 914	72.011	0				
Fx	Meza, Sergio	70 914-6 GT	74.405	20				
G	Jameson, Thomas	70 911T	81.205	20				
G	Pavelka, Erik	69 911E	81.943	16				
GiL	Thomas, Eugenie	68 912	79.870	20				
Gm	Fontaine, E.J.	74 914-6	64.293	20				
Gm	Jackson, Neil	69 911T	66.242	16				
Gm	Bergstrom, Dirk	73 911	69.320	13				
Gm	Rahman, Rezal	73 911	75.141	11				
GmL	Shead, Susan	74 914-6	67.712	20				
Gx	Williams, Harold	73 911E	69.999	20				
Gx	Angebrannt, Susan	73 911E	76.155	16				
Hi	Williams, Evan	72 911	70.083	20				
Hi	Lise', Al	72 911	75.596	16				
K	Smith, Mark Paul	81 911SC	75.061	20				
K	Weathers, Wayne	80 911SC	75.588	16				
K	Rahal, Dame'	81 911SC	76.645	13				
K	Franken, Jeff	79 911SC	78.174	11				
K	Hickman, Dave	81 911SC	DNF	0				
Ki	Howard, Tim	82 911SC	73.322	20				
Ki	Murray, Chris	78 911SC	74.021	16				
Ki	Merrill, Parker	83 911SC	76.857	13				
Kp	Johnson, Erik	80 911SC	73.267	20				
Kp	Wong, Danny	81 911SC	73.401	16				
Kp	Kost, Jeff	80 911SC	73.622	13				
Kp	Blansit, Pete	80 911SC	75.664	11				
Kp	Bernamonti, Mike	80 911SC	-	0				
Kp	Ho, Waymond	81 911SC	-	0				

Roger Kraus Racing

2896 Grove Way. Castro Valley CA 94546

Orders 800-510-RACE (7223) Inf. 510-582-5031

www.rogerkrausracing.com

We speak PORSCHE racing and back it up with results and fair prices. Race / Street tires and wheels.

Alignments & Cornerweighting by Brandon Kraus

Suspension Is Our Specialty.

Vintage 356 to 962.

The Race Professional Shops Here

**Race Tires - Goodyear
Hoosier - Kumho - Toyo
Yokohama - Avon - Dunlop**
Great prices on street and race wheels. Street Tires
We prepare race and street

**Porsches - 26 years
experience**

**Not calling us could
be costing you !!**

Charlie Bars - Weltmeister - KONI - Bilstein

Brakes - Eibach - Sway Bars - Torsion Bars

Brake Pads - Bushings - Spacers

Fabrication - Alignments - Corner Weights

A Fond Farewell to the Lusks

by Sheila Dunwoodie

A little farewell party for Bill and Carolyn Lusk was graciously hosted by Rob Aube and Sharon Neidel. A lovely, framed picture was presented to Bill and Carolyn in gratitude for all their dedication and efforts in GGR. The Lusks are moving to Las Vegas in the best interests of their careers at this time, but we hope to see them back in the GGR area in the near future. They have contributed a great deal to GGR during the time they have been in our region. Best wishes for Bill and Carolyn in their new ventures! We will miss you!



The Racer's Group

The Racers Group is proud to announce the formation of its new full-time Racing and Service Department. We have been prepping the professional cars for years and now have a limited schedule and openings available for your street and racing needs.



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

Go to the "Professionals"

**SERIOUS PARTS
FOR SERIOUS
PORSCHES**



We are located in the Paddock at Sears Point Raceway. (You can't beat that for R&D)
29181 Arnold Drive
Sonoma, CA 95476
TELEPHONE: (707) 935-3999
FAX: (707) 935-5889

Time Trial Year End Results

Class	Points	First	Last	#1	#2	#3	#4	#5	#6
AP	60	Jim	Ralston	x	x	2.30.718	2.07.591	2.34.132	
BI	76	Jim	Biesemeyer		x	2.15.082	1.56.062	2.20.179	2:18.401
BI	52	John	Beck	x	x	2.22.052	1.58.484	x	2:18.254
BI	40	John	Seidell	x	x		2.06.022	2.28.037	2:26.908
BI	39	James	Ohl	x	x	2.23.908	2.03.933	2.28.822	
BI	18	Gary	Campbell		x		2.11.816	2.37.249	
BI	11	Brooks	Esser		x			2.29.446	DNR
BP	53	Jeff	Williams	x	x	2.20.898	2.03.018	2.23.658	2:19.303
BP	41	Chuck	Kolstad		x	2.22.154	2.06.110	2.26.489	2:19.690
BP	36	Curtis	Robertson	x	x	2.16.402		2.19.032	
BP	34	Bert	Del Villano		x	2.32.343	2.04.471	2.30.943	2:26.835
BP	33	Dennis	Neely	x	x	2.14.927	1.55.117		DNR
BP	24	Craig	Cline		x	2.17.067	1.55.826		
BP	20	Kevin	Voigt				1.52.879		
BP	20	Chris	Kolstad					2.31.949	2.23.546
BP	16	Rick	Jeffery					2.23.250	
BP	16	Ted	Voigt				1.53.403		
CI	20	Cameron	Carrington	x				2.27.323	
CI	20	Jim	Mason	x			2.17.269		
CIL	80	Lori	Hageman	x	x	2.34.017	2.05.193	2.34.788	2:28.301
CP	56	Dan	Lofgren				1.55.941	2.21.292	2:18.663
CP	36	Steve	Casaletto	x	x	2.22.277	2.00.414		
CP	20	Tony	Waitz		x			x	2:12.744
DI	65	Sandy	Swallow		x	2.12.236	1.53.344	2.18.581	2:16.287
DI	62	Jim	Putnam	x	x	2.19.168	1.57.766	2.16.412	2:15.448
DI	40	Raoul	Proctor	x	x	2.26.162	1.58.846	2.21.950	2:19.385
DI	29	Jim	Hyndman		x		1.55.029	2.17.589	DNR
DI	22	Lynn	Pennington			2.25.107	1.56.278		
DI	20	Brent	Harnish	x			1.50.449		
DI	16	Dan	McDuff	x	x	2.15.781			
DIL	40	Susan	Moore		x		1.54.736	2.20.506	
DIL	32	Georgia	Hyndman		x		1.57.846	2.36.689	DNR
DM	20	Michael	Mitchell		x	2.12.313		x	DNR
DML	40	Lori	Gallen	x	x	2.17.922		x	2:14.749
DML	16	Donna	Sylvanovich		x	2.21.510		x	DNR
DP	20	Bob	Fooshee	x	x			x	2:18.540
EP	40	Niul	Burton	x	x	2.13.549	1.48.971		
EP	36	Bob	Norwood		x		2.03.965	2.25.844	
EX		Mark	Hellner			2.16.070	1.52.860		2:11.048
EX		Craig	Watkins					2.03.624	
EX		Tim	Watson			1.54.899			
FI	60	David	Colman	x	x	2.18.643	1.56.981	2.19.573	
FIL	60	Judy	Bradshaw	x	x	2.33.363	2.03.772	2.32.947	
FM	36	Gene	Kindred	x	x	2.14.179	1.52.751	x	
FM	20	Otto	Bluske			2.12.013			
FM	16	Larry	Sharp				1.53.105	x	
FML	40	Patricia	Kindred			2.26.314	1.55.126	x	
FP	20	Scott	Yeaman	x	x		2.01.542		DNR
FR	80	Erik	Ostly			2.17.054	1.54.501	2.17.074	2:13.523
FX	20	Jim	Housman	x	x	2.22.327			
FX	20	Rich	Bontempi		x		1.50.318		
FX	16	Lauren	Merrill				1.52.787		
GI	80	John	Teasley	x	x	2.23.021	2.00.645	2.25.400	2:26.189
GI	16	Scott	Robertson					2.29.074	
GI	16	Michael	Cullinan	x			2.02.826		
GM	40	Neil	Jackson			2.09.963		x	2:06.302
GM	20	Scott	Watkins					2.10.954	
GM	20	Ross	Merrill				1.47.579		
GM	16	Martin	McGuire				1.57.628		
GML	60	Cherie	Kuhn	x	x	2.18.242	1.54.184	2.15.009	
GT	56	Greg	Sirakides	x		2.05.406	1.44.416	2.08.250	DNR
GT	49	Ken	Shahonian	x	x	2.05.593	1.47.056	x	2:06.047
GT	29	Steve	Meacham	x	x		1.47.401	2.09.569	

GT	20	Henry	Watts	x		2.02.963			
GT	11	Bill	Benz	x		2.17.865		x	DNR
GX	40	Ken	Mack		x		1.52.752	2.14.127	
GX	32	Paul	Brodie	x	x		2.04.418	2.28.560	
HI	60	Marlin	Neufeld		x	2.19.165	1.56.312	2.21.013	
HI	16	Evan	Williams		x			2.23.247	
HP	20	Bill	Fergus	x	x		2.05.915		DNR
JI	60	Steven	Taty	x	x	2.18.569	1.56.498	2.19.879	DNR
JI	52	Warren	Walker	x	x	2.21.084		2.23.793	2:21.644
JI	29	George	Morris	x	x			2.30.042	2:26.903
JP	60	Henry	Watts	x	x		1.48.971	2.11.972	2:07.626
KI	68	Ken	Park	x	x	2.17.518	1.52.868	2.18.220	2:15.159
KI	56	Chris	Murray	x	x	2.16.216	1.53.832	x	2:14.950
KI	46	Stuart	Ward	x	x		1.53.841	2.14.785	2:15.467
KI	24	Tom	Thompson		x	2.23.830	2.00.125		
KI	20	Derek	Dean			2.28.284	2.01.935		
Ki	11	Spencer	Harris						2:32.135
KM	76	Masuo	Robinson	x	x	2.07.891	1.46.552	2.10.173	2:15.769
KM	68	Jeff	Stevenson	x	x	2.15.614	1.53.149	2.15.731	2:09.008
KM	13	Robert	Beckley						2:28.011
KM	13	Mike	Jolliffe					2.18.296	
KP	60	Tony	Mazzagatti	x	x	2.13.983	1.48.368	2.12.528	
KP	53	Pete	Siemens	x	x	2.20.008	1.53.444	2.18.338	2:15.052
KP	45	Steve	Kuhn	x	x	2.16.090	1.52.221	2.14.889	
KP	29	Gary	Freeman		x		1.49.494	2.15.209	
KP	25	Derek	Dean	x	x			2.25.436	2:17.364
KP	20	Waymond	Ho					2.27.402	2:24.839
KP	11	Mark	Johnson	x	x		1.52.581	x	
KPL	80	Catherine	Siemens	x	x	2.28.385	1.58.754	2.25.573	2:21.915
LI	80	Neil	Yonk	x	x	2.12.693	1.51.497	2.13.006	2:13.486
LI	32	Jan-Ake	Schultz	x	x		2.01.682	2.22.658	
LI	13	Carson	Boyd				2.08.192		
LI	13	Brad	Maker	x				2.24.419	
LI	11	John	Ng					2.31.711	
LIL	40	Laurie	Yonk	x	x	2.30.139	2.03.684		2:24.552
LM	40	Harold	Von Keszycki			2.19.970	1.52.170		DNR
LM	36	Mark	Shattuck			2.17.774	1.53.125		
LM	13	Duck	Fuson				1.55.360		
LP	20	Ron	Rogers		x			2.17.439	
MI	36	Robert	Brenner	x			1.58.606	2.28.407	
MI	20	Gianluca	Rattazzi	x	x		1.50.544		
MP	69	Jeff	Sykes	x	x	2.11.645	1.49.344	2.13.941	2:10.308
MP	52	Bill	Lusk	x	x		1.46.643	2.11.421	2:11.268
MP	49	Louise	Sousoures		x	2.19.450	1.57.068	2.22.407	2:16.314
MP	20	Ron	Herrerias					2.11.018	
MP	13	Mark	Havens		x		1.52.051	x	
MP	11	Carolyn	Lusk		x		1.53.845		
NI	80	Dan	Jones	x	x	2.16.392	2.01.213	2.16.884	2:10.785
NI	16	Greg	Stowe					2.24.338	DNR
QM	60	Gary	Jones			2.09.637		2.05.177	2:02.145
QM	20	Jon	Cox	x	x		1.51.334		DNR
U	76	David	Ferguson	x	x	2.00.698	1.37.901	2.01.364	1:58.964
U	68	Rich	McGlumphy	x	x	2.01.112	1.41.195	2.03.517	1:58.907
U	39	Dennis	Tholen				1.43.704	2.07.399	2:05.550
U	22	Dan	Cowell	x	x		1.45.280	2.10.704	
U	13	Bob	Barns			2.02.776			
UL	60	Ellen	Ferguson	x	x		1.44.814	2.03.265	2:05.651
W	20	Mark	Proctor	x			1.42.320		
X	40	Bill	Newlin		x		1.40.829	2.01.525	
XL	20	Rebecca	Newlin		x			2.13.123	
Y	20	Craig	Watkins		x		1.44.454		
Y	16	Bob	Beach	x			1.55.356	x	
Z	40	Ray	Dicius	x	x			1.59.064	1:53.956
Z	40	Art	Seeger	x		2.06.863	1.37.473	x	
Z	16	David	Evans		x			2.02.692	
Z	13	Alan	Kushner		x			2.16.877	

Autocrossing around the zone with Hank

By HANK WATTS

GGR AUTOCROSS: September 12 at Dublin saw the running of the 5th event of the season. The Chairpersons Del Villano oversaw another calm and pleasant event. Neil Librock designed the course, which featured full use of the steering capabilities of any car, was well-marked, featured a difficult decreasing-radius turn and was safe enough. However, the presence of sections that are quite as slow as this, even in the constrained Dublin environment, are open to debate. Challenging, certainly. Fun, well, that's a different question. Cars were so far down in the rev range that, if carbureted, they were coming in at the end of a run loaded up with fuel from lack of being able to rev. Granted, after Parade, any autocross course that uses 2nd gear needs to be cut some slack.

The edict was one and two; the day started at 9:30. The first timing crew was, for awhile, announcing just a one-lap time, so it wasn't clear whether it was one practice and the best of the next two, or two practice and one timed . . . All this got resolved pretty quickly and the day ran smoothly thereafter.

Bill Newton asked that I say something nice about him, so here it is.

Lots of interesting little battles during the day. Melissa Bauman was strutting all around the grid for having gotten ahead of Dirk, but might have waited to see if it held to the end of the day. Apparently all this trash talk was just the tonic Dirk need to get things rolling, finally placing 6th overall. Chris Novak put on an incredible show in his black 928. Every time he headed into the lefthand sweeper by grid I'd look up and think, "Hmm . . . not likely." And every time the huge black shark would slowly dance around, move its nose vaguely apart and continue on through like it knew what it was doing. Placed 15th overall, fastest car anywhere near its weight, beating various hotshoes such as Melissa and Dan Jones and providing marvelous entertainment.

Places 4th through 10th were Susan Shead (TTODL), Larry Sharp, Dirk, Glen Brooksby in a narrow Li win over next-place Jim Bauman (Melissa is his fault!), Gerry Brown and Harold Williams (in the ever-improving targa). The closest class battle featured Erik Johnson edging out Danny Wong in Kp by .134.

Quotes of the day were from Dan Jones, discussing some interesting events at the previous day's qualifying at Seca, "That was bad driving, even by my standards," and a driver getting out of a Boxster, announcing to gathered friends, "To hell with smoothness, I put the pedal down!"

TTOD involved an interesting story of the carrier of the true faith and the two infidels. Infidel1 (Neil Jackson) finished the morning runs in second place with a 67.1; In-

fidel2 (yrfthflscr) in first place with a 66.9, but TCotTF (E.J. Fontaine) in third place with an intriguing 66.3+1. In the afternoon, Neil ran first and drove the time down to 66.2 (twice!), but with a split indicating that a low 65 might be achievable. (This is truly one of the interesting things about running 1&2, even though it goes kinda slowly, in that the splits tell a much deeper story than a single laptime.) In the very last session, EJ's first run drove the time down to an actual 65.1. The remaining contestant, feeling great pressure, turned in a sloppy 66.7, then finally, trying only to beat Neil and having completely conceded first place to EJ, managed a surprising 64.7. Seemed like a good time for celebrating, but EJ had another run left. Gathering up all the available resources, EJ ripped off a 64.2, carrying the day by a goodly margin. It was great fun.

Seriously-contested class standings include Jim Stark narrowly leading Jay Dugan in Ai, John Beck and son Brian tied at 80 in Bi, Gerry Brown continuing to dominate Bp, Bill Bechtold leading John Tavernetti and Kristi Soo Hoo in D, Mark Paul Smith dominating class K, which has had 14 competitors this year, Brad Maker and John Ng fighting it out in L and the Garnet cab still leading Li. The Boxsters are providing a good show with James Ohl leading the open class and Nancy Lee undefeated in TL.

CHERRIES JUBILEE: On Nov 7 & 8 the Cherry's Jubilee will be happening in Monterey and at Laguna Seca. This is a charity event, sort of a Hot August Nights Comes To The Coast. Normally it is held in September. In addition to the cruise through Monterey Friday evening and the downtown dance Saturday evening (sock hop, I presume) the weekend features a large hot rod car show and related vendors in the Seca paddock. They also rent the track, and drive parade laps from 11:30 to 2:00 each day.

The interesting thing is what happens on the track the rest of the day. They sell thrill rides for \$15 for three laps (normally two, but this year we'll make it three). The drivers used to be Skip Barber instructors in Vipers, but there was some problem with that; then they tried Barber Neons, but that didn't really attract much of a crowd. So, the 'we' in the first sentence is a small group of Porsche Club time trialers who are donating our time and tires to this worthy cause; the benefitee this year is the ICU nursery wing of a local hospital. If you have any friends who are eager to see Seca at speed (and we have some fast cars . . . McKay, Ellises and the Orange Car), send 'em on down.

REDWOOD AUTOCROSS: Quietly, up near the redwoods in Petaluma, the Redwood Region (Jim Housman, AX chair) has been carrying on with autocrossing under trying circumstances. The small lot at the fairgrounds hasn't the

panache of the old airport site (though the sweet sounds of the church choir practicing Sunday mornings when you're setting up the far-end sweeper have their own magic appeal). The lot is not bigger than Dublin.

On the positive side, what is effectively a joint series with ESCA (Empire Sports Car Association) produces an interesting field of 20 cars or so and, in a good-spirited way, inflames some of the inter-marque rivalries. Care to run against and maybe beat a mean-looking Vette? Running one and two produces times in the 60-second range, and starting at 10:00 (actually 10:25) gets three runs for everyone before the lunch break, with plenty more in the afternoon, and people from the south don't have to get up too early. The garnet cab did well in the morning, but couldn't stay for the afternoon when a V-8 Lotus 7 finally snuck in a better time.

The natives are very friendly and everyone is having a good time. You will too if you go up there.

GGR RULES UPDATE: In what has to be one of the quietest rules-change processes of the recent few years the committee voted to allow plastic windows in street modified cars and rollbars that allow the tops to close in convertibles. Proposals to count all events for points (no drops), limit trophies to contested classes and make EX-class cars run last did not pass. The question of precisely what must be done to a Boxster to time trial it is still being worked out.

LPR AUTOCROSS: The LPR folks have been waiting for a while to hear about the rest of the schedule for the year. It appears that there will be one more event, to be scheduled soon. May be at Candlestick or at the Oakland Coliseum. E-mail folks will be notified shortly.

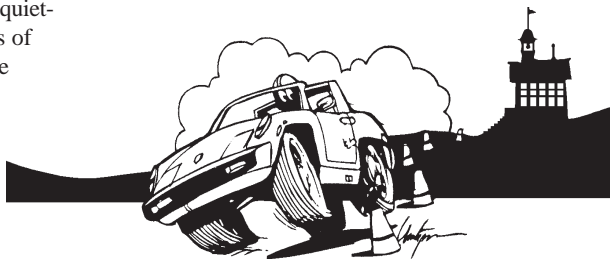
THE CONTINUING SAGA OF THE TIRES: A (very) little investigation indicates that BFG will be producing three models of the g-Force tire. The one of least interest to us is the g-Force/TA which is a racing slick for the Trans Am series. The g-Force/KD will be a streetable tire, with 9/32" tread depth, not entirely unlike the existing T/A street tire, which will also be retained. The third model is the g-Force R1, with the new pattern, non-asymmetric design and 3/32" tread depth. This is supposed to be the replacement for the current R1, but at half the tread. Bummer. Heard from someone who recently called Kuhmo for tires and was told, "Oh, we're done producing that size for this season," which doesn't sound like they're ready to serve the overall market.

As I was ordering up some of the last R1s I'm likely to ever see from the Tire Rack I chatted about all this to a sales-

man who suggested that there might be something else coming. When I asked what that might be, he got evasive but suggested that we might look for something from Yokohama. Could be an interesting winter on the tire front.

SPECIAL DAY BACK EAST: Speaking of tires (and of padding monthly columns), there was a Ruf gathering not too long ago, featuring some track time with the Rufs assembled and some Ferraris and such. The website quotes the following segment about the rowdy German driver that was present: "Then Wolfgang's brakes failed on turn 5, thus letting him sail off the track, tearing the front spoiler in half and ruining the oil cooler. Fortunately the Ruf mechanics got him up and running again an hour later. Even so, he needed new tires after just a few hours of track time. Imagine the tire store's reaction when the 50,000 mile warranty tires were returned the DAY after they were purchased!!"

CANDLE-



STICK: Apparently the new stadium proposal isn't yet dead enough to bury, so the saga will continue. Still, it's pleasant that they haven't torn up our parking lot yet.

NEW YEARS BANQUET: The traditional GGR New Years Time Trial Banquet will not be held this year. Insufficient advance preparation and other uncertainties just couldn't be cleared up

in time.

DEALER HORROR STORIES: The previous story about the new car getting a workout when left at the local dealer provoked a couple more interesting bits. One fellow left his car at a different dealer and, when he picked up the car the lights wouldn't work. It turns out the litronic lights had been replaced with standard lights (which the litronic electronics won't power). No offer from the dealer to help, not even a discount on the replacement litronic units (\$2,000). At yet another local dealer, they managed to drop a Carrera off the hoist, bending the nose, and then spent 3 months arguing about how much the dealer was willing to pay to fix the car. I rarely take my cars to a dealer, but I'm not sure I even wanted to know all this stuff.

COMING UP IN NOVEMBER: 7&8, Cherry's Jubilee at Seca; 14th, autocross by GGR (Dublin), SVR (Mather) and RWR (Petaluma); 21st, Zone Banquet; 28th & 29th, POC time trial at Laguna Seca. LPR autocross likely either 25th (Candlestick) or 31st (Oakland).

THE MART: Scott Winders' marvelous 3.2 SC-based targa is still for sale; \$20k or so. Greg Sirakides' potent blue '84 time-trial car is also still available. Mike Cullinan's very nice 2.4T with all the right updates is available for \$9k.

Monterey Histories





Photos by Jean Ohl & Dave Dunwoodie

Pebble Beach Concours



Photos by Dave Dunwoodie





Zone 7 1998 Awards Banquet

Autocross, Concours, and Rallye Awards Presentation Saturday, November 21

Doubletree Hotel, Garden Terrace Room
2001 Point West Way
Sacramento

No Host Cocktails 6:00 PM, Dinner 7:30 PM
Awards Presentation Follows

Your choice of:

- Broiled New York Steak with herbed butter
- Halibut Florentine on a bed of spinach and onions
- Chicken Oscar stuffed with asparagus spears and crab, with bernaise sauce

All dinners include: Spinach salad with orange sesame dressing, bread basket, fresh seasonal vegetables, Bailey's chocolate torte and choice of beverage. Vegetarian meals available. Entrees are \$30 each including tax and tip. Semi-formal attire, Black-tie optional.

Make checks payable to Zone 7, PCA (include dinner selection) and mail to:

Tom Provasi
1339 Glen Dell Drive
San Jose, CA 95125

For more information call Tom (408) 947-0980.

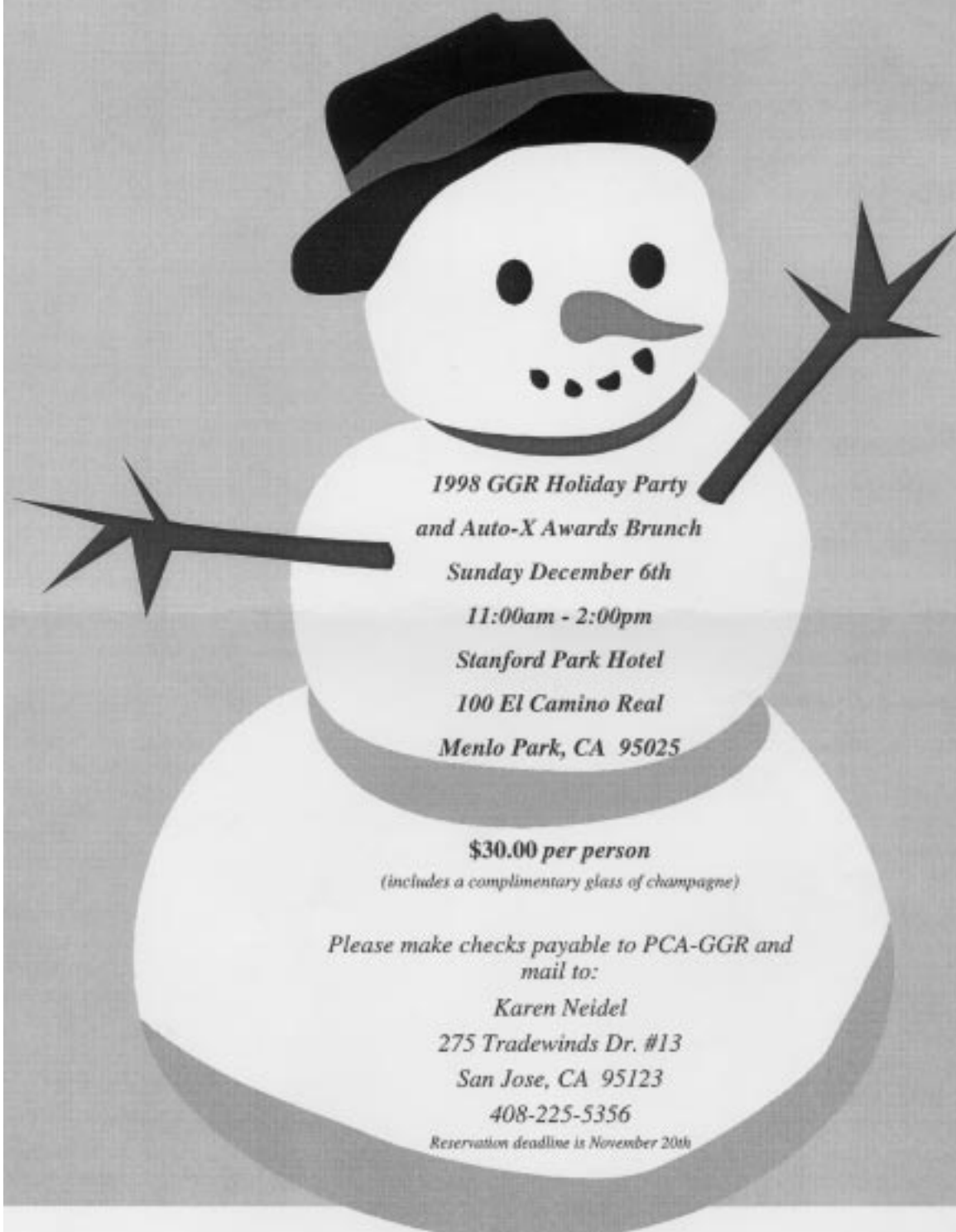
Hotel Reservations: The Doubletree has arranged a PCA room rate of \$99. Please call 916-929-8855 to make reservations. They are holding rooms until October 21st.

Directions: From Sacramento take "Business 80" east through town. Take the Arden Way exit. Turn right at first opportunity and turn right into driveway.



SERIES '98

AUTOCROSS • CONCOURS • RALLY



*1998 GGR Holiday Party
and Auto-X Awards Brunch*

Sunday December 6th

11:00am - 2:00pm

Stanford Park Hotel

100 El Camino Real

Menlo Park, CA 95025

\$30.00 per person

(includes a complimentary glass of champagne)

*Please make checks payable to PCA-GGR and
mail to:*

Karen Neidel

275 Tradewinds Dr. #13

San Jose, CA 95123

408-225-5356

Reservation deadline is November 20th

Meet GGR's Board candidates for 1999

Lloyd DeMartini - Candidate for President

I have been a member of PCA since 1983 and a member of Golden Gate Region since 1989. I have been Time Trial Chairman three times, Autocross Chairman twice, and have organized the Zone Autocross School three times. As you can see, I don't believe in not getting involved. Since the whole Board will have to be replaced this year, I felt it was my turn to help continue the strong heritage our Region has shown over the past 35+ years. With the help of the other Board members, I hope I can make GGR even more exciting for its members.



Tim Gallen - Candidate for Vice President

Qualifications

- * Member of GGR and Diablo Chapters since 1986.
- * Established Gallen Associates, a media marketing firm in 1972.
- * Have attended 5 Parades, 20 Time Trials, and 10 Autocrosses over the years.
- * Served as Sponsor Coordinator for Time Trial Series 1994-1996.

Reasons for Running

- * Believe that it is time for new approaches to rebuilding club - - and its priorities for programs that support members who support the club.
- * Some hard decisions need to be made - - financial and social - - if there is a future for this club.



Lori Hageman - Candidate for Secretary

My name is Lori Hageman and I have been a member of GGR for two years. Thus far, I have participated primarily in Time Trial events, but I look forward to experiencing many of the other activities involved with the Porsche Club. Throughout my college and graduate school years I was involved in several clubs, and held the position of secretary for both the UC Davis Rugby Club and the Student Chapter of the American Veterinary Medical Association (SCAVMA). I have always believed that a club succeeds only with the involvement and dedication of its members, and I look forward to the opportunity to participate in the future success of the Golden Gate Region of PCA.



Meet GGR's Board candidates for 1999

Michael (Mike) Bernamonti - Candidate for Treasurer

- * Over eight years as mortgage banker.
- * Nearly twenty-nine years as Porsche enthusiast.
- * Like math as much as anyone who likes to make a buck.
- * Can operate a ten-key adding machine at “high speed” with a level of accuracy only a time-trialer/auto-xer could appreciate.
- * Can write and adhere to budget(s), review documentation, account for proceeds, and draft checks/wire transfers with the best of ‘em.
- * Somebody has got to do it...



Bill Benz - Candidate for Competition Director

By serving as its Competition Director, I could start to repay GGR for the thrills and enjoyment that its numerous competition events have provided.

The duties of the position have been explained to me, and I will make the effort to see that they are carried out. I enjoy working with the GGR members and particularly those involved in the competition program and would appreciate your support.



Mary Beth Wilson - Candidate for Social Director

- 1) Porsche Enthusiast!
- 2) Well organized and successful at planning and executing “events”. (I’m Director of Engineering for a Mountain View company where I manage 350 engineers and am responsible for technical oversight on over 20 projects.)



Meet GGR's Board candidates for 1999

Ken Shahoian - Candidate for Membership Director

My name is Ken Shahoian, and I am running for the 1999 GGR board position of Membership Director. I bought my first 911 in 1980, and joined PCA a short time later. Over the past 18 years I have participated in all facets of club activities both as a participant and volunteer. While a member of the Arizona Region, I served as President (1985), Treasurer (1983-4), and Newsletter Editor (1986). I also created and chaired Arizona Region's autocross series, as well as time trial events, during that time.



I have stayed active with GGR for the past few years, participating regularly in the autocross and time trial series. This year I served as Safety Chairman for the Time Trial Series. In 1999 I look forward to combining my experience and enthusiasm for GGR and the Porsche automobile, so that I may help the membership of our region. Thank you for your support.

Rules Change Proposals:

Proposal 1 (Henry Watts) - Passed

Modify the section in parentheses in Appendix D. A.2 from

(as near the roof as possible on closed sedans) to (or as near the roof as possible on sedans and convertibles when their tops are up)

Proposal 3 (Henry Watts) - Passed

4.6(g) Modify to read:

The car must have full windows (glass or plexiglas).

Proposal 4 (Bill Newlin) – Did not pass

All events points will count for year end awards.

Proposal 5 (Bill Newlin) – Did not pass

No trophies to be awarded for classes containing less than 2 drivers competing for time. Drivers may elect to run in a higher class/category w/o changing their car or lower class/category (providing the car compiles with that lower classes rules) to run with other drivers.

Proposal 6 (Bill Newlin) – Did not pass

Exhibition class car will run last for timed runs.

Rich Bontempi's

HIGH PERFORMANCE HOUSE

***Exclusively Porsche
for demanding owners***

- Providing service, repair and performance modifications for all Porsche models for 22 years
- Huge new & used parts inventory

(650) 364-6234

2431 Spring St., Redwood City, CA 94063



October Board of Directors meeting

Meeting called to order at 6:55 P.M. on October 7th. Board members present were Larry Sharp, James Ohl, Marianne Gardner, Louise Sousoures, Kirk Doberenz, Karen Neidel, Dave Dunwoodie, and Greg Braun. Absent member was Carolyn Lusk. Also present was Jean Ohl. Minutes of the previous meeting were unanimously approved as amended.

Postmortem of events

The Friday Night Social had a good turnout, including 8 new members. The Autocross Series is growing; the last event had 82 drivers, with the Boxster class having the most entries. Everyone enjoyed watching EJ Fontaine and Henry Watts battle it out for a hotly contested TTOD (EJ finally won). Adopt a Highway participants needed three tries to get our section clean, once we were rained out, and the job was split in two due to limited attendance. Several members threw an impromptu going away party for Bill and Carolyn Lusk before they moved to Nevada.

Director reports

President: GGR received the newsletter allocation from PCA National. Two people are vying to replace Tom Provasi as Zone 7 rep, Mary Ann Behrens of Yosemite Region and Rik Larson of Sacramento Valley Region. Board discussed their qualifications and planned activities, and consensus was that both are active, well-known members and would serve the Zone well for their two year commitment. President to write letter to National that GGR Board voted unanimously to 100% endorse the nomination of either candidate for Zone 7 representative.

Vice President: Insurance has been ordered for all events through October, and insurance certificates have been delivered. Nominating Committee Chair presented the slate of candidates for the 1999 Board of Directors: Lloyd De Martini for President, Tim Gallen for Vice President, Lori Hageman for Secretary, Mike Bernamonti for Treasurer, Bill Benz for Competition, Ken Shahoian for Membership and Mary Beth Wilson for Social. All candidates are running unopposed. Slate was unanimously approved by the Board. There are no ByLaw changes on the ballot this year.

Treasurer: Board reviewed September

Treasurer's Report. Board approved motion to accept Treasurer's report as submitted. SVR plans to reimburse us for their half of the Club Race deposit. Low attendance at the August Buttonwillow Time Trial and cancellation of the Club Race caused a financial impact to the Time Trial Series Awards Banquet. Upon review of the Time Trial Chair's October budget update, Board concurs with Time Trial Chair decision to have a brunch instead of a banquet for Time Trial Series Awards presentation. Board discussed funding options; consensus was to provide Time Trial Chair a lump sum, and refrain from deciding the allocation between trophy and brunch costs. Board discussed reasons for lower Time Trial attendance. Possible competing events that have either better dates (one day of weekend) or smaller entry fees include PUG, Green Flag and POC. Time Trial Chair is planning changes to lower the cost of running the events next year, possibly eliminating free beer and providing fewer worker exemptions. Probable changes for next year include: dates to be more spread out, only two days per weekend, and run groups will not change order.

Membership: Number of prime members is 1505, with 27 applications in process and 55 new members. Board unanimously approved motion to accept all submitted new member applications. The New Member Social on October 10th will be at Chevy's Foster City. Seventy RSVPs have been received so far. Membership received an invitation to attend the Child Advocates of Santa Clara and San Mateo Counties Christmas party. Membership to RSVP and Board to provide check at November Board meeting of funds accumulated to date for donation.

Competition: With the recent increased attendance, the Automotion Autocross Series budget is looking better than originally estimated. Autocross Chair polled attendees for a majority opinion on end of year trophies, results are pending. Continuing the August Rules Committee discussion, Boxsters must have a rollbar in order to Time Trial. PCA National refuses to take a position on Boxster rollbars, and Zones have also refused, forcing Regions to make their own decisions. Board discussed the after market designs available and the current GGR rules, and unanimously approved a motion to amend

the competition rules to allow the Boxster to run in Time Trials when equipped with a Time Trial Tech Chair-approved after market rollbar extension. Currently there is only one design on the market, by Brey-Krause, but as more designs are approved, the Rules Book will be adjusted.

Secretary: "Clue"less in Santa Clara Rallye preparation is in progress; currently identifying checkpoint workers. Annual ballot is ready for final Board approval to be ready for reproduction. Plan to mail out by Oct 15th. Operations Manual is waiting for last input, and will be ready for reproduction. Secretary contacted Finish Line Events to volunteer GGR to help with hospitality tents next year at Sears Point. There are three events planned, NHRA, NASCAR and NASCAR trucks.

Social: Ad submitted to Nugget for Christmas Automotion Autocross Series Awards brunch. Social submitted photos to Nugget from going away party for the Lusks.

Nugget Editor: Craig Watkins is taking over as Nugget Ad Manager.

Webmeister: Greg Braun is moving out of the area, and must transfer maintenance of the GGR website by Dec 98. Any interested parties should contact Greg Braun immediately for further details. The GGR website can now only be accessed by the new URL, www.pca-ggr.org. All advertising and links should be changed to reference the new URL. Web site statistics: 20,264 hits as of 6 October 1998.

New Business: Year End Awards - Membership took action to provide list of all members who joined GGR since Oct 97. Vice President took action to provide list of all events since Oct 97, and segregate into competitive and social events. President took action to contact Neil Librock about transfer of Dummkopf trophy. Board unanimously approved budget for New Member Social on Oct 10th, based on 70 attendees at Chevy's Foster City.

Meeting adjourned at 9:20 P.M.

Members

GGR members celebrating anniversaries with PCA in November:

5-year anniversaries

Ron Atilano & Karen Selven
Gary & Liz Kinoshita
Gordon & Megan Sparkes
Margaret & Craig
Wittenbrink
Thomas Wong

10-year anniversaries

Thomas Heidger
Andy & Dolores Hospodor
Mario & Krysia Musto
Hideki Taura

15-year anniversaries

Douglas Church & Elizabeth Slay
Carl & Noel Cilker
Andrea Dencker
Douglas & Joyce Kubany

30-year anniversaries

Walter Vendley

New members

Please join us in welcoming our newest members.

Louise Sousoures, membership

Time Trial #151



Official Count	
New members	55
Transferring in	6
Transferring out	10
Total members	1505

Transferring out

Transferring in

Marketplace

VEHICLES

1958 Speedster #84416. Condor/Brown. Clark Anderson S-90. Black Plate. \$45K. Bob Getts (650) 365-2494

1967 911 Coupe. Red beauty, New Webers, clutch, rebuilt transmission. Runs strong and cylinder compression good. Fully maintained, no problems. Leather wrapped steering wheel, sheepskin seat covers, Evolution-4 fitted car cover. New baby at home - goodbye Porsche (sob!), hello station wagon...\$7900/obo. Call Cindy (408) 294-5171.

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

1971 914. Body in good condition. Motor needs work. Best offer. Phone (510) 782-3061.

1971 914-6. Fresh 2.2 E engine, sideshifter, otherwise very stock and very collectable car with standard time-trial preparation (5 point harness (two) and Autopower rollbar). 15" Fuchs. Terry Sullivan 408-353-3111 (home), 408-298-3658 (work). Long time Don "Carrera Tech" Wise car. \$10,800

1972 911S Formerly YPAF from Glenn Hills. Recaros, Sony, short-shift, 5-point belts, 23/28mm bars, adj. Konis, polished 7&8's w/R1's, RS flares, new heater boxes, muffler, etc.,etc. Fast Fun. \$15,000 Doug Fisher H 925-837-9040 F 925-837-604 W 925-424-4899 E dack@ccnet.com

1972 911T with 1977 Euro S spec engine. 20k on completely rebuilt (from the crank out) engine, dilivar studs, 7R reinforced case with inserts, Webers. Rebuilt 915 transmission with updated shifter. Mercedes Lt Ivory w/brown interior and Recaro seats, MOMO wheel, no rust, Weltmeister anti-roll bar and suspension bushings. Strong, reliable, FAST. www.laguna-seca.com/1972.htm for pics. \$9,900 Steve Hurst, 3248 Estrella del Mar, Marina, CA 93933. (831) 656-3480(w) (831) 384-7515(h)

1972 914 2.0 YPAF2, super trick GGR Time Trial (BP), PCA Club Racer (J), SCCA Vintage, new paint, recent top end by Ken Mack, new brake rotors, 2 sets of alloy wheels with R1s, headers, 180 springs, 23 bars, Konis, front oil cooler, rear lip, side shifter, 5 point belts both seats, window net, hot lap timer, roll bar, fire system, kill switch, PCA/SCCA log books. \$8000. Glenn Hills (408) 554-1987

1973 911 GT4 Race Car with RSR body work, 10's & 12's, 2.5 Ltr. MFI w/46mm T/B's, full cage, cell, 915 w/

Quaffie, Bremteks, bias, 3 noz. fire sys, xtra body work. New pexi all around, 1,970 lbs. 2 axle trailer, 3 pg equip list. Race ready. \$35,000 Gary McNair 3189 Tiffanie Lane, Napa, CA 94558 Ph (707) 252-2363

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

1976 914 2.0L Roadster Red/Black, rebuilt trans, 5 polished, color code 2.0 Fuchs, new floor pan rear, Alpine CD w/amps, center consol w/VDO. Special edition air dam + rear GT spoiler, alarm. Great car to set up for auto cross w/new parts, turbo tie rods, Ansa exh, ss brake lines, extra door panels + rear Porsche lens. Owner 10 yrs, baby, must sell. \$3,450/OBO. Wilson W (650) 573-9644 H (650) 573-9773

1981 928. Light metallic blue with palomino full leather, \$5200 option package, new brakes, stainless exhaust system, air conditioner, generator, door regulator, antenna, new fuel injectors, timing belts, etc. Tight body, never dinged. Always covered in a heated garage. 106K easy highway miles put on by an old foggy. Runs like new. \$11,900/OBO. Bob (650) 941-8621 Los Altos, Ca

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

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

1987 924S, 75k, red w/blk, #924 GGR, fully sorted by Krause for TT or AX, fine for street, HD springs/clutch, yellow Konis & Welt bars F&R, chip, camber bar, corner balanced, carbon/kev pads & SS lines, 15? phone dials w/ Bridgestones for street, 16? forged 928 wheels w/ spacers & new R1s for track. Owned since new. \$9000. George in Stockton (209) 473-3507/466-0129 nites.

1989 Carrera Targa. Red/black, 40K miles. Stock except for Weltmeister chip, Yokohama A008Ps, Cover, K&N, New brakes, Second owner, Excellent condition. \$31,500. Gary Kost (650) 688-7113 days, (650) 941-4189 eves & weekends, or kost@exponent.com.

1989 911 C4. 70,000 miles, black w/black. Excellent

condition, professionally maintained, most factory recommended upgrades. New brakes, clutch, Michelin Pilots, 60K service. Pioneer stereo/CD changer. Asking \$30,000. Dave Wallace, (650) 854-0573, e-mail dwallace@dfining.com.

1997 911 Carrera Coupe, #WPOAA2996VS320353. White exterior, Grey interior. CD Player, 10 speaker Hi-Fi Package. Power driver's seat. 9,000 miles: garage kept, pristine condition. Classic 911 - a real beauty. \$61,000 Please contact me directly with any inquiries: Greg Vesper, Benicia, California (707) 479-0143 gvesper@cyclonesoftware.com

PARTS & MISC

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

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

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

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

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

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

Pair of rebuilt heads for a 912 or late 356 w/new vaules, springs, keepers, and retainers w/ topend gasket set, the heads are were rebuilt at Harry Pellow's and have not been on a motor since they were done. They come with late model hold down nuts. For \$650.00. bps from San Francisco, CA. (510)437-3501 days (415)440-6728 nites.

2.7L motor - shuffle pinned case, SC cams, Broken crank - offer? 1 Twin pipe sport muffler. 1 Air cleaner for 914-6 or 911E carbs. 2 original equip front sway bars for 914. 1 set 914 springs. 1 Hella early 911S front fog light. 1 set of 4 Empi style wheels for 4 bolt 914 or VW & tires \$100. 4 6X16 Fuchs - 2 polished lips - 2 fact. finish. All straight & in excellent condition. 2 water sheilds for 914-4. \$15 each. Call Dan (408) 997-7894 after 5 PM

Wheels: 17x8.5 and 17x9.5 Mito Modular OZ Racing wheels. Excellent condition. Fit late model (1990+) 911 Turbo or wide body (or older cars w/ spacers). see them on the car at <http://bushwacker.net/jeff> \$1,500 OBO. Jeff Stevenson, 408-919-2605 or email jeffs@vitalsigns.com.

Sport muffler for pre '75 911 - \$300, 911 engine deck lid - \$200 911 license panel (pre-'74) \$30, factory metal 914 rear valance \$60, Beige Interior (seats/back panel/center pad) \$200 and 914 1.7 long block (with heads and oil cooler) \$150. Sergio Meza @ 925-833-8545 (home) or 925-823-3145 (work)

356 Engine (running), 1600 normal - \$1,800/OBO. 912 new clutch disk, balanced flywheel and pressure plate - \$600. 901, 5-speed transmission with Nadella halfshafts - \$500. Two ZF limit/slip differentials, early and late 911, 901/915 - \$1,000/OBO. Bill (925) 838-7822.

Factory Roof Rack/Luggage Carrier. For up to '89 911 Targa or Cabrio. New \$700. \$250 OBO. Call Guy (415) 459-1661 or guytsi@sprynet.com

Fender & Air Cleaner - 1965-1968 911/912. Driver's side fender stripped to bare metal and then straightened & primed, no rust, \$295. Original air cleaners for 912 (uses paper filter inserts), very good condition, \$75. Call Bill (408) 354-4079.

1 pair Deist 5 point harnesses, black, good condition. \$100. Alan (415) 370-5174

WANTED

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

Classifieds - Sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by **The Nugget, 875 Encino Drive, Morgan Hill, Ca 95037** or Fax (408) 779-9073, or email me @ 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 or email me to cancel sold items.



GGR & Zone 7 Events Calendar



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

November

- 1 Sun **Zone 7 Concours #7**, hosted by Redwood Region at Vintage 1870. For fee and information contact Al Schafer at 415-499-1209.
- 4 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 7 Sat **GGR Adopt-A-Highway**, Call Jean Ohl (650) 341-9020.
- 7 Sat **SVR Autocross**
- 13 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 14 Sat **GGR Automotion Autocross #7** - Dublin - Call Bert & Ann DelVillano (650) 592-0673 for details.
- 14 Sat **RR Autocross** at the Sonoma-Marin Fairgrounds in Petaluma. Tech inspection at 9AM. GGR AX classes. First car out at 10. For information call Jim Housman (707) 823-7564
- 15 Sun **Zone 7 Rallye #10**, hosted by Sacramento Valley Region, Turkey's Revenge. For fee and information contact Rik Larson at 916-481-6084.
- 21 Sat **Zone 7 Awards Banquet**, at the Doubtree Hotel, Sacramento. Enjoy an evening of great food, fun, door prizes, and annual awards for zone autocross, concours, and rallye. For special PCA room rates call 916-929-8855 by 10/21 for reservations. For more information call Tom Provasi at 408-947-0980.

December

- 6 Sun **GGR-Automotion Autocross & Awards Brunch**. See ad on page 17
- 9 Wed **GGR Joint Board Meeting** - TBD

January

- 8 Fri **GGR Friday Night Social**. 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 9 Sat **GGR Activities Day & Annual Meeting**

Adopt-A-Highway

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

Interstate 280, Park & Ride Woodside Road Exit, Woodside
For info call Jean Ohl (650) 341-9020

A. BAUER INC

SERVICING PORSCHE'S ONLY

Another win for the Bauer Team 1996 SCCA Champions in GT2 and Prepared Endurance



- AutoThorty Dealer-Chips-Air Mass Systems
 - PowerHaus Turbos, Intercoolers
 - B&B Tuned Headers & Exhausts
- Inquire About Engine Upgrades or Our Race Winning Suspension

Porsche Race Car Rentals for Porsche Club, SCCA or NASA events

2 Porsche 944 ITS trim, 1 Porsche 914-6 GT2 trim, 1 '89 Porsche 944 Turbo World Challenge

411 26th St., Oakland, CA 94612 1-800-997-6772-(510) 834-2772

All the parts you need. At prices you can afford.



- New, used and vintage Porsche parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

800-767-7250
Tel 510.782.0354 Fax 510.782.0358



The Very Best Just Got Better

Better brakes, better handling suspension, more get-up and go. Is it a new model from the factory? No. It's just what happens when you service your new 993 at S.Car.Go.

Whether you bring your car to us for a simple tune-up or for the latest upgrades, you'll be amazed at the difference our knowledge and ingenuity can make.

- . Turbo brakes for "stock" 993 & 911s
- . Lowering springs and big sway bars
- . Horsepower upgrades

S.CAR.GO SERVICE for PORSCHE

533 Irwin, San Rafael, CA 94901
415 485 6026

<http://www.motomall.com/scargo>

1998 Board of Directors

President (925) 371-2258
Larry Sharp

Vice President (650) 341-9020
James Ohl

Secretary (408) 943-0946
Marianne Gardner

Treasurer (702) 459-0840
Carolyn Lusk

Membership (408) 354-0660
Louise Sousoures

Competition (925) 837-0479
Kirk Doberenz

Social (408) 225-5356
Karen Neidel

Nugget Editor (408) 779-0389
Fax (408) 779-9073
Dave Dunwoodie

ddunwood@garlic.com

Webmeister (925) 455-1005
Greg Braun

gvb@netcom.com

Visit GGR's web site at <http://www.pca-ggr.org>

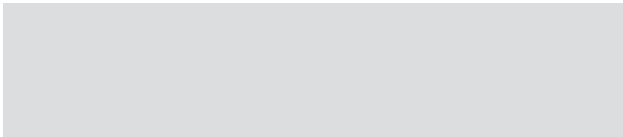


Golden Gate Region, PCA

102 Greenfield Place
Los Gatos, CA 95030

Bulk Rate Mail
U.S. Postage
PAID
Permit No. 27
Morgan Hill, CA

Forwarding & Address Correction Requested



DISCOVER

Speed, Beauty, Great Savings

Follow the map. Find your way to greater performance, lasting car protection and beauty, and budget tune-up, restoration prices.

Whether its Koni shocks, Weltmeister computer chips, sway bars, springs, or just good performance advice, we'll steer you right.

Prevent premature Porsche aging. Our special car covers, Colgan bras, and car care chemicals keep your Porsche looking great.

Order before 2:00 pm and all stocking parts will be delivered to you tomorrow, even if it is a Saturday. Major credit cards accepted.



Visit our showroom. Pick up a free catalog. Let us map out a way to cut seconds off your lap times, restore the beauty of your Porsche, and save you money.



800-777-8881 ✦ M-F 8:30 - 5:00
Or use our 24-hour Fax 408-736-9013
193-N Commercial St, Sunnyvale 94086

AUTOMOTION®

Official sponsor of Automotion-Golden Gate Region Championship Autocross Series