Inside
Tech Bulletins
Tour De Krote
Porsche Parade
If you made it to Monterey for the Historics, you had to be impressed by the new standards Porsche set for a marque display!!! Saturday had the highest attendance ever of any event but one. The Pope!

Now, let's see if anyone reads my "dribble". I need to find a small helmet that will fit my 9 year old son so that I can take him out on the track at speed in CSRG "Mechanical Picnics". We are allowed to take passengers at 7/10s (with rollbars) to give them an idea of the thrill of driving sports cars the way they should be driven. Give me a call at (408) 779-0389!
Larry Sharp, president

Well, I guess we need help at the end of the year to help pack away all of the items Golden Gate Region has accumulated over the years. It seems that we have had a less than enthusiastic response to fill the Board of Directors for our Region next year. Out of 1450 members, only 4 have come forward to volunteer their time to help continue the club. So I can only assume that the rest of the members have no interest in having our club continue. Since the elections are in November for the Board of Directors, I guess we’ll just ask those who have stepped forward to help be the board next year to just help us wrap up all our final items and then close down Golden Gate Region until there is enough people willing to make this region work. I would like to thank Lloyd Demartini, Tim Gallen, Ken Shahoian, and Lori Hageman for stepping forward. I’m glad at least four of you want to keep the club going.

see you on the road

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Larry’s lines

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Inside line

News
Braking news 4
Around the zone with Hank Watts 10
Events calendar 22

Features
Shop talk: Tech Bulletins 5
The California Challenge 6
Buttonwillow results 7
Tour De Krote 8
Porsche Parade! 12-15

Columns
President’s column 3
For the record 17
Members 18

Volume 38, No. 10

Cover: Cruis’in on the Tour De Krote!
Photo: Jean Ohl
You still remember how to auto-x don’t you?

OK racers, time to dust off the Porsche and get yourselves ready for action. October 16-18 is the date for the Zone 7 / Zone 8 Challenge in Bakersfield. There will be a concours on Saturday and a huge and fast auto-x on Sunday. 85mph + !!! Bench racing begins Friday night and finally ends where the rubber meets the road. Bragging rights WILL BE the property of Zone 7, but only with your help and participation. I’ve seen what Zone 8 has to offer in terms of "competition", so this should be a relatively easy slaughter. Since most of the cars from LA LA land are smog permeated and sun bleached, we should be able to knock off the big chunks (of rubber) and take the concours too. There’s lots more too, so for more info contact: Event Chairperson, Alyce Thorpe (805) 541-1721 or (800) 549-3153. She can help you with an entry form, and the best part, it’s all for charity. Make checks payable to "The Arthritis Foundation". $35.00 per car per event.

On a sad note;

GGR member Carole Seidel lost her long term battle with cancer on August 11th. A 20 plus year member, Carole enjoyed the social aspect of the club. She was also very supportive of husband Paul’s racing. She will be missed.

Monterey Historics will be on Speed Vision!

This might be too late for those of you that read the published issue of The Nugget, but if you downloaded this from the GGR website (YES, you CAN do that!), Steve Earl sent a letter out to HMSA members announcing that the Monterey Historics races will be on Fox Sports Sept. 11th (the day after I received the letter) and on Speed Vision Sept. 25th, check your local listings!

On another sad note, Bill Furhmann, the President of Chopard USA, who has handed out so many of "those watches" at the Awards Ceremony at Monterey, and one of the strongest supporters, was lost on SwissAir Flight 111. He was one of the "really good guys and we will miss him."
1997 Porsche Technical Bulletins

by Ray Calvo, Allegheny Region (from RUNDSCHAU)

I recently obtained a copy of all of the Technical Bulletins issued by Porsche during 1997 (a nice bound volume available from your local dealer for about $15). There is some interesting information in this publication especially for you Boxster owners. Actually, about 75% of the volume pertains to the Boxster. The following is a compilation of some of the more interesting notices. (A note to 996 owners: While this publication was issued before the 996 was available, the Boxster shares many components with the 996 and some of these bulletins may apply to you.)

LIFETIME ANTIFREEZE
The Boxster engine is filled with lifetime antifreeze. This is a 50/50 mix of antifreeze and water. Use only antifreeze available from Porsche (part no. 000 043 203 78). In case of emergency, top up the radiator using only clear water. Use a 50/50 concentration for protection to -30 Degrees F; 60% for protection to -40 Degrees F.

COOLANT HOSES
Coolant hoses should not come in contact with the "Pentosin" fluid used in the power steering system. Hose swelling and failure could result. If fluid drops on the hoses, wash off immediately with water.

BATTERY DRAINAGE (BOXSTER)
If the key is left in the "O" position (ignition off but key in ignition), a continuous battery drain will result. Remove the key from the ignition when car is not in use.

HUMMING IN FUEL SYSTEM (BOXSTER)
In cars built before February 10, 1997 (before production engine no. 65V 04654), and at temperatures below approximately 41 Degrees F., a humming/vibration noise may be noticeable in the fuel system through the dashboard area or in the luggage compartment. A modified fuel pressure regulator and fuel return line was installed in later cars to mitigate the problem.

BOXSTER WHEELS/BOLTS
Porsche does not approve the use of aftermarket wheels or wheel accessories such as spacers, etc. Only standard wheel bolts may be used to mount the wheels to the car. These have a spherical rotating collar with a special design and material for compatibility with the orbital wheels. Tests have indicated that aftermarket bolts can loosen when the car is driven even when torqued to specification. Eighteen inch wheels are not approved for use on Boxsters as their use can result in structural body and suspension failure.

OPENING FRONT/REAR HOODS IF BATTERY DEAD
Porsche has a very elaborate procedure to access the front/rear hoods in the event of battery failure. The procedure is too elaborate for this article, but if the battery must be disconnected while working on the car, park it in a safe area where the front hood doesn't have to be latched.

993/TWIN TURBO BATTERY
From January 22, 1997 and later, a lower 70 Ah rating battery was installed on 993 twin turbos. This is a lighter duty battery than the previous 75 Ah battery. Also available is a higher rated 88 Ah battery (part no. 999 611 0988 20).

BOXSTER WINDSTOP
In certain seat positions, the retaining tabs of the left or right side windstops (M-551) may contact and damage the seat backs around the headrests. Porsche advises owners to remove the windstop panels whenever the cabrio top or hardtop is installed. If using the windstops, select a seat position such that the seat back is not contacting the windstops. (Note: new windstops are being developed.)

SOFT TOP ISSUES
If the soft top is left open for extended periods without careful folding, a crease can develop in the rear window. To minimize the potential for rear window creasing, make sure the window rolls uniformly over its entire width as the top is stowed. Stop the top closure halfway through the procedure and smooth the window by hand (make sure the ignition is turned off when stopping the top motion).

When closing the soft top after an extended open period, it may be necessary to assist the top closure by hand the first time. This is due to a slight shrinkage of the top during closed storage.

BOXSTER AFTERMARKET RADIOS
Cars with sound package M-490: any aftermarket radios must have 2 volts on the preamp-out connection. Radios having less than 2 volts at this connection will have insufficient volume.

CLEANING PLASTIC COMPONENTS
Use only soapy water or car wash shampoo to wash headlight or taillight lenses. Cracks may develop if chemical agents are used.

FOGGING OF HEADLIGHTS
This is due to the necessary venting of the headlight units. If fogging occurs, only a short driving time is needed to clear them. There is nothing wrong with the units.

LITRONIC HEADLIGHTS (993)
The Litronic headlights can be retrofitted to cars not originally equipped with them. When compared with standard halogen headlights, the litronics are twice as bright and provide a 30% reduction in current consumption. Better lighting is realized both ahead and to the sides. A kit with all hardware is available; Porsche part number is: (000 044 900 15).
Porsche Club of America
Presents
"The California Challenge"

A charity event to celebrate the 50th Anniversary of BOTH
Porsche and The Arthritis Foundation

- The event will “pit” Zone 7 against Zone 8 during a week-end of:
- Rally, Auto-cross and Concours d’ Elegance
- The date is October 16 ~17~18~/98
- Bakersfield has been selected as a central location, accessible to all PCA members from Zone 7 and Zone 8.
- Winning Zone will take home a perpetual trophy!

All entry fees for this charity weekend are TAX DEDUCTIBLE!

**The entire week-end will benefit the Arthritis Foundation**
*1998 is the 50th Anniversary ~ Porsche and the Arthritis Foundation*

Watch for more information on hotels and entry forms in upcoming newsletters! Want more information NOW ??? Call Alyce 805-541-1721 or 800-549-3153
### Buttonwillow Time Trial Results

**By Rob Aube**

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**Come join the Adopt-A-Highway**

Saturday, November 7th crew

9:00 a.m.

Interstate 280, Park & Ride

Woodside Road Exit, Woodside

Jean Ohl (650) 341-9020

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**S.A.S. GERMAN AUTO**

*Specializing In*

Mercedes Benz ▪ BMW ▪ Porsche ▪ Audi ▪ Jaguar

26A CALIFORNIA AVE.
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PHONE (925) 846-4886
FAX (925) 846-1067

KEN BENHAMOU

10% OFF FOR GGR MEMBERS
Tour De Krote 4

On a sunny California day, nine brave GGR members gathered to tempt fate, to venture out of our little ponds, and to become true amphibians by partaking in Larry Sharp’s fourth rendition of the Tour De Krote. If you have never been on a Krote tour, you have missed something! In the true Krote nature, all the Porsches (but one) were water cooled — a 944 Turbo, a 911 Cabriolet, a 928, a brand new 996, and Jean and myself in our Boxster. Some drivers were tadpoles on their first Krote while the rest were seasoned amphibians. Only Larry Sharp has been on all four Krote tours as even KC had to miss one year.

After dressing the Porsches with the traditional magnetic green frogs, we left Livermore via two lane back country roads to the Hwy. 12 bridge near Rio Vista. Except for about a 2-mile stretch on Hwy. 4, the entire 220 miles was on two lane roads. As true water creatures, we hopped over that bridge and several others as we traveled from lily pad (island) to lily pad. We crossed to Ryer Island via a motor driven ferry, skimmed across the island, and then exited via a cable/winched driven ferry. We then bounced across the flat lands past Rancho Seco (I heard bungee jumping is taught in the cooling towers and you don’t even need to bring a light) and ended at the Masonic Caves between Pioneer and Volcano. After lunch and exploring the caves, it was a short leap onto the newly resurfaced Hwy. 88, a great good weather route to Lake Tahoe and Reno. We then hopped onto the Mormon Emigrant Trail and came back to Placerville via Sly Park and Pleasant Valley Road.

The last tour stop was ice cream at Mel’s Original Drive-In.

Placerville is rich in early California history. It was originally named Hangtown for the miners’ treatment of claim jumpers. Armour raised the money to start his Chicago meat packing business in Placerville. Studebaker, the town blacksmith, raised sufficient funds to go back to the Midwest to start a company to make the wagons used by the emigrants to come West before switching to automobiles.

Six adventurous souls stayed overnight in Placerville and enjoyed a Murder Mystery Dinner. We were ribeted to our seats as we tried to find the murderer! After breakfast and sightseeing, we returned home, again mostly via back country roads!
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.
Autocrossing around the zone with Hank

By HANK WATTS

GGR TIME TRIAL: OK. Granted. It was hot. It was very hot. (How hot was it, Johnny?). It was so hot that you could feel real pain putting your hand on the paint of any car darker than Refrigerator White in order to push it onto a trailer or to get it started (there was a lot of both going on). It was hot enough that AA batteries for camo radios could not be handled without dousing them in the ice chest. It was hot enough to move one motorhome thermometer to 116, though the official word was only 108. It was hot enough that many of the cars could not manage more than a couple of hard laps without overheating, and many cars succumbed to the challenges, though not necessarily all heat related. I have absolutely no idea what special source of stamina is available to those (and their cars) who also tested on Friday.

There is another side, however. Those who arrived and drove generally had a very good time. People adapt and, over the long haul, cars adapt. Icepack vests, neck wraps and McGlumphy’s special misters (who else would turn both driver’s meetings into infomercials?) all helped. The pools at the hotels were especially appreciated and more than one person stayed cool by using the available track showers. Even in the midst of a lot of heat, having a grand track available for extended sessions is a pretty nice treat. With only 72 drivers, divided into four groups, there was a tremendous amount of track time available. We also had three practice sessions on Sunday and still finished timed runs at 3:20.

It was also a safe event, at least for bodywork. No contact, though there was a fair amount of dirt on the track and dust clouds in the air, as drivers ventured to the dark side of line selection. You could pretty much tell who’d been off the track by scouting the pits for cars that looked exceptionally clean, except for the tires, which often remained dusty.

Forty-six drivers drove for time. Indicative of the learning that was going on during the weekend was that fourteen new track records were established (Dicius, G.Jones, Jackson, Watts, Stevenson, Sykes, D.Jones, Waitz, L.Gallen, Beck, Fooshee, Walker, L.Yonk and birthday girl Hageman). Note that track record sheets are back, and certificates must soon follow.

Ray Dicius was exceptionally impressive, just the sort of annoying person who took delight in destroying the grade curve when we were all back in school. A 1:53.9 for this configuration has to be one heck of a ride. Top five times were Dicius (153.9), Mister McGlumphy (158.9), D. Ferguson (158.9), G. Jones (202.1) and Tholen (205.5).

Special thanks to new Chairman Masuo Robinson for stepping in at a time of need and making this event happen. Making good use of his experienced staff, the event was smooth, orderly, fair and compassionate. Great things are expected for the next year’s time trial series.

MONTEREY HISTORICS: It seems almost rude to write about this event. Those who were there know what a complete thrill it was. Those who live too far away or didn’t make the time are only going to wish they’d made other decisions somewhere along the line. Having all that incredible machinery in one place, available for viewing and conversation, along with what appeared to be the most important parts of the Porsche factory museum, was simply magical.

Starting (for many people) with the genial craziness of the Friday Porsche welcoming dinner (exactly where did the people who arrived at 6:30 for a 4:30 dinner think they were going to park?, and how did Warsteiner decide that 4 kegs of beer could serve 1500 people?) and the assembled cast of current Porsche management and much of the history of Porsche racing drivers, the weekend had a special feel. It was great to see so many of our friends working the dinner, working the corral, trying to help make things work out smoothly.

Though the historic racing is supposed to be very gentle, what Peter Egan described as a “fast-moving concours”, Sunday’s races, with the newer cars, get pretty interesting. Hurley charging from the rear of the pack (“Herr Haywood, hier ist ein very valuable vehicle; please be sehr careful during the race...”) was apparently just one of the amazing sights.
Adding to the Porsche mystique, AutoWeek reports that Saturday’s attendance was the second-largest for any event at Laguna Seca. Not “any race”, but “any event.” In their (approximate) words “The only thing to outdraw Porsche at Laguna Seca was the Pope.” [thanks to PAUL AMICO of PorscheList.]

For those who took in the Pebble Beach concours on Sunday, what can be added? To go to this concours, your car can’t be just a 1915 Whatzit, but must be one of the 3 surviving copies of the 9 attempts that the Whatzit company made at entering Indy, using their 500/year sales of economy towncars as a financial basis. It’s also quite neat that the class winners must run well enough to parade up in front of the announcers, the judges and Jay Leno, then cruise to the special class-winner corral. The scene, with people peering out from their rented-two-years-in-advance rooms overlooking the main green, Pacific Ocean in the background, insanely rare cars parked on the grass (very carefully organized in chronological sequence) cannot be duplicated anywhere else. The walk down to the main area takes one through the Christie’s auction area ($40 for a catalog, necessary to enter the hallowed tent) and the Blackhawk sales area (at least five cars over US$3M!). It’s still unclear to me how there can be quite so many Mercedes 540Ks without detracting from their mid-seven-figure asking price. Perhaps the entire production run was in the Blackhawk tent?

MONTEREY DRIVING SCHOOL: For those who couldn’t quite get out of Monterey by Monday morning, Monterey Bay Region sponsored a High Speed Driving School. This was supposed to be for rookie drivers, but what actually happened was that a number of people who’d come out for the Historics brought their track cars in order to drive Seca. Masuo Robinson was the Chairman, with yrthfslsvnt the Chief Instructor. There were seventy-five students, ably served by forty-six instructors.

DEALER SERVICE: Be careful when you leave your car with your favorite dealer. This is all second hand, but quite believable, given the sources. A fairly particular owner of a brand new 911 left his car at a Bay Area dealer to solve a minor problem. He knew that the speedometer indicated 400- some-odd miles. When he went to pick the car up after the weekend, the speedometer indicated over 700 miles, and there was a new set of tires on the car. Oooops!

NORTH-SOUTH CHALLENGE: There will be a weekend of challenges between Zone 8 (So. Cal) and Zone 7 (No. Cal) in Bakersfield on Oct 17 & 18. Bill Newlin asks that we repeat unsubstantiated rumors about Zone 8 people calling Zone 7 people wimps, in order to drum up interest. Our view is that it should be interesting enough, as it is. Concours rules are per Zone 8; autocross rules are per Zone 7.

SCHEDULE UPDATES: The Sears TT (late October) is cancelled. The status of the traditional New Year’s banquet is still uncertain, but seems more likely. The ThunderHill Club Race seems very unlikely, at this point. A decision will be reached by 7 September. LPR’s fall autocross schedule still hasn’t been announced, but look for some October and/or November dates to be announced soon at some combination of Candlestick and the Oakland Coliseum.

COMING UP IN OCTOBER: PUG at Seca with SCCA Vintage (PUG will be an exclusive group if there are enough PUG cars registered), 3rd & 4th; Redwood autocross, 4th; NASA at Seca on the 10th and Sears on the 17th; Zone7-Zone8 Challenge in Bakersfield, 17th & 18th; GGR Autocross at Dublin, 24th.

THE MART: Scott Winders’ marvelous 3.2 SC-based targa is 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.
Norm Pettit's 1952 356.

Robert Serra's 1965 904 Carrera GTS.

Chuck Leighton at the Autocross.


Concours prep Sunday morning at the Sheraton.
Parade 1998 - Steamboat Springs, Colorado
by Alfred L. Abken

I have not had much time to write up anything approaching an article, as I didn’t take too many notes while I was at Parade. It was hot most of the time, and I was “on vacation”.

Anyway, Monday, July 20 was a beautiful day for the Concours. It was held at the Sheraton Golf Course. Although it was quite hot, it did not rain!

This year instead of a big dinner for the Concours reception, PCNA and Porsche AG sponsored a Champagne & Dessert Reception. Lots of cakes and tortes, and of course, champagne were served. There was also a cake for Porsche’s 50th Birthday.

Tuesday the Autocross began. There were a few unfortunate problems with the timing equipment.

Wednesday morning dawned damp and cloudy. A light rain fell, which was just perfect for the 5K run and 3K walk. The skies cleared up for a perfect day for the autocross.

Thursday the autocross concluded. (I took a side trip to Pikes Peak, just barely getting back in time for the Autocross awards banquet.)

Friday was the rallye. In the afternoon, there was an autocross for model radio controlled cars. Then that evening, an awards banquet.

Saturday morning the Tech Quiz was held. The worker’s party was a tram ride away at Thunderhead, partway up Mt. Werner. Fabulous views of the valley below. Saturday’s final banquet arrived much too soon, and another Parade concluded.

Until August 8-14, 1999 when the festivities resume in Mont-Tremblant, Quebec, Canada.
"Evolution of the Porsche 911" Tech Session
By Denny Kahler

Saturday, November 14, 10:00 A.M.
at Kahler's Werkstatt
6116 Dougherty Rd. Dublin
(East of 680, North of 580)
Examples of each model change will be displayed for inspection.

What will be discussed;
Suspension, transmission, engine, fuel injection, electrical - even door handles.
Why/How design changes were made (from early to late 911s).

If you own or plan to purchase a 911, this is a "Don't Miss" Tech session.
Coffee and donuts will be served.

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

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**For the record**

**September Board of Directors meeting**

Meeting called to order at 6:32 P.M. on September 2nd. Board members present were Larry Sharp, James Ohl, Marianne Gardner, Louise Sousoures, Karen Neidel and Dave Dunwoodie. Absent members were Kirk Doberenz, Carolyn Lusk and Greg Braun. Also present were K.C. Sharp, Jean Ohl, Bob Gardner, Masuo Robinson and Bill Lusk. Minutes of the previous meeting were unanimously approved as written.

**Postmortem of events**

The Friday Night Social had a sparse turnout due to Monterey Histories. Monterey Histories had about 1500 people at the Friday night dinner, and had an inspiring driving demonstration by Hurley Haywood in the race on Sunday. Adopt a Highway participants went to a Small Brewers Festival after an easy cleanup. Everyone who went on the Tour de Krote had a great time, especially at the murder mystery party Saturday night. The sixth GGR Time Trial at Buttonwillow had 47 drivers take timed runs in 108 degrees. Director reports President: GGR received the second quarter membership rebate from PCA National. Neil Librock passed along his apologies to the Board and the club as a whole for not letting people know sooner of the change in job commitment.

**New Business**

Carolyn Lusk, Treasurer, and Bill Lusk, Nugget Ad Manager and voice of the GGR Hotline, are moving out of state. Treasurer submitted letter of resignation, but offered to continue performing duties from new address through end of term in December. Board unanimously approved minute to accept her resignation and accept her offer to operate the financial end of GGR via phone, email and FedEx. President volunteered to take over GGR Hotline. 1999 Board of Directors - Nominating Committee has received candidate statements from individuals interested in running for President, Vice President, Secretary and Membership. Volunteers are needed to run for Social, Treasurer and Competition. Thunderhill Club Race - Masuo Robinson, GGR Club Race Co-Chair, provided current status. As of September 21, a total of 33 entries have been received, predominately from local Time Trailers. The original budget estimated 80 entries. With current entries, the event would have a significant loss. So far the only expenses incurred are the track deposit and insurance. Board unanimously approved motion to cancel Club Race due to financial circumstances, GGR and SVR to share in loss of track deposit. Vice President took action to cancel event insurance and request refund. Club Race Co-Chair took action to inform PCA of event cancellation, and email Social wording for cancellation letter. Social, as Club Race Registrar, took action to inform entrants and return checks received. PCA National has started discussions about having a 1999 Club Race at Laguna Seca, with the adjoining weekend at Thunderhill. Board consensus was the date cannot preempt the Time Trial at Laguna Seca. Time Trial Status - Due to the late event announcement and heat, entries for the final 1998 Time Trials were less than budgeted. With most receipts accounted for, the Buttonwillow event lost money. Masuo Robinson, Time Trial Chair, proposed a Driver's Education Day with no timing at Thunderhill on November 7, if hopefully it will be cooler. Board unanimously approved motion for event. High Speed Rules - As a result of questions about cars allowed in the Time Trial, High Speed Drivers School and Club Race, a set of rules for car requirements is being drafted. No cabriolets will be allowed. Awards Banquet - Time Trial Chair would like to have a 1998 Time Trial Awards Ceremony / Party. Reconciling the Time Trial expenses with the Treasurer will determine the Time Trial Series Awards Banquet budget. K.C. Sharp has volunteered to chair the Banquet, if adequate budget is available to hold it at the Wyndham. The hotel is requesting a nonrefundable deposit for New Years. K.C. took action to inform Wyndham of delayed Board decision.

Director reports (continued)

**Vice President**

Insurance has been ordered for all events through September. Greg Braun, Webmaster, is moving to Central California this fall, but plans to maintain the GGR website for the foreseeable future. Tom Provasi, Zone 7 Rep, will most likely be elected as PCA National Secretary as he is running unopposed in upcoming elections, and his position will need a replacement in 1999. At least two GGR members are considering running.

**Treasurer**

No report.

**Membership**

Number of prime members is 1474, with 31 applications in process and 23 new members. Board unanimously approved motion to accept all submitted new member applications. Location of the New Member Social / Candidate's Night / Friday Night Social on October 9th is still undecided.

**Competition**

The 1999 rules change proposals were discussed at the Rules Committee meeting on 19 August. Bill Lusk provided an unofficial summary. Proposal 1, wording of "two inches above the head" was dropped. Proposal 2, Boxster rollbars and Zones have also refused, forcing Regions to make their own decisions. The position of Porsche AG is that the Boxster is not to be raced. Proposal 3, Lexan, not plexiglas, is an acceptable alternative to glass. Proposal 4, all events count for year end awards, was denied. Proposal 5, no trophies in classes with less than two cars, was denied. Proposal 6, exhibition classes run last, was denied. Proposal 7, roll bar material meet PCA Club Race spec, was accepted. Seat belt and sub belt life spans were discussed, but no expiration time was adopted. Rules Committee also agreed with Gene Kindred, Time Trial Chief Tech, that the rule book needs to be updated to reflect the current tech procedures.

**Secretary**

Secretary contacted Maverick Region to inquire about supporting NASCAR to benefit our charity. Maverick Region has participated in several events helping with hospitality tents that provided much needed funds to their charity. Secretary volunteered to act as liaison for GGR to support the NASCAR event at Sears Point in 1999, with all funds going to Child Advocates of Santa Clara and San Mateo Counties. Clueless in Santa Clara Rallye preparation in progress.

**Social**

Autocross Chair has requested to keep the GGR Autocross Awards Brunch on December 6th at the Stanford Park Hotel, as originally planned.

**Nugget Editor**

Nothing to report.

**Webmeister**

The website can now be accessed by either URL, www.pca-ggr.org or www.glennhills.com. Web site statistics: 18,910 hits as of 1 September 1998. The Buttonwillow Time Trial results were posted the next day, courtesy of Rob Aube. Tour de Krote photos were submitted by new member, Michael De Paoli, as the tour was in progress. A photo gallery was added for Monterey Histories by Jeff Stevenson and Brian Lee. A new on-line classifieds page is being provided by Jeff Stevenson. Members can enter items for sale, which are "up for auction", allowing bids to be placed over the net.

Meeting adjourned at 8:15 P.M.

October 1998 The Nugget 17
Louise Sousoures, membership

New members
Please join us in welcoming our newest members.

GGR members celebrating anniversaries with PCA in October:

5-year anniversaries
Bob Beach & Wei Zhao
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 anniversary
Douglas Church & Elizabeth Slay
Carl & Noel Cilker
Andrea Dencker
Douglas & Joyce Kubany

30-year anniversary
Walter Vendley

A. BAUER INC
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Another win for the Bauer Team
1996 SCCA Champions in GT2 and Prepared Endurance

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• 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 Wheel Challenge

411 26th St., Oakland, CA 94612 1-800-997-6772 (510) 834-2772
New members: 23
Transferring in: 2
Transferring out: 1
Total members: 1474

Friday Night Social
6:30 p.m. Friday, October 9th
Harry’s Hofbrau
399 W. El Camino Real
Mountain View
See what goes
What’s stopping you!

Volunteer for the Board!
Do you have ideas for your club? Here's your chance!

Call Bert & Ann Del Villano
(650) 592-0673 for details

Automotion-GGR Autocross #6
Saturday Oct 24th
Dublin

Official Count

Transferring in
23

Transferring out
1

Total members
1474
VEHICLES


1970 914-6 #9140430131, restored, 2.2E motor - 5K miles, Grand Prix White GT steel flares, Fuches 6 & 7s, Koni Adj. Too many new items to list. Receipts and documentation. $13,000 or serious offer. Dan Swiger (408) 274-1426 E-mail:dswiger@qntm.com

1970 914/6. Excellent condition, restored, many upgrades, i.e. new adj. Koni's, springs, flares, transmission, side-shifter trans, dual K&N filters, rubber, oil lines, braked (calipers-rotors), custom mats, weltmeister adj. sway bar, steel braided brake lines, new exhaust, engine runs strong, paint-Black. No Rust (CA car), garaged & covered, sport exhaust, factory foot rest, all euro lenses, 7" wheels, MOMO steering wheel, tires (225-50-15), corner weighted, manuals, receipts, cover, garaged $10,500. Karl (925) 828-5161.


1972 911S Formerly YPAF from Glenn Hills. Recaros, Sony, short-shift, 5-point belts, 23/28mm bars, adj. Koni, polished 7&8's w/R1s, RS flares, new heater boxes, muffler, etc. Fast Fun. $15,000 Doug Fisher H 925-837-9040 F 925-837-604 W 925-424-4899 E dack@ccnet.com


1972 911Targa - body in excellent condition. Needs paint, front spoiler & engine work. 6" cookie cutter rims all around with two 7" cookies for rear (unmounted). Original floor mats & Euro headlampis(unmounted). $5,000 James (510) 886-2814.

1972 912 1.7 New Paint (Sand Beige), fresh engine, new clutch/gas tank/copper fuel lines, clean interior & no rust - $3,900/obo Sergio Meza @ (925) 833-8545 (home) or (925) 823-3145 (work)

1974 914 2.0. red/black, appearance group, SCCA approved roll bar, adjustable Koni's, 5-point harnesses, alloys. Set up for time trialing (B Stock). Car was hit in right front fender - needs new fender. Weak 2nd gear synchro. Good project car. Runs good. $1,750/offner. Call Danny Wong (510) 572-5841 days or e-mail dgwong@concentric.net

1975 911 Carrera coupe. Probably the finest unrestored original Carrera in the U.S. Driven only 27,300 miles since new by original owner. Still smells brand new! Rare Gemini blue w/tan leather sport seats. Sales includes original window sticker from Chick Iverson P/A in Newport Beach, CA and every service record from date of purchase in 1975 to present. $25,900 (650) 591-1301

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

1982 924S. 75k, red w/bkbl, #924 GGR, fully sorted by Krause for TT or AX, fine for street, HD springs/clutch, yellow Koni & Welt bars F&R, chip, cumber bar, corner balanced, carbon/kev pads & SS lines, 15/phone dials w/Bridgestones for street, 167 forged 928 wheels w/spacers & new R1s for track. Owned since new. $9000. George in Stockton (209) 473-3507/466-0129 nites.


1991 911 C4. 70,000 miles, black w/black. Excellent condition, professionally maintained, most factory recommended upgrades. New brakes, clutch, Michelin Pilots, 60K service. Pioneer stro/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 gyvesper@cyclonesoftware.com

PARTS & MISC

2.7L motor - shuffle pinned case, SC carbs, 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 straigt & in excellent condition. 2 water shields 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/1500/OBO. Jeff Stevenson, 408-919-2605 or email jeffs@vitalsigns.com.

Sport muffler for pre '75 911 - $300, 911 engine deck lid - $200 911 Sport muffler OBO. Jeff Stevenson, 408-919-2605 or email jeffs@vitalsigns.com.

cars w/ spacers). see them on the car at http://bushwacker.net/jeff $1,500 Wheel:

17x8.5 and 17x9.5 Mito Modular OZ Racing wheels. Excel-

356 Engine (running), 1600 normal - $1,800/OBO, 912 new clutch disk, 1600 normal - $1,800/OBO. Call Paul (510) 530-6238.

Fender & Parts

Weber carbs for '69 911T, w/jets (needs rebuild); pair brown - 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. Bill Call (408) 354-4079.

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


Wheels: 4-bolt Fuchs with 195/50-15 Yokohama A008RS tires, tires used at one time trial only, $600, 15 x 6 Minilites for 914-4, make offer, pair of 16 x 9 Fuchs from 930, polished outer with glossy black centers, with 245/45-16 Yokohama A008RS tires, excellent, $1100. Call Danny Wong (510) 572-5841 days or e-mail dgwong@concentric.net

1986 944 Turbo take-off parts: Front/rear sway bars, cat-back exhaust, leather 4-spoke steering wheel, front and rear strut assembly (Sachs) rear shocks. Also, Kelly-Moss camber plates, Hypercoil 250 lb. 8 in. springs. All parts in superb condition. Gerald (415) 674-3775

NOS BERU spark plug wires/pre-CIS $75, '65-67 gauges/oil temp at $25, fuel at $25, clock at $25, webasto gas heater $175, '78-89 OEM rocker deco EX $50/pr., lower quarter panel extensions EX $40/pr., same front EX $20/pr., '65/68 front bumper VG $80, '56 pass. door latch $40. L-side window regulator 69-75 coupe rebuilt $50. Davies county garretson 935 descanter, mint/boxed $100. Early steering wheel w/"butterfly" horn button $75, 912 travel kit $200, 356 "A" tool kit, '53 telefunken radio. All FOB. Request 3 page list. 100% satisfaction guarantee. Jerry Haussler (510) 583-1493 (eve) (650) 377-1213 (day) bonehead@zephyrblau.com

'87 Factory turbo body kit. 8 x 15 wheels. Call Rob (415) 485-6026

Fender & Parts - 1965-1968 911/912. Driver's side fender stripped to bare metal and then straightened and primed, no rust. Will need some additional straightening and bonding. $395. Original air cleaners for 912. Original tool kit and factory spare parts kit (rare) for 912. Call Bill (408) 354-4079

Misc. Parts. Weber carbs for '69 911T, w/jets (needs rebuild); pair brown leather seats from '78 911SC, w/rails; Allison elec. ign; Panorama's and Nuggets (2/95-3/98); other items. Call Paul (510) 530-6238.

2.0 ltr. re-buildable engine, $3000. 2.0 ltr. engine, running w/o injection $4500.00, one set of 96mm P&C w/perfect seal rings $2000.00, 2 sets of 44-DF Webber's w/linkage and extra jets $500.00, one 911 fan assembly completely w/fiberglass shroud for 914-4 $450.00. Other parts also. Call EJ Fontaine at (925) 625-1146 or e-mail to sjpracer@ecis.com.

Racer's delight: 911RS 92mm p&c set, under 8000 miles with rebuilt heads machined to mate. Also 4R case enlarged for 2.7/2.8, w/ulimits. 215mm flywheel, resurfaced, w/PP & S disc. 914-6 Headers. Set of front Koni reds. Set of weber short manifolds. All offers considered. swap for 90mm stock heads/p&cs, or 3.0 long block, rebuilder consid-

Mise Parts - Factory 914 maintenance manuals & parts books, $150 914/6 Transmission tail-housing and shift bar, $100. Other mise 914/6 parts, $100. Dan Swiger (408) 274-1426, E-mail: dswiger@qtnm.com

Wheels: Set of (2) 8 x 16 and (2) 9 x 16 forged Club Sport wheels from 944 Turbo S. 8 x 16 wheels are brand new with anodized finish, 9 x 16 wheels have a few scratches. Will only be sold as a set. (2) x 9 x 16 forged Club Sport wheels from 944 Turbo S. Polished. Price reduced to $800. (2) x 8 x 16 "Design 90" wheels. Seven spoke design, original equipment on C2/C4 and S2.2.3 mm offset. Fits front or rear of late model 944. 951, 928; rear of 924s or C2. Excellent condition, price reduced to $400. One pair 944 Turbo $9285 front brake calipers. Recently rebuilt. $400. One set of Hoosier Radial Tires. Road Race compound. (2) 245/40 17 and (2) 275/40 17. Lots of tread left. Best offer. Oil pan and pickup from 1987 944 Turbo, $100. Call Mike at (510) 713-9248 (in California), or e-mail Mahler9th@aol.com.

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

2.0L 911 parts including mag case, oil cooler, rods, counterweighted crankshaft, engine sheet metal, heat exchangers, cam towers, and '69 "E" MFI pump. 2.7L C1S911S camshafts, Ron Hullah (408) 720-9416

WANTED

Early 911/912: front bumper guards/wobbled lump, early OEM trunk liner (3 pieces), Lemmon, wheels dated 9.57, Bosch ign. sw 644.613.101.00 w/matching org. key, "jorg" screwdrivers, 260 MM "pickle fork," wiper blackandsands "A" ownersmanual dated 1959, glycerin calendars '56, '57 and '56. Factory special tools ("P" tools and catalog, factory photographs, boutique items cigarette box, ashtray, etc). Jerry Haussler (650) 377-1213 (day) (510) 583-1495 (eve) bonehead@zephyrblau.com

2.2L 245 mm flywheel. Type 17 or 19 MFI pump (rebuildable. Ron Hullah (408) 720-9416

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 to cancel sold items.

October 1998 The Nugget 21
## GGR & Zone 7 Events Calendar

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td><strong>October</strong></td>
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<tr>
<td>4 Sun</td>
<td><strong>RR Autocross</strong> 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</td>
</tr>
<tr>
<td>4 Sun</td>
<td><strong>Zone Concours #6</strong>, hosted by Monterey Bay Region at Rancho Cellars, Carmel. Enjoy the great Fall weather in Carmel. For fee and information call Bill Scott at (408) 659-0798.</td>
</tr>
<tr>
<td>7 Wed</td>
<td><strong>GGR Board Meeting</strong>, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.</td>
</tr>
<tr>
<td>9 Fri</td>
<td><strong>GGR Friday Night Social &amp; Candidates Night</strong>, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.</td>
</tr>
<tr>
<td>10 Sat</td>
<td><strong>New Member Social</strong>, - 6:30 - RSVP - Call Louise Sousoures (408) 354-0660</td>
</tr>
<tr>
<td>10-11 Sat/Sun</td>
<td><strong>GGR Mother Lode Tour</strong> - Call Dick &amp; Mary Wallace (650) 948-9203</td>
</tr>
<tr>
<td>16-18 Fri/Sun</td>
<td><strong>The California Challenge, ZONE 7 VS. ZONE 8</strong>, A Charity multi-event weekend featuring an autocross, concours and gala dinner party to be held in Bakersfield. For more info and application call Alyce at (800) 549-3153. Entry fees are tax deductible. Help zone 7 bring home the perpetual trophy.</td>
</tr>
<tr>
<td>24 Sat</td>
<td><strong>GGR Automation Autocross #6</strong> - Dublin - Call Bert &amp; Ann DelVillano (650) 592-0673 for details.</td>
</tr>
<tr>
<td>25 Sun</td>
<td><strong>Zone Rallye #9, &quot;Clueless&quot; in Santa Clara</strong>, hosted by Golden Gate Region. For fee and info call Bob Gardner at (408) 943-0946.</td>
</tr>
<tr>
<td><strong>November</strong></td>
<td></td>
</tr>
<tr>
<td>1 Sun</td>
<td><strong>Zone 7 Concours #7</strong>, hosted by Redwood Region at Vintage 1870. For fee and information contact Al Schafer at 415-499-1209.</td>
</tr>
<tr>
<td>4 Wed</td>
<td><strong>GGR Board Meeting</strong>, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.</td>
</tr>
<tr>
<td>7 Sat</td>
<td><strong>GGR Drivers Education</strong> - Thunderhill - TENTATIVE.</td>
</tr>
<tr>
<td>13 Fri</td>
<td><strong>GGR Friday Night Social</strong>, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.</td>
</tr>
<tr>
<td>14 Sat</td>
<td><strong>GGR Automation Autocross #7</strong> - Dublin - Call Bert &amp; Ann DelVillano (650) 592-0673 for details.</td>
</tr>
<tr>
<td>14 Sat</td>
<td><strong>RR Autocross</strong> 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</td>
</tr>
<tr>
<td>15 Sun</td>
<td><strong>Zone 7 Rallye #10</strong>, hosted by Sacramento Valley Region, Turkey's Revenge. For fee and information contact Rik Larson at 916-481-6084.</td>
</tr>
<tr>
<td>21 Sat</td>
<td><strong>Zone 7 Awards Banquet</strong>, at the DoubtTree 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.</td>
</tr>
<tr>
<td><strong>December</strong></td>
<td></td>
</tr>
<tr>
<td>6 Sun</td>
<td><strong>GGR-Automation Autocross &amp; Awards Brunch</strong></td>
</tr>
<tr>
<td>9 Wed</td>
<td><strong>GGR Joint Board Meeting</strong> - TBD</td>
</tr>
</tbody>
</table>
The Racer's Group

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

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

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FAX: (707) 935-5889

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Marianne Gardner

Treasurer
Carolyn Lusk

Membership (408) 354-0660
Louise Sousoures

Competition (925) 837-0479
Kirk Doberenz

Social (408) 225-5356
Karen Neidel

Visit GGR’s web site at http://www.pca-ggr.org

OR

October 1998  The Nugget 23
“Clue”less in Santa Clara
Sunday, October 25, 1998
PCA Zone 7 Points Rallye
Hosted by Golden Gate Region

Rallye Description:

A Navigational Gimmick Rallye based on the boardgame Clue. This murder whodunit will be run around the South Bay. The rallye will have no traps and a map of all the clue locations will be given to each car. A working odometer is a MUST and a pen and paper would be helpful. Four classes will be contested with the number of participants per car limited to number of seatbelts per car, the more the merrier. Rallye classes will be My Dear Watson, Inspector Clouseau, Pink Panther, and Sherlock Holmes.

The playing time is 2 1/2 hours, and will cover approximately 100 miles depending on the course you take.

Rallye is open to any type of car, not just Porsches. Registration at 11:00 AM, Driver/Navigator Meeting at 11:30, and the game board opens at 12:00 noon. All entrants must turn in scoresheets by 2:30PM. Plan to arrive early to strategize your path around the gameboard.

Starting Location:

Starbuck’s Coffee in the Capitol Square Mall. The Mall is located at the intersection of McKee Rd. & Capitol Ave. in San Jose. To get to Starbuck’s, get on I-680 going north (or south) toward San Jose. Exit I-680 at McKee Rd and turn east onto McKee. Capitol Ave is the first major street after exiting the freeway. The Mall is on the northeast corner and Starbuck’s is located next to Lucky’s and behind the Chevron.

Turn into the Mall parking lot and look for the checkpoint sign.

Cost: $10 per car
Further information, call RallyeMistress (what else would you call it?), Marianne Gardner, at (408) 943-0946.