

September 1998

Nugget

Golden Gate Region • Porsche Club of America

DUNLOP

Porsche Rules



Porsche Rules

Inside

Concours Explained

"The California Challenge"

They Shoot Porsches, Don't They

Dave's dribble

Dave Dunwoodie, editor
Sheila, associate editor



The Monterey PreHistorics weekend was a blast! There was an estimated 300+ cars participating in this "Test and Tune" event. Rumor has it that over 600 entrants were turned down for both weekends! There were a few too many spins and "incidents" from drivers not familiar with the track, or just too aggressive for this type of event. When you see cars off of the track at the first 4 corners, and on the next lap there are different cars on those corners with the black flag all out, that is too much!

The Monterey PreHistorics weekend also presented me with one of the perks of this job as editor of the *Nugget*. Three gentlemen from Australia that are also

GGR members stopped by to give me a pat on the back, let me know what they thought of the job I am doing, and cheer me on. Thanks guys! I needed that!!!

On another note, where are the pictures and a story from Parade for this issue? If you want to see it in the *Nugget*, someone has to supply the photos and a story.

Keep the shiny side up.

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Concours d'Elegance

Hosted by Yosemite Region, P.C.A. at

Sunday, September 20, 1998

Registration from 8:00 A.M. to 10:00 A.M.

Judging from 10:00 A.M. to 12:00 Noon

Entry Fee for Each Judged Car: \$15.00

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Larry's lines

Larry Sharp, president



I was at the Carlson Concours the other weekend enjoying all the great looking cars when I had a long time member come up to me and we had a interesting conversation. He was concerned that all the other venues associated with Golden Gate get alot of press in our newsletter but the concours participants never seem to get any articles written up about them. He pointed out that at the Palo Alto Concours that SCCA put on, most of the class winning Porsches were from members of Golden Gate, but there was no article pointing out how well our region did. I had to point out the fact that the other activities have members who

had the passion to write articles about the activities they have chosen to participate in. The concours enthusiasts need to find a member willing to share with the rest of the club about the sport they enjoy so much. It all comes down to if you want to bask in the glory of success, you need to step forward and blow your own horn. I hope this member finds the time to write about his fellow members; they deserve the press.

see you on the road

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Cover: Jules and Moby Dick entering turn 4 at Laguna Seca.

Photo: Dave Dunwoodie

Braking news

Mont-Tremblant 1999 Porsche Parade
by Michel Galameau and Rob Martin, Rennsport Region
Parade 99 Co-chairs

The Rennsport Region invites you to visit us here in Canada and share the unique international flavour of the 1999 Porsche Parade at Mont-Tremblant, Quebec. The week of August 8 - 14 will be the 44th opportunity for PCA members, their families, their guests and their sponsors to come together to enjoy the good will, social fellowship and friendly competition engendered by Porsche ownership. Until then, visit our web site (<http://www.parade99.com/>) to learn more about the last Porsche Parade of the 20th Century.

Mont-Tremblant resort is a year round recreational complex located 125 kilometres/75 miles north of the city of Montreal. With its beautiful lakes and forests, golf courses, hiking trail and the Laurentian mountains backdrop, Mont-Tremblant is the ideal vacation destination. A stroll through the narrow streets of the lower village introduces you to intimate bistros, fascinating boutiques, theatres, pubs and excellent restaurants featuring the finest French and Italian cuisine. As you climb the cobble stone streets, you arrive at the huge village square -- the traditional meeting place and open market found throughout Europe. High above the square, on the choicest piece of land, sits the traditional Lord's manor. The giant Chateau Mont-Tremblant Hotel looks over the entire village and while you won't find a Lord in residence, you will find the Porsche Parade team and many parade attendees firmly ensconced here at Parade headquarters.

Mont-Tremblant has a large variety of activities available to members and their families. The new water sport complex will keep the children amused for hours. Three superb golf courses are within minutes. Mountain bikes are available for rental, and quiet woodland trails wind their way throughout the area. Mont-Tremblant is well within a day's visit to the cities of Ottawa, the Nation's capital and Montreal, the economic hub of French speaking Canada. Bus tours of both cities will be available to parade visitors on our mid week free day.

Five minutes down the road from the resort, is the historic Le Circuit, home to Canada's first F1 Grand Prix and the Jim Russell driving school. This challenging 4.3 km race track with 14 corners and numerous elevation changes will serve as the site of the 1999 Parade Driver Education event. The possibility of a PCA club race, to follow the parade, is in the planning stage.

We're excited and we hope that many of you will head north and join the Rennsport members for some Tourtiere, sugar pie, and huge welcome from your Canadian friends. If the monetary exchange rate stays as it is right now, members from both sides of the border will find this is an opportune time to attend a Porsche Parade.

Bienvenue a Mont-Tremblant en 1999!

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Shop talk

by Kathy Golik, Allegheny Region (from RUNDSCHAU)

A Concours d' Elegance is an event during which owners of restored and highly maintained cars compete to determine which entry is the cleanest. So, let's see...it all began back when...

Concours d' Elegance is said to have begun in the late 1800s as an event for the social elite. Actually, back then, the car and the entire family were judged. Competition in the Rolls-Royce category in England became so stringent that beautiful models were hired to wear specially designed dresses that matched the interiors of the cars. In addition, some competitors set up picnic tables nearby with linens and accessories made to complement the color of the cars. Eventually, the purpose of these events became blurred, with the cars being overshadowed. Today, Concours d' Elegance events are held all over the world. In the United States, the interest and participation in these events has increased over the past several years. And as a result, detailing shops and car care product manufacturers generally have experienced great growth.

There are essentially two types of concours competitions. The first and most involved is the "full" concours. In these events, everything (and I do mean everything!) on the car is judged: body, paint, underbody, engine compartment, interior, and luggage compartment. Parts and crevices in your car that you may never have taken notice of before will be judged. Obviously, this category involves the very, very serious concours enthusiast; because who else would actually attempt to disassemble their Porsche, clean everything very thoroughly and then reassemble it? Yes, most of these people actually do this. A new car, right off the showroom floor, would have a tough time winning the show. Most experienced concours judges will tell you that a new car never driven may, on average, score half the points of a concours winner! In this type of competition, the entrants trailer their prized possessions to the site, unload them to be judged, and then load them back up to go home.

Concours Explained

The other type of competition is the "topside only" or "street" concours. This is the type we usually hold in Allegheny Region. In this event, you are essentially seeing judging based on what one would see if they were just viewing your car; specifically, the exterior, interior, and luggage compartment. Some events may include the engine compartment in that list. Essentially, everything except for the underbody may be judged. People who enter this type of concours are those who generally drive their vehicles on a regular basis. Consequently, there is also a real challenge in this kind of competition to see how well you can maintain a car that you do drive. For example, how clean and well-maintained is your 1987 911 with 75,000 miles on it? It is really something to see a car like this that looks as though it is still brand new.

And as far as judging is concerned, each car is placed in a class according to model and/or year. Each car is then evaluated by a team of judges, each concentrating on one area of the car, using a point system. For example, wheels and tires may have a maximum of 5 points. The points are then totaled in each class and the car with the highest number of points in that class wins.

Many people may look at those who participate in Concours d' Elegance events as being "fanatical, perfectionistic, cleaning nuts." I know that I get some strange looks from my neighbors when they see me working on my car a couple of weeks prior to an event. They probably say to themselves, "Geez, she really ought to get a life!" or, "Why is she still working on that car at 3 am?", or "No, it really can't be that she is scrubbing inside her engine compartment with a toothbrush, could it?" Yes, others may find some concours participants strange, but it is a great and enjoyable hobby and passion for many. It's such a great feeling to finish your car and just stand back and admire the sheer beauty of your automobile.

For all of you who are new to this type of event, do not be intimidated. I have either spoken to or heard of those who don't feel they can enter concours events because their car is not "perfect" enough to be judged. Right now, let's put that misconception to rest. My philosophy for my region involves topside-only concours. Indeed, there is a challenge in having a car that is both driven and shown successfully. Everyone can participate. These events will be low-key and fun. I believe that no one ever loses in a concours, because just prepping your Porsche for a show will get it cleaner than it may have ever been and even bring to your attention potential problems that otherwise may not have been uncovered.

Concours events first and foremost, are a lot of fun. So, detail your car and enter a topside-only concours scheduled in your region this year. These are not just competitions—they provide you with beautiful examples of our marque to enjoy.

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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
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Zone 7 Happenings

Even though the summer has wound down, the zone autocross series is completed, and the Monterey Historics are recent memories, there is still a lot of Porsche activities left.

A very special and important event is scheduled for the weekend of October 16-18 titled the "1998 California Challenge" to be held in Bakersfield. This is a charity multi-event weekend consisting of a Friday evening welcome party, a Saturday concourse d'elegance at Rio Bravo resort with lunch, a Saturday evening banquet with special keynote speaker, and an autocross on Sunday with a lunch at Minter Field Airport. We will be using Zone 7 classes for the autocross and Zone 8 rules for the concourses. Fees will be \$35 per car (not entrant) for each event and \$30 for the dinner. This will make the event cheaper than CRAB and the entry fees are also tax deductible. Checks should be made payable to the Arthritis Foundation. Hotel rooms are available at the Radisson Suites for \$59 (rooms will be held until 9/16, call 805-322-9988) and the Four Points Sheraton for \$69 (rooms will be held until 9/25, call 805-325-9700). Trophies will be awarded in each class as well as an overall trophy going to the winning zone. I would like to see as many Zone 7 members as possible to make this weekend a success and help Zone 7 bring home the perpetual trophy for this inaugural event. For more information and an event registration form call Alyce Thorp at 800-549-3153.

For the rallyists, there are still 4 more rallies in the zone series, A B Baby by LPR on September 12, the overnight Carrera de Sierra by SVR on September 26-27, Clueless by GGR on

Staying online

By Greg Braun

Have you looked at GGR's on-line guest book? We are getting comments and questions from around the world! Our guestbook entries range from greetings from other Porsche Club regions, to cars wanted, to Porsche technical questions. Each entry has an e-mail link so you can respond to any of the people who have signed in.

Our online guestbook is on our home page at: www.glennhills.com/PCA-GGR_Web_Site/pca-ggr.html While you're there - feel free to sign yourself in!!

Our other Hot Spot this month is the **on-line classifieds** put together by Jeff Stevenson. This new feature is accessible via Jeff's "Member's On-line" page. Check it out!!

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

By Tom Provasi

October 25 and the series finale Turkey Revenge by SVR on November 15.

There will also be three more zone concourses to round out the year. Yosemite Region will host their annual event at Wine & Roses in Lodi on September 20, Monterey Bay will host their event at a new site, Rancho Cellars in Carmel, complete with a Bratwurst BBQ on October 4, and Redwood Region will be back this year hosting their event at Vintage 1870 on November 1.

If you want to take in a club race and see some very exciting wheel to wheel Porsche competition, plan on visiting Thunderhill raceway in Willows on September 19-20. Drivers from all over the United States have attended our west coast event the past two years.

Finally, plan on attending the Zone 7 Awards Banquet on Saturday November 21 at the Doubletree Hotel in Sacramento. Watch for details next month. This will also be the site of the 2000 Porsche Parade hosted by Zone 7.

As always, please check the zone 7 calendar in your newsletters for up to date info and contact phone numbers. Don't delay, sign up for the California Challenge!

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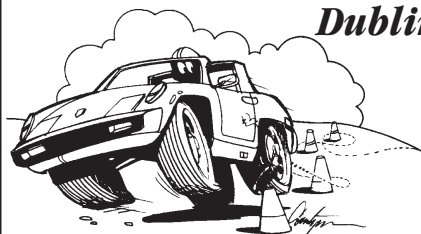
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1998 Zone 7 Rallye Series Results

Reported by John Clever

Entrant	Region	Total	Place	Feb Frol	Urb Aslt	Spr Flow	Sum Sol
Adams, Greg	GGR	350	6th	85	65	100	100
Adams, Larry	GGR	350	6th	85	65	100	100
Armellini, Al	DR	100			100		
Ashuckian, Helen	SVR	285		85		100	100
Berry, Tracy	DR	85				85	
Cannon, Jeff	YR	75				75	
Clever, John	DR	365	5th	100	100	65	100
Errington, Tim	LPR	385	1st	100	100	85	100
Francis, Mark	DR	85				85	
Gardner, Bob	GGR	325	9th	75	100	75	75
Gardner, Marianne	GGR	9th	75	100	75	75	
George, Susan	DR	340	8th	100	100	65	75
Larson, Rik	SVR	175		100			75
Lee, Hubert	GGR	385	1st	100	100	85	100
Lee, Jenny	GGR	385	1st	100	100	85	100
Marks, Phillip	SVR	285			100	100	85
Pisias, Michael	GGR	85				85	
Singmaster, Donna	LPR	385	1st	100	100	85	100
Toney, J.	SVR	285		85		100	100
Waldron, Grechen	YR	75					75
Wetzel, Richard	SVR	285			100	100	85
Wilson, Jean	GGR	85				85	

Automotion-GGR Autocross #5 Saturday Sept 12th Dublin



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Carlson Concours Scores

Reported by Roger Wiersema

Name	Region	Score	Name	Region	Score
356 Street			911 Wash n Shine		
1st Susan Burnett		246.75	1st Phil Lawrence	SVR	199.25
2nd Hugh Davey	DR	245.5	2nd Nick Foster	DR	196
356 Full			3rd Clinton Wong	GGR	195
1st Brian Carleton	GGR	244.75	4th Bill Lavinger	Zone 8	192.5
914 Wash n Shine			911 Street		
1st Ed Dugan	DR	189	1st Roland Garrido	DR	245.25
2nd Pete Stout	DR	186.75	2nd Hamp Miller	GGR & CCC	244.5
914 Street			3rd John Kuchka	MBR	244.25
1st Jim Raleston	GGR	236.25	4th Marianne Gardner	GGR	233.25
2nd Steve Silva	226.25		5th Richard Vecchio	Non	221
Competition			911 Full		
1st Ernie King	DR	248.75	1st Wolfgang Reif	GGR	247.75
2nd Bud Behrens	YR	239.75	2nd Jim Sorensen	DR	245
3rd Dick Cottrell	GGR	238.75	3rd Tom Krugman	DR	241.25



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Autocrossing around the zone with Hank

By HANK WATTS

LPR AX #6: Loma Prieta Region ran their 5th autocross of the year (known as #6 due to certain struggles with El Nino) on the 11th of July. Trailer towing by the indefatigable Masuo Robinson. Sixty-three drivers showed up for the fun.

Running started at 9:25 and eleven runs were complete by 3:00, despite some challenges posed by an extremely reluctant timer. During The Difficulties, several people imagined that they were getting free practice runs (do the run, "Sorry, no time, re-run."). Once informed that they would have to carry all the cones they hit to the first run that actually managed to trip the timer, the enthusiasm for this died down a bit.

Course designer E.J. Fontaine (his first time) reminded us of part of how things should be, by lining the course edges with gypsum. He should have had help with this, of course, but there are few people who actually remember how to do it, so he did it himself. Both GGR and LPR should get back into this. It makes things much better.

In addition to the lining of the course, several good things happened at this event (thanks, Evan). The course was relatively easy on the tires. There was ample opportunity for fun runs, and the event organizers showed good patience in just letting those folks run for a while. The weather was good. And we all got a chance to see Dirk's new haircut. I think I understand the tattoos better now; it's so we can recognize Dirk as he undergoes these massive seasonal changes in his appearance.

The course itself was a matter of some controversy, in addition to the slow sections (see below). It was quite short for a slalom course, coming in at about 37 seconds for most of the cars in the top ten. There is actually little reason to have a short slalom course; one of the main reasons for enduring the challenges of running the timing trailer in a slalom configuration is to get as much running time as possible for the entrants, which a longer course does. Expect future LPR courses to be a bit longer, lot space permitting.

The counter-clockwise course started with a hard right, then had a nice, high-speed dogleg to the right, followed by two left turns that could pretty much be combined into a 180-degree sweeper. After a relatively open slalom, things nearly came to a complete halt to negotiate a right/left chicane. After a quick run to the far end, a very tight hairpin was followed with some mild bends and the finish clock. The course invited the use of first gear in both the chicane and the hairpin. At least three of the cars in the top five used first gear in both places.

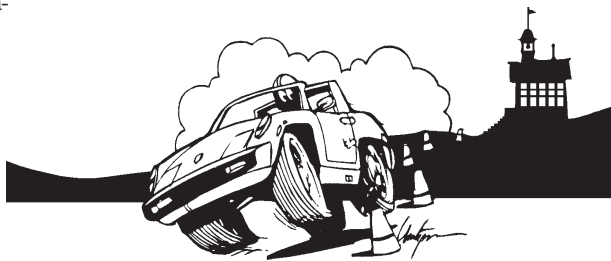
Top time of day was Dan Jones, followed some distance back by Chris Murray. Masuo Robinson, Neil Jackson and Ken Park rounded out the top five. Susan Shead was TTODL, and the fastest woman on street tires was Louise Sousoures.

For the season there is a tight struggle in the women's racetime group, women's street is being dominated by co-chair Louise Sousoures, the men's racetime group shows Neil Jackson with a strong lead over Jeff Sykes and Masuo Robinson, and the men's street group is lead by your scribe, with Park, Neil Yonk and Jim Bauman in hot pursuit.

Despite whatever announcements and/or threats you may have heard, there will not be an LPR AX at Oakland (or anywhere else) on 8Aug. It is hoped that there will be more events late in the year when the Candlestick schedule clears up a bit.

And what was Marlin Neufeld doing while we were all having this much fun? Marlin Neufeld was drinking Zinfandel & eating carnitas in Healdsburg.

GGRAX #4: The fourth GGR autocross of the year was held at Candlestick Park on the 12th of July. GGR Competition Director Kirk Doberenz showed up to design and build a marvelous course. The course was not a Parade preview, just a good, relatively high-speed flowing course. 85 drivers showed up.



It was a sunny and windy day. Five runs were had by all who registered in the morning. The trouble started at 9:35, after careful adjustment of the course. There were a number of people

present who we haven't seen in a while, including Scott Jessen, Sally Brown and Steve Conston.

Top time went to Lloyd DeMartini, followed closely by Tom Provasi, Neil Jackson and Dan Jones (in an improved-category C4S!). Pattie DeMartini kept it in the family, taking TTODL. Fastest street-tire woman was Sally Brown. In the class battles, Bill Bechtold trounced D, nobody can get close to Neil Jackson in Gm, James Ohl edged out Leo Kaplan in T. In class K, Dave Hickman edged out Mark Paul Smith, but Mark Paul is still leading for the year. It should be mentioned that Larry Sharp was very gracious when driving Lloyd's car.

The best top-of-the-lungs quote of the day was from the Doberenz's houseguest, Anita Huster, while riding with Carolyn: "Our daughters are going to be orphans!"

The most challenging classes for year-end points are D (Tavernetti, Bechtold and Soo Hoo within 8 points of each other) and Dm, with Donna Sylvanovich and Peter von Behrens tied for the lead.

FOUR WHEEL DRIVE: Something interesting happened in the combined LPR/GGR autocross weekend. Dan Jones, driving a well-prepared (thanks to Robbie King of SCARGO) C4S, took top time at the LPR event and 4th place at GGR, less than .3 seconds behind some very impressive car/driver combinations. Top time on street tires by over .4 seconds. The LPR result wasn't especially noteworthy (unless you don't think 4wd cars can be made competitive at all) as it relied on shifting to first gear twice, which many drivers were unwilling to do. The GGR result, however, was impressive. This serves notice that the 993s, even the 4wd models, properly set up, and packing a lot more weight than their earlier Carrera brethren, are able to compete at the top levels of improved and production cars. It also suggests that the Kumhos are a tire to be reckoned with, and that Dan has gotten to be, at least on a good day, a very impressive driver.

THUNDERHILL, AGAIN: A few additional notes about the late-June GGR time trial, the motto of which was, "Stop complaining and help me gather up the car." (Email recipients, see engines.jpg) The Sharpmobile was also on a trailer, un-runnable. Craig Watkins took TTOD for street tires with a blistering 2:03. TTODL was a great run by Ellen Ferguson, also a 2:03. Note that Bill Benz's partner did not do all that driving (round trip to Palo Alto/Sunnyvale) just to get a race car and earn points for the event. The logic is this: gotta get the orange car home. Need to borrow a trailer (thanks, Jim). Once in Palo Alto, orange car dropped off, need to return the pickup/trailer to Ralston. Once that's done, how does a poor boy get home? Simple solution: haul his own car back to TH. Which car to haul back: simple again. The one that can get onto the track and turn some laps.

TIRES: There seem to be some major changes in store for the competition-tire crowd. BFG R1s are being phased out. The replacement tire (gForce) has half the tread. Official story is that the new tires are stickier and last longer. We've heard that before. Early reports are it's just OK, and is NOT going to last as long. Yokohama A008RSIIs are being phased out. The replacement 032s are a very nice tire, but noticeably slower. If you trailer your car, and don't care about a tire budget, Hoosier radials have been the proper choice for some time. They can't be run on the street due to very thin tread and a very thin casing, exceptionally subject to punctures and impact damage. The Goodyear GSCS is very capable, but expensive and short-lived. If you liked the BFG R1's balance of stickiness, wear and streetability, the only likely solution appears to be the Kumho, which many people haven't even heard of. It's not yet clear that they'll wear as well as an R1, but they appear to stick quite nicely. Just

what we need, another round of everyone needing to find a new tire solution. (Email recipients, see tires.jpg)

SCHEDULE CHANGES FOR GGR (and some other Zone dates): The Sears TT (late October) is very unlikely to happen due to scheduling problems with Sears. The date has been released to NASA. People should count on Buttonwillow to be the last TT of the year. Due to serious work pressures on Neil Librock, Masuo Robinson (next year's TT chair) will step in now and be in charge of the Buttonwillow time trial. Signups for Buttonwillow are going slowly. If you want to go, sign up now before sessions are farmed out to other clubs. There will not be a second autocross school. The status of the traditional New Year's banquet is uncertain. Time trialers will be informed about this by mail in the next few weeks. The new registrars for the ThunderHill club race are Kirk Doberenz and Karen Neidel. Much work is to be done, but the plan is that the race is a go. LPR's fall autocross schedule hasn't been announced, but look for some Oct and/or November dates to be announced soon.

PARADE: Zone 7's own Jim Hayes took TTOD. The 996s seemed to do very well. Though, on that topic, one must relate an apparently true story heard on the internet: the owner of a '70 911E (converted to RS specs) was following a gorgeous silver 996 Cabriolet (top down) in the parking lot of an outdoor mall in Seattle. As they passed one family, a young boy, looking at the RS (but not the silver car in front) turned to his father and said, "Daddy, look, a Porsche."

COMING UP IN SEPTEMBER: GGR AX, Dublin on the 12th; Redwood AX, Petaluma, 13th; Club Race, ThunderHill, 18th-20th (maybe, see above).

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. And, from a friend at work, an interesting BMW '84 635 coupe with when-new Alpina turbo conversion. About 370 hp, recaro sports seats. 100k miles, \$14k.

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Porsches at the Palo Alto Concours

By Dick Cottrell

The Fiftieth Anniversary celebration of Porsche at Palo Alto's Stanford University Campus was a Concours d'Elegance to remember. A contingent of over one hundred Porsches graces the beautiful campus grounds along with an additional two hundred and fifty show cars. The Thirty First Annual Lions Club event was a tremendous success, with an attendance exceeding eight thousand.

The Porsche family sent five of their finest museum race cars from Germany. Included in this group, a 1951 Aluminum Coupe; 1960 RS Spyder, winner at Targa Florio; the 1987 "Rothman's 962 C, LeMans winner, the famous 908/3 "Gulf" Spyder and the 935 "Moby Dick" with the "largest of whale tails!"

It is easy to be impressed with the David Morse collection of racing Porsches comprised of a 1970 911 St, a 1977 924 GTP, his 936 Martini Spyder, or his rare 959 coupe, one of two hundred built to exceed 190 mph. These street race cars were built in 1988 at a cost of \$200,000 each, and all were sold before they were manufactured. However, the most impressive of all Porsches, was the 917/30. It was recently restored by Dave Morse to the same specifications as the famous Mark Donohue "Sunoco" special, with its twin turbo twelve cylinder engine and over twelve hundred horsepower made this car the most powerful and successful sports car ever built.

Among the Porsche owners and their impressive cars attending were: Chuck Forge and his 1949 356 SL Roadster formerly owned by John Von Neumann. Chuck has vintage raced this car successfully for over thirty years. Also Larry Grove's beautiful restored 1974 RSR, a consistent time trial winner took first in the Race Car Class. Barney Gardner brought his "Poster Car", silver 1958 Speedster and his magnificent 1964 red 904 Carrera GTS (Best of Show) in 1994. SCCA Director, Clint De Witt and his wife Pat, brought their 1955 Continental Coupe, nicely restored

and raced in many vintage competitions. This car was badly damaged several months ago, but with repairs completed just a few days before the show, they entered and received a Second Place Award. Another very rare Porsche, a 1949 Coupe, built by hand in Gmund, Austria and later restored in 1990 by Jim Barrington (Stinson Beach) was on display. Bruce Canepa (Santa Cruz), showed three racing models: A 935 Coupe, a Kremer K3 and a 917/10 Spyder. Other local residents presenting their cars were: 356C Cabriolet. The red 1962 356 Coupe belonging to Norbert Neislony (San Carlos), who was the first Porsche Factory Representative in California over 40 years ago. Barry Rilliet and Sandro Lee (Hillsborough), brought their beautiful yellow Porsches: a 1964 356 Convertible and a 1997 Twin Turbo Coupe. Yet another rare Porsche, one of only eleven made, a 916 2.7, owned by Andy Anderson, was trailered from Ukiah, with his black 1959 Convertible.

Many well known and respected Porsche and 356 Club Judges were on hand to share their knowledge and ability to select the finest Porsches of the Show. Bruce Anderson, PCA National Tech Chairman; Joe Hartman, PCA Valuation Chairman; Kirby Hollis, multiple award winner and Pebble Beach Judge; Hamp Miller and Ed Swain from San Luis Obispo, multiple PCA award winners, along with Paul Risinger from Washington State, Mark Smedley, a Preservation Judge from Sacramento, and Tom Masles from Singapore.

In the end, the little red 1961 Roadster restored by Dawn Perry and Ted Blake of Sacramento was announced the winner and Best Porsche! Comments by Roger Wiersema and Ed Dugan Co-Chairs of the event: "WOW", and "One of the most wonderful Porsche shows ever, and for Charity too; how very, very rewarding." \$268,000 was the gross receipts for this charity concours. The most successful in the thirty one year history of the show! Attendance this year exceeded 8,500.



Morespeed's 1973 917/30 "Sunoco"



Stan Michelman's GT 3

Photos by Dick Cottrell

Porsche Chronicled 50 Years at Monterey Historic Races

PCA Editors News Service

MONTEREY, Calif., August 16—Presented by the Chrysler Corporation, the 1998 Monterey Historic Automobile Races had automotive journalists and enthusiasts worldwide eagerly waiting participation in Porsche's largest 50th anniversary celebration. Many legendary factory drivers, highlighted by Derek Bell, Bob Wollek, Hans Herrmann and Hurley Haywood, along with Porsche executives Dr. Wendelin Wiedeking, chairman of Porsche AG, and Frederick Schwab, president of Porsche Cars North America, and a host of other dignitaries, descended on Laguna Seca August 14–16 in commemoration of the sports car icon. Also catching the anniversary spirit were Porsche Club of America members, led by club President Judy Boles, who arrived into Laguna Seca's car corral in more than 1,000 Porsches.

In keeping with Monterey Historic tradition, Porsche transported 23 rarely seen vehicles from its Porsche AG Museum in Stuttgart, Germany, and constructed an elaborate paddock display in tribute to the first 50 years. Among its highlights were the 1948 Porsche 356 (#1), 1954 Porsche 550 Panamericana Spyder, 1960 Porsche 718 Formula 2, 1970 Porsche 917 (LeMans winner) and 1978 Porsche 935 Moby Dick.

The Monterey Historic Automobile Races spotlighted vehicles that represent the highly significant eras of Porsche racing and development. Among the Saturday racing highlights were sports racing cars from 1955 to 1961. This group featured nine Porsche RSK Spyderys that were greatly responsible for the early beginning of building Porsche's racing reputation by winning numerous class honors and in later years as overall race winners.

Also on Saturday were FIA Manufacturers Championship cars that competed between 1965 and 1971. For Porsche, this is when its 917s and 908s began dominating international endurance races, such as LeMans and Sebring. A field of 20

Porsches, including 906s, 908s and 917s, competed against old rivals such as Ferraris, Ford GT-40s and Lolas in the 33-car group.

When Porsche took its parade laps on Sunday prior to the racing events, virtually every model ever built was on the track in a nostalgic salute to this time-honored marque. Afterwards, the legendary battle among Shadows, McLarens, Lolas and Porsches resumed in an exciting race that featured Can-Am cars from 1966 to 1974. Porsche had become more dominant in motor racing and its successes were best exemplified by the 917/10 and 917/30. Among the competitors were George Follmer, reunited with the original Porsche 917/10 that gave him the 1972 Can-Am Championship, who battled with Hurley Haywood and Bruce Canepa, also driving 917/10s.

The 917/30, arguably the most powerful race car ever constructed, was also in the challenge. The 1973 Sunoco Porsche 917/30 that was originally driven by Mark Donohue is powered by an 1,100-horsepower, twin-turbocharged engine that enabled it to compile a staggering string of victories, winning all eight races in 1973.

The Monterey Historic Automobile Races' grand finale included a field of 31 1972 to 1981 era FIA Prototype and GT Championship Cars. Cars such as the 935, 936 and RSR further solidified Porsche's racing stranglehold by dominating IMSA and International FIA races. Twenty-seven Porsches competed and were challenged by Lola, Chevron, Rondeau-Ford and BMW.

Laguna Seca officials saw a record crowd this year. "The worldwide popularity of Porsche is undeniable," commented Monterey Historics organizer Steven Earle. "Porsche's historic paddock display and working garage underscored the company's successful 50-year racing heritage. The display was a once-in-a-lifetime treat for racing fans of all ages."



356's driven by John MacIntyre and Leonard Turnbeaugh



Tom McIntyre's 1976 934/5

Photos by Dave Dunwoodie

GGR/Automotion Autocross #4 results

Reported by Dave McGuigan

Class	Driver	Car	#4 Time	STD Points	Class	Driver	Car	#4 Time	STD Points
A	Davidson, Brad	76 912E	47.107	20	Fi	Busche, Karl	70 914/6	-	40
A	Davidson, Cora 76	912E	53.846	13	Fm	Helms, Rebekah	74 914	-	11
A	Doy, Tony	66 912	-	16	Fm	Iyengar, Anand	73 914	-	26
A	Mendia, Sandy	66 912	51.336	16	Fm	Sharp, Larry	74 914	-	60
A	Powell, Mark	71 914	-	20	Fm	Siemens, Eric	74 914	-	27
Ai	Clever, John	67 912	-	20	Fm	Yearton, Dennis	914	-	16
Ai	Dugan, Jay	71 914	44.990	48	FmL	Yearton, Lisa	914	-	20
Ai	Stark, Jim	74 914-1.8	43.491	73	Fun	Schultz, Bob	80 911SC	-	0
Ai	Stark, Loyal	74 914-1.8	-	13	Fun	Schultz, Jan	87 911	-	0
Ap	Benz, Bill	57 Speedster	45.935	16	G	Blackbourn, David	72 911T	47.416	20
Ap	Conston, Steve	72 914	44.264	20	G L	Eskildson, Harriet	71 911	-	16
B	Darling, Dave	74 914-2.0	44.766	60	G L	Radding, Lisa	72 911	-	20
Bi	Beck, John	74 914	41.124	80	Gi	Stebbins, Jeremy	68 911	44.498	20
Bi	Biesemeyer, Jim	74 914 2.0	-	16	Gi	Teasley, John	74 911	-	20
Bi	Esser, Brooks	73 914	-	13	GiL	Thomas, Eugenie	68 912	45.248	20
Bi	Jackson, Larry	73 914	-	27	Gm	Bergstrom, Dirk	73 911	41.981	29
Bi	Seidell, John	74 914	-	40	Gm	Jackson, Neil	69 911T	39.323	60
Bp	Brown, Gerry	74 914	42.300	60	Gm	Kuhn, Steve	70 911T	-	13
Bp	DelVillano, Bert	74 914	43.473	52	Gm	McGuire, Martin	68 911	42.070	33
Bp	Drain, Rick	75 914-2.0	-	9	Gm	Molineaux, Kevin	70 911T	-	11
Bp	Sarachene, Craig	73 914	-	13	Gm	Sykes, Jeff	73 911RS	-	32
BpL	DelVillano, Anne	74 914	45.604	51	Gm	Sykes, Rachael	73 911RS	-	11
Br	Aube, Rob	74 914 2.0	41.177	36	Gm	Taylor, Mark	69 911T	47.026	9
Br	Neidel, Rob	74 914 2.0	39.569	40	Gm	Temple, Vaughn	72 911T/RSR	42.662	11
BrL	Neidel, Sharon	74 914 2.0	40.351	60	GmL	Stark, Patty	69 911T	41.341	56
Bx	Hemingway, Lee	76 914	45.037	16	GmL	Sykes, Sylvia	73 911RS	-	20
Bx	Neidel, Karen	74 914	43.912	40	Gp	Chloupek, Graham	70 911T	42.320	80
Bx	Newton, Bill	68 912	-	40	Gx	Angebrannt, Susan	73 911E	-	16
C	Lam, Larry	85 944	-	16	Gx	Williams, Harold	73 911E	40.807	60
C	Marum, John	87 924S	47.923	40	Hi	Williams, Evan	72 911	41.365	60
Ci	Novak, Chris	86 944	-	40	Hp	Fleming, Tim	69 911E	-	20
Ci	Rose, Revis	84 944	-	16	J	Schaefer, David	74 911	-	20
CiL	Buchner, Cindy	86 944	-	40	K	Bandirola, Steve	80 911SC	-	7
Cp	Cai, Lei	84 944	-	16	K	Busche, Eric	81 911SC Targa	-	27
Cp	Smith, Miles	87 944	44.034	80	K	Dean, Tim	77 911S	-	13
D	Bechtold, Bill	86 944T	43.681	60	K	Florea, Alex	82 911SC	-	5
D	Mavrioglou, Vangel	89 944S2 Cab	46.872	13	K	Gakuba, Fidel	81 911SC	-	16
D	Schulze, Dieter	91 944S2	-	31	K	Hickman, Dave	81 911SC	44.054	49
D	SooHoo, Kristi	86 944T	48.041	53	K	Merrill, Parker	83 911SC	-	11
D	Tavernetti, John	87 944S	44.650	61	K	Powell, Allen	911SC	-	13
Di	Char, Gerald	88 944T	-	20	K	Rahal, Dame'	81 911SC	47.143	22
Di	Lau, Stephen	87 944T	-	16	K	Siemens, Catherine	83 911SC	-	9
Dm	Mitchell, Mike	87 944T	-	32	K	Smith, Mark Paul	81 911SC	44.981	76
Dm	Resnick, Mike	87 944T	-	13	Ki	Campbell, Fred	75 911	41.916	16
Dm	Sylvanovich, Donna	87 944T	-	40	Ki	Dean, Derek	83 911SC	-	36
Dm	VonBehrens, Peter	87 944T	42.681	40	Ki	Freeman, Gary	79 911SC	-	20
Dp	Fooshee, Bob	84 928	-	16	Ki	Murray, Chris	78 911SC	40.876	36
Dp	Lau, Stephen	87 944T	-	20	Ki	Winkler, Bill	80 911SC	-	20
Dp	McCain, Wilton Eric	87 944T	-	13	Km	Stevenson, Gary	79 911SC	-	13
E	Bandirola, Steve	86 928	-	20	Km	Stevenson, Jeff	79 911SC	-	16
Ei	McMillan, James	86 928S	43.724	60	Km	Winders, Scott	78 911SC	-	20
Em	Murphy, Jim	88 928 S4	42.840	20	Kp	Dean, Derek	83 911SC	42.150	20
Ex	Doberenz, Carolyn	69 911E	41.669	16	Kp	Ho, Waymond	81 911SC	43.397	16
Ex	Doberenz, Kirk	69 911E	40.665	20	Kp	Kost, Jeff	80 911SC	43.549	53
Ex	Huster, Anita	69 911E	46.916	11	L	Erlandson, John	84 911	-	16
Ex	Huster, Steve	69 911E	42.911	13	L	Jackson, Neil	86 911	-	20
Exhb	Brown, Sally	72 911	40.528	-	L	Johnson, Ross	86 911	-	31
Exhb	Jessen, Scott	72 911	40.107	-	L	Klein, Mike	87 911	45.972	13

Class	Driver	Car	#4 Time	STD Points	Class	Driver	Car	#4 Time	STD Points
L	Leong, David	87 911	46.019	11	M	Sanberg, Steve	91 911	47.024	33
L	Maker, Brad	87 911	44.382	52	Mi	Aube, Rob	90 C4 Cab	-	16
L	Ng, John	85 911	-	35	Mi	Neidel, Sharon	90 C4 Cab	-	20
L	Petredis, Nick	88 911	-	7	Mp	Chandler, Tom	89 911 C4	-	16
L	Petredis, Peter	88 911	-	5	Mp	Davis, Judy	89 930	48.595	13
L	Vail, Matt	86 911	-	13	Mp	Davis, Ron	89 930	43.499	16
L	VanPraag, Nico	89 911	-	16	Mp	Sousoures, Louise	90 C2	42.107	80
L	Winkler, Bill	87 911	43.189	20	N	Armellini, Al	95 993	-	20
L L	Stark, Patty	85 911	-	20	N	Chan, Clarence	96 C4S	45.012	20
Li	Bauman, Jim	86 911	-	13	N L	Gleason, Tish	95 993	-	20
Li	Brooksby, Glen	89 911	40.682	20	Ni	Jones, Dan	97 993 C4S	39.432	60
Li	Costello, John	86 911	42.669	11	Ni	Lee, Brian	97 993 C4S	43.791	65
Li	Librock, Neil	84 911	43.719	22	Ni	Stowe, Greg	96 911	42.976	16
Li	McGuigan, Dave	86 911 Targa	40.604	64	Qm	Cox, Jon	82 911 3.5 Turbo	41.388	40
Li	Mouton, Alex	85 911	-	3	T	Campbell, Gary	97 Boxster	-	9
Li	Mouton, Jerry	85 911	-	9	T	Kaplan, Leo	97 Boxster	43.820	45
Li	Ott, Len	84 911	44.908	7	T	Ohl, James	97 Boxster	43.754	76
Li	Pickett, Tom	88 911	-	5	T	Ostler, Doug	97 Boxster	-	20
Li	Povse, Jerry	86 911	-	13	T L	Lee, Nancy	98 Boxster	44.721	80
Li	Ward, Don	84 911	47.030	5	T L	Ohl, Jean	97 Boxster	-	16
Li	Watts, Henry	86 911 Cab	39.855	80	Ti	Colman, David	98 Boxster	40.776	40
Li	Yonk, Neil	84 911	-	11	TiL	Bradshaw, Judy	98 Boxster	43.884	40
LiL	Yonk, Laurie	84 911	-	20	Z	DeMartini, Lloyd	73 914-6	39.193	20
Lm	Benz, Bill	72 911	-	16	Z	Olney, Tobias	70 914-6 3.6	42.159	31
Lm	Cooley, John	75 911	-	20	Z	Provasi, Tom	70 914	39.304	36
Lm	Wheelock, Tom	72 911	-	20	Z	Sharp, Larry	73 914-6	41.552	13
Lp	Robinson, Masuo	86 911 Cab	-	20	Z L	DeMartini, Pattie	73 914-6	40.234	20
M	Paugh, Jim	92 911	42.914	20	Z L	Provasi, Sandy	70 914	41.430	16
M	Pretti, Jerry	91 C2	43.808	16					

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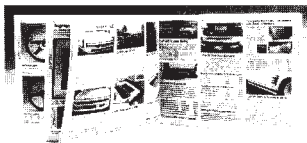
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They Shoot Porsches, Don't They?

By Jim Bauman

It was almost Hollywood. But there were no tempermental stars, no air conditioned motor homes used as dressing rooms, and no catering company providing the cast and crew with gourmet food all day long. However, for GGR members Tom Pickett and Jim Bauman and their two red Carrera Cabriolets, it was pretty close.

Writer/Producer Gino Del Guercio was in the Bay Area filming some scenes for an upcoming PBS documentary commemorating the 50th anniversary of the invention of the transistor. Del Guercio wanted the host of the show, PBS commentator Ira Flatow, to cruise around Silicon Valley in a sports car. It had to be a red Porsche, and it had to be a convertible. A few phone calls to the right people at PCA led them to Tom and Jim.

Filming was scheduled on one of the hottest days in July - great top down weather. After shooting the first scene outside



GGR member Tom Pickett holds the umbrella for Ira Flatow.



Your host, Ira Flatow outside of Intel in Santa Clara, standing beside Jim Bauman's '86 Carrera Cab.

Intel's Santa Clara headquarters, the crew moved

up to Charleston Road in Mountain View. Someone thought it would be great to film some car to car scenes of Flatow talking while driving Jim's Carrera, with Tom right behind him in his car. At one point, Ira Flatow had to turn around while driving, look at the chase car carrying the cameraman, and talk. This provided a little excitement as Flatow narrowly missed driving into a curb as he delivered his lines. Meanwhile the cameraman, Bob Elfstrom of San Francisco, is telling Tom

"This is perfect! This is great!" After a quick Porsche driving lesson by Tom, Flatow managed to

keep the car more or less in a straight line!

Other scenes that included the Porsches were filmed outside Dr. William Shockley's boyhood home in Palo Alto (he was one of the inventors of the transistor), and at Stanford University. Look for the special "Transistorized" sometime in the fall on PBS.

Tom Pickett's car being used as a film car, while Flatow drives Jim Bauman's.





August Board of Directors meeting

Meeting called to order at 6:30 P.M. on August 5th. Board members present were Larry Sharp, Marianne Gardner, Louise Sousoures, Kirk Doberenz, Karen Neidel and Dave Dunwoodie. Absent members were James Ohl, Carolyn Lusk and Greg Braun. Also present was Bill Lusk. Minutes of the previous meeting were unanimously approved as written. No calendar changes were announced.

Postmortem of events

The Friday Night Social had a good turnout of about 25. The fourth GGR Automotion Autocross had 80 drivers. Porsche Parade in Steamboat Springs, Colorado was hot, despite the altitude. Jim Hayes from Zone 7 won the Autocross, which was a first gear course. Zone 7/SVR was selected to host Porsche Parade in 2000 in Sacramento. The Carlsen Swap Meet sold all but three booths, and the Concours had 23 cars compete.

Director reports

President: Tour de Krote planning is in progress.

Vice President: Insurance has been ordered for all events in August and September.

Treasurer: No report.

Membership: Number of prime members is 1466, with 32 applications in process and 41 new members. Board unanimously approved motion to accept all submitted new member applications. Membership received an old (and slow) copier from Laurie Yonk, Time Trial Registrar, and requested Board approval to donate to our charity, Child Advocates of Santa Clara and San Mateo Counties. Board unanimously approved motion. The next New Member Social is October 9th. The event is not planned to be as elaborate as the last one at Automotion, and will probably be located at a restaurant near the San Mateo Bridge. Dave

McGuigan, who has already volunteered to do the 1999 Directory, has made a note to make sure the wording for Webmeister position approved by 1998 BoD ballot and two minor related administrative updates are included in 1999 Membership Directory. Though initial indications were otherwise, Membership has not received enough positive response from the Zone 7 Region presidents to warrant further effort for a Zone 7 Millennium New Year's Party. Membership presented idea of combined 1999 Bay Area Autocross Series to LPR Board of Directors. LPR Board was undecided and would like to have GGR Autocross Chair present opinion at next LPR Board meeting. Competition to contact Autocross Chair to inform of request.

Competition: All 1999 rules change proposals received by the deadline were included in the August Nugget, and will be discussed at the Rules Committee meeting on August 19th. Board discussed Boxster roll bar requirements. Southern California is supposedly using the "broomstick rule" to qualify drivers. Board consensus was all convertibles need a roll bar, which includes the Boxster, though that does not answer the question of specifying the geometry of the roll bar. Bill Lusk consented to be the Time Trial Representative for the Rules Committee Meeting.

Secretary: Clueless in Santa Clara Rallye planning is in progress.

Social: The Carlsen Concours/Swap Meet had \$1180 net revenue after expenses to donate to Child Advocates. Social had no information on concession sales, as they were forwarded directly to Treasurer. Concern was raised about the lack of planning for the Time Trial Awards Banquet, assuming a date near New Year's. Location and budget need to be determined post haste. Though GGR did not win, Rob Neidel was commended by the Board for his

superior scrapbook presentation. The annual report format, with the Golden Gate photography and graphics were very professionally done, and may have resulted in some freelance work for the author.

Nugget Editor: Nothing to report.

Webmeister: No report.

New Business: Time Trial Series-In the process of coordinating dates for the 1999 Time Trial Series, Masuo Robinson discovered that Sears Point still has GGR on their calendar for December 1998, but not for October. Apparently, the Board's decision to drop the December date earlier this year did not get to Sears Point. Action is in progress to determine the availability of the October date. Also identified was the delayed preparation for the upcoming September Club Race. Social graciously volunteered to act as Club Race Registrar and immediately send out registration packets using the current Club Race and Time Trial mailing lists. Competition volunteered to be at Thunderhill on Friday morning to help entrants with registration checkin. Due to the late date, there will be no Club Race t-shirts this year. Identifying and requesting donations for the event are also in jeopardy. The Board unanimously appointed Masuo Robinson as Chair of remainder of 1998 Time Trial Series, and the GGR Co-Chair for the Club Race. President took action to contact Mike Willis, SVR Co-Chair, of the new GGR point of contact.

Meeting adjourned at 8:15 P.M. The next Board of Directors meeting is scheduled for Wednesday, 2 September 1998, at 6:30 P.M. at Round Table Pizza, 1271 E. Calaveras, Milpitas. Call (408) 946-4633 for directions.

Members

GGR members celebrating anniversaries with PCA in August:

5-year anniversaries

Colm & Geraldine Campbell

Tony & Linda Coturri
 Alan Davis & Margo Turner
 Bill & Beth Degolia
 Gary Du Haime
 William Fergus, Jr.
 Rob & Laura Hastings
 John & Carrie Hunter
 Bill & Sharon Ireton
 Michael & Debra Itteilg
 Lawrence Knippel
 Hubert Lee & Jenny Leen
 Chris Peterson
 Robert Stewart, Jr.
 Harold Williams & Susan Angebrannt
 Rita & John Williams

10-year anniversaries

Peter & Adrienne Gaudette

15-year anniversaries

Robert Neidel
 Douglas & David Wood

25-year anniversaries

Steven Scott & Yong-Yong Tam

31-year anniversaries

Gary & Mindy Evans
 Paul & Carol Greene
 Charles & Elaine Leong

Louise Sousoures, membership

33-year anniversaries

Brian & D'Anne Carlton

38-year anniversaries

Robert Boyd & Suzanne Greenley-Boyd

New members

Please join us in welcoming our newest members.

Ambrisko, Doug & Dana
 2030 W Middlefield Road #5
 Mountain View, CA 94043
 650-964-2858
 911 87

Bellamy, Scott
 10315 Mary Avenue
 Cupertino, CA 95014
 408-255-7742
 Boxster 98

Bledsoe, Gerie
 Diane Ruszczyk
 203 Wykoff Drive
 Vacaville, CA 95688
 707-448-9694
 911 83

Braden, Gerald & Helen
 1068 Cascade Court
 Menlo Park, CA 94025
 650-854-3005
 911Cab 97

Buchalter, Darin
 2016 Pacific Avenue #203
 San Francisco, CA 94109
 415-248-2008
 911 95

Cheng, David
 Teresa Hon
 2487 38th Avenue
 San Francisco, CA 94116
 415-681-8892
 Boxster 97

Cook, William
 Ellen Finnerty
 1615 Bel Air Avenue
 San Jose, CA 95126
 408-248-5133
 996 99

Costa, AJ
 165 Mitchell Ave
 South San Francisco, CA
 94080
 650-871-0400
 356 57

Davis, Ronald & Judy
 3275 Royal Meadow Ln
 San Jose, CA 95135
 408-223-8344
 930Turbo 89

Denebeim, Edward
 200 St Francis Blvd
 San Francisco, CA 94127
 911 68

Depaoli, Michael & Ann
 PO Box 2118
 El Granada, CA 94018
 650-712-1797
 996 99

Esaki, Chris
 Carrie Yingling
 829 Jefferson Court
 San Mateo, CA 94401
 914 73

Flynn, Ralph Jr & Carolyn
 19900 Old Santa Cruz Hwy
 Los Gatos, CA 95033
 408-353-1773
 Boxter 98

Fulgham, Andrew
 Naomi Murai
 268 Seaside Drive
 Pacifica, CA 94044
 650-359-8457
 993 96

Time Trial #151



Funsho-Atanda, Dele & Abi
 Flat 6 133 Deptford High Street
 London UK SE8 4NS,
 004-418-16916192
 914 70

Garabedian, Gail
 6918 San Felipe Road
 Hollister, CA 95023
 408-636-0248
 911 86

Godfrey, Jim
 2215 R Market Street #210
 San Francisco, CA 94114
 911 80

Hadley, Dean & Candance
 5828 Pentz Road
 Paradise, CA 95969
 530-877-1224
 356B 61

Isaacson, Trygve
 1352 Rifle Range Road
 El Cerrito, CA 94530
 510-215-9779
 Boxster 98

Kremer, Mike
 1147 Pulora Court
 Santa Clara, CA 94087
 408-733-5173
 911 83

Layseca, Carlos & Diana
 10704 Celeo Lane
 San Jose, CA 95127
 911Cab 84

Medeiros, Steven
 Dave Morse
 269 Cedar Street
 San Carlos, CA 94070
 650-595-3239
 911T 73

AIR COOLED PORSCHE MECHANIC



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- Large Stock 356/912 Mechanical Parts

510-632-8232
SAM SIPKINS



Official Count

New members 41
Transferring in 3
Transferring out 5
Total members 1466

Moo, Charles
Roubik Boudaghian
2620 Oakmont Drive
San Bruno, CA 94066
650-361-1676
930 77

Nantel, Norm
#823-751 Laurel St
San Carlos, CA 94070
650-631-3259
911Cab 86

Neapole, Bruce & Matthew
1790 Jackson Street #704
San Francisco, CA 94109
415-771-5133
911 89

Nichols, Marilyn
150 Lombard Street Apt 102
San Francisco, CA 94111
415-544-9158
Boxster 98

O'Keefe, Colin
311 Tideway Drive #113
Alameda, CA 94501
911Targa 88

Oates, Don
506 Holly Hock Court
San Jose, CA 95117
408-296-7723
911 85

Schwartz, David
Boxster 98

Seger, Ronald
1150 W El Camino Real
Mountain View, CA 94040
650-967-5789
911Turbo 97

Shioya, Taka & Etsu
6360 Ivy Lane
San Jose, CA 95129
Boxster 98

Suess, Robert
606 S Eldorado St #3
San Mateo, CA 94402
650-548-9765
911 87

Takasugi, James
1026 Heatherstone Avenue
Sunnyvale, CA 94087

408-774-1178
Boxster 98

Takayama, Leonard & Laura
1036 Lassen Drive
Belmont, CA 94002
650-592-6799
911SC 78

Tamplin, Paul
Suzanne
6999 Calabazas Creek
San Jose, CA 95129
408-257-4069
911 99

Tomasi, Timothy
203 San Pedro Circle
San Jose, CA 95110
408-287-5160
Boxster 98

Tse, Eric & Vivian Quan
372 Firecrest Avenue
Pacifica, CA 94044
911 86

Wallace, Leslie
David Bill
700 Vega Circle
Foster City, CA 94404
650-573-5772
Boxster 99

Watson, Mac
10 Midhill Drive
Mill Valley, CA 94941
415-381-1740
911SC 80

Weiner, Greg & Kathy
14965 Sobey Road
Saratoga, CA 95070
408-354-2029
911SC 79

Wong, Reynold
1727 Flickinger Ct
San Jose, CA 95131
408-923-2379
Boxster 98

Transferring in

Donaldson, Henry
2334 Mar East Street
Tiburon, CA 94920
911T 88

Hallier, William & Gloria
23644 Mt Charlie Rd
Los Gatos, CA 95033
911SC 81

Palic, David
265 6th Avenue #2
Santa Cruz, CA 95062
911SC 83

Transferring out

Clark, Dennis
138 Saint James Ave
Boston, MA 02116
911SC 80

Everhart, Tom (Edwin)
20 Lodge Lane
San Rafael, CA 94901
914 75

Minarik, Steve
PO Box 14528
Humble, TX 77347
356 64

Walsh, Jane
Steve Carvalho
RR #1 Box 129C
Smithfield, PA 15478
911Targa 96

Wood, Mason
801 W El Camino Real #339
Mountain View, CA 94040
928S 84

Friday Night Social



See what goes

**6:30 p.m. Friday,
September 11th**

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

Marketplace

VEHICLES

Porsche Speedster replica. Very nicely done. Beautiful black lacquer with black interior. Porsche big bore engine with Webers (1720cc). IRS rear suspension. Hartz cloth top, VDO instruments, chrome wheels with Porsche crest caps. Cover. Toneau. Bra. \$14,000 or best offer. \$12,000 without engine. Jeff Witwer at (650) 949-1110 (evenings)

1967 911X (S) Targa: S/N 500 010, factory prototype, soft rear window, probably the oldest Targa in the world! 911S engine is S/N 960 070. Many spares; Factory custom interior; Body restored, Irish Green lacquer (original color). Instruments have numbers on the glass, not the faces. I have a letter from the factory, plus original maintenance documents stating that this was Dr. Ferry Porsche's personal automobile. To own a piece of the original cross make offer! Orval R. Fairbairn (650) 969-4351 (res)

911 Race Car, big brakes, coil over on all four corners, very competitive, short gears, adj. bars, full cage, 10 and 12 X 16 inch rims, wide 993 carbon fiber body with GT2 wing, new paint, very pretty. Your choice of engine, 2.7L high compression or 3.0L twin plugs or 3.6L. Call for details \$30K with 2.7L engine. Steve Young (408) 859-4930

1968 911 coupe Black, 6cyl., 5sp, steel SC flares, Owned 17 years. Must see to appreciate. \$10,500 OBO Dave (650) 363-0991

1970 914-6 #9140430131, restored, 2.2E motor - 5K miles, Grand Prix White GT steel flares, Fuchs 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.

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). Silver over black, 15" Fuchs. (Long Time Don ("Carrera Tech") Wise car. \$12,500 Terry Sullivan (408) 353-3111

1971 914 V-8. Small block Chevy V-8 nicely installed in original, rust-free California 914. High performance suspension and tires. Top quality throughout. Fast, beautiful, reliable. Call or email for details. \$15,400. John Strom, Reno. (702) 851-3000 or Jstromsa@aol.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 headlamps(unmounted). \$5,000 James (510) 886-2814.

1972 914 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)

1973 1/2 911T. In very good condition, 97,000 miles. Strong 2.4 with tensioner update and pop off valve. Top end work and clutch at 67,000 miles. Stainless brake lines, turbo tie rod ends, turbo valve covers, K&N filter, new Koni sport shocks in front, rebuilt front and rear brakes with new front rotors. Front mounted Earl's cooler with stainless lines. Original Sepia paint, original interior except for Scheel sport seats, original bill of sale, toolkit with all tools, spare tire. Polished 6's and 7's Fuchs with black centers, newer tires. This is a strong running original car, briefly time trialed. No rust, no disappointments. Priced at \$9,000. Call Mike Cullinan (408) 636-1314

1973 RE Coupe, #9113201004. White w/black. Lightweight model. Born RE, upgraded RS. Recaro seats. Rebuilt transmission, brakes, suspension, MFI. Rebuilds 105k miles, now 160k miles. Forced oil chain tensioners, H&H Carrera bars, Front oil cooler, more. 15" cookie cutters. Blaupunkt, 16" black Fuchs available. Documents. Garaged. \$15,700. Gary Hoffman. Hoffman@ricochet.net. 408-927-6917

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/offer. 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 911S Coupe: Technically, the color is "Platinum", but it looks gold or white-ish gold. Second owner; bought it in 1978. 72,000 actual miles. Not driven for the past three years. Body in very, very good condition for a 22-year-old car with original paint. Interior could use some refurbishing. Mechanically, it suffers from too much deferred maintenance. Needs a major tune up, smog certification, possibly more. It is a "project" that I just can't seem to get started on. Potential race car? Sold "as is" for \$4,900. [My motivation: My wife says I can't buy a new computer until I sell the 911 plus we need the space in the garage.] John (650) 326-1344 [home], (650)604-5375 [office], or email at jmd001@aol.com

1979 930 Turbo. Brown/Brown leather, 32,000 miles, always garaged, new tires, sun roof, air conditioned, professionally maintained car. Asking \$28,950. Call Ron Knecht (702) 883-3003

1980 911SC Targa. White/brown - recently restored, interior and rollbar exterior repainted. All "warts" repaired, all restoration done by a professional. Lots of extras, i.e., A.C. alarm, solid/secret switch, alloy wheels, turbo torsion bars, clutch and starter. For further information, contact Bob/Neva Burton (209) 733-3219, email bkbender@earthlink.net. All prices will be quoted to serious buyers.

PARTS & MISC

Tires for sale: 1. BFG Comp T/A-R1, 205/50-15. Ordered new (shaved to 3/32) before Parade. Used only once (successfully) - at Parade. \$75 each. 2. Yokohama 008 RS, 205/60-15. Practi-

cally new, mold lines still visible. \$40 each. 3. Yokohama 008 RS-II, 205/50-15. Worn, but probably good for rest of season. \$15 each. Terry Zaccone. (408) 257-6575

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, complete front 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 decanter, 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 bondo. \$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, \$300.00 2.0 ltr. engine, running w/o injection \$450.00, one set of 96mm P&C w/perfect seal rings \$200.00, 2 sets of 44-IDF Webber's w/linkage and extra jets \$500.00, one 911 fan assembly complete w/fiberglass shroud for 914.4 \$450.00. Other parts also. Call EJ Fontaine at (925) 625-1146 or e-mail to: spdracer@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/timeserts. 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&c's, or 3.0 long block, rebuild considered.. can add cash. Larry Moeller, (530) 889-8268, elmo@inreach.com

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

Wheels: Set of (2) 8 x 16 and (2) 9 x 16 forged Club Sport wheels from 944 Turbo S. 8 x16 wheels are brand new with anodized

finish, 9 x16 wheels have a few scratches. Will only be sold as a set. (2) 9 x 16 forged Club Sport wheels from 944 Turbo S. Polished. Price reduced to \$800. (2) 8 x16 "Design 90" wheels. Seven spoke design, original equipment on C2/C4 and 944 S2. 52.3 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 S/928S4 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)

Parts for 911, 914: 3.0SC crank, rod, balanced, micro polished, resized, new bushing \$1,450. 2.7 crank and rod set, balanced, micro polished, resized, new bushing \$1,250. 2.7 crank (25/25 under), and rod set, balanced, micro polished, resized, new bushing \$850. 98mm pistons and cylinders, high compression, new from Andial \$3,000. Please call Steve Young (408) 859-4930

Factory stereo system from 1996 911: Becker CR210 AM/FM Stereo Cassette radio, two 6 x 9 rear speakers, two 4 x 6 front speakers, two tweeters, perfect condition - \$250/OBO. Brand new Performance Products 911 strut brace for C2/4 1989-98 - \$250 new - \$200/OBO. Dennis Mahoney (650) 654-2789

16" Fuchs from 911SC. 6s and 7s with center caps, best offer. Or looking to trade the 7s for 6s. Ray (408) 974-6238.

2.0L 911 parts including mag case, oil cooler, rods, counter-weighted crankshaft, engine sheet metal, heat exchangers, cam towers, and '69 "E" MFI pump. 2.7L CIS 911S camshafts. Ron Halfhill (408) 720-9146

WANTED

Early 911/912 front bumper guards w/o rubber strip, early OEM trunk liner (3 pieces), Lemmerz wheels dated 9.57, Bosch ign. sw. 644.613.101.00 w/matching orig. key (or just the key), key fob/key case (any style or vintage), "jorg" screwdrivers, 260 MM "pickle fork" wiper blades and arms, "A" owners manual dated 3.59, glycering calendars '56, '57 and '66. Factory special tools ("P" tools) and catalog, factory photographs, boutique items, cigarette box, ash tray, etc. Jerry Haussler (650) 377-1213 (day) (510) 583-1493 (eve) bonehead@zephyrblau.com

2.0L 215 mm flywheel; Type 17 or 19 MFI pump (rebuildable). Ron Halfhill (408) 720-9146

Classifieds - Sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by *The Nugget*, 875 Encino Drive, Morgan Hill, Ca 95037 or Fax (408) 779-9073, or email me @ ddunwood@garlic.com by the 5th of the month to be published the following month. Include your PCA membership number and we'll run your ad at no cost for two months. Non-PCA members must include a check for \$10 per ad, payable to PCA-GGR. Ads may be edited or rejected at the editor's discretion. Call (408) 779-0389 to cancel sold items.



GGR & Zone 7 Events Calendar



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

September

- 2 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 11 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 12 Sat **GGR Automotion Autocross #5** - Dublin
- 12 Sat Zone Rallye #6, Baby IV, hosted by Loma Prieta Region, an A-B gimmick rallye. \$10 per car. For info call John Reed at 408-371-1965.
- 18-20 Fri/Sun **PCA Club Race**, hosted by Sacramento Valley & Golden Gate Regions at Thunderhill, Willows. For fee and information call Mike Willis at 916-363-8313.
- 20 Sun **Zone 7 Concours #5 - Wine & Roses** - hosted by Yosemite Region at Wine and Roses, Lodi. For fee and information contact Pat Ikeda at 209-473-4628.
- 26 Sat **GGR Adopt-A-Highway**, Call Jean Ohl (650) 341-9020.
- 26-27 Sat/Sun **Zone Rallye #7**, hosted by Sacramento Valley Region, Carrera de Sierra. For fee and information contact Rik Larson at 916-481-6084.

October

- 4 Sun **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
- 4 Sun **Zone Concours #6**, 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.
- 7 Wed **GGR Board Meeting**, 6:30 p.m., Round Table Pizza. 1271 E. Calaveras Blvd. Milpitas.
- 9 Fri **GGR Friday Night Social/New Member Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 10-11 Sat/Sun **GGR Mother Lode Tour** - Call Dick & Mary Wallace (650) 948-9203
- 16-18 Fri/Sun **The California Challenge, ZONE 7 VS. ZONE 8**, 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.
- 24 Sat **GGR Automotion Autocross #6** - Dublin
- 25 Sun **Zone Rallye #9, Clueless**, hosted by Golden Gate Region. For fee and info call Bob Gardner at 408-943-0946.

November

- 1 Sun **Zone 7 Concours #8** - RR - at TBA. Al Schafer (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 #6** - Dublin
- 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 - Turkey's Revenge** - SVR
- 21 Sat **Zone 7 Awards Banquet** - Scott's Seafood, Walnut Creek. Call Tom Provasi (408) 947-0980 for info.

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

1998 Board of Directors

President (925) 371-2258
Larry Sharp
1119 Megan Road
Livermore, CA 94550

Treasurer (925) 934-4598
Carolyn Lusk
15 Treecrest Place
Walnut Creek, CA 94596

Social (408) 225-5356
Karen Neidel
275 Tradewinds Drive, #13
San Jose, CA 95123

Vice President (650) 341-9020
James Ohl
637 Greenwich Lane
Foster City, CA 94404

Membership (408) 354-0660
Louise Sousoures
102 Greenfield Place
Los Gatos, CA 95030

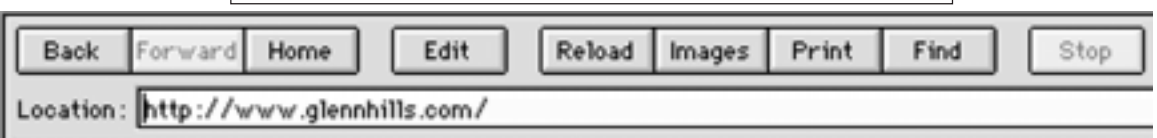
Nugget Editor (408) 779-0389
Fax (408) 779-9073
Dave Dunwoodie
875 Encino Drive
Morgan Hill, Ca 95037
ddunwood@garlic.com

Secretary (408) 943-0946
Marianne Gardner
430 Navaro Place, # 118
San Jose, CA 95134

Competition (925) 837-0479
Kirk Doberenz
2061 Pebble Drive
Alamo, CA 94507

Webmeister (925) 455-1005
Greg Braun
586 Morgan Common
Livermore, Ca 94550
gvb@netcom.com

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



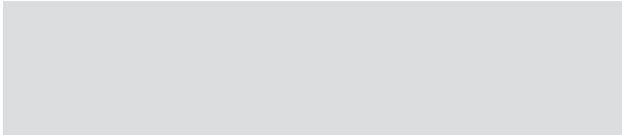


Golden Gate Region, PCA

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*Prof. Plum
with the rope?*

“Clue”less in Santa Clara Sunday, October 25, 1998 PCA Zone 7 Points Rallye

Hosted by Golden Gate Region

*Mrs. Peacock
with the wrench?*

*Col. Mustard with
the candlestick?*

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.