Inside
Hank is Back
Remembering an Era
Flower Power at Thunderhill
Dave Dunwoodie, editor
Sheila, associate editor

Our Zone Rep Mary Ann Behrens was gracious enough to host a workshop for Zone 7 editors this weekend, with Larry Wilson, PCA National Newsletter Chairperson, as our instructor. The workshop was very entertaining, I learned many tips I wish I had known last year when I took over this job. It was also interesting to see how the other regions are producing their newsletter. Some learned more than I did, and I now have higher goals now to improve the Nugget.

Larry was so entertaining and inspirational, I was about ready to sign on for another two years as editor of the Nugget. Fortunately, I came to my senses on the long drive home from Stockton. Later...

Come join the
Adopt-A-Highway Crew
Saturday
May 8th
9:00 a.m.
Interstate 280, Park & Ride
Woodside Rd. Exit, Woodside
Jean Ohl (650)341-9020

Appraisals and Valuations for Sports and Classic Automobiles
Richard D. Cottrell
1685 Hunt Drive Burlingame, CA 94010-5809
phone: 650.692-2100 fax: 650.692-9395
e-mail: cottrell@flash.net

S.A.S. German
Specializing In
Mercedes Benz ▪ BMW ▪ Porsche ▪ Audi ▪ Jaguar

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

10% OFF FOR GGR MEMBERS
Lloyd De Martini, president

I hope everyone enjoyed the new look of the March Nugget. Dave did a wonderful job incorporating all the Board’s objectives of informing the membership of upcoming events, as well as publishing articles contributed by members. We plan on insuring that ads for upcoming events get published in the Nugget and on the Web at least two months prior to the scheduled date of the event. I enjoyed the article on the “water pumpers”. Being an owner of 911’s for 27 years, and then crossing over to a 944 Turbo for the past 2 years, I am amazed at the handling and acceleration the 951 has. These are truly the best bang for your buck. So take note, Dave would love to receive articles about any Porsche experience or information you would like to share with the membership. I hope to see more articles in the future.

The events are starting to flow. By the time you read this, we will have had a High Speed Drivers School with 75 participants, a Time Trial with 140 drivers, and an Autocross at 3Com Park. The Time Trial was held at Thunderhill and I’m hoping I kicked Bill Newlin’s A- (I’m writing this article in February). The events will be coming your way fast and furiously, so plan ahead and come out to an event or two. If you’re shy, you don’t have to participate, just come out and watch, introduce yourself to a member and you’ll be surprised how accommodating we are with fellow Porsche enthusiasts. And if your conversation turns to Porsches, you’ll be stuck talking for hours and will have made a new friend. Until next month…

### Lloyd's commentary

I hope everyone enjoyed the new look of the March Nugget. Dave did a wonderful job incorporating all the Board’s objectives of informing the membership of upcoming events, as well as publishing articles contributed by members. We plan on insuring that ads for upcoming events get published in the Nugget and on the Web at least two months prior to the scheduled date of the event. I enjoyed the article on the “water pumpers”. Being an owner of 911’s for 27 years, and then crossing over to a 944 Turbo for the past 2 years, I am amazed at the handling and acceleration the 951 has. These are truly the best bang for your buck. So take note, Dave would love to receive articles about any Porsche experience or information you would like to share with the membership. I hope to see more articles in the future.

The events are starting to flow. By the time you read this, we will have had a High Speed Drivers School with 75 participants, a Time Trial with 140 drivers, and an Autocross at 3Com Park. The Time Trial was held at Thunderhill and I’m hoping I kicked Bill Newlin’s A- (I’m writing this article in February). The events will be coming your way fast and furiously, so plan ahead and come out to an event or two. If you’re shy, you don’t have to participate, just come out and watch, introduce yourself to a member and you’ll be surprised how accommodating we are with fellow Porsche enthusiasts. And if your conversation turns to Porsches, you’ll be stuck talking for hours and will have made a new friend. Until next month…

### News

- Braking news 4
- Around the Zone with Hank Watts 10
- Events calendar 22

### Features

- Shop talk: Concours Corner 5
- Remembering an Era 12
- Thundering Dreams 16
- Time Trial #1 Results 18

### Columns

- President’s column 3
- For the Record 21
- Members 22

**Volume 39, No. 4**

**Cover:** A beautiful day along the street of dreams. On the way in to tour the factory, July 98, Stuttgart, Germany.

*Photo by John Pohl*
Porsche In The News
(PCA Editors News Service)

American Sits Like a Porsche

ALLIANCE, TX, February 15 -- Germany-based Recaro Aircraft Seating GmbH & Co. has formed a U.S. subsidiary, Recaro Aircraft Seating Inc., to fulfill a $100 million seat contract with American Airlines. United Airlines also is a customer and has been supplied with seats from the German operation. The company plans to seek additional deals with carriers such as Northwest Airlines and Continental Airlines.

Recaro was founded in 1906 as Reutter Carosserien, a company known for custom-built automobiles. From 1948 to 1963, the company produced a complete line of Porsche car bodies. In 1963, Porsche bought out Reutter. The company name was changed to Recaro, and it began producing a full line of Porsche seats.

Porsche Pot a Bust?

IRELAND, February 20 -- According to the IRISH TIMES, Lance Contrucci arms himself with some of the latest, hippest kitchen gadgets he can muster. The most recent was a brushed stainless steel Siemens-model coffee-maker, designed by F. A. Porsche.

Contrucci figured, bearing a name like Porsche, that it would make a pot of coffee in 4.6 seconds. But he said, "It's no faster than a regular drip coffee-maker. It costs 170 Pounds and doesn't even have a reusable filter. I should have gotten the Gaggia expresso machine, in chrome or 24 karat gold, for only 329 Pounds."

Will Sebastian Lose His Porsche?

NEW YORK, MARCH 1 -- The new movie, "Cruel Intentions," had not even opened when Fox bought a TV-pilot based on the film. The TV show, which could be on the air as early as next fall, is the latest to feature a sexy young starlet who made the jump from the flicks to the tube.

The movie "Cruel Intentions" is about a pair of diabolical step-siblings, Kathryn and Sebastian. Kathryn bets Sebastian that he cannot bed the virgin daughter of the headmaster of their Manhattan private school. If he loses, Kathryn gets his Porsche; if he wins, he gets Kathryn. I wonder who thinks up this stuff?

Boxsters As Bait

WOODLAND HILLS, March 5, -- WMC Mortgage Corp., one of the nation's largest wholesale subprime mortgage originators, Friday announced that monthly winners of its new worker incentive program will be the proud driver of a Porsche Boxster for the following month. A total of seven new Porsche Boxsters were acquired for use in the incentive program.

"We believe the monthly goals will give all of our employees a chance to reach the top," said Steve Wright, executive vice president. "The new Boxsters have been well received -- fueling a growing enthusiasm at WMC."
Cleaning the engine at first looks like a daunting task, but if you take your time and have patience, the benefits will last for years.

Let's assume you have an older Porsche whose engine has never been touched beyond changing the oil and minor maintenance. You look at all the grease and gunk and want to say, "Forget it!" My 911E was like that. The car had been raced, rallied and toured to the point I had over 300,000 miles on it. The engine was well maintained and clean by those standards, but not where I thought a person could put their hands in there without coming out with a grease trophy.

So, where do you start? With a good engine wash. Take a can of engine cleaner (GUNK or some other comparable product) and go down to the local "Do It Yourself" (DIY) car wash. Why the DIY? Because:

A) The DIY tanks are set up for yucky engine junk and will not hurt the environment.
B) Most of us do not have a high-pressure hose at home; you'll need it.
C) The area around your car will be a mess afterwards.

Here are the following things you will need to take with you on your journey to the local "Do It Yourself" (DIY) car wash. Why the DIY? Because:

A) The DIY tanks are set up for yucky engine junk and will not hurt the environment.
B) Most of us do not have a high-pressure hose at home; you'll need it.
C) The area around your car will be a mess afterwards.

First thing to do is disconnect the coil wire; this way I won't pull a no-brainer of starting the car with plastic inside the engine. You can guess why I started doing this. Write yourself a note to reconnect the coil wire and put the note on the steering wheel. On the note pad, write down the places you put the plastic and tape/rubber bands. It may seem redundant, but better safe than sorry. Now, take the towels and place them over your fenders and the deck lid. This will protect your paint from any debris and chemicals that may over-spray. I suggest you wear old clothes while cleaning your engine and use gloves to protect your hands from the chemicals (latex is best).

Now you are ready to attack the built up yucky gunk. Take your engine cleaner and spray it liberally in the areas of the engine that have the most built up grease on them. Let the engine cleaner soak for a few minutes; it will start eating away at the grease and dirt. Depending on how bad the build up is, this can take anywhere from a few minutes to 20 minutes. You probably will not get it all this first go around, so keep that in mind. While the engine cleaner is soaking, take the toothbrush and gently work the engine cleaner on the worst spots. If you have a severe build up, you may have to do this with a larger (not stiffer) brush. Once you have determined the engine cleaner has stopped working, you are ready to steam clean.

Set the DIY's wand setting to engine or steam-clean (it may be slightly different depending on where you live). Take care not to use the wand on the exterior paint of your car. The heat and pressure from the wand was not meant for your paint. Now, use the wand inside the engine compartment to steam away the engine cleaner and grease. Be patient and get the wand onto the nooks and crannies. Do not forget to get the sides of the engine compartments as well. Dirt gets kicked up into the engine from the fan and always seems to find its way onto the shelves of the engine.

While you are steaming the inside of the engine, make sure you do not get water inside your plastic covers. Once you are satisfied you have taken out as much dirt as possible (on this go around), set the wand to rinse. The rinse water usually has a softening agent and will rinse the chemicals out of the engine.

A word of warning, GUNK works great but smells horrible. If you use GUNK, do not do this on the same day you are going to use the car for a date or tour. It takes a couple days for the smell to go away. There are other engine cleaners out there. I have tried the Citrus ones (they smell better) and GUNK. For the nasty jobs, I use the GUNK. For the easier ones (like a new car), I use the Citrus engine cleaners.

continued on page 6
When you finish rinsing the engine out, shut off the wand. Now, take the rags you brought with you and wipe down the engine. Make sure you use some pressure on the rags while wiping it down. The grease has softened because of the heat of the water and will come off easily in your rag. When you are finished with one rag (because it is too dirty or wet), put it in one of the plastic trash bags. Keep wiping down until the engine is rather dry or you run out of rags. Next, take the towels off the deck lid and fenders. Wipe down the paint with the part of the towels that did not get wet or exposed to the chemicals. When done with the towels, put these in the other trash sack.

Now you are ready to get the engine ready for starting. First, take ALL the plastic, tape, and rubber bands out of the engine. Next, reconnect the coil wire and make sure there are not any other foreign objects in the engine like towels, toothbrushes, or gloves. Check your notepad to make sure you got all your protective wrapping out.

You may want to put a few more quarters in the machine and rinse down the area you have been working. Chances are, some of your greasy gunk might be on your shoes or get on someone else's. Be considerate.

Sometimes our Porsche does not want to start right away after a washing. Make sure you give it plenty of time to start and take care not to flood the engine. If you protected your electrical components from water, your Porsche should not have any problems starting up. If you should have a problem, push the car into the sunshine and open the deck lid. Within a few minutes, the components should dry out and you'll be on your way.

If your engine was really bad, you may have to do the engine wash a couple times to get the worst junk out. Bare in mind, the grease and gunk took years to get there and it will not give up its home easily.

Next time I'll talk about cleaning your fan and other components.
The 1999 Zone 7 Competition Series is just getting into gear. Diablo Region opened the season with the February Folic Rally and Sacramento Valley held the first concours at the end of March at Niello Porsche. This year's series includes 9 rallies, 9 concours, and 9 autocrosses.

The first autocross, hosted by Yosemite Region, will take place at the Stockton Fairgrounds on April 24th with Zone 7 being the host for autocross #2 on the following day. For those who would like to run, but do not plan to run for season points, you may opt to run outside of the normal run group. Just remember that those who run must also work! Yosemite Region is planning to have a relaxed dinner gathering to wind down on Saturday night.

To spice up things a bit, we are going to institute autocross teams again. Now this can really be a lot of fun! A team consists of five autocrossers, each of whom must be members of a region within Zone 7. No two team members may drive the same car on the same team, and no two team members may be in the same class. No more than 4 drivers may be from the same region and each team may include no more than three first-place trophy winners from the previous year. Each team's score at a given event is the total of the class-place points that individual drivers earned during the day's regular timed runs. Before the third event each potential team member pays a one-time series fee of $5.00, which will be used for season team trophies. Team members will be selected by being drawn at random by the zone rep or a designee. Don't back away from a fine opportunity such as this to mingle, cheer, razz, etc. other Porsche people who enjoy using their cars for recreation and winning!

Save the weekend of October 1-3, 1999 for the 2nd Annual California Challenge in Bakersfield. This year should be bigger and even better than last year, with an autocross, concours, and a rally! The competition will be between ourselves (all events have been sanctioned as Zone 7 events) and also will be pitting Zone 7 against Zone 8, our counterparts in Southern California and Southern Nevada. The perpetual trophy is big and handsome! Last year we split possession of the trophy between the two zones, but this time Zone 7 will be the acclaimed event champion, and we will have the trophy to show off for the following year. The key will be winning events, and participation in two or more events for each car will be rewarded. We're working on points calculation right now. This will be a great event! The hotel is very nice and the cost is reasonable. Profits will go for a good cause: The Arthritis Foundation. Support Zone 7! Have fun! See you in Bakersfield!!!
In appreciation for the contribution of Porsche owners who did so much to make last year's show such a success, the Palo Alto Concours Board of Governors offers participating Porsche owners a unique opportunity for this year's Concours:
Sunday, June 20, 1999

THE PATRONS PAVILION

The Patrons Pavilion (located at the awards winners ramp) offers many advantages to those attending or participating in the show:

♦ The Pavilion provides a shaded area with tables and chairs where participants and their guests may relax throughout the day.
♦ Participants and paying guest are treated to a Continental Breakfast, Mimosas and a fabulous Lunch Buffet with refreshments.
♦ This offer includes, the entry fee for your Porsche, 2 Patron Pavilion tickets (normally a $150 value!) and a unique gift from the Concours. (add'l family and guest tickets may be purchased separately).

Entry Fee:
To take advantage of this offer and enter your Porsche in the 1999 Palo Alto Concours d'Élegance, participants will remit entry fee of $100.00. Remember, this fee is a charitable contribution and may be tax deductible!!

To Enter:
Please completely fill out the entry blank below. TYPE OR PRINT LEDIGIBLY; this form becomes our record of car and entry information. YOU MUST SIGN THE RELEASE AND ENCLOSE YOUR ENTRY FEE with a recent photo of your Porsche. Failure to do so may eliminate you from the show. Photographs will be returned the day of the show.

ENTRANCE FEE (incl. 2 tickets) $100.00 $______________
Add'l Family/Guest Tickets $75.00 X ( ) $______________
TOTAL $______________

Please make check payable to: Palo Alto Concours d'Élegance
Contact: Dick Cottrell at (650) 692-2100 with any questions

SPACE IS LIMITED!!!
ENTRY DEADLINE IS JUNE 1, 1999

☐ Class R1 (356) ☐ To be judged
☐ Class R2 (900 Series)
(check one) ☐ Exhibit only
(check one)

Owner ____________________________________________
Address ____________________________________________ Phone ____________________________
City ____________________________ State _______ Zip ______
Year ___ Make ____________________________ Year __ Make ____________________________

Body Type - Model ____________________________ No. of Cyls. _______

Will your car be trailed? ☐ Yes ☐ No Car Color ____________________________

Mail to: Palo Alto Concours
Vicki Gilfix, Registration Services
800 Rebecca Privada
Mountain View, CA 94040

RELEASE OF LIABILITY

The undersigned desiring to enter the Palo Alto Concours d'Élegance does hereby tender his/her application.

In consideration of the acceptance by the above sponsoring group and the San Francisco Region Sports Car Club of America of the application by the undersigned to participate in said event, the undersigned does hereby agree to:

Release the San Francisco Region Sports Car Club of America and the sponsoring groups and its members from any and all liability arising out of said event.
Release all other co-entrants and officials from any and all liability arising out of said event.
Warrant that the undersigned will personally read the rules and regulations under which said event will be conducted and will abide by said rules and regulations

Accepted on above terms and conditions by (Please sign).

Owner ____________________________________________
Celebrate Cinco de Mayo at Pedro’s in Santa Clara

May 8, 1999
6:00 cocktails
7:00 dinner

Mexican Fiesta Buffet
$20 per person

RSVP to
Shirley Neidel
5880 Lean Way
San Jose, CA
95123
408.225.8103
deadline is May 1, 1999
please make checks payable to PCA GGR

Speakers:
Don Tevini, James Ohl, & George Neidel
will talk about the La Carrera Panamericana
Autocrossing around the zone with Hank

By HANK WATTS

OK, a month off, well rested, but late again. Sigh.

SCHEDULES AND CALENDARS: The Loki Publishing Calendar is printed and being distributed via envelopes mailed, an event near you and email. The printed one is wrong, of course. Note that the PUG schedule does not include running with NASA at Sears Jun 5-6, but does include running with NASA in the San Francisco Gran Prix July 4th weekend. Rumor has it that this will be at Treasure Island. Also please note the new gracious calendar sponsorship of Don Wise's CT Automotive (and, of course, the continued gracious sponsorship of Cecil & Carol Beach's Bodystyle.)

And speaking of racing with Porsches, the temporary closure of the Seattle Raceway will move the traditional SCCA Northwest double national to ThunderHill on May 29-31. Lee Klepinger, <lk Klepinger@walldata.com>, reports that this SCCA group is exceptionally Porsche-friendly and the Porsches often have their own grid. Contact Lee if you want further information.

FIRST EVENTS: The season's starting up as this is being written, particularly with two linked events at ThunderHill Raceway. The GGR High Speed Driving School is full at just under 80 students (thanks to the generous donation of time from the many instructors) and the time trial will have around 140 participants. Between the two events, there are 23 new students signed up for the time trial (certainly a record by a good margin). The HSDS students were invited to the groundschool that is required for new time trialers, which buried the little room at the Milpitas Round Table with about 40 people total, also certainly a record. It should be a great weekend and, as of this writing, the weather looks cooperative. ThunderHill is a track that it makes sense to drive in the wet, if necessary, but dry weather is always to be preferred.

CHANGE IN MANAGEMENT: Since Tom Provasi has moved to the position of PCA National Secretary, we needed a new Zone 7 Representative. That would be Mary Ann Behrens, a long term enthusiast, well-organized and a very straight shooter. By HANK WATTS

It's not clear, of course, what will happen at Candlestick, given the politics of just about everything involved in the question of the new stadium. However, it seems that the bean counters have finally checked in (Associate Press described the "soaring construction costs"; methinks the better description would be "just finally looked-at construction costs") and concluded a couple of things. First, it's not exactly the best location for a major shopping mall, and, second, if the main problem you have with the stadium is that it doesn't have revenue-generating luxury boxes, maybe the best approach is to figure out how to retrofit them in. I know it's one of the oldest active stadiums in pro football, but if Rome can get a few hundred years' active service out of the original Coliseum, maybe we can stretch a few years beyond 30 with something as solid and massive as Candlestick. Associated Press continues, by the way, with, "Incredibly, no comprehensive cost analysis was conducted before the issue was put before San Francisco city voters in June 1997." Incredibly, indeed.

[Tappity-tappity-tap-tap-STOMP . . . tappity-tappity . . . so, is it a column yet? . . . tap-tap-TAP-tappity-STOMP.- tapi . . . not even close . . . oh, man, what are we going to write about? . . . up to you. . . tappity-tappity. . . NOTHING'S HAPPENED yet. . . tappity-tappity-tappity. . . maybe we'll just do this little soft shoe . . . tap- tap-click-clickety-click-tap-tappity. . . stiff upper lip, chap, you know what must be done. . . no! . . yes . . not that! . . whatever it takes . . . stories? . . . I didn't say stories. . . you meant stories! . . tappity-tappity-clickety-click-tap. . . ]

MUSICAL DRIVING: We can do a bit better than stories. Recently I've been more-or-less diligently playing the piano at home after a very long layoff. Used to play in bands, including an every-Friday-and-Saturday-night stint at a sleazy honky-tonk in Redwood City for a year and a half. Talk about suffering for your art! Anyway, besides finding that there is a lot more conditioning to be done than seems reasonable and trying to find a balance between fun and work at the keyboard, I've had some thoughts about the similarity between playing a piano piece and competitive driving.

It's not surprising, I suppose, that I'd be thinking that way, as it was really the driving activities that got so much in the way of the playing in bands. I'm not talking about just driving around, nor just screwing around on the piano, but, rather, trying for a good lap in a car and trying to get through a specific written piece of music with accuracy and style.

First, both activities take place in real time and are timing-sensitive. Everything must happen at the exact proper moment, whether it's the braking, the turn in, the notes in the main theme or the application of the sustain pedal. Less than truly exact precision and it's sloppy. Second, the duration is similar, unlike, say the span of concentration required of a competition diver or football player. There are longer tracks (N™rbergring) and longer piano pieces, but 2 to 4 minutes is a reasonable span.
Third, done properly neither is very reactive. Though one does adjust to tire adhesion, changes in track conditions, the keyboard force required and the dynamic range of the instrument, the main thrust is that we’ve already scoped out the situation and are now trying to execute an ideal lap/playing. Finally, it’s not just the exact timing of the activities, but the amount of force as well. Irregular braking or turning of the wheel will show up as being as sloppy as uneven voicing of a melody line or a two-hand chromatic run.

Because of the similarities of the challenges, I think, there appear to be some similarities in the approach one optimally takes to dealing with the activities. The obvious one is practice. Things aren’t going to get done precisely without some repetitive practice. Secondly, doing either well requires a very high level of concentration; those who don’t do this naturally need to work towards being able to do it when needed.

The next is that old notion of looking ahead. A good driver, while moving toward the apex, is already scooping out the exit of the turn, getting the mind and car ready for what comes next. Looking too closely in front of the car just means that everything that happens is a surprise and doesn’t get handled as elegantly as we’d like. It’s the same on the piano; one needs to be comfortable enough with the notes immediately under finger to be able so keep the eyes a measure or two ahead, reminding oneself, somewhat at leisure, of what is to come, what is required and to prepare mentally for the tough spots. In both cases an inability to look far enough ahead leads to a certain choppiness.

**SKI TRIP:** OK, it’s a story. We’ll keep it brief. At least it involved racers. The occasion was a ski trip to Kirkwood. After some last minute cancellations it resolved down to Masuo Robinson, Ray Dicius, Louise Sousoures, John Beck and myself staying on site at the Kirkwood Towers, a building that is leaning enough to keep some locals from even going in it, and which, as it turns out, is sufficiently ill-maintained to discourage many of those who don’t know about the lean. Seventh floor, great view.

It was the weekend of 7Feb. People might remember that it rained in the Bay Area. Friday, Saturday, Sunday, Monday, Tuesday. The trouble didn’t start at Kirkwood until Friday evening, by which point we’d gotten a pretty good day of skiing in. Good thing. Saturday skiing was good snow but limited visibility and by Sunday there was only one lift running, and it only went partially up the mountain. By Saturday night there was no way out of Kirkwood without cross-country skis. Sunday evening a route opened up that backtracked over two passes to join 50 coming out of South Shore; that meant you also joined all the people who had piled up waiting for 50 to open (previously closed due to avalanche). We finally came home Monday morning with chains on, lead by Masuo’s Chevy 4x4 in order to let it recover from the ignominy of having been towed out of it’s stuckness in the parking lot by a 20-year old, high-top Dodge camper van.

Dicius used to be Chief Instructor at Kirkwood and knows almost everyone there, which lead to some special privileges, normally compensated for by the apparent coin of the realm, premium six packs. The conversation between Dicius (RD) and whoever he was talking to (WHWTT) would go like this, depending on the specific topic: RD: “Hi. Tom sent me over and said you might help my friend with some demo skis.” WHWTT: “OK. You know Tom?” RD: “Sure, I’ve known Tom a long time.” WHWTT: “Did Tom give you a card to bring over?” RD: “No, but I’ve known Tom a long time.” The final line in almost all these interactions was roughly: WHWTT: “Whatever . . . Corona longnecks.” During the weekend Ray came up with demo skis for me (to get me off the 20-year-old Olins), demo skis for Masuo (who can actually ski), a chance for Masuo to hang out in a SnoCat grooming machine, a snowmobile to take us all for rides (my ride was second, after Louise and, more importantly, after Ray decided he wouldn’t roll the machine any more), free food and free drinks. The downside of this is that, if warm and dry were a religion, Dicius would be the Antichrist. No matter what the weather (past, present, future . . . cold, windy) he was like a great big kid, ready for the next adventure.

**BLACK FLAGS:** It would be natural that the quote from Tommy Archer at Daytona, “I couldn’t figure out why I was black flagged, I hadn’t done anything wrong, yet”, would be forward by Dan Jones.

**COMING UP IN APRIL:** GGR time trial at Buttonwillow, 17 & 18; LPR/GGR twin autocross weekend at Oakland Coliseum, 10 & 11. SVR autocross, Mather on the 3rd. PUG running with NASA at Laguna Seca on the 4th. Want to get your non-Porsche on the track? SCCA is holding another Street School at ThunderHill the weekend of the 3rd & 4th.

**THE MART:** Greg Sirakides’ potent blue ’84 time-trial car is still available. George Vissillo’s one-owner 1987 924S street/track car: $9000. 209-466-0129 nites, sbobint@mail.com.

**A FINAL NOTE:** I may be the last person on the earth who didn't know about this, but them's the risks. Sometimes something can be so stupid as to become quite funny, and the following URL will definitely lead you to a thing of this nature. My source for this was a passing comment from Bill Benz about what computers at his house are up to. Check out: http://cgi.hcs.harvard.edu/~lotze/. For people on the joke list, I guarantee that this isn't the same kind of site that you found at www.sunet.net/irock/checkthis/.

Next month there will be driving-event news, I promise.

April 1999 The Nugget 11
by Rye Livingston & family.

My Dad, Edwin (Ted) H. Livingston, Jr., a charter member of the Golden Gate Region of the Porsche Club of America, passed away on February 26th, losing his battle with Merkel Cell cancer. My father was one of the founding members of the Northern California Chapter of the Porsche Owners Club (POC) before the PCA was in the Bay Area. The NorCal Chapter of POC then turned into the Golden Gate Region of the PCA (POC was not happy to lose the NorCal chapter as I recall), and thus my father was one of the charter members of the GGR.

My dad started his love of Porsches with a white 1955 or 1956 Speedster, we still debate about the year, back before Porsche had any dealers in Northern California. He was at the San Jose BMC dealer looking for an economy car for work, and was ready to buy a Hillman Minx when my mother said, "For a man getting a new car, you certainly don’t look very happy." My father replied, "Want to see what I really want?" And with a huge grin on his face he then showed her the new Speedster parked around in the back of the BMC lot. Sold! That was the first of his five Porsches.

In 1963 he wanted more creature comforts than the spartan Speedster provided (that may have been per my mother’s wishes) and decided to purchase a 1963 B. He sold the Speedster to fellow PCA’er Carl Keller, who unfortunately totalled the car in a later accident. (We all wish Dad had kept the Speedster.) In 1963 my parents joined the PCA 6th Annual Treffen (chartered Luftansia jet with only PCA members aboard to Frankfurt and buses to Stuggart, way too much polka music and partying across the Atlantic!) to pick up a Signal Red 1963 B Cabriolet, tour the factory and get a test ride on the Porsche test track in their new cabriolet. They toured Europe for a month and then shipped it home. In those days the savings in import duties paid for the trip.

Five years later my oldest brother, Ted III, bought the ’63 B Cabriolet from my Dad and he bought a Tangerine 1968 912. It was the first tangerine colored 912 delivered to the West Coast. The day after he picked it up we went to Laguna Seca and with the new color it was the center of attention at the Porsche Corral. It was in this 912 that I learned how to drive a stick. He drove the 912 daily for about 14 years before he traded it in on a pretty Metallic Gray 924 Turbo in 1982. Unfortunately that new car had many problems, burning out a few turbos and other electrical difficulties. Still the lover of Porsche’s, in 1986 my Dad bought a beautiful lowered, French Vanilla 1983 911 SC. This car serviced him faithfully for 13 years and he truly loved its performance and classic style.

One my dad’s best friends, Perc Bliss, was also a fellow founding member of the NorCal Chapter of POC and the first president of the GGR of PCA. Perc and his wife Alice, my mother, Marian, and my father were good friends, going to Porsche events and Laguna Seca together. Frequently I would ride with Perc & Alice in their White 1963 Super coupe since it was dif-
ficult for my two older brothers and I, along with my mom and dad, to all fit in the Speedster and then later the '63 Cab. My parents along with the Bliss's were in charge of hospitality for the 1973 Porsche Parade held in Monterey where my mother also won some award driving the 912 at Laguna Seca during the Parade. Perc Bliss loved his 1963 coupe and drove it daily until he died in 1989, when I was fortunate enough to buy the car. George Nidel, who was PCA buddies with Perc and my dad, checked out the car and helped us establish a price.

My father instilled sports cars and Porsches into the heart and soul of our family. Before I was born, he used to take my mother and older brothers, Ted and Tom, to Pebble Beach to see the races. That was before Laguna Seca was built. With the Porsche Club he also took the family to watch the Porsche's slew the giants of the day to such garden spots as Cotati, Vacaville, Candlestick Park, Sacramento Fairgrounds, Santa Barbara Airport and Riverside Raceway. But there were also plenty of nice tours to the wine country and Monterey. This love of the races continued with Laguna Seca and until I went away to college in 1972 we never missed a race, always parking in the Porsche Corral outside what used to be turn 7.

My oldest brother Ted still has the 1963 B Cab, my other brother Tom, had a 928 for several years before he went over to the dark side, driving a Nissan 300 ZX. He too has always loved Porsches and will now drive our Dad's 1983 911SC. Besides the 1963 B coupe, I also have a Tangerine 1968 912. By coincidence, it is identical to the one my dad had. That wasn't intentional but it's fun it worked out that way.

Along with being an active PCA member since it started, my father was a printer by trade and printed the GGR Nugget for over 20 years. My dad always had a passion for Porsches, a tradition my brothers and I are continuing with our children.
Above, Bill Benz is shining and ready to go. Left, Masuo shows off his flowers. Below, Mike Mitchell & Donna Sylvanovich are ready to go.

Lori Hageman has no problem fitting in with the flower theme.

Above, the Ground School students are wishing they were on the track. Below, Jeff Sykes has a knack for collecting bugs with his flowers. Below right, does Hank know he has been flowered?
Above, after the track, it is time for a cold one and some bench racing. Left, Nils Kjell has the flower power. Right, Neil Yonk is ready to lead off the group. Lower left, where is Scott Yeaman putting his flowers?

Right, car #22 of Newlin fame leads off the fast crowd.
Children often dream of becoming a firefighter, police officer, astronaut or...a race car driver! Most of us come to our senses and pursue more mundane occupations, occasionally sighing wistfully and longing for those long ago fantasies, believing that some dreams will never come true. But sometimes fantasies flash over into reality.

Welcome to the first High Speed Driving School and Time Trial of 1999! The event was very ably orchestrated by Masou Robinson, our Time Trial chairman for this year. His amazing energy and dedication created a well-organized, well run event. The SCCA’s Thunderhill Raceway in Willows provided the dreamscape for the realization of those fantasies for many on March 5th, 6th, and 7th. On Friday, 78 students arrived at Thunderhill where they were assigned to 36 highly qualified volunteer instructors. From early in the morning to mid-afternoon, students and instructors drove the course, learning each turn, studying the apexes, finding the power of full throttle, and the value of efficient braking. Judging by the huge smiles stretching across the students’ faces, it was a highly enjoyable and magical day.

On Saturday, the real fun began. 140 drivers appeared, some of them students and some "old-timers," all eager to begin the new season of Time Trialing. Drivers were divided into different run groups based on car type and speed and were turned loose on the track in an orderly and safe manner. The realization of a dream had begun!

On Sunday, the drivers reconvened for the culmination of the week-end. This was the day that they would drive for time. The morning was dedicated to more practice laps and further consultation with instructors. Cars were tweaked, often with the ready help of fellow competitors. All was in readiness for the afternoon when each driver would drive full out exploring the their own personal limits and those of their cars.

As I pondered this noisy scene, I began to wonder, "Why do people do this? What drives them to spend entire week-ends going round and round in circles?" I know why I am here. I enjoy the kind, generous,
funny, and friendly people. But what motivates the others? Naturally, I was compelled to ask, "Why do you do this?"

Kristy Soohoo, an experienced autocrosser, who attended the High Speed Driving School on Friday, stated, "The school gave me a taste of what Time Trialing is like." Will she be back for more? The answer was an emphatic yes! Reoccurring dreams are sometimes the best!

"It's an escape from reality. When I am here, I don’t think of anything but driving. The rest of the world vanishes," says Evan Williams, who was tapped to be an instructor this week-end. Did Evan fantasize about being a race car driver when he was a boy? "No, I was dragged to the sport by my older brother. My fantasy would be for someone else to do all the work and just let me drive." Like me, Evan is attracted to the unique group of people. It's inconceivable to me that any other sport would have such a generous group of people."

Bill Benz, on the other hand, enjoys the process of building cars more than the actual roller coaster ride of the track. And believe me, he has built a really superb vehicle. Just ask Henry Watts, Bill's co-driver.

Speaking of Henry, I had a very interesting reply to my query from Jeff Stevenson, an experienced time trialer. "I do this just so I can find new and interesting ways to give Henry Watts s---!" Ask Jeff for details.

John Cole learned how to drive beautifully on the narrow, winding roads of the English countryside and explored the limits of autocrossing. This week-end was his first high speed driving school and time trial, a place where, he says, "I want to drive my car the way it's meant to be driven in a relatively safe environment. I would love to be able to do this everyday and to get paid for it." Any potential sponsors out there?

"I have the opportunity and the car to do this and I enjoy the challenge of learning a new skill. I had never considered racing before I had this car," emphatically states Sue Miller, novice. "I really enjoy learning new skills of any kind." Sue plans on doing this for a long, long time.

The answers to my quest were as unique as the people and their cars, but I think that they share one common sentiment that Catherine Siemens so eloquently expressed,

I LOVE TO DRIVE!
**Results of Time Trial #1 from Thunderhill**

reported by Masuo Robinson

<table>
<thead>
<tr>
<th>Class</th>
<th>Time</th>
<th>Name</th>
<th>Car #</th>
<th>Class</th>
<th>Time</th>
<th>Name</th>
<th>Car #</th>
</tr>
</thead>
<tbody>
<tr>
<td>AP</td>
<td>2:34.598</td>
<td>Jim Ralston</td>
<td>264</td>
<td>FP</td>
<td>2:14.406</td>
<td>Scott Yeaman</td>
<td>042</td>
</tr>
<tr>
<td>BI</td>
<td>2:18.367</td>
<td>Jim Biesemeyer</td>
<td>008</td>
<td>FR</td>
<td>2:14.705</td>
<td>Erik Ostly</td>
<td>092</td>
</tr>
<tr>
<td>BI</td>
<td>2:20.620</td>
<td>Richard Jung</td>
<td>201</td>
<td>FX</td>
<td>dnr</td>
<td>Sergio Meza</td>
<td>048</td>
</tr>
<tr>
<td>BI</td>
<td>2:21.429</td>
<td>John Beck</td>
<td>725</td>
<td>FX</td>
<td>dnr</td>
<td>Rod Packwood</td>
<td>453</td>
</tr>
<tr>
<td>BI</td>
<td>2:27.095</td>
<td>Brooks Esser</td>
<td>528</td>
<td>FX</td>
<td>dnr</td>
<td>Bill Packwood</td>
<td>153</td>
</tr>
<tr>
<td>BI</td>
<td>2:27.299</td>
<td>Joe Zeiph</td>
<td>204</td>
<td>GI</td>
<td>2:21.974</td>
<td>John Teasley</td>
<td>099</td>
</tr>
<tr>
<td>BI</td>
<td>2:29.587</td>
<td>James Ohl</td>
<td>025</td>
<td>GM</td>
<td>dnr</td>
<td>Chuck Davis</td>
<td>280</td>
</tr>
<tr>
<td>BI</td>
<td>2:34.679</td>
<td>Brooks Esser</td>
<td>528</td>
<td>GM</td>
<td>2:13.386</td>
<td>Bill Benz</td>
<td>127</td>
</tr>
<tr>
<td>BIL</td>
<td>3:19.667</td>
<td>Tina Tucker</td>
<td>272</td>
<td>GT</td>
<td>2:07.217</td>
<td>Henry Watts</td>
<td>027</td>
</tr>
<tr>
<td>BP</td>
<td>2:15.425</td>
<td>Kevin Voigt</td>
<td>342</td>
<td>GT</td>
<td>2:13.386</td>
<td>Jeff Stevenson</td>
<td>309</td>
</tr>
<tr>
<td>BP</td>
<td>2:22.695</td>
<td>Jeff Williams</td>
<td>541</td>
<td>GT</td>
<td>dnr</td>
<td>Tim Gallen</td>
<td>930</td>
</tr>
<tr>
<td>BP</td>
<td>2:23.059</td>
<td>Chris Kolstad</td>
<td>735</td>
<td>GT</td>
<td>dnr</td>
<td>Jeff Stevenson</td>
<td>309</td>
</tr>
<tr>
<td>BP</td>
<td>2:24.676</td>
<td>Bert Del Villano</td>
<td>234</td>
<td>GX</td>
<td>2:11.501</td>
<td>Ken Mack</td>
<td>001</td>
</tr>
<tr>
<td>BP</td>
<td>dnr</td>
<td>Gerry Brown</td>
<td>214</td>
<td>HI</td>
<td>2:29.040</td>
<td>Mike Serpe</td>
<td>483</td>
</tr>
<tr>
<td>BP</td>
<td>dnr</td>
<td>Chuck Kolstad</td>
<td>135</td>
<td>HI</td>
<td>2:21.075</td>
<td>Evan Williams</td>
<td>445</td>
</tr>
<tr>
<td>BR</td>
<td>dnr</td>
<td>Robin Aube</td>
<td>003</td>
<td>HI</td>
<td>dnr</td>
<td>Bill White</td>
<td>329</td>
</tr>
<tr>
<td>BRL</td>
<td>2:28.273</td>
<td>Michael Whelan</td>
<td>767</td>
<td>HI</td>
<td>2:16.475</td>
<td>Ken Park</td>
<td>096</td>
</tr>
<tr>
<td>CIL</td>
<td>2:28.500</td>
<td>Lori Hageman</td>
<td>294L</td>
<td>HP</td>
<td>2:23.614</td>
<td>Tim Fleming</td>
<td>036</td>
</tr>
<tr>
<td>CP</td>
<td>2:22.711</td>
<td>Dan Lofgren</td>
<td>307</td>
<td>HP</td>
<td>2:34.023</td>
<td>Bill Fergus</td>
<td>077</td>
</tr>
<tr>
<td>CP</td>
<td>2:24.480</td>
<td>Cameron Carrington</td>
<td>340</td>
<td>JI</td>
<td>2:21.046</td>
<td>Steven Taty</td>
<td>011</td>
</tr>
<tr>
<td>CP</td>
<td>2:25.930</td>
<td>Steve Casaletto</td>
<td>288</td>
<td>JI</td>
<td>2:22.159</td>
<td>Warren Walker</td>
<td>381</td>
</tr>
<tr>
<td>CP</td>
<td>dnr</td>
<td>Miles Smith</td>
<td>312</td>
<td>JI</td>
<td>2:27.666</td>
<td>George Morris</td>
<td>361</td>
</tr>
<tr>
<td>CI</td>
<td>2:12.741</td>
<td>Jim Putnam</td>
<td>224</td>
<td>JI</td>
<td>2:27.914</td>
<td>Jeff Roberts</td>
<td>343</td>
</tr>
<tr>
<td>DI</td>
<td>2:21.662</td>
<td>Jim Hyndman</td>
<td>511</td>
<td>JI</td>
<td>2:15.623</td>
<td>Chris Murray</td>
<td>041</td>
</tr>
<tr>
<td>DML</td>
<td>2:15.115</td>
<td>Donna Sylvanovich</td>
<td>951L</td>
<td>KM</td>
<td>2:09.426</td>
<td>Masuo Robinson</td>
<td>024</td>
</tr>
<tr>
<td>DML</td>
<td>dnr</td>
<td>Lori Gallen</td>
<td>944L</td>
<td>KM</td>
<td>2:11.935</td>
<td>Neil Yonk</td>
<td>034</td>
</tr>
<tr>
<td>EI</td>
<td>2:17.899</td>
<td>John Manelis</td>
<td>367</td>
<td>KM</td>
<td>2:12.211</td>
<td>Mike Joliffe</td>
<td>087</td>
</tr>
<tr>
<td>EP</td>
<td>2:23.205</td>
<td>Bob Norwood</td>
<td>444</td>
<td>KM</td>
<td>dnr</td>
<td>Matt Vail</td>
<td>140</td>
</tr>
<tr>
<td>EP</td>
<td>dnr</td>
<td>Niul Burton</td>
<td>517</td>
<td>KML</td>
<td>2:29.785</td>
<td>Laurie Yonk</td>
<td>034L</td>
</tr>
<tr>
<td>EP</td>
<td>dnr</td>
<td>Bill Bechtold</td>
<td>300</td>
<td>KP</td>
<td>2:13.896</td>
<td>Steve Kuhn</td>
<td>016</td>
</tr>
<tr>
<td>EX</td>
<td>2:25.251</td>
<td>Cindy Payne</td>
<td>054L</td>
<td>KP</td>
<td>2:14.227</td>
<td>Tony Mazzagatti</td>
<td>037</td>
</tr>
<tr>
<td>EX</td>
<td>2:36.947</td>
<td>Wayne Grainer</td>
<td>425</td>
<td>KP</td>
<td>2:16.037</td>
<td>Pete Siemons</td>
<td>318</td>
</tr>
<tr>
<td>EX</td>
<td>dnr</td>
<td>John Byrne</td>
<td>054</td>
<td>KP</td>
<td>2:17.267</td>
<td>Pete Blansit</td>
<td>455</td>
</tr>
<tr>
<td>EX</td>
<td>dnr</td>
<td>Greg Braun</td>
<td>052</td>
<td>KP</td>
<td>2:19.061</td>
<td>Mike Bernamonti</td>
<td>155</td>
</tr>
<tr>
<td>EX</td>
<td>dnr</td>
<td>Jack Kuhn</td>
<td>012</td>
<td>KP</td>
<td>dnr</td>
<td>Mark Johnson</td>
<td>246</td>
</tr>
<tr>
<td>EX</td>
<td>dnr</td>
<td>Ron Herreries</td>
<td>357</td>
<td>KP</td>
<td>dnr</td>
<td>Rob Johnson</td>
<td>010</td>
</tr>
<tr>
<td>EX</td>
<td>dnr</td>
<td>Richard Walton</td>
<td>861</td>
<td>KPL</td>
<td>2:19.494</td>
<td>Cherie Kuhn</td>
<td>070L</td>
</tr>
<tr>
<td>EXL</td>
<td>dnr</td>
<td>Tricia Braun</td>
<td>052L</td>
<td>KPL</td>
<td>2:23.111</td>
<td>Catherine Siemens</td>
<td>318L</td>
</tr>
<tr>
<td>FI</td>
<td>2:30.637</td>
<td>Paul Seidel</td>
<td>039</td>
<td>LI</td>
<td>2:17.523</td>
<td>Brad Maker</td>
<td>516</td>
</tr>
<tr>
<td>FM</td>
<td>2:14.586</td>
<td>Larry Sharp</td>
<td>006</td>
<td>LI</td>
<td>2:34.247</td>
<td>Carson Boyd</td>
<td>218</td>
</tr>
<tr>
<td>FM</td>
<td>2:39.528</td>
<td>Robert Stiffler</td>
<td>171</td>
<td>L</td>
<td>2:34.765</td>
<td>Jim Zehnder</td>
<td>215</td>
</tr>
<tr>
<td>FM</td>
<td>2:42.109</td>
<td>David Kuhlman</td>
<td>260</td>
<td>L</td>
<td>dnr</td>
<td>Jim Watson</td>
<td>104</td>
</tr>
<tr>
<td>FM</td>
<td>dnr</td>
<td>Gene Kindred</td>
<td>090</td>
<td>LIL</td>
<td>dnr</td>
<td>Renee Crawshaw</td>
<td>104L</td>
</tr>
<tr>
<td>FM</td>
<td>dnr</td>
<td>John Nelson</td>
<td>244</td>
<td>LM</td>
<td>2:09.230</td>
<td>Mark Havens</td>
<td>031</td>
</tr>
<tr>
<td>FML</td>
<td>dnr</td>
<td>Patricia Kindred</td>
<td>090L</td>
<td>LM</td>
<td>dnr</td>
<td>Mat Lowrance</td>
<td>124</td>
</tr>
<tr>
<td>Class</td>
<td>Time</td>
<td>Name</td>
<td>Car #</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>--------</td>
<td>------------</td>
<td>-------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LM</td>
<td>2:20.910</td>
<td>Mark Shattuck</td>
<td>097</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:11.378</td>
<td>Jeff Sykes</td>
<td>471</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:14.138</td>
<td>Brian Lee</td>
<td>360</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:23.659</td>
<td>James Thompson</td>
<td>240</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:26.318</td>
<td>Greg Stowe</td>
<td>414</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:31.100</td>
<td>Ben McGraw</td>
<td>161</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:35.121</td>
<td>Anthony Lizaro</td>
<td>113</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:40.100</td>
<td>Jon Cox</td>
<td>666</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:42.121</td>
<td>Gary Jones</td>
<td>931</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:45.121</td>
<td>Dan Jones</td>
<td>993</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:50.121</td>
<td>Rich McGlumphy</td>
<td>002</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>2:55.121</td>
<td>Rich McClelland</td>
<td>323</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:00.121</td>
<td>Stan Michelman</td>
<td>233</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:05.121</td>
<td>Dan Cowell</td>
<td>015</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:10.121</td>
<td>Jim Sjoberg</td>
<td>190</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:15.121</td>
<td>Richard Steranka</td>
<td>398</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:20.121</td>
<td>Terry Jacobson</td>
<td>190L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:25.121</td>
<td>Bill Newlin</td>
<td>022</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:30.121</td>
<td>Robert Ellis</td>
<td>074</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:35.121</td>
<td>Rebecca Newlin</td>
<td>022L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MI</td>
<td>3:40.121</td>
<td>Joy Ellis</td>
<td>074L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class</th>
<th>Time</th>
<th>Name</th>
<th>Car #</th>
</tr>
</thead>
<tbody>
<tr>
<td>MI</td>
<td>2:08.945</td>
<td>Dennis Tholen</td>
<td>069</td>
</tr>
<tr>
<td>MI</td>
<td>2:09.583</td>
<td>Larry Heitman</td>
<td>019</td>
</tr>
<tr>
<td>MI</td>
<td>2:24.121</td>
<td>Bob Beach</td>
<td>231</td>
</tr>
<tr>
<td>MI</td>
<td>2:31.576</td>
<td>Sue Smith</td>
<td>019L</td>
</tr>
<tr>
<td>MI</td>
<td>1:59.962</td>
<td>Lloyd DeMartini</td>
<td>055</td>
</tr>
<tr>
<td>MI</td>
<td>1:59.971</td>
<td>Ray Dicius</td>
<td>017</td>
</tr>
<tr>
<td>MI</td>
<td>2:06.184</td>
<td>Pattie DeMartini</td>
<td>055L</td>
</tr>
<tr>
<td>MI</td>
<td>2:08.945</td>
<td>Don Miraglia</td>
<td>067</td>
</tr>
<tr>
<td>MI</td>
<td>2:06.256</td>
<td>Rebecca Newlin</td>
<td>022L</td>
</tr>
<tr>
<td>MI</td>
<td>2:07.304</td>
<td>Jim Sjoberg</td>
<td>190</td>
</tr>
<tr>
<td>MI</td>
<td>1:59.217</td>
<td>Bill Newlin</td>
<td>022</td>
</tr>
<tr>
<td>MI</td>
<td>1:59.962</td>
<td>Lloyd DeMartini</td>
<td>055</td>
</tr>
<tr>
<td>MI</td>
<td>1:59.971</td>
<td>Ray Dicius</td>
<td>017</td>
</tr>
<tr>
<td>MI</td>
<td>2:01.568</td>
<td>Rich McClelland</td>
<td>002</td>
</tr>
<tr>
<td>MI</td>
<td>2:02.564</td>
<td>Rich McClelland</td>
<td>323</td>
</tr>
<tr>
<td>MI</td>
<td>2:08.945</td>
<td>Dennis Tholen</td>
<td>069</td>
</tr>
</tbody>
</table>

**Top 10 Times from 3/7**

<table>
<thead>
<tr>
<th>Class</th>
<th>Time</th>
<th>Name</th>
<th>Car #</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>1:59.217</td>
<td>Bill Newlin</td>
<td>022</td>
</tr>
<tr>
<td>Z</td>
<td>1:59.962</td>
<td>Lloyd DeMartini</td>
<td>055</td>
</tr>
<tr>
<td>Z</td>
<td>1:59.971</td>
<td>Ray Dicius</td>
<td>017</td>
</tr>
<tr>
<td>U</td>
<td>2:01.568</td>
<td>Rich McClelland</td>
<td>002</td>
</tr>
<tr>
<td>U</td>
<td>2:02.564</td>
<td>Rich McClelland</td>
<td>323</td>
</tr>
<tr>
<td>GT</td>
<td>2:02.717</td>
<td>Henry Watts</td>
<td>027</td>
</tr>
<tr>
<td>ZL</td>
<td>2:06.184</td>
<td>Pattie DeMartini</td>
<td>055L</td>
</tr>
<tr>
<td>XL</td>
<td>2:06.256</td>
<td>Rebecca Newlin</td>
<td>022L</td>
</tr>
<tr>
<td>W</td>
<td>2:07.304</td>
<td>Jim Sjoberg</td>
<td>190</td>
</tr>
<tr>
<td>Y</td>
<td>2:08.945</td>
<td>Dennis Tholen</td>
<td>069</td>
</tr>
</tbody>
</table>

April 1999 The Nugget 19
STEP UP FROM TIME TRIALING!

EXCITING NEW RACE SERIES!

SAFE, FUN AND FAST!

Two years ago, the Porsche Unlimited Group (PUG) was formed by several veteran Bay Area Time Trialers interested in safe, fast and fun wheel-to-wheel racing in their Porsches. PUG runs under rules similar to vintage racing, which do not tolerate unsafe or overly-aggressive driving.

The Porsche Unlimited Group is pleased to announce an expanded schedule for 1999, which includes events with the SCCA vintage group and NASA. For the events run with NASA, we’ll provide the added thrill of “mixing it up” with a select group of BMW Club Racers-- a Porsche-BMW exclusive!

For more information on the Porsche Unlimited Group and our racing requirements, or to become a PUG member, please contact one of the persons listed below.

1999 PUG Schedule of Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 4th</td>
<td>Laguna Seca International Raceway (w/ NASA)</td>
<td>CALL NOW!!</td>
</tr>
<tr>
<td>July 4-6</td>
<td>Special Event with NASA at Treasure Island! (w/ NASA)</td>
<td></td>
</tr>
<tr>
<td>October 9 and 10</td>
<td>Sears Point International Raceway (w/ NASA)</td>
<td></td>
</tr>
<tr>
<td>October 23-24</td>
<td>Laguna Seca International Raceway (w/ SCCA)</td>
<td></td>
</tr>
<tr>
<td>December 5</td>
<td>Thunderhill Raceway Park (w/ NASA)</td>
<td></td>
</tr>
</tbody>
</table>

1999 PUG Event Co-Chairpersons

- Ted Phillips
  - (510) 482-1249
  - twpmgp@value.net

- Scott McKay
  - (925) 944-3582
  - scomckay@jps.net

- Lloyd De Martini
  - (925) 606-8543

PUG Membership

- Lloyd De Martini
  - (925) 606-8543
  - scomckay@jps.net

The Racer's Group

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

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

Go to the “Professionals”

SERIOUS PARTS FOR SERIOUS PORSCHEs

We are located in the Paddock at Sears Point Raceway. (You can’t beat that for R&D)

29181 Arnold Drive
Sonoma, CA 95476

TELEPHONE: (707) 935-3999
FAX: (707) 935-5889
March Board of Directors meeting

Lori Hageman, secretary

The meeting was called to order at 7:12 P.M. at Buttercup Pantry restaurant in Pleasanton. Board members present were Lloyd DeMartini, Tim Gallen, Mike Beramonti, Ken Shahoian, Lori Hageman, Bill Benz, Dave Dunwoodie, and Len Ott. Social Chair Mary Beth Wilson was not present, but sent her report in via E-mail. Past President Larry Sharp was also not in attendance.

POSTMORTEM OF EVENTS
The TGIPF Social (see below) was held at Harry’s Hoffbrau and was well attended.
Jean Ohl organized a Highway Cleanup at Harry’s Hoffbrau and was well attended.

DIRECTOR’S REPORTS
President: The New Year’s Eve fliers are finished, labeled, and will be bulk-mailed next week. The President wanted to congratulate Nugget Editor on an exceptionally good March issue. Delays in the circulation of the issue resulted from delays in submissions from Board Members and from advertisers. Effort will be made to correct these delays in future issues. The President recommended posting a “Volunteers Wanted” list in the Nugget identifying positions requiring volunteers, including a Nugget Ad Manager and various other positions. Information regarding the PCA National Newsletter Competition was passed on to Nugget Editor. The President handed out National Guidelines on PCA web-sites to Webmeister.

Vice President: New Member Social is not currently on calendar due to confusion over invitation-only status. GGR pays for only New Members, current members would be required to pay for their own dinners. There is confusion over the location of the June 27th Autocross. Competition Director to finalize location and report to Board. GGR hotline has been updated.

Treasurer: The 1999 Budget was compiled and shows a current shortfall. This number is likely to diminish with increased enrollment at Time Trials. Board Members discussed various ways of trimming the budget, and agreed to start with subsidizing Board Meetings by Board Members. Decreasing charitable contributions was also discussed as a means of decreasing the deficit. The need for further cuts will become more evident as the year progresses and income figures are actualized. The Board will revisit the budget monthly.

Membership: The Board unanimously approved all New Members from February and March. Total membership stands at 1620 members. Over one-half of all new members have registered via E-mail with the National PCA Secure Server Website. The New Member Social is scheduled for April 24th at Chevy’s in Foster City. The suggestion was made that future socials involve some event, such as a drive around at Sears Point or Laguna Seca, or involve an Autocross was made, as was the suggestion of charging invitees for a portion of the social. The Member Roster is nearly completed. Dealer Rep Boards have not been updated as yet. The Master membership list is now in synch with National’s membership list; non-renewals have been deleted and new members updated.

Competition: Bert DeVillano will not be leaving the area as feared, but will remain Autocross Chair. Contrary to rumors, no timing equipment has been purchased by GGR. The proposed equipment has not been configured in the manner the club requires and Autocross Chair recommended against purchasing the equipment. LPR Autocross Chair has resigned and the LPR series is in question. The first Time Trial has over 140 drivers registered, more than was budged for; the associated High Speed Driving School also exceeded expectations with 75 drivers enrolled. Progress on the Dick Cottrell Concours Award continues; Carlsen motors is receptive to the idea. There is a conflict on October 10th between a GGR scheduled Time Trial and a GGR/Automotion Autocross. Competition Director will work out a calendar change.

Secretory: Nothing To Report

Social: The former Friday Night Social has been changed to TGIPF (Thank God It’s Porsche Friday). An updated budget was submitted to President and Treasurer; it included a New Year’s Eve Party, but not the LPR Autocross and Time Trial Awards Banquets. May’s Dinner Meeting does not yet have a speaker, suggestions are being sought by both Social Director and Shirley Neidel. The Budget for the event was submitted, showing net revenue.

Nugget Editor: Editor reports that only 4 pages in the March Nugget were available for event reporting due to the increased advertising. Advertising for the various competitive series will not be present in the next issue and will free up more pages. The question of increasing the size of the Nugget may be held in the future if advertising continues. All submissions for the Nugget must reach the Editor by the 10th of the month to allow prompt preparation of the issue. The Need for an Ad Manager was reiterated.

Webmeister: Budget for Webmeister was submitted and approved. The 1999 Rule Book is available on the Website. The Glen Hills references and links have been completely removed.

New Business: President brought up the subject of changing the Board’s position on the rules governing Boxsters for Time Trials. It was generally agreed that the Bray-Krause rollbar, when fitted under the hard top of the Boxster, is acceptable in Stock and Improved categories. Concerns regarding liability were raised and Competition Director revealed that legal analysis of the waivers currently used at Time Trials finds them suitably protective. No final decision was reached; the discussion was tabled pending discussions with Chief Instructor Hank Watts and Time Trial Chair Masuo Robinson. A vote on a motion is likely to occur at the April Directors meeting.

Meeting was adjourned at 9:07 p.m. The next Board of Directors meeting will be held on April 7, 1999 at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to the Agenda.

April 1999 The Nugget 21
Ken Shahoian, membership

GGR members celebrating anniversaries with PCA in April:

39 Year Anniversary
Burton & Joan Propp

35 Year Anniversary
Norbert & Margriet Nieslony

31 Year Anniversary
Clark Anderson

30 Year Anniversary
Dennis & Harriet Neely

20 Year Anniversary
Richard Berg & Samanta Curran
Robert & Elizabeth Owen
Joseph & Diane Rossi

15 Year Anniversary
Richard & Claudette Conway Jr
Butch (Conrad A) & Leslie Hauser Jr
Erik & Lissa Anne Ostly
Keith & Meredith Standiford

10 Year Anniversary
Brent & Valerie Harnish

5 Year Anniversary
Michael Whelan & Kristine Cress
Jon Kies
Gary & Jill Matuszak
Scott & Ann Marie Schackel
Rich & Margarita Slevin

New members
Please join us in welcoming our newest members.
### Official Count

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Members</td>
<td>37</td>
</tr>
<tr>
<td>Transferring In</td>
<td>2</td>
</tr>
<tr>
<td>Transferring Out</td>
<td>2</td>
</tr>
<tr>
<td>Total Members</td>
<td>1619</td>
</tr>
</tbody>
</table>
VEHICLES

1963 356B SR#119628 1600N Ruby Red/Black with electric sunroof, Calif. black plates. Car has been stored 20 yrs. Very straight body. 55K original miles. Car purchased one year ago from original owner. Original manual, tool kit, keys, etc. $10,000. John Pedroni - Lafayette, Ca (925)283-2822


1966 912 Coupe. Roller, partially stripped of paint, project or parts car, straight chassis, no front hood, make offer. Call Gary at 415-468-2729 or e-mail greyfox@hooked.net

1966 912 Coupe. All original stored for 11 years, 300 miles on rebuilt engine by previous owner, straight car, tired interior, tan/ black $5,800/OBO. Call Gary at 415-468-2729 or e-mail greyfox@hooked.net

1968 Targa Classic originally owned and driven by Mr. Carlsten of Carlsten Porsche Inc. It has been said that this rare Targa was one of only 200 of its kind sold in the United States. This Targa has been fitted with Webber Carburetors, K and N Air Cleaners, Recaro Seats, mag wheels Pirelli Tires, Blaupunkt Stereo, custom mats, and 1850 cc oversize bore cylinders and pistons. Extras include original manual, spare mag wheels, Solex Carburetors with air cleaners, and other spare parts. Note: Semi-Annual smog tests are no longer required on this vehicle! $8,450 Ron (650) 593-4908

1969 912 Chassis, with 911 conversion by Garretson’s, 2.2 ltr engine with Webers, 915 gearbox w/shortshift, RSR flywheel, Sintermetallic disc, suspension by Dwight Mitchell, adjustable spring plates, 23/28 mm torsion bars, adjustable sway bars, turbo trickers, full roll cage, duck tail, RSR front spoiler, maintained by GD Racing, no rust, never bent, Time Trial history, Burgundy/Black, a real beauty, and streatable $12,500. Call Gary at 415-468-2729 or e-mail greyfox@hooked.net


1979 911SC Coupe, Cashmere Beige, lowered suspension, European pre-muffler, tie-rod-ties, custom Bilstein shocks, deluxe $2K component stereo, extra set of 15" wheels (7s & 8s). This vehicle has been prepared and maintained by Dwight Mitchell for his daughter to drive. 115k miles. $12,950.00 Tony or Jill Taylor 916-726-468-2729 or e-mail greyfox@hooked.net

1980 911SC Targa, VIN91A0140653. White/Black. Turbo spoiler & wing. (PCA class Kp) Bolt-in 6pt cage, Corbeau seats, 5pt harness, Weltmeister suspension & tower bar, Bursch exhaust (CA legal w/included original exhaust) front oil cooler, brake cooling ducts, etc. $14,995/obo Jeff Kost 408/542-0573 day, 925/417-0790 eve, jkost@sanisk.com (CA).


1984 944. bronze/brown leather, rebuilt head with new valve guides, new timing belt and balance shaft belt, cold A/C, Panasonic CD, very nice exterior-no accidents, Fusch alloys, non-smokers car with regular maintenance, reliable and economical located in Los Gatos. $4,000 Firm. Please call (408) 356-7114.

1991 911 C4 Coupe, 77,000 miles, black with black full leather interior, excellent condition, CD Player, WPOAB2961MS410091, $34,900 Jim in Mountain View Ca at 650-965-2128 or boland.jim@ssdloral.com

1992 968 Midnight Blue Cabriolet with Autopower Rollbar, Upgraded Alpine stereo with 12 disc CD changer, Potenza SO-2s, maintained at T&D Performance in Campbell, New shocks, brakes, rotors, clutch, exhaust, oil and water pumps, and new radiator. Valentine One radar detector, 90K miles - asking 28K. Contact Michael at 408-487-9373 or coogan1@ix.netcom.com.

PARTS & MISC

Box of 914 parts. Free, or trade for Porsche poster. Set of 914/6 tinted door glass, 4 pieces, $75 or trade for really nice vintage Porsche poster. (408) 395-9171 email: a.hospodor@ieee.org <mailto:a.hospodor@ieee.org>

For sale - 911 black leather seats, newly recovered, like new. Were $1300 will sell both for $800. Alloy wheels from '78 Targa - dirty but straight, 2-6x16, 2-7x16 $200 for set. 911 steering wheel includes leather recover kit ($35 value) for $50. Call Danielle (650) 948-9025

17" Factory 996/Boxster Turbo Twists. set of 4, (2) 7x17, (2) 8.5x17. Taken off '97 Boxster. $1,000. Call Dave at 925-258-0641 or email david.j.standridge@ac.com.


For Sale: 3.0L 911 Twin plug heads; new guides; B/O or trade (see wanted). Buyer pays shipping. Ron Halfhill, (800)595-0235.

911 Parts for sale: roll bar with x-brace and belt hoops, $175. (4) American Racing 15 x 7s mags (weighs about 17 lbs each) perfect for vintage or period look $225. B & B stainless steel muffler, dual inlet and single outlet for 74-up (hurry up before I put them back in the car) $400. (1) only H-1 Euro headlite assembly $75. Weltmeister short shifter kit with 915 shifter and base $60. Early 911S leather covered steering wheel $50. SC rear engine lid grille $35. Very rare factory fiberglass 1970 911ST front bumper $$$$ Cris Huergas (510) 523-7763 home or (415) 541-4549 work or e-mail: crispin_d_huergas@ffic.com

New Parts - still in the original boxes: 2- Ball joints (w/pins, nuts & washers) for 72-89 911/930, '73-76 914 $110. 1- Breather hose for '74-79 911 $20. 4- Front wheel bearings (inner & outer w/seals) for '65-89 911 $40. 1- Accelerator link for '74-89 911 $10. 2- Shifter coupler bushings for '65-86 911 $5. 1- Bosch fuel filter for '77-80
Parts for sale: Wheels- Set of 4 Fuchs 7x8x15 (from ’80 Weissach Ed. 911) with 225/50 Yokohama A-008RS tires (75% tread) $450. Oil cooler- AI USA, front fender mount (Carrera-style) w/braided lines, like new, $375. Seats- Sport seats (black) from ’79 911SC, fair condition, $250. Safety harness- Simpson Cam-lock 6 point w/ mounting hardware, for ’65-’89 911, black, like new, $125. Harness bar- Dave Turner Motorsports, allows use of stock shoulder belt, for ’74-’89 911, like new, black, $100. Locking lug nuts- black anodized aluminum, look like stock lugs $20. Call Rod @ (925)314-0914.

For sale: Complete set (5) instruments for C2/C4/993, as new, $499/bo. Tequipment Brake handle assembly (2) NEW, one burlwood and black leather $150, one burlwood with aluminum insert engraved with "Porsche" and black leather $175. Becker/Porsche CR210 am/fm stereo cassette, brand new (from ’98 Porsche) with all docs $299. Steering wheel, black leather, with horn pad, for C2/C4/993/Boxster $250. Jeff Sellman. (510)530-6648.

Boxster Aerokit - Includes front airdam spoiler and side skirts, rear spoiler with integrated third brake light and extended luggage compartment lid. Parts are in original carton and have never been used. Invoice is available. Retail price $3,995; asking $2,500. Terry Serek.

Racing Headers - set of anti-reversion racing headers for 911 to 3.0 liters, with extension pipes, as new, $300.00 or best offer, buyer pays shipping. 1 set of 911 "Early" Aluminum Trailng Arms, ’76 to ’80. $250 OBO. Peter Gaudette pager (888) 473-8994.

Porsche Factory 17" Alloy ’Cup’ Wheels, 7" front and 9" rear offset. Triple Plated Chrome finish. Great condition. Great Price: $750.00 Call Frank at 408 739-7772 or email:flozano@flash.net

WHEELS (911/944/928). Set of BBS Autocross $750. Set of 15 inch Phone Dials with mounted snow tires $400. Both sets for $1000. Call Kevin 408-448-1113 or email Hillton1@AOL.com.

Wheels and Misc: 911 hardware. (2x) 10 x 16 and (2x) 12 x 16 Ronal 3 piece Racing wheels, $1050.00 (call for offsets), 911 Headers (Jet Hot Coated), $300.00. Retractable seat belt kit for updating early 911 front seats, $125.00. 1 pair of Phase 9 mufflers (Never used), $350.00. 1 Stock muffler early 911 (2 in/1 out) $200.00 (used once). Plus other misc. small parts. Matt Orovit 831-623-2231 or OROVITZ@US.IBM.COM

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

I am in the market for a 1964 or 1965 cabriolet any condition any color. I would be interested in one or more. Please e-mail me at qpmd@aol.com or phone 510 739-5222 weekdays and 408 356-8686 weekends or pager anytime 408 289-6947. Mark Hacker

WANTED: Someone who would be kind enough to take my autocross tires to and from the Parade at Mt. Tremblant this August. I'll carry one for a spare, so you only need room for three. If you are trailering a car or RVing to parade, and would be willing to do this please, give me a call at (408) 257-6575 night, (408) 756-0910 day, or email me at zaccone@batnet.com. Thanks. Terry Zaccone

WANTED: Lightweight trailer for towing a 911. Call Ken at 408-922-9385 days or 408-842-3766 eves.

WANTED: 356 convertible/cabriolet project car - any year. Call Ken at 408-922-9385 days or 408-842-3766 eves.

WANTED: For 914; L&R Tail light housings and lenses in top condition. Rear chrome bumper for 914/6 (NOT 914/4). "914-6" gold lettering badge for rear panel. Pass. side front fender. Rear valance (porthole type underbumper for 914/6). Ron Halfhill, (800)595-0235.

WANTED: 911 R wheels, 15 x 7, fair to good cond. must be straight and true. Any early 911 Recaro or Scheel race bucket seats, any condition. Chrome license plate holder from Vasek Polak w/Porsche crest. Factory aluminum rear engine lid and rear panel. 69S aluminum pressure plate and clutch disc. Used 81-83 911SC or Euro SC pistons & cylinders. Phone, Cris Huergas (510) 523-7763 home or (415) 541-4549 work or e-mail: crispin_d_huergas@ffic.com

WANTED, two 8x16 Fuch alloys with excellent rims. Rebuildable 3.2L longblock core, used 3.2L cylinders to bore out, scratched or worn okay, individuals okay. Valve spring tester to measure seat pressure and installed/compressed height. Front hood and front fenders for a 70-73 911, must be in excellent shape. Victor Ofner. (415)239-0398

WANTED. Sport seats for '84 Carrera Targa. Prefer leather in stock taupe interior color, but willing to consider other if reupholstery required. Please call Dale at 408-354-1965 (H) or 408-756-0910 day, or email me at dhuergas@ffic.com

WANTED: 911 R wheels.15 x 7, to fair to good cond. must be straight and true. Any early 911 Recaro or Scheel race bucket seats, any condition. Chrome license plate holder from Vasek Polak w/Porsche crest. Factory aluminum rear engine lid and rear panel. 69S aluminum pressure plate and clutch disc. Used 81-83 911SC or Euro SC pistons & cylinders. Phone, Cris Huergas (510) 523-7763 home or (415) 541-4549 work or e-mail: crispin_d_huergas@ffic.com

I am in the market for a 1964 or 1965 cabriolet any condition any color. I would be interested in one or more. Please e-mail me at qpmd@aol.com or phone 510 739-5222 weekdays and 408 356-8686 weekends or pager anytime 408 289-6947. Mark Hacker

WANTED. Sport seats for '84 Carrera Targa. Prefer leather in stock taupe interior color, but willing to consider other if reupholstery required. Please call Dale at 408-354-1965 (H) or 408-554-4679 (O).

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

April 1999  The Nugget  25
### April

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Sat</td>
<td>SVR Autocross</td>
<td>Mather Field, Sacramento</td>
<td>Contact Glen Brooksby 916-484-7257 for more info.</td>
</tr>
<tr>
<td>7 Wed</td>
<td>GGR Board Meeting</td>
<td>Mather Field, Sacramento</td>
<td>7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.</td>
</tr>
<tr>
<td>9 Fri</td>
<td>TGIPF</td>
<td>Mather Field, Sacramento</td>
<td>Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.</td>
</tr>
<tr>
<td>10 Sat</td>
<td>GGR-Automation Autocross #2</td>
<td>Mather Field, Sacramento</td>
<td>at Oakland Coliseum. Call Bert &amp; Ann DelVillano (650) 592-0673 for details.</td>
</tr>
<tr>
<td>11 Sun</td>
<td>LPR Autocross</td>
<td>Mather Field, Sacramento</td>
<td>at Oakland Coliseum. Call Dirk Bergstrom at (650)473-6853 for details.</td>
</tr>
<tr>
<td>17-18 Sat/Sun</td>
<td>GGR-Gallen Associates Time Trial and Driver's Education #2</td>
<td>Buttonwillow</td>
<td>For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at <a href="mailto:Yonk911@aol.com">Yonk911@aol.com</a></td>
</tr>
<tr>
<td>24 Sat</td>
<td>Yosemite Region Zone 7 Autocross #1</td>
<td>Mather Field, Sacramento</td>
<td>at San Joaquin County Fairgrounds, Stockton. For info, call Pat Ikeda at (209) 473-4628 or Jim Bridges at (209) 478-6055.</td>
</tr>
<tr>
<td>25 Sun</td>
<td>Zone 7 Autocross #2</td>
<td>Mather Field, Sacramento</td>
<td>at San Joaquin County Fairgrounds, Stockton. For info, call Mary Ann Behrens at (209) 477-6496.</td>
</tr>
<tr>
<td>30-2 Fri/Sun</td>
<td>CRAB 27 hosted by the Sacramento Valley Region</td>
<td>Mather Field, Sacramento</td>
<td>Contact Mike &amp; Sue Ambrozewicz (916) 965-4542.</td>
</tr>
</tbody>
</table>

### May

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2 Fri/Sun</td>
<td>CRAB 27 hosted by the Sacramento Valley Region</td>
<td>Mather Field, Sacramento</td>
<td>Contact Mike &amp; Sue Ambrozewicz (916) 965-4542.</td>
</tr>
<tr>
<td>5 Wed</td>
<td>GGR Board Meeting</td>
<td>Mather Field, Sacramento</td>
<td>7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.</td>
</tr>
<tr>
<td>8 Sat</td>
<td>GGR Cinco de Mayo social</td>
<td>Mather Field, Sacramento</td>
<td>at Pedro's in Santa Clara. Call Shirley Neidel (408) 225-8103 for details.</td>
</tr>
<tr>
<td>8 Sat</td>
<td>Zone 7 Rallye #2 - Spring Flowers</td>
<td>Mather Field, Sacramento</td>
<td>SVR - from Mocha Joe's, Davis. For info, call Rik Larson at (916)481-6084.</td>
</tr>
<tr>
<td>14 Fri</td>
<td>TGIPF</td>
<td>Mather Field, Sacramento</td>
<td>Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.</td>
</tr>
<tr>
<td>15-16 Sat/Sun</td>
<td>Zone 7 Autocross School</td>
<td>Mather Field, Sacramento</td>
<td>3 Com. For more information contact Masuo Robinson, 916-427-9690</td>
</tr>
<tr>
<td>22 Sat</td>
<td>SVR Autocross</td>
<td>Mather Field, Sacramento</td>
<td>Contact Glen Brooksby 916-484-7257 for more info.</td>
</tr>
<tr>
<td>23 Sun</td>
<td>Automation-GGR Zone Concours #2 &amp; Swap Meet</td>
<td>Mather Field, Sacramento</td>
<td>at Automation, Sunnyvale. For info, call Dick Cottrell at (650)692-2100.</td>
</tr>
<tr>
<td>29 Sat</td>
<td>LPR Autocross</td>
<td>Mather Field, Sacramento</td>
<td>3-Com Park. Call Dirk Bergstrom at (650)473-6853 for details.</td>
</tr>
<tr>
<td>30 Sun</td>
<td>GGR-Automation Autocross #3</td>
<td>Mather Field, Sacramento</td>
<td>3-Com Park. Call Bert &amp; Ann DelVillano (650) 592-0673 for details.</td>
</tr>
</tbody>
</table>

### June

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Wed</td>
<td>GGR Board Meeting</td>
<td>Mather Field, Sacramento</td>
<td>7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.</td>
</tr>
<tr>
<td>5 Sat</td>
<td>GGR Malibu Fun Day</td>
<td>Mather Field, Sacramento</td>
<td></td>
</tr>
<tr>
<td>5 Sat</td>
<td>GGR Time Trial Ground School</td>
<td>Mather Field, Sacramento</td>
<td></td>
</tr>
<tr>
<td>11 Fri</td>
<td>Laguna Seca Practice Day</td>
<td>Mather Field, Sacramento</td>
<td></td>
</tr>
<tr>
<td>11 Fri</td>
<td>TGIPF</td>
<td>Mather Field, Sacramento</td>
<td>Friday Night Social, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.</td>
</tr>
<tr>
<td>12-13 Sat/Sun</td>
<td>GGR-Baur Porsche's Time Trial and Driver's Education #3</td>
<td>Laguna Seca</td>
<td>For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at <a href="mailto:Yonk911@aol.com">Yonk911@aol.com</a></td>
</tr>
<tr>
<td>13 Sun</td>
<td>Zone 7 Rallye #3 - Summer Solstice</td>
<td>Mather Field, Sacramento</td>
<td>DR/YR</td>
</tr>
<tr>
<td>18-20 Fri/Sun</td>
<td>Reno Autocross</td>
<td>Mather Field, Sacramento</td>
<td></td>
</tr>
<tr>
<td>26 Sat</td>
<td>SVR Autocross</td>
<td>Mather Field, Sacramento</td>
<td>Contact Glen Brooksby 916-484-7257 for more info.</td>
</tr>
<tr>
<td>27 Sun</td>
<td>Zone 7 Concours &amp; Swap Meet</td>
<td>Mather Field, Sacramento</td>
<td>Parts Heaven - LPR</td>
</tr>
</tbody>
</table>
The Very Best Just Got Better

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

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

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

S.CAR.GO
SERVICE for PORSHE
533 Irwin, San Rafael, CA 94901
415 485 6026
http://www.motomall.com/scargo

1999 Board of Directors

President (925) 606-8543
Lloyd DeMartini
MUNYPIT911@aol.com
lloyd.j.demartini.jr@lmco.com

Vice President (925) 838-8350
Tim Gallen
Tim@gallen.com

Secretary (925) 679-0101
Lori Hageman
Lorivet@aol.com

Treasurer (925) 634-9868
Michael (Mike) Bernamonti
AntiCHP@aol.com

Membership (510) 568-5171
Ken Shahoian
race911@aol.com

Competition (650) 328-4221
Bill Benz
billb@burnsdoane.com

Social (650) 965-2566
Mary Beth Wilson
marybeth.wilson@gsc.gte.com

Nugget Editor (408) 779-0389
Fax (408) 779-9073
Dave Dunwoodie
ddunwood@garlic.com

Webmeister (510) 656-0591
Len Ott
lenott@home.com

Visit GGR’s web site at http://www.pca-ggr.org
Visit 10th Annual Automotion-PCA Charity Swap Meet & Concoures

Mark the date on your calendar: Visit us Sunday May 23rd

Swap Meet stall sales—set up 6:30 am, $10.00 each; first come, first serve. Proceeds donated by Automotion and PCA-Golden Gate Region to VIA Charity to help the crippled children. West Coast Porsche Swap Meet is open to public 8am-3pm. Karen Neidel 408-225-5356.

Concours—$15.00 per entry. Run under PCA Zone 7 rules. Concours opens 9:00am for viewing. Contact Roger Wiersema at Roger@Musicannex.com or phone 510-843-6166. Judging begins at 10:30am.

Automotion—Showroom open 8:00am to 3:00pm. Fill out a door prize entry form to win thousands of dollars worth of prizes. Winners need not be present; drawing will be on Monday. Pick up a free copy of our 1999 catalog.

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