

April 1999

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Hank is Back
Remembering an Era
Flower Power at Thunderhill



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...

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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.

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...

The events are starting to flow. By the time you read

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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

Braking news

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 espresso 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."



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by Bev Frohm, Orange Coast Region (from PANDEMONIUM)

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 DIY: tape, baggies, toothbrush, plastic wrap, rags, two plastic trash bags, towels, note pad, rubber bands, gloves and lots of quarters.

First thing to do is protect your electrical components. Take a baggie and put it over the distributor. Next, use the rubber band or tape to secure the baggie in place. Each model is unique on where the electrical components are

Concours Corner - Cleaning the Engine - Part I

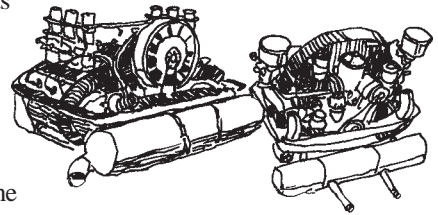
located. My 911E has electronics on the left side of the engine. I use the plastic wrap to protect this area and tape to secure it. Look anywhere else the water may cause you car-starting problems. If you have exposed carburetors, use the plastic wrap or baggies to protect them.

Next thing I 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

Concours Corner - Cleaning the Engine - Part I

continued from page 5

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.



Spring Flowers 1999

Event No. 2 in the '99 Zone 7 Rally Series

Saturday, May 8

Entry Fee: \$10.00 per Car

Registration: 9:00 A.M. to 10:00 A.M.

First Car Out at 10:01 A.M.

Start: Mocha Joe's Espresso Cafe in El Macero Shopping Center at 417 Mace Boulevard, Davis (on Mace Boulevard, one block south of I-80, just east of the city of Davis).

Finish in Davis at 1:00 P.M.



Information: Rik Larson (916) 481-6084
Rallymaster: Phillip Marks (707) 448-4021
Awards in the following classes:
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Zone 7 Competitive Events for 1999 Off to a Good Start

By May Ann Behrens

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.

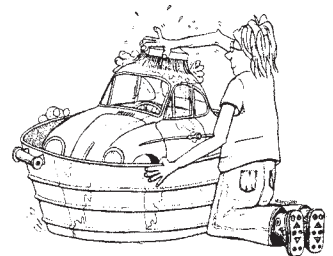
To spice up things a bit, we are going to institute autocross teams again. Now this can really be a lot of fun! A team consists of five autocrossers, each of whom must



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!!!

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- ◆ 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'Elegance, participants will remit entry fee of \$100.00. Remember, this fee is a charitable contribution and may be tax deductible!!

To Enter:

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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'Elegance**
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SPACE IS LIMITED!!!
ENTRY DEADLINE IS JUNE 1, 1999

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Body Type - Model _____ No. of Cyls. _____

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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 contestants 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 _____



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**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, <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, long term enthusiast, well-organized and a very straight shooter. We're fortunate to have available someone as excellent as Mary Ann. There has been an unexpected change in the LPR autocross series. Dirk Bergstrom has found himself a bit shy of the requisite time to devote; Miles Smith will step in and see what a series is like from THAT driver's seat. He'll need help getting the trailer there, not being a SUV/towing person.

SITES: A part of the old Alameda Naval Airstation is becoming a wildlife sanctuary, which I would think should just about put an end to any fantasies we might still be harboring about autocrossing there, and no disrespect implied to the local animals, which certainly have to live somewhere. The story of the retiring evil airport manager in Santa Rosa has taken another bad turn: he's staying. However, despite management changes at the fairground in Petaluma, the cars are still welcome there and Redwood and ESCA have an active year planned.

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 beancounters 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- tappity... not even close... oh, man, what are we going to write about?... up to you... tappity-tap-tappity... NOTHING'S HAPPENED yet... tappity-tappity-tap-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-tap-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.

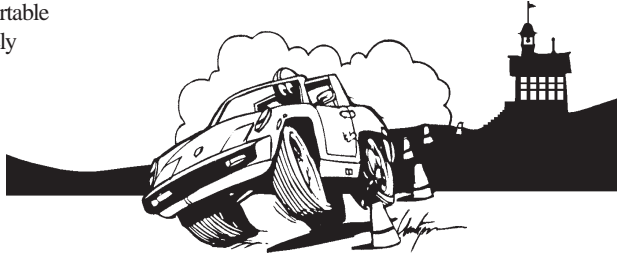
It's not surprising, I suppose, that I'd be thinking that way, as it was really the driving activities that got so much in the way of the playing in bands. I'm not talking about just driving around, nor just screwing around on the piano, but, rather, trying for a good lap in a car and trying to get through 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 (NTMbergring) 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 this 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 scoping 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 Dicus, 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.

Dicus 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 Dicus (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 Sno-Cat 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, Dicus 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 Visgilio'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.

Remembering an Era

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 Stuttgart, 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-

Ted receiving his '63 356B at the dock.



Marian in the 912 going through the corkscrew during the 18th Porsche Parade.





From left to right. Ted, Tom, Rye Jetta, Corkey, Porsche



Rye's 912 with his two sons, Rye Jr and Nash.

difficult 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 hospitably 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 inten-

tional 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.



Ted just received his new 911.

Marian with Alice and Perc Bliss, with a Porsche in the background.



Flower Power and Po



Above, Bill Benz is shining and ready to go. Left, Masuo shows off his flowers. Below, Mike Mitchell & Donna Sylyanovich are ready to go.



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?



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



Ken Mack flows through turn 13.



rsche at Thunderhill



Right, car #22 of Newlin fame leads off the fast crowd.



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?



Thundering Dreams

by Silvia Sykes

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 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,

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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 su-

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perb 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,

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Results of Time Trial #1 from Thunderhill

reported by Masuo Robinson

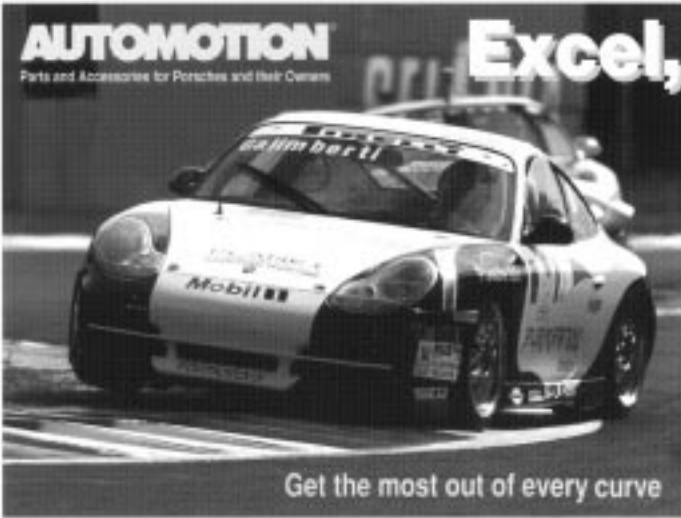
Class	Time	Name	Car #	Class	Time	Name	Car #
AP	2:34.598	Jim Ralston	264	FP	2:14.406	Scott Yeaman	042
BI	2:18.367	Jim Biesemeyer	008	FR	2:14.705	Erik Ostly	092
BI	2:20.620	Richard Jung	201	FX	dnr	Sergio Meza	048
BI	2:21.429	John Beck	725	FX	dnr	Rod Packwood	453
BI	2:27.095	Brooks Esser	528	FX	dnr	Bill Packwood	153
BI	2:27.299	Joe Zeiph	204	GI	2:21.974	John Teasley	099
BI	2:28.200	John Seidell	314	GI	2:26.579	Scott Robertson	210
BI	2:29.587	James Ohl	025	GM	dnr	Chuck Davis	280
BI	2:34.679	David Darling	195	GT	2:02.717	Henry Watts	027
BI	2:44.074	Rich Bradshaw	166	GT	2:06.150	Steve Meacham	068
BIL	3:19.667	Tina Tucker	272	GT	2:07.628	Greg Sirakides	028
BP	2:15.425	Kevin Voigt	342	GT	2:13.368	Bill Benz	127
BP	2:22.695	Jeff Williams	541	GT	dnr	Jeff Stevenson	309
BP	2:23.059	Chris Kolstad	735	GT	dnr	Tim Gallen	930
BP	2:24.676	Bert Del Villano	234	GX	2:11.501	Ken Mack	001
BP	2:30.384	Gary Campbell	435	GX	2:16.997	Stuart Ward	333
BP	dnr	Gerry Brown	214	GX	dnr	Paul Brodie	412
BP	dnr	Chuck Kolstad	135	HI	2:29.040	Mike Serpe	483
BR	dnr	Robin Aube	003	HI	2:21.075	Evan Williams	445
BRL	dnr	Sharon Neidel	003L	HI	dnr	Bill White	329
CI	2:21.946	George Visgilio	924	HI	dnr	Doug Fisher	029
CIL	2:28.500	Lori Hageman	294L	HP	2:23.614	Tim Fleming	036
CP	2:22.711	Dan Lofgren	307	HP	2:34.023	Bill Fergus	077
CP	2:24.480	Cameron Carrington	340	JI	2:21.046	Steven Taty	011
CP	2:25.930	Steve Casaletto	288	JI	2:22.159	Warren Walker	381
CP	dnr	Miles Smith	312	JI	2:27.666	George Morris	361
DI	2:12.741	Jim Putnam	224	JI	2:27.914	Jeff Roberts	343
DI	2:21.662	Jim Hyndman	511	KI	2:15.623	Chris Murray	041
DI	2:28.273	Michael Whelan	767	KI	2:16.475	Ken Park	096
DIL	2:16.627	Susan Moore	075L	KI	2:21.025	John Cole	095
DM	2:12.296	Michael Mitchell	951	KI	2:25.739	Nils Kjell	385
DML	2:15.115	Donna Sylvanovich	951L	KM	2:09.426	Masuo Robinson	024
DML	dnr	Lori Gallen	944L	KM	2:11.935	Neil Yonk	034
EI	2:17.899	John Manelis	367	KM	2:12.211	Mike Jolliffe	087
EP	2:13.167	Ted Phillips	066	KM	2:15.009	Duck Fuson	421
EP	2:23.205	Bob Norwood	444	KM	dnr	Matt Vail	140
EP	dnr	Niul Burton	517	KML	2:29.785	Laurie Yonk	034L
EP	dnr	Bill Bechtold	300	KP	2:13.896	Steve Kuhn	016
EX	2:25.251	Cindy Payne	054L	KP	2:14.227	Tony Mazzagatti	037
EX	2:36.947	Wayne Grainer	425	KP	2:16.037	Pete Siemens	318
EX	dnr	John Byrne	054	KP	2:17.267	Pete Blansit	455
EX	dnr	Greg Braun	052	KP	2:19.061	Mike Bernamonti	155
EX	dnr	Jack Kuhn	012	KP	dnr	Mark Johnson	246
EX	dnr	Ron Herrerias	357	KP	dnr	Rob Johnson	010
EX	dnr	Richard Walton	861	KPL	2:19.494	Cherie Kuhn	070L
EXL	dnr	Tricia Braun	052L	KPL	2:23.111	Catherine Siemens	318L
FI	2:30.637	Paul Seidel	039	LI	2:17.523	Brad Maker	516
FM	2:14.586	Larry Sharp	006	LI	2:34.247	Carson Boyd	218
FM	2:39.528	Robert Stiffler	171	L	2:34.765	Jim Zehnder	215
FM	2:42.109	David Kuhlman	260	LI	dnr	Jim Watson	104
FM	dnr	Gene Kindred	090	LIL	dnr	Renee Crawshaw	104L
FM	dnr	John Nelson	244	LM	2:09.230	Mark Havens	031
FML	dnr	Patricia Kindred	090L	LM	dnr	Mat Lowrance	124

Class	Time	Name	Car #
LM	dnr	Mark Shattuck	097
MI	2:20.910	John Gingrich	330
MI	dnr	Robert Brenner	268
MP	2:11.378	Jeff Sykes	471
MP	dnr	Bill Scott	247
NI	2:14.138	Brian Lee	360
NI	2:23.659	James Thompson	240
NI	2:26.318	Greg Stowe	414
NI	dnr	Gib Myers	243
NI	dnr	Ben McGraw	161
OI	2:24.945	Anthony Lizano	113
QM	2:15.010	Jon Cox	666
QM	dnr	Gary Jones	931
QM	dnr	Dan Jones	993
U	2:01.568	Rich McGlumphy	002
U	2:02.564	Rich McClelland	323
U	2:27.918	Stan Michelman	233
U	dnr	Dan Cowell	015
W	2:07.304	Jim Sjoberg	190
W	2:18.956	Richard Steranka	398
WL	2:12.225	Terry Jacobson	190L
X *	1:59.217	Bill Newlin	022
X	dnr	Robert Ellis	074
XL	2:06.256	Rebecca Newlin	022L
XL	dnr	Joy Ellis	074L

Class	Time	Name	Car #
Y	2:08.945	Dennis Tholen	069
Y	2:09.583	Larry Heitman	019
Y	2:24.121	Bob Beach	231
YL	2:31.576	Sue Smith	019L
Z	1:59.962	Lloyd DeMartini	055
Z	1:59.971	Ray Dicius	017
Z	dnr	Matt Orovitz	047
Z	dnr	Don Miraglia	067
ZL **	2:06.184	Pattie DeMartini	055L

TTOD *
TTODL **

Top 10 Times from 3/7			
X *	1:59.217	Bill Newlin	022
Z	1:59.962	Lloyd DeMartini	055
Z	1:59.971	Ray Dicius	017
U	2:01.568	Rich McGlumphy	002
U	2:02.564	Rich McClelland	323
GT	2:02.717	Henry Watts	027
ZL **	2:06.184	Pattie DeMartini	055L
XL	2:06.256	Rebecca Newlin	022L
W	2:07.304	Jim Sjoberg	190
Y	2:08.945	Dennis Tholen	069



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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

April 4th	Laguna Seca International Raceway (w/ NASA)	CALL NOW!!
July 4-6	Special Event with NASA at <u>Treasure Island!</u> (w/ NASA)	
October 9 and 10	Sears Point International Raceway (w/ NASA)	
October 23-24	Laguna Seca International Raceway (w/ SCCA)	
December 5	Thunderhill Raceway Park (w/ NASA)	

1999 PUG Event Co-Chairpersons

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(510) 482-1249
twpmgp@value.net

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

PUG Membership

Lloyd De Martini
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March Board of Directors meeting

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 Bernamonti, 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 which 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. De-

creasing 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 DelVillano 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 budgeted for; the associated High Speed Driving School also exceeded expectations with 75 drivers enrolled. Progress on the Dick Cottrell Concourse 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.

Secretary: 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 ex-

cluded a New Year's Eve Party, but included 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.



GGR members celebrating anniversaries with PCA in April:

New members
Please join us in welcoming our newest members.

39 Year Anniversary
Burton & Joan Propp

35 Year Anniversary
Norbert & Margri
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

Official Count

New Members	37
Transferring In	2
Transferring Out	2
Total Members	1619

Transferring in

Transferring out

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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

1963 356B Coupe. Needs tender loving care. \$3,450/BO Ron (650) 593-4908

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. Carlsen of Carlsen 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 tierods, 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 streetable \$12,500. Call Gary at 415-468-2729 or e-mail greyfox@hooked.net

1975 911 Carrera Sunrf Cpe. #272 of 395. Same original Los Gatos owner for 23 yrs. 27,400 fully documented miles from new. 100% original and UNRESTORED. Museum quality. Still smells brand new! Special order gemini blue with tan leather interior. Best orig. Carrera in U.S.? \$19,500 FIRM! Call Chris at (650)591-1301.

1979 911SC Coupe, Cashmere Beige, lowered suspension, European pre-muffler, turbo tie-rods, 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 916-726-1501

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@sandisk.com (CA).

1984 911 Carrera Coupe. Factory turbo look, Blk/Blk, All Pwr, S/R, 52,000 miles. New tires. Excellent condition. \$27,500. David at (209)826-0302 or (408)842-1496.

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 Mountian View Ca at 650-965-2128 or boland.jim@ssd.loral.com

1992 968 Midnight Blue Cabriolet with Autopower Rollbar, Upgraded Alpine stereo with 12 disc CD changer, Potenza SO-2's, 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@ieec.org <mailto:a.hospodor@ieec.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.

Car Cover - Automotion car cover for 911. Red. \$50. Momo leather shift knob \$25. One Bridgestone RE71 225-50-16 new, \$50. One Re71 205-55-16 good, \$30. Alan Powell (415)370-5174.

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 (hunry 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

911 \$5. 6- AIR injector plugs \$5. Call Rod @ (925)314-0914.

Parts for sale: Wheels- Set of 4 Fuchs 7&8x15 (from '80 Weissach Ed. 911) with 225/50 Yokohama A-008RS tires (75% tread) \$450. Oil cooler- AJ 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 at (510) 891-4516.

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 Trailing 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: flozано@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 Orovitz 831-623-2231 or OROVITZ@US.IBM.COM

Parts & Misc. for sale: Stereos and strut brace. From 1996 911 - factory Becker CR-210 AM/FM stereo cassette and speaker system \$250/obo. New Sony XR-C350 35Wx4 AM/FM stereo cassette - \$150/obo. New Performance Products strut brace for 993/911 \$100/obo. Dennis Mahoney 650-654-2789.

For sale: one set of Yokohama A008RS racing tires in the standard Carrera or SC sizes: 2 fronts 205/55 R16, 2 rear tires 225/50 R16. Tires used for 2000 gentle street miles and 2 autocrosses. Plenty of meat still on them. Tires only, no wheels attached. \$160/OBO. Please call 650-322-3294 evenings or leave a message.

WANTED

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

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 qpind@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.



GGR & Zone 7 Events Calendar



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

- April**
- 3 Sat **SVR Autocross.** Mather Field, Sacramento. Contact Glen Brooksby 916-484-7257 for more info.
 - 7 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
 - 9 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
 - 10 Sat **GGR-Automotion Autocross #2** - at Oakland Coliseum. Call Bert & Ann DelVillano (650) 592-0673 for details.
 - 11 Sun **LPR Autocross** - at Oakland Coliseum. Call Dirk Bergstrom at (650)473-6853 for details.
 - 17-18 Sat/Sun **GGR-Gallen Associates Time Trial and Driver's Education #2** - Buttonwillow. For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
 - 24 Sat **Yosemite Region Zone 7 Autocross #1** at San Joaquin County Fairgrounds, Stockton. For info, call Pat Ikeda at (209) 473-4628 or Jim Bridges at (209) 478-6055.
 - 25 Sun **Zone 7 Autocross #2** at San Joaquin County Fairgrounds, Stockton. For info, call Mary Ann Behrens at (209) 477-6496.
 - 30-2 Fri/Sun **CRAB 27** hosted by the Sacramento Valley Region. Contact Mike & Sue Ambrozewicz (916) 965-4542.
- May**
- 1-2 Fri/Sun **CRAB 27** hosted by the Sacramento Valley Region. Contact Mike & Sue Ambrozewicz (916) 965-4542.
 - 5 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
 - 8 Sat **GGR Adopt-A-Highway.** Call Jean Ohl at (650) 341-9020.
 - 8 Sat **GGR Cinco de Mayo** social at Pedro's in Santa Clara. Call Shirley Neidel (408) 225-8103 for details.
 - 8 Sat **Zone 7 Rallye #2 - Spring Flowers** - SVR - from Mocha Joe's, Davis. For info, call Rik Larson at (916)481-6084.
 - 14 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
 - 15-16 Sat/Sun **Zone 7 Autocross School** - 3 Com. For more information contact Masuo Robinson, 916-427-9690
 - 22 Sat **SVR Autocross.** Mather Field, Sacramento. Contact Glen Brooksby 916-484-7257 for more info.
 - 23 Sun **Automotion-GGR Zone Concours #2 & Swap Meet** at Automotion, Sunnyvale. For info, call Dick Cottrell at (650)692-2100.
 - 29 Sat **LPR Autocross** 3-Com Park. Call Dirk Bergstrom at (650)473-6853 for details.
 - 30 Sun **GGR-Automotion Autocross #3** - 3-Com Park. Call Bert & Ann DelVillano (650) 592-0673 for details.
- June**
- 2 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
 - 5 Sat **GGR Malibu Fun Day**
 - 5 Sat **GGR Time Trial Ground School**
 - 11 Fri **Laguna Seca Practice Day**
 - 11 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
 - 12-13 Sat/Sun **GGR-Baur Porsche's Time Trial and Driver's Education #3** - Laguna Seca. For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
 - 13 Sun **Zone 7 Rallye #3 - Summer Solstice** - DR/YR
 - 18-20 Fri/Sun **Reno Autocross**
 - 26 Sat **SVR Autocross.** Mather Field, Sacramento. Contact Glen Brooksby 916-484-7257 for more info.
 - 27 Sun **Zone 7 Concours & Swap Meet - Parts Heaven** - LPR



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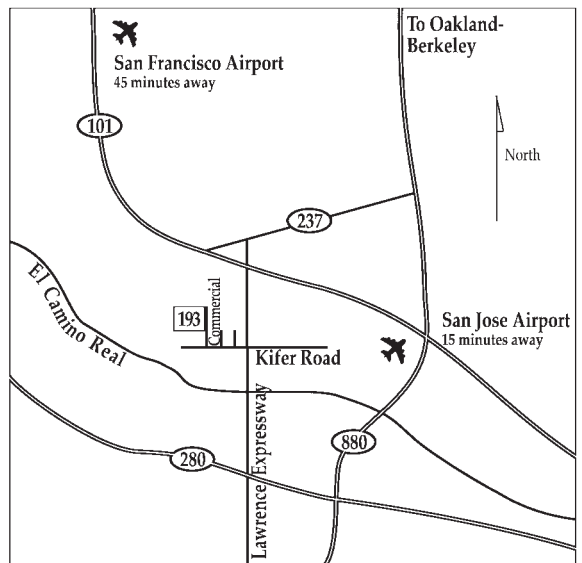
Mark the date on your calendar: Visit us Sunday May 23rd

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.



Sunday May 23rd. Help us help the crippled children. Come and join us.