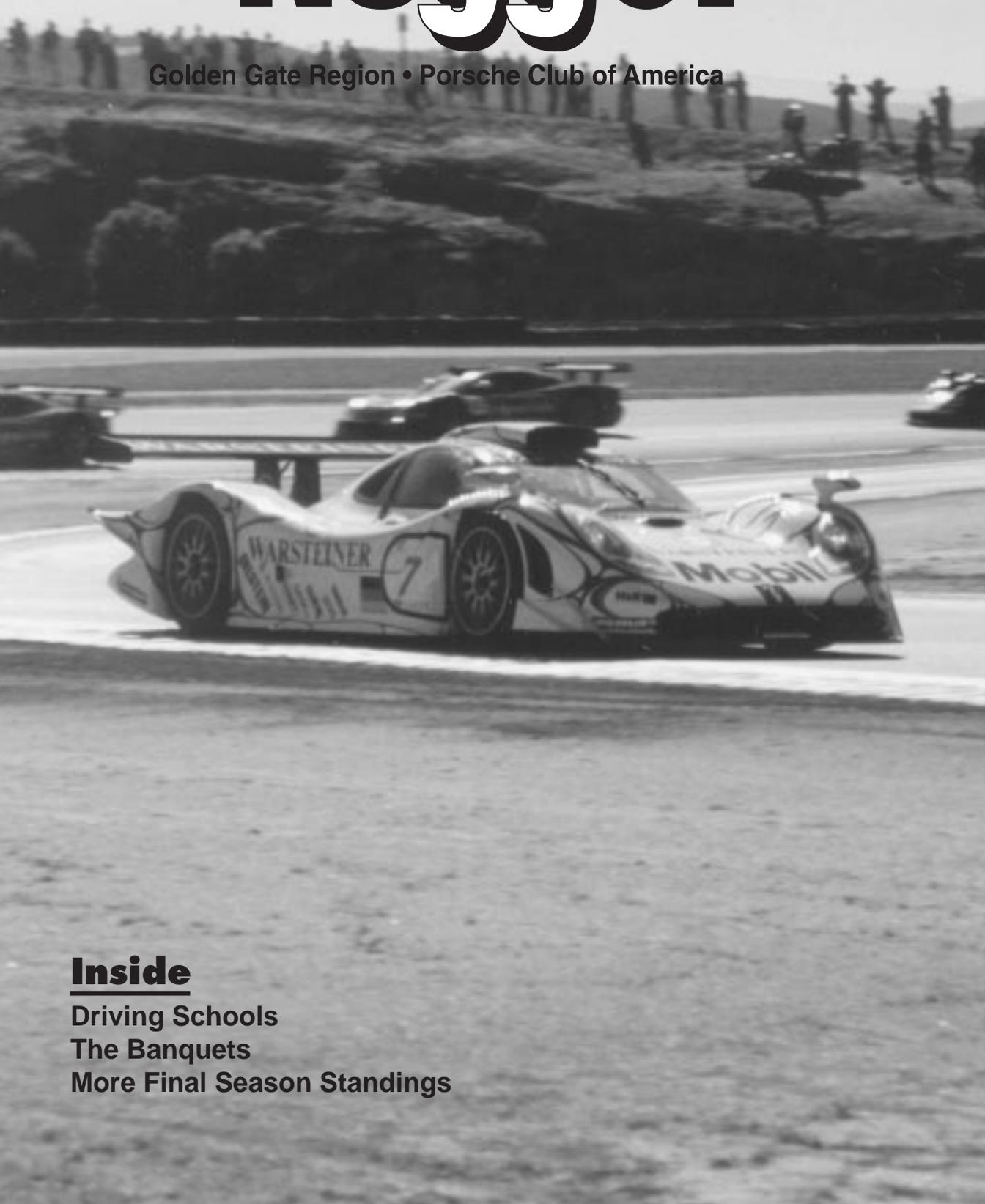


February 1999

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Driving Schools

The Banquets

More Final Season Standings



I have been your *Nugget* editor for about a year now, and I guess it was inevitable. I received several e-mails last week accusing me of being biased towards 911s by a group that has been greatly ignored through all of the festivities this last year. I am talking about the "Water Cooler" crowd, and there are a great number of them, including me.

It was the "Porsche Chronology" that boiled the waters... I thought this was an interesting article with value, even without the other great underestimated models that Porsche has produced in the last two decades. This was an article supplied by Porsche Cars North America, and is copyrighted, so I couldn't change anything. In hindsight, I should have made a note that the article was 911 oriented.

The outcome to this episode is that I might have made a couple of new friends, and gained some future contributors to the *Nugget*. As always, if you don't

see what you want in the *Nugget*, you can do something about it. Send me some pictures of an event you enjoyed with an article. It would be nice to see another club member's aspect in the *Nugget*.

There are two great GGR driving schools coming up. I have taken the two day Autocross School, and the High Speed Driving School, both in my "watercooled" 928, and they were a blast! I highly recommend either of the classes to see what it is about to drive your Porsche aggressively, and hone your driving skills for the track, autocross course, and everyday driving.

Keep the shiny side up

Roger Kraus Racing
2896 Grove Way, Castro Valley CA 94546
Orders 800-510-RACE (7223) Inf. 510-582-5031
www.rogerkrausracing.com

We speak PORSCHE racing and back it up with results and fair prices. Race / Street tires and wheels. Alignments & Cornerweighting by Brandon Kraus. Suspension Is Our Specialty. Vintage 356 to 962. *The Race Professional Shops Here*

**Race Tires - Goodyear
Hoosier - Kumho - Toyo
Yokohama - Avon - Dunlop**
Great prices on street and race wheels. Street Tires
We prepare race and street
Porsches - 26 years experience

Not calling us could be costing you !!

Charlie Bars - Weltmeister - KONI - Bilstein
Brakes - Eibach - Sway Bars - Torsion Bars
Brake Pads - Bushings - Spacers
Fabrication - Alignments - Corner Weights

S.A.S. GERMAN AUTO
Specializing In
Mercedes Benz ■ BMW ■ Porsche ■ Audi ■ Jaguar

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

10% OFF FOR GGR MEMBERS

STORAGE FOR PORSCHEs
and similar sized vehicles
**Reasonable Rates
Security Alarm
Charlie Arolla
(408) 243-2999
or E-Mail
c.arolla@ix.netcom.com**



It's amazing how quick time flies when you have deadlines to meet. It's New Years, I haven't received my January Nugget to see my first ramblings in print, and I'm writing another article for my February Column. I was hoping to have one Board Meeting under my belt before writing this segment, but I'll voice my ideas on the direction I hope the Board can achieve this year.

It is my goal to better inform the membership of upcoming events and an explanation of those events. I think the older members take it for granted what a Time Trial, Autocross, or a Rallye entails. But new members might not understand what these events are about, thus they don't participate. The Board will endeavor to keep you informed of the monthly activities, as well as, an explanation of what

each event is all about. The calendar planning meeting will be held Sunday, January 9th. This meeting schedules the activities for the year. The activities are not written in stone, so if you have any suggestions or activities you would like held, let the Board know. We will strive to get the information out at least two months ahead of the scheduled date whenever possible, but remember the Web Site keeps an up-to-date calendar as well as other great information about the Club. So if you are hooked up to the net, take sometime and browse our site and learn what the Club is all about. Until next month.

Advertising sales

Size	one issue	half year*	yearly*	Business card ads * per month value	\$15 per month
1/8 page	\$20	\$16	\$14		
1/4 page	\$40	\$32	\$28		
1/2 page	\$65	\$52	\$46		
Full page	\$100	\$80	\$70		
Inside cover	\$125	\$100	\$88		
Back cover	(Call for information)				

For information call:
Craig Watkins (707) 829-9229

Staff

Editor

Dave Dunwoodie

Associate Editor

Sheila Dunwoodie

Advertising Sales

???

Billing

Craig Watkins

Mailing

Patricia Kindred

Circulation

Dave & Sheila Dunwoodie
Sean & Patrick Dunwoodie
Gene & Patricia Kindred
Bob & Gisela Norwood
Dennis & Lisa Yearton
Jessica "George" Yearton
Amy "Bill" Yearton

Inside line

News

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

Features

Shop talk: Service Problems	5
Time Trial Awards Banquet	6
Concours Final Season Standings	8
Autocross Awards Banquet	12
High Speed Driving School	14

Columns

President's column	3
For the Record	16/17
Members	18

Volume 39, No. 2

Cover: One of the beautiful Porsche GT1's on the track at Laguna Seca during the FIA GT finale last October.
Photo: Cyril Reif

Braking news

Porsche Files Lawsuit Against 130 Internet Domain Names For Trademark Infringement

ATLANTA, January 13 -- In an action taken to protect the Porsche name and trademark, Porsche AG and Porsche Cars North America have filed an unprecedented lawsuit against approximately 130 Internet domain names that use the trademark Porsche or a variation of the trademark Porsche. The in rem (i.e., against the thing) complaint was filed on Jan. 6, 1999, in the United States District Court for the Eastern District of Virginia.

"As the Internet has expanded, Porsche has become the victim of trademark infringement," said Patricia R. Britton, General Counsel of Porsche Cars North America. "Porsche is one of the most recognized and respected trademarks in the world. As a result, trademark infringers want to capitalize on the good will and reputation of Porsche in establishing their presence on the Internet. These infringers range from operators of hardcore pornographic web sites to speculators who attempt to profit from the registration and trafficking of domain names that use the trademark Porsche."

In an in rem lawsuit, a plaintiff sues property or things rather than persons or entities. Therefore, Porsche is not suing the individuals or entities that registered the domain names, but the domain names themselves. The suit was filed in Virginia because the domain names and their registry certificates are located with Network Solutions, Inc., headquartered in Herndon, Virginia. Upon filing the lawsuit, Network Solutions will deposit the domain name registry certificates with the Clerk of the Court and the Court will then have complete dominion and jurisdiction over the domain names. The Court will then be requested to allow Porsche to give notice to the registrants of the domain names who can then appear in Court and explain why they should be allowed to continue to use the domain names. If a domain name is not claimed by a registrant who has a legitimate reason for registering and/or using the domain name, Porsche will request that the Court delete or transfer the domain name to Porsche.

PORTSMOUTH, NH, January 13 -- In response to questions from list members, John Dunkle, owner of the PorscheList.com domain name, announced that PorscheList was not named in the lawsuit filed by Porsche AG and Porsche Cars North America against approximately 130 Internet domain names that use the trademark Porsche or a variation of the trademark Porsche.

Dunkle said, "I would like to reassure every list member that neither PORSCHELIST.ORG and/or PORSCHELIST.COM are included within that lawsuit filed by Porsche." Dunkle added, "It is my strong conviction that Porsche AG and Porsche Cars North America understands, appreciates and supports the enthusiasm exhibited within these forums each and every day by our list members, representing thousands of Porsche customers, enthusiasts and loyal advocates."

PorscheList is a popular forum for Porsche enthusiasts worldwide with separate mail lists by Porsche car model and for general and racing interests. Those interested in learning how to subscribe to PorscheList should visit their website home page <<http://www.porschelist.org/>>.

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

ACTION TRAILER SALES, INC.

SALES•PARTS•SERVICE
TRAILERS OF ALL TYPES

- UTILITY
- CAR CARRIERS
- CARGO
- EQUIPMENT

BE SURE TO ASK GEORGE FOR
YOUR PCA DISCOUNT

408-288-6236

1346 E. TAYLOR ST., SAN JOSE

Rich Bontempi's
**HIGH
PERFORMANCE
HOUSE**

*Exclusively Porsche
for demanding owners*

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

(650) 364-6234

2431 Spring St., Redwood City, CA 94063

by Jay Barry, Northeast Region
(from NOR'EASTER)

In this series of articles I would like to share the problems in diagnoses and the modern Porsche automobile. This is a story of two 928 Porsches.

Car #1: 1985 Porsche 928 with 80,000 miles. The car has had moderate, but not the best, service.

THE PROBLEM: The car performs well for about 40 to 50 miles then begins to run very rich (as in too much fuel). Over 40 miles, the catalytic converter would get red hot! To make matters worse, the problem would only manifest itself in the summer heat of 80 degrees or higher weather.

After standard testing (fuel pressure, CO%, timing, vacuum leaks), all was found to be in order. Now the problem gets difficult. Does the "mechanic/tech" (I prefer mechanic. Old school, I guess) leave the shop and drive the car 40+ miles to make the problem manifest itself? Fate being what it is, you know you will break down as far from the shop as possible. Then you must get the car back to the shop by tow truck and bill the owner for the distance and mechanic's time. And what if your best guess of the defective part is wrong? Another 40 miles? Another tow bill?

It's decided that the best procedure is to drive the car around for 35 miles, let it idle and hope to see the problem. After 45 minutes of idling, the car still runs just fine. Next, drive the car and stay close to the shop. Luck is with us. Close to the shop it starts to run badly. A quick check of the fuel pressure, engine temperature sender, Oxygen sensor are all OK. Time to take an informed guess of the offending part.

Remember that most of these parts are electronic. Electronic parts are not returnable -- more unpopular bills!

First, the engine temperature sender is changed as this is the most common problem and the least expensive. During the road test, the car begins to run badly. Nurse car back to shop. Next day, drive car 35 miles then let it run in parking lot. Runs just fine. As a point of interest, we let the car run with its hood open. On a whim, the hood was closed. Five minutes later car begins to run badly. This test was repeated with same results.

Step Two: The next guess. Replace the mass air sensor. By way of a spider web-thin, heated wire, the mass air sensor is suspended in the intake air flow to measure incoming air and inform the control unit. The part costs approximately \$550. And, of course, being electronic, it's not refundable. An expensive guess, if you are wrong. This is where a good working relationship with your peers makes all the difference. We were able to borrow a test unit, so the \$550 guess was avoided. The test unit worked. In the end we found that with the hood open, the engine compartment just would not get hot enough for the part to fail.

Car #2: 1986 Porsche 928 with 40,000 miles. This is a nicely kept car, clean and well cared for.

THE PROBLEM: This car performs well for 40 to 50 miles then begins to run very rich. Sound familiar? No problem here, right? Mass air sensor, right? Sometimes it works that way. . .but not today.

Back to basic testing. All appears to be in order. Careful road testing still

proved difficult. The problem appears only intermittently. Remember the clock is ticking and it's money no one wants to spend. This is not a profitable job for the shop as it eats time and incurs few parts. Everybody begins to get tense. "How much longer?" asked the customer. Who knows?

Different parts are tried to no avail. Now its time for the hard way. Start by having a long hard look at all the individual parts. After much time, the search leads to the ignition control unit and the fuel control unit. This car has two. The other 928, only one. Careful investigation shows a slight corrosion on the fuel unit's lowest corner. Both of the control units are located in the right side passenger footwell about 5 inches off the floor. Removing the unit and carefully bending back the locking tabs, the cover is removed. At some point, water must have entered the unit about 15mm to 30mm deep. The circuit board showed signs of copper oxide. Try another control, right? This unit fits only this year's car. A new unit costs \$1100. Another expensive guess. The call went out, but this time without success. No test unit is to be found. The customer was called and the problem explained. He decided that \$1100 was too expensive a guess. We had to agree. The other alternative was to buy a used unit. A used unit is still 12 years old. Selling a 12-year old piece of one-of-a-kind electronics is not something we are comfortable with. The customer paid his bill. He was not happy, but who would be?

About six mounts later the customer returned for regular service. We asked about the problem. He had gotten out his trusty PANORAMA, took a chance and bought a used unit. It worked.

1998 Time Trial Award Banquet

Reported by Bert & Ann Del Villano

To wind up our holiday season and give the final close to the 1998 time trial season, the drivers celebrated the season with a fantastic award brunch banquet at Scott's Seafood in Walnut Creek. This event could not have been nicer: ambient environment with a garden-like setting, lots of warmth, great virgin Mary's, and a very good buffet. Our thanks to Masuo Robinson for taking over in mid-year and for organizing the event.

Lloyd DeMartini happily returned the Dumkopf trophy to the new recipient, Louise Sousoures. While time trialing at Laguna Seca, Louise was baffled because of a Black Flag signal displayed on each of her laps. Of course, she noted that she was not the culprit because her car numbers were not shown. At the end of the session, she was greeted by the Steward who noted that she did not have her numbers — to which she countered that she did have them. And she did, inside her trunk!! So, the competition for the next Dumkopf awardee awaits.....

Congratulations to our newly weds, John Coleman and Judy Bradshaw who snuck off and got married on September 14, which, of course, was not a coincidental date.

Masuo Robinson received the Don Lange award, commemorating a driver who repeatedly helps their fellow drivers and the club. Masuo took charge of the time trial series in mid-season to fill in for Neil Librock, whose job made it impossible to carry on the chairman duties. Greg Sirakides received Instructor of the Year award for willingly helping new students and taking extra shifts to make sure all students are instructed, even if it meant missing his own runs.

Congratulations to the drivers who won the top places in their class:

- AP: Jim Ralson
- BI: Jim Biesemeyer, John Beck, John Siedell
- BP: Jeff Williams, Chuck Kolstad, Curtis Robertson
- CIL: Lori Hageman
- CP: Dan Lofgren, Steve Casaletto
- DI: Sandy Swallow, Jim Putnam, Raoul Proctor
- DIL: Susan Moore
- DML: Lori Gallen
- DP: Bob Fooshee
- EP: Niul burton

- FI: David Coleman
- FIL: Judy Bradshaw
- FM: Gene Kindred
- FP: Scott Yeaman
- FR: Erik Ostly
- FX: Jim Housman
- GI: John Teasley
- GML: Cherie Kuhn
- GT: Greg Sirakides, Ken Shalhoian, Steve Meacham
- GX: Ken Mack
- HI: Marlin Neufeld
- HP: Bill Fergus
- JI: Steven Taty
- JJ: Warren Walker
- JP: Henry Watts
- KI: Ken Park, Chris Murray, Stuart Ward
- KM: Masuo Robinson, Jeff Stevenson
- KP: Tony Mazzagatti, Pete Siemens, Steve Kuhn
- KPL: Catherine Siemens
- LI: Neil Yonk, Jan-Ake Schultz
- LIL: Laurie Yonk
- MI: Robert Brenner
- MP: Jeff Sykes, Bill Lusk, Louise Sousoures
- NI: Dan Jones
- QM: Gary Jones
- U: David Ferguson, Rich McGlumphy, Ellen Ferguson
- Z: Ray Dicus, Art Seeger

Come join the

Adopt-A-Highway

Crew

Saturday

February 27th

9:00 a.m.

**Interstate 280, Park & Ride
Woodside Road Exit,
Woodside**

Jean Ohl (650) 341-9020

FREE 1999 COMPETITION SCHEDULE.

As a service to PCA members, and co-sponsored by Bodystyle and Sportech, Loki Publishing offers a 1999 Northern California competition calendar. On one page, this calendar shows the relatively complete competition schedule for Northern California, including, PCA Zone, LPR, GGR, Redwood, SVR, SCCA, and American Autocross autocrosses, GGR and POC Time Trials, PCA Club Races, SCCA, Pro-Solo, National Tour, Solo I, Regional races, North-Western Hill Climbs, and PCA Zone 7 rallyes, tours and concours events. Where feasible, it includes people to contact and directions to the site. Send a stamped (not metered), self-addressed envelope to:

Calendar, Loki Publishing,
849 Gary Avenue
Sunnyvale, California 94086.

If you want both a preliminary version and the final, send two envelopes. If you would like to receive the calendar electronically, email hank@CAMDesigns.com and ask to be put on the Monthly Ramblings distribution list.

Factory Trained
Expert Repair &
Restoration of:

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

Quartz Clock
Conversions and Repairs

Specializing in:
Stoerk & Motometer
Temperature Gauges

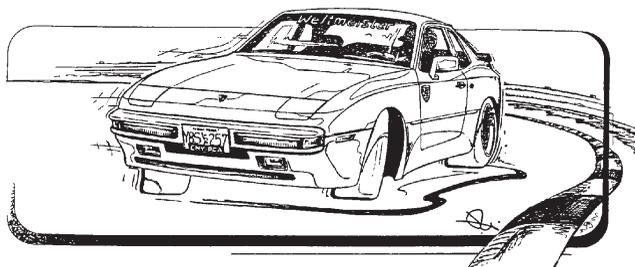
**Palo Alto
Speedometer Inc.**

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

Time Trial & Driver's Education #1

Thunderhill Park

March 6th & 7th



Applications for the March 6th & 7th Time Trial at Thunderhill are available. If you haven't received your application in the mail, please e-mail Laurie Yonk at Yonk911@aol.com

**If you don't have e-mail, then call her at (510) 769-2123.
Applications will be available in the future on the web.**

1998 Concours Scores

Reported by Roger Wiersema

Name	Car	Region	Avg. Pts
Water Wash n Shine			
1st Elliot Nowacky	Blue 1988 928S4	MBR	193.9
914 Wash n Shine			
1st Ed Dugan	White 1973 914 Boxster	DR	195
911 Wash n Shine			
1st Phil Lawrence	Green 1972 911 Coupe	SVR	199.1
2nd Clinton Wong	Blue 1989 911 Strosek Speedster	GGR	197.6
356 Street			
1st Hugh Davey	Red 1964 356C Cabriolet	DR	246.8
911 Street			
1st Roland Garrido	Ivory 1975 911S Coupe	DR	247.3
Competition			
1st Dick Cottrell	Blue 1965 356SC Coupe	GGR	238.3
356 Full			
1st Brian Carleton	Red 1956 1600S Speedster	GGR	246.3
911 Full			
1st Tom Krugman	Tan 1989 911 Coupe	DR	245.6
1998 Overall Points			Total Pts
Hugh Davey	Red 1964 356C Cabriolet	DR	1727.75

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



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

800-767-7250
Tel 510.782.0354 Fax 510.782.0358

A. BAUER INC

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



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

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

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

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

Attention Porsche Owners

Are you driving your car to its maximum potential?
Would you like to have better car control?
Would you like to meet fellow Porsche owners?
Would you like to push your Porsche to its limits, safely?
Would you like to have a really great time?

Reserve your space now at the

Porsche Club of America - Sacramento Valley & Golden Gate Regions Hosting 1999 Zone 7 AUTOCROSS SCHOOL

for Beginning and Intermediate Autocross Drivers
May 15 & 16, Candlestick Park, San Francisco

Two full days of friendly and expert instruction
Individual attention — instructors ride in your car
Two people may attend in one car & will still get full track time

\$98 per person, includes a copy of
Secrets of Solo Racing, a 192-page
autocrossing handbook and TWO days
of driving.

Pre-registration REQUIRED
ALL Porsche drivers welcome
You do not have to be a PCA member
You must be 18 years old to attend

For further information call Masuo Robinson, 916-427-9690

Yes, I want to drive my car to its fullest Porsche potential.
Please reserve _____ spaces @ \$98 per person (check payable to PCA/SVR).

Driver #1	Driver #2
Name: _____	_____
Addr: _____	_____
Phone: Hm. _____	_____
Wk. _____	_____

How many autocrosses have you attended?
How many Z-7 Autocross Schools have you attended?
Are you a PCA Member (y/n)?

<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Car: model & year: _____ Color: _____ License #: _____

Please tell us where you found this flyer:
Mail to: Zone 7 Autocross School, 1183 Alder Tree Way, Sacramento, CA 95831
Note: All the information on this form is required; please fill in completely!

****SPONSORED BY****

Hi-Tec Automotive: Complete service, restoration and sales for German cars - 779 Andersen Drive, San Rafael, CA 94901 (415) 258.9619
BodyStyle: The Perfect Touch: Repainting, collision repair, frame alignment & restoration-524 E. Brokaw Road, San Jose, CA 95112 (408) 436.1616
PartsHeaven: New, used and vintage Porsche parts - 23694 Bernhardt Street, Hayward, CA 94545 (800) 767.7250

Autocrossing around the zone with Hank

By HANK WATTS

YEAR END, YEAR BEGINNING: From the viewpoint of competition news, December is a quiet month, mostly banquets/brunches, awards and good times (thanks, LPR for having the Christmas/Awards dinner at a place that had a great dance band playing that night). Anyway, time to cover some general issues and focus on the future.

SCHEDULES: Things are settling out a bit. Dates are still tentative, but, at this point, worth saving on your calendar. The November time trial at Sears will not happen; likely to be replaced by an event at a different track, or a one-day practice session at Sears on 14Nov. This leaves the following time trials (using Saturday dates): 6Mar, 24Jul and 18Sept at ThunderHill, 12Jun at Seca, 17Apr at Buttonwillow. There is a highspeed driving school for big-track neophytes 5Mar, ThunderHill. Cherries Jubilee is 25Sept. Zone 7 Autocross School May 15-16. LPRAX series: 27Mar, 29May, 31Jul at Candlestick, 10Apr & 10Jul at Oakland, more in the fall to be scheduled later. GGR AX series: 20Mar, 30May, 27Jun? at Candlestick, 11Apr & 11Jul at Oakland, 25Sept & 23Oct at Dublin. SVR autocross at Mather: 3Apr, 22May, 26Jun, 17Jul, 21Aug, 11Sept, 9Oct and 30Oct. Zone 7 weekends: 24Apr at Stockton, 19Jun at Reno, 10Jul at Oakland, 11Sep at Mather. North/South Challenge, 2Oct. CRAB 1May.

FREE 1999 COMPETITION CALENDAR: If you want the entire local schedule (time trials, autocross, PCA, Zone 7, Club Racing, SCCA, Am. AX, POC, NASA and PCA rallies, tours and concours - what IS the plural?) it's available, co-sponsored by Bodystyle and Sportech and issued by Loki Publishing. Includes directions and contacts (phones, email and websites). Send a stamped (not metered), self-addressed envelope (or two, if you want the prelim as well) to: Calendar, Loki Publishing, 849 Gary Ave. Sunnyvale, CA 94086. If you would like to receive the calendar electronically, email hank@CAMDesigns.com and ask to be put on the Monthly Ramblings distribution list.

WORK TO BE DONE: OK, racers, take a brief pause and go get on your Sunday best, 'cause you're going to get preached at. Don't just leave; you've heard worse and this is important.

Each year, around Fall, most of the clubs that organize the events we love so much are looking for people to fill key roles. Sometimes the search for volunteers is awkward and produces results only slowly. This often leads otherwise pleasant and mature people to write obnoxious, whiney, attacking and guilt-producing columns in the newsletters bemoaning the lack of enthusiasm and predicting the demise of the organization.

There are two important factors at work here that I believe are not well enough understood. First, it takes a LOT of people to make some of these things go.

Even for a simple autocross series (if it is to be competently run) the requirements are plentiful: sites have to be arranged (easy in some areas, but in others a nearly ceaseless string of phone calls, cancellations, reschedules, sharing agreements with other clubs, arranging schedules so as not to conflict with other events the people would like to attend); the trailer needs to be towed to the event; the course set up; rookies must be recognized and offered some level of instruction - this obviously requires both a little administration and a cadre of instructors; after the event, results need to be tabulated and published or mailed; there is, of course, the personal commitment of the functioning chairperson to resolve issues during the day while trying to create the space to make some runs and have some of the fun that was the original intention.

For more elaborate events such as driver's ed, time trials or races, the level of required effort escalates fairly dramatically. All of the issues above still exist, but we must add insurance, tow truck, ambulance and hotel coordination, an entire procedure for advance registration, assembling packets, run grouping, more organized instructional programs, likely some food/refreshment programs, organize and operate crews for technical inspection, on-track safety (clean up) . . . the list gets pretty extensive.



On top of all this are the requirements for a process to make decisions for the organization as a whole, which requires a board composed of people who will, at least, actually attend meetings, schedule and organize events such as banquets, preside over some process for modifying the governing competition rules over time and do other things of this nature.

Taken altogether this is a lot of work and needs a lot of people.

The second part of the problem starts with the new people who have just joined the activities in the last few months. They arrive, get interested in what's going on, and start coming to the events. At first they probably know no one, but, given the friendly nature of those assembled, soon meet new friends. During this time, however, they are the rookies, the newbies and are learning their way around. When the call comes for people to assume key roles, they are sure that they are NOT qualified. This is often less true than they think.

The issue here is that the relative newcomer is looking over this mass of people, all of whom were here when he/she recently became active, and thinking, "These people are much more qualified, I wouldn't know what to do." While that may, to some extent, be true, what is likely also true is that all of those people are

already serving or have served a number of times. They have given.

They have already been on the board for four years of the last six, been the time trial chairperson twice, taken care of trailer towing for a number of years, etc. etc. And it's simply not fair (nor does it work well over the long haul) that we expect these folks to continue this level of effort in meeting what are effectively common responsibilities.

There are, of course, a very few people who care little for the common good and will attend for years without stretching out to give something back. Nothing written here is likely to rearrange their self-serving perspective on life.

The rest of us, though, need to understand that those who you suspect are more qualified have likely already given a lot, and it's truly your turn to step up earlier than you might think. So, if you've been active for even a year, give these dynamics some serious thought and, when the opportunity arises, find a way to help that matches your interests and capabilities. There, that wasn't so bad, was it?

CHATting WITH THE ENEMY AT HALFTIME: It's mid-December and I'm coming back from Santa Cruz (emergency run to rebuild an extremely unhappy computer, thanks, Greg). In the car is the new Valentine1 radar detector. While I don't really push the speed on public roads and am normally not the fastest car around, I do very much like to know when I'm being radared. It's cold but not raining, so the top is down. Pull up to a stop at the light at Fremont in the left lane (of those going straight) just a carlength ahead of a Sunnyvale motorcycle officer who is in the right lane.

All of a sudden the Val1 emits a serious bark and I hear this booming, vaguely country voice asking, "Does it work?". I turn around and see the grinning cop with radar gun in hand, pointed at the Valentine. I smile and answer, "Yep, and so does yours!" He then starts on an explanation of how they now have the instant-on guns that don't emit signals until you press the trigger (which isn't exactly news). I smile again and say, "Yes, I understand, but my hope is that you'll nail the guy in front of me." He pauses for just a moment, then with a big grin says, "Well, good luck!"

DRIVING HEAVY CARS: Following up on Ken Shahoian's comments about the piggishness of his 4wd coupe, Dan Jones offers some data in support of the notion that driving the heavier 911s is a skill unto itself. In head-to-head competition in Dan's C4S, Shahoian and Scott Winders (both top-level drivers, but with primary experience in lighter 911s) failed to beat Dan. However, Louise Sousoures (production class 964 coupe) got in Dan's car and, in two runs, beat Dan's best time of the day, which may give some solace to the Mp drivers who often finish behind her, but also bespeaks a certain skill level with heavier 911s.

MALIBU GRAND PRIX: The November outing to celebrate the birthdays of Brooks Esser and Karen Shahoian was a one-hour private rental of the Redwood City Malibu Grand Prix. At-

tendees were there only to help fete the birthday children. Certainly there was no sense of resolving old rivalries about who could beat whom in equal and equally-unfamiliar cars. Also certainly, Mike Mitchell dropped by earlier in the day only to assure that the track was in good shape and the party would go off without a hitch; his lunchtime practice runs were clearly also just due diligence.

The cars are safe enough, but HARD. You end up banging around on various metal and fiberglass surfaces. Interesting discussions abounded . . . one person's tweaky nightmare became a 911 driver's dream car . . . understeering cars became balanced in the hands of 914 experts. A pretty good time, and probably one of the more capable group of drivers that track as seen assembled in some time.

Though scoring was a little tricky, with people swapping cars all over the place, Donna Sylvanovich took TTODL. Most of the people were gracious enough to let Brooks take top time, but he was second to someone demonstrating that old is not necessarily equal to slow. This was actually a present to Brooks, to reassure him that he's likely only to get faster and faster as he gets older.

Afterwards the group repaired to a local 50's watering hole to have dinner, cake, brews and to trash furniture.

AND YOU WONDER WHY YOU LIKE BOTH DRIVING AND SEX: [from Michael Rothenberg, emailed to the PorscheList email group, quoting Marsh & Collett of Oxford, in their book "Driving Passion: The Psychology of the Car"] "The passion most clearly linked with the automobile ... is purely sexual ... As a human body accelerates, nerves and muscles all over the body react. Signals are sent through the spinal cord, which in turn increases muscle tone, particularly in areas such as the neck, that are most affected by acceleration forces. This vastly increases the body's state of arousal."

"The central nervous system translates this arousal into a number of emotions. For some people it is pure fear. Others perceive this basic emotional state as intensely pleasurable. The fear and the state of alertness are still there, but they have been mastered. Acceleration is under one's control, and the result is a flush of emotion that some liken to orgasm."

REFERENCE READING: For the autocrossers who must routinely do battle with cones, a little research on the enemy may be in order. Courtesy of Dave Darling, check out the website [http:// animation.film.tv.ucla.edu/students/awinfrey/coneindex.htm](http://animation.film.tv.ucla.edu/students/awinfrey/coneindex.htm). Don't include the spaces, they're just there to get the URL to fit in the columns of wherever you're reading this.

COMING UP IN FEBRUARY: SCCA AX at Oakland 14th and 20th. SCCA racing school at ThunderHill, weekend of 20th. GGR TT groundschool (also open to HSDS students) on the 20th. NASA schools at Sears 6th, 7th and 27th.

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, bobint@mail.com.

1998 Autocross

Photos by Hank Watts with his new digital camera.



Awards Banquet



**1999 HIGH SPEED DRIVING SCHOOL
THUNDERHILL RACEWAY PARK
MARCH 5, 1999**

hosted by
**GOLDEN GATE REGION
PORSCHE CLUB OF AMERICA**

This school is limited to Porsche owners only. You will be assigned two instructors and will be able to ride with your instructor during their run session. ThunderHill Raceway Park is an excellent track in which to learn and experience your car at speed. We have some of the most experienced instructors in the country.

A helmet (Snell 90 or later) will be required as well as long sleeve non-synthetic shirt and pants and shoes. Open cars (Cabriolets, Speedsters, Boxsters) without roll bars will not be allowed to participate. All open cars must have a roll bar that meets GGR specifications. Your car must be in good condition, passing our safety tech. The tech is similar to the ones used at autocrosses.

The cost of this school is \$100. Please make your check payable to PCA-GGR and mail this application to HSDS Registrar, Laurie Yonk, 214 Carob Ln, Alameda, CA, 94502.

Should you have any questions regarding this school, please call me at 916.427.9690 or e-mail me at masuo@ix.netcom.com

	Driver #1	Driver #2
Name:	_____	_____
Addr:	_____	_____
Phone: Hm.	_____	_____
Wk.	_____	_____
Experience:	_____	_____
Car:	_____	
Year:	_____	
Model:	_____	
Tires:	_____	
Modified:	_____	



John Clever and Diablo Region present February Frolic

Sunday, February 14

**Start at Kahler's Werkstatt
6117 Dougherty Road
Dublin (N of 580, E of 680)**

**Registration at 12:00 Noon
First car out at 1:00 P.M.
Cost: \$10.00 per car**

**See wood nymphs,
bacchus with grapes -
all frolicking Cleverly.**

**For information,
call: John Clever
(209) 835-4100**

e-mail: jrclever@pacbell.net



**This is a 1999
Zone 7 "Clever"
Rallye Event**



December Board of Directors meeting

Meeting called to order at 7:25 P.M. on December 16th. Board members present were Larry Sharp, Marianne Gardner, Louise Sousoures, Kirk Doberenz, Karen Neidel and Dave Dunwoodie. Absent members were James Ohl, Carolyn Lusk and Greg Braun. Also present were K.C. Sharp, Bob Gardner, Carolyn Doberenz, Sheila Dunwoodie, Lloyd and Pattie De Martini, Tim and Lori Gallen, Lori Hageman and significant other, Mike and Markell Bernamonti, Ken and Karen Shahoian, Bill and Ruth Benz, Mary Beth Wilson and Jerry Pretti. Minutes of the previous meeting were unanimously approved as written.

Postmortem of events

Adopt a Highway was rained out. The Friday Night Social on the 13th, had a good turnout. The final Automotion Autocross of the year saw the outgoing President get TTOD in Neil Jackson's ride. The Autocross Series Awards Brunch was held at the same place as last year, with Bert Del Villano handing out handsome black beer steins for trophies.

Director reports

President: On November 28th, President conducted a phone poll of the Board to approve date of 3 January for Time Trial Series Awards Brunch. Board approved date unanimously. President forwarded that Time Trial Chair plans to use entire budget for awards and have participants handle their brunch. The 1999 Zone 7/8 Challenge was discussed at the 21 November Zone President's Meeting. Apparently this year there were issues on the scoring, which may be changed next year to favor attendance. This year the perpetual trophy will be with Zone 8 for the first six months, and with Zone 7 for the remainder. All Zone rule changes need to be submitted in time for the January Zone Presidents' meeting. Anyone interested in helping with the 2000 Porsche Parade in Sacramento, is urged to contact John Clever personally to volunteer your efforts. PCA National Election Results - Bob Miller was elected President by about 1200 votes, all other positions were unopposed. Tom

Provasi of LPR was elected Secretary. The new Zone 7 representative has not yet been selected. Flyers are out for the 1999 CRAB, to be held April 30 - May 2.

Vice President: No report submitted.

Treasurer: Board reviewed November Treasurer's Report and approved motion to accept Treasurer's report as submitted.

Membership: December Membership report was presented. The number of prime members is 1533, with 31 applications in process and 23 new members. Board unanimously approved motion to accept all submitted new member applications. At the Child Advocates of Santa Clara and San Mateo Counties Christmas party, Membership presented a check from GGR swap meets, and Time Trial Chair presented two checks, one from GGR/SVR Autocross School and the other from GGR/MBR High Speed Driving School. Plans are being formulated for a 1999 Child Advocates Porsche Day with more cars, advertisement, and organization. The in-car race footage at this year's event was a hit.

Competition: Competition presented updated status of Autocross budget, with Automotion Autocross Series completed for the year. The Series ended the year essentially breaking even. Autocross Chair is planning seven or eight events next year, and is negotiating with Dublin, 3Com and Oakland Coliseum. Competition raised discussion regarding Boxsters and Time Trialing. Since the October meeting where the Board felt urged to make a decision about Boxster rollbars, there have been some vocal members that have noted a confusion between the GGR Competition Rules and this decision. There has been no ruling on Boxsters by PCA National or Club Race, so again GGR is a vanguard in this action. The Board foresees Boxster members in the future wanting to Time Trial, and since the Boxster is defined as an open car in the Competition Rule Book, with or without a hard top, it must meet the GGR roll bar standard. After further

review, the Brey-Krause roll bar does not fully comply with our Competition Rules. Board voted 4-1 to approve motion to require Boxsters to meet the current GGR rollbar standard and repeal the section of the previously approved motion that specified the Brey-Krause design as acceptable. Competition took action to contact Neil Librock to get Dummkopf trophy.

Secretary: The results of the GGR Annual Election were that all enthusiastic members who were nominated for the Board were elected. GGR Rallye Chair has submitted two proposed changes to the Zone Rallye Rules for the January Zone Presidents' Meeting. Earlier this month, Secretary received word that the time worked at the NASCAR truck event at Sears Point on Oct 11th may be compensated. After Board discussion, Secretary to contact the catering company to inform them GGR does not plan to provide workers for their events in 1999.

Social: The Automotion Autocross Series Awards Brunch had lighter attendance than last year, with a few absentees due to weather, which led to the event almost breaking even. GGR has received an offer from the Mercedes Club to share a country club for a date in December 1999. Contact Social for more info.

Nugget Editor: Nugget Editor reiterated the desperate need for a Nugget Ad Manager.

Webmeister: Webmeister has moved to Central California, but will continue to maintain the website until informed of new Webmeister. Of the three people who have volunteered to take over as Webmeister for 1999, President has had no contact from Len Ott. Position selection will be made by new Board.

Meeting adjourned at 8:06 P.M.



January Board of Directors meeting

The meeting was called to order at 7:21P.M. at Buttercup Pantry restaurant in Pleasanton. Board members present were Lloyd DeMartini, Tim Gallen, Lori Hageman, Mike Bernamonti, Ken Shahoian, Bill Benz, Mary Beth Wilson, and Dave Dunwoodie. Also in attendance were Past President Larry Sharp and Bert Del Villano. The Board of Directors Meeting Minutes of 12/16/98, were unanimously approved as written.

Postmortem of events.

The Time Trial Awards Brunch held at Scott's Seafood in Walnut Creek on 1/3/99. Masuo Robinson presided over the event and a good time was had by all. **The Dummkopf trophy was passed on to Louise Sousoures. The Don Lang Award was given to Masuo Robinson. Instructor of the Year honors went to Greg Sirakides.** There was no Rookie of the Year awarded this year. Trophies were handed out for class winners.

Directors reports

President: Mary Ann Behrens will be the new Zone 7 Representative. The next Zone 7 Presidents meeting will be Saturday, 1/23/99, where plans will be discussed to increase membership activities and rule changes. Bill Benz will represent Golden Gate Region. Activities Day is scheduled for 1/9/99 at the DeMartini home. Zone 7 dates will be discussed then.

Vice President: The calendar will be determined at Activities Day.

Treasurer: The GGR accounts have been transferred to the new Board at the bank and the appropriate signature cards have been signed. The total in GGR combined accounts is \$38,572: \$24,021 in an interest maximizer account, and \$14,551 in checking.

Membership: Number of prime members is 1545, with 27 new members. The Board unanimously approved motion to accept all new members. Membership confirms that the computer used for the membership database from now forward is Y2K compliant.

Competition: The Time Trial Chair has turned in the last of the Time Trial series paperwork. Additionally, the Chair has tabulated the results from the opinion poll sent out in early December and results were available to the Board. Chair will be implementing the majority suggestions throughout the 1999 Time Trial Series. At this point, there is no date for a Time Trial at Sears Point and the Chair is highly pessimistic about obtaining one. Only one Club Race is planned at this time, and will be held in September at Thunderhill Raceway. Plans for the High-

Speed Drivers school are underway and information regarding the event can be obtained either on the Website or through Lori Yonk. The Autocross Chair reported that seven dates for the Automotion Autocross Series have been tentatively scheduled and will be included in the calendar when they have been finalized. The first five will be at 3Com Park and the Oakland Coliseum, with the last two at Dublin. The Autocross Entry Fee will remain at \$20.

Secretary: Nothing to report

Social: Friday Night Socials are to be discontinued following the January date, due to decreased attendance and in favor of newer ideas. Social is considering new ideas, including dinner meetings with speakers and more active participation events for 1999. The consideration is for one event per quarter.

Nugget Editor: An Ad manager is still needed. Vice President took action to create a database to track billing and invoicing for advertisers but an individual is still needed to sell new advertising.

Webmeister: Nothing to report

Old Business: Open Action Items reviewed.

New Business: Membership proposed putting the membership roster on the server to facilitate protected access through the Website. Membership would have control over the roster, but it would be more accessible to the Nugget Editor and other Board Approved entities. Membership also suggested that the database be expanded to include E-mail addresses and spaces for additional cars (currently only 2 cars are recorded per member). Decisions on both these issues have been tabled pending further information on the security of the roster and the feasibility of collecting additional data from the members. Autocross Chair proposed that an official decision regarding scheduling priorities be made. Chair proposed that a hierarchy be discussed at the Zone 7 President's meeting. Competition Director will discuss the issue at the January 23rd meeting. The Memorial Fund for the Alameda County Sheriff's Deputy killed in December 1998 was discussed. The Board approved a motion to contribute to the fund. LPR has been sharing the GGR Autocross trailer for past events. LPR uses their own timing equipment, but GGR is allowed to use LPR PA system. Maintenance and storage fees have been split in the past. Autocross Chair recommends continuing to arrangement through the 1999 season. The Board recommended that the agreement be finalized in writing and

voted on at the next meeting. A discussion was held regarding the need for new timing equipment for autocross. The GGR autocross timing equipment is non-functional and beyond repair. Currently the Time Trial equipment is being used for autocross as well. Autocross Chair will research the system and provide information to the Board at the next meeting. Increasing attendance at all GGR competition functions was discussed. E-mail and Nugget Advertising were proposed as possible solutions. Competition Director to discuss Nugget Ads with both Autocross and Time Trial Chairs and provide the Nugget Editor with suitable material. The re-institution of bench racing, refreshments, and door prizes at the end of events was proposed and the Board recommended that monies for such events be included in the Autocross and Time Trial budgets. Budgets for Directors and Events are to be discussed at the next Board meeting. Treasurer to provide the Board with actual expenditures for 1998 before the next meeting. Current policies for updating Dealer Rep Boards were reviewed. Suggestion was made that packets of information to be included on board be mailed to the Dealers on a monthly basis. Packets may include cuts from the Nugget, a current calendar, event fliers, and the Website address. Membership took responsibility for monthly mailings. Plans for the 1999 New Year's Eve party are in the first stages of preparation. Social has contacted several possible sites, and, while most are already booked, a few have expressed possible availability. An estimated attendance count is needed to narrow down the possibilities. Activities proposed for the evening include a Monte Carlo night, Dancing, Raffles/Door prizes, etc. Concerns were raised regarding the number of members who may already have plans for the evening and that attendance may be limited as a result. President took an action item to survey the membership via direct mail. Membership brought up the idea of single, weekday Time Trial events. Questions regarding the number of workers and attendance were discussed. Membership took action to explore the possibilities and investigate costs.

Meeting was adjourned at 9:45 P.M. The next Board of Directors meeting will be scheduled at Activities Day. Call Lloyd at 925-606-8543 for date and location.



GGR members celebrating anniversaries with PCA in February:

5-year anniversaries
Henry Hwong

20-year anniversaries
Lester & Janice Slusser

30-year anniversaries
Charles Forge

34-year anniversaries
Richard & Camille Park

40-year anniversaries
Keith McMahan & Kathy Hopkins

15-year anniversaries
Thomas Greenbert & Larry Larson

20-year anniversaries
Richard & Suzanne Petticrew
Wendell Tong

25-year anniversaries
Kerry & Dorothy Bahl
James Sagin & Yumi Kobayashi
Edward & Andrea Wuenschel

34-year anniversaries
John Rowland

New members

Please join us in welcoming our newest members.

Because of the inevitable brainfade that comes with being the Membership Director for two years, I would like to apologize for the members who celebrated anniversaries in the month of November, 1998 and list them here:

Louise

5-year anniversaries
Kenneth Bailey & Laura Lee
Steve & Mary Anne Busby
George & Clarissa Dyer
Neil Jackson & Patty Stark
Robert Jahnke & Monica Haupt
Allan & Grace Lau
Matt & Shauna Orovitz

10-year anniversaries
Glenn & Lisa De Castro
Ed & Vickie Saadi
Larry & KC Sharp
Steven & Madeline Taty

Official Count

New Members	27
Transferring In	3
Transferring Out	4
Total Members	1545

Transferring in

Transferring out

AIR COOLED PORSCHE MECHANIC



356 • 912 • 911

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

510-632-8232
SAM SIPKINS



EUROPEAN AUTOTECH

*German Car Specialist
Serving the Valley Since 1984*

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

925/820-6460

Patrick Gormley
Service Writer

31 Beta Court, Unit J
San Ramon, CA 94583

Marketplace

VEHICLES

Dear Golden Gate Region, Greeting from the North, aka, Spokane, WA. I have a **'54 Bentwindow Coupe** for sale that is a bare metal roller with \$7,000. worth of metal repair already done to the car, very well done I might add. The car is very complete, has 16" wheels, 1500 ('54) engine, '58 1600-S case, two transaxles and extra engine parts. Car is #52343, originally sold in Europe. Color is Azure Blue with grey int. Price is \$5,900. with possible help with west coast delivey. I would appreciate a pass along of this info. Also I am searching for a restorable T-5 Knotchback (61) for a restoration project. Thanks, Tim Jones newgmund@aol.com 509-327-4892.

1967 Preproduction 911S Targa. This one was the personal car of Dr. Ferry Porsche! I have documentation to show! Built in 1966, s/n 500 010 was a preproduction 911S Targa. There are numerous parts which show work, then rework. New soft rear window, re-covered top, German Precision engine, not yet concours, but achievable. Own a piece of the original Cross! Orval Fairbairn 650 969 4351 or email: orfairbairn@earthlink.net

1967 912 no. 355498. Black with black interior and new Recaros. Complete records, maintained by Reitmeir's Werkstatt. Good daily driver \$8,000/BO. Jim Calzia, 906 Anaconda Way, Sunnyvale, CA 94087, (408) 732-5533 evenings PST.

1970 911T Coupe. Orange/Black completely restored, engine rebuilt to factory specs. 126k orig. miles, new ss exhaust/heater boxes, K & N, synthetic oils at 3,000 mile intervals, five 16" factory alloys with AVS tires; f&r factory sway bars; complete re-paint and PVC undercoat from bare metal, factory leather high back sport seats, Kenwood AM/FM cassette, Hirschman antenna, Euro halogen headlights, Optima battery; Technalon cover, sunshade, Colgan bra. Bruce \$12,500/obo (415) 459-7759.

1971 911T Coupe. Restored to show condition in 1995. Driven rarely since. Flawless original black exterior with perfect black leather interior. Absolutely zero rust or accidents ever! Runs and drives like new. Possibly the finest of its kind in Northern CA. Serious buyers with \$12,500 cash please call (650) 598-9841.

1972 911 non-sunroof Coupe "race car". Currently setup for SCCA Pro Solo & Solo IIA Street Prepared rules. 24K mile 1988 3.2 w/ 40mm webbers, SSI exh., Pressler muffler, Electramotive HPV-1 Crankfire, RSR flywheel, fresh 7:31 updated trans w/ Quaife, Carrera rear brakes & trailing arms, 22/29 torsion bars w/ 22 f/r sways, Bilstein custom valved rear shocks & RSR valved front shocks, 9x16 & 11x17 wheels, strut brace, momo wheel, short shift, Corbeau seat. Road race gear Not installed on car: RSR front spoiler w/ cooler/lines, Carrera struts/brakes, rollbar. I have over \$40K invested and 3 seasons of sorting (for AX), will sell all for \$24K. Call Scott at 925-820-4116

1975 914 1.8 Original paint (Bright Orange) w/near flawless interior (Beige). Factory mirrors, Pedrini wheels, new gas/vacuum lines, clutch, 19mm master brake cylinder, front rotors/pads, clutch/

speedo cables, and tires. Service records & owners manual. \$6,000 OBO. Sergio Meza (925)823-3145 (w), (925)833-8545 or smeza@msg.pacbell.com

1978 911SC Coupe. Platinum Gold. Has sun roof, electric windows, Alpine alarm. Maintained from new by Dwight Mitchell and Autosport Technology. \$10,995. Greg Peart 916-684-6678

1978 930, one owner, 46,000 miles. New transmission. 20,000 miles since complete engine rebuild. Original leather and upholstery. Deep Cocoa brown. \$29,500. Call Noah (650) 948-8925.

1984 944 Coupe - light bronze metallic (gold) with beige interior, leather inserts. AC, PS, PB, PW, 5 speed manual, sport suspension, 7" & 8" wheels, Blaupunkt am-fm cassette radio, excellent condition. Complete maintenance records, 146k, original owner, \$5300. Dick Petticrew 602-899-1347

1984 911 Carrera Coupe. Black w/ Taupe full leather interior. Factory options include: Sunroof, rear tail, front spoiler, short shift, limited slip, sport shocks, 7&8x15 fuchs. I have added: Weltmeister chip (~3000 miles ago), 6pt harnesses, shoulder belt bar, Momo steering wheel, turbo rear sway bar, cat pipe, and had the car lowered to euro spec's and weight balanced. The car has had one owner before me and has been well cared for. It has 125K miles on it and the clutch and trans were done at 93K miles; it has never been in an accident and has original paint. I have run 4 drivers ed events in it and am reluctantly selling it to fund some house projects. \$17,500 to good home only. Call Scott at 925-820-4116

1986 911 Carrera Cabriolet 57K miles, excellent condition, Factory tail, Alarm, Bra etc. Red with tan leather interior Dan Klang 408-358-2405 Email klangeng@ccnet.com

1988 911 Carrera Cabriolet. Factory wide-body with electric top. Grand Prix White w/black top and full tan leather. New tires, battery, alternator, headliner. Stored last two years. 105,000. \$32,000.00 John at 415-273-1071, or martinaj@lanminds.com

1990 911 C4 Targa. Guards red/beige, 28K miles. New clutch, flywheel, tires, battery. Many extras including Dinan performance chip, Kenwood/Altec Lansing audio, Hofco alarm. Full service records and documents. Original owner. Immaculate condition. Asking \$38K. PH:650-941-8300, Email: RKSCO@PACBELL.NET, Fax: 650-949-3071. Roger

1993 911 Carrera 4 coupe #WPOAB2965PS420272, black/gray w/black piping, 1st registered 2/94. 18,000 miles in perfect condition. Dealer serviced. New set of tires, two alarms, CD changer, bra, sheep skin seat cover. One non smoker owner. \$50,000.00 Philip Wu Beaver Creek Ct. San Ramon, CA 94583. 925-833-8250.

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.

911 ex IMSA GTU race car, big brake, all cage, new extra wide 993 carbon fiber body, 915 short gear with LSD, 10X16 front and 12X16 rear, ran Y class in PCA club event, very competitive car, all new paint, GT2/3 carbon wing, front camber box, rear camber box, delrin bushing, adj. sway bars, de-bump steerfront and rear, \$35K or best offer or trade? call for more details. Steve Young 408-859-4930 or email sssyoung@msn.com.

PARTS & MISC

Parts for sale: '71 911s 901 gear box, 914 gear box, and 915 gear box. all excellent condition. offer. PORSCHE 911 early AI. Case, all mod. for racing are done : squirters for underside of pistons, bearing shell for intermediate shaft, oil by-pass, deck, bore for 90,91,92 mm Pistons and cylinders, lighten intermediate shaft with new gears, 70.4mm crank and rods balanced and polished, twin plugs heads, ported and polished, all parts have never been run since re-done. Many other parts, Call Steve Young 408-859-4930 or e-mail sssyoung@msn.com

911 parts -964 wheels 16" w/Porsche crest center caps and A008R autocross tires, 205x55 front and 225x50 rear (60% tread); 911 harness bar with Autopower 5 point belts; Andial front strut brace; factory service manuals C2/C4. All like new, best offer on each. (925) 518-0411, or email def411@msn.com

'69 911E engine case, \$150. Early 911 heat exchangers, 1 rusty, 1 fair, \$10. '77 911S CIS camshafts, \$50. Ron. (408)720-9146

Wheels, 2 - 7 1/2 X17, 2 - 9X17 Borbet C2 wheels polished. \$900. 408-234-1295 or 408-255-9338.

Forged Wheels Set of (2) 7 x 16 and (2) 8 x 16 forged Flat Style wheels (no tires mounted), in near concours condition. Wheels are polished & were stock on my 1987 944 Turbo. I just purchased over \$200 in hand painted crested caps. \$550 for all 4, including caps. Update or enhance you late model 944 or at this price use them on the track! Call Michael 415-499-8143 or <mailto:Porsharacer@earthlink.net>Porsharacer@earthlink.net

Storage Space for rent in Sears Point Raceway, you get discount for testing in the world famous race track. 24 hrs. security, please call Steve Young 408-859-4930. or email sssyoung@msn.com

914 Parts for Sale. Factory metal rear valance \$60, Beige interior (seats/back panel/center pad) and 1.7 long block (with heads and oil cooler) \$150. Sergio Meza (925)823-3145 (w), (925)833-8545 or sgmeza@msg.pacbell.com

For Sale: 2.4T, MFI complete engine with carr. tensioners, runs but will need some work, \$1,600. 40IDA Webers, manifolds, K&N, linkage, just rebuilt, look and perform like new, \$850. 35mm intake manifolds, \$125. (2) 6x16 Fuchs \$175. Klaus Ludwig 530.993.4611 klschs@psln.com

Boxster muffler - Gembella muffler - \$700 plus stock muffler. Jeff Sykes at (510) 835-9100 or jsykes@wulfslaw.com

Wheels: Set of (2) 6x16 Fuchs with P205/55 tires. Set of (2) 8x16 Fuchs with P245/50 tires. Wheels came off of my 1989 Carrera

and have factory glossy silver centers. Wheels are in great shape and tires have lots of tread left. Sold as a set only. \$1,500. Please call Peter Martin (408) 274-3536.

50th Anniversary Video. \$60.00. 50th Anniversary Book. \$50.00. 50th Anniversary Calendar. \$40.00. Porsche 911 EVO Book. \$25.00. Porsche 911 Story 6th Ed. \$20.00. Large Porsche Book Collection, Christos. Also Videos. Advise needs. Bob Neal (650) 948-1017.

WANTED

Wanted: Set of wheels for 914, either 5-1/2 x 15 or 6 x 15 (4-bolt pattern). Also looking for a passenger seat for 914. Call Tina Tucker at 831-662-8556, or e-mail to thegoddess@juno.com.

Wanted, 914/6 original steel rear valance. Ron. (408)720-9146.

Wanted; 914 Steering Wheel and Front and Rear bumpers for 1973-74 model. Randy at (650) 964-8462.

Wanted for 1964 Porsche Cabriolet: Correct Blaupunkt or Becker radio, rear view mirror (screws to top of windshield), front grills (below bumper), turn signal lever, knobs for rear quarter windows in lift-off hardtop, complete cabriolet top assembly. Larry Anderson, 650-949-1237.

Wanted, 226mm small fan and housing for 78-79 911 SC engine, one damaged 3.0 or 3.2L cylinder head, one 97mm 930 piston and one 3.2L piston for cut-away models. Six 97mm 930 cylinders only in excellent used condition. Six 3.0 or 3.2L cylinders to bore out, bore can be scratched or gouged but not cracked. Valve spring tester to set up valve spring installed height & pressure, good old Sun distributor tester, good used TIG welder with water cooled torch. Victor Ofner (415)239-0398.

Wanted 914 Roll Bar, bolt-in, 5 point seat harness. David (O) (415)788-6677 (H) (415)931-7377

Wanted. Extra set of 4 wheels for 944. Bill Newton, (510) 272-3605.

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

February

- 3 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 6 Sat **GGR Time Trial Tech Inspection** - Sporthaus, Reno.
- 11 Thur **GGR Time Trial Tech Inspection** - Autosport Tech, Sacramento.
- 12 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 14 Sun **Zone 7 Rallye #1**, hosted by Diablo Region, **February Frolic**. For fee and information contact John Clever at (209) 835-4100.
- 27 Sat **GGR Adopt-A-Highway**, Call Jean Ohl at (650) 341-9020.

March

- 3 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 5 Fri **GGR High Speed Driving School** - Thunderhill. For info and questions, contact Masuo Robinson, (916) 427-9690 or email him at masuo@ix.netcom.com
- 6-7 Sat/Sun **GGR Time Trial and Driver's Education #1** - Thunderhill. For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
- 12 Fri **GGR Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 20 Sat **GGR-Automotion Autocross #1** - 3-Com? Call Bert & Ann DelVillano (650) 592-0673 for details.
- 27 Sat **LPR Autocross** - 3-Com?

April

- 3 Sat **SVR Autocross**.
- 7 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 10 Sat **GGR-Automotion Autocross #2** - 3-Com? Call Bert & Ann DelVillano (650) 592-0673 for details.
- 11 Sun **LPR Autocross** - 3-Com?
- 17-18 Sat/Sun **GGR 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
- 24-25 Sat/Sun **Zone 7 Autocross** hosted by Yosemite Region.
- 30-2 Fri/Sun **CRAB 27** hosted by the Sacramento Valley Region. Contact Mike & Sue Ambrozewicz (916) 965-4542.

SAN FRANCISCO REGION **DRIVERS SCHOOL**

FEB 20-21, 1999

Thunderhill Park

I-5 & HWY 162, Willows, Ca.

Earn SCCA License on Fun Course

3-miles • 15 turns • Safe runoff

(925) 373-7222

SAN FRANCISCO REGION **1999 NATIONAL RACES**

March 13-14 Thunderhill

July 16-18 Laguna Seca

August 20-22 Sears Point

PAC. COAST CHAMPIONSHIPS

Sept 24-26 Sears Point

Call For Entry Info

(925) 373-7222



The Very Best Just Got Better

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

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

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

S.CAR.GO SERVICE for PORSCHE

533 Irwin, San Rafael, CA 94901

415 485 6026

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

1999 Board of Directors

President (925) 606-8543
Lloyd DeMartini

MUNYPIT911@aol.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>

Location: 

 What's Related

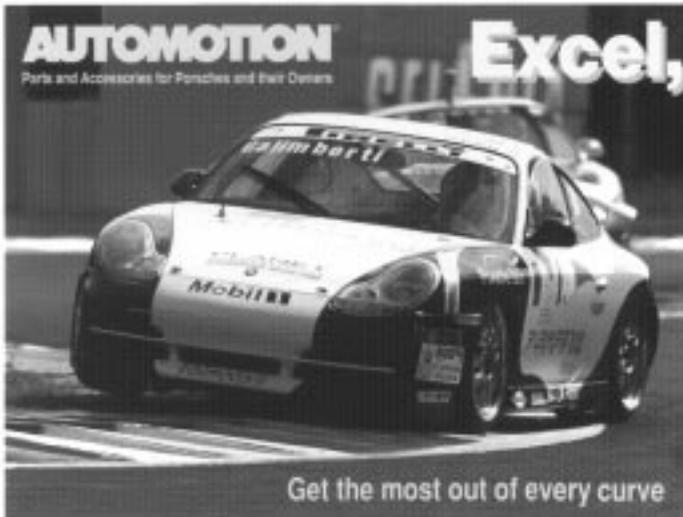
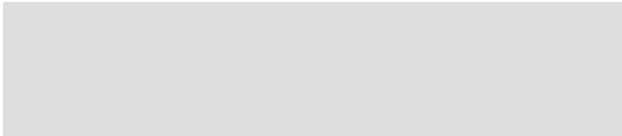


Golden Gate Region, PCA

P.O. Box 751468
Petaluma, CA 94975

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

Address Service Requested



Excel, Excite, Enjoy

Get 25 years of Porsche expertise in our renowned 200-page catalog. Call or stop by for your free copy.

Nobody, anywhere, knows Porsches like Automotion.

When it comes to your Porsche, you demand the finest in accessories and parts. Select from our 13,000 parts to increase the lifespan, enhance the beauty and performance, or improve the enjoyment of your Porsche.



AUTOMOTION®

Toll Free 800-777-8881 M-F 8:30 - 5:00

193-N Commercial Street, Sunnyvale, CA 94086

Fax 408-736-9013 Email automoto@automotion.com

Visit our new, expanded web site <http://automotion.com>