

January 1999

The Nugget

Golden Gate Region • Porsche Club of America

Inside

FIA Finale

Final Season Standings

A Porsche Chronology Part II



It is Christmas season as I am trying to assemble this month's edition of the *Nugget*, and one of the busiest times of the year, even with no races this month. It was hard to find time to get out and buy a Christmas tree, and put up the 3200 lights on the house this year. The first night the lights were up, I was printing out a page of the *Nugget* that I had spent some time on. That is when I found the limits of one of the breakers on the circuit that the *Nugget* Mac is plugged into. It didn't take too long to find extension cords and get some of the lights routed off of the same circuit.

Activities Day is coming up Jan. 9th. The De Martini's will be hosting the event this year. This is your chance to let **your** club know what events **you** want run this year!

Happy New Year!

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This is my first of many articles yet to be written, and I hope I don't bore our membership with meaningless dribble (ed. that's my job...). First of all, I would like to thank the past board for maintaining the heritage of the club and promoting a professional image of GGR throughout PCA. As has been said in the past, we cannot continue to move forward without the help of you, the members. The Board has a tremendous obligation to ensure the Club meets the expectations of its members. This means the Board needs your suggestions, help, and participation to make the Club responsive to your needs.

It is my goal this year, with the backing of the Board and Membership, to reduce the overall number of activities, and make the ones we do hold more enticing to the members. I would like to eliminate the Friday Night Socials and return to dinner meetings, with guest speakers, every three months. We are in the process of planning a Year 2000 New Year's Eve blowout with gambling, prizes, dancing, the whole shebang, and we will keep the cost down to \$25 per person. I would love to see 400 to 500 members show up for this. I would like to see door prizes given out at autocrosses, time trials, and rallies again. We still need someone to organize tech

sessions. Remember that we don't need a lot, maybe two or three.

It was unfortunate the PCA Club Race did not happen last year, but this club has always been a highly competitive driving club, and we need to hold a first class Club Race this year. We should not have to depend on clubs from back east to "sanction" our Club Race. Right now there are members working hard to make this happen. Remember, the club is for you. The Board will try and make it as interesting as they can, but without your support and participation, people lose their enthusiasm. I have never been one to shy away from trying new ideas. I believe strongly in GGR's traditions, but I also believe in progress. I'm sure my ideas will step on a few toes, but give them a chance. Change can be a good thing. I encourage your comments, and I am sure there will be many. So good or bad (I'll take the blame for the bad and pass on the good to the Board), please let me know if the Board is looking after your interests.

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Volume 39, No. 1

Cover: The interior of a Porsche RS60 car #42 prior to the 1998 Palo Alto Concours.

Photo: Dick Cottrell

The votes are in!

The GGR election ballots were counted over the Thanksgiving holiday, and by an overwhelming majority, all persons officially on the ballot were elected to their respective positions.

Porsche Introduces New High-Tech Tennis Racquets

ATLANTA, November 23 -- Porsche, the world's top manufacturer of sports cars, has taken to the tennis courts, it was announced here today.

As part of its 1999 model year Selection lifestyle accessory range, Porsche Cars North America recently debuted two high-tech tennis racquets which incorporate the same principles and materials used in its championship race cars.

The Porsche Pro and Porsche Pro Plus tennis racquets feature innovations in engineering and design specifically targeted to improve control and ball speed. Both racquets use an unprecedented blend of carbon fiber graphite and kevlar to enhance frame rigidity and power as well as a special string configuration that enlarges the string-bed area. The same construction technique used in the carbon-fiber body panels of the Le Mans-winning Porsche 911 GT1 was utilized on the racquets.

Porsche Wins Popular Science Award

NEW YORK, November 11 -- The 1999 Porsche 911 (996) was among a select group of products honored this week at the Popular Science 1998 Best of What's New Awards. Popular Science editors intensively research thousands of products and technologies for this annual event and honor only the most important and innovative products.

The new Porsche 911 was featured along with other winners -- such as the Macintosh iMac, ReplayTV, and the Palm III, from 3Com -- in the Best of What's New Awards section of Popular Science's December issue.

Pink Floyd Drummer's Porsche 962

LONDON, November 15 -- Pink Floyd drummer Nick Mason's classic sports and racing car collection, which includes a 1990 Porsche 962 race car, are featured in a spectacular book, Into The Red, which was released November 15th in an exclusive edition. The book's aluminum slipcase is decorated with a rivet pattern based on the tail section of the 1957 Maserati 250F.

The best-selling standard edition of the book was published by Virgin Publishing in September to wide acclaim. The limited edition of Into The Red was released at a price of GBP 250.00 and launched on a dedicated website (www.tentenths.co.uk).

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Walnut Creek
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by Kathy Golik, Allegheny Region
(from RUNDSCHAU)

Do your tires look nice only from a distance? What about up close? Tires are often overlooked and their appearance can make or break the overall cosmetic appeal of your prized Porsche.

You will find an array of tire cleaning products with various claims at your favorite auto supply store. Many of these products consist of foam that is supposed to instantly penetrate and dissolve the grease, grime, and brake dust on your wheels and tires with little or no rubbing or scrubbing. Well, in my own experience, I have not found one brand that did what it was supposed to do. As a matter of fact, several I've tested made my tires look worse.

Most car enthusiasts have concluded that the safest and most effective way to clean tires is with soap, water, and a brush. Using dish detergent on tires often gives good results. Simple Green is another multi-purpose product that works

well with a plastic-bristled brush. I would suggest that a complete tire cleaning system would include dish soap, water, a spray bottle of Simple Green, a plastic brush, and a toothbrush. First, rinse the tire with water. Then dip the brush in the bucket and start scrubbing. Spray Simple Green on stains and stubborn spots and scrub some more. Rinse and repeat until the tire is clean. Use a toothbrush along the rim and in the tiny cracks next to lettering and within the tread. It is also a good idea to remove the wheels several times a year and clean the inside of the tires as well.

Now that your tires are clean, you will want to restore that deep black brand-new appearance. I strongly recommend the use of a tire dressing rather than tire black. Tire black does a good job of making bad tires look better, however, tire black is not a substitute for a thorough cleaning and application of a good tire dressing. Clean tires with an even application of tire dressing will provide

for a clean, crisp, more original look.

Apply tire dressing by dispensing onto a cloth and wiping the tire face. Spraying dressing directly on the tire will cause overspray onto the wheels and body. Use a soft-bristled brush to work dressing into the grooves on the side of the tire. Use the edge of the brush to spread dressing between the tire and the wheel. Allow the dressing to soak into the rubber before buffing. Be sure to complete the process by buffing any excess dressing with a clean towel. Neglecting this final step will make the tire appear glossy and greasy. Treat the backsides of your tires with dressing during your once- or twice-a-year thorough car cleaning. I would suggest that you let the dressing soak into the rubber for about an hour before removing any excess.

Take time to clean your tires properly. When cleaned properly, your tires will greatly enhance the cosmetic appearance of your Porsche

Porsche Tech Tips

by Pioneer Centers, San Diego, CA
from *The Windblown Witness*, San Diego Region

1. Lubricating wheel lug nuts

When using Opti-moly TA greases to lubricate wheel studs, remember to coat the contact area of the lug nut as well as the stud threads.

2. Lubricating new brake pads

When replacing brake pads on early 944 single piston cali-

pers, lubricate friction areas of the calipers with high temperature grease to ensure smooth movement throughout the life of the pad, for even pad wear.

3. Radiator fan switch replacement

When replacing the fan-operating thermo-switch in radiators with plastic side tanks, extreme care must be taken not

to over-torque the switch. A cracked radiator tank could result.

4. Sticking keys

A small amount of any light lubricant placed into a door handle keyhole should keep your tumblers lubricated and your key returning smoothly to center when locking and unlocking your Porsche.

A Porsche Chronology Part II

(courtesy Porsche Cars North America, Inc.)

1976

The 911 line now uses fully galvanized steel body panels to prevent rust. The Porsche line consists of the 165 horsepower 911 and the thrilling 240 horsepower 930 Turbo. At the ultra-high end, one of two thoroughbreds are available, both designed for the track: the 450 horsepower 934 and the 630 horsepower 935, which dominate several racing series, as these variants take four world championships between 1976 and 1979.

Jackie Ickx and Jochen Mass drive an open cockpit Porsche 936 to victory at Le Mans. The car is a hybrid with a chassis derived from the 917 line and an engine from the Carrera RSR; Porsche also wins its third World Championship of Makes.

1977

Total Porsche production breaks the 300,000 mark.

Motorsport models grab attention with a twin turbo, 630 horsepower 935 77A.

1978

The 911 Carrera line is replaced by the 911SC series. The 930 Turbo's engine is upsized to 3.3 liters of displacement and produces 260 horsepower. The big power increase is due to the incorporation of an air-to-air intercooler that reduces the temperature and density of the incoming air-fuel charge for greater power output. Meanwhile, the 911SC model's output increases to 180 horsepower over the 911S's 165 horsepower.

The racing 936 produces an astounding 750 horsepower resulting from its liquid cooled four-valve-per-cylinder head.

1980

The 911SC moves up a rung on the performance ladder with a 188 horsepower engine. All Porsche models bound for the United States get catalytic converters to reduce emissions.

1981

The 911SC is fitted with a high compression engine which requires the use of premium gasoline to prevent knock-

ing.

With Ickx and Derek Bell at the wheel, a Porsche 936 wins at Le Mans. The turbocharged 2.65-liter engine is based on Porsche's Indy car powerplant.

1982

Porsche 956 race cars finish 1-2-3 at Le Mans and go on to win the World Championship of Makes every year for the next five years.

1983

The 911 line celebrates its 20th birthday with the introduction of the first full Porsche convertible since the 356C. Called the 911SC Cabriolet, this sleek roadster is first shown at the Geneva Auto Show. The Cabriolet has a stiffened structure, but weighs no more than the hard-top model on which it is based. The flat nose 930 Turbo model is introduced with a turbocharged 260 horsepower, 3.3-liter engine.

Porsche 956 race cars take nine of the top ten places at Le Mans.

1984

The Carrera nameplate returns to the Porsche showroom with a 3.2-liter, high compression engine. Capable of a peak output of 204 horsepower, the new generation Carrera can cruise at 155 mph.

Work begins on the next generation 911 design and prototypes. The basic body shape is derived from the current Group B show car and power comes from a 3.6-liter boxer engine.

An all-wheel drive 911 wins the grueling Paris to Dakar Rallye. Henri Pescarolo and Klaus Ludwig win at Le Mans in a Porsche 956.

1985

Klaus Ludwig, Paolo Barilla and John Winter take the checkered flag at Le Mans in a Porsche 956.

1986

The limited edition of 200 all-wheel drive 959 supercars goes on sale. With a 450 horsepower engine, this car looks like an ordinary 911 (with some aerodynamic improvements), but is capable of speeds approaching 200 mph. All cars available for sale are immediately purchased.

Factory-prepared 959s take first, sec-

ond and sixth places in the Paris to Dakar Rallye in which 500 competitors start, but only 80 finish. Al Holbert, Hans Stuck and Derek Bell win at Le Mans in a Porsche 962. The McLaren Formula One car with its TAG-Porsche engine wins a third World Championship for Porsche.

1987

An improved five-speed gearbox is introduced for the 911 Carrera.

Al Holbert, Hans Stuck and Derek Bell win again at Le Mans in a Porsche 962. The methanol-fueled open-wheeled Porsche Indy car debuts.

1988

Some 25 years after the first model was unveiled at the Paris Auto Show, the second generation 911 is revealed to the public. Despite its familiar curved skin, bulging headlight housings and sloping rear deck, the car is completely new. The 911 marque undergoes a rebirth with the start of the new line including a naturally aspirated 3.6-liter six-cylinder boxer which develops 247 horsepower. Internally called Type 964, the car's key advances include dual spark plug ignition, a two-stage resonance intake system and a coil spring suspension that replaces the torsion bar system. Ironically, the established rear-engine, rear-drive format is put on the back burner in favor of the innovative Carrera 4 getting to market first. This four-wheel drive version has an electronically controlled power distribution system based on the 959 supercar. Power is distributed to each wheel individually through feedback from the car's wheel sensors; as soon as any wheel starts to slip, power is eased back to that wheel. The Carrera 4's speed-controlled, moveable spoiler rises at 60 mph to aid in high-speed stability.

1989

The lighter and more traditional rear-wheel drive Carrera 2 takes its place (as a 1990 model) alongside its all-wheel drive brother, and becomes the top seller of this invigorated line.

The Speedster name is revived with a modified 911 Carrera convertible.

1990

Porsche's Tiptronic sophisticated

dual-function automatic transmission is introduced. This engineering tour-de-force enables the driver to select fully automatic gear changes or specify when the transmission shifts up or down. It is the best balance between control and comfort, catches on immediately, and is more accepted than the Sportomatic.

ABS and airbags are made standard across the Porsche line, installed in all 944s, 911s and 928s.

1991

The power output of the Turbo model rises to 315 horsepower, thanks to the use of a fully controlled catalytic converter.

Planning and intense design work begins simultaneously on the Boxster and the fourth generation 911. Although each model line will have its own engine design and distinct appearance, from the start these cars will share a common heritage and many key components.

A street-legal, race-hybrid 911 dominates the U.S. Supercar Championship series.

1992

The sophisticated VarioCam engine timing system debuts on the 968. This system, which comes later to the 911 and Boxster lines, adjusts valve timing in response to engine speed and load to maximize output while minimizing air pollution.

Porsche wins the coveted Supercar Championship.

1993

The 3.6-liter Turbo engine's output is increased to 360 horsepower; a special edition Turbo S with its 381 horsepower engine and 18-inch wheels is also available.

With its roots in the 550 Spyder, the Boxster concept is shown at Detroit's North American International Automobile Show and wins a "Best in Show" award.

Porsche wins again at Le Mans. Porsche also wins its second consecutive Supercar Championship.

1994

The new 911 Carrera takes shape under the internal codename, Type 993. A Coupe and Cabriolet are the first models to be introduced. They each retain the traditional rear-engine, rear-drive Por-

sche drivetrain, but horsepower has been increased from 247 to 270. Featuring a 3.6-liter engine, six-speed manual or four-speed Tiptronic automatic transmission, and coil spring suspension front and rear, the new 911 Carrera is a study in exhilarating driving. The new model is longer and wider at the rear than its predecessor; brake size has been boosted by 45 percent for quicker stops. A completely new rear suspension system, with multi-link LSA design, leads to more stable handling than ever, yet is lighter than the system it replaces.

The new 911 is introduced at the Frankfurt Motor Show; its North American introduction is at the January, 1995 North American International Automobile Show in Detroit.

Jeff Zwart wins the Pike's Peak Hill Climb in a 911 Turbo.

1995

An updated and refined Carrera 4 is introduced. The Targa line is revived with a new, distinctive sliding glass roof. The new 911 Turbo with all-wheel drive develops more than 400 horsepower with the aid of twin turbochargers.

Porsche's GT2 rear-wheel drive competition model uses a 430 horsepower powerplant.

1996

The 911 Carrera and Carrera 4 get Varioram intake plumbing that adjusts the air path based on the engine's speed and load.

The mid-engine, new-from-the-ground-up Boxster is introduced at the Paris Auto Show. Paying homage to the 550 Spyder, the Boxster features a 201 horsepower engine, dual trunks, a fast power convertible top and Porsche performance at a value price.

1997

Internally called Type 996, the fourth generation, and most radically changed, 911 Carrera debuts at the Frankfurt Auto Show. The first all new 911 in nearly 35 years features a longer, sleeker body as well as more cargo space. Ready for the rigors of the 21st century, the new 911 is not only lighter by more than 150 pounds compared to its predecessor, but its coefficient of drag has been reduced from 0.34 to 0.30, so the car can more easily slice through the air.

In addition, the 911's new 3.4-liter, high compression boxer engine uses liquid cooling and outpowers its larger, heavier predecessor. It incorporates a new bearing bridge first used in the Boxster engine which holds the engine's seven bearings on a forged crankshaft. The engine's 12 counterweights ensure smooth power delivery over the full range of operation. With a manual six-speed gearbox, the Carrera accelerates to 60 mph in less than 5.2 seconds and cruises



at up to 174 mph.

Developed alongside the Boxster, the 911 Carrera shares nearly four parts in ten. Most notable are similar front end, suspension, and brake components. The air conditioner, headlamps and steering racks are identical between the two models.

Boxster is launched in the U.S. and is an immediate sales success.

1998

Porsche celebrates its 50th anniversary by putting the latest 911 Carrera Coupe and Cabriolet on sale in America alongside the virtually sold-out Boxster. The new 911 Carrera comes to the U.S. as a 1999 model just in time for the new millennium.

The 911 legend continues to evolve, but what remains constant is Porsche's pursuit of engineering excellence and its love of precision driving.

Automotion Autocross #6 Results

Reported by Dave McGuigan

Class	Driver	Car	Time	Pts	K	Hickman, Dave	81 911SC	50.859	20
Ai	Stark, Jim	74 914-1.8	50.424	20	K	Smith, Mark Paul	81 911SC	51.000	16
Ai	Dugan, Jay	71 914	52.343	16	K	Rahal, Dame'	81 911SC	52.265	13
Ap	Benz, Bill	57 Speedster	51.514	20	Ki	Murray, Chris	78 911SC	47.023	20
B	Darling, Dave	74 914-2.0	49.654	20	Kp	Bernamonti, Mike	80 911SC	47.305	20
Bi	Beck, John	74 914	47.772	20	Kp	Blansit, Pete	80 911SC	48.533	16
Bi	Seidell, John	74 914	48.466	16	Kp	Kost, Jeff	80 911SC	48.647	13
Bi	Blachley, Rick	74 914 2.0	53.719	13	KpL	Kost, Monica	80 911SC	50.811	20
Bp	DelVillano, Bert	74 914	48.952	20	L	Maker, Brad	87 911	49.622	20
BpL	DelVillano, Anne	74 914	51.072	20	L	Johnson, Ross	86 911	52.963	16
D	Mavridoglou, Vangel	89 944S2 Cab	50.730	20	Li	Bauman, Jim	86 911	46.800	20
D	Schulze, Dieter	91 944S2	52.862	16	Li	Watts, Henry	86 911 Cab	46.812	16
D	Dunwoodie, Dave	80 928	53.698	13	Li	McGuigan, Dave	86 911 Targa	46.932	13
Fm	Yearton, Dennis	74 914	46.419	20	Li	Pickett, Tom	88 911	47.698	11
FmL	Yearton, Lisa	74 914	48.987	20	Li	Watson, Jim	87 911	53.849	9
G	Denebeim, Ed	68 911	57.364	20	Li	Ralston, Jim	86 911 Cab	54.632	7
G	Jameson, Thomas	70 911T	57.994	16	LiL	Kinney, Kathleen	86 911 Cab	55.901	20
Gi	Yee, Victor	74 911	50.151	20	M	Gardner, Bob	93 911 RS	51.337	20
Gm	Sharp, Larry	73 911	44.246	20	Mp	Davis, Ron	89 930	55.952	20
Gm	Jackson, Neil	69 911T	44.409	16	N	Fulcham, Andrew	96 993	51.721	20
Gm	Bergstrom, Dirk	73 911	46.451	13	Ni	Jones, Dan	97 993 C4S	46.271	20
GmL	Stark, Patty	69 911T	48.774	20	T	Pennington, Lynn	97 Boxster	51.904	20
Gp	Chloupek, Graham	70 911T	47.997	20	T	Seradjfar, Kamyar	97 Boxster	51.928	16
Gx	Williams, Harold	73 911E	49.513	20	T L	Lee, Nancy	98 Boxster	51.951	20
Gx	Angebrannt, Susan	73 911E	51.958	16	Z	Olney, Tobias	70 914-6 3.6	47.154	20

Automotion Autocross Final Season Standings

Reported by Dave McGuigan

Class	Driver	Pts	Events	Gx	Williams, Harold	100	5
Ai	Stark, Jim	96	5	Gx	Angebrannt, Susan	48	3
Ai	Dugan, Jay	88	5	Hi	Williams, Evan	80	4
B	Darling, Dave	80	4	K	Smith, Mark Paul	96	6
Bi	Beck, John	100	6	K	Hickman, Dave	72	5
Bi	Seidell, John	80	5	K	Rahal, Dame'	55	4
Bp	DelVillano, Bert	88	5	Ki	Murray, Chris	80	4
Bp	Brown, Gerry	80	4	Kp	Kost, Jeff	100	5
BpL	DelVillano, Anne	100	5	L	Maker, Brad	76	4
BrL	Neidel, Sharon	60	3	L	Ng, John	65	4
Bx	Newton, Bill	60	3	L	Johnson, Ross	56	3
CiL	Buchner, Cindy	60	3	Li	Watts, Henry	96	5
Cp	Smith, Miles	80	4	Li	McGuigan, Dave	77	6
D	Bechtold, Bill	80	4	Li	Bauman, Jim	49	3
D	Schulze, Dieter	67	4	Li	Brooksby, Glen	44	3
D	Tavernetti, John	61	4	Li	Librock, Neil	33	3
D	SooHoo, Kristi	55	4	Li	Pickett, Tom	33	3
Dm	VonBehrens, Peter	60	3	Mp	Sousoures, Louise	100	5
Ei	McMillan, James	80	4	Ni	Jones, Dan	100	5
Fm	Sharp, Larry	80	4	Ni	Lee, Brian	68	4
Gm	Jackson, Neil	100	5	T	Ohl, James	100	5
Gm	Bergstrom, Dirk	64	4	T	Kaplan, Leo	48	3
GmL	Stark, Patty	80	4	T L	Lee, Nancy	100	6
Gp	Chloupek, Graham	100	5	Z	Olney, Tobias	60	3

Show Me a Loser and I'll Show You a Loser

by Ron Mistak

from *The Windblown Witness, San Diego Region*

I have always heard people say about others, "you took that defeat so well" or talking about a person who "loses well". I have never been accused of being a good loser. Just ask my wife and kids. Normally I just fume silently and refuse to talk about it, mentally going over the last run, foot by foot, pointing out braking points that could have been even later, apex points missed by millimeters, too much throttle oversteer. I am often critical of my own top time of day runs, saying to my wife, Mary Ann, that "there is more time out there". There usually is you know.

Alec, my youngest son, and I just returned from a great PCA weekend event held in Bakersfield, CA. It was called the California Challenge which pitted our Zone Eight against Zone Seven. Choreographed by Alyce Thorp for the benefit for the Arthritis foundation the event consisted of a welcome cocktail party on Friday, a concour and dinner on Saturday with an Autocross on Sunday.

This wasn't just any Autocross. Four Men and two Women Parade TTOD drivers were entered. It was the first time that I can remember a gathering of top drivers at an event other than a Porsche Parade. The course was great. It was set up by committee with SDR's Bob Schang and Kenyon Blower doing a lot of the work on the track and managing the event as efficiently as they do at the murph (sorry Qualcomm). I knew the final outcome would be decided in hundreds of a second if not thousands of a second. When it was all said and done Tom Provasi was TTOD, Bill Newlin was second, I was Third. I know what you are thinking. Third place, that's a loser position.

So why would I write about finishing in such a position? Rarely do you have the opportunity to compete with such talented drivers. Tom's time was a 40.89, Bill's time was a 41.15, my time was a 41.17. To put this into perspective, all three of us, had we ran the course side by side, would have finished within a car length of each other.

Now if in fact we were wheel to wheel with each other, I probably would have nerefed Newlin into tomorrow at the last turn or perhaps he might do the same to me.

After this close of competition with these great drivers I can truly say if I have to lose to someone, it was OK to lose to these two. Now, if my engine wasn't misfiring, if I could drive more often than twice a year, or... oh hell I'll get them next time.

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Autocrossing around the zone with Hank

By HANK WATTS

GGR AUTOCROSS FINALE: The Northern California Porsche Club autocross season came to a close on 14Nov with events at Dublin (GGR) and Mather (SVR). The Dublin course, designed by lame-duck president Larry Sharp, was relatively straightforward, but did feature a Zaccone-esque curving seven-cone slalom right through the concrete skidpad. Forty-nine drivers competed; first-timers included Monica Kost, Andy Fulcham and Kathleen Kinney.

Given the light turnout, the course was run as one-and-two; drivers got three runs in the morning and four in the afternoon. There was also time for fun runs. Despite dire predictions, the weather was marvelous for a November day, what Mike Bernamonti calls Goldilocks weather (not too hot, not too cold, not too wet, not too dry . . .)

TTOD was Larry Sharp in Neil Jackson's graciously loaned Creamsickle car with Neil in close pursuit. Two seconds behind Larry, third overall and fastest in the street group was Dan Jones. The top five was rounded out by Dennis Yearton, just 32 thousandths of a second faster than Dirk Bergstrom. The next three places were all Li cars. In a reenactment of what is becoming a standard year-end ritual, Li staged yet another uprising, Jim Bauman beating Loki by 12 thousandths and Dave McGuigan about a tenth behind the two of us. Let me 'splain what

I found out about my tire gauge once I got home and could calibrate it . . . 20 lbs hot is not enough for current R1s on a heavy car.

Patty Stark took TTODL with a 48.7 in the Creamsickle and newcomer Monica Kost (albeit with previous BMW big-track experience) was fastest woman in the street cars.

In the class battles, besides the obvious Gm/TTOD clash of Titans (ask Neil Jackson about the fun runs) and the Li saga (Li fielded six cars, by far the biggest class), there were other interesting struggles: Dave Hickman edged out season-winner Mark Paul Smith in K; in Kp Mike Bernamonti ran away from two other competitors, one of them season winner Jeff Kost; Lynn Pennington edged out Kamyar Seradjfar in T (Boxsters). In other seriously-contested seasonal battles John Beck wins Bi and Brad Maker edges out John Ng in L.

Many thanks to the Del Villanos, who have provided us with a marvelous series this year; everything seems to happen just right with a minimum of fuss and bother. They have agreed to run the GGR-Automotion series again next year and schedules will be out soon.

And, while we're at it, thanks to the LPR AX crew as well for an excellent season in that venue: Louise Sousoures, Neil Jackson and Brooks Esser, TOC (Troika Office of the Chairperson), along with Dan Jones and Rob Sasaki for results and Masuo Robinson for trailer towing.

TIME TRIAL SCHEDULE: The GGR Driver Education and Time Trial Series schedule is as firm as it's going to get, awaiting only final confirmation from Laguna Seca. Dates are Mar 6-7, Jul 24-25 and Sept 18-19 at ThunderHill, Apr 17-18 at

Buttonwillow, Jun 12-13 at Laguna Seca and Nov 6-7 at Sears, A High Speed Driving School will be on Mar 5 preceding the time trial. Club Race dates are still being worked on.

CHERRYS JUBILEE: Sometimes there is a dark side to events at the big track. After hours of essentially non-stop running fatigue sets in. Hours and hours of driving Laguna Seca, round and round, just a couple of moments of peace every three laps while dropping off one excited passenger and picking up another. The older cars, with their smaller fuel tanks, have an advantage in that they run out of gas sooner, creating a needed break for the driver. Very tough times.

Cherrys Jubilee is sort of a Hot-August-Nights-comes-to-Monterey event, with a charity twist: the proceeds go to the Salinas Valley Memorial Hospital Foundation. The event includes hot rods, lead sleds, restorations, the Friday night cruise and Saturday night dance, both held downtown. The main focus of activity is Laguna Seca in the pits. As a fundraiser, they offer Hot Laps around Seca Saturday and Sunday mornings and afternoons, the lunchtimes being reserved for general participant parade laps on the track while being escorted by sheriff cruisers (apparently there is less than complete trust in what happens when the entrants get onto the track).

After limited success in dealing with the local professional driving schools at Seca, the event folks asked us to gather up some fast safe Porsche drivers to do the Hot Laps, which raise \$20 for charity for a 3-lap ride. From our perspective the allure was

clear enough: huge amounts of free track time at one of the world's great race tracks, punctuated only by the need for swapping passengers. The drivers were selected based on availability, lap times and a general tendency to stay on the track. Several additional folks were there as most excellent Pit Tootsies (not all women, either, don't bug me about chauvinism).

When we arrived, the only advertisements coming up to the Seca ranger shack were large signs that advertised: **EXTREME THRILL RIDES . . . PROFESSIONAL PORSCHE RACE DRIVERS . . .** offering a different slant on driving than our normal emphasis on safety, staying on the track, learning in small steps. Extreme thrill rides indeed.

Just before the event, with weather reports full of predictions of impending storms, there was some email traffic among the drivers about what we would do if the weather was bad. As Chief Driver I was unequivocal: given the hard walls and limited runoff of Seca, we would NOT drive in the rain.

Fast forward to Saturday morning. It's 8:45 and we've just finished the drivers meeting so everyone would be on the same page. It's drizzling. And there are about 25 people lined up to pay



their \$20 for three laps of extreme thrill rides. So I decide that I can go drive, if these people really just want to ride in a fast Porsche that isn't going that fast (Hoosiers aren't really fond of the wet). As it turns out, the people wanted to ride, wet or dry, so we're off. Pretty soon most of the other drivers are cruising around, entertaining the riders, just EXACTLY what I'd said we certainly would NOT do. Ah, well.

We had intermittent rain all day Saturday and Sunday afternoon. Sunday morning offered marvelous track conditions and we were able to stretch out a bit. During Saturday morning one passenger mentioned to Tony Mazzagatti how marvelously his 911 stuck to the road, and Tony's thinking, "Jeez, it hasn't stuck yet." Tony and Chris Murray took the lets-get-the-car-dirty honors, but there wasn't really much drama, and no harm done.

All in all a marvelous weekend for everyone. Thanks to the very patient and good-spirited drivers and helpers we had a great time and earned a bunch of money for a charity. We'll likely be asked back next year.

INTER-SEX COMMUNICATION: Overheard at Saturday dinner during the POC Seca Thanksgiving time trial was a discussion between women wondering why the guys are always dinking with the cars, and an artful man, Ken Shahoian, I think, who asked, "Well, at what point would you consider your wardrobe complete." The answer from the women was, "That's not a concept that even makes any sense." To which he needed no reply.

SEARS POINT: According to a recent story in the Chronicle, despite the money spent on the new track configuration featuring the Chute (shortening the track for those who use it and adding more laps to the events) and despite the quoted praise from NASCAR drivers in the press releases from Sears this past Spring who had apparently already been testing the new configuration at that point, the "Winston Cup and Craftsman Truck series drivers were vocal about their distaste for the new corner." Unclear whether corner means 4 or 7 in this context; seems to be 4. So they're going to change it again, adding some sort of righthand turn leading into the area that is turn 7. Plans to revamp the esses (8 through 10) will apparently come to fruition in the middle of next year as well. For what it's worth, the Chronicle, presumably quoting Sears officials, lists the standard configuration at 2.53 miles, while the website says 2.51. I'm sure it matters how you measure it, but it seems like they should pick a number and live with it.

BLUE CAR: The famous Tom Poole Blue Car has been bought by Mike Courtney after a couple of years of sitting in Fred Nelson's garage. Tom plans to use it time trialing, which should be interesting: the car appears to be quite quick, and Tom is a very impressive driver.

DEALERS, PART 3: I'm hoping this will be the last bit on this topic; I certainly have no interest in it being a regular feature.

On the missing Litronic lights: after further investigation, prompted by a call from the president of a certain dealership who recognized the story as being familiar, there are some open questions about who might be responsible for the disappearance of the lights. The car spent some time at a bodyshop in the middle of the dealer visit, possibly as a service to the owner (rather than a sub-contract from the dealer). The car owner is not happy with how things worked out (and I'm empathetic to his complaints), but the dealer may not be the bad guy in this one.

On a different front, the dealer involved in haggling over what would be an appropriate repair for a car dropped off a lift, having apparently come to naught in searching for a clue, is threatening to stop advertising in a local PCA newsletter because of the dealer horror stories printed in this column.

Let me, for their benefit, very briefly explain why this is stupid. First, the PCA regions are friends of dealers. They drum up enthusiasm for Porsches, and have events where people with old Porsches can meet people with new Porsches who may decide that, in the overall scheme of things, it would be better to own a new Porsche than an old Porsche. They'll get that new Porsche at a dealership, possibly one that has been doing good advertising and public relations.

Second is just one word: email. Hundreds of people get this column without benefit of paper and printer's ink. Trying to influence editorial policy by threats is a path with great dangers and little ultimate reward.

There was a discussion between women wondering why the guys are always dinking with the cars, and an artful man, Ken Shahoian, I think, who asked, "Well, at what point would you consider your wardrobe complete."

Third, we're not looking for perfection, here. We really like our cars and when we leave them in your care, we expect you to do your best with them, which you usually do. We know that, in handling a large amount of service, mistakes will happen. The defining moment is what you do when a mistake or misbehavior is discovered. Do you attempt to cover up, hide, deny, bully, negotiate forever? Or do you step up to the plate and make things be as right as they can possibly be, then charge off to make sure this particular thing doesn't happen again.

COUPLE OF CORRECTIONS: First on the VIMY: Dave Darling, who has aviation fuel in his bloodstream and lineage, updates the fate of the VIMY replica: "The trip actually wound up as a part of (or all of?) one of the National Geographic television shows . . . they enlisted the help of a WHOLE LOT of local people, turned the rice field into a runway, and were eventually able to take off again. I believe that they made it all the way to Australia."

Second, the times reported at last month's LPR autocross for Ken Shahoian would have been impressive in his C4, but, he writes, ". . . I entered the event in Jeff [Sykes'] car. I never could get below 59 with that G**awful AWD car . . ."

COMING UP IN JANUARY: Skiing. Malibu Gran Prix report.

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. Monica has put her foot down, so Scott Winders' can't sell the 3.2 SC

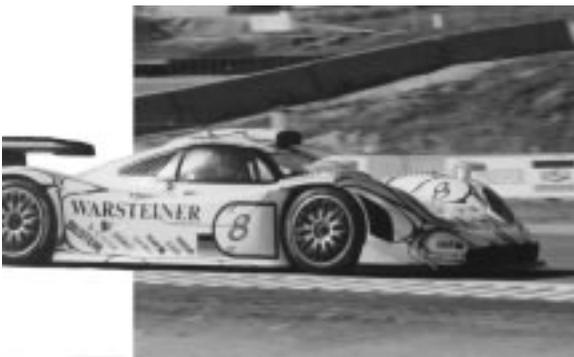
The Laguna Seca

Story and Photos by Cyril Reif

When I went to the Monterey Historics this year and saw the Le Mans winning Porsche GT1 98 in the factory museum tent, I told myself that I had to come back in October and see the car in action....so I did.

The weather was perfect, the crowds were manageable, in fact there was no traffic driving to the track. But the parking experience couldn't match the 500+ 911's that were parked around me at the Historics.

I got there in time for the warm-up session. Watching between Turn 2 and 3 one could get a close view of the cars stretching their legs....the GT1 98's (for me it's one of the most beautiful GT cars ever)....three of them, two factory Mercedes CLK LM's and two private-entry Mercedes CLK GTR's, and a Panoz GTR running in the GT1 Class. Two Viper GTS-R's, two Marcos 600LM's (which looked like kit-cars on steroids), a lone Saleen Mustang and numerous 911 GT2's filled out the GT2 Class. The sounds were fantastic, particularly as the cars are bunched together during the warm-up. Though I'm a die-hard Porsche fan (I saw my first racing Porsche as a teenager at the 1962 German Grand Prix, with Dan Gurney driving....), the Mercedes' sounded fabulous, like screaming hornets. The normally aspirated 6-litre V12's



just drowned out the turbo muffled Porsches, even the V10 Vipers!

The race itself was three hours long....plenty of marvelous sensory over-load. The two factory Mercedes LM's started on the front row, with Bernd Schneider on the pole, he's considered the Michael Schumacher of GT racing. One of the factory GT1 98's was not far behind with Alan McNish driving, he was one of the drivers of this years Le Mans winning GT1 98.

In a three-hour race you would think tactics and pace would be important, but early on the cars, particularly the GT1's, were running as if it was a sprint race. The GT1's looked like they could drive anywhere on the trackit was spectacular to see them pass the GT2's anywhere they pleased and the speed differential was awesome. Alan



a FIA GT Finale



McNish worked his way to second place before retiring with a mechanical problem in the first hour. The Mercedes CLK LM's had just enough of a speed edge over the Porsche's to stay in front, though the older CLK GTR's could not keep up with the GT1 98's.

At the end of the three hours the Mercedes' of Ludwig/Zonta and Schneider/Webber were first and second with the factory Porsche GT1 98 of Alzen/Mueller in third. Uwe Alzen worked his way through the field to third after being far down in the standings due to some early problems. Rounding out the top finishers in GT1 were the Panoz GTR of Bernard/Brabham in fourth, the Zakspeed Porsche GT1 98 of Bartels/Angelelli in fifth and the Mercedes CLK GTR of Bouchut/Maylaender in sixth. The race was very clean, with minimum contact and no major shunts, though there were a few off-road excursions.

The average speed for the race was 98.683MPH and the margin of victory was 10.891 seconds, this after 3 hours of racing! The fastest lap was Zonta in the Mercedes CLK LM at 1:19.094 (101.864MPH). By comparison, the top Indy Car race lap at this year's CART event was 1:10.824. To me this makes the GT1's times very impressive; they have 250 less horsepower and carry much more weight.

In GT2 a number of private European Porsche teams were very competitive with the class leading V10 Vipers. The Viper had won this class at this year's Le Mans. As a 911 driver, it's always great to see the top race prepared 911's running, but I have to say once you see and hear a GT1 car, the GT2's become invisible on the track. In the end, one of the Vipers took the class win, finishing seventh overall, followed by three Porsche 911 GT2's rounding out the top 10.

All in all it was a great day of racing with the rare opportunity of seeing the fabulous GT1's from Europe. Who knows, with all the uncertainty of car classification and governing body politics here in the U.S., we may not get a chance to see these cars here again. But if they return next year, I'll be there



Zone 7 Rallye Series Results

Reported by Rik Larson

Tim Errington from Loma Prieta Region almost gave away his 1st place standing in the 1998 Zone 7 Rallye series. He and Donna Singmaster finished behind many of the other experts in the last event of 1998, Turkey Run, but just high enough to maintain his place. Due to the scoring method for overall points, Donna placed 7th overall. Just 10 points separated Tim from the father and son team of Greg and Larry Adams from Golden Gate Region. Golden Gate Region claimed 4 out of the 5 top places and demonstrated that their region is one to be reckoned with in the future.. Hubert and Jenny

Lee (also from Golden Gate Region) were leading most of the season until they placed low in class on the Baby IV and Clueless events. The Gardners, also from Golden Gate Region, each put on an event but were victims of the same overall scoring methodology that Donna Singmaster experienced and each was affected adversely.

There will be several proposals for changes to the 1999 Rallye Competition Rules that will address several areas (workers, event administration, etc.).



Entrant	Region	Total	Overall Place	Feb Frolic	Urban Assault	Spring Flowers	Summer Solstice	Prieta Prix	Baby IV	Carrera de Sierra	"Clue"less in SC	Turkey Run
Adams, Greg	GGR	810	2 nd	85	65	100	100	100	85	75	100	100
Adams, Larry	GGR	810	2 nd	85	65	100	100	100	85	75	100	100
Armellini, Al	DR	250				100		75		75		
Ashuckian, Helen	SVR	640		85		100	100	85		100	85	85
Bejar, Arturo	LPR	285						85	100	100		
Bejar, Meri	LPR	285						85	100	100		
Bradford, Kirk	SVR	160						85		75		
Bradford, Linda	SVR	160						85		75		
Britschgi, Doris	LPR	150						85	65			
Britschgi, Russ	LPR	150						85	65			
Clever, John	DR	725	6 th	100	100	65	100	100		75	85	100
Errington, Tim	LPR	820	1 st	100	85	85	100	100	100	85	100	65
Gardner, Bob	GGR	521		75	100	75	75		75	65		56
Gardner, Marianne	GGR	521		75		75	75		75	65	100	56
George, Susan	DR	440		100	100	65	75	100				
Larson, Rik	SVR	275		100		75		100				
Lee, Hubert	GGR	772	4 th	100	100	85	100	100	56	100	56	75
Lee, Jenny	GGR	772	4 th	100	100	85	100	100	56	100	56	75
Marks, Phillip	SVR	485			100	100	85	100				100
Singmaster, Donna	LPR	720	7 th	100	85	85	100		100	85	100	65
Toney, J.	SVR	640		85		100	100	85		100	85	85
Wetzel, Richard	SVR	485			100	100	85	100		100		

CRAB 27

The Premier Porsche Weekender

Sacramento Valley Region extends a warm invitation to all PCAers to attend CRAB 27, April 30-May 2, 1999.

This year our headquarters will be the beautiful Sheraton Hotel and Convention Center, 11211 Point East Dr., Rancho Cordova, CA 95742 (near Sunrise and U.S. 50). Be sure to bring your swimsuit, as the hotel has a great pool and spa.

Enter now to reserve your favorite car number, ensure your place in the concours, and secure the run-time you want at the autocross. Be a part of the Premier Porsche Weekender. See you there!

Mike & Sue Ambrozewicz
CRAB 27 Chairpersons
(916) 965-4542

CRAB 27 Entry Form

April 30-May 2, 1999

Mail with a check payable to PCA-SVR to:
Rik Larson, CRAB 27 Registration
2120 Maddox Ct., Carmichael, CA 95608

INHERANT (must be named to participate) _____

CO-INHERANT (must be named to participate) _____

ADDRESS _____

CITY/STATE/ZIP _____

CLUB TELEPHONE _____ E-MAIL ADDRESS _____ PCA REGION _____

Register by March 1st and receive a \$10⁰⁰ discount!

Registration enclosed for:

Couple (incl: Sat. dinner & Sun. lunch for 2) \$155.00 _____
 Single (or add'l family entrants) \$115.00 _____
 Add'l guest dinners @ \$60.00 _____
 Add'l Sunday Lunch (Adults) @ \$13.00 _____
 Add'l Sunday Lunch (Child) @ \$7.00 _____
 CRAB T-shirts (XXL add \$2⁰⁰) @ \$14.00 _____
 Saturday Box Lunch @ \$6.00 _____
 Less \$10⁰⁰ if mailed before March 1, 1999 _____

TOTAL ENCLOSED _____

REGISTRATION DEADLINE — APRIL 10, 1999

I/We plan to participate in the following (please circle number of participants in each event):

1 2 Walking Tour 1 2 Autocross 1 2 Rally
 1 2 Concours 1 2 Gymkhana 1 2 Beer/Brat
 1 2 Driving Tour (cannot also run autocross)

Porsche year _____ Model _____
 Zone 7 Autocross class (if known) _____

Concours entry guaranteed to first 25 applicants!

Your autocross run time will be scheduled as your registration is received. **Please indicate your run-group preferences** (e.g., 1 as first choice, 2 as second, etc.). We will try to give you your first choice:

___ 9:00-11:00 ___ 11:00-1:00 ___ 1:00-3:00 ___ 3:00-5:00

Request car # _____. List two choices. If your requested number(s) has already been assigned, the next available number will be assigned.

I will need _____ CRAB T-shirts at \$14⁰⁰ each. Please indicate quantity and circle sizes below:

S(), M(), L(), XL(), XXL add \$2⁰⁰()

Call the Sheraton (916-638-1100) for hotel bookings. Mention Porsche Club for our special room rates: Single/Double \$79 per night. Discounted rooms are limited—first-come, first-served.

Cancellation Deadline is April 10, 1999.
 (No refunds after that date.)



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HOTASPHALT

(GGR Time Trials)

Happy New Year to all. Are you looking forward to getting into your car and listening to the whine of the engine, the smell of burning rubber, the arm pointing out the window (for most of us, me included), and the socializing in what has come to be known as Time Trialing? As your new time trial chairman, I've been working since the middle of last year to get this season underway.

The 1998 Time Trial Brunch is being held at Scott's Seafood Grill & Bar in Walnut Creek on Jan. 3rd. If you haven't made your reservation, call me at 916.427.9690. The cost is \$32.

Your 1999 Time Trial Staff consists of Laurie Yonk as your registrar; Henry Watts as your Chief Driving Instructor; Louise Sousoures as your Social Director; Mike Cullinan as your Tech Director. I still have one position to fill and that's Safety Director. The sooner someone volunteers, the better off we are.

By now you should have received a notice indicating our annual tech session will be held on January 30, 1999. Something new for this year is that there will be no full tech at the track (exceptions will be made on a case by case basis – please contact Mike Cullinan). Please utilize this annual tech day to your advantage. If you can't make it to the annual tech, you have one month to have your car inspected before the first event.

Your 1999 schedule is as follows:

March 5th - ThunderHill – High Speed Driving School **
March 6th-7th - ThunderHill – Time Trial
April 17th-18th - Buttonwillow
June 12th-13th - Laguna Seca
July 24th-25th - ThunderHill
September 18th-19th - ThunderHill
November 6th-7th - Sears Point

** Yes, you can see in the schedule above that there will be a High Speed Driving School. For those of you who autocross and think you're ready to move to the next level or are thinking about time trialing or would just like the experience of learning how to drive at a fast pace legally, this is your opportunity. Spaces will be limited.

I'm working on having a Club Race event(s) this year. Two of the tracks we are considering are ThunderHill and Laguna Seca. The only way Laguna Seca will happen is if we can get a 103db sound limit date. We have several people working on this and hope to have something positive to report soon.

I've been receiving responses to the suggestion letter and will be compiling the results to be shared with you when finished.

That's about all I have for now and appreciate your participation this year.

See ya,
Masuo Robinson
1999 Time Trial Chairman

Interesting Websites

by John Rogers, San Diego Region (from The Windblown Witness)

Here's a good one for blueprints of cars!!!!

<http://www.geocities.com/Augusta/9275/index.htm>
<http://www.porschescape.com>
<http://www.geocities.com/MotorCity/Speedway/2507/>
<http://www.geocities.com/MotorCity/7124/porsche.htm>
<http://pages.prodigy.com/XporscheX/porsche.htm>
<http://home.sol.no/~espentan/porsche/index.html>
<http://www.porsche-city.com/>
<http://www.klasse356.com/diy356restoration/manual.html>
<http://pages.prodigy.net/beckers/912reg/owners.html>
<http://www.sorostm.ro/simtel.net/>
<http://res-systems.com/>
<http://www.scca.org/amateur/solo2/classes/>
<http://www.signmaking.com/proelite.html>
<http://www.motormeister.com/>
<http://24.1.65.11/gt-racing/>
<http://firechild.media3.net/>
<http://type2.com/>
<http://www.worlduph.com/>
<http://www.olywa.net/triad/>
<http://www.cbperformance.com/>

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Sunday, February 14

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**Registration at 12:00 Noon
First car out at 1:00 P.M.
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bacchus with grapes -
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**For information,
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(209) 835-4100**

e-mail: jrclever@pacbell.net



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



GGR members celebrating anniversaries with PCA in November:

5-year anniversaries

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Robert & Carolyn Caligiuri
Jay & Christian Dugan
Alfonso Fernandez
Steve & Jill Harper
Gerald Haussler
Steven & Kim Jensen
Patrick Kearns
James Markarian
Michael & Juliet
Vadvilavich
Jim & Vicki Weiland

10-year anniversaries

Fred Nelson & Dawn Hayes
Denis & Barbara O'Dell

15-year anniversaries

Blain Garst

30-year anniversaries

James & Brian Barrington
Allen Chase & Kazuko
Tsuchiyn
Hank & Caroline Malter

31-year anniversaries

Ronald & Molly Olive

37-year anniversaries

Dean & Donna Olsen

39-year anniversaries

John & Janet Jensen

New members

Please join us in welcoming our newest members.

Official Count

New members	41
Transferring in	9
Transferring out	5
Total members	1533

Transferring out

Transferring in

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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 Werkstatts. Good daily driver \$8,000/BO. Jim Calzia, 906 Anaconda Way, Sunnyvale, CA 94087, (408) 732-5533 evenings PST.

1969 911E Coupe. Same second owner past 25 years. Always garaged. No rust ever. Updates struts. Excellent body and interior including Recaro drivers seat. Silver/Blk. Runs but will need engine work. \$3,800. (650) 593-1141.

1970 911 Targa: Slopenose Speedster conversion ready for paint. AIR bodywork with 3.8 RS tail, Speedster clamshell, splitter front spoiler and more; great wheels and tires; big brakes with full coilover suspension; many interior goodies; 73 trans with LTD slip; have V8 conversion kit and an all Alum. Chev 350. Over \$20k invested. Asking \$15k. Call Greg at (408) 847-3232.

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 repaint 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.

1973E Coupe, #9113201004. White w/black. Born E, upgraded S plus. Recaro seats. Rebuilt transmission, brakes, suspension, MFI. Rebuilds 105k miles, now 160k miles. Forced oil chain tensioners, H&H Carrera bars, Front oil cooler, and more. 15" cookie cutters. Blaupunkt and 16" black Fuchs available. Documents. Garaged. \$11,900. Gary Hoffman. Hoffman@ricochet.net. 408-927-6917 Gary A Hoffman

1973 911E Coupe, #9113200354, Ruby red/black, very clean and original, S pkg, Fuchs, factory workshop manuals, cover, 91,000 mi, service receipts since 1987, no rust, \$8,900, Mark McLaughlin, (650) 723-7630 wk, mark.mclaughlin@forsythe.stanford.edu

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.

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.

PARTS & MISC

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.

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'69 2.0 S Engine Parts. Heads, \$50 each. Pistons and Cylinders, \$50 each. Aluminum pressure plate and clutch, \$200. Larry. 925-371-2258.

Wheels/Tires: 5 Bolt, Deep Dish Fuchs. Chrome Trim Rings & Center Cap. (2)16x7, (2)16x8, have Yokos S306 w/ good tread. Originally from '80 911SC. Make Offer. Scott 415-664-0668 or scott@inaoak.com.

Wheels for Sale. Wheels will fit any late model 924s, 944, 944S, 944 S2 or 951 plus many late model 928 or 911 cars. Set of (2) 8 x 16 and (2) 9 x 16 forged 944 Turbo S Club Sport wheels. 8 x 16 wheels are brand new with anodized finish, 9 x 16 wheels also have anodized finish, but have a few scratches. Will only be sold as a set. (2) 9 x 16 forged Club Sport wheels. Polished. \$800. (2) 8 x 16 "Design 90" wheels. Seven spoke design, original equipment on C2/C4 and 944 S2. 52.3 mm offset. Fits front or rear of late model 944, 951, 928; rear of 924s or C2. Excellent condition, \$400. (4) 7 x 17 993 Cup wheels. Five spoke design. 55 mm offset. Recent take-offs in excellent condition. \$200 each. Contact: Mike Mitchell (510) 713-9248 Mahler9th@aol.com mmitchell@natusmed.com

Four 911 Carrera Cup wheels/tires (front), 7J17, 55mm offset with Dunlop Sport 8000 245/40ZR17, tread depth 5-6mm. \$875 for all 4. Mike Rigodanzo 650 938-9446 evenings.

WANTED

Wanted, Garage storage for 911. Santa Cruz or immediate vicinity location. Used as secondary vehicle. No oil leaks. Just need safe, tidy, reliable place to park my 911 and get it out of salt air! Please contact David Palic at (831)

465-9213 or drpalic@earthlink.net.

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

Wanted, Blaupunkt radio model 3001 for 1980 911SC. Leads on sources appreciated. Other 1980 911 radios will be considered. Brian Carleton. 408-867-3136

Wanted: S/4 Steel 1973 911 Steel Wheels. Mark Grimstuel, 650-574-3788.

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GGR & Zone 7 Events Calendar



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- January**
- 3 Sun **Time Trial Brunch** - Scotts Seafood Grill & Bar in Walnut Creek. Call Masuo Robinson for more info. (916) 427-9690.
- 8 Fri **GGR Friday Night Social.** 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 9 Sat **GGR Activities Day & Annual Meeting** - at the De Martini's starting at noon. 4006 Loch Lomand Way, Livermore, Ca 94550. Call (925) 606-8543 if you need directions.
- 30 Sat **Annual Tech Session.** Call Masuo Robinson for more info. (916) 427-9690.
- February**
- March**
- 5 Fri **High Speed Driving School** - Thunderhill.
- 6-7 Sat/Sun **Time Trial and Driver's Education** - Thunderhill.
- 12-14 Fri/Sun Tijuana Grand Prix - PRO Sprint Races and Party.
- April**
- 3-4 Sat/Sun Laguna Seca - PRO Sprint Races and 2 Hour PRO Enduro.
- 17-18 Sat/Sun **Time Trial and Driver's Education** - Buttonwillow.
- May**
- June**
- 12-13 Sat/Sun **Time Trial and Driver's Education** - Laguna Seca.
- 12-13 Sat/Sun Tustin Thunder - (with VARA) PRO Sprint Races.
- July**
- 2-4 Fri/Sun San Francisco - PRO Sprint Races and 2 hour Fireworks Enduro (site to be announced).
- 24-25 Sat/Sun **Time Trial and Driver's Education** - Thunderhill.
- August**
- September**
- 3-6 Fri/Mon Ford Los Angeles Grand Prix - PRO Sprint Races and 1 Hour Enduro.
- 18-19 Sat/Sun **Time Trial and Driver's Education** - Thunderhill.
- October**
- 30-31 Sat/Sun Gambler's Grand Prix - Las Vegas - PRO Sprint Races and 1 Hour Enduro.
- November**
- 6-7 Sat/Sun **Time Trial and Driver's Education** - Sears Point.
- 20-21 Sat/Sun Thunderhill - PRO Sprint Races and 2 Hour Enduro.
- December**

Many dates are tentative. All PRO Races open to licensed PCA Club Race, POC Race, SCCA, NASA Race, BMW CCA Race, Viper Race, HMSA, CSRG etc Drivers. To join, email Jeff Sadinsky: nine911nut@aol.com

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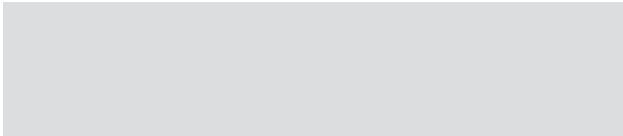


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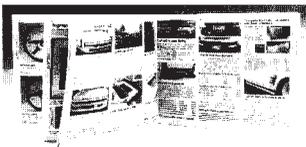
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