

July 1999

The Nugget

Golden Gate Region • Porsche Club of America

Inside

Cinco de Mayo
Automotion Concours
Zone 7 Autocross School

I didn't get any response from my article in the June *Nugget* for those interested in becoming the next GGR editor. Did anyone get their June *Nugget* yet?

This is a fantastic opportunity for anyone that has an interest in contributing something to our club. I have met some great people, learned a whole lot more about Porsches, and I just bought a very nice '86 Carrera from an ad sent to me for the Marketplace ad section, a very

nice perk that I didn't know I was going to be able to take advantage of 18 months ago.

Feel free to just inquire about the editor position. I'll be glad to answer any questions that you might have.



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**CARS
DAWYDIAK**



This column becomes difficult to write at times, because I'm always writing this one month ahead of the publish date. I would like to say I whupped everyone (i.e. Bill N.) at Laguna, but the event is still a week away. Besides, every time I make a prediction about my performance at a Time Trial, I get humbled. No more predictions! You'll have to wait for the results to be published in the *Nugget* or on the Web to see how I did.

June was a relatively quiet month for GGR activities, but Zone 7 filled out the calendar with a variety of events. July looks exciting. I'm really looking forward to "A Night at the Races" which Larry Sharp has arranged for July 17th. (Check the ad in this issue) Rebecca Newlin and I will be driving in the Mini Super Truck race that night... do I dare make a prediction? I better keep my mouth shut, I could be eating crow next month from both Bill and Becky. It should

be a kick, so come out and support Rebecca and me in hopes of the Porsche Club showing the "red necks" how to do roundy rounds. There I go with those predictions again.

I am pleased with the participation we are generating at all our events this year, but there are still plenty of faces I haven't seen. Come out and try something new. If you're an Autocrosser and haven't rallied, a Ralleyest that hasn't Concoured, or one of those chosen few people with the temperament to Concour and hasn't tried an autocross, why not try your hand at something different. A change of pace can be fun and put a whole new perspective on other club activities. Check the calendar, July has plenty of events for every interest.

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Volume 39, No. 7

Cover: A beautiful 1959 Devin D/Porsche owned by Steve Herron from Santa Barbara, photographed at the Wine Country Classic in May.

Photo by Dave Dunwoodie

Porsche Loses Court Case, Will Appeal

ATLANTA, June 10 -- On June 8, 1999, the United States District Court for the Eastern District of Virginia dismissed Porsche's novel and groundbreaking in rem lawsuit against approximately 138 Internet domain names.

The Court ruled Porsche may not proceed in rem (Latin for "against the thing") against the domain names, but must proceed in personam (Latin for "against the person") against the registrants of the domain names. In essence, it ruled Porsche could sue the persons or entities individually who registered the Internet domain names, but cannot sue just the domain names. Porsche will appeal this ruling.

"We are obviously disappointed the Court dismissed the in rem lawsuit," said Patricia R. Britton, General Counsel for Porsche Cars North America, Inc. "As many web site operators use fictitious names and addresses in registering the pirated domain names or register the domain names through offshore corporations, it is impossible for famous trademark holders to find and sue each of the registrants individually. An in rem lawsuit is the only feasible way Porsche can put an end to the cyber abuse and cyber piracy it faces on the Internet."

The law governing the Internet is still developing. Porsche believes any significant legal decisions will have to be made by the appellate courts. Accordingly, Porsche will ask the Fourth Circuit Court of Appeals to reinstate the in rem lawsuit.

"Even though the Court dismissed the lawsuit," added Britton, "it recognized the difficult 'dilemma' famous trademark holders face in dealing with cyber abuse on the Internet. The Court further stated that the 'mere act of registration creates an immediate injury by preventing Porsche from utilizing those domain names itself in order to channel consumers to its own web site.'"

As a result of filing the lawsuit, approximately 50 of the 138 domain names listed in the action have already agreed to cancel their registrations.

(courtesy Porsche Cars North America, Inc.)

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10% OFF FOR GGR MEMBERS

by Bev Frohm, Orange Coast Region (from PANDEMONIUM)

Continued from the April Nugget.

Now you have your engine steam-cleaned and you want to get more grease and dirt out of the engine. There are four primary areas of your engine to attack at this stage. The sheet metal on the sides/front, the painted sides/shelves, the fan and fan shroud, and the trickiest -- the engine parts. There are many more areas to clean, but lets take this in stages or you might get overwhelmed. We will cover the sheet metal and painted areas of the engine in this article. Cleaning the engine parts will probably be an article in itself -- we'll see.

The sheet metal is probably the easiest to clean. You got most of the grease off when you steam-cleaned the engine. A trick I found that works on removing old built-up grease is WD-40. This works as a great degreaser. Take some WD-40 and spray it on the sheet metal. WD-40 will not harm your engine, so don't worry about getting it on something. You will want to spray enough WD-40 to cover the grease, but not swim in it. However, if you do get too enthusiastic, too much doesn't harm anything except your pocket book.

Let the WD-40 sit there for a few minutes and then take one of the old toothbrushes I have talked about before and work the toothbrush on the liquid in small circular motions. This will loosen most of the old dried grease cohabiting in your engine. Work the toothbrush in the crevices and edges along the sides of the engine. Next, make sure you have plenty of paper towels, some disposable gloves (it is a dirty job) and a wastebasket. Take the paper towel and wipe the WD-40 from the sheet metal. Go over the area with a paper towel until you feel you have gotten most of the grease. Grease can be very stubborn and you will probably have to go over the same areas once or twice again to get all the old

Cleaning the Engine, Part 2

grease. Now take a citrus or Simple Green cleaner (others work too, but I like these two products) and spray the area. Take another old toothbrush and use the same circular motion on the liquid. Use paper towels to wipe the area down, making sure you get the crevices and under the lips of the metal. This will pick up more "stuff" and remove the oily sheen from the metal. This is probably the most gratifying part of the job. The metal gleams and you can wipe your fingers along there and not have to wear gloves. If your metal paint is in bad shape, you may want to entertain the thought of painting it. This is what we did, however you have to take the engine out in order to do it properly.

You can use products other than WD-40 and some work pretty good. I have had such good luck with it, I do not use anything else on old dried stubborn grease. By the way, WD-40 works great on cleaning door hinges, latches, pins, etc.

The next area of attack will take longer and needs more patience. You steamed cleaned the engine and tried to get most of the yucky greasy stuff off the painted areas. Don't be too concerned if you did not get it completely clean. The rough paint and crevices make this a bear to clean and maintain. The toothbrushes are especially handy for these rough areas. Spray the citrus or Simple Green cleaner on the paint, let it sit for a few minutes before putting your toothbrush into action. Use the same circular motions we have discussed before to work the dirt and grease from the paint. Be careful not to rub too hard, the paint may be old and can chip off.

It is always a good idea to have some touch up paint in the garage, just in case. If you need touch up paint, go to a good automobile paint store and they'll do a color match for you.

As you work the toothbrush, spray

more cleaner on the area. This will add new cleaner to attack recently uncovered dirt and grease. Paper towels do not work that great on this part of the engine except to mop up the excess cleaner. Do not try to rub the paper towel as it will shred and become a big mess. Use an old towel or Handy Wipe that you can dip in a bucket to rinse and use again.

Make sure you get under the motor mounts and way in the back. The area under the oil filler is a perfect hotel for grease and dirt kicked up from the fan.

Another area that gets forgotten is under your deck lid. This gets an oily film on it from the engine as heat, water, dirt, and other materials are mixed together and then rise up to rest under the deck lid. Once you have gone over the painted surfaces, go over them again. The second pass will clean up any old debris that was not picked up the first time and you will be surprised how much cleaner it will look. If any paint flaked off, this would be a good time to touch up the paint. The area is clean of dirt and grease so the paint will adhere to the surface much better and will not flake off the next time you clean it.

You may have noticed that I did not say to use WD-40 under your deck lid. I do not use the WD-40 on these areas because the rough surface traps more WD-40 than I am able to clean up. If you have nothing to loose, and the surface is a mess, give the WD-40 a shot. Just make sure you use the soapy cleaners to clean it all up. WD-40 has a petroleum base, which could keep new paint from adhering and attract more dirt in the long run.

Next time, we'll talk about cleaning the fan and fan shroud area. The fan is an area that needs constant attention and I will cover some of the moving parts around the fan shroud as part of the article.

Tech Q&A

by NNJR Tech Committee Staff
(from PORSCHEFORUS)

Question: I have an '84 911. It is my daily driver with 120,000 miles. Recently I have noticed a large puff or two of white smoke on start up and the idle takes a couple of seconds to adjust when the car has been brought to a stop, especially when stopping quickly (i.e. at a stoplight). Any thoughts?

Answer: The white smoke is something that is common in all 911s. Because the engine is a flat configuration, oil will find its way past the piston rings and lay on the bottom of the cylinders. A fair amount of oil can pass through depending on how long the car has been sitting. The white smoke is the

oil burning off at start up. Keep an eye on oil consumption. If your consumption rate is higher than it normally is it could be an indication of valve guide wear.

The idle problem you are experiencing sounds like you may have an oxygen sensor that is not performing properly. It could be malfunctioning or have excessive carbon build-up. Start there if you have done all of the basic maintenance required.

Question: How can I tell if my wheel bearings are worn or just in need of adjustment? When I go to a Tech before a Driver Ed event it seems that this is an area of concern.

Answer: Wheel bearings are often overlooked until they fail. When the car is off the ground, by trying to wiggle the wheel you can check for move-

ment at the wheel spindle. This may be an indication that the bearings need to be adjusted. Use caution to not overtighten the spindle nut, which will cause excessive friction on the bearing surfaces and lead to premature wear. Loose bearings can have the same effect. As long as the bearings were packed properly, a minor adjustment is all that is required.

If the bearings have excessive wear, replace them. If they fail while driving at any speed it could pose a risk. The hub can wobble on the spindle. That wobble translates to the brake rotor, which can make braking difficult.

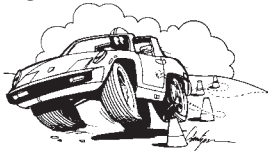
(Note: Tech Q&A is staffed by Northern New Jersey Region qualified personnel. The advice given here is based on the personal experience of one more of the Tech Committee staff and may not be considered a factory authorized answer.)

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Autocross#4 Sat July 10th Oakland
Autocross #5 Sun Aug 22nd TBD

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GGR Time Trial & Drivers Education

#4 July 24 & 25th Thunderhill Park
#5 Sept 18 & 19th Thunderhill Park



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Redwood Region is inviting PCA members to its FIRST ANNUAL REDWOOD REGION MINI-PARADE Sunday, August 8, 1999

Events include:

Autocross (drivers' meeting at 9 a.m.)

Wash and Shine (12:30-2:00)

Rally/Tour (2:30-4:00)

Barbeque (12:30-2:00)

Location: Sonoma-Marin Fair, located at Fairgrounds Dr and Payron St, Petaluma (just off Washington St) Admission is \$25 at the gate for all events, \$20 in advance (due August 2). Make check payable to Redwood Region PCA. Mail check for advance registration to: Wayne Graner, 919 Foothill Dr, Windsor CA 95492-7981 Questions? Contact by phone or e-mail: Brice Allen (707/523-3014, salsa@sonic.net), Jim Housman (707/823-7564) or Wayne Graner (707/838-2504, dgraner@hotmail.com).

Cinco de Mayo Dinner

Photos by Pattie De Martini



Larry and KC Sharp are certainly being entertained.



Dana Abramowitz with a new member.



The Three Amigos earned a toast.



Chris and Pam Murray enjoy chatting with Shirley Neidel.



George Neidel, James Ohl, & Don Tevini, aka, the Three Amigos.



Bill and Carol Fergus checking out the menu.



Chet and Lyn Martin are having a good time.



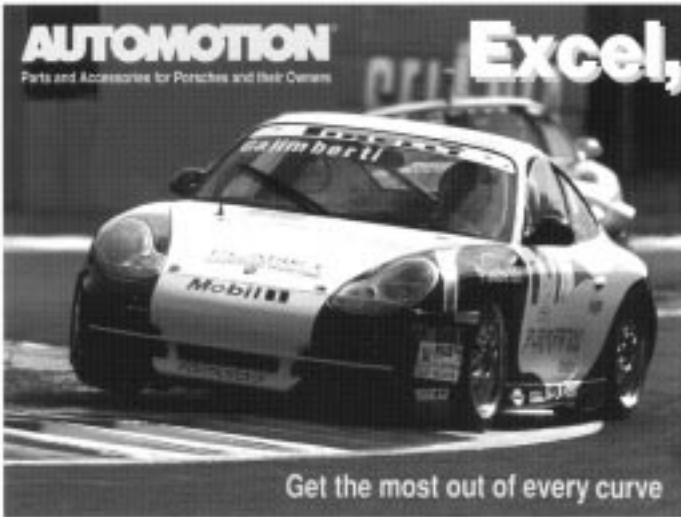
Jacque Booth and Jean Ohl are enthralled by the Three Amigos.

Automotion Concours

reported by Roger Wiersema

May 23, 1999

Name	Region	Score			
356 Wash and Shine					
1st Bill King	Sacramento Valley	198.5	914 Street		
2nd Hamid Rahnema	NON MEMBER	193.5	1st Ernie King	Diablo	239
356 Street					
1st Dick Cottrell	Golden Gate	241.25	Competition		
356 Full					
1st Brian Carleton	Golden Gate	248.25	1st Bill&Rebecca Newlin	Golden Gate	245
2nd Tom Krugman	Yosemite	245.5	2nd Larry Sharp	Golden Gate	237.75
Water Wash n Shine					
1st Kurt Erickson	Yosemite	199.5	911 Wash n Shine		
Water Street					
1st Norm Swanberg	Yosemite	244.25	1st Clinton Wong	Golden Gate	198.5
2nd Hossein Rahnema	Golden Gate	240.25	2nd Katie Luke	Golden Gate	196
Water Full					
1st John Pohl	Golden Gate	243.5	3rd Todd Campbell	Redwood	195
914 Wash n Shine					
1st Joe Pitta	Sacramento Valley	197.25	4th Mike Young	Redwood	194.75
2nd Chip Luke	Golden Gate	191.25	911 Street		
3rd Matthew Pitta	Golden Gate	188.75	1st Ed Dugan	Diablo	242
			2nd Roger Wiersema	Diablo	241.25
			1st Dave Johnson	Redwood	237.75
			911 Full		
			1st Gary Griffiths	Golden Gate	247.25
			2nd Tom Krugman	Yosemite	246



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More Automotion Concours



Larry Sharp and Bill Newlin argue over who's trophy is nicer.



Doesn't matter, Bill still gets the kiss from Rebecca.



Bill and Rebecca Newlin's 914 GoGo car.



Clinton Wong's beautiful "Strosek".



The Porsches await their trophies.

Photos by Dick Cottrell



The Automotion-GGR line-up headed by Tom Krugman's "rare" Bent Window 1952 Coupe.

Autocrossing around the zone with Hank

By HANK WATTS

ZONE AUTOCROSS SCHOOL: Another fine event from the Masuo Robinson and Jeff Sykes tagteam was held May 15-16. Enough students (90, with an initial waiting list about as long) to keep things interesting, enough instructors to keep things from getting TOO interesting. As has become routine, the event ran extremely smooth, the exercises and courses were well laid-out, and people could focus on the students and the learning. Don't be fooled by how easy Masuo and Jeff make this look; they are doing a massive amount of work before, during and after the event.

George Neidel spent most of Saturday fixing cars that were having a tough time getting with the program. He successfully repaired four or five, one was too stubborn. It is getting to be routine that the combination of George's willingness to help, his mechanical expertise, and the tools and parts carried to keep Bluejean car running are more than a match for most of the problems that crop up during the school. One hopes that the recipients of this help understand how special it is that George is there.

There was one major student breakthrough in the intermediate group: Dame' Rahal actually began using the brakes aggressively. This will surprise almost anyone who has ridden with her; her car control and aggressive approach to the course (which necessitates the car control skills) are nearly legendary, as is her willingness and ability to almost completely avoid using the center pedal. The bad news was that she was willing to use the brakes strongly only on the braking exercise.

Sunday afternoon and time to fill out the critique of the school. Evan Williams asks me, "So, after seven of these, exactly what does one write on the critique form?" I suggested that the Saturday burrito lunch had been a tad dicey. He said he thought it was great. (No one, by the way, was defending the choice of serving tortilla chips that had zero chance of staying on the plates in the midst of the 40 mph Candlestick zephyrs.) I suggested that he'd better write it down to offset my comments. So there we were, Evan writing how good Saturday's lunch was, me writing that it definitely could have been improved. You can pretty much tell that you've had a great event if the biggest discussion between two instructors is about burritos.

SAC VALLEY AUTOCROSS: For those eager for more autocross track time, don't forget that Redwood and Sacramento both have an active schedule of events. The latest results from Sacramento (22May) indicate just 36 people running and having a great time. Excellent competition too. Jim and Sue Hayes were there from Reno to make sure anyone who earned TTOD or TTODL earned it. The many Carrera (Li, LiL) drivers have to contend with Glen Brooksby (TT street improved) and Tania Bentler (in the same car and TT street improved, ladies) just .6 seconds back.

BE VERY AFRAID: Ran into Gianluca Rattazzi at the 5Jun NASA event at Sears, along with a number of other familiar faces (Masuda, Zachowski, Moshy, Buckler, Stefanowicz, Nelson, Courtney . . . well just sort of a time trial alumni reunion.) Anyway, Gianluca is the proud new owner of a 996-based GT3-Cup car. Clean, fast, track-ready. The word was, at a ThunderHill test session, Johannes Van Overbeek driving, 1:52s. Johannes says that this was with a passenger and "just cruising." Remembering that, at our last test session,

the time trial heavies (Newlin, DeMartini, Dicius) were all just barely under 2:00 (Bill Newlin took TTOD at a 1:59.2), and granting that Johannes is a top-flight driver, I went back to ask if the 1:52 was using the bypass. Nope.

GGR MIDWEEK AUTOCROSS SERIES: Otherwise known as Wednesdays at the Stick, this won't necessarily appeal to all those responsible people who spend their weekdays working at their jobs, helping society move along by doing their part. For the rest of us, though, it could be interesting. This has been generated by extreme interest from a few people in weekend-oriented jobs who just cannot professionally make sense of taking weekend days off to come play.

This will be a small summertime series, currently planned at 4 events, that happens on Wednesdays. The first event will be either late June or early July, with subsequent events early each summer month. Those that can get the day off will gather at Candlestick at 9:00 or soon thereafter. Running will begin as soon as we're set up and ready to go. Should be a small group, casual (but safe) environment and lots of runs. Registration will remain open all day and into the evening, the last car running no later than 8:00 pm. What that means is that, depending on where you work and what the traffic patterns are like, you can come autocross after work. The people who have been there all day shouldn't need any more runs, but most will probably stay to make sure there are enough workers to run the course for the late arrivals. Questions can be emailed to chairwoman Liz Boeder at "liz.boeder" <liz911@hotmail.com> or call 650-631-3010.

MERCEDES: Round 2 was a C43, but I suppose I better start with Round 1. At an early season autocross it was my good fortune and pleasure to instruct a first-timer in a red Carrera Cabrio 3.2, a model I'm particularly fond of. Remember, all you folks running around in cars with steel tops, that the first two cars invented (Benz and Daimler, independently in 1886) were open cars. Tops were a later and, in my personal view, seriously-questionable addition.

In any case, this woman was a first-timer because her business is selling cars and business sense requires that she sell cars on the weekend (when people are actually buying them). Other than that I doubt she would voluntarily miss an autocross within 100 miles. She used to sell Porsches, but now it's the Stuttgart (Unterturkheim, actually) iron from Mercedes-Benz or, I guess, Daimler-Chrysler. During the autocross day we chatted about cars, of course, and she suggested that I really ought to sample some of MB's finest. She had in mind an S500, and a C43, but I had in mind one of the SL models (see discussion above about the appropriateness of tops.)

Round 1 was a month or so ago, a mid-week, mid-day exploration of the S500 followed by a SL600 (the one with the minor little \$50k option of a V-12). The path was the same in both cases, through traffic to an unpopulated stretch of Hwy 35 (Skyline Blvd) and some serious wringing out of the cars. I suppose I should confess to a great fondness for the marque; before discovering Porsches I owned a '68 280SL and a '58 300SL, both 2-seater open cars. In 1972, Road&Track said (to the extent that I can quote it from memory) in the introduction to their occasional feature titled "The 10 Best Cars in the World", "If we were being completely honest about this the 10 best cars in the world are probably all built by Mercedes-Benz."

Anyway, the S500 requires one immediate adjustment. If you don't want to be wallowing around like a '62 Cadillac on trashed shocks, you must set the suspension mode to "firm". Immediately the car becomes this oddly-large, surprisingly agile beast, ready to do just about anything. The weight is always there, but the torque and horsepower from the 5-liter motor will move it out quite sharply and the car will handle any turn and adjustments in the turn exactly as you'd like. From the initial impression with the suspension set to "Aunt Gertie" it would be nearly impossible to predict the capability of this car to simply devour anything put in it's path. I'm guessing that it would take no more than a decent set of tires to run this machine quite comfortably in the time trial blue group at any of our tracks. If you need to transport more than 2 large people in top style, this would have to be the choice.

Next up, the SL600. The little brother SL500 is quite a fine car, but there is a lot of pizzazz added with the V-12. The suspension technology is not as advanced as the S500, but the lower center of gravity, the monstrous motor and a certain direct relationship with the road made for a marvelous ride. The car, possibly because it's doing a little less thinking for the driver, is easier to course-correct through a turn. For it's somewhat ponderous weight it is a treat to drive.

So, quite a time. About a quarter of a million dollars of Germany's finest wrung out on a marvelous road, generating sterling marks for the cars and defining a nearly perfect way to spend a Bay Area morning. She said she'd call when a C43 came in.

Round 2 was today. The call came. Time to try the C43. This is the body of what the old 190 has grown up to be, which is to say, the smallest of the Benzes, with a powerhouse 4.3 liter motor stuffed under the hood. It seems as if somebody decided that there needed to be an answer to the BMW M3 and apparently wildly overcompensated. Imagine massive torque and horsepower in a decently-light, reasonably-suspended sedan with all the ergonomics anyone could imagine.

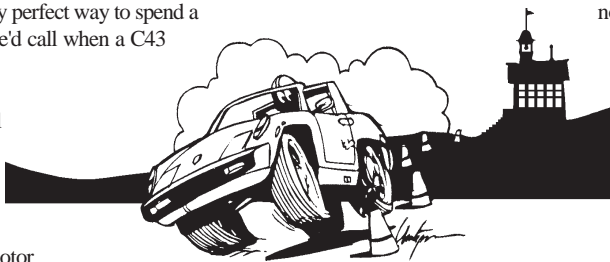
Back to Skyline. The car is a rocket, powerful enough to loop itself coming out of a corner if one has the traction control off and doesn't respect the throttle. Twisty roads and extremely elevated speeds seem natural, just what the car is built for. Completely balanced and pleasantly responsive to every input (whether subtle or a major correction), the car is very easy to drive on what appears to be the edge of its capabilities. One would want some track laps to assess where the absolute limits are; there are real boundaries to what some of us will do on the street, based on reasonable notions of self-preservation, a self-image that does not include "Menace to Society" and a fondness for continuing to have a driver's license. I will confess however, that our speed when I saw the 40 mph speed limit sign was such that the only possible reaction was a shrug and a silent, "Yeah, right!" Braking is insane. Apparently the Car&Driver 993TT test shows a 60-0 braking distance of 111 feet; the C43 will do it in 112, probably more to the amazement of the TT driver than the driver of the C43.

Choosing which of these is most worth buying is going to be quite a struggle. Also, my friend says the E500, the one built by Porsche, is a very special car and simply must be experienced. I'm waiting by the phone.

NASA: The proposed use of Treasure Island as a July 2-4 roadrace venue by NASA has not panned out, but there will be an event on a course constructed at 3COM/Candlestick Park. The plan is for a 1.5-mile track defined by k-wall and hay bales. Should be interesting. PUG has decided against running this venue, but will be at ThunderHill that weekend running with the Shelby Club in one session of a street school.

BUTTONWILLOW UPDATE: Board member Mike Bernamonti wishes (for reasons not entirely apparent) to call attention to the fact that the website featuring (!) time trialers exploring the dark side of line selection may show his car getting dirty, but he can prove that it was his co-driver Mr. Peter Blansit piloting (more or less) the car at that time. The proof does not involve Mike claiming that he didn't also go off course, just testimony from the cameraman that he hadn't had time to load the camera when Mike taught the car the tricks it later played on Pete. A fascinating defense, and presented here as such.

GGRANDLPRAUTCROSSES: Both clubs ran autocrosses Memorial Day weekend. LPR results are not in, but Dave McGuigan has GGR results out, of course. Lloyd DeMartini with TTOD, followed by EJ Fontaine, Larry Sharp, Chris Murray (Ki!) and Andy McKee (Di!). TTODL to Susan Shead and TTODL for the street group was Karen Neidel. Of special note, relatively- new autocrosser Kathleen Kinney getting within .8 seconds of Jim Ralston in his 914-6.



**L P R / G G R
AUTOCROSS FORMAT:**

Based on a very large response to the Del Villano/Smith email message about possibly restructuring

the AX formats when using Candlestick, the chairman have decided that the current format will be used as long as feasible and that they will work with Candlestick management to make whatever minor adjustments are needed.

COMING UP IN JULY: It's going to be a busy month; GGR Time Trial #4, Thunderhill 24-25 (groundschool for new students on the 17th), NASA racing at Candlestick, 2-4, LPR/GGR/Zone AX at Oakland 10-11, SVR AX at Mather 17th, RWR AX at Petaluma 18th, LPR at Candlestick on the 31st.

BON MOTS: T-shirts seen at the Strawberry Music Festival, just outside the gates of Yosemite Memorial Day weekend: 1. [in yellow] Hooper's Hooch, Alcoholic Lemon Brew [then in small print] 4.7% alc [then in large bold italic] "Extreme Refreshment". The other t-shirt: "Accordions don't play Lady of Spain, people play Lady of Spain." And, for what it's worth, the Harvard women's acapella group is called The Radcliffe Pitches. Watch your pronunciation there, Bubba.

THE MART: The somewhat legendary black 914 previously owned by Ray Scruggs and Tom Poole is for sale. New motor and tranny, LSD, SSi, rollbar, much more, parade winner, etc. etc. ready to rock and roll. \$10k. Email Fred Nelson FredN38284@aol.com. Neil Librock is also selling his 914; no details yet.

Email hank@CAMDesigns.com to get this column via email.

IT'S RULES UPDATE TIME

by Bill Benz

It's time for a drivers' event rules update.

GGR prides itself on having a very comprehensive set of rules governing its time trials and autocrosses. These rules have rules about changing these rules. Let's review:

5.1 YEARLY UPDATE

Prior to May 1st of each year (oops), the Competition director (Bill Benz) shall solicit from the Autocross and Time Trial participants (by a Nugget article or other means - that's what this is) written requests and suggestions for rule updates for the next year. The Drivers Events Committee (Masuo Robinson -Time Trial Chair, John Beck - recently elected Time Trail drivers' representative, Ann & Bert Del Villano - Autocross Chair, Larry Sharp - recently elected Autocross drivers' representative, and the Competition Director) shall review these inputs and, from these and other sources shall propose a set of proposed rule changes. ...

The rules go on to set out that the proposed rules changes are then published and an open meeting of

the membership is held to discuss the proposed changes. Thereafter, the Committee finalizes the rule changes and publishes the updated rules.

We are going to follow this procedure, but are off to a late start. Please send your requests and suggestions for rule changes so that I receive them by the first of August. The committee will meet in August and will publish its proposals for rule changes in the September Nugget. The public meeting will take place thereafter. I have copies of the 1999 rule books. They are also always available at every driving event. Send me your suggestions for rule changes by e-mail or mail at the addresses given in the masthead. One major request - Please make your suggestions as specific as possible. Make sure we know exactly which rule you want modified and exactly what you want done. One last thought - concours and rallye folks, we haven't forgotten you. If you want rule changes let me know. In your case I shall bring your suggestions to the attention of the zone representatives who oversee these competitions.

It's not too early to
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1999 Zone 7 Autocross School

by Masuo Robinson

What fun. Oh what fun did everyone have. Despite the wind, which is ever present, the exit survey forms indicated everyone left with a smile on their face.

If you don't know what happens at a Zone 7 Autocross School, let me tell you. Ninety students are separated into six groups, given that we set-up six different exercises: Oval, Braking, Figure 8, Salmon, Double Box and a Chicane. Each group spends one hour at each exercise. Talk about seat time. We rotate throughout the day so that everyone has a chance to experience each exercise. At the end of Saturday, the talk going around the grid area was "Do you have an extra set of tires we could borrow? We corded ours." Being the group that we are, one helps out another. Students started getting the hang of the language we instructors love to use: apex, late apex, gassssssss, brake nowwwwwwww.

Sunday consisted of two autocross courses: one tight and technical (boy was it tight, yours truly had a tough time because of a missing cone) and the other open and fast. The groups again rotated between each course and at the end, all were smiles.

I would like to thank our sponsors: Hi-Tec Automotive, Bodystyle, Partsheaven, and Sacramento Motor Sport for their support of this School.

I failed to mention that part of the proceeds will be given to charity. This year, as in the past, the money will be given to Child Advocates on behalf of the Porsche Club. Child Advocates is an organization in which volunteers take the time to be a friend, role model, and voice for a child in court. Child Advocates' volunteers dramatically affect the lives of hundreds of abused children and young adults.

We did have six no-shows this year and only one person showed-up and was entered on the spot. Next year, be sure to sign-up as soon as you receive the application.

Until next year.

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1999 Zone 7 Au



Instructor Dave Darling prepares to instruct a student bearing an auspicious number.



Fast Boxster driver Doug Ostler being instructed by Dwight



Student Greg Blanchette listens to instructors Marlin Neufeld and Neil Librock discuss the merits of trailbraking.



Students man the Course2 timing trailer.



Competition director and instructors Neil and Bud



Student Tania Bentler runs grid.



Student and instructor Pete Siemens listen to Marlin Neufeld's view of the world.



Lead instructor Bud Behrens hides from the wind.

Autocross School



Light Mitchell.



John Seidell explains the running of the grid.

Instructors Bob Gardner, James Ohl, and Steve Conston.



Instructor Bill Benz enthuses with Jackson and Larry Sharp.



The students hiding from the gentle Candlestick afternoon zephers.



Instructors John Beck and Neil Librock watch the cars run.



Results from GGR-Automotion Autocross #3

Reported by Dave McGuigan

Class	Driver	Car	Time	Pts	L	Stark, Patty	85 911	42.534	7
A	Bobias, George	71 914	42.098	20	L	Jeffrey, Andrew	87 911	43.808	5
A	Kinkel, Don	?? 914	45.195	16	L	Zaccalini, Chris	86 911	44.343	3
Ap	Benz, Bill	57 356	41.971	20	Li	Brooksby, Glen	89 911	36.911	20
Ap	Rose, Revis	79 924	42.350	16	Li	Pineda, Juan	85 911	40.771	16
B	Went, Bryan	74 914	40.371	20	Lm	Olney, Tobias	70 914	37.536	20
B	Clement, Ed	?? 914	41.582	16	M	Pretti, Jerry	91 911 C2 C	39.383	20
B	Blyholder, Andrew	74 914	42.075	13	ML	Wilson, Mary Beth	91 911 C2 C	39.958	20
B	Went, Erick	74 914	43.773	11	N	Davis, Ron	97 C4S	37.718	20
Bi	Nieslony, Steve	73 914	37.415	20	N	Stefanowicz, Robert	97 996	39.078	16
Bi	Seidell, John	74 914	38.164	16	N	Catron, John	97 993 C4S	39.372	13
Bi	Spinelli, Joe	74 914	41.449	13	N	Chen, Steve	99 996	41.347	11
Bp	DelVillano, Bert	74 914	39.012	20	N	Pedroni, John	99 996	42.041	9
Bp	Drain, Rick	75 914	41.382	16	N	Adams, Larry	98 993	42.077	7
BpL	DelVillano, Anne	74 914	40.581	20	N	Wang, Eric	99 996	43.349	5
BrL	Neidel, Sharon	74 914	38.489	20	N	Adams, Greg	98 993	43.642	3
Bx	Alvarez, Frank	72 914	38.170	20	T	Yerkovich, Carl	98 Boxster	39.210	20
C	Zacharisen, George	83 944	39.989	20	T	Davis, Judy	97 Boxster	43.423	16
C	Petersen, Bob	85 944	41.905	16	Ti	Ostler, Doug	97 Boxster	37.719	20
Ci	Lee, Bob	87 944	42.032	20	Ti	Willard, Gary	97 Boxster	37.848	16
Cp	Smith, Miles	87 944	39.867	20	TL	Lee, Nancy	98 Boxster	41.216	20
D	Martinez, Ben	86 944T	37.832	20	Y	Fontaine, E J	74 914-6	35.921	20
D	Soo Hoo, Kristi	86 944T	40.866	16	YL	Shead, Susan	74 914-6	37.900	20
Di	Tavernetti, John	87 944	39.856	20	Z	DeMartini, Lloyd	74 914-6	35.119	20
Dp	Mavridoglou, Vangel	89 944 S2	37.922	20					
E	Chu, Alan	80 928	44.990	20					
Ei	McKee, Andy	92 968	36.541	20					
Ei	Neidel, Karen	92 968	39.723	16					
Ei	McMillan, James	86 928S	40.103	13					
Ep	Bechtold, Bill	86 944T	38.817	20					
Ep	Louie, Damon	80 928	39.772	16					
EX	Schmidt, Peter	?? 550 Spyd	42.871	20					
F	Teeter, Ryan	73 914-6	43.606	20					
Fm	Sharp, Larry	74 914-6 GT	36.086	20					
Fx	Ralston, Jim	70 914-6	40.841	20					
FxL	Kinney, Kathleen	70 914-6	41.556	20					
Gp	Chloupek, Graham	70 911T	38.842	20					
Gp	Sameson, Thomas	70 911T	39.645	16					
Gm	McGuire, Martin	68 911	38.459	20					
Jp	Sherck, John	72 911S	40.819	20					
K	Palic, David	83 911	40.500	20					
K	DiGeronimo, Brent	80 911SC	41.703	16					
K	Doy, Tony	76 911S	42.721	13					
Ki	Murray, Chris	78 911	36.377	20					
Ki	Smith, Mark Paul	81 911SC	39.087	16					
Ki	Merrill, Parker	83 911SC	40.149	13					
Kp	Bernamonti, Mike	80 911SC	37.219	20					
Kp	Blansit, Pete	80 911SC	37.969	16					
Km	Beck, John	72 911T	36.584	20					
L	Jackson, Neil	85 911	37.449	20					
L	VanPraag, Nico	89 911	41.049	16					
L	Thompson, Dan	87 911	41.201	13					
L	Silvius, Tom	85 911	41.484	11					
L	Petredis, Peter	88 911	41.801	9					

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Season Points, Best 3 out of 3

Reported by Dave Mc Guigan

Class	Driver	Car	Pts	Ep	Seibel, Stephanie	86 944T	16	L	Neapole, Bruce	89 911	13
				Ep	Kirby, Susan	93 928	13	L	Silvius, Tom	85 911	11
A	Bobias, George	71 914	36	Ep	Estridge, Tommy	88 928S4	9	L	Petredis, Peter	88 911	9
A	Davidson, Brad	76 912	20	EX	Schmidt, Peter	??550Spy	20	L	Schackel, Scott	88 911Cab	9
A	Kinkel, Don	?? 914	16	F	Teeter, Ryan	73 914-6	20	L	Zaccalini, Chris	86 911	8
Ai	Stark, Jim	74 914	40	Fm	Sharp, Larry	74 914-6	60	L	Stark, Patty	85 911	7
Ap	Rose, Revis	79 924	52	Fx	Ralston, Jim	70 914-6	20	L	Suess, Robert	87 911	7
Ap	Benz, Bill	57 356	20	FxL	Kinney, Kathleen	70 914-6	20	L	Jeffrey, Andrew	87 911	5
B	Blyholder, Andrew	74 914	53	Gi	Jameson, Thomas	70 911T	31	LL	Boeder, Liz	87 911	20
B	Went, Bryan	74 914	20	Gi	Teasley, John	74 911	20	Li	McGuigan, Dave	86 911	40
B	Clement, Ed	?? 914	16	Gi	Mastrude, Roger	71 911	16	Li	Brooksby, Glen	89 911	20
B	Petrow, A B	75 914	16	Gi	Park, Ken	73 911T	16	Li	Bauman, Jim	88 911	16
B	Went, Erick	74 914	11	Gi	Martine, Marion	71 911	13	Li	Pineda, Juan	85 911	16
Bi	Seidell, John	74 914	32	Gi	Neufeld, Marlin	72 911	13	Li	Ralston, Jim	86 911	16
Bi	Esser, Brooks	73 914	20	GiL	Thomas, Eugenie	68 911	40	Li	Pickett, Tom	88 911Cab	13
Bi	Nieslony, Steve	73 914	20	Gp	Chloupek, Graham	70 911T	56	Li	Andersen, Jake	86 911	11
Bi	Ohl, James	73 914	13	Gp	Walker, Barry	70 911T	20	Li	Andersen, Dale	86 911	9
Bi	Spinelli, Joe	74 914	13	Gp	Sameson, Thomas	70 911T	16	LiL	Kinney, Kathleen	86 911Cab	20
Bp	DelVillano, Bert	74 914	60	GpL	Walker, Lorraine	70 911T	20	Lm	Olney, Tobias	70 914	60
Bp	Drain, Rick	75 914	48	Gm	Bergstrom, Dirk	73 911	20	Lm	Brunell, Don	84 911	16
BpL	DelVillano, Anne	74 914	60	Gm	McGuire, Martin	68 911	20	Lm	Hall, Willis	70 914	16
Br	Neidel, Rob	74 914	40	Gm	Rice, Chris	70 911T	20	Lm	Olney, Jeff	70 914-6	13
Br	Aube, Rob	74 914	16	GmL	Kuhn, Cherie	70 911	20	M	Stea, Daniel	90 911	36
BrL	Neidel, Sharon	74 914	60	H	Robinson, Rob	76 911S	20	M	Paugh, Jim	92 911	20
Bx	Newton, Bill	68 912	40	Hi	Molineaux, Kevin	74 911	20	M	Pretti, Jerry	91 911C2C20	
Bx	Alvarez, Frank	72 914	20	Jp	Watts, Henry	69/73 911S	40	M	Linsdall, Richard	91 911C2	16
C	Zacharisen, George	83 944	60	Jp	Sherck, John	72 911S	20	ML	Wilson, Mary Beth	91 911C2C20	
C	Petersen, Bob	85 944	48	K	Palic, David	83 911	40	Mp	Robinson, Masuo	90 911C2	20
Ci	Lee, Bob	87 944	40	K	DiGeronimo, Brent	80 911SC	29	Mp	Sousoures, Louise	90 911C2	16
Cp	Smith, Miles	87 944	40	K	Hickman, Dave	81 911SC	20	Mp	Chandler, Tom	89 911C4	13
D	Soo Hoo, Kristi	86 944T	52	K	Watson, Mac	80 911SC	16	N	Davis, Ron	97 C4S	60
D	Biaggi, Dan	86 944T	27	K	Weathers, Wayne	80 911SC	16	N	Silver, Stephen	95 911C4	32
D	Sutton, Brook	89 944	22	K	Doy, Tony	76 911S	13	N	Stefanowicz, Robert	97 996	23
D	Martinez, Ben	86 944T	20	K	Ofner, Victor	81 911SC	11	N	Wang, Eric	99 996	18
D	Sans, Sandy	90 944S2	20	KL	Ofner, Shelley	81 911SC	20	N	Catron, John	97 993C4S	13
D	Rigodanzo, Mike	91 944S2	13	Ki	Murray, Chris	78 911	60	N	Pennington, Lynn	99 996	13
D	Schulze, Dieter	91 944S2	11	Ki	Smith, Mark Paul	81 911SC	48	N	Chen, Steve	99 996	11
D	Harizopoulos, Yanni	90 944S2	9	Ki	Merrill, Parker	83 911SC	37	N	Olsen, Michael	99 996	11
Di	Tavernetti, John	87 944	40	Ki	Rahal, Dame'	81 911SC	13	N	Temple, C. Brook	97 911	11
Di	Standridge, Dave	86 944T	20	Kp	Bernamonti, Mike	80 911SC	40	N	Pedroni, John	99 996	9
Dp	Mavridoglou, Vangel	89 944S2	60	Kp	Blansit, Pete	80 911SC	32	N	Standridge, Dave	96 993	9
Dp	Tong, Phil	90 928GT	16	Kp	Kuhn, Steve	76 911	20	N	Adams, Larry	98 993	7
Dm	Mitchell, Mike	87 944T	20	Kp	Siemens, Eric	82 911SC	16	N	Adams, Greg	98 993	3
Dm	Sylvanovich, Donna	87 944T	16	Kp	Siemens, Pete	82 911SC	13	T	Davis, Judy	97 Boxster	36
Dm	Novak, Cindy	88 928	13	Kp	Dent, James	76 911	11	T	Pedersen, Dennis	99 Boxster	20
Dx	Novak, Chris	88 928	20	KpL	Siemens, Catherine	82 911SC	20	T	Yerkovich, Carl	98 Boxster	20
E	Chu, Alan	80 928	20	Km	Beck, John	72 911T	40	T	Campbell, Gary	97 Boxster	16
Ei	McKee, Andy	92 968	20	Km	Williams, Harold	73 911E	36	Ti	Ostler, Doug	97 Boxster	60
Ei	Neidel, Karen	92 968	16	Km	Angebrannt, Susan	73 911	16	Ti	Willard, Gary	97 Boxster	16
Ei	McMillan, James	86 928S	13	L	Thompson, Dan	87 911	33	TL	Lee, Nancy	98 Boxster	40
Ep	Louie, Damon	80 928	27	L	Johnson, Ross	86 911	27	Y	Fontaine, E J	74 914-6	20
Ep	Bechtold, Bill	86 944T	20	L	Chandler, Tom	84 911	20	YL	Shead, Susan	74 914-6	20
Ep	Lau, Steve	88 928	20	L	Jackson, Neil	85 911	20	Z	DeMartini, Lloyd	74 914-6	20
Ep	Starkey, Kyle	86 944T	20	L	Erlandson, John	84 911	16	Z	Provasi, Tom	70 914	20
Ep	Plantillas, Eddie	88 928	16	L	VanPraag, Nico	89 911	16	ZL	Provasi, Sandy	70 914	20

CLUB RACE?

What, When, Who, Where.

PCA Club Race will be held September 17/18/19, 1999 by Golden Gate and Sacramento Valley Regions at ThunderHill Park in Willows, California.

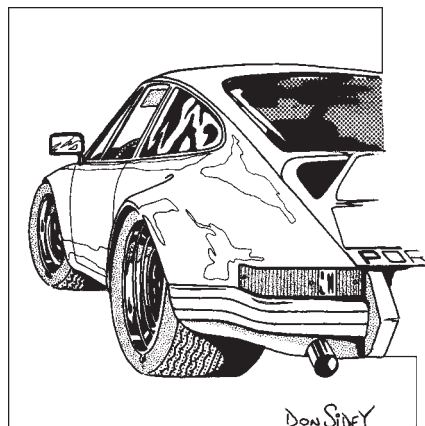
Thunderhill Park is a 3-mile road course with wide sweeping turns and plenty of elevation changes. You don't want to miss this one. One of a few Club Races to be held on the West Coast. In addition to the race, we are planning on having a mini-enduro on Saturday. Friday practice will be available along with Drivers Education sessions.

So mark you calendar and plan accordingly. As usual, volunteers are gladly accepted whether you use Visa or American Express.

More information in next month's issue. If you have any questions, you can e-mail Masuo Robinson at masuo@ix.netcom.com or Mike Willis at mikew@cwo.com.

Look forward to seeing everyone here in September.

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Club Race Co-Chairman
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Running Equipped

by Larry Adams

I began rallying last year with my son and fellow car nut, Greg. We had some success, a lot of fun, and got hooked. Looking for a way to have more fun and being a life-long gadget freak, I talked my wife into a rallye computer for Christmas.

The Spring Flowers Rallye was the first equipped (as in computer-aided) PCA Rallye that Greg and I have run. We ran our first equipped rallye ever (for practice) in the BMW Club Rallye in April. We figured no one would notice if we did poorly. No one noticed.

We owe much to John Clever for our success in this rallye. Early in the first leg, we noticed a pristine 944 Turbo overtaking us very rapidly. Knowing it was John Clever, and that he is rarely off-course or time, we decided to speed up, stay in front of him and do a panic re-read of the General Instructions. We discovered that we had ignored the

assigned speed instructions in the addendum. We were going about 25 mph too slow! (Thanks John!)

The rallye was an ideal one for learning to operate the computer. There were long legs with plenty of time between speed changes and pause instructions. We were able to slow down and make the speed change at the correct location when I was a little slow with the knobs and buttons. (Rallyemaster, we owe you a beer at the next one.)

Our final adventure came somewhere between Isleton and the Naval Radio Station. One of us had an urgent need for a potty pause. A large stack of hay bales served for cover. After that we found the real value of running equipped. You know how much time to make-up after an uninstructed pause without having to have any math skills.

P.S. Tried autocrossing for the first time at CRAB. Maybe a helmet this Christmas?

Spring Flowers Results - May 8, 1999

1999 Zone 7 Rally Series Event #2
Sacramento Valley Region

Reported by Rik Larson

Driver/Nav	Region	Place	Total	1	2	3
BEGINNER CLASS						
Candy Cooper	YR	1	276	80	100	96
Jim Cooper	YR					
Bret Horsley		2	337	96	9	232
Arn Gittleman						
Sunil		3	383	179	166	38
Shobana						
Molly Rubick	GGR	4	392	163	103	126
Marueen Kemp						
Michele Mosburg		5	395	95	58	242
Suzzi Judson						
Ramana	BMWCCA	6	412	269	102	41
Girish						
NOVICE CLASS						
Tom Sisson	SVR	1	235	48	44	143
Jude Sission	SVR					
Greg Walker		2	258	84	66	108
Sean Griffin						
EXPERT UNEQUIPPED CLASS						
Tim Holland		1	132	7	92	33
Renee Holland						

Hubert Lee	GGR	2	330	146	79	105
Jenny Lee	GGR					
EXPERT CLASS						
Greg Adams	GGR	1	146	28	80	38
Larry Adams	GGR					
John Clever	DR	2	213	1	194	18
Chris George	DR					
J. Toney	SVR	3	214	6	193	15
Cameron Toney	SVR					
Marianne Gardner	GGR	4	527	8	202	317
Bob Gardner	GGR					
Larry Clark	SVR	5	900	300	300	300
Mary Clark	SVR					

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Richard Wetzel
Larry and Pat Wilson



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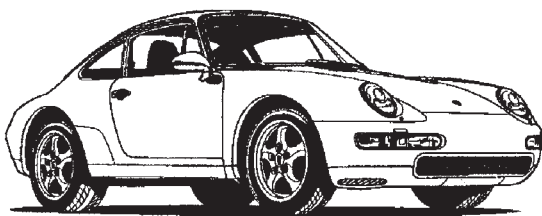
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Judging Starts
Awards Presentation

7:00 A.M.
10:00 A.M.
2:00 P.M.

For additional info, call/e-mail
Roger Wiersema, Zone 7 Concours Chairman
510/843-6166/roger@musicannex.com
Bill Melton, co-chairman, 925/866-6155/
Sherlook@aol.com



This is a Zone 7 event for points.



May Board of Directors meeting

The meeting was called to order at 7:15PM at Buttercup Pantry restaurant in Pleasanton. Board members present were Lloyd DeMartini, Tim Gallen, Mike Bernamonti, Lori Hageman, Bill Benz, Dave Dunwoodie, and Mary Beth Wilson. Also in attendance was Past President Larry Sharp. Membership Director Ken Shahoian and Len Ott were not present.

Postmortem of Events: Approximately 20 people attended TGIPF. The Automotion Autocross on May 30th was hugely attended - very fun event! The Automotion Swap Meet/Concours was very well attended and very profitable for a charity to be selected later - Karen Nidel will represent GGR at the check presentation. Cinco de Mayo had outstanding attendance; a great time was had by all. The Board extends a special thanks to Shirley Nidel for her efforts.

Directors Reports:

President: No contact has been made with Webmeister Len Ott; changes in the Board position are necessary. See New Business. President reminded Social and Competition Directors to get advertising in the Nugget prior to events.

Vice President: No calendar changes

Treasurer: The overall financial picture looks good with a current positive cashflow. Money is due to Laguna Seca; Director is anticipating requests for monies soon. Changes have been made to QuickBooks file for the club and will be forwarded to Olen Creech.

Membership, Ken Shahoian (by E-mailed report): Rosters are to be mailed out. Dealer Rep Boards have not been

maintained to this point due to a shortage of Director's time. Membership figures were presented.

Competition: Dramatic Rule Changes are going to be necessary. Most of the RuleBook is outdated, and in the case of Autocrossing, not often followed. Time Trial Chairman is still addressing the Cone/No Cone issue, and will address the Time Trialers as a group at the next event. Volunteers came forward to help with the new timing equipment project.

Secretary: Nothing to report.

Social: A deposit was made on the Sunnyvale Wyndham Garden Room. Social was unable to negotiate out of the 50 room requirement. Suggestion was made and approved to include the room in the price of admission- \$300 per couple including overnight accommodations. Social Director is looking for a volunteer to plan the August Dinner Meeting, it is to be scheduled for August 27th and a speaker is sought. Karen Nidel will handle the Carlsen Swap Meet.

Nugget Editor: Cam Carrington is working on submitting bills for Advertising.

Webmeister, Greg Braun: Submissions were requested for any/all postings. Accesses in 1999 have been 29,344 thus far. The June Nugget, Buttonwillow Time Trial results, Laguna Seca Time Trial Event info, Time Trial Boxster Rulings, and the Autocross Survey Results have been posted. Budget was submitted and was discussed. Concerns over equipment requirements were made. Suggestions were discussed to utilize the membership to obtain some of the equipment

from member businesses, which may be able to provide some deals.

Old Business: The first Boxster to Time Trial will be introduced at Thunderhill. The rule, again, is that the modified roll bar is to be used with a hard top. No progress made currently on the status of the Tech Session. Tim Gallen will contact Lars at Bauer Porsche to assess interest.

New Business: The Board voted to replace the Webmeister Board position with Greg Braun due to Len Ott's other commitments. The issue of depositing Time Trial Entrance Fees at the close of registration, rather than after the event, was discussed. Despite the confusion that may occur due to refunds for non-starters, etc, it was felt that this would be a good practice. The Webmeister Budget will be tabled pending discussion with specific members; see Webmeister Directors Report. Race Center Designs has requested permission to manufacture polo-style shirts with the GGR logo over the left breast pocket. Designs were submitted for approval. The price is expected to be less than \$30.00 per shirt. Patty Stark will be contacted to assess minimum order, etc. The issue of selling Goodie Store merchandise on the Website was discussed again. Webmeister will be contacted to discuss viability of this project.

A motion to adjourn was approved at 8:23PM. The next Board of Directors meeting will be held on July 7, 1999 at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to agenda.



GGR members celebrating anniversaries with PCA in July:

36 Year Anniversary

Millie Lang

35 Year Anniversary

Dr John & Miriam Graham

Charles & Michael Petersen

31 Year Anniversary

Terry & Judy Zaccone

30 Year Anniversary

Anthony Guinasso

Mary & Brigitte Rothmund

20 Year Anniversary

Rodney & Roxanne Rapson

Jeff Sellman & L. Savannah

Lichtman

15 Year Anniversary

Gary Apotheke & Lynne

Grant

Ross & Lauren Merrill

10 Year Anniversary

Alan & Janice Souza

5 Year Anniversary

Clifford Ayers

Seth & Jordan Gersch

Alec Hsu & Minta Abbott

Danny Wong

New members

Please join us in welcoming our newest members.

Official Count

New Members	37
Transferring In	8
Transferring Out	3
Total Members	1641

Transferring out

Transferring in

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VEHICLES

1970 914-6 ID#9140431846. 3.0 Jerry Woods engine. RSR Pistons (10.3:1) Balanced, ported, and flowed. AR Headers, 74 side shifter, Koni gas shocks, Willwood 4 piston front calipers, SC rear calipers with brake proportionater. Konig race seat, 1985 lbs. Wet. Very fast, many more upgrades, too many to list. \$18,500. Ken Goode (415) 892-2422 (Northern Calif.)

1972 914 2.0 super trick Autocross, Time Trial (BP), new paint, recent top end, new brakes, 2 sets of alloy wheels with R1s, headers, 180 springs, 23 bars, adjustable front bar, Konis adjustables, front oil cooler, rear lip, side shifter, 5 point belts both seats, window net, roll bar, fire system, kill switch, more. \$6000, Glenn Hills (408) 554-1987.

1973 911T Targa, CIS, all original with the right upgrades, yellow with black interior. This is a local car and I'm the third owner with records from day one. No rust, dings, dents or accidents. 93K miles on the car with less than 8K on engine, trans, brakes, tires, interior. All the work was done by Tom at T&D Performance for \$22K. It needs nothing and runs perfect. Smog exempt. This Porsche is considered to have the lowest operating cost of all the 911s. \$13,000. Call Nader, 408/371-6040 or email nader@netmind.com

1973 914 2.0. Absolutely beautiful, ready for the track or the street. If you autocrossed or time trialed between 1985-1995 you probably know this car. It's the former Ray Scruggs, Monterey Parade Autocross winner. This car was sold by Ray to Tom Poole who restored it and sold it to me so I could pour more \$ into it. Here's the list: Fresh 'S Car Go' 2.0 motor, fresh 'S Car Go' factory 901 gear box w/ factory limited slip differential, SSI's w/ new Bursch exhaust, Weltmeister sway bars front & rear, stainless steel brake lines, new bump steer kit, new tie rods, Roger Hamlin roll bar, Panasport wheels w/ BFGR-1's (one track event), Fuchs wheels w/ Yokohama A-059's (5K), MOMO steering wheel, appearance group, fog lights, black on black w/ great interior & paint. The 73 is the best of the 4 cylinder 914's and this car is definitely a proven winner. I have the \$9,556.10 worth of receipts from my 5 year tenure and you are welcome to them and the car for \$10,000. Fred Nelson, Fairfax, CA. H) 415.457.8470 or e-mail FredN38284@aol.com

1973 914 Bi time trial car. Fully sorted, sound condition. Set up for flat tow (includes spare wheels and tow bar). Serviced by Bontempi/Kahler. Too much work, not enough time to maintain. Price \$7000. Available after June Laguna Seca event. Neil Librock. Day (415) 396-6739. Evening (925) 299-1552. Nlibrockca@aol.com

1974 911 Coupe. Excellent condition, 100K on rebuilt engine. Silver/red leather, "S" instrumentation. Second owner, 22 years. \$8,000/BO. Bob at (408) 239-2492 days, (650) 342-2754 eve., or e-mail bobwoods@pacbell.net

1974 914 2.0 L Nice, red and rust free. Has all options: alloys, console, sway bars. New tires, runs great. This is a keeper! \$6,500.00 OBO. Call Dan Cowell (925) 284-2853 dgraphx@tdl.com

Race Car 914-6 3.2 Euro Motor, rust free chassis - Sheraton Body, coils overs, Quaife and much more. 1,800 lbs. of fast, reliable fun! Call for details. \$20,000.00 OBO w/nice open trailer. Dan Cowell (925) 284-2853 or dgraphx@tdl.com

1975 914 1.8 Original Bright Orange paint, Tan interior. Fresh engine, stock exhaust, new tires, new copper fuel lines/ fuel pump, new 19mm master brake cylinder, front rotors & brake pads, new throttle/speedometer cables, & recently serviced. Owner's manual & service records - Very original & rust-free car. \$6,000/OBO Sergio Meza (415)833-8545 (H) (415)823-3145 (W) or sgmeza@msg.pacbell.com

1978 911SC Coupe #9118201073 (obsessed maintenance by owner) Chiffon Ivory/Brown, full leather, sport seats, full pwr sunroof, cruise, alarm, H4 and new air. F(S)/R(Turbo) spoilers, 7&9x16 color key, polished Fuchs, compl eng rebld with all updates 20,000 miles, port polish, cam street grind, records, 1st Sony custom stereophile CD changer system, original CA., non smoker, fast, strong, extras, \$18,500. Must sell, baby. Wilson San Mateo, CA. 650-573-9773 wchan@projsys.com

1982 911 SC Coupe #WP0AA0915CS122083 Palisander Metallic/Brown leather int. PWR Sunroof, windows, mirrors, cruise and CD player. New clutch and Chain tensioners. Car is in Excellent condition, 119k and asking \$15,500. Erick Fernandez. (408) 691-3537. erick.fernandez@gte.net

1985 1/2 944 with only 82,000 miles. Very clean and sharp looking. Sunroof, leather interior, stereo w/ cd, etc...Red w/ Black interior. \$6,000.00 Call Jim at 510-352-8253 or e-mail Porschex3@aol.com.

1994 911 Speedster, guards red/Recaro lthr, original owner, 12,000 miles. All options including limited slip, A/C, 17" red wheels. All records and perfect. Non-smoker, garaged. Serious/knowledgeable please, first party only. FOB: San Jose. \$52,000. Paul Scheffel, m/s 12303, 1730 N. First St., San Jose, CA 95112-4508. (408) 501-6770.

1995 993 coupe. 6-speed, black leather, all the great MotorSport options, rare Speed Yellow with rare M030 sport

chassis (factory), limited slip diff, ABD, rare factory leather Race Seats (hardbacks), Hi-Fi sound package, 6-disc cd changer, Polished 17 inch wheels. Bra and mirror protectors. All options are factory installed and not aftermarket. Car is perfect and a REAL head turner! No door dings or wrecks. Never raced. Interior is an A+ and exterior is an easy A. Garaged and covered. I have all records since new. I have the original window sticker. E-mail me for pictures. I also have the factory dealer handbook (hardback-rare) and color brochure for the 1995 993 that will come with it. \$51,000. Saving for house so its time to sell. Autopower rollbar for 911 coupe used in a 1968 911 \$150.00 obo. E-mail me at Plavan@msn.com with any questions or call Chad Plavan at 415-722-4220.

PARTS & MISC

For Sale: 72 911t engine, 2.4, MFI, runs good, small oil leak, questionable mileage, in car, can hear, \$1300/OBO. Call Todd at (408)782 2858

911 Engine/drivetrain: 2.2 E, complete w/ mech injection, 901 gearbox, everything rebuilt 10K ago. Runs strong. Great for 914-6 conversion. \$2,800 engine, \$700 tranny. Also have 1 set each of 15x6 and 14x5 _ polished fuchs. \$450 per set. Call Tim at (916) 985-4142 or TRFleming@aol.com.

Selling a set 16x7 and 16x8 alloys with tires (wheels came off a 928S). Wheels are in silver finish and are in excellent condition, comes with center caps. \$750 obo. Pls call Ken (415) 566-2464.

Wheels and tires for sale: two 8 x 16 Fuchs (shallow dish) with Pirelli P-700Z 225/50-ZR16 tires with 95% tread left. \$950/pair. (used on front 930.) Two 7 x 16 Fuch with Pirelli P700Z, 205/55-ZR16 tires with 95% tread left. Both pairs of rims have stock finish and are in excellent condition. \$750/pair. Call Scott at (650)349-3051.

911 C2-C4 Steering Wheel with horn pad, black leather, new. \$150/obo. Tequipment handbrake lever (2), one black leather & Burlwood. one black leather & Burlwood & aluminum. \$150/obo each. Jeffrey Sellman (510)530-6648.

For Sale, 911 Turbo factory tail complete with decklid, \$350. Steering wheel from '81 SC, beautifully recovered, \$120. Call Victor at (415) 239-0398 or email ofnerfam@aol.com

911 Harness bar, used for 1 time trial, \$120. Delivery arranged. Call Wayne Graner at (707) 838-2504.

Andial front strut brace for 964/993, like new. \$150 (new \$235). Porsche factory repair manuals (7 vol w/suppl) for

964 C2/C4. \$150. Call (925) 518-0411 or email def411@msm.com

Pano from 8-65 to present. Missing 4-67, 6-68, 8-70, 9-70, 9-72, 8-73, 5-74 and 3-76. Also GGR Nugget 67-89. Some missing. Best offer. Brian Carlston (408) 867-3136 Saratoga.

1992 Car Trailer: Tandem Axel with toolbox, electric brakes, tire rack, two lockable fuel can holders and pivot ramps. \$1800.00 call E.J. Fontaine. e-mail for picture at spdracer@ecis.com (925) 625-1146

WANTED

Wanted: 1967-72 911S Coupe in original, good to excellent condition. Please call Gary at (510) 620-6077 or gary@pixar.com

Wanted: To share time trial car. Prefer 914/944. Time demands require selling current car but want to keep driving. Will buy into car and pay for maintainance. Careful driver, no incidents. Neil Libroek. Day (415) 396-6739. Evening (925) 299-1552. Nlibrockca@aol.com

Wanted: Fiberglass Flares for 1973 914, preferred style: Hoseman Fiberglass. All other styles considered. Also, whale-tail/spoiler for same car, and complete 2.0L 4cyl motor, as current 1.7L not doing the trick. Please call Scott (Modesto) at (209) 491-0250.

Wanted: one set of 15" wheels with tires for 911SC, or trade for my 16" wheels and tires. Paul Canton, (650) 579-0836.

Wanted: for 1986 944, factory/sport sway bars: 25.5 mm front; 20 mm rear as well as aftermarket camber strut brace, 4 road race tires, good to new, 225 X 50 X 15. Thanks, 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 @ **ddunwood@garlic.com** by the 5th of the month to be published the following month. Include your PCA membership number and we'll run your ad at no cost for two months. Non-PCA members must include a check for \$10 per ad, payable to PCA-GGR. Ads may be edited or rejected at the editor's discretion. Call (408) 779-0389 or email me to cancel sold items.



GGR & Zone 7 Events Calendar



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

July

- 7 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 9 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 10 Sat **GGR-Automotion & Zone 7 Autocross #5 at Oakland Colosseum.** For info, call Bert Del Villano at (650) 592-0673. For last-minute info, call the GGR hotline at (800) 799-4767 or go to the GGR web site at <http://www.pca-ggr.org>
- 11 Sun **LPR Zone 7 Autocross #6 at Oakland Colosseum.** For info, call Miles Smith at (650)591-0114. For last-minute info, call the GGR hotline or go to the GGR web site. (See above)
- 17 Sat **GGR Adopt-A-Highway.** Call Jean Ohl at (650) 341-9020.
- 17 Sat **Night at the Races.** See back page.
- 17 Sat **SVR Autocross.** Mather Field, Sacramento. Contact Glen Brooksby 916-484-7257 for more info.
- 18 Sun **MBR Zone Concours #4** at Lake Elestero, Monterey. For info, call David Aliotti at (831) 658-0356 or Joanne Gimbel at (831) 594-7407.
- 24-25 Sat/Sun **GGR Time Trial and Driver's Education #4** - Thunderhill Park. For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
- 25 Sun **DR Pic-Tour Zone Rally #4** from Kahler's Werkstatt, Dublin. For info, call John Clever at (209) 835-4100.
- 31 Sat **LPR Region Autocross** at 3Com Park, San Francisco. For info, call Miles Smith at (650) 591-0114.

August

- 1 Sun **GGR Carlson Zone 7 Concours #5 & Swap Meet.**
- 4 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 8-14 Sun/Sat **1999 Porsche Parade at Mont-Tremblant, Canada.** More information can be found at <http://www.parade99.com/>
- 21 Sat **GGR Social**
- 21 Sat **LPR Autocross.**
- 22 Sun **GGR-Automotion Autocross #5** at TBA. For info, call Bert Del Villano at (650) 592-0673. For last-minute info, call the GGR hotline at (800) 799-4767 or go to the GGR web site at <http://www.pca-ggr.org>
- 22 Sun **DR Zone 7 Concours #6** at Behring Museum, Blackhawk Plaza Circle, Danville. For info call Roger Wiersma at (510) 843-6166 or Bill Melton at (925) 846-6155.
- 27 Fri **Concours Italiano** at the Lodge at Pebble Beach.
- 27-29 Fri/Sun **Monterey Historics** at Laguna Seca.
- 29 Sun **Pebble Beach Concours D'Elegance.**

September

- 1 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 10 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 11 Sat **Zone 7 Autocross** hosted by SVR
- 12 Sun **Zone 7 GGR-Automotion Autocross** - Dublin
- 18-19 Sat/Sun **GGR Time Trial and Driver's Education #5** - Thunderhill Park. For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
- 19 Sun **Zone 7 Concours #6** - Lodi, hosted by YR. For more information contact Roger Wiersma (510) 843-6166.
- 25 Sat **GGR Adopt-A-Highway.** Call Jean Ohl at (650) 341-9020.
- 25-26 Sat/Sun **Zone 7 Rallye #6, Carrera de Sierra** hosted by SVR. Information is available from Rik Larson (916) 481-6084.

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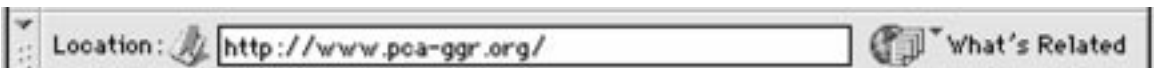
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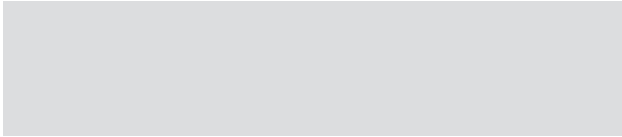


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Golden Gate Region Day At Altamont Raceway July 17 1999

We have the VIP Room reserved at Altamont Raceway for a night of fun and competition. This event is limited to the first 40 people. There will be many classes of cars running on a paved 3/8 and 1/4 mile track. Included for your evening amusement will be two drivers from our region competing in the Mini Super Trucks.

The cost for this evening is \$40 per person.

This includes:

Admission to the track.

Admission to the VIP Room

Food and beverages

For reservations or more info please contact

Larry Sharp

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RSVP by July 7,1999

