

June 1999

The Nugget

Golden Gate Region • Porsche Club of America



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Strawberry Fields Forever

Dave's dribble

Dave Dunwoodie, editor
Sheila, associate editor



I have been your *Nugget* editor for about 18 months now, and it is time to start looking for someone to replace me in the year 2000. I took on the editor position because I had experience with Macs, graphics, websites, and the internet. I wanted to learn more about publishing in printed format, and help contribute something to our club. I have also brought the costs down, and made the job a bit easier. Now the editor has full control. You create the whole issue. You send it off to the printer on a Zip disk, instead of taping some photos to paper with crop marks, and instructions for the printer on how much to reduce or enlarge the image.

So now is your opportunity to add a new talent to your resumé. If you are interested in being the next editor for the *Nugget* in the new millennium, let me know. All of the information to contact me is on page 27. I'm looking forward to hearing from interested parties.

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Lloyd's commentary

Hey, another successful Time Trial and the car ran great, but unfortunately not fast enough. Ray Dicius flexed his horsepower and blew me into the weeds. I haven't the foggiest idea where to find 2.5 seconds at Buttonwillow. Let's see if I install Haltec injection, new tires, loose 50 lbs., and just maybe there is a chance. Trouble is I think the only thing Pattie will go for is the 50 lbs. Well there is always Laguna Seca. No predictions this time!

May was a busy month. Pattie and I attended CRAB and had a wonderful time seeing old friends and meeting new ones. The Zone Autocross School was well attended as was the Concours and swap meet at AUTOMOTION. By the time you read this, the third autocross should have taken place at Candlestick Park (3COM). Bert DeVillano is doing a great job and participation keeps getting better.

Lloyd De Martini, president

This month there are many more events to sample across the Zone. Check the calendar for dates and types of events.

Larry Sharp is planning an event July 17th "A Night at the Races". He's booking a skybox that holds 40 people at Altamont Speedway in Livermore. Rumor has it there might be some rent-a-wreck trucks that certain, yet to be announced, members might be able to drive in the heat races. Check the ad in this Nugget for more information. If you have never been to Altamont Speedway, you're missing one of the great racing secrets in the Bay Area. Come join in the fun!

Until next month...



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Cover: Jim Paugh puts his '92 America Roadster through the paces at the GGR-Automotion Autocross #2 at Oakland Coliseum.

Photo by Dave McGuigan

Porsche Offers Virtual Factory Tour (PCA Editors News Service)

A factory tour at Zuffenhausen is a dream of many, but Porsche has tried to bring you a bit closer to this dream by designing brand-new pages for their website -- a virtual tour of the factory. These new pages will guide you through the entire production of a Porsche sports car. You can browse around all the stations, from body work up to the test block. Additionally, you can get reports on the history of Porsche production.

How do they build a legend? Surprise yourself, it's captivating. Visit the site and see for yourself:

<http://www.porsche.com/english/company/onlinefactorytour/default.htm>

Porsche Built To Win

AUSTRALIA, May 3 -- The 1995 Porsche 911 Turbo of Peter Fitzgerald and Michael Mansour claimed its fourth consecutive overall win at the May 2 conclusion of the annual Targa Tasmania, a six-day, 2,000-kilometre event combining rally and speed stages around the Island of Tasmania. The car's previous three Targa Tasmania wins came at the hands of Jim Richards and co-driver Barry Oliver.

Jesse Needs Drivers Ed

CAMP RIPLEY, Minn., April 29 -- After Gov. Jesse Ventura performed a hands-on review of Minnesota's public safety training at Camp Ripley, he told the State Patrol he was eager to drive his Porsche on their training course. "And you can pursue me," Ventura told state patrol officers. "I'd have the mechanical advantage, and you'd have the training advantage."

Ventura did take a few laps on the high-speed training facility, not in his Porsche, but in the passenger seat of a State Patrol car, as the sirens wailed. "It's exciting," Ventura said after the high-speed exercise, perhaps planning a return visit to realize his dream of a Porsche pursuit.

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by John Anderson, GGR

Assuming you have a full arsenal of good tools let's just get started.

The first thing you will need to do is make room to get at the turbo from the top of the engine. This means your air box, intake plumbing and intake manifold will have to be removed.

To start, remove the spark plug wires and disconnect the ground from the battery.

Remove the air box (in a stock intake). With a phillips screw driver, remove the two screws in the top of the air box that connects the intake plumbing from the fender to the air box. When you have the screws out, push the intake tube towards the fender, freeing it from the airbox. Now gently lift the tube from the hole in the fender. Set the tube aside and put the screws in a box, jar, baggie etc and mark them for easy re-assembly.

Next, remove the intercooler pipe going to the throttle body. You will need to remove all hoses from the pipe before removing it. The easiest way I found for getting the pipe free from the throttle and intercooler is to remove the hose clamps holding the pipe to the intercooler. Then, remove the hose clamps on the throttle body boot, make sure to remove both clamps on that boot. Now, slide the rubber throttle body boot down the intercooler pipe towards the intercooler...once it pops off the throttle you can lift the pipe away from the engine. Put the pipe aside with all related clamps and boots.

Removing the Turbo from a 944

Again, be sure to put any screws in a marked container for easy re-assembly.

Remove the 10 mm bolts holding the air box in place on the frame. They are located on the sides of the airbox, towards the front and one is located on the side of the box on the right, towards the rear. With a phillips screw driver, remove the clamp holding the intercooler pipe to the back of the air box. Reach under the airbox in the rear right area and disconnect the timing cover breather tube from the airbox. Loosen or remove the hose clamp that attaches the airbox and airflow meter to the large rubber intake boot. Now remove the wire harness from the airflow meter. You should now be able to lift the entire airbox/airflow meter assembly out in one piece. Set it aside with related hardware and store the screws/bolts as above.

Your next step is to remove the large rubber intake boot from the inlet of the turbocharger. First, remove all attached hoses. There should be one large rubber hose and a smaller hose attached on the left side, one small hose on the right side and the blowoff valve is on the right. At this point just remove the top small vacuum line leading from the blowoff valve. No need to take the blowoff valve from the boot, it will all come out as one unit. The last thing you have to do to remove the intake boot is to loosen the clamp at the turbo inlet. Now the intake boot, with blowoff valve intact should slide right out.

At this point you should have the entire intake system out of your car (the intercooler pipe from the turbo to the intercooler still in

place). The next



step is the removal of the fuel rail.

There are a total of four bolts holding the rail down. The first two are 10 mm bolts. They are found on the cam housing. Remove these



and put them in a marked container. The other two bolts are 6 mm allen heads, these are located at either end of the fuel rail attaching the rail stands to the head. The one towards the front of the engine is easy to get at. The one in the rear is hidden under your fuel pressure regulator. Once these are out, you need to get your cruise control cable out of the way (if you have cruise control). To do this, remove the 10 mm bolt holding it in place on top of



the intake manifold. Then, move to the cruise control box, located on the left fender area. To remove the cable from the cruise unit you will need to first, loosen the nut on the "cable", this will allow you to

continued from page 5

loosen the nut holding the cable to the unit. You will need to completely unthread the nut to get the cable away from the cruise unit. Once you have done that, you need to remove the small metal clip holding the cable to the cruise control arm. This clip, slides directly off the end of the cable. Once you remove the clip, you can just move the cable up and out of the way of the intake manifold (the cable should remain attached to the firewall). You can leave the fuel hoses connected to the rail, but you will need to remove the small vacuum lines from the fuel damper



and the fuel pressure regulator. The fuel rail is now ready to be "popped" out and moved to the side. Now be careful, the rail is really stuck on there with "O" rings



at the injector seats. To get the rail up, I use a small board and starting at one end of the rail place the board between the rail and the cam housing, gently pry the rail up. Be very careful, the rail can be stubborn, but it will pop up, once you get it going, move the board down a little and apply more pressure. Repeat this until the rail is completely free of the injector seats and can be put aside. NOTE: Now is a good time to inspect for

cracked injector hats and bad "O" rings.


Now it's time to remove the intake manifold. First off, remove the throttle cable from the throttle cam and remove any vacuum lines from the intake manifold. There should be two larger lines attached between runners 1-2 and 2-3 and a small banjo junction between runners 3-4. There is also a small vacuum line attached directly under the throttle body, remove that also. There are 8-6 mm allen head bolts located two per runner attaching the manifold to the head. Remove these. Be careful, I stripped one. The best way to do this is to give each bolt a good "waking up" by tapping on it with a hammer (I use the extension bar from the ratchet, place it on the allen head and give a few good raps). Another trick is after "waking up" the bolts, to turn them in the tightening direction a fraction of a turn, then proceed to loosen them. After you have the manifold bolts out and placed in a marked container, you will need to remove the two 10 mm bolts holding the back of the manifold to a bracket. These bolts are located at the rear of the manifold towards the right and about two inches down, they are side by side facing up. The next bolt to remove is the one holding the dipstick tube to the intake manifold. This is a 10 mm bolt located under the right side of the manifold right at the dipstick. It can be tight working in there, this bolt only needs to be loosened, not removed. There is one more bolt to go. Some cars have this, others don't. But if your manifold is

not coming up by now, this last bolt could be there holding it down. The bolt is located on the front of the manifold, to the right of the throttle body, about three inches down and about two inches back under the manifold. I believe it's a 13 mm, if it's there. Once you have the bolts out you can lift the manifold out of place and set it aside.

By now you should be getting the feeling you're in pretty deep! You should also have a great view of a greasy mess that resides under your manifold and a good view of the turbo itself.

The next step in making room is to remove the heatshield guarding the master cylinder, this will let you get at the bolts on the turbo a lot easier.

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944 Oil Pan Gasket Failure (and Prevention)

by Steve Grosekemper, San Diego Region (from WINDBLOWN WITNESS)

Oil leak and Porsche. When these two words are used together most people think of air-cooled cars -- that old 356, 911 or 914 with a perpetual lubricant mist which seems to be doubling as an anti-corrosion coating (at least for the rear of the car!).

While it is true that these models have had a history of oil leaks, they are not alone. They have now been joined by their water-cooled brethren. 944s have had their share of oil leak problems -- from leaking front engine seals to leaking cam housing gaskets. They are no different than other Porsche models in that some oil leaks just happen, and others are preventable. This prevention is what we are after. Spend a little now to save a lot later.

Starting with 944 Turbo models, Porsche discovered that the exhaust manifold runs so close to the oil pan gasket, that it can be severely heat damaged. This heat will eventually destroy the gasket causing a huge oil leak. To prevent this from happening, Porsche designed a small heat shield to be bolted onto the engine block. These heat shields soon appeared on other 944 models as time went on. After several updates Porsche finally decided on a very large heat shield for all model 944s. This newest piece is about four times the size of the original early turbo piece, and does an extraordinary job of protecting the oil pan gasket. If your car has no heat shield or has an early smaller piece installed, this update should be moved to the top of your to-do list.

The installation is as easy as 1-2-3 and is as follows:

1. With the car in the air, check the right rear corner of your oil pan. This is where the heat shield resides.
2. Remove the 6mm oil pan bolt at the right rear corner of the oil pan.
3. Hold the new heat shield in place and reinstall 6mm oil pan bolt, finger tight.
4. Install two 8mm bolts with lock washers through the top mounting holes. Now tighten all bolts.

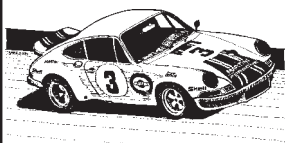
NOTE: Very early 944s will have 10mm threaded mounting holes in the block instead of the standard 8mm holes. For these cars simply drill out the heat shield mounting holes to accept the 10mm bolts, before installation.

PARTS LIST

- 1) 944.100.100.00 - Heat shield - \$48.86
- 2) 8x12mm bolts
- 3) 8mm lock washers

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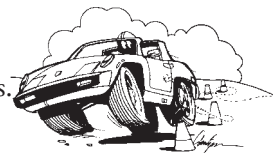


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GGR Autocrossers Invade Stockton

Recap of Zone 7 Events 1 & 2

Spring finally arrived for an outdoor racing event, with gentle breezes and warm sun at the San Joaquin County Fairgrounds in Stockton, CA on both weekend days. On Saturday 24Apr99, GGR was the affiliation of 18 of the 38 drivers, while the next day 13 of 27 drivers were from GGR. Despite the commute, 7 GGR autocrossers attended both days!

The Saturday course, designed by Bud Behrens, was great, with clock times for the two timed laps averaging in the 90 second range. At the back of the course, a 5-cone slalom was laid out, with the last 3 on the first side of a square loop. One of the challenges was choosing the order first end-to-end, and after leaving the loop, the last 3 cones were then re-used before heading back down the second side of the loop. We then drove through a tight, narrow left-

right-left sequence, which is where the most cones were knocked over (I had 8 on one of my runs), back to the start. The event ran smoothly, starting around 9:30am, and by 4:30pm all drivers had completed 4 timed runs. I particularly liked the 1+2 format and longer than normal on-course time.

On Sunday, Bud kept the 5-cone slalom, but removed the looparound, while rounding and widening the zig-zag from Saturday. With changing to a "1 and 1 format", by 3pm, the afternoon run group had completed 6 timed runs, plus 1 optional fun run.

Thanks to Yosemite Region (Pat Ikeda and crew) and to Zone 7, especially Bud and Mary Ann Behrens, for the events. Results were received by mail just a few days after running. GGR driver times are shown below; the *s mean TTODs:

24Apr99

Class	Driver	Time
Bi	Steve Nieslony	88.276
Di	Dave Standridge	99.797
Fm	Larry Sharp	86.923
Fun	Bill Newton	101.992
Gi	Lorraine Walker	95.513
Gp	Graham Chloupek	90.204
Ji	Keith Pester	95.200
Kp	Steve Kuhn	88.368
KpL	Cherie Kuhn	89.308
N	Ron Davis	92.141
N	Mike Olsen	95.317
NL	Judy Davis	98.690
NL	Nikayla Nail	104.992
X	Mike Lommatzsch	86.634
Y	E. J. Fontaine	86.561
YL	Susan Shead	87.512
Z	Tom Provasi	81.262*
ZL	Sandy Provasi	85.615*

25Apr99

Class	Driver	Time
Bi	Steve Nieslony	35.379
Ei	Gary Blomquist	39.576
Fm	Larry Sharp	34.805
GiL	Eugenie Thomas	38.606
Gp	Graham Chloupek	35.774
Ji	Keith Pester	37.179
Km	Masuo Robinson	35.214
Mp	Ron Davis	36.892
MpL	Louise Sousoures	36.728
N	Robert Stefanowicz	38.687
X	Mike Lommatzsch	34.936
Z	Tom Provasi	32.332*
ZL	Sandy Provasi	34.877*

Reported by Graham Chloupek

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Spring Flowers Results

reported by Rik Larson

The second event in the 1999 Zone 7 Rally series, Spring Flowers, was held on Saturday, May 8th. Rallymaster Phillip "Goose" Marks from Sacramento Valley Region treated the 15 registered cars to a great 3 hour time and distance rally. Cars started from Mocha Joe's in El Macero at 1 minute intervals and finished in Davis. Contestants passed through three checkpoints (the most distant one located in Rio Vista).

Larry and Greg Adams from Golden Gate Region placed first overall (and first in the Expert Equipped class --- running a computer for the first time and scoring 146 points). They managed to best John Clever and Chris George from Diablo Region (213 points) and also J. and Cameron Toney (214 points) from Sacramento Valley Region. Fourth place was taken by Marianne and Bob Gardner from

Golden Gate Region in their RS America with a score of 527.

Taking second place in the Expert Unequipped class were Hubert and Jenny Lee from Golden Gate with a score of 330 points. First place in the Novice class was taken by Tom and Jude Sisson from Sacramento Valley with 235 penalty points.

Driving car #13, Candy and Jim Cooper from Yosemite Region took home the first place award in the Beginner class with a score of 276. This was only their second rally. Also in the Beginner class, first timer Molly Rubick from Golden Gate (running with her sister-in-law from the Sacramento area --- Maureen Kemp) placed 4th with a score of 392.

The third event in the 1999 Zone 7 Rally series will be held

on Sunday, June 13. Yosemite Region is the host with John Clever as rallymaster. The start is in Stockton (12:01 p.m. first car out) with a finish at a pizza parlor 3 1/2 hours later..

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For additional information, call John Clever at (209) 835-4100 or e-mail to JRClever@pacbell.net

Autocrossing around the zone with Hank

By HANK WATTS

GGR/LPR AUTOCROSS AT OAKLAND: It was the elegant thing to do. After substantial confusion about which club had which weekend day of April 10/11 (including a website that listed an event at Candlestick), the autocross chairpeople decided that both days would be for both clubs (and that the rule governing how many events may be dropped might be upped by one event).

Bad weather was threatened, but the morning was crisp and dry. Larry Sharp's counter-clockwise course was a bit on the short side, but was safe, fast, fun and embedded a number of interesting challenges. There was an initial attempt to run 1: (as opposed to 1 and 1), which would have allowed a much larger number of runs on the 30+ second course. However, this sort of frequency is tough enough with the LPR timing gear, which is fairly automatic and built for just such an approach. With the closed course and the GGR timer it was going to take heroic action from everyone in the trailer to keep things moving. After a dozen cars or so we retreated to running 1 and 1 and the day proceeded smoothly.

Tom Provasi, rejoining competition after not being around much, demonstrated the form and talent that takes him to Parade TTOD in that car. Just .094 back was a certain opal-green coupe that was having a good day and took top-time for open street cars. The top five was rounded out by Larry Sharp, Chris Murray (co-trailer-tower) in the Ki-ragtop and Rob Neidel. Sandy Provasi took TTODL with a 36.898 and placed sixth overall. Tobias Olney finally got the Vario- Fourteen rolling and took seventh overall with a sub-37- second time. Eugenie Thomas edged out (under 3 tenths) Catherine Siemens for top time in women's street cars.

In class battles Chairman Bert Del Villano continued his domination of Bp, Kristi Soo Hoo beat up on the entire 5- person open D class and was only about a second off John Tavernetti's winning open Di time. Fastest front-motor (gotta be careful with terminology here, Boxsters and 996s have coolant aboard and count as waterpumpers) was Vangel Mavridoglou's 37.8. Thomas Jameson took Gi but it would have been close if Eugenie were running in the open group. Ki... what can one say? Chris Murray's competitors would probably buy him the torsion bars necessary to get the car permanently into Kp and well out of Ki.

Steve Kuhn winning Kp isn't exactly news, but Eric Siemens, in what may be the last time driving dad's car, beat dad by nearly a second. Children can be such a challenge. Dave McGuigan led Li by over a second as Jim Bauman drove Tom Pickett's matching red Cabrio, turning his copy over to the visiting father-son team of Dale and Jake Anderson of North Carolina. In that case as well, children can be difficult, though Jake may have had better instruction. Class N (6 cars) saw lots of competition for each ending placement, Ron Davis winning by a bit less than a second. Dennis Pedersen turned in a marvelous 37.5 in a '99 Boxster.

By the afternoon the wetness began. Gently at first, sporadically, but with an overall slow and deliberate increase in intensity.

Most of the best times were in the morning, but the afternoon sessions did provide some experience in wet driving. The Sunday event didn't come close to happening as the storm covered most of the Bay Area. However, there were reports of a very small patch of blue sky directly over the Oakland Coliseum.

The afternoon dampness provided a small challenge in the childcare department. I had the triplets with me (it's a very long story). Six-year olds are not water soluble, but roller blading loses some appeal as the mist thickens to drizzle. Turns out that a 911 with a roll cage is functionally equivalent to a tightly-enclosed jungle gym.

GGR TIME TRIAL AT BUTTONWILLOW: Chairman Masuo Robinson scheduled this year's only trip to Buttonwillow for the relatively cool springtime, a plan that worked like a charm. The drivers responded by enrolling in what may be record numbers for GGR at Buttonwillow, 126 entries.

A Friday test day was available to certificated drivers, run by the track but, at \$150 for any part of the day, a tad on the expensive side.

Practices were relatively uneventful, though the photo website at www.sonic.net/rsp/ shows creative line selection and lots of dust being thrown up by three of our drivers, and that's just the action that was caught by the camera at turn 11. Drivers are going to need a wholesale change in their driving/risk approach by the time we get to Seca or there is going to be some seriously-bent sheetmetal.

Ninety-four drivers ran for time. Ray Dicius showed the way to a top time of 1:54, just shy of this track record for this configuration. The top five was rounded out by Lloyd DeMartini, Rich McGlumphy (both at 1:57), Don Miraglia and Rob Ellis. Pattie DeMartini took TTODL with a 2:05.1. Neil Jackson's potent street-modified car edged out a very impressive run by Jeff Sykes' relatively stock RSA for top time on street tires with a 2:05.2. Donna Sylvanovich had TTODL on street tires.

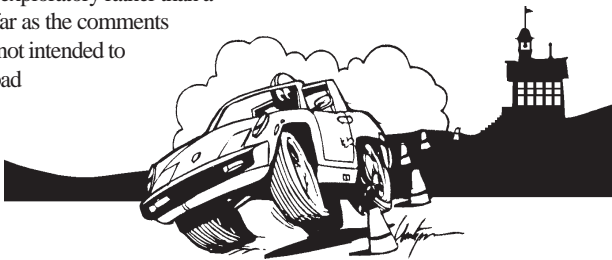
In class battles Richard Jung managed a .1 second victory over Jim Biesmeyer in Bi and the 8-car Bp class was dominated by Ted Voigt. In the front-motor arena Tony Waitz took Cp, Jim Putnam demolished Di and took second overall with a 2:10.7 and Niul Burton was fastest with a 2:09.9. Marlin Neufeld edged out Evan Williams in Hi; Steve Taty was just ahead of Warren Walker in Ji; Chairman Robinson led Km with Neil Yonk just behind; Tony Mazzagatti bested the 5-car Kp class by 2 seconds and nobody could keep up with Brad maker in Li.

TIRES: For those waiting to see how things work out with the BFG g-Force all I can say is that reports are very mixed. Some have claimed good life and good stick. Others suggest that the tires have insufficient grip and therefore can't be brought to operating temperature, but probably will last a long time. Still others

are reporting tires over half gone in the course of a weekend time trial. It's possible, of course, for the answer to be that those having troubles (either type) haven't found the right pressure range, but these reports are coming from experienced drivers. More information if/when things shake out. For those heading in other directions, the Tire Rack appears to be doing a good job on price and availability of Kuhmos.

LPR/GGRAUTOCROSS FORMAT: Bert Del Villano and Miles Smith, the chairmen of these two series have circulated a proposal to change the run format to the pattern used by SCCA and Zone 7, namely that each driver has either a morning or an afternoon (but not both) to be at the site to work and run. The scheduling is based on the class being run. This contrasts with the traditional approach of running all day at GGR, LPR, SVR and RWR events. In most cases the competitors are simply divided into two or three groups which take turns working and running, though there is an old GGR approach (actually the one specified in the current rulebook, as it turns out) that simply cycles the grid all day; workers sign up for time-specific shifts.

At this point Bert and Miles have had a large amount of input but no decision has been announced. It would, however, be safe to characterize the proposal as exploratory rather than a solidly-planned direction. As far as the comments below are concerned, they are not intended to suggest that the Zone format is bad for Zone events. Accommodating people who are traveling long distances to attend a series is an important consideration.



1. To the extent that the issue is the number of cars on the site, the proposed format will still pretty much end up with everyone being there from about 11:00 a.m. to about 1:30 p.m.
2. The schedule tends to create less direct competition in the groupings (Top Time Race Tires, Top Time Race Tires Women, Top Time Street Tires, and Top Time Street Tires Women) that have been a popular part of the LPR series.
3. The schedule produces additional problem in course staffing. Both series currently run three groups. The proposed format requires four groups, two in the morning and two in the afternoon. If attendance is not great, there will not be enough people in each of these groups to run the course safely. This is particularly an issue at Candlestick where both series tend to stretch out a bit and run big courses which need more workers.
4. Further, since it is not possible to know in advance who's going to show up, it's easily possible that one of the defined groups (or a pair of groups in either the morning or the afternoon) won't produce enough people to run the course, even when overall event attendance is sufficient. This has been a routine problem with Zone events in years when attendance is light.
5. The zone format was designed to make it easier for people

to travel long distances to participate in a series, and it does that effectively. The zone events are normally two-day affairs and the social part of things happens Saturday evening. For local use, the proposed format has a major impact on the chance to meet and visit with other people. Under this proposal, for your session (morning or afternoon) you're either running or working. Most people either leave (after the morning session) or arrive late (for the afternoon session). And, if they don't either leave early or arrive late, then the whole thing the chairmen are trying to accomplish won't happen anyway, as there will be all the cars, parked on the lot, all day long.

This contrasts with the current situation, under which people have a rest session during which they can socialize, most people will be there all day (for those who run the whole day two of the three groups are either working or running during the last official session) and many people go out to dinner together afterwards. This is part of what makes the sport fun.

6. If you leave mid-day, you don't know final results until/unless you get them emailed or see them published. This tends to disconnect people a little bit from some of the fun aspects of what's happening at the event.

7. Since the event has to be stopped at least mid-morning and mid-afternoon to swap the workers and drivers, time is lost. A mid-day coursewalk period has to be provided, losing more time. Note also, it is routine during zone events for drivers in different groups to get a differing number of runs. That's not a problem for the class competition, since the entire class runs at the same time, but it's inherently less fair and affects the overall categories.

8. Since people are either working or running, the only instruction feasible is from the people currently running (unlike the current situation, in which instructors can be recruited from those having a rest period). If the group is small, this can put a hardship on the instructors in the group and lead to less effective instruction. How to handle the issue of instruction has been a contentious issue at the Zone level for many years. This is an important consideration, as all three GGR/LPR events so far this year have had a very large number of first-time autocrossers. I believe that introducing them to our sport and community is arguably the most important thing happening at these events.

COMING UP IN JUNE: GGR time trial at Laguna Seca, June 12-13, with a practice day on the 11th; Zone 7 autocrossing (Kiss Me, I'm Basque!) in Reno the 19th & 20th; SVR autocross the 26th at Mather; GGR autocross the 27th at Oakland. NASA at Sears on the 5th & 6th for schools and racing.

BON MOTS: from an email signature file: "Objects in rear-view mirror are . . . well . . . those are RX7's"; old bumpersticker, but still good: "Bad Cop, No Donut"

Strawberry Fields Forever

Buttonwillow - when I first heard the name, I envisioned graceful trees, sparkling creeks, and gentle breezes. Reality hits. Reality bites. Posted below the exit sign for Buttonwillow is a notice:

DANGER!
DUST STORMS
NEXT 40 MILES

On that flat expanse of desert 40 miles west of Bakersfield, exists a 2.8 mile ribbon of steaming asphalt called Buttonwillow. Strategically placed along the track, stand about a dozen people who periodically wave colored flags at the scores of speeding Porsches. Magnificent vertical dust devils occasionally whirl wildly across the landscape, matched in grandeur only by the infrequent horizontal dust devils kicked up by a car as it spins off of the fast, flat Buttonwillow race track. It is hot and windy with temperatures that often push towards and beyond 100°. Yet, despite the uninviting venue, drivers from all over California come to Buttonwillow to test their skills and the capabilities of their cars. Why? Because it is there!

Starting on Friday, April 16th, people began arriving at Buttonwillow for a two day event that would start early Saturday morning with day-long practice runs. A total of 123 drivers appeared. Of those, 23 were returnees from the Thunderhill high speed driving school, anxious to apply what they had learned. Eight brand new drivers who had never attended a PCA time trial also came. All 31 of them required instruction. Enter Henry Watts, chief time trial instructor, wearing, appropriately, a tie-dyed bandana around his head. With his usual ability and finesse, Hank adroitly matched instructors with the students. "It was a massive effort for everyone involved. It flowed," says Hank, crediting the willingness of the volunteer instructors to undertake a challenging task. But, it must be said, that without good leadership, it wouldn't have happened as smoothly. Laurie Yonk, veteran racer, enthused, "It was interesting and fun to help the new people become integrated. It was great to see the 23 new people returning and becoming part of the club. I enjoyed it a lot."

Any time trial functions only because of the willingness of people to volunteer their time. Some work on the safety crew. Others work in the timing trailer, (an appreciative nod to the Nidel family). Some brave souls find themselves standing at turns in the blazing sun and hot winds clutching various flags and waving them at the speeding cars insuring safe operations on the track. Each driver is required to

either provide a worker or pay someone to take the job. On Saturday morning, it became evident that not enough bodies were available to staff the corners. It was already hot and promised to get even hotter. Four new devotees, stepped forward. All had come to watch the event, not to work. Diane Grainer, Christine Cress, Susan Geiss, and Tammy Harris, enthusiastically agreed to "woman" the corners. They became so enthralled with their task, that the four volunteered to repeat their command performance on Sunday! Many thanks to their willingness to make this event another safe and fun one!

Racing around the Buttonwillow track offers its own special challenges. Because there are few (two) hills to crest, it makes the track visually interesting for some drivers. "Coming around curves, it's easy to miss apexes, especially without the apex cones which are taken away on Sunday," a driver (who wishes to remain anonymous) asserts. Donna Sylvanovich notes, "Some people left the track seeking Strawberry Fields but came back with grass in the grill instead. Still, there was absolutely no car carnage, at least on the track." Ask Cherie Kuhn about 5th gear driving and Jeff Sykes about truck tires.

Saturday night found all the ecstatic participants at the local truck stop, the Willows Inn, for a celebratory dinner. Louise Sousoures put together a good dinner (no, she didn't cook it herself). Given the limited resources of the area, she did a superb job pulling together a fun evening that further extended the blending of this terrific group of people. Next time you see Louise, remember to thank her for all of her efforts.

Fueled by a good dinner, good company, and (we hope) a good night's sleep, the rubber revelers reconvened at the track early Sunday morning eager to begin the last of the practice runs before the afternoon's timed competition. People were reminded to drink plenty of water, wear sunblock and rest. For all of its disadvantages, Buttonwillow possesses one very important feature not found at any other track. It has an outdoor shower that dispenses ice cold water! Daphne, Jim and Sue Putnam's golden retriever, discovered that this was the best way to cool off. People who cool off in the shower do wear more than a dog collar. After a long day of testing car and driver compatibly, the day ended and tired but happy people headed to their respective homes looking forward to the next time trial at Laguna Seca on June 12th and 13th.

Hope to see you there.

Respectfully submitted by Silvia Sykes.

Time Trial 2 and Season Points Totals

reported by Masuo Robinson and Rob Aube

Class	First Name	Last Name	TH Points	Button Willow Time 4/18/99	BW Points	Total Points	Class	First Name	Last Name	TH Points	Button Willow Time 4/18/99	BW Points	Total Points
AP	Jim	Ralston	20	2:27.936	20	40	Hi	Evan	Williams	20	2:17.719	20	40
Bi	Jim	Biesemeyer	20	2:18.298	16	36	Hi	Mike	Serpe	16			16
Bi	Richard	Jung	16	2:18.188	20	36	HP	Tim	Fleming	20	2:22.438		20
Bi	Joe	Zeiph	9	2:21.063	13	22	HP	Bill	Fergus	16	2:39.985		16
Bi	John	Seidell	7	2:22.220	11	18	Ji	Steven	Taty	20	2:16.189		20
Bi	James	Ohl	5	2:26.903	9	14	Ji	Warren	Walker	16	2:16.957		16
Bi	John	Beck	13			13	Ji	George	Morris	13	2:22.564		11
Bi	Brooks	Esser	11			11	Ji	Jeff	Roberts	11	2:21.844		13
Bi	Rich	Bradshaw	1	2:31.168	7	8	JP	John	Sheuck		2:40.794		20
Bi	David	Darling	3			3	Ki	Chris	Murray	20	2:11.639		20
BiL	Tina	Tucker	20	3:00.163	20	40	Ki	John	Cole	13	2:18.366		16
BP	Jeff	Williams	16	2:20.374	16	32	Ki	Ken	Park	16	2:30.281		13
BP	Bert	Del Villano	11	2:23.141	11	22	Ki	Nils	Kjell	11			11
BP	Kevin	Voigt	20			20	KM	Masuo	Robinson	20	2:07.375		20
BP	Ted	Voigt		2:17.669	20	20	KM	Neil	Yonk	16	2:08.664		16
BP	Gary	Campbell	9	2:24.561	9	18	KM	Duck	Fuson	11	2:10.015		13
BP	Chris	Kolstad	13	DNR		13	KM	Mike	Jolliffe	13			13
BP	Bill	Scott		2:23.111	13	13	KM	John	Beck		2:10.275		11
BP	Gerry	Brown		DNR		0	KM	Rob	Beckley		2:11.989		9
BP	Chuck	Kolstad		DNR		0	KM	Harold	Williams		2:18.795		7
BR	Robin	Aube		2:17.952	20	20	KM	Matt	Vail		2:19.455		5
BRL	Sharon	Neidel		2:20.535	20	20	KML	Laurie	Yonk	20	2:25.457		20
Ci	George	Visgilio	20	DNR		20	KP	Steve	Kuhn	20	2:12.416		16
Cl	Lori	Hageman	20	2:21.664	20	40	KP	Tony	Mazzagatti	16	2:10.493		20
CP	Dan	Lofgren	20	2:16.822	16	36	KP	Mike	Bernamonti	11	2:14.683		13
CP	Cameron	Carrington	16	2:20.865	11	27	KP	Pete	Siemens	13	2:16.215		11
CP	Steve	Casaletto	13	2:19.969	13	26	KP	Pete	Blansit	11	2:17.566		9
CP	Anthony	Waitz		2:13.821	20	20	KP	Stuart	Ward		DNR		0
CP	Rory	Holloter		2:21.106	9	9	KPL	Catherine	Siemens	16	2:20.076		20
CP	Miles	Smith		DNR		0	KPL	Cherih	Kuhn	20			20
Di	Jim	Putnam	20	2:10.783	20	40	Li	Brad	Maker	20	2:18.582		20
Di	Jim	Hyndman	16	2:21.294	13	29	Li	Kit Carson	Boyd	16	2:33.560		11
Di	Michael	Whelan	13	2:29.252	9	22	Li	John	Ng		2:28.365		16
Di	Raoul	Proctor		2:17.623	16	16	Li	Thomas	Ahlberg		2:30.246		13
Di	Dave	Standridge		2:21.887	11	11	Li	Jim	Zehnder	13			13
DiL	Georgia	Hyndman		2:31.490	20	20	LM	Bill			DNR		0
DiL	Susan	Moore	20			20	LM	Mat	Lowrance		DNR		0
DM	Michael	Mitchell	20	2:12.285	20	40	LM	Henry	Watts		DNR		0
DML	Donna	Sylvanovich	20	2:13.692	20	40	Mi	John	Gingrich	20	2:20.130		20
DML	Lori	Gallen		DNR		0	MP	Jeff	Sykes	16	2:06.914		20
Ei	John	Manelis	20	2:13.745	16	36	MP	Mark	Havens	20			20
Ei	Niul	Burton		2:09.873	20	20	MP	Bill	Lusk		2:09.422		16
EP	Bob	Norwood	16	2:21.000	20	36	MP	Louise	Soursoures		2:14.709		13
EP	Ted	Phillips	20			20	Ni	Brian	Lee	20	2:13.011		20
EX	Greg	Braun		DNR		0	Ni	James	Thompson	16	2:19.454		16
EX	Wayne	Graner		2:34.420		0	Ni	Greg	Stowe	13	DNR		13
EXL	Tricia	Braun		DNR		0	Ni	Gib	Myers		DNR		0
Fi	Paul	Seidel	20	2:29.068	20	40	Ni	Robert	Myrillo		DNR		0
FM	Larry	Sharp	20	2:10.740	20	40	Oi	Anthony	Lizano	20	2:20.097		20
FM	Robert	Stiffler	16	2:28.631	16	32	QM	Jon	Cox	20	2:11.205		20
FM	David	Kuhlman	13			13	QM	Gary	Jones		DNF		0
FP	Scott	Yeaman	20	2:09.465	20	40	U	Rich	McGlumphy	20	1:57.284		20
FR	Erik	Ostly	20	2:12.003	20	40	U	Rich	McClelland	16	DNR		16
Gi	John	Teasley	20	2:22.349	16	36	U	Stan	Michelman	13	DNR		13
Gi	Marlin	Neufeld		2:16.260	20	20	W	Jim	Sjoberg	20			20
Gi	Scott	Robertson	16			16	W	Richard	Steranka	16	DNR		16
GM	Neil	Jackson		2:05.261	20	20	WL	Terry	Jacobson	20			20
GM	Scott	Watkins		2:07.272	16	16	X	Robert	Ellis		2:03.125		20
GML	Cherie	Kuhn		2:17.021	20	20	X	Bill	Newlin	20			20
GML	Patty	Stark		2:34.983	16	16	X	Spencer	Harris		2:29.318		16
GT	Steve	Meacham	20			20	XL	Joy	Ellis		2:12.054		20
GT	Henry	Watts	20			20	XL	Rebecca	Newlin	20			20
GT	Greg	Sirakides	16			16	Y	Dennis	Tholen	20	2:03.151		20
GT	Bill	Benz	13			13	Y	Larry	Heitman	16			16
GT	Tim	Gallen		DNR		0	Y	Bob	Beach	13			13
GX	Ken	Mack	29			29	YL	Sue	Smith	20			20
GX	Ron	Herrerias		2:07.203	20	20	Z	Lloyd	DeMartini	20	1:57.036		16
GX	Nils	Kjell		2:21.705	16	16	Z	Ray	Dicius	16	1:54.545		20
GX	Stuart	Ward	16			16	Z	Don	Miraglia		2:02.204		13
GX	Jim	Zehnder		2:25.689	13	13	ZL	Pattie	DeMartini	20	2:05.107		20

GGR at Buttonwillow



Masuo Robinson at speed on the straight.



Rob and George Niedel preping their 914.



Rich McGlumphy in his 914/6 takes first in U class.



No creature comforts at Buttonwillow? The Del Villano's tent looks cozy.



Dennis Tholen takes first in Y class.



Quilting crew at work in a primitive shelter with conditioned air.



Tony Mazzagatti on the straight.



Dennis Tholen's beautifully prepared Time Trial Porsche.



Stan Michelman's GT3 sure looks great!



Neil Jackson takes first in GM class.



Chuck Davis in turn 13



Stan Michelman tries to get out of the sun.

Willow April 17/18

photos by Gary Campbell



Buttonwillow really draws the crowds. But Neil Yonk is full on the go pedal.



Anthony Waitz looking for that part that rolled away.



Bill Benz at speed on the straight.



The flag crew keep an eye on everyone.



Masuo still going straight on the straights.



So this is how the other half live.



Mat Lowrance flies by.



Red safety in between turn 4 off duty and photographing the photographer.



Michael Mitchell takes first in DM class.



Ray Dicius #17 took first in the zoomy Z class.



Waiting on GGR board to play? Get that hard top and roll bar.

GGR-Automotion Autocross 2 and Season Totals

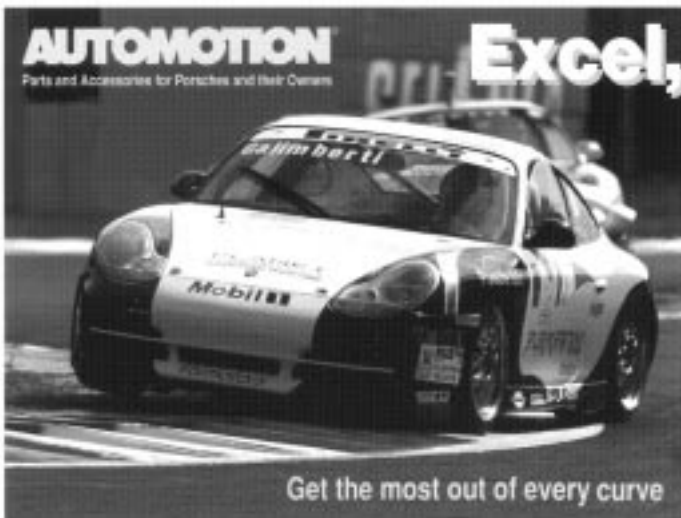
reported by Dave McGuigan

Class	Driver	Car	BestTime	Pts	K	Palic, David	83 911	39.940	20
A	Davidson, Brad	76 912	42.893	20	K	Watson, Mac	80 911SC	42.510	16
A	Bobias, George	71 914	43.521	16	Ki	Murray, Chris	78 911	36.793	20
Ai	Stark, Jim	74 914	41.241	20	Ki	Smith, Mark Paul	81 911SC	39.526	16
Ap	Rose, Revis	79 924	44.842	20	Ki	Merrill, Parker	83 911SC	40.757	13
B	Blyholder, Andrew	74 914	42.270	20	Kp	Kuhn, Steve	76 911	37.565	20
B	Petrow, A B	75 914	47.548	16	Kp	Siemens, Eric	82 911SC	38.569	16
Bp	DelVillano, Bert	74 914	39.295	20	Kp	Siemens, Pete	82 911SC	39.467	13
Bp	Drain, Rick	75 914	40.705	16	Kp	Dent, James	76 911	40.204	11
BpL	DelVillano, Anne	74 914	41.570	20	KpL	Siemens, Catherine	82 911SC	40.373	20
Br	Neidel, Rob	74 914	36.810	20	Km	Williams, Harold	73 911E	37.227	20
BrL	Neidel, Sharon	74 914	38.966	20	Km	Angebranntd, Susan	73 911	41.443	16
Bx	Newton, Bill	68 912	39.878	20	L	Chandler, Tom	84 911	39.963	20
C	Zacharisen, George	83 944	41.168	20	L	Johnson, Ross 86	911	42.011	16
C	Petersen, Bob	85 944	43.599	16	Li	McGuigan, Dave	86 911	37.052	20
D	Soo Hoo, Kristi	86 944T	41.344	20	Li	Bauman, Jim	88 911	38.244	16
D	Biaggi, Dan	86 944 Turb	41.824	16	Li	Pickett, Tom	88 911 Cab	38.748	13
D	Rigodanzo, Mike	91 944S2	43.333	13	Li	Andersen, Jake	86 911	41.344	11
D	Schulze, Dieter	91 944S2	44.020	11	Li	Andersen, Dale	86 911	41.368	9
D	Sutton, Brook	89 944	45.148	9	Lm	Olney, Tobias	70 914	36.936	20
Di	Tavernetti, John	87 944	40.208	20	Lm	Brunell, Don	84 911	38.635	16
Dp	Mavridoglou, Vangel	89 944 S2	37.807	20	Lm	Olney, Jeff	70 914-6	41.465	13
Ep	Starkey, Kyle	86 944T	41.376	20	M	Paugh, Jim	92 911	38.872	20
Ep	Seibel, Stephanie	86 944T	44.455	16	M	Stea, Daniel	90 911	42.405	16
Fm	Sharp, Larry	74 914-6 GT	36.485	20	N	Davis, Ron	97 C4S	37.738	20
Gi	Jameson, Thomas	70 911T	39.236	20	N	Silver, Stephen	95 911 C4	38.576	16
Gi	Mastrude, Roger	71 911	44.599	16	N	Pennington, Lynn	99 996	39.340	13
Gi	Martine, Marion	71 911	46.396	13	N	Olsen, Michael	99 996	39.583	11
GiL	Thomas, Eugenie	68 911	40.109	20	N	Standridge, Dave	96 993	40.123	9
Gp	Walker, Barry	70 911T	39.870	20	N	Stefanowicz, Robert	97 996	40.894	7
Gp	Chloupek, Graham	70 911T	41.857	16	T	Pedersen, Dennis	99 Boxster	37.525	20
Gp	Walker, Lorraine	70 911T	43.329	13	T	Campbell, Gary	97 Boxster	41.689	16
Gm	Rice, Chris	70 911T	38.055	20	Ti	Ostler, Doug	97 Boxster	37.723	20
GmL	Kuhn, Cherie	70 911	37.505	20	TL	Lee, Nancy	98 Boxster	44.667	20
Hi	Molineaux, Kevin	74 911	39.732	20	Z	Provasi, Tom	70 914	35.437	20
Jp	Watts, Henry	69/73 911S	35.531	20	ZL	Provasi, Sandy	70 914	36.898	20

Season Points Standings to Date

Class	Driver	Car	Ttl Pts	Di	Tavernetti, John	87 944	20
A	Davidson, Brad	76 912	20	Dp	Mavridoglou, Vangel	89 944 S2	40
A	Bobias, George	71 914	16	Dp	Tong, Phil	90 928 GT	16
Ai	Stark, Jim	74 914	40	Dm	Mitchell, Mike	87 944T	20
Ap	Rose, Revis	79 924	36	Dm	Sylvanovich, Donna	87 944T	16
B	Blyholder, Andrew	74 914	40	Dm	Novak, Cindy	88 928	13
B	Petrow, A B	75 914	16	Dx	Novak, Chris	88 928	20
Bi	Esser, Brooks	73 914	20	Ep	Lau, Steve	88 928	20
Bi	Seidell, John	74 914	16	Ep	Starkey, Kyle	86 944T	20
Bi	Ohl, James	73 914	13	Ep	Plantillas, Eddie	88 928	16
Bp	DelVillano, Bert	74 914	40	Ep	Seibel, Stephanie	86 944T	16
Bp	Drain, Rick	75 914	32	Ep	Kirby, Susan	93 928	13
BpL	DelVillano, Anne	74 914	40	Ep	Louie, Damon	80 928	11
Br	Neidel, Rob	74 914	40	Ep	Estridge, Tommy	88 928 S4	9
Br	Aube, Rob	74 914	16	Fm	Sharp, Larry	74 914-6 GT	40
BrL	Neidel, Sharon	74 914	40	Gi	Jameson, Thomas	70 911T	31
Bx	Newton, Bill	68 912	40	Gi	Teasley, John	74 911	20
C	Zacharisen, George	83 944	40	Gi	Mastrude, Roger	71 911	16
C	Petersen, Bob	85 944	32	Gi	Park, Ken	73 911T	16
Ci	Lee, Bob	87 944	20	Gi	Martine, Marion	71 911	13
Cp	Smith, Miles	87 944	20	Gi	Neufeld, Marlin	72 911	13
D	Soo Hoo, Kristi	86 944T	36	GiL	Thomas, Eugenie	68 911	40
D	Biaggi, Dan	86 944 Turb	27	Gp	Chloupek, Graham	70 911T	36
D	Sutton, Brook	89 944	22	Gp	Walker, Barry	70 911T	20
D	Sans, Sandy	90 944 S2	20	Gp	Walker, Lorraine	70 911T	13
D	Rigodanzo, Mike	91 944S2	13	Gm	Bergstrom, Dirk	73 911	20
D	Schulze, Dieter	91 944S2	11	Gm	Rice, Chris	70 911T	20
D	Harizopoulos, Yanni	90 944 S2	9	GmL	Kuhn, Cherie	70 911	20
Di	Standridge, Dave	86 944T	20	H	Robinson, Rob	76 911S	20

Hi	Molineaux, Kevin	74 911	20	Li	Bauman, Jim	88 911	16
Jp	Watts, Henry	69/73 911S	40	Li	Ralston, Jim	86 911	16
K	Hickman, Dave	81 911SC	20	Li	Pickett, Tom	88 911 Cab	13
K	Palic, David	83 911	20	Li	Andersen, Jake	86 911	11
K	Watson, Mac	80 911SC	16	Li	Andersen, Dale	86 911	9
K	Weathers, Wayne	80 911SC	16	LiL	Kinney, Kathleen	86 911 Cab	20
K	DiGeronimo, Brent	80 911SC	13	Lm	Olney, Tobias	70 914	40
K	Ofner, Victor	81 911SC	11	Lm	Brunell, Don	84 911	16
KL	Ofner, Shelley	81 911SC	20	Lm	Hall, Willis	70 914	16
Ki	Murray, Chris	78 911	40	Lm	Olney, Jeff	70 914-6	13
Ki	Smith, Mark Paul	81 911SC	32	M	Stea, Daniel	90 911	36
Ki	Merrill, Parker	83 911SC	24	M	Paugh, Jim	92 911	20
Ki	Rahal, Dame'	81 911SC	13	M	Linsdall, Richard	91 911 C2	16
Kp	Bernamonti, Mike	80 911SC	20	Mp	Robinson, Masuo	90 911 C2	20
Kp	Kuhn, Steve	76 911	20	Mp	Sousoures, Louise	90 911 C2	16
Kp	Blansit, Pete	80 911SC	16	Mp	Chandler, Tom	89 911 C4	13
Kp	Siemens, Eric	82 911SC	16	N	Silver, Stephen	95 911 C4	36
Kp	Siemens, Pete	82 911SC	13	N	Davis, Ron	97 C4S	20
Kp	Dent, James	76 911	11	N	Wang, Eric	99 996	16
KpL	Siemens, Catherine	82 911SC	20	N	Pennington, Lynn	99 996	13
Km	Williams, Harold	73 911E	36	N	Temple, C. Brook	97 911	13
Km	Beck, John	72 911T	20	N	Olsen, Michael	99 996	11
Km	Angebranntd, Susan	73 911	16	N	Standridge, Dave	96 993	9
L	Johnson, Ross	86 911	27	N	Stefanowicz, Robert	97 996	7
L	Chandler, Tom	84 911	20	Ni	Davis, Ron	97 C4S	20
L	Thompson, Dan	87 911	20	T	Davis, Judy	97 Boxster	20
L	Erlandson, John	84 911	16	T	Pedersen, Dennis	99 Boxster	20
L	Neapole, Bruce	89 911	13	T	Campbell, Gary	97 Boxster	16
L	Schackel, Scott	88 911 Cab	9	Ti	Ostler, Doug	97 Boxster	40
L	Suess, Robert	87 911	7	TL	Lee, Nancy	98 Boxster	20
L	Zaccalini, Chris	86 911	5	Z	Provasi, Tom	70 914	20
LL	Boeder, Liz	87 911	20	ZL	Provasi, Sandy	70 914	20
Li	McGuigan, Dave	86 911	40				



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Y2K Zone Competition Rules

by *Mary Ann Behrens*

Proposals for changes to the PCA Zone 7 Competition Regulations must be submitted to the zone advisory committee no later than July 1, 1999. Thereafter, the proposals will be distributed to the regions for review and recommendation, and the adoption of changes will be made in November at the Zone 7 presidents' meeting. Any changes adopted will be binding for the year 2000.

Proposals should be sent to the committee members as follows:

Glen Brooksby, Autocross Chairman

3001 Barberry Lane
Sacramento, CA 95831
(916) 484-7257

E-mail: gbrooksbymd@ttns.net

Roger Wiersma, Concours Chairman

65 Bay Forest Drive
Oakland, CA 94611
(510) 843-4100

E-mail: roger@musicannex.com

John Clever, Rally Chairman

P.O. Box 691
Tracy, CA 95378
(209) 835-4100

E-mail: jrclever@pacbell.net

Mary Ann Behrens, Zone 7 Representative

6424 Culpepper Place
Stockton, CA 95207
(209) 477-6496

E-mail: buddyb@compuserve.com

Teaser for Carrera de Sierra

The 22nd running of Carrera de Sierra is set for the weekend of September 25-26, 1999. This time and distance rally is one of the few remaining 2 day events running in the United States. This year the overnight stay will be in Bear Valley. The event will start on Saturday in Stockton and goes through the Gold Country of the Sierra Nevada foothills. Entry fee is still being set at press time but is expected to be in the \$40 to \$50 range. Included in the entry fee will be trophies in five classes and participation plaques for all; a party after the Saturday rally with snacks and drinks; a

BBQ dinner in Jackson on Sunday afternoon; and door prizes to be drawn at the BBQ. There will also be a team competition between the BMW and Porsche groups. This event is part of the 1999 Zone 7 Rally Series.

Information is available from:

Rik Larson, 916-481-6084, Porsche Club, Sacramento Valley Region

Ken Whitson, 831-625-5133, BMW Club (Carmel area)

Keith McMahan, 408-354-2270, BMW Club (Los Gatos area)



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Start: Kahler's Werkstatt
6117 Dougherty Rd.
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Time: Registration at 11:00 A.M.
(Come early to study photos)
First car out at 12:00 Noon
Length: Approximately 2 Hours
Cost: \$10 per car



**For rally information, call/e-mail:
John Clever (209) 835-4100
jrclever@pacbell.net**

As we say in Basque....'YOU ALL COME.' Join the Sierra Nevada Region at our "Kiss Me I'm Basque" festival weekend, June 18, 19, & 20, 1999, in Reno. The club is working hard to make this an unforgettable get-together.

We're shearing sheep, autocross planning, shearing sheep, developing tours, shearing sheep, creating jobs of prizes, shearing sheep, cooking lots of real Basque food, shearing sheep, associating with a PCNA Win a Porsche Nite, shearing sheep, making wine and of course shearing sheep.

We're busy making this a great event for you...so 'YOU ALL COME'... Gotta go shear a sheep.

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May Board of Directors meeting

The meeting was called to order at 7:12PM at Buttercup Pantry restaurant in Pleasanton. Board members present were Lloyd DeMartini, Mike Bernamonti, Lori Hageman, Bill Benz, Dave Dunwoodie, and Mary Beth Wilson. Also in attendance were Past President Larry Sharp and Olin Creech. Ken Shahoian, Tim Gallen, and Len Ott were not present.

Post Mortem of Events: Approximately approximately 20 people attended TGIPF. Time Trial #2 had 120 participants, lots of dirty cars but lots of fun. New Members Meeting was held at Chevy's in Foster City and was well attended, 38 new members were present.

Directors Reports

President: There were 60-70 positive replies from the New Year's Eve letter. President estimates approximately 200 in attendance. National Award nominations are due. Louise Sousoures is to be nominated.

Vice President: No report.

Treasurer: Time Trial #2 made money. Savings and checking account balances were reported. 1998 Tax Returns are completed. No taxes are owed this year. See New Business for more details. Treasurer withdraws suggestion of increased Time Trial Fees upon closer examination of Time Trial Budget; there is expected to be no shortfall.

Membership: Not present but some items were disclosed: Membership Rosters are in Louise Sousoures' possession and are distributed at each event she attends. President presented membership numbers from National Report and new members were unanimously accepted.

Competition: Director will place article in June Nugget to discuss Rules Committee and invite participation. Autocross Director has negotiated a new contract with the City of San Francisco and the largest concern is that the City has established an 80-car limit. This is not expected to affect

GGR Autocross events, but will impact the GGR Autocross School. School Chair Masuo Robinson will address this issue and will report to Competition possible solutions. Autocross Director circulated a questionnaire to Autocross Participants and there appears to be a great deal of interest in mid-week, early evening autocross events. Autocross Chair cannot run these events due to his work schedule. Competition Director issued a request for volunteers from interested parties. The Board will require a budget from the interested parties before any approval may be granted. Autocross Director indicated that his events are currently making money. He will support raising fees to allow for eventual purchase of timing equipment. Laguna Seca will have a test day on Friday, June 11, 1999, prior to the June 12-13 Time Trial. The event will be run exactly like a Saturday session. There will be approximately 65 attendants, of whom 24 are students and approximately 16 are instructed. The attendance is expected to cover costs. Boxster rule was slightly modified by Rules Committee to allow soft tops with arm restraints. Past President reminded Competition that Board's last ruling, requiring hard top and Bray-Krause Roll Bar, takes precedence and cannot be superceded by Rules Committee. Director will contact any parties affected by ruling and correct situation. Autocross Chair is still working on finding a new timer for the Automotion Autocross Series.

Secretary: Cam Carrington has been apprised of Pano Reporter responsibilities and is still willing to accept the challenge.

Social: Sunnyvale Wyndham Gardens has been reserved for New Year's Eve but can only accommodate 120 people. The estimate requires reservation of 50 guestrooms; the costs would go up if this minimum were not met. The estimate does not include champagne. Director will approach Wyndham Gardens about decreasing the overnight room requirements to 35 rooms. Director will likely be asking for a check at next Board Meeting. Saturday's Dinner Meeting has approximately 27

people planning to attend.

Nugget Editor: Cam

Carrington has not communicated with Editor regarding status of billing. Cam will be contacted to update situation.

Webmeister: Not Present.

New Business: Olin Creech attended the meeting to discuss preparation of 1998 Tax Returns. The club did not pay income tax this year. We were able to deduct the charitable contributions to Child Advocacy against investment income from our savings account. Rules regarding non-profit status, etc. were discussed. Taxable income was discussed again, and in particular "dual membership" was a focus. It was recommended that the classification "dual member" should be reclassified as "members," in the future to avoid IRS problems. Motion to accept 1998 Tax Returns was unanimously approved. Past President Larry Sharp presented a Budget for GGR Day At The Altamont on July 17, 1999. The racing at that event would be good. There may be minitruck sprint racing available to the members; such racing would be not affiliated with GGR and would involve no liability to the club. GGR Website is currently in disrepair. Webmeister was not present to discuss situation. Efforts will be made to contact Len Ott to inquire if he needs help maintaining the site. Automotion formally requested permission to extend their sponsorship of the Autocross Series for ten additional years. The decision to remove the apex cones on Sunday of the Buttonwillow Time Trial was called into question. It is a violation of the "education" status of the event; the instructor core has also voted it down. No position was taken at this time except to make note of the issue in the minutes.

Meeting was adjourned at 8:51PM. The next Board of Directors meeting will be held on June 2, 1999 at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to agenda.



GGR members celebrating anniversaries with PCA in May:

35 Year Anniversary

Bruce & Stephanie Anderson

34 Year Anniversary

Harry Somerfield Jr & Linda Bine

30 Year Anniversary

Steve Kreppel

25 Year Anniversary

Bill & Rebecca Newlin

20 Year Anniversary

Edward & Janet Finsilver
Dennis & Patricia Tholen

15 Year Anniversary

Lyn & Chet Martin

David & Patricia Thal

10 Year Anniversary

Frank & Robyn Alvarez

Jeffrey Cooper

Urs & Janny Rieder

5 Year Anniversary

Jack Puls & Scott Barber

Ron & Harriet Fong

Carlos A. Gamez

Matthew Hebb

Lee Hemingway

Peter Joslin

Sandro & Eleanor Lee

Beverly & Jack Levine

Blake & Marilyn Putney

Paul & Kathleen Rigor

Steven & Betty Saunders

Louise Sousoures

H Arthur Whong

New members
Please join us in welcoming our newest members.

Transferring in

Official Count

New Members	41
Transferring In	4
Transferring Out	3
Total Members	1594

Transferring out

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VEHICLES

1963 356 Coupe. Red. Fair original condition, some body work needed. Runs well; needs adjustments and electrical work. \$3300 obo. Rick (925) 396-9999.

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

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

1969 912 Chassis, with 911 conversion by Garretson's, 2.2 ltr engine with Webers, 915 gearbox w/shortshift, RSR flywheel, Sintermetallic disc, suspension by Dwight Mitchell, adjustable spring plates, 23/28 mm torsion bars, adjustable sway bars, turbo tierods, front shock tower brace, SC rotors front and rear, full roll cage, duck tail, RSR front spoiler, maintained by GDRacing, no rust, never bent, Time Trial, and SCCA history, Burgundy/Black, a real beauty, and streetable \$15,500/OBO. Call Gary at 415-468-2729 or e-mail garyfox@hooked.net

1972 911T Coupe Street/Track Car. Red with black leather. 3.0 Motor, totally modified suspension, long list of extras. Lots of body mods. Fast and fun. Call or fax for list of features. \$19,500 OBO. Mike Jolliffe. Fort Bragg, Ca. Tel: (707) 964-7121. Fax: (707) 964-7121.

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 PORSCHE 911 Coupe. S options, Fuch alloys, white, black interior, later Porsche seats. Momo wheel. Fresh 2.7S engine, Carrera RS pistons, E cams, Webers. Latest upgrades on engine, garage kept. \$12,500 Call Steve at (530) 676-7413

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 Class winning Time Trial and AutoX white BI racer (#725). TT class series winner 1996, 1997, 2nd

1998 (opps!) AutoX series winner GGR and LPR 1998. Professionally built and maintained. Adjustable gas Koni's, Weltmeister sway bar, external oil cooler, roll bar, Momo steering wheel, Simpson 5 point belts, etc, etc. Wired and tow bar for flat towing, street legal. Few misc spare parts. One event on full major tune and new set of Porterfield brake pads. 2 sets of factory 5.5" Fuch rims, plus 1 set of almost new 6.0" Panaspports racing rims with Hoosiers. Race/fun ready! \$8500 with Panaspports, \$7500 w/o, OBO. (I bought a monster (to me) 911 KM racer) Call John at (408) 365-0274 or email jfb725@yahoo.com.

1975 914 1.8 w/ 176K miles. Original paint (Bright Orange) w/ clean interior (Beige). Factory mirrors, Pedrini wheels, new gas/vacuum lines, clutch, 19mm master brake cylinder, front rotors/pads, and clutch/speedo cables. Service records & owners manual. \$6,000 OBO. Sergio Meza (925)823-3145 (w), (925)833-8545 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 Porsche 911 SC Targa in superb condition, light metallic blue, champagne interior completely redone last year, brand new paint job completed last month (5 yr. warranty), no accidents, 16" Fuchs, CD player, Bilsteins, updated to Carrera fog lights, valence, and H4's, new Targa top, alarm, new clutch last year, pop-up valve, Carrera tensioners, high milage, but looks and runs perfect - has been maintained by Ken's Sportech in Campbell for the last 16 years (just did full tune-up and valve adjustment 2,000 miles ago). Asking \$15,500 or best offer. Contact Alex at (650) 848-1182 or alexflore@yahoo.com

82 930 Turbo Graphite/Black 43,000 miles BBS Wheels; Sony Stereo. California Smog Legal, Outstanding in and out. \$28,500. Please call Rick Ford (415) 454-1278

1989 911 Speedster. Only 1,300 miles on this totally original show/collector car. Guards Red/Beige leather. Looks, smells and drives as new. Includes collectable literature, cover, bra, maint. records. Everything original except battery, gas and oil! \$61,000 firm. Dan Macdonald, days(415)899-0050, evenings (415)898-1331, email DMAIA@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.

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

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.

'80, 3.0 liter engine (long block). Resealed, very strong. Compression, 170 each cyl', 4% leakage. \$3500. With F.I., \$4000.

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 sprdracer@ecis.com (925) 625-1146

BFGoodrich Comp T/A R1. Heat cycled, never mounted. 4 each 235/45ZR17, and 2 each 255/40ZR17. \$125 per tire. Includes shipping. Former spares for totaled car. Harald, Tel: 650-851-8473, Fax: 650-851-8161, vonk@bayarea.net

Wheels: Two 8x16 Fuchs with P245/50 tires. Two 6 x16 Fuchs with P205/55 tires. Wheels came off of my 1989 Carrera and have factory glossy silver centers. Includes painted center caps. Wheels are in great shape and tires have lots of tread left. Sold as a complete set only. \$1,500. Peter Martin (408) 274-3536.

Wheels & tires for sale: 4-15x6 cookie cutters in silver finish w/Dunlop D40 205/60-15 tires. Less than 6k on tires. \$350 b/o. 2- Hoosier 225/50-15 x/cross tires, used for 1 event, \$225.00. Harold 650-340-7017 or e-mail erogallo@aol.com.

Wheels and Camera Mount: 15" Fuchs off of Porsche 911SC. 7" fronts and 8" rears. Mounted with almost new Pirelli P-Zeros. Wheels in excellent condition with painted crest caps. \$1200 O.B.O. Universal I/O Port video camera mount for roll bar. \$50.00 O.B.O. Call (408) 986-6818

weekdays 8-5, and (408) 741-0499 evenings and weekends.

Stock factory parts from 50K ml. 944T: pair 4 piston front calipers, pair Porsche-logo cloth insert front seats, F/R sway bars, 4-spoke steering wheel, cat-back exhaust, Sachs shocks/struts, #2 and #3 exhaust manifold. All parts in virtually new condition. Reasonable offers accepted. Gerald (415) 951-1753.

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

914 Parts: 96mm cylinders and pistons, \$275.0 Alternator, \$20.00. Front Air Dam New never used #FS3700, \$150.00. 44IDF Webbers (set), \$250.00. Fiberglass front hood, \$100.00. GT Rocker Panels, \$50.00. Metal rear Spoiler w/oilCooler, \$50.00. Regular Hood & Trunk lid, offer. E. J. Fontaine (925)625-1146

PARTS for Sale - front SC Rotors \$50/pr, 911 engine lid \$100, 180lb springs \$50/pr and 914 rear valance \$50. All parts "previously-test". Sergio Meza (925)823-3145 (w), (925)833-8545 or sgmeza@msg.pacbell.com

WANTED

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. Thanks, Bill Newton (510) 272-3605.

Wanted: Driver's suit size medium or large, and driving gloves size small. Please call Tina at 831-662-8556 or e-mail thegoddess@juno.com.

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

June

- 2 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 5 Sat **GGR Malibu Fun Day**
- 5 Sat **GGR Time Trial Ground School**
- 11 Fri **Laguna Seca Practice Day**
- 11 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 12-13 Sat/Sun **GGR-Bauer Porsche's Time Trial and Driver's Education #3** - Laguna Seca. For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
- 13 Sun **YR Summer Solstice Zone Rally #3** from San Joaquin Delta College, Stockton. For info, call John Clever at (209) 835-4100.
- 19-20 Sat/Sun **SNR Kiss Me I'm Basque Weekend and Zone Autocrosses #3 and #4** at Stead Field, Reno. For info, call Pat Costin at (702) 348-6177 or Mary Ann Behrens at (209) 477-6496.
- 20 Sun **Zone 7/SCCA , Palo Alto Concours**, Stanford University (Porsche classes). For info, call Dick Cottrell at (650) 692-2100.
- 26 Sat **SVR Autocross**. Mather Field, Sacramento. Contact Glen Brooksby 916-484-7257 for more info.
- 27 Sun **Zone 7 Concours #3 & Swap Meet - Parts Heaven** - LPR Hayward. For concours info, call Roger Wiersma at (510) 843-6166; for swap meet, call Ralph Maines at (408) 246-3649.

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**. More details soon.
- 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>
- 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**.

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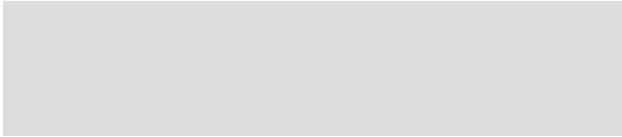


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Golden Gate Region Day At Altamont Raceway July 17 1999

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

1119 Megan Road

Livermore, Ca 94550

(925) 371-2258

RSVP by July 7,1999

