

May 1999

The Nugget

Golden Gate Region • Porsche Club of America



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Rallye Results

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Concours Corner

I must apologize for not giving photo credits in the April *Nugget*. All of the photos from the Time Trial at Thunderhill came from Hank Watts and Gary Campbell. Thanks guys, you did a great job. All were digital camera images sent to me through email. I love the new technology!

I still have my reserves about digital cameras, and their limitations. Most only output in 72 dpi jpeg images that when converted for print in *the Nugget* at 300 dpi are only a 2"x3" image, but they are getting better. Per-

sonally, I am interested in getting a D8 video camera with Firewire or IEEE 1394 capability. If you have info and good prices on the newest products, I am interested! We might have Quicktime videos available on the website soon. Keep the shiny side up!



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Lloyd's commentary

In case you didn't read the results of the Time Trial in the April Nugget, I didn't beat Bill Newlin. New car gremlins behind the wheel. I did win my class by a scant .009 seconds! I've got another chance at the April Time Trial. I'll keep you informed! We had a busy April schedule and May promises more fun with a wide variety of events to choose from. CRAB is on the 1st & 2nd, which is a fun filled weekend put on by the Sacramento Region. Kind of a mini Parade, with a Rallye, Autocross, Concours, Walking Tour, and plenty of partying. If you've never been to one, you should make plans to attend. For those interested in Club racing, there is a PCA Club race in Las Vegas the same weekend. The Cinco de Mayo dinner party will be the first of our Speaker engagements for the year. James Ohl, Don Tevini, and George Neidel will talk about their adventures at the Carrera de Sierra Mexican road race they participated in last year. And there are plenty more activi-

Lloyd De Martini, president

ties with Rallyes, Autocrosses, a Zone autocross school, and a Concours and Swap Meet at AUTOMOTION on the 23rd. I've got all kinds of 914-6 to sell, so I'll definitely be there.



I hope nobody threw away that bright green flyer I sent out last month about the New Years Eve party. I've received about sixty positive responses so far and hope to hear from the rest of you. Even if you don't plan on attending the party we would like your email address if you have one so we can better inform you of up coming events or changes to the calendar. If you had problems with getting on our web site, you can email me at lloyd.j.demartini.jr@lmco.com or drop me note at my home address. Until next month...

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Volume 39, No. 5

Cover: First time autocrosser Eddie Plantillas negotiates the S turn on the back straight during our first autocross of the season.

Photo by Dave McGuigan

Vote Early and Vote Often: Porsche 911 and Dr. Ferdinand Porsche

LAS VEGAS -- The Porsche 911 (1963-1999) made the cut from 100 original contenders to the final 25 cars vying for the century's top automobile. The Car of the Century organization announced the final voting by the 100 jury members for the top five and overall winner will take place in Las Vegas in December and will be broadcast live on most major news networks.

The public may influence the outcome, said the organizers, by voting on the Car of the Year website <<http://www.cotc.com>> which will remain open for voting until November.

The board of directors of the Car of the Century also announced three additional awards for individual personalities who have played a decisive role in the development of the automobile over the past 100 years. Dr. Ferdinand Porsche is among 82 nominees reading like a car industry who's who. These awards will be for the automotive engineer, designer, and entrepreneur of the century.

Sports Car GT Features Porsche 911 Turbo

REDWOOD CITY, Calif. -- Electronic Arts, the world's largest interactive entertainment software company, announced March 31 it is shipping Sports Car GT for the PlayStation. A company spokesperson said the game gives players a chance to race the fastest versions of the hottest production sports cars on four authentic tracks and three fantasy tracks. The game boasts more than 45 licensed GT cars including a Porsche 911 Turbo.

"With the unparalleled licensed cars and authentic tracks, Sports Car GT signifies a breath of fresh air in the racing category," said producer Frank Hsu. "Players of all different types and skill levels can race their favorite production cars in a game that is incredibly challenging, yet is very easy to learn and extremely fun to play."

Sports Car GT features four authentic tracks from across North America including Laguna Seca and Sebring International Speedway. Each of the tracks is accurately modeled using real-life data to give players a highly realistic and immersive racing experience. The game carries an "E" (Everyone) ESRB rating and has a MSRP of \$44.95.

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911 Battery Draw

by Steve Grosekemper, San Diego Region (from The Wind-blown Witness)

In these days of computer controlled automobiles, static battery draws have become an increasing concern. Static battery draw is power that is drawn from the battery when the car is sitting in a non-operational state. These draws are usually due to memory features in computers, electronic control devices, and aftermarket consumer electronics. It has become commonplace for cars left for extended periods of time to have dead batteries. This is an understandable situation and one that can be avoided: Charge the battery or drive the car!

One situation that can be very frustrating and difficult to repair is an intermittent battery draw. The car that has been starting flawlessly for months can, without any warning, be found to have a dead battery. Of course, when you take it in to your mechanic he tells you that there is nothing wrong with the car. This has been a popular story in our shop this year, and this is what we have found:

Starting with 1987 911's, 1985 1/2 944s, and 1985 928s Porsche made a wiring change to make your car more convenient to live with. They made the power window relay come on with the ignition key, just like they had done since the introduction of that option. However, the simple operation of turning it off has changed.

Where on previous models you simply turned the key off, now a signal from the interior light ground switch turns the relay off. Here is the reason why. You have just pulled into your garage and turned the car off. You pull the keys out and notice the windows are still down, so instead of reinserting the key, you just hit the window button, and up they go! Then as you open your door the relay is switched off and the draw from the relay is gone. This is a really convenient feature, except when the interior light ground switch fails, and leaves the relay on. With this relay on, your battery reserve life may be reduced from weeks to only hours.

Fortunately this problem is easily repaired and even more easily diagnosed. First make sure your interior lights are in the "door on position" and open the door. Do this several times and make sure the interior light comes on every time. Second, turn the car on and then off. Open the door while operating the window. The window should stop the instant you open the door and the interior light comes on.

If your system is not working properly, the problem is most likely a bad or dirty door switch. These switches are located at the front of the door frame next to the door limiting strap.

Due to their design the majority of switch failures will be in 911 cars. The other models use a self cleaning

pointed ground contact switch which is considerably more reliable.

The most common cause for failure in 911 series cars will be a damaged or missing dust boot. (901.615.616.20-\$1.45) If these are damaged or missing, replace them now! Remove the switch by un-screwing it with an 11mm socket. Clean the contacts with a wire brush or replace the switch. (964.613.601.00-\$3.45) This is a great place to use some electrical contact oil as this failure is almost always caused by corrosion from dirt and moisture.

After repair of the door contact switches, go back and retest the power window/interior light operation several times. With this repair complete you will be able to start your car with confidence, even after long periods of down time. Or you could just DRIVE IT !

GOOD LUCK



GGR—Automotion Autocross Time!

Autocross #3

Sun. May 30th

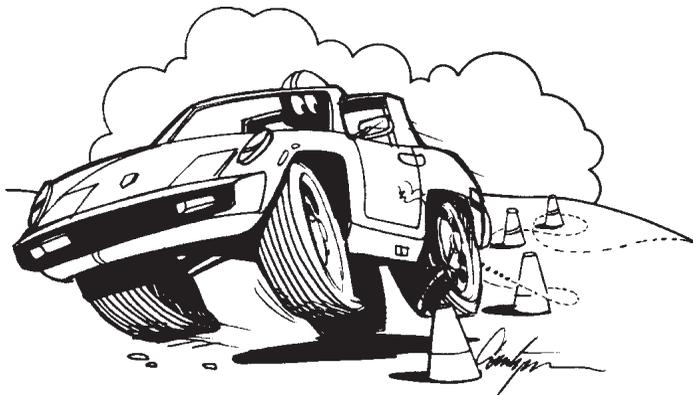
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Autocross #4

Sat. July 10th

Oakland Coliseum

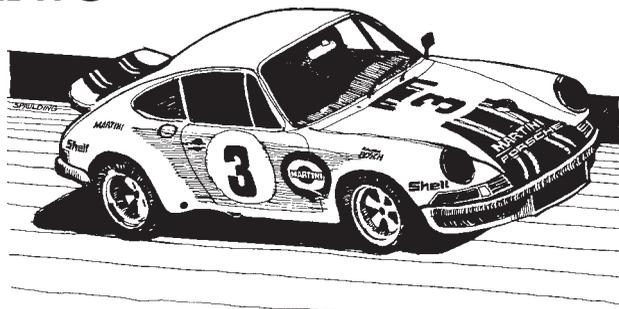
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GGR-Bauer Porsche Time Trial & Driver's Education #3

Laguna Seca

June 12 & 13th



Applications for the June 12 & 13 Time Trial at Laguna Seca are available. If you haven't received your application in the mail, please e-mail Laurie Yonk at Yonk911@aol.com

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



1999 California Challenge
Porsche Club of America
Benefiting the Arthritis Foundation
2nd Annual California Challenge

The California Challenge went into PCA history books last year as the FIRST Zone vs Zone "Competition for Charity". The event is a "points" competition for Concours, Rally and Autox. The overall-winning Zone receives the coveted Perpetual Trophy. Individual trophies will be awarded for Concours, Rally and Autox.

We are pleased to announce the following features of the
1999 California Challenge
October 1, 2, 3

Hospitality night: Friday, October 1st
Concours d' Elegance Saturday, October 2nd
Rally Saturday, October 2nd
Dinner with Special Guests Saturday, October 2nd
Autox Sunday, October 3rd

We have the ENTIRE lawn and garden area for the Concours d' Elegance
Lunch will be served under the tent.

The Rally will begin at the completion of the Concours awards presentation. During your route you will enjoy the superb vistas of Kern River Country! Autocross site at Minter Airport has expanded to include the area from last year PLUS a taxiway and runway! James Dean raced here!

Fees:

1 event \$40.00 per car (Concours & Rally)
(Autox per driver)
2 events \$70.00
3 events \$90.00

Rules:

Concours Zone 8
Rally Zone 8
Autox Zone 7

The rules can be found on the Web: Zone 8 <http://www.pca.org/zone8/rules.html>
Zone 7 <http://www.DerPorsche.net/zone7htm>

Please remember, by participating in more than ONE event, you are helping YOUR ZONE take home the Perpetual Trophy! The 1998 Challenge was a TIE!

Try something different, Rally your Autox car or Autox your Concours car!
The California Challenge Benefits the Arthritis Foundation San Luis Obispo-Kern County Branch.
Questions? 805-541-1721 Alyce Thorp or Hamp Miller 805-781-8605

A block of rooms have been reserved at the Resort \$70.00 + tax (888-517-5500)

If you are entering the Concours, we suggest that you call NOW!

Rio Bravo Resort is located at the base of the foothills, 12miles east of Bakersfield.



FEBRUARY FROLIC 1999

by Rik Larson

Nineteen cars gathered at Kahler's Werkstatt in Dublin for the 1999 edition of the February Frolic. The weather was almost totally clear. From Dublin, contestants went to Livermore for the odometer check, then east on Tesla Road to Cross Road, where we headed north through the windmill farms, east on Old Altamont Pass and then north into eastern Contra Costa County. Many years ago, this was a great area to rallye in, but now, urbanization is taking many of the fine rallye roads. We went through the major metropolitan centers of Byron and Knightsen, both with a total population of less than a thousand. The finish was at a pizza parlor in Brentwood, where food, beverages and bench rallying was enjoyed. All checkpoints were of the do-it-yourself type.

One of my tasks, the day of the rallye, is to look at the cars that have entered, and divide them into classes. I usually divide cars by Porsche models, with a fourth class for all cars using computers and all non-Porsches.

One new feature this year was a general instruction telling all to take a fifteen second pause at all stop signs. This instruction caused several cars to take errors because they failed to count all the stop signs. The Clarks, using a small hand-held mechanical Curta calculator, computed the times in decimal minutes and when converting one of their computations to minutes and seconds, misplaced the decimal and took a fifty one second error when they probably would have had a two or three second error.

As expected, the entrants using rallye computers had the best scores. Helen Ashukian and J. Toney had the best score with a total of two seconds through six checkpoints. Other class winners were Arturo & Meri Bejar, Al Armellini and Rik Larson, and Hubert and Jenny Lee. Congratulations to all.

If you missed this year's edition of the February Frolic, join us next year on Sunday, February 13, 2000.

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FEBRUARY FROLIC 1999 RESULTS

reported by Rik Larson

	+ is Late - is Early	
CLS DRIVER	CP1 CP2 CP3	5 MARK MISENCIK +88 +33 +569
O/A NAVIGATOR	CP4 CP5 CP6 TOTAL	17 MEGAN & MATT MISENCIK +168 +322 +102 991

RALLY COMPUTERS + NON-PORSCHEs

1 HELEN ASHUKIAN/PCA-SVR	0 0 +1
1 J TONEY/PCA-SVR	0 -1 0 2
2 TIM ERRINGTON/PCA-LPR	0 -1 0
2 JEFF DUNCAN/BMW-CCA	-1 -3 0 5
3 STU HELFER	-1 -1 0
4 BILL JONESI	0 -17 0 19
4 CATHIE BERTE	+17 +34 +65
8 PETER SOPER/BMWCCA + TRC	+45 +22 -15 198
5 EMILE HOULE/TTSCC	-1 -456 -6
10 EMILE HOULE/TTSCC	+68 -8 +5 388

LATE 6 CYLINDER PORSCHEs

1 ALA ARMELLINI/PCA-DR	-15 +1 0
5 RIK LARSON/PCA-SVR	+1 -27 -3 47
2 LARRY CLARK/PCA-SVR	0 0 -1
6 MARY CLARK/PCA-SVR	-1 +51 0 53
3 BOB GARDNER/PCA-GGR	-1 -7 -8
7 MARIANNE GARDNER/PCA-GGR	-14 -13 -34 77
4 GARY OEHRLE/PCA-DR	+78 +173 +168
15 NANCY OEHRLE/PCA-DR	+183 +182 +74 858
5 BUD BEHRENS/PCA-YR	-1322 -1077 -1291
19 MARY ANN BEHRENS/PCA-YR	-1242 -1208 -618 1800

EARLY 6 CYLINDER PORSCHEs

1 ARTURO BEJAR/PCA-LPR	-105 +37 -23
9 MERI BEJAR/PCA-LPR	+14 -58 -33 270
2 KIRK BRADFORD/PCA-SVR	-77 -40 -61
12 LINDA BRADFORD/PCA-SVR	-117 -88 -108 491
3 RICH OSBORNE/PCA-DR	+54 +67 +280
13 VEL OSBORNE/PCA-DR	+82 +102 +39 624
4 BENJAMIN OROZCO/PCA-DR	-2 +3 -1204
16 LAURA ULLOA	+78 -668 +882 983

ALL 4 & 8 CYLINDER PORSCHEs

1 HUBERT LEE/PCA-SVR + GGR	0 0 -7
3 JENNY LEE/PCA-SVR + GGR	+1 -8 -2 18
2 GREG ADAMS/PCA-GGR	-62 +33 -20
11 LARRY ADAMS/PCA-GGR	+6 -39 +548 460
3 JIM COOPER/PCA-YR	+58 +30 +119
14 SUSIE GEORGE/PCA-DR	+167 +149 +118 641
4 ARNOLD RAMIREZ/PCA-SVR	-1322 -1077 -1291
18 GLORIA NELSON/PCA-SVR	-1242 -1208 -618 1800

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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 HIGH-SPEED DRIVING SCHOOL AND TIME TRIAL: Heading north late Thursday evening. Orion pointing the way to Willows. Big weekend ahead, Mar 5-7, with 75 students and 36 instructors for the HSDS and a full house for the time trial, including a record total of 23 TT students. Weather uncertain.

This event was a tremendous start to the GGR big-track season. Lots of people, lots of track time and a relatively safe event. Gary Jones' evasive action when a car in front spun in turn 10 took him through the outside embankment and up the hill a little bit, apparently tweaking the tub of car 931. Hopefully it will recover gracefully. That's about it for bad news. A couple of the zoomy drivers were seen mixing and applying fiberglass in the pits as penance for misjudgments of small consequence.

Chairman Masuo Robinson has dubbed the series Flashbacks; the 60's theme was apparent everywhere, with flower decals on cars, peace-sign temp tattoos on cheeks. Club secretary Lori Hageman was probably the most era-evocative with a flower tiara-wreath and 60's face paint. In addition to getting into the theme spirit of things, the drivers voted with their lunch money: 130 people gathered at Franco's for the Saturday dinner, setting a new standard in people hanging together for dinner rather than fragmenting into subgroups.

Of the 140 or so entrants, 97 ran for time on Sunday afternoon. Bill Newlin took TTOD at a 1:59.2. Ray Dicius ran second and moved into second place with a 1:59.97 (but still holds the GGR track record). Lloyd DeMartini, running in the second group, snuck just under Dicius with a 1:59.96 to take second place. Rich McGlumphy and Rich McClelland rounded out the top five. Pattie DeMartini's 2:06.18 just edged out Rebecca Newlin for TTODL. Donna Sylvanovich was fastest woman on street tires, in the potent Dm car she shares with husband Mike Mitchell. Fastest street tires was an orange car. The driver was said to be pleased.

With that many entrants there were plenty of cases of personal bests and lots of fun battles for class points. Jim Biesmeyer showed the way in Bi and Kevin Voigt buried the normally competitive Bp class. Steve Taty took Ji (911S class) and Chris Murray edged out Ken Park in Ki, a class that also featured rookies John Cole and Nils Kjell. In the 8-car Kp class Steve Kuhn beat Tony Mazzagatti by less than .4. Time trialers wishing to purchase photos of their car on the track should check out the website: www.marinphoto.com/porsche.

Traveling home late Sunday afternoon, the shadows of the setting sun turning the coast range mountains on my right to receding layers of dusty purple. Waving at the tow-the-car folks as I occasionally pass them. Tired but happy, a great weekend.

GGR AUTOCROSS: The first PCA autocross of the Northern California season was held 20Mar at Candlestick. The weather forecast included isolated thunderstorms, but all that showed up was a few isolated mistings that never quite managed to impact the driveability of the track.

A crowd of 81 drivers attended. At the drivers' meeting chairman Bert Del Villano asked how many were first-time autocrossers and it seemed like about half the people raised their hands. Actual count of rookies was 16 or so, keeping instructors quite busy during the day. The course, designed by yrhmblsru, was a relatively-straightforward counter-clockwise affair, avoiding most of the bumps and offering the challenge of a gentle, high-speed weave down the front straight. We were joined by about 8-928 drivers who brought out some very impressive machinery.



In dramatic distinction to the traditional course-designer's jinx, the Elf took top time of day. The next four places were occupied by Dave McGuigan, John Teasley, Larry Sharp and Chris Murray. What's impressive about that list and sequence is that all of the cars besides Larry's are lightly-modified, improved-category cars. It's particularly unclear what's got into world-traveller Teasley; '74 Normals aren't supposed to be quite that fast. John Beck took 8th place in his sleeper car, a rather innocuous-looking '72 coupe with a very serious 2.8L twin-plug motor. Look for more good things as John, a 944 and 914 driver, learns the vagaries of the 911 side of the Porsche family. Louise Sousoures took TTODL, graciously allowing Masuo Robinson to have the fastest time in the newly-freshened blue 964 coupe.

Most of the cars faced serious competition in class, especially as several of the experienced autocross women are choosing to run the open classes. Brooks Esser prevailed in Bi, Sandy San won the 5-car D class with Kristi Soo Hoo second, Mike beat Donna, Steve Lau won Ep, Mark Paul Smith beat Dame' Rahal in Ki, but by less than .4 seconds; experienced time trialer Dan Thompson won the 8-person L class with John Erlandson placing second. Next event is at Oakland on Sunday 11Apr.

LPR AUTOCROSS #1: The first LPR event of the season was held at Candlestick Park, Saturday 27Mar. Trailer towing by Chris Murray and course design by Ken Park. New autocross chairman Miles Smith had his hands full shaking the winter bugs out of the autocross process and getting things running, which happened around 9:30. Miles has had quite a baptism by fire, as Candlestick management popped up earlier in the week with conversations that involved severe limits on the number of cars running, fascinating notions of appropriate lot rental fees and the like. By week's end everything seemed headed back to normal, but not without substantial effort on his part.

The course was a delightful combination of normal twisties, a straight with middle and ending kinks (thanks, Lloyd!), a relatively high-speed slalom and enough cones in odd places in the back half to make navigation interesting. It seems that there was a quality-control step missing between the original rough setup and the "let's chalk 'em". Ken and helpers seem to miss all of the legendary Candlestick bumps, save a dropoff in the straight which was, by and large, not a problem. Times ranged around 60 seconds. The surface never seemed to pick up a lot of grip (except for Doug Ostler's Boxster which, when I rode in it was stuck like glue through-out).

The LPR slalom format, which promises lots of runs almost no matter how many cars show up (69 entrants for this event), does require exceptionally tight coordination between grid, all trailer people and the pylon counter. Most of the day ran quite smoothly, but, truth be told, the B group in the morning took a very long time to run and suffered from substantial timing problems of various sorts. But the other sessions, including the afternoon B session ran relatively smoothly everyone who wanted to got 10 runs by 3:30 or so.

When the call came for fun runs there was, at first, very little interest (where are Dan Jones and Ken Masuda when you need them?) However, once a few people decided to run, others showed up and we spend perhaps another 40 minutes letting people get their complete fill. It's a great thing to be able to run until literally no one wants to run any more. There were a couple of good times during the fun runs (can you say 56.0?) that would have been quite lovely if they had been official.

TTOD was the orange car, pressed into additional service as Loki was, once again, experiencing some throttle sticking. Neil Jackson was just a few tenths behind, followed by Chris Murray (top time street classes), Steve Kuhn (in the now- completely-repaired-and-we're-delighted-to-see-it Flame) and John Beck in the 2.8 zoomy-in-process. Cherie Kuhn, in Flame, of course, had TTODL with a 59.0 and Melissa Bauman took TTODL for the women's street classes.

In the class battles, the interesting bits were Kristi Soo Hoo winning the open D class, David Kimes beating both Lloyd and Pattie in Pattie's 951, Ken Park getting ahead of Marlin Neufeld and John Teasly in Gi, Glen Brooksby tak-

ing the normally competitive Li (3.2L Carrera) class by over a second (Jim Bauman retired with a broken shock retainer) and Catherine Siemens getting within a second of her brother Eric in his car. Mike Mitchell was the official cone monster of the day, and though he had two marvelous scratch times, he's now tied with wife Donna Sylvanovich in the autocrosses for the year. Bill Benz rolled to a 59.5, ninth overall, for second in Lm.

The next event will be at Oakland on 10April.

THE SET UP: In the 50's and 60's there was a strong split in the psychological community featuring, at the extremes, the Skinnerian rat-training behaviorists and the Freudians. Much of this has quieted as professionals have sought a synthesis in the middle ground. During this time, a Brazilian behaviorist, working with autistic patients, conducted an interesting experiment. It's easy, with patients of this sort, to train them to carry something around. Two attendants work together. One walks up and hands the patient some object (a broom, in this case), the other follows behind, takes the broom and provides some sort of reward, a sweet or cigarette. By extending the interval the patient will soon be carrying the broom at all times.

What this therapist did next was call in a series of Freudian analysts and ask them to explain why the patient was carrying the broom. There were many interpretations, of course: the broom represents the long-lost child, the broom represents a cleansing . . . whereas the behaviorist just believed the broom represented the results of some behavior conditioning. Finally, in a darkly whimsical move, the therapist published in a professional journal a description of the experiment and the Freudian interpretations, which had the Skinnerians rolling in the aisles and the Freudians quite miffed.

The point of this story here is to introduce the concept of the Set-Up. Consider the case of Jeff Stevenson. He takes a late 911, tacks on some turbo flares, equips the car with delightfully wide tires, sets the suspension a bit low and asks some innocent, unsuspecting, helpful time trial instructor to drive the car for the ostensible purpose of determining the



continued from page 11

fitness of the car and showing Jeff a good approach to quick lap times at Laguna Seca. The unsuspecting instructor drives the car and shows Jeff some quick lap times. However, due to Jeff's car set up and the spirited driving, the left rear tire wears a hole in that classic spot where tires rub on the shoulder of a 911 fender. Perhaps you're beginning to see the parallel.

Now Jeff uses a felt marker to write on the car next to the fender injury and, at the ThunderHill time trial, proceeds to invite EVERYONE he can find over to see the fender which says (see photo at right): "Hank Watts was here! And you want him to drive your car???"

WORKER NEEDED: Someone with web skills and an interest in people is needed to take over from that same Jeff Stevenson the task of keeping the GGR members' site current. The site, www.bushwacker.net/ggr, features a large collection of photos of people and cars, organized by name and car number, heavily focused on time trialing. The ideal candidate would have the ability to integrate MS-Access with Front Page, but anyone who can manage a website and manipulate images will be welcome. Contact Jeff at jeffs@ins.com; he estimates 2-5 hours per month.

COMING UP IN May: A relatively quiet month in store. The Zone 7 Autocross School, 15-16; SVR autocross at Mather, 22nd; SVR's CRAB on the first and second.

THE MART: Greg Sirakides' potent blue '84 time-trial car is still available. George Visgilio's one-owner 1987 924S street/track car: \$9000. 209-466-0129 nites, sbobint@mail.com. RENT-A-RIDE: A seat in an h-class 944 for the Mid-Ohio PCA Club Race (May 15-16) is available to a licensed Club Racer for \$2k; contact "Lars Giersing" jgiersing@aol.com.



Jeff Stevenson was inviting everyone over to see his fender. See Hanks story to the left.

Dirk Bergstrom & Ken Park find an appropriate spot to hang during a quiet period.



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Musical Driving

by Henry Watts, Loma Prieta Region (from PRIETA POST)

Recently I've been more-or-less diligently playing the piano at home after a very long layoff. I used to play in bands, including an every-Friday-and-Saturday-night stint at a sleazy honky-tonk in Redwood City for a year and a half. Talk about suffering for your art! Anyway, besides finding that there is a lot more conditioning to be done than seems reasonable, and trying to find a balance between fun and work at the keyboard, I've had some thoughts about the similarity between playing a piano piece and competitive driving.

It's not surprising, I suppose, that I'd be thinking that way, as it was really the driving activities that got so much in the way of the playing in bands. I'm not talking about just driving around, nor just screwing around on the piano, but, rather, trying for a good lap in a car and trying to get through a specific written piece of music with accuracy and style.

First, both activities take place in real time and are timing-sensitive. Everything must happen at the exact proper moment, whether it's the braking, the turn in, the notes in the main theme or the application of the sustain pedal. Less than truly exact precision and it's sloppy.

Second, the duration is similar, unlike, say the span of concentration required of a competition diver or football player. There are longer tracks (Nurbergring) and longer piano pieces, but two to four minutes is a reasonable span.

Third, done properly, neither is very reactive. Though one does adjust to tire adhesion, changes in track conditions, the keyboard force required and the dynamic range of the instrument, the main thrust is that we've already scoped out the situation and are now trying to execute an ideal lap/playing. Finally, it's not just the exact timing of the activities, but the amount of force, as well. Irregular braking or turning of the wheel will show up as being as sloppy as uneven voicing of a melody line or a two-hand chromatic run.

Because of the similarities of the challenges, I think, there appear to be some similarities in the approach one optimally takes to dealing with the activities. The obvious one is practice. Things aren't going to get done this precisely without some repetitive practice. Secondly, doing either well requires a very high level of concentration; those who don't do this

naturally need to work towards being able to do it when needed.

The next is that old notion of looking ahead. A good driver, while moving toward the apex, is already scoping out the exit of the turn, getting the mind and car ready for what comes next. Looking too closely in front of the car just means that everything that happens is a surprise and doesn't get handled as elegantly as we'd like. It's the same on the piano; one needs to be comfortable enough with the notes immediately under finger to be able to keep the eyes a measure or two ahead, reminding oneself, somewhat at leisure, of what is to come, what is required and to prepare mentally for the tough spots. In both cases an inability to look far enough ahead leads to a certain choppiness.

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The First Autocross Ga



Mike Mitchell in his 944 Turbo



Rob Neidel with his quick 914 placed 12th overall.



Above, some of the 928 crowd. From L-R, Phil Tong, Steve Lau, Damon Louie, Chris Novak, Zonzer (the Mastiff), Susan Kirby, Marc Thomas (sleeping). Below, Devok's "white car" (a 928 with 500 hp, 560 lb-ft at the crank) driven by Steve Lau in its first autocross.



Marlin Neufeld negotiates the course in his 911 Targa.



Gathering of the Season



Above, Larry Sharp is happy to have his 914 back in an event.



Bert Del Villano obviously has everyone's attention before the first run group goes out.



Chris Murray shows off his 911.



Mike Bernamonti in his production class 911SC.



The ever-cheerful Kathleen Kinney on grid at her second autocross.



Masuo Robinson illustrates the fine art of "cone launching" in Louise Sousoures' 911 C2.

Left, Sharon and Shirley Neidel show they know how to relaxing and share a few words during a break.

Photo credits go to;
Hank Watts
Dave McGuigan
Chris and Cindy Novak.

Thanks everyone!!!



Damé Rahal in Mark Paul Smith's 911SC just barely keeps those inside wheels on the ground.

Automotion-GGR Autocross #1 Results

Reported by Dave Mc Guigan

Class	Driver	Car	Best Time	Pts	Kp	Driver	Car	Best Time	Pts
Ai	Stark, Jim	74 914	51.589	20	Km	Blansit, Pete	80 911SC	47.158	16
Ap	Rose, Revis	79 924	55.140	16	Km	Beck, John	72 911T	47.043	20
B	Blyholder, Andrew	74 914	53.827	20	Km	Williams, Harold	73 911E	47.954	16
Bi	Esser, Brooks	73 914	48.453	20	L	Thompson, Dan	87 911	49.784	20
Bi	Seidell, John	74 914	49.206	16	L	Erlandson, John	84 911	50.595	16
Bi	Ohl, James	73 914	50.547	13	L	Neapole, Bruce	89 911	50.923	13
Bp	DelVillano, Bert	74 914	48.280	20	L	Johnson, Ross	86 911	51.435	11
Bp	Drain, Rick	75 914	50.605	16	L	Schackel, Scott	88 911 Cab	52.162	9
BpL	DelVillano, Anne	74 914	55.772	20	L	Suess, Robert	87 911	54.456	7
Br	Neidel, Rob	74 914	47.192	20	L	Zaccalini, Chris	86 911	54.992	5
Br	Aube, Rob	74 914	49.345	16	L L	Boeder, Liz	87 911	53.845	20
BrL	Neidel, Sharon	74 914	47.857	20	Li	McGuigan, Dave	86 911	46.392	20
Bx	Newton, Bill	68 912	49.459	20	Li	Ralston, Jim	86 911	52.635	16
C	Zacharisen, George	83 944	51.296	20	LiL	Kinney, Kathleen	86 911 Cab	56.128	20
C	Petersen, Bob	85 944	53.337	16	Lm	Olney, Tobias	70 914	48.856	20
Ci	Lee, Bob	87 944	53.351	20	Lm	Hall, Willis	70 914	52.526	16
Cp	Smith, Miles	87 944	49.361	20	M	Stea, Daniel	90 911	51.249	20
D	Sans, Sandy	90 944 S2	49.376	20	M	Linsdall, Richard	91 911 C2	53.152	16
D	Soo Hoo, Kristi	86 944T	51.631	16	Mp	Robinson, Masuo	90 911 C2	46.872	20
D	Sutton, Brook	89 944	52.042	13	Mp	Sousoures, Louise	90 911 C2	47.441	16
D	Biaggi, Dan	86 944 Turbo	52.141	11	Mp	Chandler, Tom	89 911 C4	48.578	13
D	Harizopoulos, Y	90 944 S2	55.076	9	N	Silver, Stephen	95 911 C4	49.903	20
Di	Standridge, Dave	86 944T	51.555	20	N	Wang, Eric	99 996	52.153	16
Dp	Mavridoglou, V	89 944 S2	47.273	20	N	Temple, C. Brook	97 911	52.394	13
Dp	Tong, Phil	90 928 GT	50.310	16	Ni	Davis, Ron	97 C4S	48.262	20
Dm	Mitchell, Mike	87 944T	48.319	20	T	Davis, Judy	97 Boxter	53.193	20
Dm	Sylvanovich, Donna	87 944T	49.742	16	Ti	Ostler, Doug	97 Boxster	47.823	20
Dm	Novak, Cindy	88 928	50.626	13					
Dx	Novak, Chris	88 928	48.421	20					
Ep	Lau, Steve	88 928	51.173	20					
Ep	Plantillas, Eddie	88 928	51.741	16					
Ep	Kirby, Susan	93 928	51.964	13					
Ep	Louie, Damon	80 928	53.680	11					
Ep	Estridge, Tommy	88 928 S4	58.262	9					
Fm	Sharp, Larry	74 914-6 GT	46.647	20					
Gi	Teasley, John	74 911	46.479	20					
Gi	Park, Ken	73 911T	48.697	16					
Gi	Neufeld, Marlin	72 911	49.232	13					
Gi	Jameson, Thomas	70 911T	51.248	11					
GiL	Thomas, Eugenie	68 911	54.239	20					
Gp	Chloupek, Graham	70 911T	48.397	20					
Gm	Bergstrom, Dirk	73 911	46.960	20					
H	Robinson, Rob	76 911S	50.721	20					
Jp	Watts, Henry	69/73 911S	45.467	20					
K	Hickman, Dave	81 911SC	50.155	20					
K	Weathers, Wayne	80 911SC	50.969	16					
K	DiGeronimo, Brent	80 911SC	52.118	13					
K	Ofner, Victor	81 911SC	53.962	11					
K L	Ofner, Shelley	81 911SC	56.412	20					
Ki	Murray, Chris	78 911	46.813	20					
Ki	Smith, Mark Paul	81 911SC	49.626	16					
Ki	Rahal, Dame'	81 911SC	50.011	13					
Ki	Merrill, Parker	83 911SC	50.069	11					
Kp	Bernamonti, Mike	80 911SC	47.118	20					

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Top 10 Times from Autocross #1

Jp	Watts, Henry	69/73 911S	45.467
Li	McGuigan, Dave	86 911	46.392
Gi	Teasley, John	74 911	46.479
Fm	Sharp, Larry	74 914-6 GT	46.647
Ki	Murray, Chris	78 911	46.813
Mp	Robinson, Masuo	90 911 C2	46.872
Gm	Bergstrom, Dirk	73 911	46.960
Km	Beck, John	72 911T	47.043
Kp	Bernamonti, Mike	80 911SC	47.118
Kp	Blansit, Pete	80 911SC	47.158

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by Paul Lighthill, Riverside Region
(from PORSCHE GEDANKEN)

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Sacramento Zone 7 Concours #1 Scores

reported by Roger Wiersema

March 28, 1999			Competition			
Name	Region	Score	1st	Glen Brooksby	Sacramento Valley	233.5
356 Wash n Shine						
1st	Stuart McIntosh	Sacramento Valley	185.5	911 Wash n Shine		
				1st	Phil Lawrence	Sacramento Valley 197.75
				1st	Clinton Wong	Golden Gate 197.75
356 Full				1st	Jeffrey Pisciotto	Sacramento Valley 197.75
1st	Mark Smedley	Sacramento Valley	246.75	2nd	Mike Young	Redwood 197
2nd	Ted Blake	Sacramento Valley	244.75	3rd	Jason Daley	Sacramento Valley 196.5
Water Street						
1st	Norm Swanberg	Yosemite	243.75	4th	Derek Drake	Sacramento Valley 192.75
2nd	Jim Finley	Sacramento Valley	239.25	5th	Howard Ross	NON MEMBER 188.75
914 Wash n Shine						
1st	Joe Pitta	Sacramento Valley	198.25	911 Street		
				1st	Ed Dugan	Diablo 239.5
				2nd	Kent Brandon	Sacramento Valley 233.5
				3rd	Alan Nishimoto	Sacramento Valley 232.75
914 Street				4th	Bob Andre	NON MEMBER 228.5
1st	Gerry Wade	Sacramento Valley	240	5th	Lowell Irwin	Sacramento Valley 223.5

1999 Concours Series

#2	23 rd May	Sun	Golden Gate Region at "Automotion", Sunnyvale
	+ Swap Meet+		Roger Wiersema (510) 843-6166, Concours Bill Benz (650) 328-4221, Swap Meet
****	20 th June	Sun	Palo Alto Concours, Stanford University, Dick Cottrell (650) 692-2100 ****Porsche Classes***
****	Zone 7/ SCCA		Roger Wiersema (510) 843-6166 Limited Entry *****
#3	27 th June	Sun	Loma Prieta Region at "Partsheaven", Hayward
	+ Swap Meet+		Roger Wiersema (510) 843-6166, Concours Ralph Maines (408) 246-3649, Swap Meet
#4	18 th July	Sun	Monterey Bay Region @ TBA Joanne Gimbel (831) 594-7407
#5	1 st Aug.	Sun	Golden Gate Region at "Carlsen Porsche", Palo Alto
	+ Swap Meet+		Dick Cottrell (650) 692-2100, Concours Bill Benz (650) 328-4221, Swap Meet
#6	22 nd Aug.	Sun	Diablo Region at "Blackhawk Museum", Blackhawk
			Roger Wiersema (510) 843-6166
#7	19 th Sept.	Sun	Yosemite Region at "Wine & Roses", Lodi
			Pat Ikeda (209) 473-4628
#8	2-3 Oct	Zone 7	"Challenge 1998" Zone 7, Zone 8, Bakersfield, CA. THIS IS FOR ZONE POINTS
			Roger Wiersema (510) 843-6166
#9	10 st Oct.	Sun	Redwood Region at "Vintage 1870", Yountville, Al Schafer (415) 499-1209 Tentative Date
Other Events			
	2 nd May		Hillsborough Concours, Hillsborough, Linda (650) 342-8779
	9 th May		Greater Valley Concours, Fresno State (209) 438-6367
	30 th May	Diablo	Auto Enthusiast "Wash & Shine/Indy 500" Party, Danville Livery "Porsche Only", John Kinsfather (925) 831-8109
	6 th June	SCCA	Sacramento Concours, Sacramento (916) 920-4107, Steve Miller (510) 654-0618
	8 th Aug.	PCA	Porsche Parade, Quebec, Canada.
	11 th July	SCCA	Lafayette Concours, Acalanes High School, Lafayette, Steve Miller (510) 654-0618
	18 th July	SCCA	Santa Rosa Concours, Santa Rosa, Steve Miller (510) 654-0618
	27 th Aug		Concours Italiano, Quail Lodge (425) 688-1903, Porsche Corral, Dick Cottrell (650) 692-2100
	27-29 th Aug	Monterey	Historics, Laguna Seca Raceway, Auto Union Marque
	29 th Aug		Pebble Beach Concours, The Lodge, Pebble Beach
	19 th Sept	????	Chico Concours, Cal State University, Chico (530) 345-6701
	?? Nov	PCA	Zone Seven Awards Banquet, Scott's Seafood, Walnut Creek, Mary Ann Behrens (209) 477-6496



1999 ZONE 7 CONCOURS SEASON IS HERE!!!!



THIS YEAR'S SEASON PROMISES TO BE ONE OF THE BEST EVER!!!!

SWAP MEETS:

This year will include something for everyone. The Premiere Events are the combined Concours / Swap Meets. We will again host these at Automotion, Partsheaven and Carlsen.

FAMILY EVENTS:

In the past two years, two additional events have become a must for Concours. Lodi provides a scenic venue on the lawn of the Wine and Roses Bed and Breakfast, along with one of the best brunches to be found anywhere in the Greater Bay Area / Sacramento Valley. It is an event for everyone.

The California Challenge, happening the first weekend of October, has been added as an official Zone Seven event for Zone Points. This is a fun filled weekend with Concours, Autocross and Rally. Come down to Bakersfield and show Zone Eight how to Concours.

Another event, which is becoming an event for the entire family is the Vintage 1870 event in Yountville (on the way to the wine country). This venue provides access to great shopping adjacent to the Concours site, great dining in the area and time to do some wine tasting.

TUNE UP FOR PAREADE 2000 – SACRAMENTO, CA:

In addition to Concours, Swap Meets, shopping and great events for the family, this years events will give you a chance to tune up for parade 2000. If you are a regular Concours participant or if you are planning to make a serious challenge at parade 2000-in Sacramento, this season would be a great way to prepare. Zone 7 Concours judging has been shown to prepare participants for the big time. In Portland in 1995 the Zone had over a half dozen first in class winners!!! In 1996, 1997 and 1998 the Zone had additional First in Class winners.

LEARNING CONCOURS JUDGING:

Zone 7 offers anyone who is interested, an opportunity to learn to judge Porsche Concours. Learning to judge offers a unique opportunity to learn more about your car as well as other Porsche models. Learn what makes the difference between a nice car, a great car and a Concours Winner.

OTHER EVENTS:

Two other Special events that I want to mention are the Palo Alto Concours in June and Concours Italiano in August. Palo Alto will have two very special Porsche Classes as well as all nine of last years Porsche winners. Entry is limited so get your entry form in soon. Once again we will have a Porsche Corral at Concours Italiano. This is a great way to start off the Monterey weekend on Friday looking at some Beautiful Italian Machines and parking with your fellow Porsches.

See You On The Grass,

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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April Board of Directors meeting

The meeting was called to order at 7:20PM at Buttercup Pantry restaurant in Pleasanton. Board members present were Tim Gallen, Mike Bernamonti, Ken Shahoian, Lori Hageman, Bill Benz, Dave Dunwoodie, Mary Beth Wilson, and Len Ott. Also in attendance were Past President Larry Sharp and Patti DeMartini. President Lloyd DeMartini was not in attendance.

Calendar changes:

GGR Cinco de Mayo Dinner officially on calendar, May 8, 1999. Friday, June 11, 1999 will be pre-time trial practice day at Laguna Seca. All calendar changes can be found on the GGR Website.

Postmortem of events:

High-speed drivers school enjoyed a very high attendance, instructors were kept very busy. Time trial had 140 participants, only 2 cars damaged, enthusiasm was high. Autocross well attended and fun was had by all. Thank God It's Porsche Friday had over 30 people in attendance.

Directors Reports:

President: Check was delivered to Treasurer from National's Quarterly Rebate- \$4488. Zone 7 calendar was delivered to Vice President for inclusion in calendar. Zone 7 autocross packet delivered to Competition Director from Zone 7 Rep. National Minutes from Board Meeting and Executive Council meeting are available.

Vice President:

No report

Treasurer: Time Trial #1, the high-speed drivers school, and the Automotion Autocross #1 all made money. Last year's general ledger has been delivered and GGR's taxes are under processing and will be done by May 15, 1999. Revised budget still shows a deficit; however, if success rates of past events are indicative of future events it is likely that we will break even.

Membership: Board unanimously accepted 35 new members, 30 members expected to be deleted. Invitations to New Member Socials were distributed to Board members, and mailed to new members and RSVP's are coming in. Director gave Board Members cards identifying membership

director and how to contact him for distribution to interested Porsche owners.

Competition: City of San Francisco threatened to cancel GGR rights to Three-Com Park due to concerns over safety of events. Competition Director believes concerns have been alleviated and autocross use will continue. Dick Cottrell award will be less expensive than previously considered. The text for the award was discussed and approved. Competition needs to establish a Rules Committee to address the deluge of requests for Rules Changes. Committee will make recommendations and elect representative to propose changes to the Board for approval. All changes must be approved by the Board and will be published on the Website. All changes will take effect in 2000, except for Emergency changes, such as creation of a 996 class for Time Trials.

Secretary: Cam Carrington volunteered to be Panorama Reporter. Secretary will meet with Past-President Larry Sharp to discuss what is involved.

Social: Event budget for Grandma's Dinner, on May 8th, was given to Treasurer. Malibu Fun Day is likely to be cancelled. The Mother Lode Tour will also be cancelled this year due to lack of leadership. A volunteer is sought.

Nugget Editor: Cam Carrington has also volunteered to be the new Nugget Ad Manager, will be contacting advertisers as soon as he can. The May Issue will need to be submitted before April 15, 1999 this month due to Editor's time crunches.

Webmeister: Nothing to Report

Old Business: Boxster ruling on Time Trials: all consulted individuals have expressed their comfort with allowing Boxsters to run with the Bray-Krause modified roll bar and the hard top in the lower classes. Motion was made to allow Boxsters with Bray-Krause roll bar and hard top to run in Stock and Improved classes. Motion was carried, with only Membership as dissenting vote. This will go in the books as an Emergency Rule Change and will take effect immediately, allowing Time Trial Chair to accept

applications at his discretion. Membership Rosters are finished and will be available at Buttonwillow. Responses to President's mailer have started to come in. 57 people have so far responded that they would like to attend. It is unlikely that we will find a room at this point for 100-200 people if we delay any further. The Board will vote on this issue at the next meeting.

New Business: Membership informed Board that he is hearing concerns from membership regarding the lack of variety of GGR events. Options of sharing events with other regions were discussed, including sharing a Rallye with Diablo, etc. No action item was assigned. Vice President suggested idea for event: Boxster Gourmet Box Lunches. Event would work like a mini-concours, showing off new Boxsters and share ideas and hints on owning Boxsters. Volunteers needed to organize such an event. Nominations for national awards, given at Parade, are due; Louise Sousoures will be nominated for enthusiast of the year. It has come to the attention of the Board that the membership list is being used to solicit business. President will draft letter to responsible party prohibiting future use of the membership list for such purposes. Discussion was held regarding increasing the fees for Time Trials, based on increasing costs of events and current budget situation. Currently other clubs charge more than \$75-\$100 more per event. Concerns regarding decreased participation due to increased entry fee were raised. A motion was made to officially consider raising Time Trial fees \$10-\$15 per event, and Autocross fees \$5 per event for last two events, and to solicit feedback from Autocross Chair and Time Trial Chair regarding issue.

The meeting was adjourned at 9:00PM. The next Board of Directors meeting will be held on May 5, 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:

39 Year Anniversary

Frank & Norma Nocera
Karl & Susan Keller

36 Year Anniversary

George & Shirley Neidel

35 Year Anniversary

Joe & Darla Reitmeir

34 Year Anniversary

Robert Lauffer

31 Year Anniversary

Robert & Marilyn Burn

30 Year Anniversary

Tony & Roberta Reid
Paul & Ingrid Lang

15 Year Anniversary

Suzanne & Bill Stroh

10 Year Anniversary

Richard Walton
Philip Nicol

5 Year Anniversary

Gary & Alice Jones
William Robertson
Charles & Hertha Fintel
J Peter Bardwick
John & Karen Jane
Costanza
Ralph & Karen Aceves
Neal & Toni Crispin

New members

Please join us in welcoming our newest members.

Official Count

New Members	35
Transferring In	4
Transferring Out	1
Total Members	1625

Transferring out



In the Spirit of Vintage Racing.

Two years ago, the Porsche Unlimited Group (PUG) was formed by several veteran Bay Area Time Trialers interested in safe, fast and fun wheel-to-wheel racing in their Porsches. PUG runs under rules similar to vintage racing, which do not tolerate unsafe or overly-aggressive driving.

The Porsche Unlimited Group is pleased to announce an expanded schedule for 1999, which includes events with the SCCA vintage group and NASA. For the events run with NASA, we'll provide the added thrill of "mixing it up" with a select group of BMW Club Racers-- a Porsche-BMW exclusive!

For more information on the Porsche Unlimited Group and our racing requirements, or to become a PUG member, please contact one of the persons listed below.

STEP UP FROM TIME TRIALING!

EXCITING NEW RACE SERIES!

SAFE, FUN AND FAST!

1999 PUG Schedule of Events

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

1999 PUG Event Co-Chairpersons

Ted Phillips
(510) 482-1249
twpmgp@value.net

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

PUG Membership

Lloyd De Martini
(925) 606-8543

Marketplace

VEHICLES

1963 356B SR#119628 1600N Ruby Red/Black with electric sunroof, Calif. black plates. Car has been stored 20 yrs. Very straight body. 55K original miles. Car purchased one year ago from original owner. Original manual, tool kit, keys, etc. \$10,000. John Pedroni - Lafayette, Ca (925)283-2822

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

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

1969 912 Chassis, with 911 conversion by Garretson's, 2.2 ltr engine with Webers, 915 gearbox w/shortshift, RSR flywheel, Sintermetallic disc, suspension by Dwight Mitchell, adjustable spring plates, 23/28 mm torsion bars, adjustable sway bars, turbo tierods, full roll cage, duck tail, RSR front spoiler, maintained by GD Racing, no rust, never bent, Time Trial history, Burgundy/Black, a real beauty, and streetable \$12,500. Call Gary at 415-468-2729 or e-mail greyfox@hooked.net

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 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" Panasports racing rims with Hoosiers. Race/fun ready! \$8500 with Panasports, \$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

1975 911 Carrera Sunrf Cpe. #272 of 395. Same original Los Gatos owner for 23 yrs. 27,400 fully documented miles from new. 100% original and UNRESTORED. Museum quality. Still smells brand new! Special order gemini blue with tan leather interior. Best orig.

Carrera in U.S.? \$19,500 FIRM! Call Chris at (650)591-1301.

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 alexflorea@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

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

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

1991 911 C4 Coupe, 77,000 miles, black with black full leather interior, excellent condition, CD Player, WPOAB2961MS410091, \$34,900 Jim in Mountian View Ca at 650-965-2128 or boland,jim@ssd.loral.com

PARTS & MISC

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

Box of 914 parts. Free, or trade for Porsche poster. Set of 914/6 tinted door glass, 4 pieces, \$75 or trade for really nice vintage Porsche poster. (408) 395-9171 email: a.hospodor@ieec.org <mailto:a.hospodor@ieec.org>

For sale - 911 black leather seats, newly recovered, like new. Were \$1300 will sell both for \$800. Alloy wheels from '78 Targa - dirty but straight, 2-6x16, 2-7x16 \$200 for set. 911 steering wheel includes leather recover kit (\$35 value) for \$50. Call Danielle (650) 948-9025

17" Factory 996/Boxster Turbo Twists, set of 4, (2) 7x17, (2) 8.5x17, Taken off '97 Boxster. \$1,000. Call Dave at 925-258-0641 or email david.j.standridge@ac.com.

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

For Sale: 3.0L 911 Twin plug heads; new guides; B/O or trade (see wanted). Buyer pays shipping. Ron Halfhill, (800)595-0235.

911 Parts for sale: roll bar with x-brace and belt hoops, \$175, (4) American Racing 15 x 7s mags (weighs about 17 lbs each) perfect for vintage or period look \$225. B & B stainless steel muffler, dual inlet and single outlet for 74-up (hurry up before I put them back in the car) \$400. (1) only H-1 Euro headlight assembly \$75. Weltmeister short shifter kit with 915 shifter and base \$60. Early 911S leather covered steering wheel \$50. SC rear engine lid grille \$35. Very rare factory fiberglass 1970 911ST front bumper \$\$\$\$ Cris Huergas (510) 523-7763 home or (415) 541-4549 work or e-mail: crispin_d_huergas@ffic.com

New Parts - still in the original boxes: 2- Ball joints (w/pins, nuts & washers) for '72-'89 911/930, '73-'76 914 \$110. 1- Breather hose for '74-'79 911 \$20. 4- Front wheel bearings (inner & outer w/seals) for '65-'89 911 \$40. 1- Accelerator link for '74-'89 911 \$10. 2- Shifter coupler bushings for '65-'86 911 \$5. 1- Bosch fuel filter for '77-'80 911 \$5. 6- AIR injector plugs \$5. Call Rod @ (925)314-0914.

Parts for sale: Wheels- Set of 4 Fuchs 7&8x15 (from '80 Weissach Ed. 911) with 225/50 Yokohama A-008RS tires (75% tread) \$450. Oil cooler- AJ USA, front fender mount (Carrera-style) w/braided lines, like new, \$375. Seats- Sport seats (black) from '79 911SC, fair condition, \$250. Safety harness- Simpson Cam-lock 6 point w/mounting hardware, for '65-'89 911, black, like new, \$125. Harness bar-Dave Turner Motorsports, allows use of stock shoulder belt, for '74-'89 911, like new, black, \$100. Locking lug nuts- black anodized aluminum, look like stock lugs \$20. Call Rod @ (925)314-0914

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

WANTED

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.

Driving to Parade? Want some company? Let's caravan. Contact: Horace Searcie, 209.545.5049.

Wanted. Someone who would be kind enough to take my autocross tires to and from the Parade at Mt. Tremblant this August. I'll carry one for a spare, so you only need room for three. If you are trailering a car or RVing to parade, and would be willing to do this, please give me a call at (408) 257-6575 night, (408) 756-0910 day, or email me at zaccone@batnet.com Thanks. Terry Zaccone

WANTED: Lightweight trailer for towing a 911. Call Ken at 408-922-9385 days or 408-842-3766 eves.

WANTED: 356 convertible/cabriolet project car - any year. Call Ken at 408-922-9385 days or 408-842-3766 eves.

Wanted; For 914; L&R Tail light housings and lenses in top condition. Rear chrome bumper for 914/6 (NOT 914/4). "914-6" gold lettering badge for rear panel. PAss. side front fender. Rear valance (porthole type underbumper for 914/6). Ron Halfhill, (800)595-0235.

Wanted: 911 R wheels, 15 x 7, fair to good cond. must be straight and true. Any early 911 Recaro or Scheel race bucket seats, any condition. Chrome license plate holder from Vasek Polak w/Porsche crest. Factory aluminum rear engine lid and rear panel. 69S aluminum pressure plate and clutch disc. Used 81-83 911SC or Euro SC pistons & cylinders. Phone, Cris Huergas (510) 523-7763 home or (415) 541-4549 work or e-mail: crispin_d_huergas@ffic.com

Wanted, two 8x16 Fuch alloys with excellent rims. Rebuildable 3.2L longblock core, used 3.2L cylinders to bore out, scratched or worn okay, individuals okay. Valve spring tester to measure seat pressure and installed/compressed height. Front hood and front fenders for a 70-73 911, must be in excellent shape. Victor Ofner. (415)239-0398

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

May

- 1-2 Fri/Sun **CRAB 27** hosted by the Sacramento Valley Region. Contact Mike & Sue Ambrozewicz (916) 965-4542.
- 5 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 8 Sat **GGR Adopt-A-Highway**. Call Jean Ohl at (650) 341-9020.
- 8 Sat **GGR Cinco de Mayo** social at Pedro's in Santa Clara. Call Shirley Neidel (408) 225-8103 for details.
- 8 Sat **Zone 7 Rallye #2 - Spring Flowers** - SVR - from Mocha Joe's, Davis. For info, call Rik Larson at (916)481-6084.
- 9 Sun **DR Paralleler's Ski Club Rally** from Site TBA. For info, call John Clever at (209) 835-4100 or e-mail:JRClever@pacbell.net
- 14 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 15-16 Sat/Sun **Zone 7 Autocross School** - 3 Com. For more information contact Masuo Robinson, 916-427-9690
- 22 Sat **SVR Autocross**. Mather Field, Sacramento. Contact Glen Brooksby 916-484-7257 for more info.
- 23 Sun **Automotion-GGR Zone Concours #2 & Swap Meet** at Automotion, Sunnyvale. For info, call Dick Cottrell at (650)692-2100. See ad on back page.
- 29 Sat **LPR Autocross** 3-Com Park. Call Dirk Bergstrom at (650)473-6853 for details.
- 30 Sun **GGR-Automotion Autocross #3** - 3-Com Park. Call Bert & Ann DelVillano (650) 592-0673 for details.
- 30 Sun **DR Region Concours, "Wash & Shine"/Indy 500" Party**, at Auto Enthusiast, Danville Livery, Danville. For info, call John Kinsfather at (925) 831-8109.

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 **Zone 7 Rallye #3 - Summer Solstice** - DR/YR. Contact John Clever (209) 835-4100.
- 19 Sat **SNR Zone Autocross #3 and Kiss Me I'm Basque Weekend** at Stead Field, Reno. For info, call Pat Costin at (702) 348-6177 or Betty Hollman at (702) 885-9627.
- 20 Sun **Zone 7 Autocross #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 #4** - Oakland Coliseum. Call Bert & Ann DelVillano (650) 592-0673 for details.
- 11 Sun **LPR & Zone 7 Autocross** - Oakland Coliseum. Call Dirk Bergstrom at (650)473-6853 for details.
- 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 **Monterey Bay Region Zone 7 Concours #3 @ TBA**. Call Joanne Gimbel (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 **Zone 7 Rallye #4** - Diablo Region. Pic-Tour. Contact John Clever (209) 835-4100.



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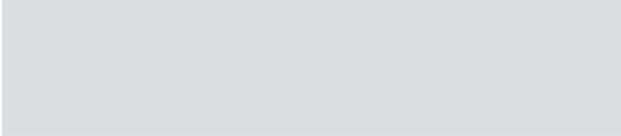


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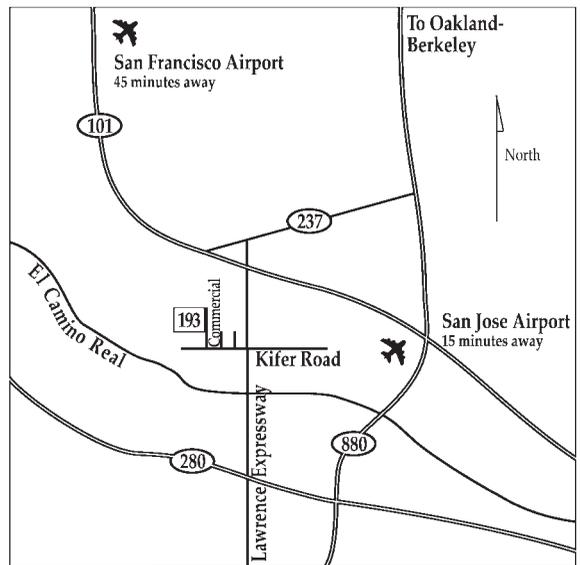
Mark the date on your calendar: Visit us Sunday May 23rd

Swap Meet stall sales—set-up 6:30 am, \$10.00 each; first come, first serve. Proceeds donated by Automotion and PCA-Golden Gate Region to VIA Charity to help the crippled children. West Coast Porsche Swap Meet is open to public 8am-3pm. Karen Neidel 408-225-5356.

Concours—\$15.00 per entry. Run under PCA Zone 7 rules. Concours opens 9:00am for viewing. Contact Roger Wiersema at Roger@Musicannex.com or phone 510-843-6166. Judging begins at 10:30am.

Automotion—Showroom open 8:00am to 3:00pm. Fill out a door prize entry form to win *thousands of dollars* worth of prizes. Winners need not be present; drawing will be on Monday. Pick up a free copy of our 1999 catalog.

Location—in Sunnyvale at 193 Commercial Street. From Lawrence Expressway, turn West onto Kifer Road, go 3 blocks and turn right at Commercial St. Automotion is on the left at the end of the block.



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