

October 1999

The Nugget

Golden Gate Region • Porsche Club of America



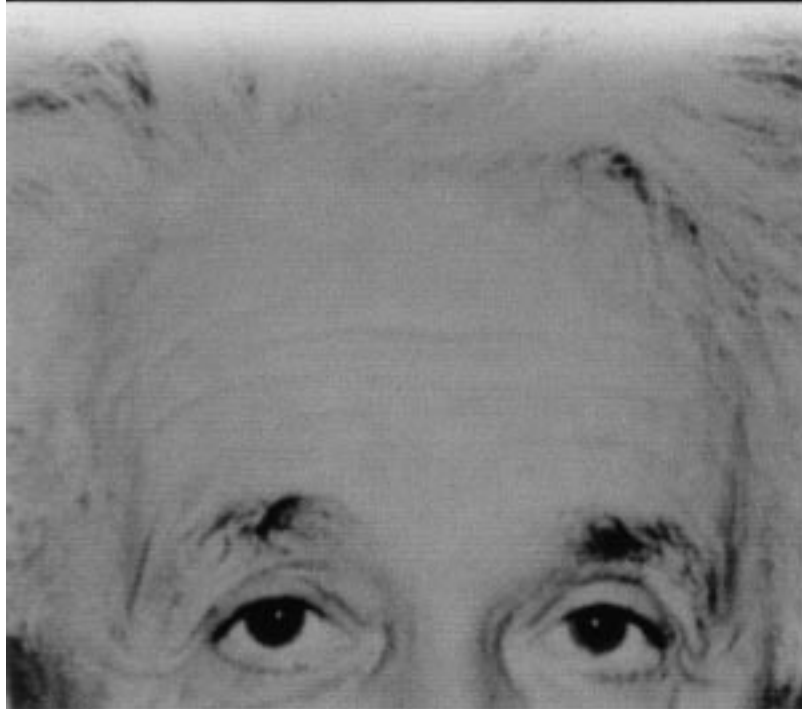
Inside

Mont-Tremblant
Attention To Detail
914's 30th Birthday Party



**Did Albert Einstein
have a current resume?**

**Would you hire him
anyway?**



**The best people
probably don't have
a current resume.**

**Will you turn
them away?**

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October already! It seems like I just started this job a short while ago. Not much time left of this year, but there are still plenty of activities left. With Time Trials, Autocrosses, Rallye's, and Partying still to look forward to, it is hard to believe Board elections are only a month off. The Board has put together a nominating committee and they will be looking for new candidates for next year's Board of Directors. So if you want to influence the way the Club functions, now is the time to step forward and volunteer. We desperately need a Nugget Editor for next year. If you are at all interested in desktop publishing and want to get involved in the Club, here is your chance to help and get a new computer to use to boot (pun intended.)

Don't forget the New Year's Eve Party! MaryBeth has put together a spectacular evening to bring in the New Year. The first 120 people to sign-up will get a chance to do a little dancing, gambling, wining and dining, along with the chance to win some fabulous prizes. In the past, the New Year's Eve party has always been a blast, and this year is stacking up to be even better. Remember – the deadline is December 5th, but sign-up early to guarantee a spot for the Year 2000!

By the time you receive this issue, Pattie and I will most likely be flying home from Italy and reluctant to tackle anything too strenuous, so I might talk Larry Sharp into writing November's article. When we went two years ago we had a whirlwind tour of most of Italy in the 9 days we had for site seeing. Traveling down the Autostrada at a 120 mph in our Fiat Van with five people and their luggage was quite an experience. I surprised a lot of BMW and Mercedes owners along the way. I think I set a new track record for a Fiat Van from Florence to Rome (200 miles) in 2 hours, but that's discounting the 2 hours it took me to find the Hotel once we were got to Rome! This time we are taking a more laid back approach and taking our time visiting the Lake Region of Lombardy, then spending a few days in Venice, with a final stay with relatives in Rapallo. I'll be thinking about my duties as your President while I'm absorbing the ambiance of the Italian countryside. Yeah, right! Not!

Ciao till next month...

Staff

Editor

Dave Dunwoodie
(408) 779-0389

Billing Manager

Cam Carrington
(925) 934-3531

Zone 7 Rep

Mary Ann Behrens
6424 Culpepper Place
Stockton, Ca 95207
209 477-6496

Mailing

Patricia Kindred
(408) 778-1025

Circulation

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

Inside line

News

Braking news	6
Events calendar	26

Features

Shop talk: Attention To Detail	5
914's 30th Birthday Party	8
Mont-Tremblant	13
Working A Corner Station	18

Columns

President's column	3
For the Record	21
Members	22

Volume 39, No. 10

Cover: To cash in on their door prizes of a free time trial entry, Pattie De Martini, Evan Williams, and Marlin Neufeld had to dress in appropriate attire.

Photo provided by Pattie De Martini



As the end of my term as the editor of the *Nugget* approaches, it is time for someone else to step up for the job. I've tried to make it as painless as possible for the next editor. The club just bought a new Mac that is much faster than the previous computer. Now my personal Mac seems to have slowed down, compared to the new Mac.

Next month we will have two new changes for the *Nugget*. A new printer, and a mailing house for the labeling and delivery of the *Nugget*. Hopefully, the mailing house can speed up the time it takes to get

the *Nugget* into your mailbox each month.

Last month at our mailing party for the September *Nugget*, one of the members held up the *Nugget* and said "Oh, Porsche butts..."

Till next month,

Advertising sales

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1/8 page	\$20	\$16	\$14
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Attention To Detail

by Matt Zakarian, Metro New York Region (from PORSCHE POST)

Removing Unsightly Blemishes

This month I'd like to cover a topic that I haven't discussed here before, but about which I have often been asked. It is the process called "Paintless Ding Removal." This procedure is designed to remove small indentations (i.e., door dings or hailstone dents) in the sheet metal of your Porsche, without using any body filler or paint. As far as I know, the process was invented on the production line of a German manufacturer to repair cars that were damaged on their way through the factory. You may know the procedure by the names of companies that practice it: Dent-X or Ding King and others. It is used extensively by used car dealers to refurbish cars to be resold.

When you see the process performed by a skilled technician, it's almost like magic. One second you see the ding, and the next second it's gone. But I must state the one Law of Ding Magic: The Procedure Is Only as Good as the Technician. I've heard many stories of how a particular company was recommended between friends, but the second friend was terribly dissatisfied, even though he went to the same shop. Why? Because a different technician worked on the second car. One important thing to remember is that if a ding is pushed out too far, thus stretching the metal, in most cases the damage will not be able to be repaired. This is one case in which not to be penny wise and dollar foolish.

There are limitations as to the damage that can be repaired using this method. These include the size of the ding, whether it's sharp or not,

whether the metal has been stretched and whether a previous attempt has been made to repair the area. Any qualified technician should be able to tell you the chances of removing blemish without cracking the paint. Here are several questions you should ask of the technician:

* Will holes be drilled in order to reach the damaged area? (Not necessary in most cases.)

* Will they charge you even if you are not satisfied with the repair?

* Do they have shop insurance?

* Will they let you examine the repaired area under the same light with which they worked? (You can see a lot more under these. That's why they use them.)

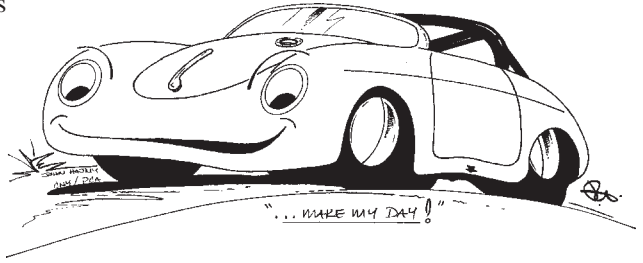
* Will they furnish you with references? (I recommend personal references over dealer ones, because most dealers are more interested in low prices than meticulous quality.)

Paintless ding removal is usually priced by the panel. The cost ranges from \$100 to \$175 per panel for up to three dings. (Additional dings cost extra.) In closing, my opinion is that this procedure is more than worth the money, and in most

cases can save an expensive trip to the body shop. But it's Caveat Empor! (In case your Latin is only pig, that's Beware, Buyer!)

Tip of the Month

Cover stone chips in windshields



with clear tape as soon as possible to keep the glass clean, dry and repairable.

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Braking news

The PCA Register Program Is Looking For A Few Enthusiastic Vintage Advocates

by Jim Pasha, PCA Special Interest Group Coordinator

The PCA Register Program is growing at a steady pace, much due to the enthusiasm of the Advocates and participants. The 914 Register will be holding its first major activity in the coming months as will the 928 group. Consult your PANORAMA for the dates and locations. Many groups are online with chat rooms or websites and many informal meetings and PCA related activities are starting to take place. This is what the Register Program is about: talking to other members with like interests.

The PCA Vintage Register

To reach out to owners of the 356 and pre-1965 racing Porsche membership, we are forming a Vintage register with two divisions. Those are 356 production models and a group for the racing models including documented 356-based race models. The latter would include any 356 that has a race history from the pre-1965 era and all 4-cam derivatives as well. We are well aware of the fact that many of the race cars are still in existence but owned by collectors. We would like to encourage their participation in PCA activities such as Parades, Zone or Regional Concours or even Club Racing/Driver's Ed events. If you are a 356 owner or an owner of a race model such as a 550 Spyder, RSK, etc. and would like to participate as an Advocate, please contact me directly at the address listed in PANORAMA magazine (see below). We will need an interested and active Advocate for each Vintage group.

A note for signing up for a register. If you have access to the internet, you may obtain a register signup sheet by going to the PCA site, www.pca.org, and then selecting the Member Goods and Services button. You will find a line for signing up for the register. Follow the instructions for printing the form and send it to Ruth Harte at the PCA National address printed in PANORAMA or listed at the site. If you own a 356 or 4-cam race car, just send in the form and we will consult with you to find a good Advocate for each group.

Remember, if you have an idea for your region to sponsor a Register group activity, please contact the Advocate of that group or myself to get things rolling. And of course, if you want to start a group, either write or e-mail me.

Jim Pasha
PCA Special Interest Group Coordinator
316 Ethan Court
San Ramon, CA 94583
<japasha@aol.com>

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*Prof. Plum
with the rope?*

Col. Mustard with
the candlestick?

*Mrs. Peacock
with the wrench?*

Too “Clue”less in Santa Clara

Sunday, October 24, 1999

PCA Zone 7 Points Rallye

Hosted by Golden Gate Region

Rallye Description:

A Navigational Gimmick Rallye based on the boardgame Clue. This murder whodunit will be run around the South Bay. The rallye will have no traps (other than those in the puzzle). A working odometer is a MUST and a pen and paper would be helpful. To eliminate local knowledge as an unfair advantage and give people from out of the area an even chance, we will not hand out maps this year, but instead you will be given easy directions to checkpoints and other points of interest. Four classes will be contested with the number of participants per car limited to number of seatbelts per car, the more the merrier.

Rallye is open to any type of car, not just Porsches. The playing time is 3 hours. Registration at 11:00 AM, Driver/Navigator Meeting at 11:30, and the game begins at 12:00 noon. All entrants must turn in scoresheets by 3 PM. Awards and refreshments afterwards at Pizz’*a* Chicago, 4115 El Camino, Palo Alto.

Starting Location:

Michael’s Restaurant at Shoreline Park in their parking lot. The restaurant is located at Shoreline Park in Mountain View near the Amphitheater. To get to Michael’s, get on Hwy 101 going north (or south) toward Mountain View. Exit 101 at Shoreline and turn left at signal onto Shoreline Blvd. Follow Shoreline (approx 2 miles) into the park and look for signs to the restaurant. It is on the left, just past the golf course. Don’t worry about going too far, as Shoreline Blvd. is “not a through street”.

Cost: \$10 per car

Further information, call Bob and Marianne Gardner at (408) 943-0946.

The 914's 30th Birthday Party

by Werner D. Kostka, German 914 Association



The late Ferry Porsches own 914S with 8-cylinder engine. He got it as a present on his 60th birthday. Only 2 were build, but are different in body shape. The other one has bigger pop-up lights.



Lunch break at Gimborn castle.



We had to try to get as close to the egg as possible, without pushing it off the stand. Sebastian even touched it with his 914.

I'm not sure if you know that there was an international 914 meeting to celebrate the 30th "birthday" of the second best thing in life, the 914. Together with some friends I attended this event.

The celebration took place in a little village in the "Bergisches Land" close to the town of Cologne. The area is known for its hills, little villages and small country roads. Two members of the German 914 Association (VW-Porsche 914 Club Deutschland) were in charge of the organization and did a good job.

Most participants arrived on Friday the 4th of June. About 100 cars showed up, half of them from other European countries. There was strong participation from the UK, the Netherlands and Italy, who seem to be very interested in the 914. One of the most interesting cars came from Norway (a carefully built replica of the GT racing car). France, Sweden, Austria, Belgium were also represented. Among the more exotic German cars was a 916. Unfortunately there was no car from the United States, which was by far the main market for the 914. Obviously it involves too much cost and effort to ship a car to Germany for just a weekend.

Most cars were well maintained. However, only few looked truly original. But I think that is okay and it might have been boring to look at 100 cars which are all the same. As it was, no one car looked like any other. One guy arrived with a red 914 that urgently needed a good paint job, if not more. A good example on the state of many 914s today in Germany.

At arrival everybody got a T-shirt and a name-tag to make it easier to start up conversation. A good thought, but probably not necessary. Everybody seemed in a good mood and happy to talk about the 914. The day closed with an informal joint dinner.

On Saturday we had to take part in a competition, testing our skills in driving, model racing, our knowledge about the 914 and the Porsche history, as well as our navigational skills. After the test we went on a tour through the valleys of the "Bergisches Land". Unfortunately the weather was not quite like it should have been -- it rained a little. By noon we arrived at

castle Gimborn where we had lunch. From there we continued without rain to some other place for our coffee break. At about 17.00 hours most of the cars had returned back to the hotel.

At night we had a dinner with some surprises. After a good meal we were presented the late Prof. Ferry Porsche's own 914S. It was given to him as a birthday present when he became 60 and is powered by an 8-cylinder racing engine with 260 hp. Good enough for 156 miles/hour. Later that evening there was a presentation of a belly-dancer, which seemed to appeal to many people. There was also a raffle that could be joined by every car. One of my friends was lucky and won a 914. Well, only a small one for the mantel-piece.

On Sunday after breakfast the results of Saturday's competition were announced and the winner was again my friend Sebastian Schull. Of course he knows his car inside out and also knows how to handle it. So it was not just luck to get the win.

But I was lucky. I persuaded one of the supporting Porsche employees to let me drive his car. It was a Boxster, which has the same center-engine construction as the 914. That is where the similarities end. After driving the car just a few meters you realize that there are 30 years of technological advance. I enjoyed shifting gears without taking my hands off the steering wheel. You just push the up or down button and the car shifts gears with the speed of lightning. You don't even need to take your foot off the acceleration pedal. It is a lot of fun to drive the car up and down the small curvy hill roads.

After supper everybody headed home again and I'm sure everybody was happy. Sebastian certainly was. I bet he was smiling all the way back to Hanover.

A Marathon de la Route GT replica, built and owned by a Norwegian. He built it together with some friends and the assistance of a Swedish guy.



914s in a row.



914s at the meeting area.

The Hanover team: Sebastian and his wife, Mathias and me.





GGR New Year's Eve Party & Annual Awards Banquet



Celebrate the millennium with us!
December 31, 1999 6:00 PM – 1:00 AM
Wyndham Garden Hotel, Sunnyvale

- \$300 per couple, includes:**
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- Champagne**
- Hotel room and breakfast for 2 the following morning**



For reservations, please send your check (made payable to PCA GGR), **by December 5** to:
Mary Beth Wilson, 1363 Cuernavaca Circulo, Mountain View, CA 94040 (650-965-2566)

GGR New Year's Eve Party & Annual Awards Banquet

The following information can be sent with the check or at a later time. This information will be needed by December 5, 1999. Please send to Mary Beth Wilson at the above address or via email to marybeth.wilson@GD-ES.com

Name of Guests

Address & phone number:

Email address:

Dinner Entrée (select one for each guest):

- Vegetarian
- Filet Mignon and Jumbo Shrimp Scampi
- Sword Fish and Stuffed Chicken

Hotel Accomodations (room preference): Non-smoking Smoking

Diablo Concours Results

reported by Roger Wiersema

Here are the results of Diablo Region's Sunday Concours at the Blackhawk Museum. It was a beautiful hot afternoon with nearly forty cars, the best turnout all year. The next event is the Yosemite Region Concours at Wine and Roses in Lodi on September 19th, see you there. There are also pictures available at PhotoPoint, thanks to Mike Young.

<http://albums.photopoint.com/j/AlbumIndex?u=49823&a=523929>

	Name	Region	Score
356 Wash and Shine			
1st	Hamid Rahnema	NM	192.75
356 Street			
1st	Dick Cottrell	GGR	245.25
2nd	Mark Hubbard	DR	244.75
356 Full			
1st	Mike DeMarco	DR	249.25
2nd	Tom Krugman	YR	248
3rd	Brian Carleton	GGR	247.25
Water Wash n Shine			
1st	John Cooke	DR	196.25
2nd	Raymond Brooks	DR	195
Water Street			
1st	Norm Swanberg	YR	242.75
2nd	Hossein Rahnema	GGR	241.75
3rd	Don Lett	NM	237.5
914 Wash n Shine			
1st	Gordon Finwall	GGR	197
2nd	Joe Pitta	SVR	196.75
914 Street			
1st	Greg Keith	SVR	239.5

DR-Diablo GGR-Golden Gate YR-Yosemite NM-Non Member

914 Full			
1st	Dean Vanni	DR	247.5
Competition			
1st	Robert Stiffler	GGR	238.25
2nd	Ferdie Huergas	GGR	232.75
3rd	Eddy Chase	NM	229.5
4th	Eugenie Thomas	DR	215.5
911 Wash n Shine Early			
1st	Phil Lawrence	SVR	199.5
2nd	Mike Young	RR	198
3rd	Andrew Fitzgerald	DR	195.25
4th	Jack Jones	YR	192.5
5th	Bobbie Bokeland	NM	191
6th	Peter Baird	DR	188
911 Wash n Shine Late			
1st	Clinton Wong	GGR	199.25
2nd	Larry Adams	GGR	197.5
3rd	Alan Kingsley	DR	194
4th	Grant Tabuchi	DR	192
911 Street Early			
1st	Alan Berman	DR	243.25
2nd	Roland Garrido	DR	242
3rd	Leland Mlejnek	DR	241.5
4th	Roger Wiersema	DR	240
5th	Darren Gutierrez	DR	239.5
911 Street Late			
1st	George Prodan	DR	237.25
2nd	Marianne Gardner	GGR	236.75
3rd	Jim Sorensen	DR	232.5
4th	Mike Cuccia	NM	232.25
911 Full			
1st	Tom Krugman	YR	240.25

AUTOCROSS UPDATE!!

October 23 - Dublin

November 6 - Marina

Other Events: LPR has an autocross at Marina on November 7 - Make it an overnight trip and take in both events!

Watch for changes on the GGR website and on the GGR hotline. Sign up to receive updates automatically by E-mail. Check the GGR website for sign up details.

Any questions - call Bill Benz (650) 328-4221 or Bert & Ann DelVillano (650) 592-0673.

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Mont-Tremblant 1999 the 44th Porsche Parade

by Gerry Brown

Bon Jour!!! Mount-Tremblant, the site of the 44th Porsche Parade hosted by Rennsport Region, lived up to it's promotion as an ideal site for a Parade. The narrow, cobble-stoned streets of the village were occupied by intimate bistros, theaters, restaurants and interesting boutiques awaiting discovery. Sporting shops were stocked with mountain bikes, inline skates, canoes and kayaks available for rental to the adventurous.

However, the "Cars were the Stars" and the raison d'être for our gathering.

The Concours d'Elegance provided the usual exhibition of "surgically clean" examples of Porsche heritage. Notable in attendance was 356-001, the first prototype and predecessor of the 356. I am sure it looked every bit as good as it did in 1948 and there was no evidence of the transportation damage inflicted upon it in 1998. Also in attendance were an array of other historic cars to include a 550 spyder, a 904, and a 962.

The Autocross was held at a massive test facility with sufficient room for two mirrored autocross courses which were run concurrently and allowed the 280 competitors to complete the competition in just one day. Tom Provasi, PCA Secretary and member of the local Loma Prieta region figured prominently in this event winning his class and also receiving TTOD.

Those who were able to drive to Parade had the opportunity to participate in a driver education program held at the local Le Circuit Mt. Tremblant. The course is 2.6 miles long with 14 corners and numerous elevation changes. Le Circuit was the site of the first F1 Canadian Grand Prix and was reported to be a great course.

One of the last items at the Victory Banquets on Saturday night was a small skit by the "fire-cracker" co-chairman Mike Lommatzsch and Rik "Snake" Larson to promote the "Y2K" Parade to be hosted by your Zone 7 in Sacramento, California. See ya there!



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Above, On the streets of Mont-Tremblant. Below left, Drivers Education at "Le Circuit Mt. Tremblant". Below right, one of the many Boxsters at speed.





bienvenue! Concours d'Elegance de la 44e Parade Parsche.

Mike Lommatzsch & Rik "Snake" Larson promoting the Y2K Parade in Sacramento.



Above left, George Neidel with "open hood" at impound. Above center, Rob Neidel calling the Autocross action. Above right, Number one is back after an incident before the Monterey Historics last year. Below, Tom Provasi, Mister Top Time of the Day puts the pedal to the medal.



GGR-Automotion Autocross #5 Results

reported by Dave McGuigan

Class	Driver	Car	Event #5 8/22	20	Season Pts	Ep	Louie, Damon	80 928				27
						Ep	Lau, Steve	88 928				20
A	Davidson, Brad	76 912	69.106	20	40	Ep	Starkey, Kyle	86 944T				20
A	Bobias, George	71 914			36	Ep	Plantillas, Eddie	88 928				16
A	Powell, Mark	71 914			20	Ep	Seibel, Stephanie	86 944T				16
A	Kinkel, Don	?? 914			16	Ep	Kirby, Susan	93 928				13
A	Powell, Matthew	71 914			16	Ep	Estridge, Tommy	88 928 S4				9
Ai	Stark, Jim	74 914			40	EX	Schmidt, Peter	?? 550 Spyd				20
Ap	Rose, Revis	79 924	71.567	20	72	F	Hunsinger, Dave	70 914-6	75.500	20	40	40
Ap	Benz, Bill	57 356			20	F	Teeter, Ryan	73 914-6				20
B	Blyholder, Andrew	74 914	68.258	20	73	Fm	Sharp, Larry	74 914-6 GT				60
B	Went, Bryan	74 914			40	Fun	Buckles, Michelle	91 911	73.217	n/a	0	0
B	Clement, Ed	?? 914			16	Fun	Morren, Mathew	86 930	66.450	n/a	0	0
B	Petrow, A B	75 914			16	Fx	Ralston, Jim	70 914-6	69.117	20	60	60
B	Went, Erick	74 914			11	FxL	Kinney, Kathleen	70 914-6				40
Bi	Nieslony, Steve	73 914	60.609	20	40	G	Pavelka, Erik	69 911				20
Bi	Green, Charles	74 914	72.652	16	16	G	Austin, Todd	71 911T				16
Bi	Seidell, John	74 914			32	Gi	Jameson, Thomas	70 911T				31
Bi	Esser, Brooks	73 914			20	Gi	Teasley, John	74 911				20
Bi	Ohl, James	73 914			13	Gi	Mastrude, Roger	71 911				16
Bi	Spinelli, Joe	74 914			13	Gi	Park, Ken	73 911T				16
BL	Walter, Melissa	74 914			20	Gi	Martine, Marion	71 911				13
Bp	DelVillano, Bert	74 914	64.468	20	80	Gi	Neufeld, Marlin	72 911				13
Bp	Drain, Rick	75 914			61	GiL	Thomas, Eugenie	68 911				60
Bp	Voight, Ted	75 914			20	GiL	Stebbins, Cyndi	68 911T				16
BpL	DelVillano, Anne	74 914	67.356	20	80	Gp	Chloupek, Graham	70 911T	64.533	20	80	80
Br	Dorigi, Gary	74 914	61.723	20	20	Gp	Jameson, Thomas	70 911T	65.301	16	32	32
Br	Neidel, Rob	74 914			56	Gp	Walker, Barry	70 911T	65.818	13	33	33
Br	Aube, Rob	74 914			36	gPL	Walker, Lorraine	70 911T				20
BrL	Dorigi, Nancy	74 914	68.626	20	20	Gm	Bergstrom, Dirk	73 911				20
BrL	Dorigi, Kristel	74 914	69.004	16	16	Gm	McGuire, Martin	68 911				20
BrL	Neidel, Sharon	74 914			80	Gm	Rice, Chris	70 911T				20
Bx	Newton, Bill	68 912	64.325	20	60	GmL	Kuhn, Cherie	70 911				20
Bx	Alvarez, Frank	72 914			20	GT	Stevenson, Jeff	79 911SC				20
C	Zacharisen, George	83 944	69.865	20	80	GT	DeBon, Rich	79 911SC				16
C	Petersen, Bob	85 944			48	H	Mooers, Jeffrey	74 911	70.627	20	20	20
Ci	Lee, Bob	87 944			40	H	Robinson, Rob	76 911S				20
Cp	Smith, Miles	87 944	67.037	20	80	Hi	Molineaux, Kevin	74 911				20
D	Soo Hoo, Kristi	86 944T	67.255	20	76	Ji	Sutherland, Mark	72 911S				20
D	Sutton, Brook	89 944	71.856	16	54	Jp	Watts, Henry	69/73 911S				40
D	Biaggi, Dan	86 944 Turbo			40	Jp	Sherck, John	72 911S				20
D	Martinez, Ben	86 944T			20	K	Palic, David	83 911	65.550	20	73	73
D	Sans, Sandy	90 944 S2			20	K	Hickman, Dave	81 911SC	66.259	16	56	56
D	Rigodanzo, Mike	91 944S2			13	K	DiGeronimo, Brent	80 911SC				29
D	Schulze, Dieter	91 944S2			11	K	Holladay, Ken	78 911SC				16
D	Harizopoulos, Yannis	90 944 S2			9	K	Watson, Mac	80 911SC				16
Di	Tavernetti, John	87 944	65.873	20	60	K	Weathers, Wayne	80 911SC				16
Di	Chan, Litko	86 944T	68.330	16	16	K	Doy, Tony	76 911S				13
Di	Chan, Manuela	86 944T	69.260	13	13	K	Ofner, Victor	81 911SC				11
Di	Muench, Babette	89 944S2	71.144	11	11	KL	Ofner, Shelley	81 911SC				20
Di	Standridge, Dave	86 944T			20	Ki	Murray, Chris	78 911	60.485	20	80	80
Dp	Mavridoglou, Vangelis	89 944 S2			60	Ki	Smith, Mark Paul	81 911SC	64.214	16	64	64
Dp	Tong, Phil	90 928 GT			16	Ki	Siemens, Catherine	83 911 SC	65.827	13	13	13
Dm	Mitchell, Mike	87 944T	60.838	20	40	Ki	Siemens, Eric	83 911 SC	66.204	11	11	11
Dm	Sylvanovich, Donna	87 944T	62.589	16	32	Ki	Rahal, Dame'	81 911SC	67.540	9	22	22
Dm	Novak, Cindy	88 928			13	Ki	Merrill, Parker	83 911SC				37
Dx	Novak, Chris	88 928			20	Kp	Bernamonti, Mike	80 911SC				60
E	Chu, Alan	80 928			20	Kp	Blansit, Pete	80 911SC				48
Ei	McKee, Andy	92 968			20	Kp	Kuhn, Steve	76 911				20
Ei	Neidel, Karen	92 968			16	Kp	Siemens, Eric	82 911SC				16
Ei	McMillan, James	86 928S			13	Kp	Siemens, Pete	82 911SC				13
Ep	Bechtold, Bill	86 944T			40	Kp	Dent, James	76 911				11

KpL	Siemens, Catherine	82 911SC			20	N	Adams, Larry	98 993			7
Km	Beck, John	72 911T	57.996	20	60	N	Adams, Greg	98 993			3
Km	Beck, Brian	72 911T	61.204	16	16	Ni	Stefanowicz, Robert	97 993	62.281	20	20
Km	Williams, Harold	73 911E			36	NiL	Bradley, Kristina	97 993	65.833	20	40
Km	Angebrannt, Susan	73 911			16	NL	Morse, Anna	95 993			20
L	Jackson, Neil	85 911	63.197	20	40	Qm	Jones, Dan	97 C4S	60.748	20	40
L	Thompson, Dan	87 911	66.125	16	69	Qm	Goebel, Kurt	97 C4S			16
L	Hickman, Mike	?? 911	66.931	13	13	T	Begg, Wayne	98 Boxster	66.529	20	20
L	Johnson, Ross	86 911	68.508	11	38	T	DesBrisay, Greg	97 Boxster	67.121	16	16
L	Leong, David	87 911	69.185	9	9	T	Prasso, Luca	98 Boxster	67.656	13	13
L	Petredis, Nick	88 911	70.119	7	7	T	Glasser, Fritz	98 Boxster	69.037	11	11
L	Chandler, Tom	84 911			20	T	Glasser, Britton	98 Boxster	70.142	9	9
L	Dunwoodie, Dave	86 911			16	T	Glasser, Fred	98 Boxster	70.173	7	7
L	Erlandson, John	84 911			16	T	Davis, Judy	97 Boxster			52
L	VanPraag, Nico	89 911			16	T	Neidel, Karen	97 Boxster			20
L	Musser, Ron	88 911			13	T	Pedersen, Dennis	99 Boxster			20
L	Neapole, Bruce	89 911			13	T	Yerkovich, Carl	98 Boxster			20
L	Silvius, Tom	85 911			11	T	Campbell, Gary	97 Boxster			16
L	Petredis, Peter	88 911			9	Ti	Ostler, Doug	97 Boxster	61.365	20	80
L	Schackel, Scott	88 911 Cab			9	Ti	Pedersen, Dennis	99 Boxster	62.260	16	16
L	Zaccalini, Chris	86 911			8	Ti	Willard, Gary	97 Boxster	63.969	13	29
L	Stark, Patty	85 911			7	TL	Lee, Nancy	98 Boxster	71.705	20	60
L	Suess, Robert	87 911			7	Y	Fontaine, E J	74 914-6			20
L	Jeffrey, Andrew	87 911			5	YL	Shead, Susan	74 914-6			20
LL	Boeder, Liz	87 911			20	Z	DeMartini, Lloyd	74 914-6			40
Li	McGuigan, Dave	86 911	62.579	20	80	Z	Provasi, Tom	70 914			20
Li	McGuigan, Steve	86 911	65.243	16	16	Z	Sharp, Larry	73 914-3.4			16
Li	Pineda, Juan	85 911	65.415	13	45	ZL	Provasi, Sandy	70 914			20
Li	Brooksby, Glen	89 911			20						
Li	Bauman, Jim	88 911			16						
Li	Ralston, Jim	86 911			16						
Li	Pickett, Tom	88 911 Cab			13						
Li	Andersen, Jake	86 911			11						
LI	Andersen, Dale	86 911			9						
LiL	Kinney, Kathleen	86 911 Cab			20						
Lm	Olney, Tobias	70 914-3.6	64.586	20	80						
Lm	Brunell, Don	84 911	65.512	16	48						
Lm	Carroll, Paul	70 914-3.6	70.733	13	13						
Lm	Hall, Willis	70 914			16						
Lm	Olney, Jeff	70 914-6			13						
LmL	Olney, Robin	70 914-6			20						
Lp	Watson, Jim	87 911			20						
M	Mavridoglou, Vangelis	87 930	64.607	20	40						
M	Stea, Daniel	90 911			49						
M	Linsdall, Richard	91 911 C2			32						
M	Paugh, Jim	92 911			20						
Mi	Pretti, Jerry	91 911 C2	67.117	20	56						
Mi	Wilson, Mary Beth	91 911 C2	67.315	16	52						
Mi	Biaggi, Dan	?? 930	71.855	13	13						
Mp	Robinson, Masuo	90 911 C2			20						
Mp	Sousoures, Louise	90 911 C2			16						
Mp	Chandler, Tom	89 911 C4			13						
N	Davis, Ron	97 C4S	63.169	20	80						
N	Davis, Judy	97 C4S	69.488	16	16						
N	Silver, Stephen	95 911 C4			43						
N	Stefanowicz, Robert	97 993			43						
N	Wang, Eric	99 996			18						
N	Catron, John	97 993 C4S			13						
N	Fulgham, Andrew	96 993			13						
N	Pennington, Lynn	99 996			13						
N	Chen, Steve	99 996			11						
N	Olsen, Michael	99 996			11						
N	Temple, C. Brook	97 911			11						
N	Murillo, Robert	99 996			9						
N	Pedroni, John	99 996			9						
N	Standridge, Dave	96 993			9						

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Working A Corner Station

by John Mueller, Chicago Region
(from CHICAGO SCENE)

At a track event, you may be asked to work a corner station during a run session. What does that mean? What do you do when you get to the corner station? This article will give you an idea of what to expect.

You may be assigned to work a corner station alone or with one or two others. When you get to the corner station (let's say five for sake of this article) look around and see what equipment is there. The things you'll probably find include a radio, a set of flags, a broom, a shovel and some crushed clay (a.k.a. 'kitty litter').

Check that the radio works. There usually is a knob to turn it on, and a button for transmitting. Turn on the radio and hold the button down to call race control. Race control is the person at the start/finish line or in the control tower that coordinates and controls the work of the corner workers and the conduct of the race. Say, "this is a radio check from corner five." Release the button and race control will acknowledge your transmission which will confirm that the radio's working. Now check that you have all the flags. Typically, you should have a yellow flag, a blue flag with a yellow diagonal stripe, a yellow flag with red horizontal stripes, a black flag, a red flag and a white flag.

Let's consider what might happen during a driving session. The primary function of the corner worker is to communicate with the drivers on the track and with race control. When race control is ready to begin the session, she will check with the corner workers to see that all stations are clear and ready. She will ask for

a course check over the radio. With the radios on, all corner workers and race control can hear everything that is said. Only one person can speak at a time, and that person must be holding down the transmission button on their radio. The corner workers in sequence, starting with corner one, will report their status. When it comes to corner five, after making sure that all the track you can see before and after corner five is clear of all cars and obstructions, report to race control that corner five is clear and ready. Race control will then tell the starter at the start-finish line to release the cars.

Often the first lap of the session will be under standing yellow. Race control will ask all stations to display a standing yellow flag. This means you take the yellow flag and hold it out without waving it. The yellow flag means no passing. The first lap is defined as the first lap for the first car out. The starter will give the number and color of the first car he releases. He might say, "first car out is 46 red." When the starter sees 46 red complete its first lap, he will wave the green flag at the start finish line. Race control will say the track is green. Then you'll take down your yellow flag.

If a car spins off at your corner station, you will display your yellow flag and report to race control. You'll say on the radio, "this is five yellow," and wait for race control to acknowledge. She will typically say, "go-ahead five." You will say, "I have car off on driver's right." Remember that communication over the radio is designed to be short and to the point. It is also designed to keep race control in control. If a car goes off at your station, don't get on the radio with a torrent of excited

speech. Such as, "this red 911 just went flying off the track and kicked up this big rooster tale of dirt and grass! He spun around three times and almost hit a tree! And then, this little bunny came running out from under his car! Thank God he didn't hit the bunny! Is that Bob's 911? I think it's Bob."

Bob should position his car to get back on the track and wait for your signal to re-enter the track when it is clear and safe for him. After Bob is on his way, you should take down the yellow flag. If Bob spun and came to rest on the track, you should have displayed a waving yellow flag. Often drivers will wave or flash their lights to acknowledge that they see the flag at a corner station.

If Bob left debris on the track, such as dirt and grass, you should display the debris flag (i.e., the yellow flag with red horizontal stripes). If Bob left oil on the track instead of dirt, you should report it to race control. She may order all stations to go to black. She may choose to close down the track until the oil is cleaned up. In this case, you display the black flag and wait 'till all cars have left the track. Race control will tell you when all the cars have left the track. Then you go out on to the track with your crushed clay and broom. Spread the clay out over the oil and sweep it up with the broom. Radio race control when you are done and return to your corner station. She will then reopen the track.

If several cars spun in the oil and completely blocked the track, you should wave the red flag and report to race control. She will have all stations go to red. All drivers will stop their cars in sight of the nearest corner station. In a situation like this,

don't leave your corner station and go out to the blocked cars. It is important that you stay at your station and in communication with race control to prevent a bad situation from getting worse. When the blocked cars are moving again, race control will have all stations go to black. A cleanup procedure will begin as before.

Another flag you might have to use is the blue flag. If a slow car is holding up faster cars behind it, show him the blue flag. The blue flag is actually blue with diagonal yellow stripe. To let the driver know the blue flag is for him alone, point it at him furled; then unfurl it and wave it at him; then furl it again.

The last flag in your collection is the white flag. The white flag is to let drivers know there's a slow moving vehicle on the track ahead of them. This may be a tow truck or disabled race car moving slowly.

At the end of the driving session the starter will wave the checkered flag at the start-finish line. Just before he waves the checkered flag he'll get the number of the last car to pass him. This will be the last car to see the checkered flag. After this car gets

the checkered flag each corner station will report as this car passes their station. This way, race control will know when the track has been cleared.

After the checkered flag, the cars take one cool-down lap before entering the pits. On this lap, it is traditional for the corner workers to wave to the drivers as they pass and for the drivers to wave back at the corner workers. When the last car has entered the pits, race control will tell all the corner workers that the track is closed. At this point, you can put down your radio and leave your station.

Hopefully this brief article will give you an idea of what happens when you work a corner station. As a driver, hopefully it will give you an idea of what the corner workers are doing and trying to tell you.

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Y2K Zone Competition Rules Proposals

by Mary Ann Behrens

Proposals for changes to the PCA Zone 7 Competition Regulations submitted by the July 1 deadline have been sent to all region presidents for review and recommendation by the region boards. The adoption of any changes will be made November 20 at the Zone 7 presidents' meeting and will be binding for the year 2000.

The principal change, if approved, combines the administrative sections of the autocross,

concourse, and rally segments into a single set of administrative rules that will apply to all segments, resulting in improved consistency, the elimination of redundancies and conflicts, and reducing the size of the code book by more than three pages.

Other proposals include:

1) Elimination of the permanent autocross protest committee in favor of ad hoc committees to deal with any protests

2) Easing of the "eligibility" rules for region sponsorship of zone events

3) Updating the helmet requirement from the 1980 Snell Memorial Foundation standard to the 1990 standard

4) Create a new stock autocross category for beginning and novice drivers, consisting of three classes, with parallel classes for women: front engine cars, mid engine cars, rear engine cars.

Zone 7 Redwood Region Concours d'Elegance

IF YOU ONLY ENTER ONE CONCOURS THIS YEAR, THIS IS THE ONE!

10 a.m. to 3 p.m., **Sunday, October 10, 1999**, will mark the second annual Redwood Region Concours at the Vintage 1870 mall in Yountville.

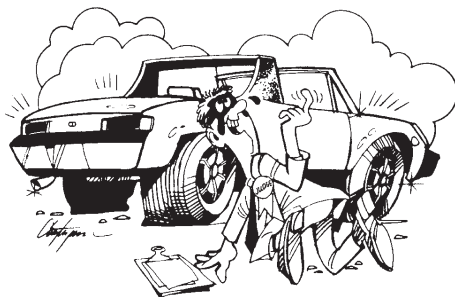
This is a Zone 7 event and will include a full Concours as well as a Wash & Shine category for low key entrants. Last year we had 36 entries, ranging from mid-50s 356s to the new 996. Boxsters and a replica 959 were also on display. The E98 extravaganza was the largest of ten Concours held in Zone 7 and we expect a larger turnout this year. The Vintage 1870 complex has a very pleasant ambience--shopping, wine tasting and numerous restaurants if one is able to tear oneself away from pristine Porsches!

Each entrant in this year's event will receive, at minimum, a plaque and a book of discount coupons. Category winners will receive a bottle of fine wine. Entry fee \$20. Some members may wish to stay overnight in the area and there is a variety of podging and restaurants available.

Please put this date, October 10, and time, 10 a.m. to 3 p.m., on your calendar and plan to join the fun. Contacts for more information are

Wayne Graner
phone number (707)838-2504
email: dgraner@hotmail.com

Brice Allen
phone number (707)546-0680
email: salsa@sonic.net



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September Board of Directors meeting

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

The Minutes from the Board of Directors Meeting of August 4, 1999 were unanimously approved as written.

Postmortem of Events: August TGIPF was well attended. Race Car Demonstration for Child Advocacy children was held this past month and provided a great afternoon for these children. Autocross held August 22, 1999 and was well attended, as was the Zone Autocross. Tom Provasi earned TTOD at Parade.

Directors Reports:

President, Lloyd DeMartini: President reminded Directors to get advertising into Nugget for October, November, and New Year's Eve events. President to put flyers in registration packets for Club Race. Reminder: President will not be in attendance for the October Board Meeting; Vice President will be called upon to run the meeting. President delivered copies of proposed Zone Rule changes to Competition Director for comment; changes involved creation of a new category for "Novice" drivers, one category for each car design (front engine, mid-engine, rear engine). Zone 7 Awards banquet will be held on January 22, 2000 in Pleasanton and will cost \$30.00.

Vice President, Tim Gallen, in absentia: No calendar changes

noted. November 5th will be a "Meet the Candidates" night, in addition to a TGIPF; same place, same time.

Treasurer, Mike Bernamonti: Currently expenses are being met. Last Autocross income covered expenses.

Membership, Ken Shahoian: There were 33 new members this month; motion passed to accept New Members was accepted unanimously. Director was able to attend Deveck meeting and membership materials were available. New Member Tour will be through Napa and will include a Box Lunch and impromptu Concourse, complete with door prizes.

Competition, Bill Benz: Rules Committee has met and proposals have been submitted to Competition Director. Director has summarized proposals and will be distributed to Rules Committee members first for further discussion, then a public meeting, then to the Board for final approval. Autocross Chair has not been able to move forward on the new Timing Equipment; new volunteers to research the equipment are sought.

Secretary, Lori Hageman: Nothing to report.

Social, Mary Beth Wilson: New Year's Eve deposits are now due in early November. Contracts have been signed with the Casino company, DJ, and caterer. Volunteers have been found to help with table decorations. Director will check on status of Cemetery Tour and Turkey Potluck.

Nugget Editor, Dave Dunwoodie: Editor produced final bids from five printers. Edi-

tor recommends Seeger Printing, based on a

very competitive bid and comfort level of Editor after speaking with all bidders. There is no contract required regarding number of issues printed. Board voted to use Seeger Printing and evaluate quality for future business. Board also voted to start printing the Nugget covers in color. A new Macintosh G3 computer has been purchased for the Nugget; the old one will be handed off to the Webmeister.

Webmeister, Greg Braun: Major updates made to the Website, including the current GGR email list, the Goodie Store number has been updated, Autocross, Concourse, and Time Trial results have been updated, and finally, the photo galleries have been improved to include photos from more recent events. Pictures of the current Board are actively sought.

New Business:

Larry Sharp has volunteered to be Election Committee Chairperson. Anyone interested in becoming involved with the leadership of GGR should contact Larry by phone or E-mail (LLLLLShart@MSN.com).

There being no further business to come before the Board, a motion to adjourn was approved at 8:30PM. The next Board of Directors meeting will be held on October 6, 1999 at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to agenda.



GGR members celebrating anniversaries with PCA in October:

31 Year Anniversary

Walter Vendley

25 Year Anniversary

Eddy & Jans Tan

15 Year Anniversary

Donald & Ian Berney

5 Year Anniversary

John & Brian Beck

David Brown

Cameron & Patricia
Carrington

Carson Chen & Helen Shui

Warren Deulus & Suzette
Celestino

David Fuson & Laura
Malchow

John Holden & Claire Good

James Holmes

Mike & Laura Jordan

Patrick Kelley

Rodney Lambert &

Lynda Wich

Mark & Kim Mathis

James Nimmo

New members

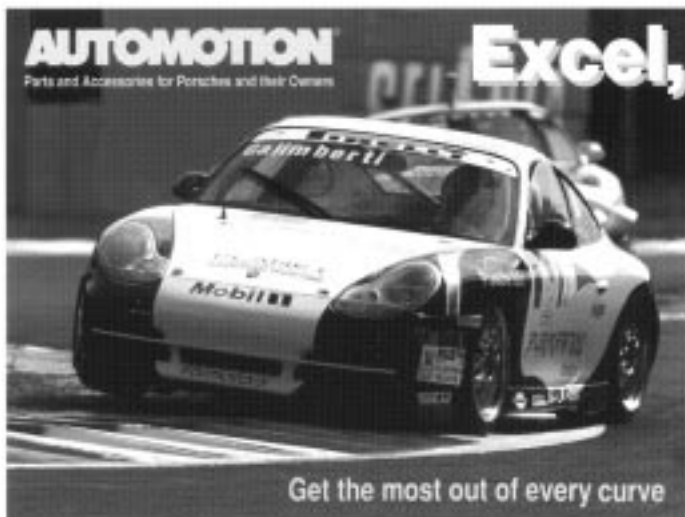
Please join us in welcoming our newest members.

Transferring in

Official Count

New Members	24
Transferring In	8
Transferring Out	8
Total Members	1610

Transferring out

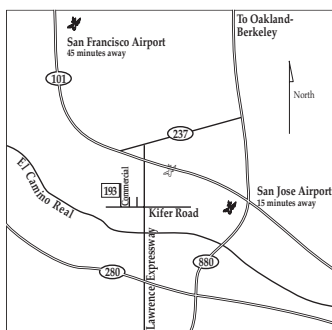


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1956 356A Coupe Project. VIN # 57988, Original California yellow plate car. 2 engines original 1600 plus Super 90, Super 90 is at S-CAR-GO in San Rafael being built to 1720cc. Transmission needs syncros. 2 interiors black original and red 50's recaro seats. Now Grey was Silver. A lot of new trim parts, factory windshield, extra rims, etc. Sleek looking standard with no over-riders on the bumpers. I'm into the car for \$15K will part for \$10K. Has some rust in floorboard. Clint 415-804-0080

1967 Porsche 912, VIN 335498. Black with black interior. Completely stock, including optional 5-speed transmission and 5" Fuchs, save for new Weber carbs. 180,000 miles with all records and receipts. Excellent daily driver and candidate for concours restoration. \$8,000/BO. Jim Calzia (650) 329-4349 (day); (408) 732-5533 (Eve); jcalzia@Hooked.net. Pictures available upon request.

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1970 914-6, Art Seeger retires, SCCA-SP, PCA-GT2R, 3.5 = 379.8 @ 7750 RPM, Air Body, as seen in 6-98 Excellence, SP Champion 1995 & 1997 - PCA Class Z Champ for Years. Many TTOD's & Track Records. Fast & Fun. \$47K/OBO. (209) 667-2750 weekdays or evenings (209) 575-4767 leave message.

1970 914/6 roll over. 930 eng w/6-48 mm Webers. 9" & 10" Centerline wheels, Ginther suspension mods. w/17 mm front, 22 mm rear sway bars, racing steering wheel, 911S front brakes, 3" 4 point lap belts. Suspension, drive train & many body parts usable. Make offer. Day (510) 233-0254, Eve (415) 383-0857, grodave@aol.com.

1971 911E Targa, all original; 34K documented miles & just like new. Signal yellow with black interior. Local car with no rust, dents, or dings and always garaged. Complete tune-up. Runs perfectly. Mechanical injection and smog exempt. Concours ready! \$20,000 firm. Call Bob at (415) 331-4579.

1974 911S TARGA WITH 930 TURBO BODY CONVERSION - Slope Nose, Porsche whale tail, lowered, Guards Red, featured In European Car Magazine, Nardi steering wheel, radar, alarm, hi powered FM/AM CD, and much more to this beautiful one of a kind head turning Porsche. See photo under Porsche at http://www.carfaire.com/auto_search.cgi Best Offer. Call Bob at (831)684-1150 or E-Mail at SNunes4979@aol.com

1976 Carrera 3.0 Targa. Rare Euro model, #469 of 476. Very clean and fast. Fresh motor and clutch. Must see and drive. \$15,900 OBO. Gus Meyner 408-258-6503.

1978 911SC Targa, serial number 9118211925, copper brown metallic exterior, tan leather interior with black trim. 124,500 miles. CD, 16" Fuchs wheels, upgraded front spoiler with recessed fog lights, lowered. California car, garaged, no accidents, serviced by T&D Performance. Great condition. \$12,500.00. Steve at (408)997-7457

1980 SC Targa, 2nd owner, 47K miles, Malaga Red(orig paint), all records, excellent condition, \$20K / obo. Ken 510/522-7676 evs or 415/951-4610 days.

1989 Porsche 911 Cabriolet 57K miles. Burgundy metallic/beige. VG condition. Power top, cell phone amp + hands free kit, car covers included. Jerry Tomanek 650-254-8901 work, 650-941-2444 home.

93 911 RS America, Midnight Blue, A/C, S/R, L/S, Alpine w/ CD. Very clean and fast street/autocross/track car with 43,000 miles and the following performance modifications: Recaro seats w/ five point belts, Momo steering wheel, custom fabricated roll bar, adjustable cup car bars, adjustable Koni shocks, strut tower brace, progressive rate springs, front brake cooling, lowered and corner balanced, B&B exhaust (cat back), K&N air filter, chip, bra and cover. I have all the original parts, including seats, to return the car to stock. The car has been well cared for, never abused, hit or painted and always garaged and covered. I'm looking for a track car ('73 or earlier) and would consider trades. \$42,000/OBO. Jeff Sykes - 510-835-9100 (day); 510-638-8915 (eve); or e-mail at jsykes@wulfslaw.com.

PARTS & MISC

1973 1/2 911T motor for sale with only 97K orig

miles. Motor still in car for testing. \$1,600/obo. Ken 510/522-7676 evs - 415/951-4610 days

Wheels: Two 8x16 Fuchs with P245/50 tires. Two 6x16 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. \$1,000. Peter Martin (408) 274-3536.

Set of good tires for sale. Michelin XGT 205/55/16 (40% left) 225/50/16 (50% left). \$160 for set obo. Paul (650) 579-0836.

Complete AC system from 81 SC, \$75; front bumper from 69 911, \$160; rear bumper for 74-89 911, \$100; rubber bumperettes 75-89, \$100 each; L&R electric mirrors, \$75 each; SC rocker covers \$50 each; SC bra, \$40; 84 Carrera rear trailing arms with spring plates and torsion bars, less rotors and calipers, \$250; SC rear flares, \$120; 98 mm good used Mahle nickasil cylinders with new JE 13:1 pistons, rings and lightweight pins for SC engine, \$2200; phone Victor (415) 239-0398 or e-mail ofnerfam@aol.com

Set 16" Fuchs From '86 944 Turbo: Concours condition, (2) 16 x 7 fronts and (2) 16 x 8 rears. Inlaid crest center caps w/locks included. Dunlop D40M2 tires w/ 5K miles mounted on wheels. No disappointments. \$1,500. Gerald (415) 951-1753.

Have 4 16x7 forged disk wheels from a 928 with BFG R-1's (225x50) mounted. Will fit 928 or 944. The R-1's have 3 time trial weekends on them and were ordered shaved and heat cycled from Tire Rack.

Also have three older R-1's same size as back ups. \$500 for the lot. In Stockton CA. George 209-473-3507 or 209-466-0129 Eve.

WANTED

Wanted, Carrera 2 engine #97428 is needed, which is the original engine for my restored 1964 C2 cabriolet. Last seen in Bay area in late 1970s. Finders fee. Jim Fischer, (203)245-3357 (EDT)

Wheel Spacers for a 911 SC to accommodate 993 wheels. Call Paul at (650) 579-0836

74 and earlier style SSI heat exchangers for 3.2 Carrera, RF fender for 71 911 in excellent cond. or headlight clip to wheel arch, and RF turn signal housing. Phone Victor at (415) 239-0398 or e-mail ofnerfam@aol.com

Performance parts to up-grade a 79-911SC to Kp class for Autocross & Time Trials. Quick Turning Steering Rack, Turbo Tie-Rods, Charlie Bars, Torsion Bars - 22mm front - 30mm rear, Headers, Mufflers, Adjustable Swing Plates, Brake Cooling components, Oversize Throttle Body, etc. Call Ken: 408-922-9385 days, 408-842-3766 eves. E-Mail: khollada@fmi.fujitsu.com

Porsche Mechanic Good salary and benefits for right person. call Rich at (650) 364-6234 or fax resume to (650) 364-6905.

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.

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GGR & Zone 7 Events Calendar



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

October

- 1-3 Fri-Sun **Zone 7 vs. Zone 8 California Challenge**, benefiting the Arthritis Foundation, at Rio Bravo Resort, Bakersfield. Counts for Zone 7 points as autocross #9, concours #8, and rallye #6. For info, call Alyce Thorp at (805) 541-1721 or Hamp Miller at (805) 781-8605. Registration forms also available from Mary Ann Behrens; call (209) 477-6496 or email buddyb@compuserve.com
- 6 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 8 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 9 Sat **SVR Autocross at Mather Field, Rancho Cordova**. For info, call Glen Brooksby at (916) 484-7257.
- 9-10 Sat/Sun **GGR Time Trial and Driver's Education #5** - Thunderhill Park. For more info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
- 9 Sat **Prieta Prix XXX** hosted by the Loma Prieta Region. Zone Rallye #7 from site Noah's New York Bagels, Montain View. See the ad on page 23 of the September Nugget, or call Tim Errington at (650) 949-5256 for more information.
- 10 Sun **Redwood Region Concours #9** at Vintage 1870, Yountville. For info, call Wayne Graner at (707) 838-2504 or email dgraner@hotmail.com
- 17 Sun **Sacramento Valley Region Wine Tour**. Zone 7 Rallye #8 from Woodland to Napa Valley. For info call J Toney at (530) 666-6244.
- 23 Sat **GGR-Automotion Autocross at Dublin**. 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>
- 24 Sun **GGR Zone 7 "Clueless" Rallye**. Zone 7 Rallye #9 from Michael's Restaurant, Montain View. For info call Marianne Gardner at (408) 943-0946. See page 7 of this issue.

November

- 3 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 5 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 6 Sat **GGR - Automotion Autocross at Marina**. 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>
- 13 Sat **GGR Adopt-A-Highway**. Call Jean Ohl at (650) 341-9020.
- 21 Sun **GGR Turkey Potluck. More details soon.**
- 20-21 Sat/Sun **SCCA Vintage Races**
- 20 Sat **Zone Presidents Meeting** at De Parsia's Restaurant. For info, call Mary Ann Behrens at (209) 477-6496 or email buddyb@compuserve.com

December

- 1 Wed **GGR Joint Board Meeting/Social.**
- 18 Sat **GGR Toy Drive - Oakland Childrens Hospital. More details soon.**
- 31 Fri **GGR New Years Eve Party and Annual Awards Banquet**. For more info see page 10 in this issue, or call Mary Beth Wilson (650) 965-2566.

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Membership (510) 568-5171

race911@aol.com

Competition (650) 328-4221
Bill Benz
2360 Webster Street

Social (650) 965-2566

Mary Beth Wilson

marybeth.wilson@gsc.gte.com

Nugget Editor (408) 779-0389
Fax (408) 779-9073
Dave Dunwoodie


ddunwood@garlic.com

Webmeister (805) 931-0460
Greg Braun

gvb@netcom.com

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