

September 1999

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Carlsen Concours
Expecting the Unexpected
Altamont Raceway Experience



PCA-GGR is a club for Porsche owners run by volunteers. Because of volunteers this past month, we were able to enjoy the Time Trial at Thunderhill Park, Autocross at Marina, the Concours at Carlsen Porsche, and the "Night at the Races" at Altamont Raceway.

that you would like to participate in, please speak up and volunteer to organize, or help out with the event. Don't use the excuse that you have never done it before, there are many experienced members that will volunteer to help you out.

Unfortunately, several events didn't happen this year because of the lack of volunteers. The Yosemite Tour has been missing from the agenda for several years, and the Mother Lode Tour this year went away.

If there is an activity missing from the calendar

And have I mentioned we need a volunteer to be the next Nugget editor?

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Lloyd's commentary

Not much Happened in the way of Golden Gate Region activities in August due to Parade being scheduled in the middle of the month, but we did start the month off with a wonderful Concours at Carlsen's Porsche/ Audi in conjunction with the last swap meet of the year. Dave Morse honored us with three of his outstanding vintage racing Porsches. A 934, the Le Mans winning Martini 936, and a 917-30 in Sunoco livery. Larry Sharp was heard complaining that they stole his number and paint scheme from his 914-6. Not! The new Dick Cottrell perpetual trophy was awarded for the first time to Roger Wiersma. The trophy was established to honor Dick for his timeless dedication to GGR's and the Zone's Concours Series over the past twenty plus years and is awarded to the individual who best exhibits the enthusiasm and conduct exemplified by Dick towards Concours.

I didn't get a chance to write about the two events that occurred towards the end of July. We had a great time at the "Saturday Night at the Races" that Larry Sharp organized. 40 people showed up to watch Rebecca Newlin and myself play bumper cars on Altamont's quarter mile oval. These trucks were real gems. If you totaled one, you had to pay \$200. That should give you a hint of what the trucks were like. Rebecca has an article elsewhere in this issue explaining what it was like to get our NASCAR licenses and duke it out in a totally

Lloyd De Martini, president



foreign environment. The Thunderhill Time Trial at the end of July was a blast. As always Masuo Robinson and his gang put on a "cool dude" event. None other than yours truly had Top Time of Day and a new track record. Once again Ray Dicius put the pressure on. He went out first and broke his old record by 3 seconds, but after a 3 hour wait wondering where I could find that much time, I managed to put together a flawless run and squeak by Ray by a tenth of a second. Thanks for pushing me Ray.

Before I close this month's article, I want to remind all of you that New Year's Eve is just around the corner and the arrangements have been made. Thanks to MaryBeth we have booked the Wyndam Hotel in Sunnyvale for the party. Dinner, Dancing, Gambling, Prizes, Adult beverages, Party favors, Champagne, Room, and Breakfast the next day are all included in the price. Check out the ad in this issue for reservations. Take note, the deadline for sign-ups has been moved out to the 6th of December.

Until next month...

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Cover: A nice collection of front engined Porsches lined up in the Porsche Corral at the 1998 Monterey Historics.

Photo by John Pohl

Braking news

Mid U.S. 914 Ramble

by Charles Davis

The fledgling PCA 914 Special Interest Group is sponsoring a multi-day, multi-event weekend this fall in Hot Springs AR. . .called a Ramble. The event dates are October 22-24, 1999. The agenda for the event includes:

Technical Sessions

Car Show and Judging

Rally

Ramble around on a tour to see the beautiful fall colors

Parade Downtown

Parts Quiz

Swap Meet

Several Group Meals

We've reserved 35 rooms at the beautiful Lake Hamilton Resort. . .15 of these rooms are already reserved. This event, while sponsored by PCA, is open to all 914 owners (to increase the visibility of PCA). If you are interested and need more information, either check out our web pages at:

<<http://www.stazak.com/914ramble/>>

or contact the registrar at:

Charlie Davis
Mid U.S. 914 Ramble Registrar
PO Box 213
Weatherford, TX 76086
940-682-4719
chuxter@airmail.net

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by Kathy Golik, Allegheny Region
(from RUNDSCHAU)

Let's face it. No matter how much time and effort you put into detailing your car, your detail job does not last forever. Therefore, it is more realistic to undertake a thorough detail job twice a year and use a weekly maintenance program between detailings.

Cars driven frequently need to be washed often; once a week is not too much. During dry weather, dust obviously collects on the body and manages to find its way into the interior, trunk, and engine compartment. Therefore, you should make a habit of removing dust and dirt from these surfaces. During wet weather, dirt makes its way into the interior via your shoes, and splashes of road grime on the body and in the engine compartment. This debris is more than unsightly, it can scratch paint, stain interiors, and give rust a chance to start in

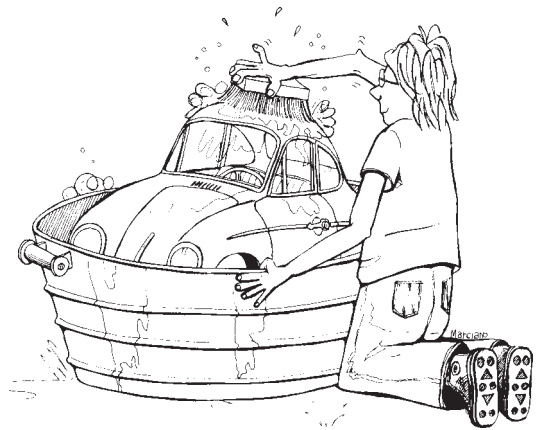
the fender wells and the underbody.

Weekly upkeep need not be as laborious as a full detail if the basics are already in place. Wax will protect the exterior, and interior protectorates help prevent permanent stains. It is important to completely spray the underbody to wash away dirt and road grime. Concentrate on areas that tend to collect debris such as the fender wells. It is very important to remove any accumulation of pine needles, leaves, or anything else that can retain moisture. If you have a really stubborn patch, use a plastic bristled brush.

Wheels and tires also need to be cleaned during your routine. Wheel surfaces certainly need

weekly attention due to the accumulation and effect of brake dust. Use a toothbrush and your fingers to clean tight spots. A plastic-bristled brush will remove surface dirt and some scuffs from tires. Use an SOS pad to remove stubborn marks. Apply dressing only as needed.

Regular use of a routine maintenance program will keep your Porsche looking great!



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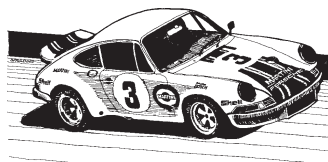
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GGR Time Trial & Drivers Education

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Time Trial #5 October 9-10th Thunderhill



Call Laurie Yonk
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for details



*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.

Pic-Tour Rally

by Rik Larson

The annual Pic-Tour rally by Diablo Region drew 31 cars. This was the 4th rally of the 1999 Zone 7 series held on Sunday, July 25, 1999. The number of cars required rallymaster John Clever to have more instructions printed up so that everyone could compete.

This event is based upon finding the proper location where a picture was taken. John gives you the pictures to look for (each car gets a black and white page of the 20 photos), and a route to follow. All you have to do is write down the mileage at the start and finish (allows for odometer correction to be applied automatically in the scoring) and the mileage (to the nearest 0.01 miles) of the photographs. There is no guarantee that all photographs appear (like maybe some from the previous year's event?).

John had posted the master color photographs on the walls and door of Kahler's Werstatt in Dublin (the start). You could tell who the seasoned rallyists were. They had brought colored pencils to annotate the black and white photos, and also sketch in the backgrounds with various highlighters. John then held a driver's meeting and we were

off. John allowed just over 2 hours to complete the course.

John had trouble with his computer at the finish so he was not able to determine how everyone did. Several folks indicated that they had missed 3 of the photographs. But as we compared our findings with others, it became obvious that we were not all missing the same 3. John said all the photographs appeared on the route.

The results were published in a couple of days and only 2 cars had found(?) all of the photos. Susie George (Diablo) and her son Chris were the overall winners with a score of 287 (no missed photos but a max on the location of 1 photo). If you missed a photograph, it was worth 200 points. Maximum error on any photograph was also 200 points. Second overall also went to Diablo Region members, Ernie and Ann Katler (score of 309). Making it a clean sweep for Diablo Region, 3rd overall went to Bill Melton (Diablo President) and Jo Molz with a score of 328 and 1 missed photo.

Next time I think I will take a digital camera and take a photo of the photos.

Pic-Tour Rally Results

reported by Rik Larson

SCOR DRIVER/CLUB

287 SUSIE GEORGE/PCA-DR
309 ERNIE KATLER/PCA-DR
328 BILL MELTON/PCA-DR
608 HELEN ASHUKIAN/PCA-SVR
609 BILL JONES/ZONC
612 HUBERT LEE/PCA-GGR+SVR
625 AL ARMELLINI/PCA-DR+SVR
671 PETER SOPER/BMW CCA
696 ARTURO BEJAR/PCA-LPR
744 RICH OSBORNE/PCA-DR
834 GARY ANGELL/PCA-DR
835 ED ROBITEULLE/PCA-DR
855 NABIL TAMER/TRC
906 BRIAN CAMERIAN/PCA-DR
967 EMILE HOULE/TRI TRAV
1142 LARRY ADAMS/PCA-GGR
1173 TOM MASLES/PCA-DR
1313 JOHN LINNEMAN/PCA-DR
1366 RON WALKER/PCA-SR
1428 TISH GLEASON/PCA-DR
1461 JAN COON/PCA-SR
1490 CANDY COOPER/PCA-YR
1498 HARRIET ESKILDSEN/PCA-DR
1667 DAVE BERGQUIST/TTSCC
1670 LINDA LYONS/PCA-DR
2216 HERB SCHREIB/PCA-DR
2353 VIC STEWART/PCA-DR
2896 BILL IRETON/PCA-GGR
3026 BENJAMIN OROZCO/PCA-DR
3063 BOB BEARD/PCA-GGR
4000 JEFF NELSON/

NAVIGATOR/CLUB

CHRIS GEORGE/
ANN KATLER/PCA-DR
JO MOLZ/PCA-DR
J TONEY/PCA-SVR
WILLIE LYNCH/
JENNY LEE/PCA-GGR+SVR
RIK LARSON/PCA-SVR
MARK LARSON/SCCA
MERI BEJAR/PCA-LPR
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KATHY ANGELL/PCA-DR
KEVIN ROBITEULLE/
ANA LINDSTROM-TAMER/TRC
SUE HOFF/PCA-DR
TERRY PAYNE/TRI-TRAV
GREG ADAMS/PCA-GGR
MELISSA MASLES/PCA-DR
CONNIE LINNEMAN/PCA-DR
SHARI WALKER/PCA-SR
EUGENIE THOMAS/PCA-DR
JIM COON/PCA-SEQUOIA
JIM COOPER/PCA-YR
PHIL ESKILDSEN/PCA-DR
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Altamont Raceway Experience

by Rebecca (LaRecca) Newlin

My husband, Bill Newlin, came home one day recently and said, “Do you remember I told you about those good ole boys, who drive NASCAR Super Mini Trucks at Altamont Speedways on Saturday nights?” “Well, Ms. Macha, I signed you up!” He had been talking to Larry Sharp who said they had two slots for drivers who wanted to rent the trucks for the evening, July 17th. Lloyd DeMartini was the other driver who signed up.

I’d wanted to do something like this since the 60’s, when our family car (a 1959 Dodge) was donated to a group for a Demolition Derby at Candlestick Park. It was wild! Someone drove our Dodge to victory, complete with a very loud rod knock. I thought it looked like a blast! Now, I’m not saying that the race at Altamont July 17th was a Demolition Derby, but that’s what it felt like.

The DeMartini’s and Newlin’s showed up at the track around 1PM and presented our competition licenses. Lloyd wondered if he should also give them his Malibu Gran Prix license. We filled out information for our NASCAR license (my new prized possession — I think I’ll frame it) and went over to check out our trucks. I was given truck No. 1 (a good omen?) - a white Ford pickup and Lloyd got a blue one, No. 3 (Oooh, like Dale Earnhardt). We were set. I bonded with my truck.

What’s next, we asked. Around 2PM we’d go out with the rest of the trucks — some privately owned, some leased for the year, and us — the only two rentals for the evening. We’d paid a small deposit for damage, and a truck rental fee, and a small race entry fee

and we were ready to go. We went out on a 1/4 mile oval track for several laps to get a feel for the truck and the track. The boys were gentlemen, and I only got hit from behind once. What a weird feeling. Then came another practice session — everyone was driving a little harder. It was less an oval circle and more like an autocross with early or late apexing, and using all the road, which was hard to do because the truck was set up to turn to the left (third gear was bungee-corded to stay in gear when you got hit from behind), left side tires were set at 20 lbs., right side, 30 lbs, so it really pulled alot. We had no rear view mirrors, no side mirrors, no headlights, no tail lights, NO BRAKE LIGHTS! I stayed pretty close to the inside, since I couldn’t see who was around me. Then we had the qualifying runs. This was just like Time Trialing, one practice, two timed laps — but we had cool lights flashing and flags signaling us around the track.

Lloyd’s qualifying time was a little faster than mine, and we were both amazed how fast some of the guys went. They do this EVERY Saturday night. Then there was the first heat. There was a good crowd in the stands and the VIP room was filled with wonderful Porsche folks who had come out to watch. I was so nervous. Lloyd said he wasn’t. I was glad I had someone else I knew doing this. I stuck to Lloyd like glue. We talked to the truck guys and got some tips (they were real friendly).

Race time — I was on the pole (fluke) and Lloyd was on Row 1. I was warming up, and I needed to stay with the pack; however, I could not see the pack, so I couldn’t tell where I was in relation to them. Green flag — what a rush! A few laps, and then WHAM!





Hit from behind by truck No.16. The hit spun me around, but I kept the engine running and got back into the pack — last, now. I got around one truck, another truck spun, and that's how that race ended. Lloyd was further up in the group. I'm exhausted by now, arms felt like cooked macaroni, and there still is another 20 lap race later in the evening. Talk about bang for your buck! There were a lot of other races going on, and Lloyd and I watched, while our friends spectated and partied — we were all having fun.

Next race, Lloyd and I are starting way in the back. That's OK by me, I'm not looking forward to getting hit again. Ha! Next race, I'm pedaling as fast as I can (there is not a whole lot of power in these trucks and the privately-owned ones have souped up engines (I'm betting) and they have mirrors! The announcer gets the crowd really revved up, and when we take off, I'm pumped. This is such fun. I'm driving lap after lap, but finally the first place truck comes up on me, FAST. Then 2nd place, then 3rd place. Next thing I know, I feel like a human pinball machine — hit from the back, hit from the left. I'm now facing the grandstands (swell!) and I'm thinking about turning this truck around. No need! I got hit from the right, with the truck looking (from my vantage point) like he was going over my hood — I'm now pointed in the right direction. With my Time Trial experience, I go into



the pits to assess the damage, expecting all the boys who were involved in the melee, to follow. Wrong! They just kept going. Someone says it is just sheetmetal damage — you can go back out. **“Oh, that's OK”**, I said. I'm really exhausted now. I watched Lloyd finish the race and cheered him on. We did it!

It was fun, it was scary, it was a rush. I'm so glad I did it. Lloyd's comment was that it was a LOT of work to be so non-competitive. These guys were street fighters. I was elated the rest of the evening and into the next day. Really bruised, but elated. Our neighbors, who were there, Jim and Laura Peterson and Maggie Reynard, presented me with a NASCAR baseball cap with my truck number, No. 1, on it, and a decal that read, “No guts, No Glory” — more prized possessions. I hear there is a video we can purchase, and I'm anxious to see what the Porsche gang saw in the VIP room.

Thanks to all who came out to support Lloyd and I. It was a great crowd. Would I do it again? **“Oh, that's OK”**.

Photos by Pattie DeMartini, Hank Watts, and Dave Dunwoodie



Autocrossing around the zone with Hank

By HANK WATTS

GGR TIME TRIAL AT THUNDERHILL: Summer weather, but not too warm; welcome gentle breezes in the afternoons. The marvelous ThunderHill track ours for the week-end.

Practice sessions were uneventful except for a few newly-dirty cars and a hastily-scheduled conference between Niul Burton's left rear fender and the into-pit tirewall. The tirewall won. I later found Niul and Pamela going over the reasonably-mangled fender with a rag and polish and thought that to be quite optimistic.

It's hard to gauge how much equipment trouble is normal, but various gremlins took out the cars of Masuo Robinson (stuck tranny, and Louise was going to be driving it as well due to bad shocks on her own car, not fixable in time for the event), Jeff Sykes (oil return line rubbed through, choose your wheel off-sets and tire sizes carefully, children), Ken Masuda (front suspension), Gene Kindred, Marlin Neufeld, Bill Benz (tranny seal), and probably others I've forgotten.

Timed runs produced some amazing times for the zoomy cars. Rich McGlumphy was hopeful, practicing 1:58s when the best time at the previous event had been a 1:59.1. He ran a very nice 1:58.1. Ray Dicius probably thought he had TTOD sewed up when he left early after posting a club-record 1:56.3. However, Lloyd DeMartini pulled out a 1:56.1 to take TTOD. Mat Lowrance was fastest on street tires in an Lm car, running 1:59.5. Pattie DeMartini was TTODL and 5th overall with a 2:04.2. In Br and BrL Rob Aube and Sharon Neidel have been trading places all year; this time was Rob's turn. Tony Mazzagatti eked out a narrow victory over Steve Kuhn, 2:13.712 to 2:13.859 in Km. Ni, the relatively stock 993s, saw some close action, with James Thompson's 2:14.148 good enough for the win, Sherman Koo in second with a 2:14.971 and Brian Lee at a 2:15.119. Sherman was driving Brian's car, so we're not sure we'll see him back real soon.

In a followup to the John Cole cellphone story, there were some brakepad issues on the Cole car at Seca as well. John had with him at ThunderHill a backing plate for a brake pad that had a large hole in it, and a caliper piston that matched the size of the hole in the backing pad. The operating hypothesis was that the piston had worn through the backing plate and that a car could be stopped with pistons alone, obviating the need for brake pads at all. Further discussion, fueled by some delightful homemade red wine from Jeff Roberts (thanks, Jeff!) and involving serious but appropriate lampooning of recently-promoted UC Chem profs, determined that the piston hadn't punched through the backing plate, but had created a piston-sized hotspot that caused the center of the backing plate to weld to the piston and get separated from the surrounding backing plate material. Later analysis by a 2nd-grade teacher (Cat Siemens) showed that the puck probably really had punched through the backing plate. The chem prof argues that he was on the path of truth and righteousness, clear that brake pistons have no retractive force save the hysteresis of the square rubber seal,

though who's to say that that wouldn't do the job if the metal is molten?

I asked John if I could borrow the samples to take photos later (the digi-cams memory banks currently being full of documentary photos for the Drivers' Handbook upgrade) and, with the easy grace and confidence of someone who is ALREADY in firm possession of the GGR Dummkopf award, he said yes. (Amazing photo attached for email recipients).

On a much heavier note, it is with sadness and regret that I must report the passing of a friend, time trialer and GGR member. Ted Smith died Saturday, July 24th of an apparent heart attack while resting between runs at the Thunderhill Time Trial event. An active, enthusiastic TT participant and region supporter, he will be much missed by family and friends. There will be a memorial service 18Aug, 7:00pm at the Candy Store in Burlingame, properly befitting Ted's interest in fine, fast automobiles. Those wishing further information may contact Scott McKay at <scmckay@jps.net>.

LPR AUTOCROSS AT CANDLESTICK: The last day of the month featured an LPR autocross at Candlestick. Trailer towing by the always-cheerful Chris Murray and course design by Burt Del Villano and a very, very large committee. The weather was vaguely gloomy but not uncomfortable. After a late start we had 4 runs in the morning, 6 in the afternoon, were done by 3:30 and there not being a quorum for funruns we retired to early margaritas and dinner at El Torito.

The previous LPR event at the Marina airport was a Varioram Day Extravaganza, with Dan Jones (yes, Dan is back, hide the women and children, but thank him for bringing LPR results up to date), Tobias Olney and Robert Stefanowicz taking the first three places (modified C4S, 914 varioram conversion and stock 993 coupe, respectively). This day things would be different. Though most of the tautly-suspended cars had difficulty with the bumpy course, John Beck's RSR-like 2.8 set a devastating standard of 41.0. Next a couple of variorams (Robert Stefanowicz and Ron Davis), then Doug Ostler's Boxster. Scott Roberston rounded out the top five.

SIGNS: So there we were, cruising northward in the van towards redwood country, Laura and I with three crashed triplet-moppets scattered among the casually-packed camping gear (ample space and tight schedules can produce a fearsome mess). As we drove into the redwood country above Ukiah we began to notice some rather incredibly-specific CalTrans signage. "Construction Zone, Resurfacing", then, a bit later, "Construction Zone, Widening." After another caution about resurfacing there was one indicating "Construction Zone, Widening Passing Lane."

By this time Laura and I were chuckling about whatever supervising signage engineer was in charge of this part of California. Did the other signage engineers notice this? Would the engineers from San Luis Obispo and Wasco, having some reason to talk on the phone, laugh about this crazy from the north and his extraordinary thoroughness? Or was it an educational

mix gone awry, perhaps a combination degree of civil engineering and sociology?

We were not, however, quite ready for coming around a turn (marked, of course, by both an oversize left-bend sign with truck tipping over, followed immediately by an oversize "S" curve sign) to find one of those very large flashing signs, orange in lettering but with a sinister bluish cast to the background, proclaiming, at the top of its lungs, "NARROW BRIDGE" "CAUTION" "NARROW BRIDGE" "CAUTION". There was a time when a standard-size yellow sign would do that job. While trying to recover our composure we saw a sign indicating construction workers and were pretty sure that they were more likely to be erecting signs than doing any resurfacing or widening work or any other "constructive" activities.

As we travelled further there were additional developments. Signs proclaimed a special event, cautioned about pedestrians and began to narrow the roadway to one lane. Apparently we had scheduled our moppet-based camping trip for one of the most interesting redwood weekends available, Reggae on the River, right across that river from our campsite at Richardson State Park. Somewhat bad luck.

However, the signage issue now came into clear focus. Mr. Signage Engineer is no crazy. Imagine the scene, a few weeks ago. The section chief approaches Mr. Engineer's desk and says: "So, here's the scene. There are going to be thousands of reggae fans traveling at night upon your roadway. Thousands. We can hunch that they will have already begun the process of preparing themselves for a weekend of reggae music. Thoroughly preparing themselves. Thousands. See what you can do about some signs to help them out."

REPORT FROM THE EAST: With a little luck there'll be a full report in the next installment, but just a few words now about PCA driving events in the East. In a continuation of a bi-coastal racetrack exchange program I had a chance to drive Ellen Beck's 944 normal at Watkins Glen and Mont Tremblant (Quebec province) in early July and garnered some interesting experiences. Thanks, Ellen!

In the northeastern part of the US (and part of Canada), Zone 1 has 18 regions, about 12 of which run track events. Based on what appears to be a much more hostile insurance environment, timing of laps is typically not allowed at driver's education events. Being caught timing a lap is grounds for expulsion at many events, and being seen with a stopwatch marks you as a dangerous scofflaw. It does seem, however, that a number of the better drivers seem to know their lap times. Must be from running that track during club races. Because of the timing ban, run groups are based on learning status (instructors in the fastest group, all the students in a different group). Students are typically instructed for several days at a given track before being turned loose. Permission to run solo for a driver is

specific to a given region/track combination, as is instructor status.

Safety requirements are typically not much greater than autocross, though advanced drivers normally have 5-point belts and fire bottles. The prevalence of driving suits seems to depend on the particular event. Groundschool is typically a Saturday morning newcomer orientation at the track.

The real news is that all of this works just fine. Despite tracks with very serious guardrails and slick green grass leading to obstacles not far from the track surface, the number of cars off the track is minimal, as is the sheetmetal damage. I'm convinced that the timing of laps is an extremely critical piece of feedback to the learning driver, but I can't deny that the folks back east are having a good time.

IT IS CRICKET?: The cancellation of the 4Aug mid-week autocross at Candlestick due to a cricket match the night before (though, in India cricket matches can last for days . . . what a thrilling thought) prompted some interesting responses: DH observes, "You overlook the danger presented by thousands of dead crickets on the course. I've driven on them in Texas and they are very slippery," BN noted, "Reminds me of the

time I played a rugby game in Soldier's Field in Chicago—there must have been, oh, 150 spectators . . ." and esteemed editor JK wrote, "The problem is the oil patch left behind by all those British cars carrying folks to the Cricket match."

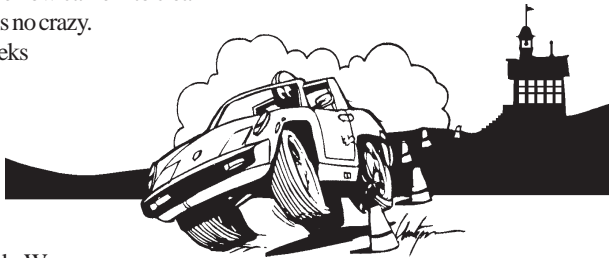
CAR CLASSIFICATIONS: OK, think for a moment. All this PCA autocrossing, drivers' ed and time trials, often restricted to Porsches only. Will the Porsche SUVs be allowed to run? In what class, pray?

RESCHEDULING THE AUTOCROSSES: The LPR/GGR Zone autocrosses were not moved to Marina last month due to some procedural difficulties. After some political dust settled the deal is this: The LPR Zone event (#5) will be 21Aug at Candlestick. The 21Aug SVR AX is cancelled. 22Aug will see a GGR AX at Candlestick, but it won't be a Zone 7 event. Zone AX #6 is cancelled. The Zone AX weekend at Mather will happen as scheduled Sept 11 & 12, but the event on the 12th will be GGR-sponsored rather than Zone-sponsored. It is not clear whether it will be a GGR points event. The California Challenge Oct 2-3 will be Zone AX #9.

COMING UP IN SEPTEMBER: Zone Autocross weekend at Mather 11 & 12. SVR-sponsored PCA Club Race at ThunderHill 18-19 (testing available Friday) will also have at least one and probably two driver's ed sessions, open to just about anyone, instructors provided. NASA at ThunderHill 11-12 (school on Saturday only).

BON MOTS: Only Jeff Cohen would come up with a self-denying email address, recently changed to formerly@provider.net

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



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Expecting the Unexpected

by *Sylvia Sykes*

The sun shines brilliantly from an intensely blue sky. It's a perfect day for a drive. Heading up I-5 past Sacramento towards Willows, California creates the perfect beginning for a week-end at Thunderhill, the SCCA raceway. The open road with its enticing 70 mph speed limit encourages drivers to relax and enjoy the drive. Along the highway, people in Porsches cruise along knowing that their fellow Porsche travelers are heading for the same destination - a two day love fest in the guise of a time trial. Some drivers have arrived earlier on Friday in order to enjoy the test day in which, for a track fee, they can preview the track.

As you enter the gate to the track, you are greeted by Don Deck, a retired machinist from Willows who once traveled the country driving jalopies, midgets, and other vehicles at dirt track races. Don hands you a release form along with a good joke and a smile. Don has been working for Thunderhill for four years and has enjoyed every minute of it. "I like people and I want them to have a warm reception here at the track. Thunderhill has been good to me and to Willows and I just want to return the favor. I get pleasure from yakking with the kids and patting the dogs. If you're having a good time, so am I." What an introduction to this beautiful track snuggled in the hills amongst farmland.

Thunderhill was the brain child of the San Francisco Region Sports Car Club of America. Trying to arrange track time for all the avid amateur sports car drivers has always been a challenge. What better way to assure us of a good, safe track than to build its own? Each year sees new improvements to the track. It is constantly evolving, always for the better. Last year the track was expanded with the addition of a new back stretch that further challenged drivers. This year, the San Francisco SCCA will move its headquarters to the track itself. A further improvement will be the addition of real showers and toilets. Pure heaven when the temperatures soar and the dust swirls.

Looking around at the track and the events that take place there, I am in awe of all the work that it takes to make this happen. As you enter the track you can stop by the concession stand and order a hot breakfast and lots of strong coffee. Alice Lam, another Willows resident, cheerfully takes your order and serves it with a genu-

ine smile. She really enjoys serving and meeting people from all over the country. "Thunderhill is good for Willows. It brings people here. It keeps our teenagers out of trouble because they like to come to watch. I wish I could watch also but I am so busy that there is no time." Alice is sometimes helped by her daughter-in-law, Cathy, who is the manager of the Crossroads Inn in Willows. Cathy shares Alice's opinion that Thunderhill and its participants bring only good to the town.

Walk across the road and you'll find the souvenir stand loaded with T-shirts, caps, and other paraphernalia. Terry, the Thunderhill accountant, willingly tells you all about Thunderhill and its history. The pride in the track is evident in her voice. "Thunderhill has been great for the economy of Willows. People enjoy coming here. They stay in our motels, shop in our stores, and eat in our restaurants. We want you to feel welcome." Her son, Brian, a student in philosophy at Chico State, also works for Thunderhill. "It's perfect for a student. I can make my own hours and study during the slow times. I've worked most of the jobs here - security, concession, gas, and even corner worker." Brian gave up corners when he used a standing yellow flag to wave away a bird-sized bumblebee. Imagine the consternation of the other workers when they couldn't figure out why the standing yellow had become a waving yellow!

Any time trial requires massive effort from so many sources. Some are volunteers, some are paid. Every event must have an ambulance, a fire truck, a safety crew, tow truck, and corner workers to keep the event safe. Unexpected things do happen, however. As I stood by the wall watching practice runs on Saturday, four cars, within minutes of each, went into spins. Radios cracked, flags waved, and people moved into action. One of the cars had spun off the track at the end of the Cyclone. (No, it was not Steve Kuhn in Silver!) The driver got back on the track and sped off. Unfortunately, he had left a little surprise. A spark from the car had ignited the dry grass. Within moments, a fire erupted. The ancient fire engine roared into action. The safety crew leaped into the pick-up truck. Corner workers began waving red flags and directing other cars off of the course. The precision of the participants was awesome. Within a very brief time, the fire engine had arrived at the site and quelled the fire

while the safety crew organized track clean-up. Teamwork had taken a potentially disastrous situation and controlled it. As I watched the event unfold, I was deeply impressed by precision with which everyone operated.

Tow truck drivers play an important role at any track event. When a car breaks down on the track, the tow truck goes into action. It can be something as small as an over-estimation of the amount of gas in the tank, to a thrown rod or broken engine mount. This week-end saw a fair amount of car carnage requiring not only the services of the Marin Towing Company but of trailer rigs loaned to hapless drivers whose cars had become undrivable. One kind soul (who wishes to remain anonymous) loaned his rig to a stranded driver. Within an hour of the vehicle leaving, his own seemingly bullet proof car suffered from a damaged oil line. Stranded, he sought other means of transportation. Many thanks to Dan Jones and all the other drivers who rescued their fellow competitors. Just more proof that Porsche people are some of the most generous around.

Safety is always paramount at PCA track events. Each corner has a worker who watches the action from high above the track. They determine the seriousness of each incident on the track and choose the appropriate flag to signal drivers and other corner workers. These wonderful people spend many hours standing in the hot sun breathing exhaust fumes while insuring the safety of the participants. No event could take place without them. So, the next time that you are at an event, remember to thank these dedicated people for the effort that they put into their jobs.

Thunderhill offers both the expected and the unexpected. We expect to have a great time at this wonderful track. We do not expect grass fires and broken cars. People who come to the track for the first time are always pleasantly surprised by the warmth, generosity, comradery, and thoughtfulness that they experience. Coming to PCA time trials is, indeed, a love fest of the best kind. In October, the last time trial of the season will be held at Thunderhill. Come and join us for the unexpected challenge of running the track in reverse. See you there.

Dedicated to Ted Smith who passed away on 7/24/99 at Thunderhill Raceway.

Thunderhill Time Trial #4 Results

reported by Robin Aube

Car #	Class	First	Name	Last	Time	Points	Total							
264	AP	Jim	Ralston		2:34.104	20	80	54L	EX	Cindy	Payne	DNR		0
201	Bi	Richard	Jung		2:22.123	20	76	12	EX	Jack	Kuhn	DNR		0
204	Bi	Joe	Zeiph		2:23.161	16	51	54	EX	John	Byrne	DNR		0
25	Bi	James	Ohl		2:27.954	13	36	861	EX	Richard	Walton	DNR		0
314	Bi	John	Seidell		2:28.601	11	40	052L	EXL	Tricia	Braun	DNR		0
166	Bi	Rich	Bradshaw		2:33.454	9	22	39	Fi	Paul	Seidel	DNR		60
8	Bi	Jim	Biesemeyer		DNR		52	244	FM	John	Nelson	2:12.667	20	20
528	Bi	Brooks	Esser		DNR		18	90	FM	Gene	Kindred	2:18.090	16	32
195	Bi	David	Darling		DNR		3	171	FM	Robert	Stiffler	2:26.006	13	45
725	Bi	John	Beck				13	260	FM	David	Kuhlman	2:40.592	11	37
272	BiL	Tina	Tucker		DNR		60	6	FM	Larry	Sharp	DNR		60
342	BP	Kevin	Voigt		2:18.738	20	60	90L	FML	Patricia	Kindred	DNR		20
242	BP	Ted	Voigt		2:19.914	16	52	42	FP	Scott	Yeaman	2:14.524	20	80
45	BP	Jeff	Williams		2:21.855	13	58	92	FR	Erik	Ostly	DNR		60
435	BP	Gary	Campbell		2:25.098	11	40	48	FX	Sergio	Meza	DNR		0
234	BP	Bert	Del Villano		2:32.239	9	40	153	FX	Bill	Packwood	DNR		0
214	BP	Gerry	Brown		DNR		0	453	FX	Rod	Packwood	DNR		0
135	BP	Chuck	Kolstad				0	14	FX	Lauren	Merrill	DNR		0
342	BP	Bill	Scott				13	210	Gi	Scott	Robertson	2:21.400	20	52
735	BP	Chris	Kolstad				13	99	Gi	John	Teasley	2:30.591	16	72
3	BR	Robin	Aube		2:19.104	20	60	209	Gi	Marlin	Neufeld	DNR		20
3L	BRL	Sharon	Neidel		2:21.682	20	60	281	Gi	Michael	Cullinan	DNR		0
924	Ci	George	Visgilio		DNR		40	245	GM	Scott	Watkins	2:08.829	20	56
294L	CiL	Lori	Hageman		DNR		60	40	GM	Neil	Jackson	DNR		20
288	CP	Steve	Casaletto		2:20.182	20	62	280	GM	Chuck	Davis	DNR		0
340	CP	Cameron	Carrington		2:24.218	16	43	4	GM	Ross	Merrill	DNR		0
212	CP	Anthony	Waitz		DNR		40	70L	GML	Cherie	Kuhn	2:18.186	20	60
312	CP	Miles	Smith		DNR		11	40	GML	Patty	Stark	DNR		16
882	CP	Rory	Holliter				22	68	GT	Steve	Meacham	2:05.045	20	60
307	CP	Dan	Lofgren				36	27	GT	Henry	Watts	2:11.222	16	36
224	Di	Jim	Putnam		2:12.404	20	76	309	GT	Jeff	Stevenson	DNR		16
767	Di	Michael	Whelan		2:18.297	16	45	127	GT	Bill	Benz	DNR		13
388	Di	Dave	Standridge		2:19.809	13	29	28	GT	Greg	Sirakides	DNR		16
511	Di	Jim	Hyndman		2:21.605	11	53	930	GT	Tim	Gallen	DNR		0
64	Di	Raoul	Proctor		2:22.874	9	34	333	GX	Stuart	Ward	2:11.323	20	56
777	Di	Lynn	Pennington		2:25.881	7	18	1	GX	Ken	Mack	2:12.370	16	45
928	Di	Sandy	Swallow		DNR		20	385	GX	Nils	Kjell			16
75L	DiL	Susan	Moore		2:19.523	20	60	215	GX	Jim	Zehnder			26
511	DiL	Georgia	Hyndman		DNR		36	412	GX	Paul	Brodie			0
225	DM	Scott	McKay		2:08.450	20	40	445	Hi	Evan	Williams	2:20.639	16	72
951	DM	Michael	Mitchell		2:13.518	16	72	437	Hi	Kevin	Molineaux	2:28.348	13	13
951L	DML	Donna	Sylvanovich		2:17.192	13	73	209	Hi	Marlin	Neufeld	DNR		20
944L	DMLL	Lori	Gallen		DNR		0	29	Hi	Doug	Fisher	DNR		0
811	DP	Bob	Fooshee		DNR		0	329	Hi	Bill	White	DNR		0
367	Ei	John	Manelis		2:14.363	20	72	483	Hi	Mike	Serpe			16
517	Ei	Niul	Burton		2:15.418	16	56	483	HP	Mike	Serpe	2:22.510	20	20
194	Ei	John	Pedroni		2:40.066	13	13	77	HP	Bill	Fergus	2:37.570	16	64
444	EP	Bob	Norwood		2:20.091	11	67	36	HP	Tim	Fleming	DNR		60
66	EP	Ted	Phillips		DNR		36	343	Ji	Jeff	Roberts	2:22.438	20	64
300	EP	Bill	Bechtold		DNR		0	361	Ji	George	Morris	2:23.287	16	53
433	EX	David	Thirwall		2:13.506		0	11	Ji	Steven	Taty	DNR		40
425	EX	Wayne	Graner		2:28.762		0	381	Ji	Warren	Walker			48
997	EX	Mark	Hellner		DNR		0	353	JP	John	Scherck	2:26.510	20	56
52	EX	Greg	Braun		DNR		0	27	JP	Henry	Watts			20
							0	127	JPL	Ellen	Beck	DNR		20

41	Ki	Chris	Murray	2:13.171	20	80	161	Ni	Ben	McGraw		0	
96	Ki	Ken	Park	2:17.161	16	59	138	QM	Hartley	Smith	2:09.882	20	20
95	Ki	John	Cole	2:18.044	13	55	993	QM	Dan	Jones	2:12.261	16	16
219	Ki	Tom	Thompson	DNR		0	666	QM	Jon	Cox	2:14.749	13	69
385	Ki	Nils	Kjell			24	931	QM	Gary	Jones	DNR		20
34	KM	Neil	Yonk	2:09.876	20	68	113	Si	Anthony	Lizano	2:20.937	20	80
421	KM	Duck	Fuson	2:10.950	16	49	415	Ti	Michael	Saal	2:31.321	20	20
24	KM	Masuo	Robinson	2:12.188	13	66	2	U	Rich	McGlumphy	1:58.064	20	80
373	KM	Rob	Beckley	2:13.055	11	40	323	U	Rich	McClelland	DNR		16
51	KM	John	Beck	2:13.413	9	31	123	U	Stan	Michelman	DNR		13
88	KM	Warren	Walker	2:19.872	7	7	15	U	Dan	Cowell	DNR		0
390	KM	Harold	Williams	DNR		7	398	W	Richard	Steranka	DNF		16
87	KM	Mike	Jolliffe			13	63	W	Mark	Proctor	DNR		20
510	KML	Karen	Beckley	2:19.873	20	20	190	W	Jim	Sjoberg	DNR		20
34L	KML	Laurie	Yonk	2:21.563	16	76	190L	WL	Terry	Jacobson			20
37	KP	Tony	Mazzagatti	2:13.712	20	76	115	X	Spencer	Harris	2:22.019	20	56
16	KP	Steve	Kuhn	2:13.850	16	68	22	X	Bill	Newlin	DNR		20
155	KP	Mike	Bernamonti	2:18.850	13	50	74	X	Robert	Ellis	DNR		20
455	KP	Pete	Blansit	2:21.081	11	31	22L	XL	Rebecca	Newlin	DNR		40
282	KP	Derek	Dean	2:38.907	9	9	74L	XL	Joy	Ellis	DNR		20
318	KP	Pete	Siemens	DNR		24	69	Y	Dennis	Tholen	2:09.220	20	80
252	KP	Gary	Freeman	DNR		0	19	Y	Larry	Heitman	DNR		16
246	KP	Mark	Johnson			0	231	Y	Bob	Beach	DNR		13
10	KP	Rob	Johnson			0	19L	YL	Sue	Smith	DNR		20
333	KP	Stuart	Ward			0	55	Z	Lloyd	DeMartini	1:56.134	20	76
318L	KPL	Catherine	Siemens	2:25.275	20	56	17	Z	Ray	Dicius	1:56.269	16	52
70L	KPL	Cherie	Kuhn			20	83	Z	Art	Seeger	DNR		16
516	Li	Brad	Maker	2:20.170	20	80	67	Z	Don	Miraglia	DNR		13
116	Li	Dave	Dunwoodie	2:26.125	16	16	47	Z	Matt	Orovitz	DNR		0
347	Li	Thomas	Ahlberg	2:30.081	13	37	55L	ZL	Pattie	DeMartini	2:04.224	20	80
406	Li	Ron	Musser	2:37.711	9	9							
320	Li	John	Ng	DNR		29							
218	Li	"Kit" Carson	Boyd	DNR		36							
215	Li	Jim	Zehnder	DNR		29							
104	Li	Jim	Watson			0							
104L	LiL	Renee	Crawshaw	DNR		0							
124	LM	Mat	Lowrance	1:59.513	20	20							
140	LM	Matt	Vail	2:16.642	16	32							
600	LM	Ron	Herrerias	DNR		20							
31	LM	Mark	Havens	DNR		20							
97	LM	Mark	Shattuck	DNR		0							
104	LP	Jim	Watson	2:19.451	20	20							
20	LP	Ron	Rogers	DNR		0							
330	Mi	John	Gingrich	2:15.169	20	80							
268	Mi	Robert	Brenner	DNR		16							
236	Mi	Gianluca	Rattazzi	DNR		0							
390	Mi	Harold	Williams			0							
460	MP	Larry	Cable	2:14.325	20	20							
471	MP	Jeff	Sykes	DNR		60							
26	MP	Bill	Lusk	DNR		16							
151	MP	Louise	Soursoures	DNR		13							
247	MP	Bill	Scott	DNR		0							
240	Ni	James	Thompson	2:14.148	20	72							
380	Ni	Sherman	Koo	2:14.971	16	16							
360	Ni	Brian	Lee	2:15.119	13	69							
366	Ni	Robert	Murillo	2:19.905	11	22							
410	Ni	Greg	Stowe	2:23.529	9	35							
211	Ni	Barry	Fleshor	2:34.478	7	7							
243	Ni	Gib	Myers	DNR		0							

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New 996 Porsches with Dave Morse's 911ST centered in the back.



Mary Ann Behrens admires Mike Abeyta's 1st place winning Boxster.



Dick Cottrell awards the trophies while Charlie Burton helps out.



917/30 owned by Dave Morse. What an awesome machine!



Sharon Neidel gets Rob Aube to help out while Chef James Ohl slaves over the hot grill.



Ken Shahoian is waiting to recruit new members from the spectators.

ncours '99

Carlsen Concours Scores

August 1, 1999

	Name	Region	Score
356 Street			
1st	Ed Swain	Cal Central Coast	245.25
2nd	Mark Hubbard	Diablo	241.25
3rd	Dick Cottrell	Golden Gate	239.25
356 Full			
1st	Brian Carleton	Golden Gate	247.75
2nd	Tom Krugman	Yosemite	247.5
Water Street			
1st	Andrew Salesky	Golden Gate	196.75
Water Full			
1st	Mike Abeyta	Golden Gate	246
914 Wash n Shine			
1st	Joe Pitta	Sacramento Valley	197.75
2nd	Eli Pitta	Golden Gate	195.5
914 Street			
1st	Greg Keith	Sacramento Valley	239
914 Full			
1st	Dean Vanni	Diablo	249.5
Competition			
1st	Bud Behrens	Yosemite	249.75
2nd	Larry Sharp	Golden Gate	246
3rd	Bill King	Sacramento Valley	238.75
911 Wash n Shine			
1st	Clinton Wong	Golden Gate	198.75
2nd	Phil Lawrence	Sacramento Valley	198.5
3rd	Mike Young	Redwood	198.25
911 Street Early			
1st	Roland Garrido	Diablo	244
2nd	Ed Dugan	Diablo	242.5
3rd	Andy Hospoder	Golden Gate	236.5
911 Street Late			
1st	Jim Sorensen	Diablo	234
2nd	Nelson Saldana	Diablo	233.25
3rd	Ron Davis	Golden Gate	232
911 Full			
1st	Gary Griffiths	Golden Gate	247.25
2nd	Tom Krugman	Yosemite	246.25

Photos by Dick Cottrell
and Pattie DeMartini
Scores reported by
Roger Wiersema



Bill Benz brought out his beautiful Carrera GT Speedster.



Larry Sharp and Lloyd DeMartini display their Zoomy 914s.



Lloyd DeMartini and Phil Lawrence present the first annual Dick Cottrell Award to 20 year participant Brian Carleton.

The California Challenge

by Bill Newlin, Golden Gate Region.

If you missed the 1st California Challenge you now have the opportunity to make up for it by attending this years event. Mark your calendars for October 1,2,3. It will be that easy: 1,2,3 to have fun at the Zone 7 / Zone 8 Challenge. If you're not a member of either Zone, you will be recruited based on your skills as an autocrosser, rallyist, or concours fan.

If you drive a fast, clean car and don't get lost easily, please call me direct. The Perpetual Trophy will go home with Zone 7 this year to break the tie from last year and give bragging rites to the deserving zone, Zone 7. Zone 8 has plenty of nice people and they are lots of fun, and gracious losers I'm sure.

The '99 event has all the features of the '98 event plus a much larger, longer and faster auto-x. Wimps need not apply! OK, that leaves most of Zone 8 out, so what else can they find to do?

Well, the concours was the place where they really shined. Since they had all the Q-tips in Bakersfield, they sort of stole the show, but not without a good fight from the superior zone, Zone 7.

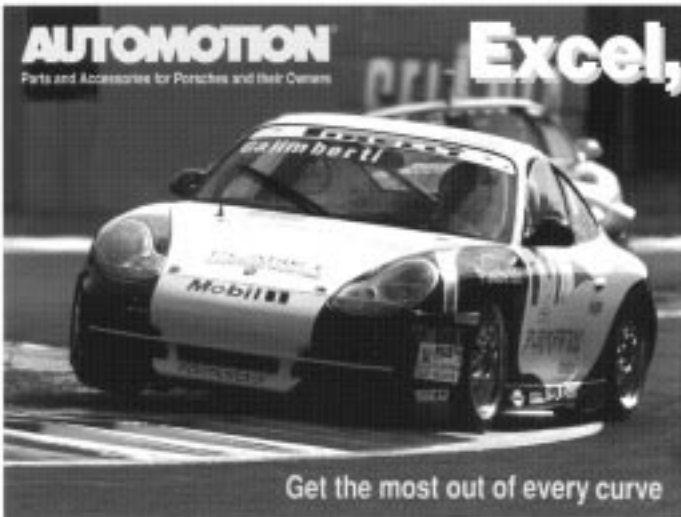
This year another event has been added, a rally. The Bakersfield area has some beautiful spots to tour and hopefully, Zone 7 will be leading the parade of beautiful Porsches to the check points around Kern County's most spectacular areas.

Last year the auctions at the great Saturday night dinner became a real battle too, with many bids getting out of hand. Oh no, we aren't too competitive! It was all for a good cause, the Arthritis Foundation.

The entire event is for this great cause and all your fees and donations are tax-deductible. Definitely a win - win situation. And if you were not a winner in the competitive events, door prizes "to die for" were in great abundance, donated by many generous sponsors. The sponsor list for this year has many of the same generous groups that were part of last years event, plus some biggies.

The Rio Bravo Resort is the headquarters for this event and will also be the site of the concours.

Event information and registration forms may be obtained by contacting Mary Ann Behrens at (209) 477-6496 or by e-mail at buddyb@compuserve.com



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GGR New Years 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:
1 hour reception and hosted bar
Dinner (choice of 3 fine entrees)
Music & dancing
Casino Activities & fun
Champagne
Hotel room and breakfast for 2 the following morning



For reservations, please send your check (made payable to PCA GGR), **by September 15** to:
Mary Beth Wilson, 1363 Cuernavaca Circulo, Mountain View, CA 94040 (650-965-2566)

GGR New Years 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 November 1, 1999. Please send to Mary Beth Wilson at the above address or via email to marybeth.wilson@gsc.gte.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

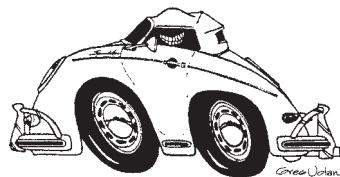
GGR-Automotion Autocross #4 July 10th

reported by Dave McGuigan

Class	Name	Car	Time	Pts	T Pts	Ep	Name	Time	Pts	T Pts
A	Bobias, George	71 914			36	Ep	Lau, Steve	88 928		20
A	Davidson, Brad	76 912			20	Ep	Louie, Damon	80 928		27
A	Kinkel, Don	?? 914			16	Ep	Plantillas, Eddie	88 928		16
A	Powell, Mark	71 914	36.773	20	20	Ep	Seibel, Stephanie	86 944T		16
A	Powell, Matthew	71 914	37.206	16	16	Ep	Starkey, Kyle	86 944T		20
Ai	Stark, Jim	74 914			40	EX	Schmidt, Peter	?? 550 Spyd		20
Ap	Benz, Bill	57 356			20	F	Teeter, Ryan	73 914-6		20
Ap	Rose, Revis	79 924			52	Fm	Sharp, Larry	74 914-6 GT		60
B	Blyholder, Andrew	74 914			53	Fx	Ralston, Jim	70 914-6	35.541	20 40
B	Clement, Ed	?? 914			16	FxL	Kinney, Kathleen	70 914-6	37.529	20 40
B	Petrow, A B	75 914			16	G	Austin, Todd	71 911T	37.767	16 16
B	Went, Bryan	74 914	41.911	20	40	G	Hunsinger, Dave	70 914-6	45.032	13 13
B	Went, Erick	74 914			11	G	Pavelka, Erik	69 911	36.206	20 20
Bi	Esser, Brooks	73 914			20	Gi	Jameson, Thomas	70 911T		31
Bi	Nieslony, Steve	73 914			20	Gi	Martine, Marion	71 911		13
Bi	Ohl, James	73 914			13	Gi	Mastrude, Roger	71 911		16
Bi	Seidell, John	74 914			32	Gi	Neufeld, Marlin	72 911		13
Bi	Spinelli, Joe	74 914			13	Gi	Park, Ken	73 911T		16
BL	Walter, Melissa	74 914	46.208	20	20	Gi	Teasley, John	74 911		20
Bp	DelVillano, Bert	74 914	33.447	16	76	GiL	Thomas, Eugenie	68 911	34.166	20 60
Bp	Drain, Rick	75 914	34.904	13	61	Gp	Chloupek, Graham	70 911T	32.751	20 76
Bp	Voight, Ted	75 914	32.228	20	20	Gp	Sameson, Thomas	70 911T		16
BpL	DelVillano, Anne	74 914	36.352	20	80	Gp	Walker, Barry	70 911T		20
Br	Aube, Rob	74 914	36.63	20	36	GpL	Walker, Lorraine	70 911T		20
Br	Neidel, Rob	74 914	37.191	16	56	GiL	Stebbins, Cyndi	68 911T	35.751	20 20
BrL	Neidel, Sharon	74 914	38.079	20	80	Gm	Bergstrom, Dirk	73 911		20
Bx	Alvarez, Frank	72 914			20	Gm	McGuire, Martin	68 911		20
Bx	Newton, Bill	68 912			40	Gm	Rice, Chris	70 911T		20
C	Petersen, Bob	85 944			48	GmL	Kuhn, Cherie	70 911		20
C	Zacharisen, George	83 944	42.235	20	80	GT	DeBon, Rich	79 911SC	33.977	16 16
Ci	Lee, Bob	87 944			40	GT	Stevenson, Jeff	79 911SC	30.823	20 20
Cp	Smith, Miles	87 944	34.913	20	60	H	Robinson, Rob	76 911S		20
D	Biaggi, Dan	86 944 Tur	41.191	13	40	Hi	Molineaux, Kevin	74 911		20
D	Harizopoulos, Yannis	90 944 S2			9	Jp	Sherck, John	72 911S		20
D	Martinez, Ben	86 944T			20	Jp	Watts, Henry	69/73 911S		40
D	Rigodanzo, Mike	91 944S2			13	Ji	Sutherland, Mark	72 911S	34.553	20 20
D	Sans, Sandy	90 944 S2			20	K	DiGeronimo, Brent	80 911SC		29
D	Schulze, Dieter	91 944S2			11	K	Doy, Tony	76 911S		13
D	Soo Hoo, Kristi	86 944T	36.344	20	72	K	Hickman, Dave	81 911SC	33.874	20 40
D	Sutton, Brook	89 944	38.308	16	38	K	Holladay, Ken	78 911SC	36.609	16 16
Di	Standridge, Dave	86 944T			20	K	Ofner, Victor	81 911SC		11
Di	Tavernetti, John	87 944			40	K	Palic, David	83 911	41.343	13 53
Dp	Mavridoglou, Van	89 944 S2			60	K	Watson, Mac	80 911SC		16
Dp	Tong, Phil	90 928 GT			16	K	Weathers, Wayne	80 911SC		16
Dm	Mitchell, Mike	87 944T			20	KL	Ofner, Shelley	81 911SC		20
Dm	Novak, Cindy	88 928			13	Ki	Merrill, Parker	83 911SC		37
Dm	Sylvanovich, Donna	87 944T			16	Ki	Murray, Chris	78 911		60
Dx	Novak, Chris	88 928			20	Ki	Rahal, Dame'	81 911SC		13
E	Chu, Alan	80 928			20	Ki	Smith, Mark Paul	81 911SC		48
Ei	McKee, Andy	92 968			20	Kp	Bernamonti, Mike	80 911SC	32.602	20 60
Ei	McMillan, James	86 928S			13	Kp	Blansit, Pete	80 911SC	32.979	16 48
Ei	Neidel, Karen	92 968			16	Kp	Dent, James	76 911		11
Ep	Bechtold, Bill	86 944T	41.751	20	40	Kp	Kuhn, Steve	76 911		20
Ep	Estridge, Tommy	88 928 S4			9	Kp	Siemens, Eric	82 911SC		16
Ep	Kirby, Susan	93 928			13	Kp	Siemens, Pete	82 911SC		13
						KpL	Siemens, Catherine	82 911SC		20

Km	Angebrannt, Susan	73 911			16	N	Temple, C. Brook	97 911			11
Km	Beck, John	72 911T			40	N	Wang, Eric	99 996			18
Km	Williams, Harold	73 911E			36	NL	Morse, Anna	95 993	41.679	20	20
L	Chandler, Tom	84 911			20	NiL	Bradley, Kristina	97 993	36.38	20	20
L	Dunwoodie, Dave	86 911	35.518	16	16	Qm	Goebel, Kurt	97 C4S	35.833	16	16
L	Erlandson, John	84 911			16	Qm	Jones, Dan	97 C4S	31.502	20	20
L	Jackson, Neil	85 911			20	T	Campbell, Gary	97 Boxster			16
L	Jeffrey, Andrew	87 911			5	T	Davis, Judy	97 Boxster	36.849	16	52
L	Johnson, Ross	86 911			27	T	Neidel, Karen	97 Boxster	35.435	20	20
L	Musser, Ron	88 911	38.778	13	13	T	Pedersen, Dennis	99 Boxster			20
L	Neapole, Bruce	89 911			13	T	Yerkovich, Carl	98 Boxster			20
L	Petredis, Peter	88 911			9	Ti	Ostler, Doug	97 Boxster			60
L	Schackel, Scott	88 911 Cab			9	Ti	Willard, Gary	97 Boxster			16
L	Silvius, Tom	85 911			11	TL	Lee, Nancy	98 Boxster			40
L	Stark, Patty	85 911			7	Y	Fontaine, E J	74 914-6			20
L	Suess, Robert	87 911			7	YL	Shead, Susan	74 914-6			20
L	Thompson, Dan	87 911	34.867	20	53	Z	DeMartini, Lloyd	74 914-6	29.154	20	40
L	VanPraag, Nico	89 911			16	Z	Provasi, Tom	70 914			20
L	Zaccalini, Chris	86 911			8	Z	Sharp, Larry	73 914-3.4	30.124	16	16
LL	Boeder, Liz	87 911			20	ZL	Provasi, Sandy	70 914			20
LI	Andersen, Dale	86 911			9						
Li	Andersen, Jake	86 911			11						
Li	Bauman, Jim	88 911			16						
Li	Brooksby, Glen	89 911			20						
Li	McGuigan, Dave	86 911	32.069	20	60						
Li	Pickett, Tom	88 911 Cab			13						
Li	Pineda, Juan	85 911	34.377	16	32						
Li	Ralston, Jim	86 911			16						
LiL	Kinney, Kathleen	86 911 Cab			20						
Lm	Brunell, Don	84 911	33.701	16	32						
Lm	Hall, Willis	70 914			16						
Lm	Olney, Jeff	70 914-6			13						
Lm	Olney, Tobias	70 914-3.6	32.426	20	80						
LmL	Olney, Robin	70 914-6	35.455	20	20						
Lp	Watson, Jim	87 911	33.629	20	20						
M	Linsdall, Richard	91 911 C2	35.249	16	32						
M	Mavidoglou, Van	87 930	35.134	20	20						
M	Paugh, Jim	92 911			20						
M	Stea, Daniel	90 911	35.308	13	49						
Mi	Pretti, Jerry	91 911 C2C	32.969	16	36						
Mi	Wilson, Mary Beth	91 911 C2C	32.679	20	36						
Mp	Chandler, Tom	89 911 C4			13						
Mp	Robinson, Masuo	90 911 C2			20						
Mp	Sousoures, Louise	90 911 C2			16						
Mi	Pretti, Jerry	91 911 C2C			36						
Mi	Wilson, Mary Beth	91 911 C2C			36						
N	Adams, Greg	98 993			3						
N	Adams, Larry	98 993			7						
N	Catron, John	97 993 C4S			13						
N	Chen, Steve	99 996			11						
N	Davis, Ron	97 C4S	32.907	16	76						
N	Fulgham, Andrew	96 993	33.933	13	13						
N	Murillo, Robert	99 996	41.47	9	9						
N	Olsen, Michael	99 996			11						
N	Pedroni, John	99 996			9						
N	Pennington, Lynn	99 996			13						
N	Silver, Stephen	95 911 C4	34.307	11	43						
N	Standridge, Dave	96 993			9						
N	Stefanowicz, Robert	97 993	32.073	20	43						

AUTOCROSS UPDATE!!



Dates & Sites:

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.

Monterey Bay Concours Scores

reported by Roger Wiersema

July 18, 1999

Name	Region	Score				
356 Wash and Shine			914 Wash n Shine			
1st Donna Leather	MBR	198.75	1st Dan Aliotti	MBR	174.5	
356 Street			914 Street			
1st Dave Aliotti	MBR	240.75	1st Vega Roecker	MBR	206.75	
356 Full			911 Wash n Shine			
1st Tom Krugman	YR	248.5	1st Mike Young	RR	197.75	
2nd Brian Carleton	GGR	248.5	2nd Clinton Wong	GGR	195	
Water Street			911 Street			
1st Norm Swanberg	YR	243.75	1st John Kuchka	MBR	243.5	
2nd Hossein Rahnema	GGR	241.75	2nd Roger Wiersema	DR	238	
Water Full			3rd Mike Papp	MBR	234	
1st Joanne Gimbel	MBR	244.25	4th Bill Reichmuth	MBR	233.25	
2nd Mike Abeyta	GGR	234.75	911 Full			
			1st Don Crusius	MBR	224.25	



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PRIETA PRIX XXX

Saturday October 9, 1999

A Time , Speed and Distance Car Rallye
Presented by Loma Prieta Region, PCA

Registration Opens 1:00 p.m.

First Car Out at 2:30 p.m.

\$10 entry fee, open to all cars

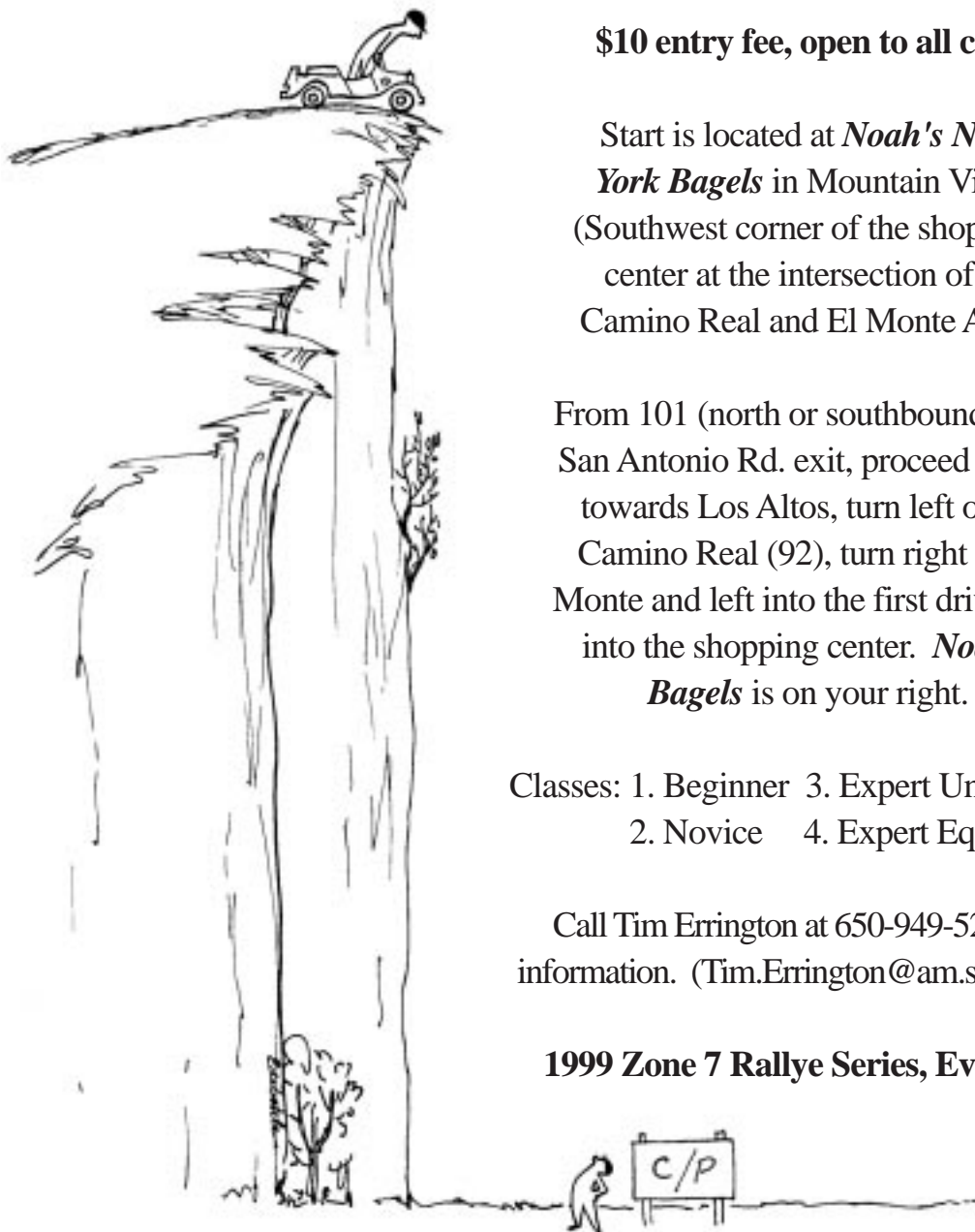
Start is located at *Noah's New York Bagels* in Mountain View (Southwest corner of the shopping center at the intersection of El Camino Real and El Monte Ave.)

From 101 (north or southbound) take San Antonio Rd. exit, proceed South towards Los Altos, turn left on El Camino Real (92), turn right at El Monte and left into the first driveway into the shopping center. *Noah's Bagels* is on your right.

Classes: 1. Beginner 3. Expert Unequipped
2. Novice 4. Expert Equipped

Call Tim Errington at 650-949-5256 for information. (Tim.Errington@am.sony.com)

1999 Zone 7 Rallye Series, Event #7.



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.

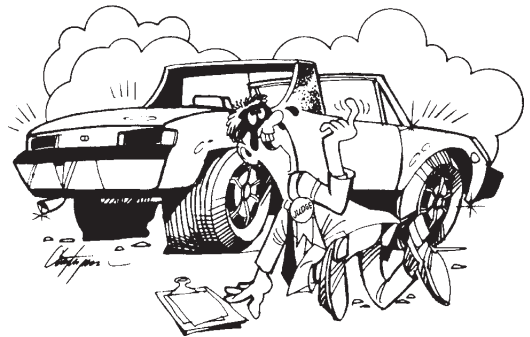
This is a Zone 7 event and will include a full Concours as well as a Wash & Shine category for low key entrants. Last year we had 36 entries, ranging from mid-50s 356s to the new 996. Boxters and a replica 959 were also on display. The E98 extravaganza was the largest of ten Concours held in Zone 7 and 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.

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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August Board of Directors meeting

The meeting was called to order at 7:26PM at Buttercup Pantry restaurant in Pleasanton. Board members present were Lloyd DeMartini, Mike Bernamonti, Lori Hageman, Ken Shahoian, Bill Benz and Dave Dunwoodie. Also present was Past President Larry Sharp. Social Director Mary Beth Wilson and Vice President Tim Gallen were not present.

The Minutes from the Board of Directors Meeting of July 7, 1999 were unanimously approved as amended, including the notation that the Zone autocross has NOT been cancelled.

Postmortem Of Events: June's TGIPF was well-attended. Time Trial #4 was held at Thunderhill and was well attended and many new track records were set, including TTOD by our President. A Boxster ran the event safely and successfully. Our thoughts go out to the family of Ted Smith, who passed away at the event. GGR Altamonte Night at The Races produced 40 people total, and a great time was had by all. Carlsen Concourse was well attended. Dick Contrell Award was well received and was awarded to Roger Wiersema.

Director's Reports:

President, Lloyd DeMartini: President reminded Directors to get advertising into Nugget for September, October, and New Year's Eve events. President to put flyers in registration packets for Time Trial and Club Race. President will not be in attendance for the October Board Meeting; Vice President will be called upon to run the meeting. Current deadline for attendance of New Year's Eve Party is set at September 16th. This is likely to be impossible, and

the date should be moved to December 6th. Shirt merchandizing is still in the works- expecting a proposal from the interested party.

Vice President, Tim Gallen - in absentia: September 8th MidWeek Autocross is being removed from the calendar pending confirmation with Autocross Chair. The New Member Social will be moved to October 3, 1999 and is likely to be a tour event. Autocross Dates currently scheduled:
Candlestick, August 22
Dublin, October 23
Marina, November 6

Treasurer, Mike Bernamonti: The overall financial picture looks good with a current positive cashflow. Deposits out for New Year's Eve party. Year-to-date, currently in the black, with several checks outstanding

Membership, Ken Shahoian: New members were accepted unanimously. Dealer Rep Boards will be updated every other month. Director will not be attending Devek meeting, as previously stated; will provide materials at event.

Competition, Bill Benz: Club Race Chair Masuo Robinson will need help for the Club Race; volunteers are actively sought. Rules Revisions are underway and will be summarized and provided to members. An electronic copy of the rulebook is needed; Director will contact Webmeister to provide this. Proposed rule changes will be published and presented to the Board. Marianne Gardner presented a proposal and budget for Clueless In Santa Clara '99 Rally. Budget was unanimously approved. Charitable contribution from the Carlsen Concourse will be presented to Child Advocacy at the Child Advocacy event.

Secretary,
L o r i
H a g e m a n :
Nothing to report.

Social, Mary Beth Wilson: Not present, nothing to report.

Nugget Editor, Dave Dunwoodie: The current printer for The Nugget has retired and bids are being collected for a new printer. All the bids are in line with current costs; we have until the end of September. Editor submitted budget for new Nugget computer; budget approved by Board.

Webmeister, Greg Braun: Initiated a central GGR email list. GGR members can sign-up on our homepage at www.pca-ggr.org. The list will be used to communicate important GGR information such as last minute event announcements, location/time changes, etc. For a complete list of web updates, please check www.pca-ggr.org/whatsnew99.html A link to the GGR club race info has been placed on the National website.

New Business: Secretary proposed to place a memorial in the Poole Grove at Thunderhill Raceway for Ted Smith, Club member who passed away at the Thunderhill Time Trial in July. Secretary to pursue costs, availability, etc. Suggestion was made to mention the idea at the next Time Trial and solicit contributions.

There being no further business to come before the Board, a motion to adjourn was approved at 8:23PM. The next Board of Directors meeting will be held on September 1, 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:

New members
Please join us in welcoming our newest members.

39 Year Anniversary

Robert Boyd & Suzanne
Greenley-Boyd

32 Year Anniversary

Gary & Mindy Evans
J. Paul & Carol Greene
Charles & Elaine Leong

25 Year Anniversary

Sandra & James Sheehan

20 Year Anniversary

J. Mark Gang
Teresa Neidel & Andrew
McKee

15 Year Anniversary

Lloyd & Pattie De Martini
Larry & Ellen Williams

10 Year Anniversary

Walt & Susan Koerber
Barry & Diana Rilliet

5 Year Anniversary

Joseph & Maurene Andrade
Julian Bennett
William & Tricia Cox
Jerry Povse & Laurie Craise
Patrick Crowe
Erik & Meghan Shahoian
Jim & Marisa Stark
Anthony & Marlene Varni

Official Count

New Members	47
Transferring In	7
Transferring Out	3
Total Members	1633

Transferring in

Transferring out

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Patrick Gormley
Service Writer

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VEHICLES

1966 911 - Very good original 2.0 liter, professionally rebuilt several years ago. Transaxle also rebuilt. Body is original, no modifications, but has rust in the corners of the rear window. Has Webers, 5 spoke wheels. Needs some body work. Interior is all there, but is worn. Runs great. Very collectable first year 911. \$4,500. Call Dennis at (work) (408) 727 5040 (home) (408) 395 0103

1968 Porsche 911L Targa. Red, alloy wheels, removable targa top, hard glass rear window, Sportomatic. Mechanically sound, runs well. 100,000 miles total. Menlo Park. \$7500 / best offer. Call (510) 668-5003 days or (650) 323-0799 eves. Or see the car at: <http://www.hiddenoak.com/Porsche911L>

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.

1971 911S - Tangerine, Sport Seats, FAST!! \$14,000 George- 707-545-6825

1976 930 - Silver - no engine, trans. \$12,000 George - 707-545-6825

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 # 9118212416 Blue/Green metallic, 147,000 mi, always garaged, orig. AZ car, tail, meticulously maintained, oil cooler, alarm, 6 CD changer, all updates, new clutch, pwr windows, great condition. \$13,000. 415.929.7218

1986 944T 18K original miles. Sapphire blue, ivory leather, sport seats. Weltmeister springs and swaybars, 27mm torsion bars, Konis, Fuchs, new Dunlops. S turbo, Autothority chips, wide fire ring head gasket, Raceware head studs. Beautiful condition, never a race car. \$18K, possible part trade of "not as nice" 944T for track use. Steve Casaletto (650) 967-5151 evenings.

1988 911 Coupe. Venetian blue/gray leather. Original owner. 5,128 miles. Perfect car. Sunroof, cruise, sport shocks, alarm. \$35,000. Paul (650) 375-8860.

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

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.

911 parts: From 1982 SC. All rubber whaletail, with or without engine lid. Okay condition, make offer. I have no idea what it's worth, I just know I don't like it! Mike Becker (925) 930-7762.

New convertible top kit for '67-'85 911 Targa. Complete kit is from California Convertible Company included is frame, latches, headliner, panels, stayfast and material and instruction book. Top is chocolate brown in color. Retail = \$2,600. \$1,400 OBO. Joe (408) 226-2010.

Sheepskin wrap-around seat covers. 1" pile, 100% wool, honey color. Fits Porsche hi back seats; 911, 949, 928. Excellent condition. \$175/BO, Joe (408) 226-2010.

Parts for Sale: Front and rear brake calipers from '95 993, \$800. Two (2) new Comp T/A R1 255 x 17s, best offer. Set of Hoosier road race tires, 2-3 heat cycles. 245 x 17 front and 275 x 17 rear. Best offer. Factory 16 mm rear sway bar for 924S, 944 or 951, \$50. Factory 993 CR-1 am/fm cassette, \$100. 944 Turbo exhaust manifold, \$300. Recaro SRB competition seat, blue cloth, \$350. Mike Mitchell (510) 713-9248 (in California) Mahler9th@aol.com

For sale set of 4 like new hoosier race tires 23x8x15 for \$400 the set. Rich at (650) 364-6234

Tires, two BFG R1s 245/45-16. 1/2 used -- \$125 for pair. Call Bob Norwood at (408) 848-8144 or e-mail: bnorwood@us.ibm.com.

RSR fiberglass rear fenders and bumper for early cars. Fits 12"-14" rims, front and rear cut-out. \$250 Buyer pays packaging and shipping. Gary McNair (707) 252-2363.

WANTED

WANTED: 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.

Wanted: P201 factory five arm engine holder with or without P201b accessories and vise. Baum Tools P201-5 considered. Brian Kolner, (925) 376-2269, kolner@leorg.ucdavis.edu

Wanted: Rear deck lid for an '87 911. Prefer Guards Red, but will accept what you have. (818) 769-1026 or rlsjar1@aol.com

Classifieds - Sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by **The Nugget, 875 Encino Drive, Morgan Hill, Ca 95037** or **Fax (408) 779-9073**, or **email me @ ddunwood@garlic.com** by the 5th of the month to be published the following month. Include your PCA membership number and we'll run your ad at no cost for two months. Non-PCA members must include a check for \$10 per ad, payable to PCA-GGR. Ads may be edited or rejected at the editor's discretion. Call (408) 779-0389 or email me to cancel sold items.

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GGR & Zone 7 Events Calendar



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

September

- 1 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 8 Wed **GGR Midweek Series Autocross #4** at 3Com Park, San Francisco. 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>
- 10 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 11 Sat **SVR Zone 7 Autocross #7** at Mather Field, Rancho Cordova. For more info, call Mary Glen Brooksby at (916) 484-7257.
- 12 Sun **Zone 7 GGR-Automotion Autocross #8** at Mather Field, Rancho Cordova. For info, call Lloyd DeMartini at (925) 606-8543 or Larry Sharp at (925) 371-6238.
- 17-19 Fri/Sun **GGR/PCA Club Race** at Thunderhill Park with Driver's Education. For info and questions, contact Masuo Robinson at (916) 427-9690.
- 19 Sun **YR Zone 7 Concours #7** at Wine & Roses, Lodi. For more information contact Norm Swanberg at (209) 368-3596, or Roger Wiersma (510) 843-6166.
- 25 Sat **GGR Adopt-A-Highway**. Call Jean Ohl at (650) 341-9020.
- 25-26 Sat/Sun **Zone 7 Rallye #6, Carrera de Sierra** hosted by SVR. From Stockton to Bear Valley. For info call Rik Larson (916) 481-6084.

October

- 1-3 Fri-Sun **Zone 7 vs. Zone 8 California Challenge**, benefiting the Arthritis Foundation. See the ad on page 18.
- 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**
- 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
- 16 Sat **MBR Zone 7 Autocross**
- 17 Sun **MBR Zone 7 Autocross**
- 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**.
- 30 Sat **Halloween Tour and Dinner**.

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 **New Member Social**
- 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.
- 20 Sat **Turkey Potluck**
- 20-21 Sat/Sun **SCCA Vintage Races**

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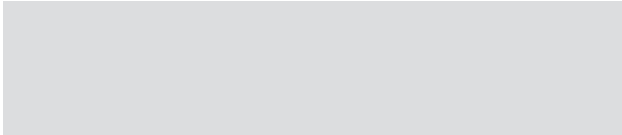


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The Porsche Unlimited Group is pleased to announce its remaining schedule for 1999, which includes events with the SCCA vintage group and NASA. For the events run with NASA, we'll provide the added thrill of "mixing it up" with a select group of BMW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

1999 PUG Remaining Schedule of Events

September 12	Thunderhill Raceway Park (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
scmckay@jps.net

PUG Membership

Lloyd De Martini
(925) 606-8543
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