April 2000  The Nugget

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Rain, rain go away. Why’d you ruin my Time Trial day?? I am writing this, as you might have guessed, after our Thunderhill Time Trial adventure. The High Speed Driver’s School had beautiful weather, which carried over to Saturday morning for the Time Trial, but the skies let loose Saturday afternoon and didn’t stop raining until I don’t know when! Pattie and I bailed out Sunday morning, giving up on the possibility that our race tires would be transformed into pontoons. Masuo has planned yet another year of fun, fun, fun for us! Get your beach gear ready and surf on out to the Time Trial Series, “Life’s A Beach”. The next Time Trial is six weeks away, as I write this, and I’m looking forward to harassing the newcomers to the Modified classes; Masuo, Ken Masuda, Neil Jackson, Dan Jones, Jeff Sykes, Rob Beckley, Neil Yonk, and Tom Lepper. (Pattie is also looking forward to having Louise, Patty, Karen and Laurie join in the fun as well!) This whole new crop of modified cars was assembled over the winter, which should provide some great spectator moments. So, while the above drivers are still sorting out their new rides, Ray Dicius, Rich McGlumphy and I will be trying to take advantage of their learning curve.

Don’t forget: The Autocross this month is on the 30th at Dublin. It is the second in our year-long series. John Seidell is working really hard to bring you a fun packed year with events at Dublin, Marina, and possibly Oakland. Come out, join the fun and get tuned up for the 2000 Parade Autocross. Remember that instructors are available at all of our autocrosses.

Another new event this month is brought to us by the dynamic duo of James and Jean Ohl. For all you beer lovers, the Ohls’ have put together a one-day Microbrewery tour. There is limited space, so give them a call to hold your spot. Just to let your know – their tours are always a big hit!

While I still have your attention, I would like to publicly thank Clinton Wong for the great job he is doing with the Nugget. He has worked hard to make the Nugget pay for itself and, at the same time, carry on and enhance the efforts of our past editors. I hope you like the new look of the Nugget. When you see Clinton, let him know you appreciate his efforts. And for those of you who are Web users, don’t forget our Website. Greg Braun, GGR’s Webmeister, has worked equally as hard to bring you, what I feel, is one of the best Websites around. All the information about the Club is readily available with one easy click of the mouse. For those of you whose Nugget is held hostage by the Post Office and get your issue late in the month, you can find the latest copy on the GGR Website (pca-ggr.org).

Until next month . . .
Boy, it's starting to get Porsche busy. The year 2000 kicked off with the Zone 7 Rally #1 on February 13th by the Diablo Region. Then the High Speed Driving School at Thunderhill which sold out before we even advertised it. Mid March had the GGR Autocross #1 at the Sheriff's Training facility in Dublin. Coming up on April 9th is the Zone Concours #1 at Niello Porsche in Sacramento.

Please check out the GGR website for all updates and details. Many thanks to Greg Braun for all his hardwork in uploading, downloading, posting and updating the site loyally. I know he spends endless hours online with his 300baud modem and his rotary phone, just kidding.

The marketplace has spread to 3 pages, alot of great deals to be had. It seems like people are selling the old items and upgrading to newer products.

Thanks to the handful of members (all 4 of you) who sent in your Porsche pictures, they're in the centerfold. The next Members centerfold after will be after summer.

Next month look forward to the return of Gabe formerly from Automotion and his new venture Strasse, a Porsche parts outlet @ www.strasseusa.com, and a new column by Robert Buelteman a well known track event photographer, on the topic of Porsche memories.

This is such an exciting year, the Porsche clubs have grown closer every year. Sharing the love of the marque has truly blossomed. Also through RaceSetter Design you can order the official Zone 7, GGR, Porsche Parade 2000 emblemed "Outer Banks" Polo Shirt, check it out on the GGR website's Goodie Store.

Keep on Porsche-ing Forever, Clint

Note to our Advertisers: Our rates have not increased for over 5 years. The rates below reflect recovering the 2,000 issue distribution cost every month. In order to maintain the high quality and breakeven on the costs we find it necessary to increase the rate. It's still the best method to communicate your products and services within a Newsletter that Porsche owners will read. - GGR Nugget Staff

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April 2000  The Nugget  5
PORSCHE ANNOUNCES ENTRY INTO NASCAR CRAFTSMAN TRUCK SERIES
Jacksonville Florida, April 1, 2000
AFIS Wire

For Immediate Release
Porsche Motorsports North America and Porsche-Volkswagen Lastwagen Vertriebgesellschaft (PVLV) announced today it would campaign its new sport utility vehicle in NASCAR’s Craftsman Truck Series for the 2002 racing season. In a move that shocked the international racing community, Porsche asserts that this new venture is not a departure from its historic roots at LeMans and Daytona but instead the realization of its traditional manufacturing philosophy that every Porsche built is a race car. Speculation about why Porsche had pulled the plug on its LeMans effort for the 2000 race has been rampant for months, particularly in light of the dearth of other factory teams competing this year and the encouraging results of Porsche’s own LMP Prototype, which was very fast in tests at the factory’s Weissach test facility this past November. Previous explanations by Porsche AG for this sudden departure from LeMans and the American LeMans Series contended that all engineering resources were focused on continuing factory production programs. Many pundits have speculated that Porsche is now so absorbed with bean counting and its bottom line (despite record sales and profits) that it had abandoned its racing heritage for the sake of truck sales in the rarefied market air of upscale SUVs. To dampen such speculation, Porsche trotted out an impressive contingent to show how serious it is about racing this SUV, which will be introduced in the 2002 model year. Present at the announcement were Bob Carlson, who is in charge of public affairs for Porsche Cars North America; Bob Snodgrass, CEO of Brumos Motors, the Porsche dealership tapped by Porsche Motorsports to field this factory effort; Norbert Singer, who until recently was enjoying a lengthy hiatus from his position as factory race manager, and none other than Smokey Yunick, a master NASCAR engine builder and chassis man who has been brought in to head all engineering and technical compliance issues. Their unexpurgated comments to the motorsports press follow:

Bob Carlson: Porsche is very proud of our newest foray into the very competitive world of NASCAR. We are convinced this is the right series at the right time in our racing history. At Porsche, we race to win overall, and we have received assurances from NASCAR that we will receive equal and fair treatment under their rules. Remember, every Porsche made is a race car- or race truck in this case.

Bill Ourslser: Porsche Panorama: It’s safe to say you’re making history here that I will be writing about fifteen years from now. What is your package?

Bob Snodgrass: Good question. This will be a factory supported effort with Brumos’ Jacksonville dealership designated as our team headquarters and Smokey’s ‘Best Damn Garage in Town’ in Daytona becoming our tuning facility. As you can imagine, we’ve had many inquiries about rides and sponsor personal service contracts from NASCAR Winston Cup and Craftsman series drivers, but we’ve decided to delay any announcement on drivers until the truck is completely sorted out this coming year. Sponsorship is not an issue right now. Testing is.

Joe Rusz, Road & Track: I guess the next question is how Porsche intends to transform an SUV into a pick up truck and meet NASCAR specifications.

Herr Singer: As always, Porsche has carefully studied the rulebook and we believe we can bring our vehicle into compliance with NASCAR’s current regulations. We have what we think is a very powerful engine and the right components to be competitive right out of the box.

Bob Carlson: That’s right. With Smokey’s help, we think we already have the right combination.

Benny Parsons, RPM2Night: Smokey, you’ve done just about everything in your career from running a side car at Indianapolis to developing illegal fuel cells and carburetors for stock cars. Isn’t transforming an SUV into a racing truck beyond even your reach?

Smokey Yunick: Hell, son, all you got to do is cut the sumbitch and weld in a flatbed where the back seats were. I’ve already done this to a prototype, run the thing at Homestead, and then threw my dogs in the back and went huntin’. Drove like stink.

Bruce Anderson, 911 and Porsche World: Norbert, I think many Porschephiles want to know more of the technical specifications of this truck.

Herr Singer: We are working closely with Brumos to field a truck that utilizes the best bits and pieces from our Research and Test facility’s motorsports bins. I have two numbers for you: 989 and 323.

Bruce Anderson: You mean to say you’ve taken the V8 engine developed for the aborted four door 989 project and plugged it into your truck?

Bob Snodgrass (smiling) That’s right, Bruce. We’ve bored out this engine and sprinkled a little Weissach pixie dust on it to make it quite quick. Suspension componentry also comes from the 989, since this car was the closest vehicle to a stock car Porsche tried to produce in the last 10 years. At Porsche, everything we learn is in our latest products, either on the track or on the street.

Joe Rusz: But the Type 323… isn’t that the Porsche tractor produced in the 50’s?!?
Smokey Yunick: Yep, I needed the steering wheel and the radiator off that thing to give me just the right set up for the ovals. Man, that steering wheel is a sturdy sumbitch. It will probably be used by most NASCAR truck teams in the next two years. That’s the technology we’re dealin’ with, boys.

David E. Davis, Automobile: I think it’s safe to say Dr Porsche and Helmut Bott would be rolling over in their graves if they heard this today. What is Herr Wiedeking, the Wunderkind, thinking?

Bob Snodgrass: The factory’s total focus is making this SUV a success in the market place. Racing improves the breed. I think Dr. Porsche and Herr Bott would heartily approve and...

Smokey Yunick (interrupting): Davis, you and all the rest of that tweed coat sports car crowd haven’t a damned clue about real racin’. I tell you this here truck can fly and will run the wheels off them Dodges, Fords, and Chevvies. You know, DaimlerChrysler is goin’ into stock cars next year with Evernham, and I’m here doin’ this truck deal. What the hell more credentials do you want? Cheese and crackers and maybe a brandy snifter?

Benny Parsons: Smokey, you dah man! But I think a lot of these guys are concerned that Porsche won’t be coming back to LeMans anytime soon- a place that has defined the factory’s heritage. Some would say that Porsche’s current line of sports cars is a shadow of that heritage, since none of its models are raced and the factory seems content to recall its history rather than expand upon it.

Bob Carlson: Now Benny, you’re forgetting the 996 based GT3, which has class wins in every series it’s competed in and....

David E. Davis (interrupting): Sorry, Bob, but the GT3 uses the short block from a 993- that’s not a 996 motor in that car. This is truly the first time in its history Porsche is not racing its actual model line. By the way, you guys may want to consider the water pump off that 323 tractor, too, the way those GTU cars were blowing them at Daytona.

Bob Carlson: Here’s the bottom line, ladies and gentlemen: Porsche will return to LeMans, and we will win overall again at LeMans. We will return to Daytona, and we will win overall again at Daytona. But only when the rules and the timing are right. We ARE returning to our roots by racing our truck. It is a Porsche and it we think it has a good chance of winning in this series.

Joe Rusz: Road&Track: Hey, isn’t the timing right this year? The only factory competition Porsche would have is Audi and Cadillac, for crying out loud. Like all Porchehphiles, I want to believe that the factory will once again race for overall at these venues, but given this is the first time ever in its history Porsche has built and tested a full-up race car and then decided not race it due to bean counting, I’m not so sure. One thing I’m curious about is factory support for this truck. If you guys don’t have the resources to run at LeMans, then who’s footing this bill?

Bob Carlson: Actually, we’ll be fielding two trucks; the 58 car will be sponsored by Hooters Restaurants and the 59 car by Hawaiian Tropic Tanning Products. The package is good for two years, and the international exposure for our team and this series is already bringing new opportunities for all. Hooters, for example, is negotiating with Mr. Wiedeking to lease a portion of the factory’s museum space in Zuffenhausen as a buffalo wings drive through for the production car test drivers. All proceeds will contribute to our 550 DM SUV development program.

Bruce Anderson: But the space in that museum is so small and inadequate now! What cars are coming out?

Herr Singer: We plan to remove Ferdinand and Porsche Number 1. We feel if we must throw out tradition for our bottom line, we might as well warehouse these cars until we return to our senses.

Bob Carlson: That’s it ladies and gentlemen. See you in 2002 or 2003 in a new Porsche SUV and at the track watching us make motorsports history in our Hooters-Hawaiian Craftsman series trucks.

END OF TEXT

AFIS is the April Fools Information Service. If you believed any of the above, you are either a fool or a Porchehphilie psychologically lampooned by your own cognitive dissonance.
**Shop Talk**

**Just the Details: Interior Stains and Odors**
by David Bynon, San Diego Region (from The Windblown Witness)

With our active lifestyles and the amount of time we spend in our cars, the car interior is easy prey for a myriad of stains and odors (yes, even our Porsches!). Stain and odor removal is almost a science into itself. Upholstery fabrics and carpets widely vary, as do the composition of stains. However, in my experience, there is a correct method and a suitable cleaner for most car interior problems.

**Protection is Worth a Pound of Cure**

Porsche upholstery fabrics and carpet are more likely to stain than vinyl or leather. To best prevent stains altogether, it is necessary to properly treat upholstery, carpet, vinyl and leather. The best treatment for carpet and fabric is a spray on fabric guard product. The Scotch Guard™ brand products are the best known, and most widely available. Other products, like 303 Hi Tech Fabric Guard, offer newer fabric protection formulas. To protect vinyl and leather, simply use your favorite cleaner and protectant on a regular basis. Some leather protectant products, like Eagle One Leather Conditioner, contain mink oil, which is excellent for protecting against stains.

When the inevitable happens, and your three-year-old drops (or barfs!) his mustard-loaded hotdog on your 928’s “Porsche Script” velour upholstery, stay calm, and remove as much of the spill as possible (by blotting, not wiping, with paper napkins, paper towels, etc). Then, don’t let the stain sit too long before you get to work on it. Within a day or two, most spills will set and permanently stain your upholstery or become very difficult to remove. It will only take one such incident for you to realize that a $15 investment in fabric and carpet protection is worth every penny.

**Stain Removal Basics**

Even without protection, you would be amazed at how easy it is to clean up most stains with nothing more than a neutral detergent and water. A neutral detergent has a pH of 7 (on a scale of 0 to 14). A detergent with a pH less than 7 means it is acidic, whereas a pH higher than 7 is alkaline. Neutral detergents will not bleach fabric or remove fabric protection.

When cleaning a stain, try detergent and water first. If this does not remove the stain, then go for a cleaner with a little more oomph! Common cleaning agents for interior stains include:
1. Neutral detergent (Ivory Liquid) and water (1:20)
2. Mild ammonia and water solution (1:5)
3. Distilled white vinegar and water (1:1)
4. Dry-cleaning fluid (Carbona, Renuzit, Perk)

Tools you’ll need to remove interior stains include:
1. Spatula or putty knife
2. Clean, white terry cloth towels
3. Soft bristle scrub brush
4. Wet-dry vacuum

Some stains, no matter what you try, will be permanent. If an indelible stain has penetrated the fibers of a material, they will not come out. You might be able to make the stain less noticeable, but no cleaner or method will remove all of the stain. You will have to live with it or have the section of carpet or upholstery replaced. In some cases, leather and vinyl stains can be fixed by color matching the area with a leather or vinyl repair system. In the past, this was a job best left to a professional, but there are pretty good do-it-yourself kits available.
Removing Odors

I get a lot of questions about removing smells. The most common questions are “How do I remove the smell of cigarette smoke?” and “My child vomited, how do I get rid of the smell?” Most bad smells in cars are organic (i.e., food, urine, vomit, tobacco, grass, mold, mildew, etc.). I recently had a professional detailer tell me a client had spilled fish in his car, which I know from experience is not pleasant. As a teen I hid an open can of sardines under the seat of a neighbor’s car. They had to sell the car to get rid of the smell! Smell problems are pretty easy to take care of with some of the new cleaners on the market. My favorite is called “Kids and Pets Brand Stain and Odor Remover,” by Paramount Chemical Specialties (www.kidsnpetsbrand.com). This cleaner, and others like it, use enzymes, a surfactant, and denatured alcohol to remove stains and kill odors. The enzymes kill odors in their tracks by stopping the organic material from decomposing. So, spray this stuff where your girlfriend just heaved her guts all over the wool carpet in your new 911, and the mess and stain are gone. Don’t use it, and you’ll be smelling that night for a long time. Other products that also work okay for dealing with organic smells and stains include Febreze (Proter and Gamble) and FreshCare (Clorox).

Tobacco smoke is one of the most difficult smells to remove from a Porsche. The smoke permeates everything, including the foam rubber used in the seat cushions. You can successfully remove most of the tobacco smell by shampooing the carpets and wiping down all interior surfaces with a sponge and Kids and Pets Brand Stain and Odor Remover. After the carpet has dried for 24 hours, sprinkle baking soda on the carpet, rub it in with your hands, and leave it for a week. After a week, vacuum your carpets. The baking soda will absorb the remaining odor in the carpet. Don’t forget to scrub the headliner, as this is the source of a lot of the smell.
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Saturday, May 20, 2000

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Start is at Mocha Joe’s Coffee House in Davis. From Interstate 80 take the
Mace exit south. Mocha Joe’s is adjacent to the Nugget Market and op-
opposite the Chevron station. The telephone number at Mocha Joe’s is
(530) 758-7900.

Registration at 9:00 A.M.
Drivers and Navigators Meeting at 9:45 A.M.
First Car Out at 10:01 A.M.

Finish at 2:00 P.M. at Steve’s Pizza, 314 “F” Street, Davis;
telephone (530) 758-2800.

For information, contact
Phillip “Goose” Marks, rallyemaster,
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Sacramento Valley Region
2000 Zone 7 Concours Season Is Here!

This Year’s Season Promises To Be One Of The Best Ever!

Swap Meets:

This year will include something for everyone. The premiere combined events are the Concours/Swap meets. We will again show at Partsheaven and Carlsen Porsche, unfortunately Automotion has been sold and our event there has been cancelled.

Family Events:

This year we are adding a new event in May. It is the Greater Valley Concours in Fresno. This is a huge show in with all kinds of cars. We will have our own section for all of our classes. This show will be for Zone 7 points, but because this is such a big show, pre-registration will be required for entry. The field must be laid out in advance so the organizers know where to park us. The entry fee will include a party on Saturday Night as well and I understand it is an event not to be missed. Please Read the enclosed flyers for more info.

In the past three years, three additional events have become a must for Concours Participants.

Diablo region is host to Event #6 at the Blackhawk Museum in Blackhawk. This is one the premier automotive museums in the country and each entrant receives two tickets to the Museum. This was our most popular event last year.

Yosemite Region provides a scenic venue on the lawn of the Wine and Roses Bed and Breakfast in Lodi, along with one of the best brunches to be found anywhere in the Greater Bay Area/Sacramento Valley. It is an event for every one.

Another event that is becoming an event for the family is the Vintage 1879 event in Yountville (on the way to the wine country). This venue provides access to great shopping adjacent to the concours site, great dining in the area and time to make it to the wine country.

Porsche Parade 2000 - Sacramento, CA:

In addition to Concours, Swap Meets, shopping and great events for the family, this year, Sacramento Valley is hosting Porsche Parade 2000 the first week in July. This is the largest gathering of Porsches in the United States and is not to be missed.

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

Roger Wiersema
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The official PCA visit to Germany and the Porsche factory, specially designed for Porsche enthusiasts who have limited time to travel.

**JUNE 8-11, 2000**

**2000 MINI TREFFEN**

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- Tour of Porsche Factory
- Lunch in the Porsche Casino
- Hot laps at Weissach or a Porsche driving experience
- Shopping in the Porsche boutique
- Countryside excursion to Langenburg

**INCLUDES**
- 3 nights accommodations in a first class/deluxe hotel
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- Deluxe motorcoach transportation per itinerary
- Tips to bus drivers and local guides
- Langenburg castle tour
- Admission to Langenburg auto museum
- Special Treffen gifts
- Services of GT&I representative

**JUNE 08**

After having made your own way to Stuttgart proceed to the hotel where you will be pre-registered. (Check-in time is 2:00 p.m.) The remainder of the afternoon is free for you to get acquainted with Stuttgart on your own. The shops, market, and Schlossplatz are just a short stroll from the hotel. This evening meet your fellow Porsche fans as you gather for a welcome reception followed by a Schwabian-style dinner. The local specialties will make you feel like a native!

**JUNE 09**

Begin the day with a full buffet breakfast in the hotel. Afterward, travel by deluxe motorcoach to the Porsche facility in Zuffenhausen where you will first visit the Porsche Museum. (You can purchase some small Porsche trinkets here.) Next, your hosts from Porsche Club Coordination will guide you on an in-depth tour of the Porsche factory where you will observe various stages of production up close. Following the factory tour enjoy a three-course lunch in the Porsche Casino. After lunch travel by motorcoach to Weissach, Porsche’s research and development center and home of the Porsche test track. Here you will experience the exhilaration of the hot lap, a ride (or several) around the track with Porsche’s test drivers. The day continues with a stop at the Porsche Boutique at the Porsche facility in Ludwigsburg. You will have ample time to ‘shop til you drop’ before heading back to the hotel.

June 10

Enjoy another full buffet breakfast in the hotel. Later in the morning travel by motorcoach to the picturesque village of Langenburg where you will tour the castle (still inhabited). Next, visit the quaint auto museum where a variety of cars and motorcycles are uniquely displayed. Marvel at the vista of the countryside below as you have lunch (included) at the delightful Schlosscafe, famous for its tarts, cakes, and other delectable desserts. Return to Stuttgart where the remainder of the afternoon is free. Tonight’s farewell dinner is fraught with surprises and special treats. Don’t miss it!

**JUNE 11**

Another sumptuous breakfast buffet awaits you at the hotel this morning. Perhaps you’ll take it on the open patio where you’ll have a bird’s eye view of the lovely Schlossgarten below. Afterward, bid ‘auf wiedershen’ to your fellow TREFFENITES as you continue your travels in Europe or make your own way to the airport.

**THE SMALL PRINT:** Porsche activities are arranged at the discretion of Porsche AG and are subject to change without notice.

The Details
- $911 per person, double occupancy; single supplement $200.
- Airfare and airport transfers not included
- A nonrefundable deposit of $100 is required to hold your reservation. Final payment is due April 27.

For More Information Contact:
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(203) 426-7833
6:30p.m. - 8:30p.m. EST
or Judy Boles @(203) 894-4690
High Speed Driving School, ThunderHill
March 4th and 5th, 2000

THUNDERHILL RACEWAY
WILLOWS, CA.

Pictures Courtesy of Digital Images
Member's Porsches

Carolyn Lusk's 1958 Speedster

Bill Newton's 1968 912 Bx class

Bob Beach's 911 at Thunderhill

Rick Boysal's 1976 911S Race Car
ZONE 7 AUTOCROSS SERIES: For this season we’ll see additional changes in the way the PCA Zone 7 (Northern California) series runs. For many of the same reasons mentioned recently as leading to a more casual approach to autocrossing, the zone series has been, of late, less well attended. The days of the steady enduring crowd of intense autocrossers (imagine Dwight Mitchell, Larry Wilson, Gary Dorighii and others diciting it out, event after event, for what would now be the Bp — production-category 914 2-liters — trophy) appear to be gone. These folks would be at every GGR autocross, every Zone 7 autocross, a nearly-unchanging collective pillar in the midst of the rest of life. You could look around and notice, by some unknown calculator, exactly who was missing at any event.

The effect, for the moment, is that SCCA-style preset rungroups no longer work very well. Attendance is spotty, and there may not be enough entrants in one group to properly staff the course for their work session. The new approach will be familiar to recent attendees at any LPR or GGR autocross. Drivers will be divided into two or three groups at registration, with the available track time appropriately divided among the groups.

When considering which events you’ll attend this year, keep in mind the advantages of two events in one weekend, light crowds = many runs and the pleasures of traveling to different places.

In other changes, Snell90 helmets are now required. There will be, as usual, a provision for late registration (noonish). In a nice effort to promote additional competition, Zone Rep Mary Ann Behrens has also instituted an inter-region competition. With a little perseverance this part could be quite fun.

In other changes, Snell90 helmets are now required. There will be, as usual, a provision for late registration (noonish). In a nice effort to promote additional competition, Zone Rep Mary Ann Behrens has also instituted an inter-region competition. With a little perseverance this part could be quite fun.

MORE CHERRYS JUBILEE: OK, in a recent issue of this occasional epistle I wrote, “I suppose that the best story might have been the Hank-Masuo-silicone-fiancee-offinturn2 bit. Too bad this column is already too long . . .” I’m sure everyone has spent the entire intervening time perched on the edge of whatever seat was locally available. To spare you further torture, here is the complete sordid tale. I probably can’t do this without offending a very large number of people and will be standing by to process your cancellations of Ramblings subscriptions.

The deal at Cherrys is that some experienced Porsche track drivers offer their cars and services in the interests of charity, earning $20 for 3-laps for the Salinas Valley Memorial Hospital Foundation, the $20 having been extracted from willing passengers. In this endeavor we end up with varied and interesting people in the cars, a rather wild assortment of ages, inclinations and body types. Body type was really the issue in this sequence of events. I had bid adieu to the passenger just leaving and was waiting for whoever was next when Mike Mitchell, who was standing by my driver’s window said, “I think you just hit the jackpot.” He wouldn’t elaborate, but I shortly saw what he meant. Being escorted into the passenger seat of my car was . . . hmmm . . . how can I describe this? Female, mid-20s, tanned, medium-tall, slender, pretty, somewhat scantily dressed, nice figure. Uh, that’s close, but the figure part needs clarification. Slender, yet things . . . largish and with the apparent consistency of cannonballs. I think you could have hung 12” crescent wrenches from them.

So we exchange greetings and the helper, trying to keep a straight face and trying to keep his shaking hands from doing something inappropriate is helping her with the belts. I give some passing thought to whether the shoulder straps are even appropriate . . . I think, unless we could figure out a way to cross them, that in an impact the belts would bemoist likely to engender a broken spine rather than provide any real help.

Meanwhile, in the car behind me, Steve Taty is welcoming his next ride, a young man. As he’s getting strapped in he says to Steve, “The woman who just got in that green car is my fiancee. She just got a boob job. I hope that guy appreciates it.” Steve, normally a friendly and chatty sort, wants to be polite but his central processor gets stuck trying to find a reasonable response to that statement, any sort of acceptable response. He finally gives up and just smiles.

Meanwhile, back in the Elf, the passing thought occurs to me that just maybe, for once in my life, all decked out in my racing suit and sitting in a pretty spiffy car, I might be able to do some grizzled, Harrison-Ford-in-American-Graffiti act starting with, “Say, baby . . .” but, I quickly realize I’m not going to be able to pull it off with a straight face.

So, off we go. She claims no fear and seems to be enjoying the ride. As if the appearance weren’t enough, her response to liking the ride, on any given corner, is to (I’m searching for a verb here . . . “say” isn’t correct, this wasn’t exactly speech, perhaps “go” . . . ) go “ooooo”. Not “oh” and not “ah”, but an “ooooo” appropriate to very different activities. Which was, of course, completely over the top. However, with the Elf running properly 3 laps can be done pretty quickly, so I decide to simply try to concentrate on getting the laps done.

As we settled down into the laps I noticed Masuo Robinson some ways behind me. Checking the rearview from time to time it seemed like he was gaining on the straight parts, but I was holding my own in the turns, a likely scenario given the relative strengths of the cars and assuming two competent drivers. There are enough straights that he was making up ground and I was, of course, going to stay in front as effectively as I could.

Heading down the main straight I’m trying to judge if he’ll be close enough that I should let him pass before turn 2. I make a final check before braking (he’s not that close) get on the brakes and then get this sensation some of us have had from time to time: “THIS IS NOT EXACTLY GOING TO WORK THIS TIME.” Given the amount of track being covered per second after a long straight, timing the application of brakes
is pretty key. Note, for the record, that the distraction here was Masuo!

So, I end up with just a little more speed than will allow the car to make the turn and off we go into the outside sand trap (going straight, as hitting this stuff sideways can roll the car over, nice and easy, but over nevertheless). The sand traps are marvelously effective, so much so that most cars that get into them simply settle down and are stuck until help arrives. I have this clear vision of the tow crew (which will be our own drivers, no tow truck at this event) laughing and smirking at me stuck in the sand with this particular passenger. So I very intently focus on keeping the car in some sort of motion, gently arcing through the trap to safer ground. As it turns out, the Elf, even with little 205s, isn’t a bad offroader if driven gently and we (just barely) made it out of the trap, onto the hard sand and carefully back onto the track.

I spend most of the afternoon trying to explain that Masuo, Masuo Robinson, the guy in the ’86 Carrera, my esteemed Time Trial Chairman, was the distraction here. My polite and curious driver friends(?) would at first listen carefully for the real story of the off-in-2. Slowly this disbeliefing look would creep across their faces, partially stifled smiles would appear on their faces and, before story’s end they’d turn to walk somewhere else, their shoulders twitching from semi-controlled laughter. At least I can completely count on the readers of this column to believe me.

NEW ROWDY CARS: Bill Benz has been speculating in conversation that the days of the big-motored, early-bodied 911s (early 70s) are numbered and that all this marvelous technology developed in recent times would shortly make its way to our time trial events. I’ve been somewhat skeptical. Time trialers in this area typically seem a bit slow to jump onto bandwagons, and a race car, once built properly, lasts most of the folks a very long time. This is in some distinction to the POC approach which seems more dominated by recent and highly-developed cars.

Bill is looking a bit more right these days. It seems that the 2000 GGR Time Trial series will be an active venue for TWO Porsche GT3s. I’m guessing that it’s going to get even more interesting in the Red group . . .

PUG: Apparently the several-year experiment with a Porsche-oriented racing group is over for the moment. Issues with limited control over the course of events when one is essentially renting a rungroup from another sanctioning body (typically NASA or SCCA) was among the key reasons. Others are plotting a similar group, devoted to polite racing among trusted friends. Stay tuned.

COMPETITION CALENDAR: Loki Publishing’s Millennium Competition Calendar available by mail. Send SASE to Calendar, 849 Gary Avenue, Sunnyvale, CA 94086. If you haven’t seen it you won’t believe how small the font is, nor that it’s actually trying to cover the events of so many groups.

QUICK TAKES: John Cooley writes: “Per your lead, I introduced my youngest daughter (27) to autocross and time trials and have created a monster. Six events this summer. I am now told by her mother, with some tension in her voice by the way, that youngest is now delaying the conception of their second child until after next year’s events. Hmmm. Sounds fine by me.”

For the recent wedding of Northern California’s time trialing first family the gift registrations were at, get this, Williams-Sonoma and Roger Kraus Tires.

Eric Nichols (part of the zone competition that has wandered off, actually . . . hi, Eric!) has put together in interesting web-based review of 4-cylinder oiling systems at http://members.rennlist.com/eric_nichols/. In his quest for car-geek-of-the-year, it’s a discussion of a full-flow oil filter conversion that he did a few years ago on his 912. Nice reading.

JOB DESCRIPTION: This from Dave Darling, part of a discussion in the Rennlist Flamers section. OK, it’s not a “quick” take, but (for KFAT fans), it’s good, though.

The U-2s are a sight to see taking off as well. NASA used to fly a couple of them (well, ER-2s, but you have to take them halfway apart to tell the diff between an ER-2 and a late-model U-2) from the runway right next to my office. 8^) They had a five minute launch window—the Bay Area ATC coordinator had to clear out all the air traffic near Moffett. If they couldn’t launch in that five-minute window, they had to scrub for a couple hours until they got another window lined up.

Those things would kinda cruise about halfway down the runway, then rotate, and head up at what looked like a 60-degree angle. They were LOUD, too! The noise just went on and on and on and on... You could, if you tried, keep the little glow of the jet engine in view for about 45 seconds, but then you lost it. But you could still hear the roaring noise.

When they landed, you’d swear they were hanging still. I think the touchdown speed is about 40 MPH. They’d roll along for a while on their bicycle landing gear until they got down to about 1.5 MPH, then fall over on one wing. Someone would run up to the plane and put the “outrigger” wheels back on the ends of the wings.

I hear that for a while they didn’t want to let the wingtips hit the ground. So there was one guy whose job it was to ride in the back of a jeep and grab the wing before it could hit. Talk about a job description: “I catch jet aircraft with my BARE HANDS!”

COMING UP IN MAY: GGR Time Trial at Buttonwillow, 15th & 16th; Redwood autocross on the 2nd and 30th; SVR autocross at Mather on the 9th; GGR autocross the 30th at Dublin.
**GGR & Zone 7 Events Calendar**

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

**April**

1 Sat  
ADOPT A HIGHWAY, 9:00am Woodside Road exit and HWY 280, Jean Ohl (650) 341-9020

2 Sun  
Redwood Autocross, Sonoma Marin Fairgrounds, Petaluma, Mark Paul Smith (707) 778-0191

8 Sat  
Sacramento Valley Region Autocross, Glen Brooksby (916) 484-7257

9 Sun  
Sacramento Valley Region Concours #1 at Niello Porsche, Kent Brandon (916) 652-4406

14 Fri  
Thank God It's Porsche Friday, Harry's Hofbrau, Mountain View.

15-16 Sat/Sun  
GGR Time Trials, Buttonwillow, Masuo Robinson, (408) 354-0660

22 Sat  
North Bay Microbrewery Tour, Jean Ohl (650) 341-9020, More Info to Come, Limited Space

29 Sat  
GGR Autocross #2 at Dublin

**May**

6 Sat  
SVR Autocross #1 at Mather Field, call Glen Brooksby (916) 484-7257

7 Sun  
YR Zone Autocross # 2 at Mather Field, call Bud Behrens (209) 477-6496

7 Sun  
Hillsborough Concours, Hillsborough. Linda Spizer (650) 342-8779

12 Fri  
Thank God It's Porsche Friday, Harry's Hofbrau, Mountain View.

13-14 Sat,Sun  
Zone 7 Autocross School at 3Com Park. contact Masou Robinson (408) 354-0660

20 Sat  
SVR Spring Flowers Zone Rally #3, contact Phillip Marks (530) 758-5677

20 Sat  
GGR 40th Anniversary Dinner at Pedro's in Santa Clara, contact Shirley Neidel

21 Sun  
Greater Valley Concours #2 Fresno, call Jim Coon (559) 298-1548

28 Sun  
Diablo Auto Enthusiast "Wash and Shine/Indy 500" Party in Danville, Call (925) 831-8109

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**NORTH BAY MICROBREWERY TOUR**

Tour Starts Somewhere in Pleasanton at 9:00am sharp,
we will visit 3 Microbrewery's and drive Porsche roads
between each stop. Final stop is at 12:00 for Lunch.

Contact Jean Ohl 650-341-9020 for starting point and sign up.

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“Run the Cars” GGR 2000 Automotion Autocross Series

When you read this the first GGR 2000 Automotion Autocross at Dublin this past March 18 was a success and all new members that participated had a great time. Thanks to Dave McGuigan for doing results, thanks to Kristy Soohoo for doing registration, thanks to Larry Sharp for designing an excellent course, and thanks to Kristy Soohoo and Ben Martinez for helping to clean out the GGR Autocross trailer. We filled two garbage cans with miscellaneous items.

The GGR 2000 Automotion Autocross Series is still on schedule:
#2 Sunday April 30 at Dublin
#3 Sunday June 4 at Dublin
#4 Saturday June 24 at Marina
#5 Saturday August 12 at Marina (Zone Event), LPR runs Sunday
#6 Saturday September 2 TBA
#7 Saturday September 23 at Marina, MBR runs Sunday
#8 Saturday October 14 TBA
#9 Saturday November 11 TBA

Note that there are two weekends at Marina where you can autocross both days with the Porsche Club. Stay in the Monterey area and make it an enjoyable weekend. It should provide lots of runs on the Autocross course.

You may wonder about the TBA (To Be Arranged), but at this time some different sites may still become available in the Fall. We are lucky to have Dublin and Marina. They are happy to have us and they are very, very nice people to deal with.

In the last several articles I described things that happen at an autocross. I would like to encourage all new members and anyone who has not been to an autocross to come check it out. The drivers are divided into three groups so one group will work, one group will run, and one group will rest. Each group gets to run twice for the day (getting in 3 runs each time) and gets to work twice for the day. The rest times are great for talking PORSCHE. That is the perfect opportunity to talk with longtime autocrossers about what will make the car go faster (you can do many things to your car and it’s driver to get faster times). Please check the GGR Website to look at the current GGR Rulebook to determine what class your car should be in and what safety equipment you will need.

If you have not already done so, sign up for the Autocross School, which is a full weekend of great driving the weekend of May 13-14 at 3Com Park. Check the GGR Website for an application and information. I recommend it highly!!!

Notice that the name of the series is the GGR 2000 Automotion Autocross Series. Automotion is still in business and they have sent us a large check to help defray expenses. Please thank them for sponsoring the GGR Autocross Series when you order lots of parts.

Registration opens at 7AM along with setting up the course. Course walks are available until 8:45 when there is a driver’s meeting and then the first car out is at 9 AM. Then the fun begins! There is a late registration time of 11:30 for those that can only run in the afternoon. When all of the official runs are completed there is sometimes time left in the day for fun runs. We have some loaner helmets and the best instructors in the West. If you have any questions please e-mail or call me.

Run the cars!! John Seidell johnseid@aol.com
The JB kart is the fastest indoor machine on the planet. And it will be ready and waiting for you at SpeedRing. Indoor karting feeds your need for more track time. Just get to SpeedRing, jump into your kart, and go! You’ll be pulling over 1G before you know it, racing wheel-to-wheel with other track junkies. And there’s none of the maintenance, time and money of a track event.

SpeedRing is coming soon to Silicon Valley. And we have a special offer for Porsche car club members. For more details on membership packages that include free heats, guest passes and discounts on food and merchandise, visit www.speedring-kartracing.com or call 650-591-2559x4. SpeedRing is the only substitute for Porsche track events. So become a member today.
March 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, Tim Gallen, Lori Hageman, Jeff Sykes, Ken Shahoian, Mary Beth Wilson, and Clinton Wong. Treasurer Mike Bernamonti was not present. Past Social Director Karen Niedel was also present.

The Minutes from the Board of Directors Meeting of February 7, 2000 were unanimously approved as written.

Postmortem of Events
February TGIPF was well attended except by Board members. Tech Session at Ken’s Sportech went smoothly.

Directors Reports:
President, Lloyd DeMartini: President received schedule of Concourse events; passed on to Vice President to make sure correct with calendar

Vice President, Tim Gallen: Calendar Changes: Grandma’s Dinner will be May 20, 2000 Anniversary Party will be September 30, 2000. Vice President wanted to single out Nugget Editor, Clinton Wong, for his superior achievement with the Nugget, both in its presentation, and it’s fiscal responsibility.

Treasurer, Mike Bernamonti: No Report - Not present.

Membership, Ken Shahoian: There were 31 new members this month; motion to accept New Members was accepted unanimously. Rosters are pending finalizing a decision on presentation form- digital vs. printed material.

Competition, Jeff Sykes: PCA’s insurance officer finally provided some answers to our insurance questions; but ALL have refused to provide a copy of the policy. Director’s opinion is that insurance is not sufficient for Time Trials, but may be ok for Autocross. We still do not have a clear description of what our coverage is for. Director also made Board aware that as Board Directors we are not covered for liability and could conceivably be named in a lawsuit. Director recommends that each Board Member purchase Officer and Director’s Liability protection. This type of protection would be very expensive. The Board directs Competition Director to continue his efforts to determine exactly what our coverage is.

Secretary, Lori Hageman: Secretary is having tremendous problems with personnel at current storage location. Secretary has located another, less expensive location in Pleasanton and suggests moving the storage unit as soon as possible. Board supported decision to move the unit and Secretary will move unit to Pleasanton.

Social, Mary Beth Wilson: Nothing to Report.

Nugget Editor, Clinton Wong: Nugget Editor presented an update of his budget with a net loss at this point but there is room for more advertising. Editor also offered to take over collection of advertising revenue.

Webmeister, Greg Braun: Web access to this point is over 43K, over 2K since Jan 31,2000. Working with Jeff Sykes to get Rule Book on-line.

New Business:
Karen Niedel presented a budget for the Grandma’s Dinner showing a very small net budget; budget was approved unanimously. Karen Niedel also presented a budget for the 40th Anniversary Party showing a break-even point, a deposit will be needed for rooms; budget was approved unanimously. Clueless in Santa Clara Rally budget was also presented, showing a small net profit; budget was approved unanimously. Time Trial budget was approved unanimously. July Club Race budget was presented based upon 100 entries and showed a definite profit. Profitability was dependent on numbers of entries, limiting advertising costs, and large sponsorship. Budget was approved as a tentative budget with instructions to finalize the budget at the second Club Race meeting to be held in 2 weeks. Questions also surround having a Driver’s Education event during the Club Race: is GGR required to provide instructors? Do we have the number of instructors required for such an event? Webmeister asked permission to organize California Central Coast Region tour to Buttonwillow during GGR Time Trial; Board approved decision. Concerns raised regarding requirement of 6-point belts; consensus seems to be that the rule may, in fact, not be necessary. Motion to suspend current rule was passed by simple majority until Rules Committee can meet. Board strongly encourages each individual driver to consider the safety issues involved until the Rules Committee meets.

Karen Niedel requested permission to borrow the Scrap Book’s from the storage locker.

There being no further business to come before the Board, a motion to adjourn was approved at 8:57pm. The next Board of Directors meeting will be held April 5, 2000 at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to agenda.
A couple of months ago I sorted through our database to see what kinds of Porsche our region membership owns. This month I’ve decided to take a look at the members. Nearly 40% of current GGR members have joined in the last two years. At the other end of the spectrum, 25% of members joined 20 or more years ago. 54 members are celebrating more than 30 years; 8 more than 40!

We are geographically spread all over the area. Half of us live in San Francisco or the peninsula (presently split 250 and 620), with another 450+ in the San Jose area. This is the official territory of GGR. We also have about 230 from the East Bay, 100 from the North Bay, 35 from elsewhere in the state, and 15 with international addresses including Australia, England, Japan and the Philippines.
Transfer In:
Mitchell Anthony, Jo Lea Jackson Palo Alto 1978 911SC
Brett & Claudia Conrad Oakland 1971 914-6
Stan Michelman, Tina Roberts Novato 1981 911SC
Doug & Audra Ostler Walnut Creek 1997 Boxster

Transfer Out:
Mike & Mary Carbon San Jose 1999 Boxster

40 Year Anniversary Burton & Joan Propp
36 Year Anniversary Norbert & Margri Nieslony
25 Year Anniversary Rob & Fredi Whiteside
20 Year Anniversary Theodore Harris Jr.
10 Year Anniversary Richard Mc Clelland & Susan Hutch
5 Year Anniversary Harry & Patsy Kauffman

Official Count
New members 30
Transfers in 3
Transfers out 1
Total membership 1,697

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**1958 356A Speedster #84847.** Excellent condition. Oslo blue with tan interior. Set up for fun! Have owned car for 25 years. During that time it was not a daily driver; rather pampered, garaged, and enjoyed for occasional pleasure drives, tours, rallies, autocrosses, time trials, and car shows. Has 356 SC high performance engine; disk brakes; roll bar. Asking $45,000. Carolyn Lusk, BlueSpeedster@hotmail.com. Car always titled in California, currently in Las Vegas, NV. 702.245.5864. Picture in Centerfold


**1970 914-6** converted from rust/accident free one owner car with 74kilometers. 2.8l with 46mm Webers, MSD, side shifter, 5.5x15 Fuchs refinished by R. Wood, S brakes, Koni Sport with adj. perches, reinf. trailing arms, Getty dash, Koenig seat, Momo, etc., less than 750 miles on complete rebuild of engine, trans, suspension. Clean, fast and reliable, $15,900. 530.993.4611 klschs@psln.com

**1970 914-6 vin #9140431180 White/Black Side Shift Transmission, Original 914-6 Mahle Wheels, New (0 miles) BFG Comp T/A Tires, 0- miles on complete Engine, Carburators, Clutch and Transmission-Differential Overhaul, Car is Lowered, Has Rear Moulded in GT Trunk Spoiler and Front Automation Air Dam, Stock and or Sheel Driver Seat, Car Cover and Fire Extinguisher, No Rust, Beautiful car! Must see $18,900.00 for more information, call Joe Reitmeir at (650) 941-4331 or (650) 948-7329 E-mail JoeReitmeir@aol.com


**1976 911S Track/Street Car.** This car was professionally upgraded to be a perfect track/street/autocross PCA car. The motor is a stock 2.7-liter. Valve job completed by Kahlers’ in February. Only one time trial on the car. Over $25,000 invested! Tech certified and Hp classified for 2000. Turbo “steel” body flares, Factory Whale Tail, 6 extra Fuchs’ wheels (4 with G-force tires 2 Yokahama rain radials), Hot lap “in car” system, Strut Brace, Weltmeister Front and Rear sway bars, Short shifter, Hi performance brake pads (front and rear), Oil cooler with hard lines, Auto Power roll bar, 2 Corbeau racing seats, Crow 5 pt. Safety restraint, Momo Monte Carlo steering wheel, Momo gas, break and clutch pedals, Fire extinguisher, New clutch cable. $17,500 obo Contact: Rick Boysal (925) 648-1900 or Rboysal@hotmail.com, picture in centerfold

**1978 911SC Targa** - A true GT2R. Momo seats, power roof, windows and mirrors, A/C, factory Carrera tail, Optima battery, Carrera chain tensioner update, Alpine Stereo, All Records since new. Runs Clean and Strong, 103K miles, Blue Book price, Call Ross (831) 809-7309.

**1980 911SC Targa,** VIN91A0140653. White/Black. Turbo spoiler & wing. Bolt-in 6pt cage, Corbeau seats, 5pt harnesses, Weltmeister suspension & tower bar, Bursch exhaust (CA legal w/included original exhaust) front oil cooler, brake cooling ducts, etc, $10k/obo. also “upfixen der Porsche” volumes 1-9, best offer Jeff Kost 408/542-0573 day, 925/417-0790 eve, jkost@sandisk.com

**1981 Porsche 928,** 48K miles, metallic green with black pin stripe interior, auto, a/c, pwr. windows and doors, mint condition, asking $6,000. Call Arthur at 408-629-3919

**1981 911SC Coupe,** Chiffion White/Blue full leather, full power, cc, sunroof, ac. Fuchs, tensioners, pop-up valve. 2nd owner, always been a long-distance commuter car, never lowered, exceptional condition, 160K mi. $14,400 call 650-316-3938, 503-968-9624 or email hanson_rick@hotmail.com
1986 911 Carrera Coupe #WPOAB0913G5122389 Ice Green Metallic w/Blk. 68,000 miles, lowered, OMP & Konig racing seats, Safety Devices cage, new G-Force tires, 5 point belts, factory carrera tail, power roof/windows/mirrors, a/c, radio, alarm. Always garaged, very pretty, very fast, never raced, perfect for combo time trial and street driver. $24,000. David Rothenberg (415) 597-2417.

1987 944 White with burgundy leather. Outstanding condition. Completely stock. Alarm, bra, cover, service records. $7,800 Greg (650) 345-2232 or OldCarNut@AOL.com.

1987 911 Carrera Coupe, 128K miles, White with Black leather. This 911 is beautiful and well preserved. The 17" C2 wheels work well with the white body, black trim and whale tail. Perfect body and mechanics, new tires, Clarion detachable face CD deck w/ large speakers. All service records. Asking $22,500 Call Bob 650-348-9765

1997 Boxster Zenith Metallic Blue, 21k miles, Sports package (Alarm, Cruise, CD, Windstop,17" wheels & crest), Traction control, Grey partial leather interior,Black top,Beautiful condition $39,500 OBO. (650)325-6571 or drop by 2585 El Camino Real, Santa Clara, CA to see it.

PARTS & MISC

911 Harness Bar: Weltmeister, black with guides for 3" shoulder belts, fits 911 coupe. $75. Brad (925) 736-4345 or bradmaker@aol.com

911/930 Parts: Intercooler Monster Protomotive 818 cu in (with spec sheet), $1,200 Fuchs fully polished wheels 2-7x16 2-9x16 with Michelin MMX 205/245 tires will fit 911SC and latter $1,400, BBS Mahle 2-7x15 2-9x15 with 911 offset $600, Jon Cox Day 408-256-4773 internet joncox@us.ibm.com

911 Parts: Brand new Hoosier R3So3 road race tires 245/50ZR15 and 275/50ZR15, never mounted $800, stock '69 black vinyl front seats with headrests, perfect, $1,000, rear Bilstein sport shocks $150, rear 30mm torsion bars $150, hand brake assembly $35, engine lid/chrome grille $250, '69 fresh air blower assembly $85, 8&9x15 Fuchs, excellent $1,600, side/rear window glass $125, oil temp/pressure gauge $75, new Permatune CD Ignition $150, Bosch CD Ignition $100, Assorted interior & exterior trim pieces; call with needs, Autopower bolt-in roll cage $400. Neil Jackson 925-258-9384 nsja@earthlink.net

1988 G50 Clutch Assembly with Flywheel. 8K miles. $1000 or best offer. Contact Lori Hageman (925) 252-0206 after 7pm.

18' Open trailer 1997 open car trailer, tandem axles. tire rack, 2 gas can holder, 48" tool box, beaver tail, 2 spare tires, electric brakes, custom aluminum ramps, steel scrape wheels. The center is cut out from the front to the rear which makes it easy to work on the underside of the car. $1800 OBO. see it on the web at http://bushwacker.net/jeff/trailer.jpg email: jeffs@realnames.com, 650-298-5656

Trailex Open Trailer First 911 SC Parts of the Month: Aluminum. $3,000. David Rothenberg (415) 597-2417.

Centerline Wheels, 4 ea 10"x15" 3pc, Excellent Condition, $100/ea. Fiberglass earlt RSR rear fenders and bumper for 12"-14" wheels, $225. Buyer pays shipping, Gary McNair (707) 252-2363, GMTRACKMAN@aol.com

New Convertible Top Kit for 67-85 911 Targa. Complete Kit is from California Convertibles Co., Included: Frame, Latches, Headliner, Panels, Stayfast "G" Material and Instruction Book. Top is Chocolate Brown in Color. Retail $2,600 sell for $1,275 obo, Call Joe (408) 226-2010

911 SC License plates for sale. These are Calif. personalized US Olympics License Plates. The plates have a U over an S and then 911 SC with other 1984 Olympics logo on them with a red/white and blue background. They are in good shape. Call Greg Peart 916-684-6678 or E-MAIL at: Xfil911@AOL.COM Only $ 50.00

Tires: New BFG Comp TA/R1 Set for Boxster. Front 205/50ZR17 & 255/40ZR17 rears. Never used. $400 for set. Gary Campbell 650.325.6571 or gary.campbell@compaq.com

Wheels for Sale: A set of four ATS/Factory “cookie cutters” 7x15 wheels with 205/50ZR15 A-008R tires. Used on 74-78 911 and early 944. $400. A set of four Porsche factory Club Sport Alloys. Two 7x16 (65mm offset) fronts with 225/50ZR16 A-008R tires. Two 9x16 (60mm offset) rears with 245/45ZR16 A-008R tires. Used on 89-94 C2/C4/Turbo 944,968,928. $1000. Call Mike (408) 996-0157 evenings or mdhuey@flash.net.

Parts: 911 phone dials 6 and 7 x 15" $600. C2 Turbo 7 and 9 x 17" $1,100 obo. All sets have tires. Complete 3.0 engine with 64K miles (still in car) with 915 trans, reasonable offers, exhaust system including cat plus heat exchangers for 3.0L SC $450. Also Blaupunk AM/FM radio, $50. Trumbone oil cooler, $35. Oil temp gauge with sender, $40. Paul 650-579-0836. 7-10 PM.

Wheels: 4 each 10x15, 3pc Centerline wheels, excellent condition, $100 each. Fiberglass early RSR rear fenders bumper for 12-14 " wheels. $225, buyer pays shipping, Gary 707-252-2363, Napa, CA.

993 Wheels with Conti tires: 7x16 front, 9x16 rear. Offsets fit late 911's and 944's. Good tread left on fronts, rear worn. Finish on wheels is very good - no scrapes or dents. $600/ set. John, (408) 525-9969 or email at R7SLR@yahoo.com. E-photos available.

Boxster Wheels and Tires: 6x16 front, 7x16 rear. Michelin MX53 Pilots. Like new takeoffs from a '99. 40 miles in total. $700/set or best offer. John, (408) 525-9969 or email at R7SLR@yahoo.com. E-photos available.

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**Marketplace continued**

**Parts for Sale:** 911 trunk carpet new for 1980 - 1989 model, black $80. 6 and 8 x 16 Fuchs newly restored Chrome w/Black centers, gold crest caps with new Michelin Pilots 225/50/16 and 205/55/16, $3,000. 94 Speedster Windshield and frame, minor chips, $1,000 great to convert cabriolet to Speedster look, G-50 5-speed from 94 Speedster $1,500 only 16K miles on it TargaRoof Band gloss black, Freshly painted $200. Clint 415-804-0080.

**WANTED**

**Parts for 914:** Straight front and rear trunk lids, meal or fiberglass. Please call Randy if you can help, 650-964-8462 or 60 96-3468

**Gotti 5 Spoke Wheels,** 2ea 12"x16" 3pc, Pair of 23mm Front Torsion bars for 911, Gary McNair (707) 252-2363, GMTRACKMAN@aol.com

**TIME TRIAL Car to Share.** Just sold 914 and need partner to share chores. Well funded. Safe driver/no incidents. Neil Librock 925-299-1552 or nlibrockca@aol.com

**Parts Wanted:** Pair of Sway-A-Way solid front 21mm torsion bars for 911; Two Potenza RE71 245/40/17 tires in new or like new condition; RS America Cloth Sport Seats including belts, rails and all mounting hardware. Josh Ofstein (415) 922-0757 or jofstein@hotmail.com

**Classifieds** - Sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received 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. Also let me know if items have sold or ad needs correction or deletion. Thank you.

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