

February 2000

The Nugget

Golden Gate Region • Porsche Club of America



Inside

Toy for Tots

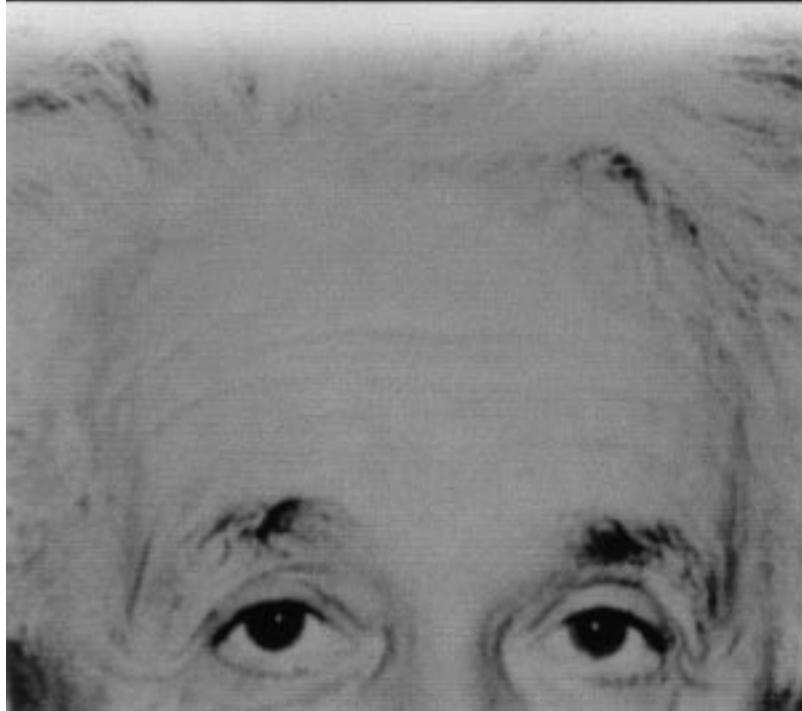
New Year's Eve Party

New Competition Rules



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

**Would you hire him
anyway?**



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

**Will you turn
them away?**

What if you could automate up to 80% of your recruiting process, without even requiring a current resume?

You can with e-Recruiter™ from Hire.com.*

e-Recruiter has helped companies like IBM, US WEST, Tellabs and General Instrument use their Web sites to build interactive relationships, source top talent and automate their recruiting process.

With e-Recruiter you'll:

- Capture passive candidates
- Respond immediately to active job seekers
- Allow candidates to stay anonymous
- Instantly connect hiring managers to top candidates
- Start a productive dialogue with the right candidates immediately

Candidates simply fill out an on-line profile. Then they can be matched to jobs as they open. You'll be profiling top candidates and putting the right people in the right jobs - damn fast!

Hire.com has become the leading Internet e-recruiting application service provider. We'll install, customize, integrate and host e-Recruiter without using your valuable IT resources.

Check out Hire.com on the Web at www.hire.com or call Steve Medeiros at (650) 631-1034. Then start bringing in some real genius.

IT'S ABOUT TALENT
Hire.com

(650) 631-1034 Fax (650) 631-1035
sales@hire.com www.hire.com
504 Lavaca #1104, Austin, TX 78701

* Copyright Hire.com 1999. e-Recruiter is a trademark and Hire.com is a registered trademark of Hire.com, Inc. All other product and company names of their respective owners.

Lloyd's Commentary

For all of the 1568 members, who didn't make the New Year's Eve party, you really missed out on a great event. Mary Beth Wilson organized a wonderful evening for the fortunate few to enjoy. The toy drive for the Oakland Children's Hospital was a smashing success thanks to Tim and Lori Gallen and their helpers. They managed to raise \$650 and 17 large garbage bags chocked full of toys. About 40 people showed up with toys and to visit the Hospital and watch the darling children open presents. Great job Tim and Lori, and a special thanks to Sheila (Santa's helper) for arranging the visit.

February will be a slow month, but watch out for March when the activities start to come on fast. March 3rd will be a High Speed Drivers School, so for all you Boxster owners out there, you better get your applications in to Laurie Yonk the first chance you get to insure a slot at the event. There isn't a better deal on the planet where you can drive your car at speed, get specialized instruction, all on a safe track. For those who would like to get a chance to see what it's like to drive the track at speed, we will be starting a new charitable fund raising event in

Lloyd De Martini, President



conjunction with our Time Trial/Driver's Education events this year. For a small donation you will get the chance to ride with an instructor for three laps during their practice sessions. This has been very successful for other clubs and is a fun opportunity for those members wondering what it is like to be in a racecar at speed. Contact Masuo Robinson or Henry Watts for more information regarding this opportunity. The first Time Trial will be held March 4th & 5th at Thunderhill, so plan on being there and grabbing the opportunity of a life time to ride in some really neat cars.

For those of you not so adventurous, but wanting to put your car through it's paces, the first Autocross will be held March 18th in Dublin. There are instructors available and free rides with instructors to be had, so check us out and get a chance to really enjoy you Porsche the way it was meant to be enjoyed.

Until next month...

Staff

Editor/Photographer

Clinton Wong
(510)339-3152
cwong@asiapacificmicro.com

Ad Billing Manager

Cam Carrington
(925) 934-3531
Carrington_cltg@msn.com

Zone 7 Representative

Mary Ann Behrens
6424 Culpepper Place
Stockton, Ca 95207
209 477-6496
buddyb@compuserve.com

Mailing Questions / Changes

Ken Shahoian
(510) 568-5171
race911@aol.com

Inside line

News

Braking news	6
Region News	11
New Competition Rules 2000	16
Run the Cars Autocross Series 2000	19
Events calendar	26

Features

Shop Talk	5
Picture Album	Centerfold

Columns

President's column	3
For the Record	21
Members	22
Marketplace "Alot of Parts for Sale"	24

Cover: Masuo Robinson and Lloyd DeMartini at the New Year's Eve Awards Banquet.

Special Thanks to Seeger's Printing, Turlock, CA for the upgrade in quality of printing.

Volume 40, No. 2

GGR Clint's Clippings

Here we are, it's already February. I'll bet everyone has just now recovered from the holidays. Well it's time to get those Porsches ready. There are many events lined up for this year, especially the Parade 2000 in Sacramento. Hopefully, out of the 1,600+ GGR Porsche owners some of us are going.

I recieved alot of great feedback on the January Nugget. The biggest comment was the question of a Blue car showing up on many of the pictures. In mild defense, I was given a short period of time to transition the editorship from the previous editor to myself. Working with a limited photo library, I resorted to my own pictures of the concours. The majority of my pictures had my car in it...it wasn't intentional. In the future, now that I'm the editor, I will be more aware of my picture taking and always take the Nugget into consideration.

My goal is to feature GGR member's Porsches, their Porsche Life and Personal Porsche History in the Nugget. Look forward to my story of Art Seeger , long time member (32 years) retiring his 914 racecar and SCARGO's custom headers and performance upgrades for Boxsters in next month's issue.

Clinton Wong, Editor



Please feel free to send me personal pictures of your cars and articles that might interest the club. In the April Issue I will feature 16 GGR Member's Porsches in the color centerfold. If your car is chosen for the centerfold, you will be notified. A small note with your Porsche's specs or history is also needed for consideration. If you want the pictures back, please include a Self Addressed Stamp Return Envelope. Keep on Porscheing !

Your editor and now part-time photographer.

A. BAUER INC

Another win
for the
Bauer Team
1996 SCCA
Champions
in GT2 and
Prepared
Endurance



- AutoThorty Dealer-Chips-Air Mass Systems
 - PowerHaus Turbos, Intercoolers
 - B&B Tuned Headers & Exhausts
- Inquire About Engine Upgrades or Our Race Winning Suspension

Porsche Race Car Rentals for Porsche Club, SCCA or NASA events

2 Porsche 944 ITS trim, 1 Porsche 914-6 GT2 trim,
1 '89 Porsche 944 Turbo World Challenge

411 26th St., Oakland, CA 94612 1-800-997-6772•(510) 834-2772

**All the parts
you need.
At prices you
can afford.**



- New, used and vintage Porsche parts
- All years, all models: 356, 911, 912, 914, 924, 944, 968, 928, 930
- All used parts from rust-free CA cars
- Friendly, knowledgeable staff
- We ship UPS daily
- Mon-Fri: 8-5, Sat: 9-3 Pacific Time

800-767-7250
Tel 510.782.0354 Fax 510.782.0358

Advertising sales - New Rates for 2000

Size	one issue	half year*	yearly*
1/8 page	\$25	\$20	\$16
1/4 page	\$50	\$40	\$32
1/2 page	\$75	\$65	\$55
Full page	\$120	\$100	\$80
Inside cover	\$150	\$125	\$100
Back in Color	\$180	\$150	\$120

Business card ads \$18 per month

* per month value, new rates apply at contract renewal.

For billing information call:

Cam Carrington (925) 934-3531 or email;
Carrington_cltg@msn.com

Shop Talk

Brake Pedal Adjustment This May Help You Double Clutch Your 911

By John Parillo, Kansas City
Region, Reprinted From DER
SPORTWAGEN

For those of you who have had the pleasure of driving both a pre '89 type 911 and a 944 you have to admit that the 944 is easier to shift. They have comparatively solid gear shift mechanisms and their pedal position makes them feel more natural for the heel and toe dance that you need to master in order to be smooth when down shifting. To blip the throttle in a 911 while you are on the brakes requires either a size 15 EEE shoe or left foot braking. In addition, if you have a pre '87 911 you have the added joy of the 915-type gearbox, which is a tad balky vs. those in 944's of the same vintage. The lever just won't go to second gear unless

the engine and transmission revs are at least close. The after-market has a solution in the form of a bolt on piece that covers the gas pedal. It provides a surface closer to the brake for the driver to hit but even that piece is more useful for true heel and toeing where the movement we are looking for which is more of a right foot roll.

I finally figured out Porsche's plan with the 911 in this regard. They made the pedal position so atrocious that nobody would leave it the way it was when it was delivered for longer than it took to drive the car home. That and they made adjustments very easy. The goal is to get the brake pedal lowered closer to the floor so that when you are hard on the brake it will be approximately level with the gas pedal so you can roll your foot to blip the throttle. Admit it, you've been wondering how anybody could race a car with pedals set up in the stock position.

allen bolts, remove the rubber pedal covers and remove the board.

At this point the cloudy skies should part, a beam of light will penetrate your cockpit, and you may hear choir voices. This is so simple. Break the nuts lose on the top and bottom of the connecting rod from the brake pedal and back them off (I held the rod firm with a pair of vice grips to minimize the torque on either end). Turn the connecting rod until the brake pedal is as low as you want it to be (I like it about 1.5 inches above the gas pedal).

Now, do you see that ball joint type thingy at the bottom of the brake connecting rod? It needs to be straight when you tighten everything back up or it will bind so put a wrench on it and hold it straight while you tighten the two lock nuts.

Don't get lazy here, get out the vacuum cleaner and clean all the goop out of the pedal cluster. Disgusting isn't it? You are ready to put it back together but don't. Drive the car first and make sure you like the position first. You don't want the brake to be lower than the gas when fully depressed or it will be tough to modulate the throttle.

An optional adjustment that I like to make is to put a few washers under the right side of the gas pedal that will angle it closer to the brake pedal. Man, you would think the Japanese designed the ergonomics on this thing now.

Next time you're screaming down the straight at Heartland International coming up on turn one, or making that exit ramp from 1-35 to 1-435 you will be able to hit the brake, clutch, shift lever to neutral, declutch, blip the throttle, clutch, new gear, just like any normal FIA championship race driver. There is no substitute.

Porsche Consignment Sales

Steve Utermahlen
General Sales Manager

1450 Franklin Street
San Francisco, CA 94109
415.928.2277

steve@carsauto.com



CARS
DAWDYAK

Okay, enough drivel, let's get to work. Remove the carpet and you will see the wood floorboard, and you thought only the Brits put wood in cars. Before you remove the floorboard, see that metal piece in the clutch pedal slot? It limits the throw of the clutch pedal and you want to be able to put it back where it was so scribe it's position with an old screwdriver, or go inside and get a magic marker. Now loosen the

Ferdinand Porsche Named “Car Engineer of the Century”

Global Media and Enthusiasts Cast Votes for German Automotive Innovator and Pioneer of Rear-Engine Technology and All-Wheel Drive

LAS VEGAS, Dec. 19 — Ferdinand Porsche, an automotive innovator and a driving force for what has become one of the world’s leading sports car manufacturers, was honored as Car Engineer of the Century at tonight’s millennium-ending awards gala held at the Venetian Hotel and Resort in Las Vegas and organized by Car of the Century International N.V. The independent Global Automotive Elections Foundation, which is made up of 132 leading members of the automotive community from 33 countries, oversaw the election of category candidates and the selection of category winners. Category finalists and winners were determined by votes from worldwide automotive journalists and enthusiasts alike. In addition to the Car Engineer of the Century Award, other awards included the Car Designer of the Century, the Car Entrepreneur of the Century, the Car Executive of the Century, and the Car of the Century Awards. The category winners were Giorgetto Giugiaro, Henry Ford I, Ferdinand Piech, and Ford Model T, respectively.

Ferdinand Porsche was born on Sept. 3, 1875, in Maffersdorf, Bohemia. As a teenager he designed his community’s first residential electric lighting system for the Porsche household. This helped earn him a student employee position at Bela Egger & Co., the Vienna, Austria-based electrical equipment and machinery manufacturer that later became Brown Boveri. At Bela Egger & Co., Porsche designed an electric wheel hub motor that was used in 1899 to power the first electric car built by Vienna-based Lohner & Co. Over the next 18 years, Porsche also coupled the design with a petrol engine for cars and created a design hybrid for the Austrian army’s Landwehr train and C train vehicles to move heavy equipment and supplies.

In 1906, Porsche was named technical director of Austro-Daimler, where he designed pioneering aircraft engines; a 90-horsepower, four-cylinder car that won the Prince Henry Trials with a top speed of 87 mph; and his first small car — the in-line four-

cylinder Sascha. In 1922, the Sascha cars won 51 of the 52 races they entered. In 1923 Porsche became technical director and a member of the board at what became Daimler-Benz and created the famous Mercedes S, SS, and SSK compressor models. In 1929, Porsche was named technical director of Steyr-Werke AG, Steyr, Austria, where he designed both the Type XXX with rear swing axles and a 5.3-liter, 100-horsepower, eight-cylinder overhead-valve engine. In 1931, he founded Dr. Ing.h.c.F. Porsche GmbH, an engine and vehicle design and consulting firm that designed the 16-cylinder compressor engine for Auto-Union. Auto-Union Type P rear-engine grand prix racecars dominated Formula races during the 1930s, and rear-engine designs remain a Porsche trademark today.

In 1934, Porsche began work on the Volkswagen, another Auto-Union project that eventually surpassed the Ford Model T in 1972 as history’s production leader. The Volkswagen platform also formed the basis for the rear-engine amphibious all-wheel drive Kubelwagen military vehicle, and all-wheel drive has carried over to today’s 911 Carrera 4. Ferdinand Porsche died in Stuttgart on Jan. 30, 1951. Soon after World War II his only son Ferry Porsche designed the Type 356, a rear-engine, air-

ARE YOU WIRED?

Books
Posters
Auto Art
Cars
Accessories

fincarstuff.com

cooled, four-cylinder 40-horsepower sports car that was greatly influenced by Ferdinand's innovations. His achievements lived on in the 356 the first car bearing the Porsche marque and are still evident in today's Porsche models. Porsche 911 nominated for "Car of the Century" Award.

The legendary Porsche 911 also was honored this evening as one of five finalists for the Car of the Century Award. The sports car was designed by Ferdinand Alexander Porsche, son of Ferry Porsche, and introduced in September 1963 at the International Auto Show in Frankfurt as the successor to the Porsche 356. Many memorable 911 versions make up its 36-year history, including the original 148-horsepower 911, the 1967 911 Targa, the 1973 2.7-liter 911 Carrera RS, the 1976 911

Turbo Carrera, the 1983 911 Cabriolet, the 1989 911 Carrera 4, and the 1995 twin-turbo, 400-horsepower 911 Turbo Carrera 4. The latest and greatest 911 platform debuted in 1998 as a 1999 model year car. The new 911 plays off the highly recognized 911 shape, but underneath is all-new technology such as a water-cooled, horizontally opposed six-cylinder engine producing 300 horsepower, Tiptronic S or manual transmission, all-wheel drive, and the Porsche Stability Management system. An all-new 911 Turbo, based on this new platform, will arrive in early 2000. (courtesy Porsche Cars North America, Inc.)

FYI, All 15 units of the year 2000 Turbo 911's allocated to Sonnen Porsche in San Rafael have already been presold ! with deposit.

January 03, 2000 14:47

Porsche Reports Year-End U.S. Sales; Year-To-Date Sales Up By 21 Percent

ATLANTA, Jan. 3 /PRNewswire/ — Porsche Cars North America, importer and distributor of Porsche sports cars in the United States, today announced sales and stock figures for calendar 1999 and the month of December 1999. Retail sales for the month of December totaled 2,004 cars, an increase of 56 percent over December 1998. Calendar year-to-date sales are 20,875, a 21 percent increase over sales for the previous year.

Model	Month to Date		Year to Date		Dealer Stock	
	Current Year	Prior Year	Current Year	Prior Year	Current Year	Prior Year
Boxster	532	649	9,084	7,536	653	
Boxster Tip	184	171	2,822	2,160	142	
Boxster S	442	0	651	0	152	
Boxster S Tip	92	0	121	0	41	
ALL BOXSTER	1250	820	12,681	9,696	988	
All 1998 Carrera	0	0	17	814	4	
Carrera Coupe	127	146	1810	3328	105	
Carrera Coupe Tip S	58	60	522	694	21	
Carrera Cabriolet	214	158	2518	2051	236	
Carrera Cabriolet Tip S	90	103	1061	660	46	
Carrera 4 Coupe	114	0	973	0	55	
Carrera 4 Coupe Tip	23	0	182	0	4	
Carrera 4 Cabriolet	89	0	847	0	35	
Carrera 4 Cabriolet Tip	39	0	264	0	5	
All CARRERA	754	467	8194	7547	511	
GRAND TOTALS	2004	1287	20875	17243	1499	

SOURCE Porsche Cars North America

Around We Go.....Lateral g's and All That - C. Learoyd, Northeast Region, Reprinted From The Nor'easter

"So Charlie", our newsletter editor says in the middle of cocktails during the Ramble, "do you know how to calculate lateral G's on a skidpad?" "Uh...yeah....sort of..." says me.

"So we had this Boxster on Comp T/A R1's at the autocross school that turned 41 MPH on our 175 foot skidpad. He was the fastest. So how many G's was he pulling?"

"Um.can I get back to you on that?" I mumble, not quite remembering the equation from Physics 101, which, when I took it, could have been taught by Einstein.

"Sure", said Dave, bribing me by picking up the tab for my drinks.

Well, the bribe worked, so, cutting out a lot of explanatory material about what acceleration and g's are (perhaps a "prequel" article), here goes:

The "skidpad" Dave refers to is a circular course of a known size. At the school it was nominally 175 feet in diameter. Students drove their cars around the circle for several laps in each direction, increasing speed until one end of the car or the other started to lose adhesion. Knowing the maximum speed around the skidpad, and the diameter, it is possible to calculate the so-called lateral acceleration. This is a measure of the maximum cornering capability of the car/tire/driver combination, and is a test result often found in Road & Track and Car and Driver test data.

To put lateral g's in perspective, the average street driver (none of us of course!) will rarely exceed 0.3g; your Grandmother would probably think the world was about to end at 0.6g. Yet even an average typical sedan on all-season tires might achieve 0.75 g when pushed. The Boxster tested by Road & Track achieved over 0.9 g on "real" street tires.

The basic equation for calculating lateral (or, more properly, radial) acceleration is

$$a = V^2 / r$$

where a is the acceleration, V is the velocity (speed), r is the radius of the circle, and the raised "2" indicates the squaring (i.e., multiplying by itself) of the velocity.

We have to be careful about units here. Typically, V would be in feet per second, r in feet and a in feet per second per second. But we would prefer V in miles per hour and a in g's. Without going into all the gory details, applying the appropriate conversion factors and converting the radius to diameter, we get

$$A = 0.1336S^2 / d$$

where A is the lateral acceleration in g's, S is the speed in MPH, d is the diameter of the skidpad in feet, and the "2" indicates squaring, as before. (Yes, yes, I know.... I'm being sloppy about the distinction between velocity and speed).

Well...plugging in 41 MPH for S and 175 feet for d results in a calculated lateral acceleration for the Boxster of 1.28 g (!). This is a reeally impressive number for a basically stock car, even a Porsche and even on T/A R1's.

In fact, maybe a bit too impressive. For one thing, good though the T/A R1s are, I do not believe they could change the lateral acceleration from 0.9g to nearly 1.3g. In fact, a fully race-prepared production car on racing slicks might be hard-pressed to hit 1.3g. So why did our calculated number come out so high? The answer is simple: measurement errors.

First, let's look at the value used for the skidpad diameter. The skidpad was set up as a 175 foot circle of cones with the car driving around the outside. Even if the inward side of the car were just touching the cones, the circle traversed by the center of the car will be half a car's width (about three feet) further out. In addition, it's difficult to keep the side of the car consistently less than two feet from the cones, especially in a clockwise direction where the driver can't see the cones to the right of the car. The Net result is that the center of the car is following a circle whose radius is at least 5 feet larger than the radius of the cones, or equivalent to a diameter at least 10 feet larger.

Recalculating the lateral acceleration using 185 feet for d yields a slightly more credible, but still somewhat optimistic 1.21g. Notice that errors in the diameter affect the g calculation in direct proportion. In this case, a 5% error in the diameter resulted in a 5% error in the calculation of A.

Second, let's look at the value used for S. The speed of 41 MPH was read off the speedometer while the Boxster was circling the skidpad. Knowing

that the speedometer pick-up is taken from the transmission output shaft- in effect a tachometer on the final drive - there are several factors which could cause this reading to be erroneously high.

One effect which could cause a high reading is compression of the sidewall of the outside tire due to weight transfer under cornering loads. Although the unweighted inside tire will to some degree expand its rolling radius, this is sharply limited by the circumferential steel belts in the tread. In other words, the loaded outside tire is likely to decrease its radius more than the unloaded inside tire increases. The net effect is similar to fitting smaller tires, which will make the speedometer read fast. A compression of even 1/4" could introduce an error of greater than 2%.

Another factor is slippage of the inside, unloaded tire. As the inside tire slips, the transmission output shaft must speed up to reflect the average rotation rate of both rear tires. This would be especially true if the Boxster did not have a limited slip differential. Even if it did, some degree of slippage will occur (it's called a "limited" slip, not a "no"slip.....).

Both the sidewall compression of the outside tire and the slippage of the inside tire can only make the speedometer read higher, not lower; a total speedometer error 5% high would not be

unreasonable from these two factors. So the actual speed may have been closer to 39 MPH.

This may not seem like much of an error. But, if we calculate the lateral g's using the 185 foot diameter circle and 39 MPH, we get 1.10 g's, an entirely credible number. In this case, the 5% reduction in speed resulted in a 10% drop in g's. This is because of the squaring of the "S" term in the equation for A. In other words, a change in S produces a disproportionate change in g's, meaning the speed must be measured very accurately to get a valid value for A.

So, how could we do it "right" ?. It wouldn't be that difficult. Ideally, after the cones are set up, we would measure the actual circumference all around the circle along the path we expect the car to follow, i.e., 6 feet or so out from the cones. (I have a surveying wheel which would make this easy). Then, rather than using the speedometer, we would time several laps and take the average. Knowing the exact circumference and the time per lap, we could calculate the speed quite accurately, and then the lateral g's.

Actually this could all be simplified to an equation for A where we could plug in the circumference and the average lap time and directly calculate the lateral g's. OK, Dave, I need to be bribed with a couple more drinks.....

Zone 7 Concours and Show Schedule 2000

- | | |
|------------------------|--|
| #1 April 9 | Sacramento Valley Region at Niello Porsche, Sacramento |
| May 7 | Hillborough Concours in Hillsborough |
| #2 May 21 | Golden Gate Region at Automotion and Swap Meet in Sunnyvale CANCELLED |
| May 28 | Diablo Valley Region at Auto Enthusiasts "Wash & Shine/Indy500 Party" in Danville |
| #3 June 11 | Loma Preita Region at Partsheaven and Swap Meet in Hayward |
| June 25 | Palo Alto Concours at Stanford University in Palo Alto |
| July 2-8 | Porsche Parade in Sacramento (see insert) |
| #4 July TBA | Monterey Bay Region TBA |
| #5 August 6 | Golden Gate Region at Carlsen Porsche and Swap Meet in Palo Alto |
| August 18 | Monterey Bay Region Porsche Welcome Party Dinner for Historics |
| August 18 | Coucours Italiano at Quail Lodge in Monterey |
| August 18-20 | Monterey Historics at Laguna Seca Raceway in Monterey |
| August 20 | Pebble Beach Concours at Pebble Beach in Carmel |
| #6 August 27 | Diablo Valley Region at Blackhawk Museum in Blackhawk |
| #7 September 17 | Yosemite Region at Wine & Roses in Lodi |
| #8 September 29 | Zone 7/Zone 8 Challenge 2000 in San Luis Opisbo |
| #9 October 15 | Redwood Region at Vintage 1870 in Yountville |
| December TBA | PCA Zone 7 Awards Banquet in Walnut Creek |



GERMAN PARTS & RESTORATION

ORDER LINE:
1-800-321-5432

EVERY-DAY-GREAT PRICING!

Stainless Braided Brake Lines

Perfect Fit - No Adapters

Deck Three using line \$45 to \$47.00
DOT Deck Three line \$55 to \$85.00



Ignition Wire Sets

SPECIAL PRICING

W11 1.6-1.7L \$79.00
W11 Dual Coil (74-83 GM) \$149.00
W14 2.0-2.3L \$29.00
W45, S2 1.6L \$105.00
W44 Turbo \$89.00

CD BOX / BOSCH REPLACEMENTS

Permatone CMA-771 \$195.00
Permatone C78-808 \$265.00

Clutch Kits

SACHS ORIGINAL

W11 Clutch Kit to '87 \$258.00
W11 Clutch Kit '79-'71 \$499.00
W11 Power Kit Clutch Speed '73-'76 \$485.00
W11 Clutch Kit OEM '73-'76 \$368.00
W11 G50 \$ CMA1
W14 Clutch Kit (all 4-cyl) \$225.00
W20 Set '78-'89 \$ CMA1
W44 Turbo (POWER KIT) \$549.00

Bosch Performance Exhaust

W11/W14 4 Headers \$329.00
W14 4 Mufflers from \$169.00
W11/W14 4 Mufflers from \$189.00
Header Pipes from \$179.00
C2-44 Primary by Pass (Standard) \$269.00

Lloyd Mat Close out



Lloyd Mats

Porsche close out inventory. \$50 to \$95. No block sets left in close out. Call for current inventory. "Custom ordering still available" from \$89

Electronic Ignition



W11 4-AL \$65.00
W11 1A-77 \$65.00
NEW
W20 Set, W14/W2/W4-0808 \$75.00
W11 Ignition Replacement Set (W20) \$29.00

Filter/Tune up Packs

ALL TUNE UP PACKS INCLUDE: AIR OIL AND FUEL FILTERS
PK1 3348.L \$28.00
PK2 W20/W26 \$28.00
PK3 W11 W5-77 GARD/W14/4 \$36.00
PK4 W11/0808 001 \$72.00
PK5 W11 W3-77 05 \$43.00
PK6 W11 W8-76 \$38.00
PK7 W11 W1-78 \$36.00
Please visit our website for complete selection.

Quaife Diff's



Boxer
W11/W11/W13 from \$399.00
W20/W20 C2/54
W11/W46/W44
Starting at \$1250.00



Colgan Brax

Great fit, 2 piece brax \$85 to \$95. Add \$10 for Porsche Crest.

Mirror Brax from \$25.00/pair.



Short Shift Kits

Save 20% Everyday.
W **Waltmeister**
W44 Short Shift (SPL) \$129.00
W11 (73-80) (Heavy) \$125.00
W11 (73-80) (Waltmeister) \$85.00
W14/W11 Box '73 Waltmeister \$85.00
W14 (73-76) Waltmeister \$85.00
W30 Turbo Waltmeister \$85.00

O2 Sensors (BOSCH)

BOSCH

1-Wire Universal \$30.00
3-Wire Universal \$49.00
(CALL FOR APPLICATION)

MOMO WHEELS & KNOBS

Route Carls 220mm \$199.00
BabyAG \$41.00
See our website for a complete line of MOMO Products.



Car Covers

Save Everyday 20-30% off the same covers offered by the catalog companies!



Mocal Oil Coolers

W11 Sandwich plate adapter w/ thermostat \$29.00
Radiator replacement for your '74 to '83
W11 Ironstone units, lower temperatures up to 20%
Complete Kit \$229.00
All Next products are available. Call for Application.

Performance Brake Parts

Carbon Fiber, Street, Race, & Endurance
Pads \$81
"Pugil" \$81
Carbon Fiber \$81
Cross Brilling /Sloting \$35.00 to \$100

K&N Air Filters

W11 W5-73 80M housing \$25.00
W11 Water/Wild kit \$159.00
W11 W4-89 \$45.00
W44 Turbo \$45.00
W44 8 Poles \$45.00
Special Deal #1 W44 8 poles w/Anillo.com \$49.00

Waltmeister - Sway Bar Kits

Model	Front	Rear
W11, W13 and W20	S34F (19mm) S25F (22mm)	S34F (19mm) S25F (22mm)
W14 all	S34F (19mm) S25F (22mm)	S34F (16mm)
W26	S34F (23mm)	S33F (22mm)
W44	S34F (23mm)	S29F (23mm)

SWAY-A-WAY - Torsion Bars

Model	Front	Rear
W11 early, W14, W14/4 and W20	S19F	S21F
W11 late	S19F	S20F
W24 & W44	W/S	S22F
W46	W/S	S19F

HOT NEW PRODUCT!

944 Front Sway Bar Bushings
(Made from PolyGraphite) \$24.00

CALL FOR OTHER APPLICATIONS



Turbo Tie Rod Kits (OEM)



Kit Includes:
Tie Rods, Boots & Distance Washers
Only - \$129.00



Tel: 805-549-8525 Fax: 805-549-8994
Visit Our Web Site: www.GRParts.com



Extra Touch Designs

We are the EXCLUSIVE Vendor for PCA Clothing Merchandise. We offer both the PCA and Club Racing Logos on the most extensive clothing line available. We also offer Porsche Script, Porsche Crest, and Abstract 914 and 911 logos, under a licensing agreement with Porsche Cars North America. More information on the PCA merchandise can be found on the web at PCA.org. Under a new arrangement all orders are now to come DIRECTLY to us.

This merchandise is being offered to you courtesy of Golden Gate Region with 15% of the purchase price returned, by us, to the club.

Be sure that we always have your best interests at heart, as we are not only a vendor, but have been members of PCA for 25 years, and members of Golden Gate since 1980.

Look for future ads in the Nugget along with pictures of the merchandise. Paul and Ann Seidel, Contact us at (408) 281-3455 (business/fax) or extratch@earthlink.net

Rich Bontempi's

HIGH PERFORMANCE HOUSE

***Exclusively Porsche
for demanding owners***

- Providing service, repair and performance modifications for all Porsche models for 23 years
- Huge new & used parts inventory

(650) 364-6234

2431 Spring St., Redwood City, CA 94063

<http://www.HighPerformanceHouse.com>

AUTOMOTION Closing it's Doors

Tom Green called Mary Ann Behrens with the news that he and Marj have sold Automotion to Performance Products. Over the next couple of weeks, they will be selling their inventory at a discount. Then the remaining inventory will be sent down south to Van Nuys. The store will be closed. Should anyone have a gift certificate or a return for Automotion, Performance Products has agreed to honor them.

This will certainly be a great loss for all of us who have done our shopping in their catalog. Automotion's sponsorships and donations have helped us for so many years and the Automotion Swap Meet and Concours will definitely be missed.

Roger Kraus Racing

2896 Grove Way. Castro Valley CA 94546

Orders 800-510-RACE (7223) Inf. 510-582-5031

www.rogerkrausracing.com

We speak PORSCHE racing and back it up with results and fair prices. Race / Street tires and wheels.

Alignments & Cornerweighting by Brandon Kraus

Suspension Is Our Specialty.

Vintage 356 to 962.

The Race Professional Shops Here

Race Tires - Goodyear

Hoosier - Kumho - Toyo

Yokohama - Avon - Dunlop

Great prices on street and

race wheels. Street Tires

We prepare race and street

Porsches - 26 years

experience

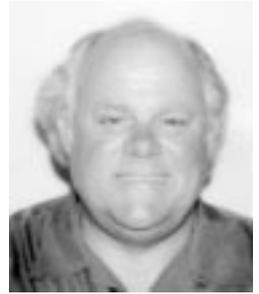
**Not calling us could
be costing you !!**

Charlie Bars - Weltmeister - KONI - Bilstein

Brakes - Eibach - Sway Bars - Torsion Bars

Brake Pads - Bushings - Spacers

Fabrication - Alignments - Corner Weights



Helping the Little People

by Tim Gallen, Vice President

The Golden Gate Region sponsored our first toy drive this past Christmas for the children involved in the Parent-Infant Program at Children's Hospital Oakland. The Parent-Infant Program is made up of children, ages birth to three years, that have developmental delays, and their families. Many of the families served by the program are low income families that needed a little extra help during the holidays. We were there to give it to them!

The toys our members donated were delivered by the Hospital's volunteers that know them best. We found out later that one of the families visited by the volunteers had no decorations, no tree, and no toys. Without our donations, those children would not have had gifts on Christmas day.

Not only did we contribute toys, but using the monetary donations, \$650 in all, we purchased books for all of the children in the program, which they opened at their holiday party. Some of these children have never even owned a book before!

Thanks to all of the members that helped us bring a little joy to those very special, very little people and their families. You can bet we are going to do an even bigger and better job next year.

EUROPEAN AUTOTECH

German Car Specialist
Serving the Valley Since 1984

Sales Service & Repair
Fuel Injection Service
Expert Engine Rebuilding
Personalized Service

925/820-6460

Patrick Gormley
Service Writer

31 Beta Court. Unit J
San Ramon, CA 94583

Appraisals and Valuations
for Sports and Classic
Automobiles

Richard D. Cottrell

1685 Hunt Drive Burlingame, CA 94010-5809
phone: 650.692-2100 fax: 650.692-9395
e-mail: cottrell@flash.net

ACTION TRAILER SALES, INC.

SALES•PARTS•SERVICE
TRAILERS OF ALL TYPES

- UTILITY • CAR CARRIERS
- CARGO • EQUIPMENT

BE SURE TO ASK GEORGE FOR
YOUR PCA DISCOUNT

408-288-6236

1346 E. TAYLOR ST., SAN JOSE

New Year's Eve Award's Banquet

Good bye, 1999, and Hello, 2000!

by Mary Beth Wilson



What better way to bring in the new year than spending it with friends (not to mention the fact that these friends are also Porsche nuts!). Eighty two of us spent a wonderful evening together: eating, dancing and testing our luck at the casino tables ... not to mention bringing in the new year.

This year's GGR Awards Banquet and New Years Eve Party was held at the Wyndham Garden Hotel in Sunnyvale. The evening began at 6:00 with hors d'oeuvres and cocktails. I couldn't help but notice, and chuckle at, the stream of pizza delivery people in the lobby about that time. Guess dinner was being delivered for the kids tucked away in the hotel rooms! Lloyd and Pattie, was Nugget in your room or out in the motor home?!

Dinner for the adults started at approximately 7:30 and shortly therefore, Lloyd DeMartini kicked off the evening. First, there were door prizes to give away. Pattie (aka Vanna White) assisted in this process. Lloyd then provided the game plan for the remainder of the evening: presentation of awards including those for autocross and time trials, dancing, gambling, second round of door prizes, distribution of the silly party hats and the champagne toast at midnight.

I got a lot of questions and comments on the table decorations. Louise Sousoures came up with the idea: tie dye beanie babies to support the theme of this year's time trials. My sister in Philadelphia gets the credit for the creative touch (the beads, glasses and other fine touches that she added to the bears). Thanks, Louise and Lee Ann Howell!

Autocross and time trial awards were given out as we ate a fine dinner. Thanks, Bert Del Villano and Masuo Robinson, for a great awards ceremony! Congratulations to all of the winners.

The DJ wasted no time in getting for the remainder of the evening started. He played a wide variety of music and did a great job of taking (and playing) requests. The casino tables in the lounge were packed. Dame Rahal did a great job as fill-in blackjack dealer! Thanks, Dame!

Shortly before midnight, the last set of door prizes were given away. There were some awesome prizes (thanks, Lloyd!). Some of the winners included Dave Dunwoodie (TV), Paul Seidel (VCR), the De Martinis (air compressor, sway bar, upper strut bar), Masuo Robinson (chip and steering wheel), Bert Del Villano (cool helmet), Larry Sharp (seat belts), Kirk Doberenz (sway bar), and Marianne and Bob Gardner (chip).

Some other special awards and recognition include the following:

- Most colorful attire: Alfred Abken (don't think I've ever seen a tuxedo with so many bright colors!). Speaking of dress attire, Jerry Pretti threatened to wear a tuxedo T-shirt, but opted for Porsche attire instead.
- Fashionably Late Honors go to Dame Rahal and Mark Paul Smith.
- Farthest Distance Traveled: Diane and David Kimes (from Oregon)
- Most Energetic the next morning: Dame Rahal, who claims that she ran 5 miles the next morning!

Congratulations to all of the award winners. Happy New Year and a special thanks to Pattie and Lloyd DeMartini for all of their help in pulling this off!

Toy Drive



Tim & Lori Gallen



Dear Tim:

On behalf of the families and staff of the Parent Infant Program at Children's Hospital Oakland, I would like to thank you, Sheila, Jean, and all the members of the Golden Gate Chapter of the Porsche Club of America for your thoughtfulness, generosity and enthusiasm in contributing to our holiday celebration.

Families were delighted with the books their children received and commented on how nice it was to have your group "join" the party even briefly. The bagels and spreads were also well appreciated.

We, as a staff, were overwhelmed with the bags of special gifts you contributed for our families with greater needs. Everything from the infant toys to the

Walkmans and sleeping bags were passed to families who could really use them. We were able to include more families than we thought due to your Club's amazing response.

In addition, a few members of the Porsche Club noted they may be interested in volunteering for the program. I would be happy to explore this possibility with them as PIP often has a need for community volunteers. You can have them contact me at 510-655-9521 (or the Volunteer department at the hospital, 510-428-3471).

Again, thank you so much, especially you, Tim, for initiating this Toy Drive. We are truly grateful.

Sincerely,



Karen Tanner
Program Coordinator
Parent-Infant Program
Children's Hospital
Oakland

New Year's Eve Awards Banquet



*New Year's Gala Organizer
Mary Beth Wilson with
Kirk & Carolyn Doerenz*



*Larry Sharp - Instructor of the Year
presented by Masuo Robinson & Louise Sosaours
Time Trial Chairs*



*Angel Boh Gardner between
wife Marianne and KC Sharp*



*Sheila & Dave Dunwoodie
Perc Bliss Award*



HAPPY NEW YEAR!



*Donna Sylvanovich &
hubby Mike Mitchell
Enthusiasts of the Year*



*Kirk Doberenz
BlackJack Dealer*



*Larry Sharp
Event of the Year*



*Ben & Ann Del Villano - AutoX Chairs
Chris Murray - AutoXer of the Year
Mary Beth Wilson & Jerry Prett - Competitive Couple of the Year
Lloyd De Martini - Hot Shoe Award*

New Competition Rules

by Mary Ann Behrens

As a result of the unanimous agreement of the region presidents and zone competition series chairmen, significant revisions have been made to the 2000 Zone Seven Competition Rules.

Autocross Run Groups

A wide-reaching change for 2000 is the abandonment of the rules that governed the assignment of each car to one of four alternating morning or afternoon groups, each with a specific grid, run, and work time. Under the rules for 2000, each car will be assigned to one of two or more run groups at registration, with the assignment of each car being determined by the event chairman or a designee.

This change will permit balancing the number of entrants in each group so as to provide for an adequate number of workers. With declining participation in the zone series and unpredictability of how many entrants would show up in a given group, the four-group run/work system that was developed in the early 1980s was no longer viable.

The event chairman will determine the number of runs each group will receive. A driver may choose to run all day or in the afternoon only. If they choose to run all day, they must sign up during the morning registration period; if they choose to run in the afternoon only, they may register during the late registration period. Late entrants will not receive the same number of runs as those who registered in the morning. No driver, whether they register in the morning or in the afternoon, may earn points without meeting the work requirement established by the event chairman.

Not only will the worker assignments be better covered, but this arrangement offers the opportunity to have more runs.

Zone Autocross Region Challenge (Replaces former autocross team provision.)

Team competition will be added to the current individual class competition at the Zone 7 Autocross Series. Each team will consist of all participating drivers from a specified Zone 7 region (LPR, GGR, DR, etc.). A team may also consist of a combination of multiple regions (for regions with few members and/or few participants). Combinations, if any, will be determined for the year, prior to the first event, by agreement of the Region Autocross Chairpersons (for those regions sponsoring Zone 7 Autocrosses) and the Zone 7 Autocross Chairperson. Failure to reach agreement will result in the final determination to be made by the Zone 7 Autocross Chairperson.

Rules

1. All current Zone 7 Autocross Rules apply with modifications 2 to 8.
2. Drivers will compete in the following divisions based on their car Classifications by Zone 7 rules.
 - a. Zoomy Division (Bx, Fx, Gx, Br, Fr, Dm, Em, Fm, Gm, Km, Lm, Qm, U, W, X, Y, Z classes) _ Men
 - b. Zoomy Division (classes as above) _ Women
 - c. Street Improved Division (Ap _ Tp, Ai _ Ti classes) _ Men
 - d. Street Improved Division (classes as above) _ Women
 - e. Stock Division (A _ T classes) _ Men
 - f. Stock Division (classes as above) _ Women
3. Points are scored in each division using each driver's best time, according to the following schedule: First=20 points, Second=18 points, Third = 16 points, Fourth = 14 points, Fifth = 12 points, Sixth = 10 points, Seventh = 8 points, Eighth = 6 points, Ninth = 4 points, Tenth = 2 points, Eleventh and lower = 1 point each driver
4. Region points are totaled for each event. The region with the most points wins the event.
5. The winning region for the year is determined by adding each regions points for all Zone autocrosses held during that year.
6. Drivers are placed into the appropriate division based on their entry for individual competition at each event. A driver may compete in multiple divisions during the year but only one at each event.
7. Dual members may declare for one region or to split points between regions. This declaration is made at the driver's first event of the year and is binding for the remainder of the season.
8. Tabulation of results is the responsibility of the Zone 7 Autocross Chairperson or his (her) designee.

Other Changes for 2000

The separate general provisions for autocross, concours, and rally have been combined into a single list of provisions. There will no longer be a permanent protest committee; each protest will be adjudicated by an ad-hoc committee appointed by the series chairman.

Helmets (including loaners) must bear a 1990 or later Snell Memorial Foundation sticker.

The 2.5 and 2.7 liter Boxster and the BoxsterS have been assigned to class T, Ti, Tp, or Lm according to modifications that apply.

SPONSORED BY: PRUDENTIAL SECURITIES

2000 HIGH SPEED DRIVING SCHOOL

THUNDERHILL RACEWAY PARK

MARCH 3, 2000

hosted by GOLDEN GATE REGION

PORSCHE CLUB OF AMERICA

This school is limited to Porsche owners only. You will be assigned two instructors and will be able to ride with your instructor during their run session. ThunderHill Raceway Park is an excellent track in which to learn and experience your car at speed. We have some of the most experienced instructors in the country.

A helmet (Snell 90 or later) will be required as well as long sleeve non-synthetic shirt and pants and shoes. Open cars (Cabriolets, Speedsters, Boxsters) without roll bars will not be allowed to participate. All open cars must have a roll bar that meets GGR specifications. Your car must be in good condition, passing our safety tech. The tech is similar to the ones used at autocrosses.

The cost of this school is \$150. Please make your check payable to PCA-GGR and mail this application to HSDS Registrar, Laurie Yonk, 214 Carob Ln, Alameda, CA, 94502.

Should you have any questions regarding this school, please call Masuo Robinson at 408.399.4808 or e-mail me at masuo@ix.netcom.com

Driver # 1

Driver # 2

Name: _____

Address: _____

Hm Phone: _____

Wk. Phone: _____ email address: _____

Experience: _____

Car:

Year:

Model:

Tires:

Modified:



Mr. Green as
Mother
with the necktie?

Col. Mustard as
Barry Kane
with the
fireplace poker?

Mrs. Peacock as
Marnie Edgar
with the oven?

Clueless in Santa Clara Saturday, March 11, 2000 PCA Zone 7 Points Rallye Hosted by Golden Gate Region

Rallye Description:

A Navigational Gimmick Rallye based on the boardgame Clue, this year's puzzle has an Alfred Hitchcock flavor. This murder whodunit will be run around the Morgan Hill area. The rallye will have no traps and simple route instructions. A working odometer is a MUST. 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. Registration opens at 9:30 AM, Driver/Navigator Meeting at 11:00, and the game board opens at 11:30am. All entrants must turn in scoresheets by 2:30PM. Plan to arrive early to strategize your path around the gameboard.

Starting Location:

Starbuck's Coffee, 251 Vineyard Town Center Way, Morgan Hill. To get to Starbuck's, get on 101 going south toward Morgan Hill. Exit 101 at Tennant Ave. Turn right onto Tennant Ave. Turn left at signal at Monterey Rd, then immediate right into shopping center.

Cost: \$10 per car

RSVP is not necessary but would be appreciated. For further information, call Bob & Marianne Gardner (408) 943-0946.

"Run the Cars" GGR 2000

A normal GGR Automotion Autocross starts with a loyal group of people who come out early at somewhere after 7 AM to help set up the course, register people, collect the money (yes it is \$25 per driver this year due to the raise in rates to rent sites). The course is laid out with orange cones making 90 degree turns, sweeping turns, straights, and chicanes. The idea is to drive the course in the fastest time without hitting any cones. Drivers can walk the course until the driver's meeting, which is held at 8:45 to explain the course and cover any important information. The drivers are split into three run groups so that one group runs, one group works the course, and one group rests and watches the action. Hopefully the day runs smoothly and drivers get at least three runs in the morning and at least 3 runs in the afternoon. If the runs are completed early sometimes there are fun runs until 5:00, this is the opportunity for people to get in extra practice and they are truly FUN runs.

If you are new to autocrossing please come out and give it a try. Porsches were made to be run! You can have a GGR instructor ride in your car and help you during the day. They will also take you for a ride in their car to give you a better feel for the handling of the car. These instructors and all of the GGR people that autocross are very nice people and are more than willing to help new people. Please come out and give it a try. The first Autocross of the season is on Saturday March 18 at the Sheriff's Training facility at Dublin. The schedule is listed below. Of course there maybe changes and even some dates added. Next month a little on worker assignments.

We will need some volunteers to tow the GGR trailer to and from some of the Autocross sites. Please e-mail me at johnseid@aol.com or call 925-938-9531. Thanks ahead of time. Kristy Soohoo is doing registration, Dave McGuigan is doing results, and Chris Murry can tow the trailer a few times. Run the cars!!!!

Sat March 18 Dublin
Sat Aug 5 Marina

Sun April 30 Dublin
Sat Sept 2 TBA

Sun June 4 TBA
Sat Sept 23 Marina

Sat June 24 Marina
Sat Oct 14 TBA

John Seidell
Automotion GGR 2000
Autocross Series Chair



The Very Best Just Got Better

Better brakes, better handling suspension, more get-up and go. Is it a new model from the factory? No. It's just what happens when you service your new 996 or 993 at S•CAR•GO.

Whether you bring your car to us for a simple tune-up or for the latest upgrades, you'll be amazed at the difference our knowledge and ingenuity can make.

- Turbo brakes for "stock" 993 & 911s
- Lowering springs and big sway bars
- Custom Intake and Exhaust Modifications, Boxster Headers.

www.SCARGOracing.com
SERVICE for PORSCHE

533 Irwin St., San Rafael, CA 94901
415 485 6026

Check out our new website <http://www.scargaracing.com>

There's no substitute. Until now.



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-karting.com or call 650-591-2559x4. SpeedRing is the only substitute for Porsche track events. So become a member today.

**LAPS FOR LIFE,
ON SALE NOW!**

We're offering charter lifetime memberships for a limited time. Our best deal ever, only 200 available, never to be repeated. So act now.



Copyright © 1999. All rights reserved.
SpeedRing is a registered trademark of
DKR Indoor Karting, Inc., which may
be registered in some jurisdictions.



January Board of Directors meeting

The meeting was called to order at 7:10PM at Buttercup Pantry restaurant in Pleasanton. Board members present were Lloyd DeMartini, Tim Gallen, Lori Hageman, Ken Shahoian, Mary Beth Wilson, Jeff Sykes, and Clinton Wong. Past President Larry Sharp and Autocross Chair John Seidell were also present. Mike Bernamonti was not present for this meeting.

The Minutes from the Board of Directors Meeting of December 1, 1999 were unanimously approved as written.

Postmortem of Events December TGIPF was well attended except by Board members. Toy Drive very much appreciated by Children's Hospital and was very well attended by generous GGR members; 17 full bags of toys and over \$650 in cash were donated.

The GGR New Year's Eve Party had 82 people in attendance and a tremendous time was had by all. The Joint Board Social was very successful.

Directors Reports:

President, Lloyd DeMartini: President reminds all activities to have appropriate ads placed in Nugget. GGR Activities Day Directions are available from the Social Director. Budgets for Board Members are due to Treasurer by next meeting.

Vice President, Tim Gallen: Any new changes will be addressed at Activities Day on Jan 15th, 2000. Toy Drive was exceptionally successful and will likely become an annual event.

Treasurer, Mike Bernamonti: The Profit/Loss Statement for 1999 shows a net loss. There was an accounting error, which reduced the TT results to zero profit. The Nugget is costing more money than

we are receiving from National Dues; advertising revenue is not making up the difference at this time. The Time Trial series will likely have to see fee increases to ensure profitability. Additionally, all checks will be posted prior to the event, unlike in the past.

Membership, Ken Shahoian:

There were 32 new members this month; motion to accept New Members was accepted unanimously. Plans are set for January Day Tour; further Day Tours will depend on attendance at that event.

Competition, Jeff Sykes: GGR Board is awaiting a Time Trial Budget from time TT Director. It will be suggested to TT Director that he determine the average attendance at each TT event last year and set fees based on the income needed to cover the event with an average number of participants. New RuleBook is pending. Competition Director will solicit representatives from TT and Autocross at first events in March and will schedule first meeting of new Rules Committee immediately after first event. Autocross Chair, John Seidell, presented tentative schedule with many questions as to locations based on costs. Fees may vary at each event based on location; base fee will likely be \$25 per event. Autocross School is in question at this point due to changes in Candlestick Park's requirements. There is a meeting on Jan 20, 2000 regarding Club Racing; Competition Director will attend.

Secretary, Lori Hageman:

Secretary has a small supply of letterhead, but is having trouble getting envelopes. Artwork has been found but a blank is needed for placement of lettering, etc. Seeger Publishing will be used for printing. Secretary will distribute new Board Member address lists at

February meeting.

Social, Mary Beth Wilson:

The New Year's Eve party lost money due to lower than anticipated attendance.

Nugget Editor, Clinton Wong:

First edition by new editor went very well.

Webmeister, Greg Braun:

Nothing to Report

New Business

Discussion was held regarding amending the by-laws to provide for the option of charging for Nugget subscriptions, and also for providing our newsletter in PDF format suitable for downloading from the Website. Motion was made to raise advertising costs for the Nugget to overcome budget shortfalls. Nugget Editor will determine what increase will be necessary to cover costs. A vote on exact amount of increase is expected at next meeting. Competition Director requests that the Board have a copy of the actual insurance policies written for each competition event. Zone 7 Representative has been contacted in an attempt to obtain that policy with utmost speed. Discussion was held regarding holding an additional Driver's Education event during Parade. A budget would be required from the Club Race group before the Board would approve such a decision.

There being no further business to come before the Board, a motion to adjourn was approved at 9:10pm. The next Board of Directors meeting will be held February 2, 2000 at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to agenda.



One of the most common topics that comes up in conversation regarding membership is who owns what among our members. Though I can't speak for the whole of PCA, I can sort through our database and share the results.

Some simple statistics: The January membership audit shows over 1600 current members. Almost 1000 of our membership indicates their primary Porsche is a 911 of some sort. Next most popular is the latest addition to the lineup, the Boxster. We now have about 200 in our region. Collectively, the front engined models number a little more than Boxsters. 130 members indicate a 914 on their membership, and 100 indicate a 356. One lucky member each designates a 904, 959, and 962!

<u>Name</u>	<u>City</u>	<u>Year</u>	<u>Model</u>
Omar Ahmad	San Carlos	1999	996
Marc Allard	Atherton	2000	Boxster
Karen Ames & John Snade	Aptos	2000	Boxster
Fletcher Benton	Pacifica	1980	928
Andrew Brown	Saratoga	1996	993
Cameron & Alicia Craig	San Jose	1999	Boxster
Robert & Jean Dolin	Menlo Park	2000	Boxster
John Dumas-Theodoropoulos	Menlo Park	1999	Boxster
Chris & Kim Fullerton	Mountain View	1986	928S
Kingsley Snow Gerlach	Scotts Valley	1975	914
Richard & Sandra Gilbert	Moss Beach	1960	356B
Mark Gutzwiller & Teresa Padilla	Mill Valley	1999	996
Dan Juchau	San Jose	1989	911 Turbo
Sue Kaplan	Mountain View	1999	Boxster
Jeff Kaszubinski	Los Altos	2000	Boxster
Robert & Miki Kincheloe	Concord	1988	944
Theresa Lanowitz & Lisa Dronzek	Santa Cruz	2000	Boxster
Benjamin HF Leung	San Francisco	2000	Boxster
Randall & Jackie Logan	Petaluma	1989	911 Carrera
Jeff McGlynn	San Jose	2000	996
Jameson McJunkin & Kasey Craig	Palo Alto	1971	911T
Jerry Montgomery	Santa Cruz	2000	Boxster
Daniel Niehans & Tish Niehans	Menlo Park	1999	Boxster
Monty Pack & Ken Ip	San Francisco	2000	996
Thomas Pindelski	Burlingame	1997	993
Samuel Pullara III	San Francisco	2000	996C4
Thomas & Cristene Schonefeld	Sausalito	1986	944
Elias Stephan	Los Gatos	2000	Boxster
Herb & Carl Swanson	Los Gatos	1999	996
Lauretta Teoh-Lim	Sunnyvale	1986	911 Carrera
Michael & Terry Williams	Monte Sereno	1999	996
Karen Yokoo	San Francisco	2000	Boxster

Transfers Out:

Bobbie & Keith Bokelund	San Mateo	1960	356B
Steve Campbell	Rancho Santa Fe	1999	996
Ed & Pat Malley	Pebble Beach	1979	911SC

Transfers In:

Dennis & Claire Wilson San Francisco 1988 928S4

41 Year Anniversary

Keith McMahan & Kathy Hopkins

35 Year Anniversary

Richard & Camille Park

30 Year Anniversary

Leonard Peterson

25 Year Anniversary

Alan & Lena Henderson

20 Year Anniversary

Ed Clement

Vincent Dauciunas & Mary-Ellen Walsh

15 Year Anniversary

Tom Amon & Denise Dupree

Chuck & Rosemary Davis

Melinda Lloyd

Robert & Gisela Norwood

10 Year Anniversary

Harv Berger & Annie Day

Daryl & Danielle Jackson

5 Year Anniversary

Fred & Dawn Campbell

Ken & Cindy Masuda

Gilbert Kliman MD

<i>Official Count</i>	
<i>New members</i>	<i>31</i>
<i>Transfers in</i>	<i>3</i>
<i>Transfers out</i>	<i>1</i>
<i>Total membership</i>	<i>1,659</i>

6 CDs IN MY DASH?

THAT'S RIGHT! THE NAKAMICHI MB-75 IS THE WORLD'S FIRST IN-DASH RECEIVER WITH A BUILT-IN 6-DISC CD CHANGER



THE MB-75 IS NOT JUST A DASH-MOUNTED CHANGER, BUT A FULL-FEATURED HEAD UNIT, COMPLETE WITH AM/FM TUNER, 4X35 WATT AMP, DUAL PREAMP OUT, AND THEFT-DETERRING DETACHABLE FACE PLATE.

DID I MENTION THE 3-YEAR STANDARD WARRANTY? YEAH, GUESS I DID!

WHERE DO I GET ONE?

ALL THE RIGHT CONNECTIONS

(650) 579-5596

624 South Railroad Avenue • San Mateo • 94401

Marketplace

Porsches for SALE

1956 356A Coupe Project. VIN # 57988, Original California yellow plate car. 2 engines included, original 1600 plus Super 90, Super 90 is at S-CAR-GO in San Rafael being built to 1720cc. Transmission rebuilt. 2 interiors black original and red 50's recaro seats. Now Grey was Silver. A lot of new trim parts, factory windshield, extra rims, etc. Sleek looking with no over-riders on the bumpers. Into car for \$14K, will sell for reasonable offer. Clint 415-804-0080.

1973 914-4 2.0, Show car. Ravenna green, black interior, appearance group, chrome bumpers and trim, Fuchs alloys, new Bridgestone RE71 tires, relocated fuel pump, Alpine stereo, Koni's, 19 mm master cylinder, new clutch, alternator, and full service. Car has 114K miles on it by original owner. Turnkey car, great for show or impressive daily driver. \$8,500. Rick 408-326-2180 day, 650-694-1441 eve.

1974-914 Race Car. Move up to a real race car! Semi-tube frame, Sheridan body, 3.2 Euro-Engine. 250 H.P. (1,800 lbs.), coil overs, fuel cell, race tires, quife diff. Low 40's Laguna, low 50's Sears! Fast, reliable, fun and much more. \$25,000 Includes. open trailer. Possible trade for 944 Turbo and \$\$\$. Call for details. Dan Cowell 707-451-9434.

1974 911 Carrera Three time first place PCA show winner. 525 made, 42K original miles, concurs condition, not a restoration. Desert beige (yellow), tan interior, black graphics, 7&8 factory fuchs alloys, updated chain tensioners, SSI heat exchangers, new muffler, original sales brochure, certificate of authenticity. Great show car or impressive daily driver. #09114400271 \$26,500. Rick 408-326-2180 day, 650-694-1441 eve.

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. \$12,750. 415.929.7218. MikeSeeInc@aol.com

1981 911SC Coupe, Original Redwine color with black interior. Clean car with sunroof, A/C, CD player, original wheels. Well maintained and strong engine with 113k miles. T&D just rebuilt cam tensioners. Record are available for this great street car. Asking \$ 14,000. Call Bill 408-353-8487 or email: whallier@ix.netcom.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 650-548-9765

1997 Boxster Black with grey interior. 25,000 miles, \$36,995. Extras include hardtop, in-dash CD player and Clifford alarm. More information and photos can be found at <http://209.249.213.198>. Peter (408) 326-1218.

PARTS & MISC

Ski rack and new tire chains for late model 911 Cabriolet or Targa. Top folds with rack installed. Factory furnished for over \$800. Best offer to needy skier or swap for ski digs. 808/732-3506 or email: miller@hi.net.

Parts from 911 SC: Good used 98 mm Mahle cylinders with new JE 12:1 pistons, rings and lightweight pins, \$2200; front bumper complete, \$120; front valance, \$60; rear bumper with end pieces, \$120; left rear bumperette, \$100; elec. mirrors L&R, \$75 each; sunroof parts, front bumper from 69 911, \$160; rear trailing arms, torsion bars and spring plates from 84 Carrera, less rotors and calipers, \$250. Victor 415-239-0398 or ofnerfam@aol.com

911 Parts for Sale: Gold Center BBS Basket Weave (2) 7x15, (2) 8x15 \$350, Black Center BBS Basket Weave with Polished lips (6) 7x15, (2) 8x15 \$450. 1970 911 Front and rear bumpers \$100 each. Complete Brand New OEM Exhaust for 3.0 liter \$750, Blower Motor and Hoses \$100 (new), 70 headlights and assembly (rings in good condition) \$50, 2.4 T Bosch Distributor \$75, 2.2T Marelli Distributor \$75, 23 mm Front Torsion Bars \$125, 1970 Steering Wheel \$25, Brand New Clutch, TOB, and Pressure Plate for SC \$250. Contact Barry at 925-692-2014 or bwalker@pacificinstruments.com

Parts for 911: Wheels: 3 -piece Gotti, 5 spoke, gold centered, (2) 10x16 \$400 pair, and (2) 11x16 \$500 pair, (2) 13.5x16 \$600 pair or \$1,050 for set. Brake calipers fit early 911 - Bremtek (wilwood clones) 4 piston, 3 sets of Hawk Brake pads included \$600/OBO. Early 911 stock muffler \$100. Buyer pays shipping. Ray 949-720-8942 days - 949-240-5850 evs, rdicius@sutro.com

Parts: Some '74-'77 smog plumbing, one tie-rod, and a blaupunkt 40W amp. Already sold the car. Dirk, 650-473-6853, krid@ispchannel.com.

Nearly complete set of The Nugget from 1993-1998 (a couple of issues missing). I'm running out of storage space and need to get rid of them. Free to a good home! Pick up in S.F. or pay for shipping. I can be reached at: 415-753-3228 or mwurtzel@flash.net

911 SC parts: front bumper complete, \$150; front valance with chin spoiler, \$150; complete A/C system, \$75; rear bumper, \$100; end pieces, \$50/pair; left bumperette \$100; lower valance, \$25; L&R electric mirrors, \$75 each; 6&8x16 Fuchs alloys with good rear tires, \$600; Tan leather door panels, rear 1/4 panels and rear jump seats, good condition; front bumper from 69 911, excellent condition, \$160. Victor 415-239-0398 or e-mail ofnerfam@aol.com

Parts: 3 Sets of wheels for 911 with tires. Will consider trading 993 9" for 8" rims. Also Blaupunkt AM/FM radio, \$50. Trumbone oil cooler, \$35. Oil temp gauge with sender, \$40. Paul 650-579-0836. 7-10 PM.

Parts: (1) One set of 5 16 inch preA rims \$600 (2) 550 spyder windscreen, full width version \$200 (3) 5 virtually new 4 1/2 chrome wheels \$650 (4) door windows for speedster hardtop \$100 (5) Speedster door, right, hi-Stricker \$300 (6) Pre-A rear brakes VW style with pressed on alu cooling fins \$350 (7) 944 turbo sport seat, drivers side, tan \$350 (8) 911 rear deck lid (from an 86 Carrera, black with hardware) \$250 Jim Barrington 415-868-9650 or gmundmeister@dellnet.com

Speedline Aliseo 3piece wheels, 9x18 and 10x18, excellent condition. Late offset, currently on 993. Front/Rear 993 calipers, \$600. Air conditioning components from 944 Turbo, offer. Mike Mitchell 510-713-9248 or Mahler9th@aol.com

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

Parts for Sale: Factory Fuchs 6x15 and 7x15 with 195/60/15 and 215/55/15 Pirelli P6000 tires 70% tread, rims in great shape, off of 1987 Carrera. \$ 700 set. 94 Speedster Windshield and frame, some chips, \$ 1,200, G-50 5-speed from 94 Speedster \$ 1,500 only 16K miles on it. Clint 415-804-0080.

Monza Exhaust: 914 1.7 or 1.8, new gaskets included. Sells for \$ 200, asking \$ 100. Scott 209-491-0250 Modesto

Stereo: Alpine 7284 AM-FM Cassette Deck, removable, excellent cond. in original box w/manuals, \$ 88. Pair of Infinity RS63 Kappa 6 1/2" 3 way Speakers, excel. cond. \$ 79pr. Jeff Sellman 510-530-6648.

Wheels: Four 6"x15" Panasport Wheels for 914-4. Brand new condition. Comes with 4 mounted BFG R1 tires used in only 3 autoX races. Lug bolts are included too. Great price at \$600. Rick 408-326-2180 day, 650-694-1441 eve.

Parts: Sway-A-Way front 23mm/rear 30mm torsion bars for pre-1987 911 \$300; Two Potenza RE71 255/40/17 tires with less than 100 easy miles \$115/tire; Two Aero Sport Racing Seats (black cloth/red seat backs) with M&R five point harnesses plus all hardware \$1200. Josh Ofstein (415) 922-0757 or jofstein@hotmail.com.

911 Parts: Hand brakes assembly \$ 50, engine lid/ chrome grille \$ 250, '69 fresh air blower assembly \$ 100, 8&9x15 Fuchs, excellent, \$ 1,800, Weber 40IDA's with Jerry Woods fuel pickup conversion \$ 800, K&N Watershield air filters (no base) \$ 50, side/rear window glass \$ 125, black carpet set for 911 coupe \$ 75, oil

temperature/pressure gauge \$ 75, new Permatune CD ignition \$ 150, Bosch CD ignition \$ 100, assorted interior trim pieces, call with needs, 9&11x15 Duralite wheels with BFG R1's \$ 800/set, Autopower bolt-in roll cage \$ 400, Buyer pays shipping. Neil Jackson 925-258-9384 nsja@earthlink.net.

944 Parts: Suspension parts from 1989 944 Turbo (AKA 944 Turbo "S"). Three sets of springs, rear torsion bars and front/rear sway bars. Upgrade your 944 to Turbo S specs. Springs \$ 150 per set. Sway bars \$ 300 per set. \$ 250 per set. Also one 944 Turbo S Cat back with factory muffler, \$ 500. These are nearly give away prices to clear space in my garage. Days: 408-996-8717 eve. 408-356-7762, Mike.

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

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

Wanted: Damaged 911 engine for training purposes. Mid- 70's through mid-80's preferred but not necessary. Mike 408-353-4031, e-mail mjteresa@attglobal.net.

Right front turn signal housing for 71 911, SSI heat exchangers for 3.2 Carrera, 7&8 x15 alloys with R-1 tires for autocrossing, Victor 415-239-0398 or e-mail ofnerfam@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.

The Nugget Editor

2071 Mountain Blvd., Suite C
Oakland, CA 94611
Phone (510) 339-3152
FAX (510) 339-0666 or
email: cwong@asiapacificmicro.com



GGR & Zone 7 Events Calendar

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

February

- 5 Sat **GGR Annual Tech Date**, Kahler's, 6117 Dougherty Road, Dublin, 9-12noon
- 11 Friday **Thank God It's Porsche Friday**, Harry's Hofbrau, Mountain View.
- 13 Sun **Diablo Region February Frolic Zone 7 Rally # 1**, Start at Kahler's Werkstatt, 6117 Dougherty Road, Dublin. Registration starts 12:00noon, first car out 1:00pm, Cost \$ 10 per car, John Clever 209-835-4100
- 19 Sat **GGR Annual Tech Date**, Ken's Sportech, 1460 White Oaks Drive, Unit E, Campbell, 9-12noon.

March

- 3 Fri **GGR High Speed Driving School** at Thunderhill. Contact Masuo Robinson at (916) 427-9690
- 4, 5 Sat, Sun **GGR Time Trial** at Thunderhill
- 11 Fri **Thank God It's Porsche Friday**, Harry's Hofbrau, Mountain View.
- 12 Sun **Trailer Cleanout** and equipment check, location TBA
- 18 Sat **GGR Autocross #1 at Dublin**

April

- 14 Fri **Thank God It's Porsche Friday**, Harry's Hofbrau, Mountain View.
- 30 Sun **GGR Autocross #2 at Dublin**

Factory Trained
Expert Repair &
Restoration of:

- Speedometers •
- Tachometers • Clocks •
- Fuel Gauges & Floats •
- VDO & Others

Quartz Clock
Conversions and Repairs

Specializing in:
Mechanical to Electric Tachometer

**Palo Alto
Speedometer Inc.**
718 Emerson St.
Palo Alto, California 94301
Phone: 650-323-0243
FAX: 650-323-4632
8:00 - 5:00 Mon. Fri.

AIR COOLED PORSCHE MECHANIC

356 • 912 • 911



- Custom Engine Rebuilding
- Mechanical / Electrical Repair
- Large Stock 356/912
Mechanical Parts

510-632-8232
SAM SIPKINS



**S.A.S. GERMAN
AUTO**
Specializing In

Mercedes Benz ■ BMW ■ Porsche ■ Audi ■ Jaguar

26A CALIFORNIA AVE.
PLEASANTON, CA 94566
PHONE (925) 846-4886
FAX (925) 846-1067

KEN BENHAMOU

10% OFF FOR GGR MEMBERS

The Racer's Group

The Racer's Group is proud to announce the formation of its new full-time Racing and Service Department. We have been prepping the professional cars for years and now have a limited schedule and openings available for your street and racing needs.



Visit our Facility conveniently located at Sears Point Raceway. We install everything we sell. Some used parts available including the new "Hot Sheet" containing select "Take Off" parts from our Race Cars.

Go to the "Professionals"

**SERIOUS PARTS
FOR SERIOUS
PORSCHEs**



We are located in the Paddock at Sears Point Raceway. (You can't beat that for R&D)
29181 Arnold Drive
Sonoma, CA 95476
TELEPHONE: (707) 935-3999
FAX: (707) 935-5889

Y2K Board of Directors

President (925) 606-8543
Lloyd DeMartini
4006 Loch Lomond Way
Livermore, CA 94550
lloyd.j.demartini.jr@lmco.com

Treasurer (925) 634-9868
Michael (Mike) Bernamonti
890 Orchid Court
Brentwood, CA 94513
AntiCHP@aol.com

Social (650) 965-2566
Mary Beth Wilson
1363 Cuernavaca Circle
Mountain View, CA 94040
marybeth.wilson@GD-ES.com

Vice President (925) 838-8350
Tim Gallen
796 St. George Road
Danville, CA 94526
Tim@gallen.com

Membership (510) 568-5171
Ken Shahoian
3171 Petaluma Blvd. North
Petaluma, CA 94952
race911@aol.com

Nugget Editor (510) 339-3152
Fax (510) 339-6066
Clinton Wong
2071 Mountain Blvd., Suite C
Oakland, CA 94611
cwong@asiapacificmicro.com

Secretary (925) 679-0101
Lori Hageman
1838 Fairhaven Way
Oakley, CA 94561
Lorivet@aol.com

Competition (650) 328-4221
Bill Benz
2360 Webster Street
Palo Alto, CA 94301
billb@burnsdoane.com

Webmeister (805) 931-0460
Greg Braun
905 Cascada Lane
Nipomo, Ca 93444
gyb@netcom.com

Visit GGR's web site at <http://www.pca-ggr.org>

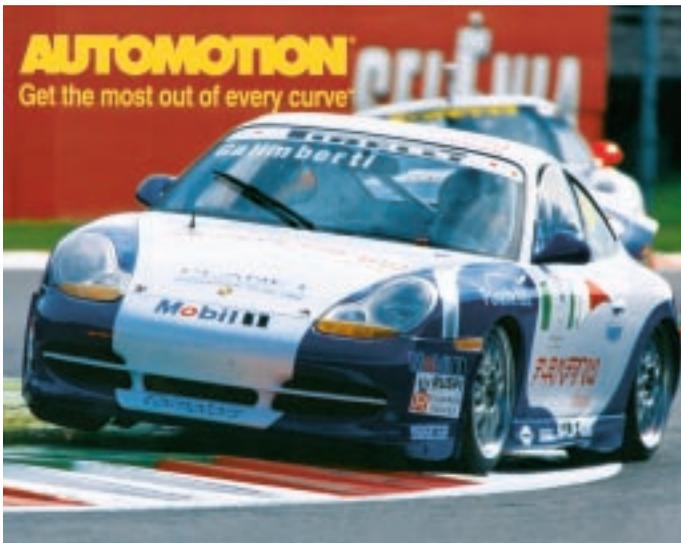
Location:  <http://www.pca-ggr.org/>

 What's Related

Golden Gate Region, PCA

3171 Petaluma Blvd. North
Petaluma, CA 94952

Address Service Requested



AUTOMOTION IS CLOSING IT'S DOORS FOREVER

We want to thank all the wonderful people in GGR who have freely offered their friendship and generously supported club events that we have sponsored over the years. It has been very appreciated and will be warmly remembered.

Very best regards,
Tom and Marj Green