PARADE 2000 Registration is January 10!

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Porshing
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Happy New Year everyone! As we march into the new millennium and GGR’s 40th Birthday, I hope there will be time for all of you to participate in some of the activities this year. Parade is in our own backyard and should prove to be a lot of fun. After looking at the agenda published in Pano, it is evident the Parade 2000 Committee has done a great job of integrating banquets with events, and Sacramento will provide great weather and an appropriate backdrop for the 4th of July week. There will also be a PCA Club Race and Driver’s Education at Thunderhill (July 7-9) following Parade. Mark your calendar for January 10th, the day Parade 2000 applications must be postmarked to guarantee a slot at Parade.

The new Board is in place, and I would like to welcome Tim Gallen as Vice President, Lori Hageman as Secretary, Mike Bernamonti as Treasurer, Ken Shahoian as Membership Director, Jeff Sykes as Competition Director, Mary Beth Wilson as Social Director, Clinton Wong as Nugget Editor, and Greg Braun as Webmeister. Most of us have a year’s experience behind us, so we should be able to anticipate the Club’s needs and serve you better. We look forward to another year as your Board. Any and all suggestions are happily accepted.

January starts off with the Calendar Planning Meeting January 15th, followed by a one-day tour put on by Ken Shahoian. The tour will take you to the Wine Country on January 23rd. Check elsewhere in this issue for more information on Ken’s Wine Country Tour. As I stated in last month’s Nugget, we need volunteers to organize additional events for 2000. We have tentative dates for Autocrosses, confirmed dates for five Time Trials, one Club Race, two Concours, a Rally, two swap meets, and one dinner. A few tours and technical sessions would be nice. Any volunteers??

Rulebooks and Membership Rosters should be back from the printers this month. If you would like a new Roster and can’t make it to one of the events in the next few months (shame!), contact Ken Shahoian at 510-568-5171 or email him at race911@aol.com. New rulebooks may be picked up at either a Time Trial or Autocross event. In addition, you can find a complete listing of the rulebook on the web at www.pca-ggr.org. With new requirements being implemented this year for safety equipment, the Club is in dire need of loaner helmets. The new requirement is now Snell 90 or newer helmets, which makes most of the loaner helmets in our trailer obsolete. For those of you who have had to buy SA95 helmets for PCA Club Racing, the Club would appreciate it if you would donate your old Snell 90 helmets.

While we are on the subject of rule changes, I attended the Zone 7 Presidents Meeting in November and all of the region’s Presidents felt it was time to change the Autocross car classifications. We agreed that there are too many classes (currently 120+), and there was little competition within the classes. Year-end results show 90% of the classes had only one car competing in them. GGR’s Time Trial and Autocross results show a similar conclusion. Jeff Sykes, our Competition Director, will once again attempt to re-write the classes for the 2001 rulebook. If you have any input or would like to be a part of the process, please contact Jeff as soon as possible. It will take a year to sort through all the possibilities associated with each model type.

Until next month . . .
Wow! When I volunteered for the editorship of the Nugget, I had no idea of what I was in store for. I can, and hope you will also, appreciate Dave and Sheila Dunwoodie's dedication, time and sacrifice during the last 2 years to the "Nugget". They deserve a huge applaud.

I have been a member of PCA-GGR for over 3 years now, since purchasing my first Porsche. As many of you know I purchased a 1994 Strosek Speedster from Barry Bond's of the SF Giants. Porsche ownership is like a disease, every year I have purchased another Porsche. I now own three, the '94 Speedster, an '87 Carrera Targa and a '56 356A Coupe.

My hobbies have been car restoration and modification. I have concoured my Speedster for the last 3 years, this year I will dabble in driving events.

I look forward to providing you a great newsletter and having the chance to serve the region. Please feel free to critique me anytime, I'm a humble person who always welcomes improvement.

Clinton Wong, Editor
Take Care Of Your Tires If You Expect Them To Take Care Of You by John Ruther, Chief Driving Instructor, Chicago Region (from Chicago Scene)

In today’s world of high-tech motorsports I’m afraid we have become complacent about the tires we use. You see, the tires have gotten so good and reliable that often times we don’t do the little things that we should do to insure that they will take care of us and not let us down.

This whole area of concern was frighteningly reinforced when I recently had a catastrophic tire failure at the Start/Finish line at Road America. This is one of the fastest parts of the track with concrete barriers lining both sideways, then backwards, then sideways, then finally I got it turned around going forwards again. Each time I made a steering correction it seemed to be too much correction, but I did everything within my power to keep the car off the wall, which at that speed would certainly have done big damage, if not destroying the car. When I finally got the car going forwards again it had slowed to about 30 - 40 mph at which time I just dropped the left side tires into the grass and just grazed the wall with the left rear.

As it turned out, it was the left tire that had suddenly lost all the air. The damage to the car was only minor paint and graphics damage to the bolt-on fiberglass fender extension, a scraped-up outer rim half, and the left rear needed a toe adjustment. The tire just appeared flat from the outside, but once removed there were five huge splits in the tire where the sidewall meets the tread. It’s hard to say how much of this was caused by running such a long way on a tire with no air and how much was the initial cause of the incident. The tire has since been sent to the manufacturer for their analysis and assessment.

The point of the story is this: Don’t take your tires for granted!! Check the pressure right before each session and again right after each session. Keep a log of how many heat cycles are on the tires and what the pressures are both hot and cold. Regularly pull the tires off the car to inspect them. Look for anything like a crack in the sidewall or on the tread. Be alert for bits of debris like anything metal or carbon fiber stuck in the rubber. If you see anything that looks suspicious, take the tire to a tire engineer servicing your event for an expert opinion. If you’re not sure what to do, Don’t drive on the tire! At the speeds most of reach, a sudden tire failure can spell disaster, both to you and to your car.

One other tid-bit: make sure that the people doing the mounting of your track tires use only the short-style valve cores. Apparently the long style can let air escape from the tire due to the centrifugal force exerted on it. This loss of pressure can cause the tire to overheat and come apart in a big way. If you feel anything out of the ordinary when you are on the track, come in and have a look at the tires. If you can catch a slow puncture or leak before tire comes apart you can save yourself a lot of grief and, potentially, money.
Porsche Applauds Congress’ Passing of Cyberpiracy Bill

ATLANTA, Nov. 19 /PRNewswire/ — Porsche Cars North America Inc. (PCNA), is presently battling hundreds of cyberpirates who have registered Internet domain names that attempt to capitalize on the worldwide fame of the trademark Porsche(R). Cyberpirates engage in the predatory and parasitical practice of including Porsche(R) in a domain name in order to attract Internet traffic to hard-core porn sites, in order to give themselves instant recognition on the Internet, in order to extort money from Porsche Cars, or in order to otherwise take advantage of the goodwill that Porsche has developed in one of the most recognized brands throughout the world. With the rapid explosion of the Internet, competition for the attention of the nearly 200 million web users is fierce, and trading on the goodwill of famous trademarks is one way for web site operators to get noticed.

“Famous trademarks such as Porsche(R) are some of the most important assets of well-known corporations,” noted Patricia R. Britton, General Counsel of Porsche Cars North America. “Porsche has spent millions in promoting its trademarks. Porsche simply cannot afford to have its world renowned name tarnished and diluted by the unauthorized misappropriation of its trademarks in domain names on the Internet.”

The Cyberpiracy Bill provides for statutory damages of $100,000 per domain name against cyberpirates who register domain names that include famous trademarks. “Such damages will deter the thieves and cyberpirates who steal the good name and reputation that Porsche has worked so hard to develop,” continued Patricia R. Britton. “Porsche Cars led the battle on Capitol Hill in pressing for passage of the Bill. Porsche Cars applauds Congress for recognizing so quickly the irreparable damage that cyberpirates are inflicting on consumers and the public when they take advantage of famous trademarks. This Bill will provide Porsche with a much needed tool in waging its ongoing battle against cyberpirates.”

“The Internet is no longer the domain of the Department of Defense or academia,” noted Gregory D. Phillips, outside trademark litigation counsel for Porsche Cars who testified before Congress on behalf of Porsche. “Rather, the Internet is becoming a significant commercial player. As the Internet increasingly becomes a major player in the commercial world, the Internet must become subject to the rules of the commercial world. Domain names are the functional equivalents of corporate or business names, store-front signs, or telephone listings. The real commercial world does not allow unauthorized persons to use famous trademarks in corporate or business names, on store-front signs, or in telephone listings. The same rules that apply in the real commercial world must also apply in cyberspace.”

SOURCE Porsche Cars North America Inc.
Porsche Announces Le Mans 2000 Decision

STUTTGART, GERMANY, November 22 — Porsche AG announced today that it will not enter a factory-backed team either at Le Mans 24-hour race or in the American Le Mans Series in the year 2000.

The decision, taken by Porsche’s Executive Board, was based on the number of critical “production based” projects in which the company is currently involved. These include the continued development of the two existing sports car model lines, the 911 and Boxster as well as the all-new sport utility vehicle, scheduled to go on sale in 2002. Based on the above, the Board’s decision will ensure that these programs will be completed on-time and to Porsche standards of quality.

Despite these intense pressures on the company’s personnel and technical resources, the open sports prototype “rolled out” on schedule from the Weissach Research and Development Center on November 2nd. However, effective December 1st, all of the Center’s resources will be re-directed towards the development the above noted series-production projects. For this reason, the existing sports prototype will not be made available to any private or customer teams.

In spite of this decision, development on individual components will continue. This will ensure continuity of the high level of knowledge obtained during the initial stages of the project. Neither the one-make Porsche-Pirelli Supercup nor the Carrera Cup series will be affected by this decision.
Autocrossing around the Zone with Hank

By Hank Watts

LPR AUTOCROSS: November 14 was the last Northern California PCA autocross of the season, an LPR event attended by 57 drivers. The threatened “weather” materialized only as two very brief sprinkles, about 20 drops per windshield each. On balance the weather was nearly perfect, not cold, not windy, pretty clouds to get lost in. Dan Jones (who does the results, thanks, Dan!) stepped in to provide Chairman Miles with the infamous Danmobile Dually for trailer-towing duty. I know Miles is a Porsche driver of high repute, and one must take that to be his properly natural environment, but he and his signature cigar looked so very much at home in command of the dually rig.

After a truly Redwood-days-of-old casual start (10:30 by the time we got running) the chase was underway. All drivers with both personal and vehicular stamina got 9 runs (and additional fun runs as needed) on a delightful Ken Park course . . . twisty at the beginning and end, a lovely straight, fast 180-degree sweeper and high-speed slalom in the middle. Both trailer timing crews checked in to the challenge early on, and there were very few delays.

The top 5 finishers included THREE Li (3.2 Carrera) cars. Talk about a tough class. They were, however, all soundly torched by John Beck’s nicely developed 2.8-liter twinplug. Glen Brooksby (4th overall) was there to keep Li quite honest and press a certain burgundy ragtop into top performance. It’s always a deep pleasure to have such friendly, gracious and talented competition. (You can tell, I suppose, that the pressure of Glen’s presence pushed yrfltscrb into a 2nd-overall performance. Loki had a good day.) Third place was Dan Jones in what is probably the best-developed C4s in the area. Tom Pickett was 5th overall, just .006 ahead of Marlin Neufeld. Top time for the ladies was Cherie Kuhn driving Silver (one of FOUR drivers in the car).

Trailer-towing, results-generating, C4S-developing Mr. Jones pulled one stunt that was quite interesting. Dan is relatively new on the AX scene, but has moves reminiscent of autocrossing’s older hands. He somehow managed to adjust his driver’s seat into a pure Neidel configuration, got the street tires mounted and only then said, “Hey, Hank, would you like drive this car?” I’m a sucker for a chance to drive any car this interesting, but, after two aggressive attempts to stuff myself into the driver’s seat (final result: hips wouldn’t slide into the seat and, even if that had worked, the seat was so close to the dash that I didn’t think I could get my foot from the throttle to the brake and I had this hunch that, after some time applying the throttle attached to the 325 hp motor, the brake was going to be very very relevant . . .) I emerged unsuccessful. The attempt left my back and neck sore and stiff for a couple of days.

The traditional end-of-season car trading resulted in Rob Sasaki appearing in his new acquisition, the erstwhile silver Dirkmobile (not long ago purchased from Kerner Breaux) and Mary Beth Wilson and Jerry Pretti driving what was once Jeff Sykes’ midnight blue RSA. In family battles Jim beat Melissa and Pete Siemens kept the moppets at bay one more time (Eric barely edging out Catherine). John Taverretti was solidly the best of the waterpumper crowd. Afterwards those gathered in the parking lot savoring the last of the season eventually repaired to the margarita-laden comfort of El Torito for a recap of the day, the season and an attempt to select the next chairperson. Thanks to Miles Smith for keeping the LPR show going for another fine year.

AUTOCROSS STYLES: Some years ago, in the eighties, for most of the serious autocrossing in the Bay Area, there was a very intense expectation that rules would be followed and that everything would be done very, very properly. This applied to the Zone 7 series, the GGR series and SCCA. Careful attention was paid to essentially every aspect of running the event and great pains were taken each year to assess the effect of the rules changes. If someone did not follow a rule (by, say, instructing in a session before doing ones own runs at a Zone 7 event or by not taking one’s runs more or less exactly when appropriate), any number of people were likely to notice, raise the issue and substantial discussions and sanctions could be expected.

In the intervening years, due to many factors, the blood-sport intensity has mellowed somewhat (the SCCA events are still the ones most likely to be running by the book, but even there a more laid-back approach is evident). Many
of the people for whom exacting precision was important have retired or moved on to other venues, and the newcomers have been mentored into and have settled in to a calmer, gentler approach.

In general this would seem to be a very good thing. There is plenty of fun being had and with less of the nattering that sometimes accompanied the prior approach. Trusted chairpeople make correct dispensations for a number of real-world conflicts and issues. However, there is lots of fun to be had within spirited competition, and, if that’s going to work, people will need to pay somewhat better attention to many of the little things that lead to a level playing field. Discipline is needed in training the field workers (often newcomers) in the fine points of keeping a course intact (a missing cone can alter the times of an entire rungroup), assuring that people take their runs when they should, assuring that the recorded times are truly correct, generally creating a properly orderly environment. End sermon.

CANDLESTICK AND AUTOCROSS FUTURES: Apparently beset by budget woes due to the disappearance of the Giants from Candlestick, the 3COM unit of SF Parks & Recreation has moved the price of parking lot rental very high for the coming year. At $3000/day it would take pairing up with other clubs and breakeven would be about 65 entrants, not counting the inevitable necessity of accumulating money for trophies. Other sites are being investigated but all are likely to have limitations.

Catherine Siemens has stepped forward to run the LPR AX series for the coming year, with trailer towing help from brother Eric. John Seidell will be taking over the GGR series after the wonderful three-year administration of the Del Villanos.

NEW GGR RULES: The rules changes for the GGR autocrosses and time trials will be published eventually. One of the changes seems to be the requirement that the TT 5- or 6-point belts be tagged as manufactured within the last 7 years. The cost of rewebbing belts is pretty minimal, all manufacturers will do their own. For convenience, Deist Safety, Glendale CA, 818-240-7866, will reweb anyone’s belts. Last I knew the price was $55/seat plus shipping.

CALIFORNIA CHALLENGE: Trouble in paradise, it seems. An official note from the Zone rep indicates that Zone 7 has firmly and unanimously decided that this shall not be part of the Zone7 series in the future. Long travel and surprisingly high fees were cited as part of the rationale.

DIGICAMS: On a personal note, I need to encourage those who haven’t warmed to the technology of digital still cameras to take a closer look. In the beginning I was concerned about the ability to ever print photos equal to a good Kodak print, and there are reasons to be concerned. If your objective is printing lots of photos or blowing them up for hanging at home or in the office, you’ll need either your trusty analogue camera or a very good digicam and be willing to deal with large files. The printers are not an issue. Very good photo-printing color printers are around $250.

For many uses, however, the digicam dramatically and deeply changes the process of dealing with snapshots in very positive ways. It’s easy enough. Certainly everyone getting this column by email has a computer and the interface to the photo files is very simple.

The changes are these: First much like a sailor who (despite real expenses and time invested in purchasing and maintaining a sailboat, perhaps paying monthly docking fees) has the sensation that he’s traveling for free when the auxiliary motor is turned off and the wind is powering the boat, taking and processing photos with a digicam is free. The cameras may be power hogs, but a couple of sets of...
rechargeable metal-hydride batteries solves that problem soon enough. So you are now free to take as many photos as you like, whenever you like, without increasing the amount of money to be spent at the photoshop. Second, the feedback is immediate. You know, right now, if the shot worked or not, so you have a chance to retake the ones that need improving. If camera memory is at a premium, you can immediately delete the unneeded/ineffective photos. Third, you can show people the photo right now, which turns you into less of an intrusive documentarian, and more into a collaborator.

Fourth, the immediacy makes the camera useful in unexpected ways. Faced with trying to track down an elusive screen-door hardware part? I was. Took a nice closeup of the matching part, headed to the screen-door shop with the camera (rather than the entire screen door), showed them what was needed and watched them find it in the back area of antique parts. Want to show your mate exactly how special that on-sale Elvis-on-velvet painting is? Take a picture while out shopping and bring it home. Fifth, with little effort and simple tools you can edit the photo, making it more bright or dark, adjusting the color balance so that people don’t look green (as they often do under florescent light), cropping the picture to remove various edge distractions or to focus attention on the subject in an artful way, making any other adjustments you care to make. Sixth, the shots will be more accessible than shoved into a drawer somewhere. A directory on your hard drive for each outing makes them easy to find. Storage costs are low (about 5Ý per shot) and dropping rapidly as rapidly in decades). I don’t cruise fast enough to engender undue attention from the gendarmes, but I don’t poke around, either. Noticing that the closing speed was substantial I politely moved to the right to let the car pass. The pilot was a young woman, relatively small and thoroughly dwarfed by the cavernous interior of that car, dishwater-blonde hair pulled back into a crisp ponytail, intent look on her face. As she zoomed by I caught a glance at the bumper sticker on the left end of the chrome bumper: “I’m not tailgating, I’m drafting.”

From the Chronicle sports section, apparently true: Tonya Harding’s agent also represents Joey Buttafuoco, John Wayne Bobbitt, Kato Kaelin and Gennifer Flowers. Says Steve Rosenbloom of the Chicago Tribune: “That must be some agency holiday party.”

The accordion joke has spurred miscellaneous emails containing similar stuff and a virtual onslaught from my daughter. From Spencer Harris: A ‘good shot’ is when you throw your banjo in the dumpster and it hits your accordion. 

COMING UP IN JANUARY: Planning for the next season
Cheep, Cheep
There was a little bird sitting on a branch nearby as I slid out from under my car, with the starter in one greasy hand.

“Cheep, cheep,” it sang.

I compared the starter in my hand, just removed from my track-prepared 911, to the one wrapped in newspaper on the ground - a “new” one that I had found in a friend’s garage and purchased for $25.

“Cheep, cheep,” repeated the bird.

Visually, the two starters were identical, covered with rust, dirt, and CV-joint grease. I had to be careful to remember which was which so as not to re-install the defective one, which would not crank when it got too hot. I nodded with satisfaction and slid back under, sweating profusely as I heaved, twisted, and offered numerous profanities to the inventor of the nine million pound device. Finally installed and connected, I slide out again, re-connected the battery, and gave the key a twist. I smiled at the resulting sound of the engine cranking, and patted myself on the back for saving almost $150 over the cost of a new starter.

“Cheep, cheep.” I looked over at the bird. “Cheap, cheap,” it said, now that it had my attention.

I did a double-take. “Cheap? Who are you calling cheap? This is a Porsche! A 911! How could you possibly believe anyone who owns a Porsche could be cheap! How much more frivolous could a person be??”

“Cheap, cheap.” I tossed an old bolt its way and it flew off, continuing its accusation until I could no longer hear it. I sighed and shook my head, and then ran to retrieve the bolt.

It’s easy to forget where you come from, to lose your perspective on certain things. From the outside, and I know because I used to live there, the “Porsche Club” looks like an elite, exclusive, snobby organization of the rich and powerful (sort of like the Ferrari Club). Everyone knows, after all, that Porsches are expensive and exotic cars, and in order to spend, “several hundred thousand dollars,” (as one outsider once put it to me) on a vehicle - more than most people spend on a house - you must be in pretty good economic shape.

When I snuck into the ranks by purchasing an old fixer-upper, I was quite surprised to find that there were plenty of people just like me, and my perspective on the world started to change. I began to envy people who lived in trailer homes, for example, because they got to follow track events around the country. The distinction between a person and the car they owned began to blur, and suddenly the son of civil rights activists began judging people by color! By model! By race I results. I started to take for granted that even people who owned Porsches could be cheap.

Did I say cheap? Aren’t “Porsche ownership” and “cheapness” two endpoints on a scale? That’s certainly what I thought before I snuck in. Anyone reading this, however, is probably nodding their head recalling perhaps the agitation some fellow Porsche owner has expressed at being charged an extra $20 for a flat-bed tow, or purchasing some expensive part from a dealer, or missing a run group at a driver’s ed event after spending “$80 for this!”

Then there are the guys who get all excited over saving money on mail-order parts, or by doing some mechanical work themselves. “I broke my thumb installing this new exhaust, but I saved $100!” Next time you buy some used parts from a swap meet, or the back of “Pano,” you’ll notice how they argue tooth and nail over amounts like five dollars, and then turn around and buy a new set of 21” wheels for $3000 because it’s the hot setup at the track this year.

Despite this proud tradition of cheapness within the Porsche community, I was personally quite offended at the insinuation of my little feathered visitor. I don’t consider myself cheap. I’m only one-quarter Scottish. I much prefer commenting on the cheapness of other people. Oh sure, I’ve been known to re-use a crush washer or nylock nut from time to time, and maybe I’ve purchased a few mail-order parts to save money, but that does not make me cheap! And keep in mind that if, once in a while, you find me arguing tooth and nail to make five more dollars on some part, I then turn around and argue tooth and nail again to get the 21” wheels for $2,995! That’s ten bucks right there!

I forgot the bird, and soon returned to the track. I quickly realized, however, the flaw in the rigorous testing procedures I had adopted for the replacement starter. The problem with the original starter had not been that it wouldn’t start when sitting in my garage, the problem was that it wouldn’t start when it was hot. This behavior persisted, despite the “new” starter. Big deal, so I park on hills.

Since my master brake cylinder had been leaking like a congressional aide, I bought a rebuild kit and painstakingly rebuilt it. Rebuild kits are only $20, as opposed to about $150 for a new master cylinder, so I was saving money big time - enough that I could afford to buy a new roll of orange tape and a cool steering wheel center with a Porsche crest (just in case, while in the car, I forgot what marque I was driving).

When I returned to the track after this repair, I remembered that there are
two possible reasons for master brake cylinder failure: bad seals or pitting in the cylinder. Although I ignored the puddle of fluid on the floor pan as just overflow from when I bled the brakes, I could not deny my foot slowly moving towards the floor during threshold braking. Even my rationalization that it kept the brakes from locking up - like some new ABS technology - did not fly. Big deal, so I start braking at track-out.

One possible explanation for the hot-start problem I was having, in which the engine would crank for about three hours and forty five minutes before engaging when hot, was lack of sufficient residual fuel pressure. This is an especially fun problem in conjunction with a malfunctioning starter. I found an old, used fuel pump lying by the side of the road one day, so I installed it in place of the potentially defective one I had. With this savings of over $100, I was able to purchase a new creeper with a cushion and magnetic parts tray. The parts tray, was extra, of course, so I try not to use it so that it won't get dirty.

The fuel pump seemed to work OK, but next time at the track my friends were quite frustrated at having to push-start me for about two and a half miles. Big deal, so I just bring extra beer to the track.

Despite the fender oil cooler I had installed, my oil temperatures were getting high and I could not get very many consecutive hot laps. Roughly every third lap I had to take a cool down lap. This is the worst of all problems, because no one believes you when you come in after a run group and say, “I would have caught you, but I had to take a cool down lap.”

I installed a used oil thermostat (the one that mounts in front of the back wheel and diverts hot oil to the front of the car) from another one of my cars, in hopes that the old one was not opening fully and therefore restricting the flow of oil. I was about to test the replacement part, to be sure it opened fully, by boiling it in water, but my wife caught me and made me clean the oil off the stove and leave the kitchen. Still, what are the odds of two thermostats being bad? Especially one that still has threads! With the money I saved from this repair I bought a new set of pots to replace the ones with oil in them.

When I returned to the track I did not see a significant reduction in oil temperature, which was a bit disappointing. Big deal, so I run synthetic oil and let it go up to 280.

Even with all these repairs, over 200 hours of my time spent diagnosing, finding inexpensive replacement parts at swap meets and in Pano, replacing defective or potentially defective parts, and finding ways to spend the nearly $2000 I had saved, my car was still a bit unreliable.

I had not had a trouble-free track event in the whole period since being falsely accused by the bird. Each run session at a track event that I missed was represented by a strip of orange tape somewhere on my car. Everyone would groan when the “silver car with orange tape” rolled in because they knew they’d be push-starting me at some point during the day.

“Excuse me,” someone asked me once. “Can you turn your car off, the exhaust is blowing over here and it’s making me nauseous.”

“Sure,” I answered cheerily. “Will you help me push-start it for the next run?”

“Never mind. I probably just left my chunky chicken salad sandwich in the sun too long.”

Finally, while attempting to (re)diagnose the hot-start problem, the little bird returned. “Cheap. Cheap.” It said.

I started in surprise, whacking my head on the engine lid as I stood up. I glared at the bird. “Who are you calling...” I began my nearly instinctive response. This time I stopped. Suddenly, perhaps triggered by the pain, it all came back to me. All the “repairs” I had made over the past two years had been with old, used, CHEAP parts. Parts that were basically the same age as the ones I was replacing. The damn little bird was right!

“Why didn’t you tell me sooner!” It’s always easier to blame the problem on someone else, and my wife or kids weren’t handy.

When I returned to Watkins Glen, a.k.a. “The Glen” (see Porsching, “The Glen”) on the two year anniversary of the most frustrating track experience of my life, it was with a car that had a brand new fuel pump (with a working check valve), a brand new battery, a brand new starter & solenoid, a brand new master brake cylinder, freshly rebuilt brake calipers, and a brand new oil thermostat.

It was miraculous. You don’t know how glorious the sound of a hot engine starting right up is unless you haven’t heard it in two years. You can’t imagine how much fun it is not to miss a single run group over three days, until you have missed something like 25 out of the previous 40. I hadn’t run hard for a full 30 minutes in such a long time I had picked up more bad habits than you can shake a stick at, or maybe I just always had them - it had been so long I hardly remembered.
Phil Lawrence "Where's the Judge?!" at Neillo SVR

"Why did I come here anyways, oh because I love my Daddy" - Automotion GGR

Partsheaven LPR (above) Monterey Bay Region (below)

CRAB 27 Sacramento Valley Region

Danville Livery

Yours Truly and Roger Wiersema

Palo Alto Concou de Elegance, Stanford
January 2000  The Nugget

Concouir ‘99

Carlsen Porsche Palo Alto - GGR

The Famous Blackhawk Rotunda of Porsches - DVR

Wine and Roses, Lodi - Yosemite Region

California Challenge in Bakersfield, Zone 7 & 8

"Hey look no valvestem cap" Brian Carlton's awesome Speedster at California Challenge

California Challenge in Bakersfield, Zone 7 & 8

"Where the Havilah are we?" Cal.Challenge Rallye

Vintage 1870 in Yountville - Redwood Region
Annual Awards Banquet
Saturday, January 22nd, 2000
Crowne Plaza Hotel
11950 Dublin Canyon Road, Pleasanton, CA

No-Host Bar Reception from 6:00pm to 7:00pm
Banquet and Awards from 7:00pm to ??:??

Entree Options:

**Slow Roasted Prime Rib**
USDA Choice Rib rubbed with Black Pepper
Light Au Jus, Oven-Roasted Potatoes

**Chicken Duxelle**
Breast of Chicken stuffed with Mushrooms and Shallots, wrapped in Puff Pastry
with a Wild Mushroom Sauce, Oven-Roasted Potatoes

**Chef's Choice Vegetarian**

Dinner includes Mixed Green Salad, White Chocolate Mousse Cake Dessert, Beverage

**Fee - $ 35.00 per Person, Children $ 20 • Attire - Dressy Casual**

The deadline for dinner reservations is January 12th, 2000. Write your entree choice on a check made payable to "PCA-Zone 7", and send it to Mary Ann Behrens, 6424 Culpepper Place, Stockton, CA 95207-3208

**Directions**
From I-580, just west of I-680, take the Foothill Road/San Ramon exit south.
Turn right at signal onto Dublin Canyon Road. The Crowne Plaza Hotel is on the right.

**Lodging**
The Crowne Plaza is a new hotel with well-appointed rooms. The room rate (single or double occupancy) is $ 65.00 plus tax. A block of rooms has been reserved.
Call 925-847-6000 to make your reservation. Be sure to mention Porsche Club.
The deadline for room reservations is January 8, 2000.
Mark your calendars!!! Get your car ready!!! The Automotion
GGR 2000 Autocross series will run 8 or more events next year. I
want to encourage members that have not autocrossed in a while to
make plans run the series this coming year. It would also be
great practice for the Parade Autocross to be held in Sacramento this coming summer.
New members who have not
attended a driving event before… Please attend an Autocross!!! You will have a
great time, meet some nice people, and learn to handle your
car from some of the best instructors in the country.

In next months article I will
describe an Autocross day so you
can understand how it works.
Tentative dates (still to be
approved by the GGR board) are
Sat March 18 at Dublin, Sat April
29 at Dublin, and Sat June 24 at
Marina.

A big THANK YOU to Bert and
Anne DelVillano for doing a
great job of running the series
these past few years. Many
people have had a lot of fun.

Let’s run the cars!!!
John Seidell
Automotion GGR 2000
Autocross Series Chair

Zone 8 is Overall Winner of the
California Challenge
by Mary Ann Behrens

The weekend of competition
between Zone 7 and Zone 8 took
place in Bakersfield on October 1, 2,
and 3. This event was skillfully
planned by Alyce Thorp and Hamp
Miller, and the profits go to the
Arthritis Foundation.

The concours was held on the lawn
area just adjacent to the Rio Bravo
Resort, which is in a lovely setting
with the mountains and a lake in the
background. The rally featured
scenic landscape that surprised many
of us. Of course, some of us saw
areas and roads that were not exactly
on the intended rally route, but that’s
another story.

The autocross was held at Minter
Airfield in Shafter Airport. Glen
Brooksby, Zone 7 Autocross
Chairman, designed a fantastic,
high-speed, and challenging slalom.
The course was over a mile long!
We were able to run three cars on
the track at a time. Another plus was
that we all got six runs.

Bob Garretson and Alex Barron were
featured speakers at the Saturday
dinner. Bob described his experiences
in France this summer running a rally
with Bobby Rahal. Alex told of his
experiences as a CART driver. Both
men were available as instructors at
the autocross the next day for a
charity donation of $25.

Now, for the points. The two zones
had agreed to the scoring on the
point system that we use in Zone 7
(i.e. 9 for 1st, 6 for 2nd, 4 for 3rd,
etc.). For the rally and autocross, each
participant earned points, but only the
car earned the points in the concours
scoring. Participation in all three
events gave an additional 10% to
these zone points. In the final
calculation, Zone 8 had 525.5 points
and Zone 7 had 468.4 points.

Zone 8 was the winner of the
concours and the rally. Tom Krugman
of Yosemite Region scertainly did his
best in the concours. He entered two
cars and received two firsts! Other
first place winners were Bill and
Rebecca Newlin (GGR), Bud Behrens
(YR), Clinton Wong (GGR), and Jim
and Jan Coon (Sequoia). Helen
Ashuckian and J. Toney (SVR) earned
first place points in the rally.

Zone 7 had more people
participating in all three events and
was definitely the winner at the
autocross. In their stock classes
Bill Winkler (SVR), Tish Gleason (DR),
Al Armellini (DR), Bud and Mary
Ann Behrens (YR) took first places.
Kevin and Debilyn Molineaux
(Sequoia), Russ Hildebrand (SVR),
Tania and Glen Brooksby (SVR) all
took firsts in their improved classes.
Steve and Cherie Kuhn (GGR) had
firsts in the prodified category. In
modified classes, Larry Sharp
(GGR), Bill Thorp (SVR), Kathy
Smalley (SVR), Tim and Sue
Fleming (SVR), Dan Jones (LPR),
Bill and Rebecca Newlin (GGR),
plus Tom and Sandy Provasi (LPR)
all had first places. Of the ten top
times of the day, nine were achieved
by Zone 7. In order of times, the
fastest were Bill Newlin, Ron
Mistak (Zone 8), Tom Provasi, Dan
Jones, Larry Sharp, Glen Brooksby,
Tim Fleming, Rebecca Newlin, Bill
Thorp and Tania Brooksby.

It was a great weekend. Porsche
people are always fun people. If you
didn’t make it this year, be sure to
go next year. Save that first weekend
in October for California Challenge 2000.

January 2000 The Nugget 17
Hope everyone had a wonderful Christmas. As of today, all but one (Laguna Seca) is confirmed. Soon, it will time for you to get the car ready for the year. You know how time flies.

We will also be needing 3-4 tech volunteers as well as 10-15 safety crew volunteers. Remember, you will not be charged a worker fee if you work. Please contact Mike Cullinan (tech) at cienega@garlic.com and Warren Walker (safety) at warren_walker@prusec.com. Tech Dates are Feb. 5 at Kehler's in Dublin and Feb. 19 at Ken's Sportech in Campbell, both are 9-12 noon. Sacramento will be confirmed soon.

I'm looking forward to another year of (track & bench) racing and look forward to seeing everyone of you. If you have any questions, please write or call. 408-354-0660 or masuo@ix.netcom.com.

Masuo Robinson
2000 Time Trial Chairman

**1999 Time Trial Trophy Winners**

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<td>Pattie DeMartini</td>
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</table>
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.

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415 485 6026

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Zone 7 Concours and Show Schedule 2000

Concours Series

#1 April 9 Sacramento Valley Region at Niello Porsche, Sacramento
   May 7 Hillborough Concours in Hillsborough

#2 May 21 Golden Gate Region at Automation and Swap Meet in Sunnyvale
   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 Concours 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

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.

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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-kartcing.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.
The Meeting was called to Order at 8:45pm at Pacific Fresh restaurant Sunnyvale

Attendance:

The minutes from the November meeting were approved.

Post mortem of events: The TGIPF was well attended. The Thanksgiving Potluck was greatly enjoyed by many attendants.

Directors Reports:
President, Lloyd DeMartini: The election results were announced and the new Competition Director, Jeff Sykes was welcomed Board. President handed out gifts in appreciation of Board’s service for the year. New Nugget Editor Clinton Wong was introduced. At the November Zone Presidents meeting it was determined that the Zone 7/8 challenge, will no longer be part of Zone 7 series for points. Zone representatives are also looking to reduce number of classes for auto-x—90% of classes were uncontested in 1999. The next Zone meeting will be Jan 22, 2000; Newsletter and Membership will also attend Zone 7 seminars as well. New Year’s Eve—53 signups, 27 rooms, time trial and autocross chairs will further promote event. Special thanks to outgoing Board members, Dave Dunwoodie and Bill Benz.

Vice President, Tim Gallen: Calendar changes—time trial schedule submitted, tentative auto-x and Zone scheduled submitted.

Treasurer, Mike Bertamonti: Report via E-Mail: Likely to expect overall loss for year, suggestions for increasing revenues are sought.

Membership, Ken Shahoian: 23 new members were approved; 2000 billing for duals ready for mailing; Rosters, will continue same format and distribution as 1999.

Competition, Bill Benz: Novice classes proposed by Zone 7 were rejected. Rules committee passed changes to submarine strap and age of harness.

Secretary, Lori Hageman: No report, not present

Nugget Editor, Dave Dunwoodie: No report. Clinton Wong introduced as 2000 Editor.

Board Meetings will continue to be on the First Wednesday of the month, at Buttercup Pantry, in Pleasanton, starting at 7pm. The meeting was adjourned at 9:10pm.
Welcome to 2000! You're eyes have not deceived you. There is a new format to the membership page of the Nugget! I have decided to change this space to allow space for general comments and other timely news about membership functions in GGR, as well as continuing the listing of new members and anniversaries.

First off, I thoroughly enjoyed my duties as Membership Director last year, and look forward to more in 2000. At times keeping our massive database intact was quite a challenge! As PCA’s third largest region, there is something happening daily. But all in all I think I spent more time on the rewarding aspects—helping the membership, new, old and prospective.

The 2000 Membership Roster is ready for printing! Though we have an accurate database for addresses, I don’t get many updates for phone numbers. And new for 2000 will be the inclusion of email addresses. You still have time to send those updates! I can be reached at either race911@aol.com or (510) 568-5171.

The new year looks to be full of activities! Try to join us on the day tour January 23. And don’t forget I’m always available for any questions you may have!

### New Members

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<tr>
<th>Name</th>
<th>Location</th>
<th>Year</th>
<th>Model</th>
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<td>Mark Anania</td>
<td>Castro Valley</td>
<td>1985</td>
<td>911 Carrera</td>
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<tr>
<td>Howard &amp; Norman Borchew</td>
<td>Mountain View</td>
<td>1999</td>
<td>Boxster</td>
</tr>
<tr>
<td>Hans &amp; April Brasseler</td>
<td>Sunnyvale</td>
<td>1999</td>
<td>Boxster</td>
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<td>Martin Brauns</td>
<td>Los Altos Hills</td>
<td>1999</td>
<td>996</td>
</tr>
<tr>
<td>Chip &amp; Susan Coffin</td>
<td>San Jose</td>
<td>1985</td>
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<td>Glen Ellen</td>
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<td>Stanford</td>
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### Transfers In:

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<td>Los Gatos</td>
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<td>Michael Weisberg &amp; Jillion Stern</td>
<td>Redwood City</td>
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Transfers Out:
Leonard & Pat Herman
Jim Scanlon
W Craig Scibetta

Santa Clara 1976  911S
Pleasant Hill 1985  911 Carrera
Laguna Beach 1999  996

25 Year Anniversary
Gerhard Georgi
Gary & Colette Johnson

20 Year Anniversary
Norman Steward

15 Year Anniversary
Kent & Kimberly Douglas
James & Jean Ohl

5 Year Anniversary
David & Linda Carman
David & Bobbe Clark
Allan Hessenflow
Mark & Karin Lubeck
Regina & Steven Ontjes
Mark Shattuck
Ole Skullestad
Ivica Tolich

Official Count

New Members  26
Transferring In 3
Transferring Out 3
Total Members 1,627
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 rebar 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. I'm into the car for $14K, will sell for reasonable offer. Has some rust in floorboard. Clint 415-804-0080.

1965 911 Coupe #300376. 90,000 miles. Silver with blue racing stripe & black interior. Never any rust, always garaged. Set up for vintage racing, yet still original: cage, belts, susp. upgrades, adj. Konis, vented fl. brakes, 205/60R15 T/A R1's, 3 mufflers, etc... Very fast, awesome handling. Orig. engine rebuilt at 60K and top end at 80K miles. Tranny rebuilt at 60K miles. See pictures at http://users.linex.com/gguess. $15K/BO. Educational costs force sale of this beauty. Call Garrett at 415-563-3935(eve) or email at gguess@linex.com

1968 912 Targa. Burgundy w rear glass window. It was originally owned by Carl Carlsen of Carlsen Porsche-Audi. It has a rebuilt engine with oversized cylinders and rebuilt Weber carbs. Original Porsche mag wheels and rebar seats. Rare $ 6,000. Ron 408-732-6481 or 408-859-1515.

1970 914-6-4, #9140431047, low miles on 2.2S, 200+HP, 40mm Webers, 34mm venturis, Gemini blue 916-style paint, Factory steel flares, Classic magnesium center BBS, Yoko A032Rs, S-brakes, Perfect for street/autocross/track, Clean and fast, $15,900/offfer, Email/call for full specs & pics, bob@osann.com, 650-917-0448, Los Altos, CA.

1970 914-6 converted from rust/accident free one owner car with 74k miles. 2.8 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 rebuilt of engine, trans, suspension. Fast and reliable, $17,500 price includes garage full of spares: 2.4 engine, trans, wheels, headers, seats, more. 530-993-4611 klschs@psln.com.

1970 Porsche 911E professionally converted to RS clone. All paint and body work done. Needs mechanical and interior restoration or use as club racer project. Has all parts including rollbar. $8,000 OBO. J. Barrington 415-868-9650/gmundmeister@dellnet.com

914 race car: fully prepped and ready to run, newly rebuilt 1.8 liter engine with Elgin cam, 10.5 to 1 compression, balanced, lightened, pinned case and carberated; side shifter transmission has recently been rebuilt with new quaiffe limited slip; new blue paint job; interior striped with roll cage, trailing arm reinforcement, chassis panels seam welded in the rear; newly upholstered drivers seat and five point harnesses; extra sets of wheels - some with race rubber others with rain tires; very clean, excellent turn key operation; fun to drive and many top five times (some TTOD). $12,000. Optional trailer with tire rack and toolbox is available for $1000. Call for more information. Mike Lommatzsch: 408-369-1515 (eve) or mpl@netcom.com

1973 914-6 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 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. #0911400271 $26,500. Rick 408-326-2180 day, 650-694-1441 eve.

1976 912E VIN 9126001725 of 2099 cars. Rare sunroof model in perfect original condition. Grand Prix White with lobster interior. 27,000 miles, tool kit, window sticker, manual, AM/FM, air, fog lights, sales lit. Sits on fuchs alloys with the original Pirelli CN36 tires! Took 3rd place at Carlsen Palo Alto concours and would be an easy preservation class competitor at Sacramento parade. $19.5K Email for digital pics: andy@hospodor.com 408-395-9171

1977 911S -- Brown Coupe, 156K miles, 1978 3.0 SC engine upgrade. 7x15" Fuchs all around, 23mm/30mm torsion bars installed, professionally corner balanced, lowered and aligned. Vision Motorsports rear 22mm sway bar. Car runs well and handles extremely well. New Bridgestone 205/55x15 RE71 tires. Recent new alternator, brakes, smog pump, Momo steering wheel, Optima battery, turbo tie rods, Sony CD & 4ch amp, no AC. Extensive documentation and maintenance records. Pictures available at www.tedm.com/my911pag.htm $13,500, 650-245-1515, email: tedm@tedm.com

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.

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

1986 944T, 64,000 miles, original owner, all maintenance records, black on black fully loaded, new Dunlop D40 tires, upgrades to stereo, car cover, bra...$13,500 530-879-0380.

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.

1999 Boxster, Arctic silver, black interior and top, 5 speed gearbox, excellent condition, Porsche warranty good for next 2 1/2 years (or 25,000 miles), cruise control, factory in-dash CD with hifi upgrade, factory remote alarm system, windstop, 17" wheels with SO-2's, factory mats. All-in-dash CD with hifi upgrade, factory remote alarm system, windstop, 17" wheels with SO-2's, factory mats. Always garaged and looks absolutely immaculate. Trouble-free for 2 1/2 years (or 25,000 miles), cruise control, factory gearbox, excellent condition, Porsche warranty good for 1999 Boxster Peter (408) 326-1218.

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.

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 for Sale: 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 944Turbo (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.
January 5 Wed  GGR Board Meeting - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road, Pleasanton.
14 Fri  TGIPF Friday Night Social, Harry’s Hofbrau, 399 W. El Camino Real, Mountain View.
15 Sat  GGR Activities Day and Annual Meeting: 11:30am, Cuernavaca Clubhouse, Cuernavaca Circulo, Mountain View. For directions call Mary Beth Wilson (650) 965-2566 or check GGR web page
22 Sat  Zone 7 Awards Banquet - at the Crowne Plaza Hotel, Pleasanton. See Advertisement, pg 14.
23 Sun  GGR Day Tour #1 to the Napa Valley, 2.5 hours, 9am, leaving 9:30am from Lincoln Square Shopping Center, 4100 Redwood Road, Oakland. Pack a picnic lunch. For more info, call Ken - 510-568-5171 or email Race911@aol.com. Weather Permitting.

February
5 Sat  GGR Annual Tech Date, Kahler's, 6117 Doughtery Road, Dublin, 9-12noon
13 Sun  DR February Frolic Zone Rally #1
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
18 Sat  GGR Autocross, TBA

WANTED
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 Nugget Editor, 2071 Mountain Blvd., Suite C, Oakland, CA 94611, FAX (510) 339-0666 or email: cwong@asiapacificmicro.com by the 5th of the month to be published the following month. Include your PCA membership number and we’ll run your ad at no cost for two months. Non-PCA members must include a check for $10 per ad, payable to PCA-GGR. Ads may be edited or rejected at the editor’s discretion. Call (510) 339-3152 or email me to cancel sold items.

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