Microbrewery Tour
My Friends All Drive Porsches
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Did Albert Einstein have a current resume?
Would you hire him anyway?
This is an article I’m not looking forward to writing. I found out (like you, from the May Nugget) that Clinton would be resigning as our Nugget Editor. He is heading up a new company and, due to extensive travel, he won’t have time to continue as Editor. I want to thank Clinton for the excellent job he has done with the Nugget and wish him well in his new endeavor.

This means we need someone to step forward and assume the Editor’s position. HELP!!!! Clinton promises to treat you nice until you learn the system, so the transition should be painless. To make it easier for the succeeding Editor, the Board has proposed publishing a bi-monthly Nugget. We will establish a monthly flyer containing the current calendar and new member listing in conjunction with any other pertinent information for the month. The full issue of the Nugget will be posted on the Website (www.pca-ggr.org). The Board is hoping that by going to a bi-monthly schedule we can make the Nugget Editor’s job considerably less hectic. We also feel it is time to move into the 21st century. Being located in Silicon Valley it is only natural to use the internet for communicating the Club’s activities. This way Members will be getting the Nugget in a timely manner rather than being held hostage by the Post Office waiting until mid-month for their Nugget. We realize this will cause a problem with some non-internet subscribers, but printouts can be obtained from Board Members upon request. In addition to getting more timely information about the Club’s activities, the Club can save $18,000 to $20,000 a year on printing costs. I know this is a drastic change form the present operating methods, but the Board will be able to focus on other Club activities and eliminate the constant financial drain on the Club’s treasury.

I’m soliciting your feedback on the subject and will present all comments to the Board at the next month’s meeting. The Board meetings are open to the members, so you are also welcomed to attend and comment at that time. I may be contacted at (lloyd.j.demartini.jr@lmco.com) or 4006 Loch Lomand Way, Livermore CA 94550.

Until next month…

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**Cover: James Ohl, arriving at the Calistoga Inn Microbrewery**

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**Volume 40, No. 6**
Clint's Clippings

Believe it or Not, several events in May were rained out. Well here is June and the sunshine is finally here (I hope, since I write this in early May). The end of this month thru July 8th holds one of the largest Porsche events in history, the year 2000 Porsche Parade in Sacramento. Look for more details in the SVR website.

I neglected to thank Dave Coleman, Feature Editor for Excellence Magazine for his major contribution to the article in March about Art Seeger. The entire factual account of Art's Porsche history was written entirely by him. Thanks again Dave and sorry for not giving the due credit for your contribution.

The position of Nugget editor is still open, In May I travelled for 2 weeks in Asia and expect to be gone for another 2 weeks in June. I know the next editor is out there somewhere, and I'll be there to train you.

See you at the events....

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Autocrossing with Hank

TIME TRIALS, ROUND 2: The GGR time trial series moved to Buttonwillow for it’s second event, April 15 & 16. Those deep of pocket headed down for half- or fullday testing on the preceding Friday. Running clockwise, as last year, gave those with last year’s experience something somewhat familiar.

Driving down, with threats of “weather” for Friday and Sunday, I watched the streets of flat-bottomed clouds most of the way down I5. Joined as a group at about 1500’ to a common plane, they apparently all decided that the foundation was sufficient togetherness and uniformity, displaying a riotous free-for-all exuberance in their upper forms. An absolute visual delight, passing through the turnoff signs to Firebaugh, Shafter, Wasco.

Saturday dawned a clear and auspicious day, ready for the driving and training and learning and general, car-oriented carousing around. The day passed without serious incident and moved on to a BBQ dinner at the track. Based on the day’s events, Masuo’s zoomy car is getting dialed in very nicely, women will rule the Blue Group for the foreseeable future (ask Louise Sousoures or Karen Beckley, I’m sure they’ll explain the new order of things), and Ken Shahoian needs a whaletail or other device on the back of the ’73 if he’s going to try not lifting before the NASCAR turn.

Saturday evening’s post-prandial activities involved motel hot tubs, ducttape-tipped pool cues, silliness in the rec room (Team Easily-Amused) and, eventually, some sleep. Sunday morning dawned somewhat differently . . . clouds.

Now, it’s pretty well known that this part of the state doesn’t get a lot of rain. At all. This is your basic desert except for irrigation water from the Sierras and the north. Dry. Hot. Parched. Sagebrush, cattle and oilwells. Normally the biggest weather issue at Buttonwillow IS the searing heat. So you can reserve a weekend and have some reasonable faith in the outcome, at least as far as the weather goes. Especially since we got a serious amount of rain here in one of our events a couple of years back.

Nevertheless, we were once again reluctant witnesses as the Sunday late morning drizzle turned into a steady shower. Most of the practicing happened without impediment, but the timed runs were waived off and we made our dampened way home. That’s two events with no timed runs. More astoundingly, two Buttonwillow rainouts within a decade. If we get rained out at Seca in June we’ll know the chairman has apparently truly and deeply offended someone with a lot of pull.

LOMA PRIETA AUTOCROSS, CANDLESTICK: The first LPR autocross of the year was 29Apr at the venue formerly known as Candlestick Park. New madamchairperson Cat Siemens presided over a smoothly-run event that featured 13 official runs (along with, typically, a couple reruns each as the trailer crews cleared out the mid-winter cobwebs and got back into fighting trim). The long course set up by a previous series chair along with the number of runs reduced the fun-run contingent to around 10; I think they got another 3 runs each. Trailer towing by Chris Murray.

As we were setting up the course we found, with PAINTED-edge lines, about 7 mini-courses that had clearly been set up around the lot and driven pretty hard. I was tempted to make a large course that just hooked together various sections of exercises, but they had been used enough to begin a certain level of pavement damage, so it seemed best to take a different approach. Hard to imagine what the event that left the courses might have
been. Possibly something like the once-
mysterious wheat trampings in England . . .
possibly a club gotten so competitive that every
hotshoe needs his/her own course where other
infidels are not allowed . . . possibly just a series
of closed autocross courses for a group of drivers
with extremely short attention spans. Maybe
Fords? As long as I’m throwing gauntlets in front
of potentially angry mobs, maybe these were
courses short enough that even British cars could
complete a lap without requiring repair? Courses
suitable for New Hampshire? Maybe they were
set up by small people to whom they looked
large? Maybe . . . I’d better move on John Beck
(zoomy white 2.8-liter 911) and Dan Jones in his
new (OK, it’s slightly used . . . in the recent past
Dan buys new trucks but used cars) GT3 were
fighting it out for top time, but had their party
crashed by an Li car, a cabrio Carrera
(most honorable of the body styles)
that edged them out by a very small
margin. What’s that? Oh . . . you
were thinking that was me in a
Cabrio edging out the big boys. No,
I appreciate the thought, but
actually it wasn’t me. Glen
Brooksby, turning in marvelously-
driven laps and very good times.
Now, Glen margin of victory took
some doing. After the morning
session and a few runs in the
afternoon, he was sure that he’d
beaten me, and was (and I
support him in this approach)
justifiably content. Ready to either not take the rest of the runs (13 is
a LOT of runs) or spend the time instructing and
taking passengers. Then someone mentioned that
he had top time of day by a hundredth or so. So
we went out and well and truly hammered the
advanced equipment, beating second place (Dan)
by four tenths. Beck followed another eight tenths
behind Dan. Harold Williams took fourth overall
and Loki, never turning in his best run (which
wouldn’t likely have beaten Brooksby in any
case) was fifth.

Dan (and I mention all this only because he’s been
talking open about it with a smile on his face)
has been having a tough time subjugating cars
that should yield. In SCCA autocross his Ferrari
360 Mondoro was running sort of mid-pack when
compared to the Miata class (don’t try this on a
hillclimb, Miatas . . . that will work out
differently). At the SVR autocross (in the rain,
not the best time to autocross a Supercup car)
his Porsche GT3 (along with many others) got
beaten by a number of Boxsters. The prior day
he came in second to Jim Hayes’s nicely
developed older 911, never a dishonorable fate.

Melissa Bauman, driving in Li (also, one must
note, a Carrera cabriolet) was fastest woman in
any configuration of car, though there were no
women driving non-street cars. In doing this she
beat Tom Pickett in his own car, and her dad in
his car (by more than a second). It was a good
day for the kids, as Eric Siemens beat Pete by a
tenth in the gold- handled SC. Fastest
front-motor was Donna Sylvanovich.
There’s a tag line there, but I get in
trouble every time I use it. Big grins
all around and a good start to the LPR
season. Photos should be up on the
lpr site at www.pca.org/lpr in the
near future.

SECOND GGR AUTOCROSS:
At Dublin on 30Apr. Didn’t
see the course, but got to read
the results. Based on that, it
seems like everyone should
just stand back and get out
of the way while EJ and Susan fight it out this
year. Susan this time, TTOD by over three tenths.
EJ next, followed by Dan Jones’ GT3, Larry
Sharp and Rik Winter. John Beck, normally able
to say, at the very least, “I WAS a condenda”,
had some serious car trouble, got only one
trouble-free run and was way off the pace.

Ben Martinez, driving in Di, was the fastest of
the front-motored rigs. Big class of stock
category Boxsters (including a rare appearance
by Jim Pasha) led by John Clever. Social Chair
Mary Beth Wilson beat Jerry Pretti (and the rest
of the Mi crowd except Bob Gardener).
The beach came to ButtonWillow all by itself. At least there were no Art Seager lakes this time, just ButtonWillow SPA quality mud. If you haven’t tried it, ask Michael Saal or any of the multiple people that tried off roading.

To view the ButtonWillow time trial pictures check them out below:
http://www.pca-ggr.org/photo_gallery/index.html#anchor75934

**Trailer Trash & Tent Trash Time Trialers**

There is a natural split in the attendees between those with trailers and those with tents. There are a series of pictures of tents people and trailers people: Tent City, the tents of Masuo, the Yonks, Neil Jackson and Patty Stark (yes they are finally going to get married, BTW Neil turned 40 so he and his car finally have the same number), and the Sykes’. The tent/yard sale of Mike Mitchell where you could get a pretty good deal on used brake pads and broken 944 A arms, etc. The trailer life with Anne Del Villano working on her maps, Robert and Karen Beckley’s proud Porsche Crest fresh from a long chase on eBay (possible Nugget cover picture), and Ken Shahoinon’s colorful trailer.

**Cars**

Jeff Sykes has had to resort to a warning on the back of his car to keep Masuo back 100 feet, probably doesn’t work, Jeff did it? Kristi Soo Hoo has been seen hanging out with Mike Mitchell way too much and has subscribed to his philosophy that 944 brake pads need to be changed after every run session. Anothy Lizano’s 911 must have a “really special engine”; it gets towed to events with a Mercedes SUV, only in Silicon Valley. Bill Benz’s 32 car resting in the glow of the sunset on Buttonwillow hills.

**Driving**

There was a constant dual all day between Karen Beckley and Louise Robinson in the blue run group. They appeared to be a tag team. Digital Images didn’t show, which were the plan for driving pictures. Michael Saal is attempting to vacuum out his highly modified Boxster S after an encounter of the up and close kind with Buttonwillow dust when he missed turn 12. It you haven’t been there, that turn fills your car with dust and pea gravel. You can’t see for 30 seconds through the cloud until it finally settles in your interior.

**Dinner**

Dinner was Life is a Beach. The cold held off long enough for a great dinner out doors at the track. Warren Walker had the winning Hawaiian shirt. Apparently his wife doesn’t let him wear it at home but was happy to send him off by himself with it. I was second, but I decided to put Warren on the podium all by himself, you can see why when you
check out the picture. The line was long for dinner, but the Beer Dude (Bill Fegus) managed to be there first. The theme was bring your own table and chair and people made groups and had a good time. One table was the winner on the number of bottles of wine per person, check it out, you can probably guess! The time trail board!!! There were plenty of creative ways to hold a bottle of beer. Julie Duggan and Jay her dad had a lively conversation about grandkids (the lack of), husbands (the lack of), and eBay, apparently eBay has a lot of capabilities unknown until now. After dinner Masuo and Carrera (I think) Harris handed out door prizes including the highly sought Pink Caddy Fins for a 911.
May 20  SVR- Spring Flowers, Phillip Marks, 530-758-5677
June 18  YR- Zone 7 Rallye School, Mary Ann Behrens, 209-477-6496
June 18  YR- Summer Solstice, John Clever, 209-835-4100
July 22  LPR- Prieta Prix XXXI, Bill Jonesi, 408-247-7115
July 30  DR- Pic Tour, John Clever, 209-835-4100
Sept 23/24  SVR- Carrera de Sierra, Rik Larson, 916-481-6084

other PCA Rallies
July 2-8  PCA Porsche Parade- Sacramento
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Porsche Women: A 356 Saga

by Peggy Carter, San Diego Region (from THE WINDBLOWN WITNESS)

My son is 16. He is of driving age. It’s amazing to think that it has taken over 16 years to get the Slate Gray 1964 SC Cabriolet back on the road. It’s amazing to think that possibly my son will get to drive the legendary car.

I met Skip through World Runners; a running club dedicated to raising funds for third world country development projects, especially projects to benefit children. I was the runner. He was the publicity/newsletter editor (of course). When we were married in Northern California, we took up abode in a one-bedroom granny flat above a barn on five acres outside of Santa Rosa, CA. There were actually three barns on the property. My household belongings went in the barn in front of the pigpen. Really, we had 17 pigs at one time. One of the barns had a 356, and the other one was used to collect stuff for our biweekly fund raising barn sales. Skip looked very cute in the multicolored tutu, pulling a red wagon while marketing his wares.

The September after I met Skip he offered me a ride in his 356. I had no idea what a 356 was but was game to try. He pushed a little convertible out of the barn; complete with a major dent in the hood (I think he had fallen from the garage rafters onto it). The leather seats were split. The paint looked faded. The key turned over the engine and we were off. We putted out the gate onto a major roadway, wind blowing my hair, what fun! This trip was all of two miles down the road and two miles back. As we approached the barn, Skip said, “Be ready to open the door and put your foot down.” I queried “Pardon me?” The answer came back - the car has no brakes. So ... I opened the door and put my foot down as we glided by the vegetable garden and the sheep ready for shearing as they nibbled at the Gravenstein apples on the trees. The car slowed and went back into the deep recesses of the left-hand barn (or was it the right hand barn?).

I heard lots of stories about fast trips in the 356 over the backcountry roads of Sonoma County. Harrison Grade Road through the hills, redwoods, wild orchids, wineries, fog banks with the sun breaking through, surrealistic scenery; some of my favorite places in the world. What anticipation to be able to glide through this part of the world!

The next installment of this story sees the 356 loaded into a U-Haul truck for the trip south. Of course, it was the first thing loaded, with a frame of 4 by 4’s to protect it. We were going on a four-month honeymoon in Europe before settling in San Diego. The hillbilly entourage moved slowly from Santa Rosa to Los Angeles where everything was deposited in my grandmother’s garage. The day turned to drizzle. The truck was backed up the steep driveway to the garage. Skip called one of his friends who traveled across town to help. I remember being four months pregnant, moving boxes, pushing the 356 into place in the garage, being very damp from the drizzle. So the car was safely stowed.

From LA, it moved to the garage of our La Mesa house. Then to Carrera Autobody, back to the La Mesa house, then to A-1 Storage via the La Mesa police department. YES ... the cops stopped us. They wanted to know what we were doing towing this heap of junk with a large rope through the city streets. So it was deposited for the next step of its journey. From A-1, the 356 moved to a storage garage at a rental property. Then it went to Chris Thompson’s garage for bodywork.

Skip has written articles for the Witness about the bodywork with follow up at San Marcos Auto body for more bodywork and paint. I looked forward to receiving the Witness each month to see if there was an update article on the latest. Two years later the 356 went to Wayne Baker’s Personalized Autohaus. About this time, Skip was diagnosed with neck cancer and we were going ahead with the car restoration. I couldn’t believe it - Wayne actually called me up to ask if it was OK to proceed with the restoration (Smart man!). I told Wayne - YES do it, the money is in the bank.
After reading the next Witness progress article, I invited myself on Skip’s next visit to Wayne’s. The car was on the rotisserie spit and a decision needed to be made about the upholstery. Skip was for keeping the original brown leather with his gray paint job. He thought the car was born this way and that is how it should remain. My take on it - either the colors were designed by a color blind German, or the factory was just overstocked in brown. Why not make this car a pleasure to look at as well as to drive?

The next few weeks were full of discussions with lots of friends looking at upholstery and top material samples. The general consensus was the red burgundy color (Yes!!). The upholstery and top were scheduled for completion by Autos International in Escondido. Roy Neilson offered a light gray headliner (possibly the last bolt of the original German cloth in existence) or the convertible top with a dark gray exterior. Skip Shirley transported the 356 minus engine, wiring harness, and other parts to Autos International for the upholstery and top work.

Skip and I went to visit our baby in progress to check on the choice we had made for the top fabric. This was the last chance to double-check the color combinations. Roy showed us the car and the choice of materials. The top material we had initially selected turned out to clash with the red upholstery and the gray paint. It had too much purple. So we switched to the other gray fabric. Skip was concerned that the choices we were making would be instantly recognized by 356 afficionados as not authentic. Well, I want something that is a pleasure to look at, sit in and drive. Heresies in die hard 356 circles - too bad if you don’t like it.

A word on Autos International. I counted twelve employees working at various upholstery tasks. The heavy sewing machines were to die for. The huge cutting boards would turn a quilter green with envy. The whole interior wall of the room is one gigantic fabric-cutting surface. Two guys were rolling out and cutting what looked like black interfacing material. Pattern pieces for various seats were hung on nails.

A few days later there is a discussion back and forth about how many wheels and rims there are, where all the pieces were located, what should be done to the wheels for restoration. Then, two days later, there is a wheel rim living in my dining room. At least move it to the window seat in the living room so we can eat dinner. Some men!! What can you say about someone who even loves the parts to distraction.

In December 1999, the 356 was back at Personalized Autohaus for the wiring harness installation (yea - new wires to insure drivability, reliability), followed by engine installation, gauges, battery, and....

OK... Christmas is coming up with the perennial problem of what to give a husband who is crazy for Porsches (when you are the wife with limited resources). Two ideas occurred to me. The first, get a car cover. The second, make a picture quilt.

The car cover is relatively easy, or so I thought. My daughter and I went to North Coast Tarpaulins. The guy asks how many mirrors and where are they located. I don’t know. So we start looking through the stack of past Witnesses to see if we can find a picture of the 356 with the mirror(s) visible. That didn’t work, so I called Wayne. How many mirrors and where are they? He suggested a generic cover without mirror-sewn pockets. That makes things easier. Connie, our 12 year old daughter, and I brought home a styrofoam model with the car cover material on it (to use for Christmas). We wrapped the model in blue paper, her favorite color, with silver bows for headlights. I scanned some pictures and pasted me on the driver’s side and Skip on the passenger side. Do you think he got the hint I’d like to drive this car some day?

Continued Page 21....
Hoppy Easter Trails - Microbrewery Tour

By James and Jean Ohl

Overcast with light showers, what lousy weather to begin our microbrewery odyssey, staring from Pleasanton’s Hopyard American Alehouse & Grill. We headed north, as we were going to the microbreweries in California’s wine country. Did you know there are acres of orchards and grapevines just north of Cordelia Junction off I-80? It was beautiful as all new growth was in bloom. And, Mother Nature must like Porsches on real Porsche roads as the showers ended a few minutes later. If you have never driven your Porsche on a warm spring day up Wooden Valley Road, Hwy 121, Hwy 128, and then past Lake Hennessey to Calistoga, you have missed a treat. Even non-Porsches enjoyed the roads, just ask the La Marre’s, Neidel’s, and Martins.

We arrived at our first stop around 11:30 to discover the Calistoga Inn Restaurant & Brewery’s front doors closed and locked. After overcoming our initial panic, we noticed a small sign. Since it was the Easter weekend, the inside serving room was closed and we were “forced” to enjoy our samples on the garden patio overlooking the Napa River. The Red Ale is superb!

Down came the tops (on the Porsches, what were you thinking?) and we were off again. We continued on Hwy 128 through Alexander Valley, Chalk Hill, and ended at the base of the Lake Sonoma. Korbel Champagne Cellars, owners of the Russian River Brewing Company, built a beautiful winery (Lake Sonoma Winery) and a new microbrewery with a large patio looking down the Dry Creek Valley. In case you don’t follow beer news, this microbrewery won the Small Brewing Company of the Year, the Small Brewing Company Brew Master of the year, plus gold medals for Extra Special Bitter (ESB) and Damnation Ale at last year’s Great American Beer Feast. We recommend the ESB.

This location has fresh baked bread, plus cheese, meats, pate, salmon, and assorted spreads. This was our lunch stop with the normal GGR sharing of fun and food. Two of the three guys in John Marum’s 928, Michael and Todd, are from Germany – we’re not sure which they enjoyed more, the beer
We then hit the road again, following the back roads of Dry Creek through Guerneville to Sebastopol and the Powerhouse Brewing Company. We had reserved the side patio for our group where we sampled the local beers (great Blonde Ale), pub finger food, and the fruit ciders. I know we convinced Andy Reary, another Boxster owner, that GGR was fun as he came to the next autocross. After about 180 miles of great Porsche roads, three microbreweries, and a day of Porsche camaraderie, the tour ended. Sound like fun? We plan another tour in the fall! Like this time, space will be limited.
My Friends All Drive Porsches

by Ron

“OH LORD, WON’T YOU BUY ME A MERCEDES BENZ?, MY FRIENDS ALL DRIVE PORSCHE, I MUST MAKE AMENDS.” Now that I have your attention, welcome friends to the first and with any luck, not the last, entry to the Nugget’s newest pilot article “My Friends All Drive Porsches”. To the first person that can name the artist who recorded that song, I will buy a cup of coffee, and better yet, you will become my first interview.

The intent of this article is to share with your fellow club members a little about yourself that probably wouldn’t be revealed in the context of a normal Porsche conversation. Think of this as the Porschenal side to the Nugget. This is not about events, technical know-how, nor tuning, it’s about YOU, an integral part of the GGR chapter of PCA. Through casual conversation, I hope to find out something about you, your likes and dislikes, favorite book, movie or food, and of course, why you like, excuse me, LOVE Porsches. I came up with this idea when I realized that after a year of membership, I have not been able to attend as many events, I mean, any events except for the new members picnic (Which was great, thanks Ken). I want very much to get involved and I like many of you, look forward to every month’s issue of the Nugget. I want to meet other members who share my interest in Porsches. But that’s only half of it. Porsches aside, I, like people and feel we all have something very special, unique, and Porschenal to share. I’m not a writer, but I do possess pretty good conversation skills, and I hope to use this to learn and share something about you with the rest of our fellow members. I contacted our editor, Clinton Wong, who agreed to let me do a trial run. I have chosen myself as the first victim. I thought it only fair, as I will not subject any of you to anything that I would not do myself.

Now a little bit about myself: I live in Pacifica with Jen, my always supportive and loving wife and my two awesome kids Pilar (4) and Gabriel (1). I own a “Mexico Beige” (Not one of the more popular colors) ’79 924. It’s everything other Porsches are, only not as fast. I love my little car, and unless one of you donates a 968 or 996, I’m going to have it for a long time. I dream of my daughter driving it to college. She has at her tender age, already developed an affinity for finer automobiles. Our night time routine consists of playing “sports cars” on the bed for at least fifteen minutes before we settle into a good book. Her cars are always faster.

My attraction to cars also started young influenced in large part by a Mercedes loving dad. My first car was a Pinto. There, I’ve said it, now don’t use it against me. It was FREE and to a high school kid, it was freedom. I later moved on to a fuel injected VW square back. In college I had the fortune of owning an Alfa Spider and a Vespa at the same time.

I love to read but don’t consider myself well read, I’ve only dabbled in the classics but will lose myself in a good book. I’m an arm chair climber and have tried to read any and all books on people who risk everything to get to the top of a mountain. I could watch “So I Married An Axe Murderer” time and time again, Mike Myers fans, let’s talk. I consider the pod race scene in “Star Wars” excellent film making, talk about cornering ability.

Enough about myself: now it’s your turn, I will pick members randomly from the roster, so expect a call from me. Should you see me on the road, I’m hard to miss, remember Mexico Beige, honk and wave! I look forward to talking with you, and writing about you, and with any luck, you’ll enjoy what I write! Email me the answers to the artist question at Rob_Herrera@Gap.com! I’d like to give credit to my wife for inspiring me to do this, to my father-in-law Doug for the “Porschenal” idea and my brother-in-law Chris for the title of the article.
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Going to Parade? Then you should attend the

RALLYE SCHOOL

SUNDAY, JUNE 18, 2000
9:00 A.M. to 10:45 A.M.
6424 Culpepper Place, Stockton
Fee: $2.00 per Person

John Clever, Rallymaster for the 2000 Porsche Parade rally, will conduct a school for beginning and novice rallyists at the home of Bud and Mary Ann Behrens in Stockton. Here's a great opportunity for PCAers entered in the 2000 Parade rally in Sacramento to become better acquainted with the basics of time-speed-distance rallying. Those who attend the school and run the Summer Solstice rally following the school will have the opportunity to put into practice what they learned.

Preregistration in the school is required. To enroll call Bud or Mary Ann Behrens at (209) 477-6496 or e-mail buddyb@compuserve.com

Directions: from Interstate 5 in Stockton, proceed east on Benjamin Holt Drive. Turn right onto Plymouth Road (Arco station), left onto Rutledge Way, and right onto Culpepper Place.

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“Run the Cars” GGR 2000 Automotion Autocross Series

By now the #2 April 30 and #3 May 21 Autocrosses at Dublin are completed and successful. Thanks to all who were early to help set up and/or stayed late to help cleanup. Thanks to Larry Sharp for course design and setup on the 30th and thanks to Lloyd DeMartini for course design and setup on the 21st. Lots of thanks to Kristi Soo Hoo for doing a great job of registering entrants.

The rest of the year schedule:

#4 Saturday June 24 at Marina
#5 Saturday August 12 at Marina (Zone Event), LPR runs Sunday
#6 Saturday September 2 (charity event sponsored by Porboys of Oakland) hopefully at Dublin
#7 Saturday September 23 at Marina, MBR runs Sunday
#8 Saturday October 14 TBA
#9 Saturday November 11 TBA

The GGR Autocross #6 on September 2 is our annual charity event sponsored by Porboys. The owner, Joe Zieph (a GGR time trialer) will help us donate money to the Alameda County Sheriff’s 100 Group. Porboys is located at 925 77th Ave in Oakland. They do excellent work on all Porsches and have new and some used parts available. Please patronize our sponsors and Nugget advertisers!!!

By now the May 13 and 14 Autocross School at 3Com is over and very successful. Thanks to Masuo Robinson and Jeff Sykes for putting it on.

NOTE….. New members and members who have never autocrossed….you do NOT need to attend the GGR autox school in order to participate in an autocross. Please check the Website www.pca-ggr.org/driving/autox/2000/autox.html for directions to a site. Show up around 7:30 AM to register, pay $25, sign up to work, get your car teched, and then walk the course. At the driver’s meeting at 8:45 you can be paired with an instructor who will help you learn the course, show you how to work, and how to drive the course. You can also ride in their car a few times, which will really open your eyes to the fun of autocrossing. All of the instructors are helpful, nice people. They want to help you learn.

Coming up on Saturday June 24 is the GGR autox #4 at Marina. It is a great place to learn as there are usually fewer cars attending which means more runs. It is a large area, which means some higher speeds. You should also plan on making it a Monterey weekend on August 12 and 13 as GGR hosts the Zone event Saturday and LPR hosts the Zone event on Sunday. The Saturday counts for GGR Series points. The new Zone format for this year is similar to GGR and LPR in that you will run/work in the morning and run/work in the afternoon.

Sometimes there can be fun runs if official runs conclude by 4 or so. At 4:45 it is time to clean up and pack the trailer with the equipment and clear the site. Sometimes people with 912’s are still working on them in the parking lot. Please try to help them.

New people to autocrossing….the Porsche cars were made to run!! You may notice some increased tire and brakepad wear, but you will learn car control and what it can do. It will make you a safer driver on the street. See you out there!!!

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

SpeedRing is coming soon to Silicon Valley. And we have a special offer for Porsche car club members. For more details on membership packages that include free heats, guest passes and discounts on food and merchandise, visit www.speedring-kartracing.com or call 650-591-2559x4. SpeedRing is the only substitute for Porsche track events. So become a member today.

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The picture quilt turned out to be a major project worthy of any car project going on in the garage. I searched the house for the 356 official papers, photo albums for likely choices, and several years of Windblown Witness articles Skip had written. Nine picture panels needed to be created for the quilt. I made a trip to Rosie’s Calico Cupboard to buy materials and found a backing material in gray to compliment the paint color of the 356. The sashing I picked out is maroon with white snow specks to compliment the upholstery color. The three bottom panels are a gray winter scene of silver snow flakes and pine trees. The winter scene material also was used for the binding.

While at the checkout counter, another lady was buying some Bub-ble Jet Set. The sales lady pointed out samples of photo transfer using this miracle of modern quilt designing. The liquid is used to treat fabric so pictures can be printed on fabric. I bought a quart of this liquid along with a light gray fabric to print my nine picture panels on.

Nine panels were cut out of the light gray material, dipped in the bubble jet set, and put out in the back yard to dry for 24 hours. In the mean time, nine pictures were selected for transfer to the fabric panels after they had dried. The transfer process has several steps. Each dry panel was ironed on to the shiny side of freezer paper, and both were trimmed to 8-1/2 by 11 inches to fit in the paper tray of my color printer. Each picture was scanned, previewed, adjusted, and printed on my Epson 740 color printer. The pictures are in chronological order starting with the shipping notice from Europe in September 1973 through completion of the re-upholstery process in December 1999.

I spent three weeks after work, kid activities, and dinner working on the quilt. The panels were attached to sashing to create rows. The rows were joined to form the top. The top, batting, and backing were basted together on top of my dining room table. Then the layers were machine quilted together. The vertical sections between the panels are an embroidered leaf pattern. The horizontal sections are machine embroidered with silver metallic thread in a snow flake pattern. The bottom panels are reserved for Porsche Parade patches. The three layers were finished with bias binding made from the winter scene fabric. The last step was to trim threads and pull out the basting two days before Christmas (Hey guys, how’s this for tech talk!). I’m sure this present was not a surprise, but it will make a nice addition to the back seat of the 356, and a nice lap quilt if the heater takes a while to crank up.

Seventeen years and five months after that first ride, I finally got a driving lesson in the 356! It’s hard to believe that the car is back on the road. Last week Skip washed it and recruited me to take it for a drive to dry it off. The La Mesa sunset of pink clouds was stunning reflected in the gray of the front left fender as I headed West. This drive was worth the wait. Next time, I can imagine myself driving off to the North to try out the Sonoma County backroads.

The French license plates are still in the dining room and we haven’t decided on what to put on the California license plates. The last thing to finish is the hubcaps with the Porsche crests. This is one gorgeous car that emerged from the faded paint and bent fenders! I am looking forward to the Sacramento parade and the opportunity to add another patch to the 356 quilt, one this time that represents a parade participated in with a running and very stunning car.
New Members

John Bergquist San Francisco 1995 993
Floyd & June Boyer Woodside 1999 996
Michael Cummings & Mei Ling Saratoga 1996 993
Stephen Darcy Morgan Hill 2000 996
Evan Ellis Menlo Park 2000 996
James Ferris Palo Alto 1980 911SC
Diana Foster & Dawn Painter San Carlos 1998 Boxster
William Freed Jr & Jennifer Hughes San Francisco 1987 911 Carrera
E C Grayson San Francisco 2000 Boxster
John Hagelgans Sunnyvale 1999 Boxster
Richard Halberstein Menlo Park 1987 928S4
Kirk Harper San Francisco 1973 911T
Robert Heuser San Jose 1999 996
William Hodkowski Menlo Park 2000 Boxster
Brett Johnson Sunnyvale 1996 993
David & Sharon Kirsch Los Gatos 1998 993
Kurt Klein San Jose 1999 996
Charles & Chris Kolstad Los Altos 1973 914
Rene Lacerte Woodside 2000 996
Vincent Lai San Francisco 2000 996
Robert Leach Saratoga 1999 996
Robert Lee Sunnyvale 1987 944
Pong & Esther Lim Los Altos 2000 996
Thomas & Ruth Linton San Jose 1987 911 Carrera
Jeff & Anna Lipton San Francisco 2000 Boxster
Robert Lonski Santa Clara 1986 944 Turbo
Rick Mayeda Berkeley 1987 911 Carrera
Kevin & Chase Mc Quillan Portola Valley 2000 Boxster
Leslie Miley & Bethany Rust Foster City 2000 Boxster
Claudia Montijo Redwood City 1971 911T
Janet Plemons & Tina Legler Tracy 1974 914
Alex Punsalan Foster City 1983 911SC
John B & John Yarbrough Mountain View 1990 911C2

Transfer Out:

Victor Carlson Los Angeles 1979 911SC
Randy Jordan Del Mar 1996 993

Transfer In:

Mark Hogenson San Francisco 1997 Boxster
Mark & David Janis Pleasanton 1995 993
Sean & Stacey Lannan Cupertino 1984 911 Carrera
David Leong Lafayette 1987 911 Carrera
Dennis & Debbie Lundien Atherton 1999 Boxster
Scott & Mary Saylor Carmel Valley 1970 914
36 Year Anniversary
Bruce & Stephanie Anderson

35 Year Anniversary
Harry Somerfield Jr & Linda Bine

30 Year Anniversary
James Meyers & Katherine Crnkovich

25 Year Anniversary
Paul & Ann Seidel

20 Year Anniversary
Robert Courand & Rachael Marimont

10 Year Anniversary
Arthur Chin & Patricia Kong
Steven & Susan Group
Robert & Theodore Kosch
Craig & Karen Watkins

5 Year Anniversary
Donald & Carol Accornero
Scott Cherf & Connie De Jong
Dietrich Falkenthal
Dirk & Lisa L Jonasson
John Koval & Felice Rebol
George & Judy Morris
Don Schmidek
Thomas & Beth Scott
Scott Yeaman & Doris Brown

Official Count
New members 33
Transfers in 2
Transfers out 6
Total membership 1,657

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

**1969 912 Targa**, vin#129010561, color Sandbeige/black with houndstooth insets, 4 speed, one owner, 50k miles, may be seen at Parade in Preservation Group, $17,500 OBO, Call Alan Brooking at 916/315-3799 or email penman1@jps.net

**1969 911 Coupe track or street**. 33k miles since ground up restoration to lightweight “S”. Upgrades: 3.0L, seats, rollbar, shortshift, tensioners, swaybars, wheels, more. Class winner autocross and time trials while a daily driver. Lots invested, first $19.5k takes. Delivery negotiable. Nils Kjell, 33 Corliss Drive, Moraga, CA 94556-1230. 925-376-6553 Nkjell@attglobal.net.

**1970 911T 2DR CPE** #9110123191 Tangerine original, always garaged. All records, one owner past 28 years. Updated valve covers and chain tensioners, new CV joints, new tires, 110k miles on strong engine. Good overall condition $6,500. Walt (415) 285-6846 or e-mail wwkoerb@attglobal.net

**1970 914-6 GT** #914-043-0653, Yes this is one of the 38 factory built GTs. Ex Kremer Racing team car, raced FIA events for two years in Europe before import to the US in 1972. Raced in POC, PCA, SCCA, and IMSA in US up to 1988. Completely restored back to 1970 specs. One of only 5 GTs invited to the Monterey Historics in 1998. Featured in Excellence Magazine. Interesting trades considered. For more information check out www.autograph.net/gt.html or contact Llew Kinst, 2680 Bayshore Parkway, Mountain View, CA 94043 Tel:650-903-4880

**1974 Porsche Carrera** Yellow with tan interior, 85,100 miles Vin 9114400422, #422 of 528, Rare and in excellent condition, A/C $21,000. Will email photos email: cstocker@ix.netcom.com cell 408 234 7808

**1977 911S Targa**, 1999 Zone 7 Street Class Concours class 1st place. 140K original miles; complete dealer engine rebuild and upgrade at 95K miles; complete transaxel rebuild and upgrade at 120K miles (have over $12K in receipts). Upgrades to 11 blade cooling fan and 1984 Carrera external loop oil cooler. Car comes with many extras including and alarm. Asking $14.5K Ed Dugan 510.381.4390 ezd@mail-me.com

**1978 911SC Targa** Blue/Green metallic, 147K mi, always garaged, orig. AZ car, tail, meticulously maintained, oil cooler, alarm, 6 CD changer, all updates, new clutch, pwr windows, great condition. $12,500. 415.929.7218. MikeSeelinc@aol.com

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

**1987 944 Turbo**, guards red w/ black sport seats, all normal power accessories, M030 suspension, chips and shimmmed waste gate, new koni gas sport, rear oil cooler, new clutch, new battery and cables, new dme sensors, and much more, just the tip of the iceberg. 968 spokes with A008Ps. A great street, a/ x or time trial car. Call Dan @ 408-997-7894 or email Docdanracy@aol.com for details.

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**911 C2 Turbo Wheels:** 7 and 9 x 17”, OEM, straight and true, yellow finish, great for track or refinish, no tires. $795 Josh (415) 516-5778 or jofstein@hotmail.com.

**996 18” wheels** - Factory provided for 99 carrera Coupe, arctic silver alloy, 2 front, 2 rears, Turbo style with colored crest and wheel locks. In new condition (only driven 10K miles) with minor scratches on 2 wheels. Bay Area inspection OK, $ 1,900 Chris Warden (650) 298-8400 or email cwarden@kairos-west.com
2 Complete sets of Diest 6 point 4" wide restraints in red. Compact cam lock system in anodized aluminum with bolt-in attachment points. Manufactured February 1995. Current list price $269.95 each, offered at $125 each. Safety Devices roll cage for '73 to '89 911 coupe (removed from '86 coupe with sunroof). Bolt in cage to welded mount points on side channels, not to the floor. Includes unique door bars, removable cross brace and harness bar. All mounting hardware included. Purchased June 1998 for $1,016 offered at $625. OMP racing seat in black. Shoulder and sub strap pass-through holes. Includes mounting plate for simple bolt in attachment to SC or Carrera 911s. $225. David Rothenberg 415-597-2417 or David.Rothenberg@barclaysglobal.com

20' Dragmaster Tandum Axle Trailer with front compartment and tire rack. $3,500 invested. Asking $2,000. (209) 667-2750 weekdays or evenings (209) 575-4767 leave message.

944/951: Koni sport passenger side strut, $50. This is the version shipped on 1986 944 Turbos with the M030 option. Koni double-adjustable ("turbo cup") driver side strut, $150. This the version used by factory-backed race teams in various racing series (e.g., Escort, Rothman's and Firehawk). 951 used hood, guards red, best offer. 944/951 rear wiper, $75. 944/951 rear seatback, Porsche cloth, excellent condition, $25. Optima battery, $50. 911/993/996: Speedline Aliseo three piece wheels, 9 and 10 x 18, with like new Dunlop SP 9000 tires, $2500. Front/ rear 993 calipers, best offer. Contact Mike Mitchell (510) 713-9248 or Mahler9th@aol.com.

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911 Race Car Kit: 73 Coupe rolling stripped chassis, S brakes, 915 gearbox, ltd slip. 2.7L engine, 10.4-1 Mahle, alum case, pinned, piston squirters, dovetailed, S cans ans calibrated MFI, alum flywheel, RSR pres.plate, Ronal 7&8x16 an 8.5&10x16 modular fuchs, headers, heat exchangers, mufflers, axles, distributers, eng. sheet metal and other misc. good stuff. Take it all for $8,950 or make an offer. Call Rick Giacomazzi (408) 316-9482

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

Parts for Sale: 911 trunk carpet new for 1980 - 1989 model, black $40. 6 and 8 x 16 Fuchs newly restored Chrome w/Black centers, gold crest caps with new Michelin Pilots 225/50/16 and 205/55/16, $3,000. 94 Speedster Windshield and frame, minor chips, $1,000 great to convert cabriolet to Speedster look, G-50 5-speed from 94 Speedster $1,000 only 16K miles on it TargaRoof Band gloss black, Freshly painted $200. Clint (415) 804-0080.

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914 Bumpers Needed, I need front and rear bumpers for my 73 project car painted type in good straight condition. Paint condition does not matter. Pads not needed. Please call if you can help. Thanks Randy (650) 964-8462 or e-mail at Randybalboa@aol.com

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

June

10 Sat Sun  GGR Time Trial at Laguna Seca, contact Masou Robinson (408) 354-0660
11 Sun  Loma Prieta Concours #3 and Swap Meet at Partsheaven, Hayward. Conours info, call Roger Wiersema (510) 843-6166, for Swap Meet call Ralph Maines (408) 246-3649
18 Sun  Yosemite Region SUMMER Solstice Zone Rally #4, for info call John Clever at (209) 835-4100
24 Sat  GGR Autocross at Marina Airport. call John Seidell at (925) 938-9531
25 Sun  Palo Alto Concours, Stanford University, call Roger Wiersema (510) 843-6166

July

2-8 Sun  Porsche Parade 2000 at Doubletree Hotel, Sacramento. For Info call Pat Wilson (916) 482-5609
8-9 Sat/Sun  PCA Club Race at ThunderHill Park. For Info call Masuo Robinson (408) 354-0660, ad pg 17
16 Sun  Redwood Region Autocross at Sonoma Marin Fairgrounds, Petaluma. For Info call Mark Paul Smith (707) 778-0191.
22 Sat  LPR Prieta Prix XXXI Zone Rally #5. For Info call Tim Errington (650) 949-5256
23 Sun  Monterey Bay Region Zone Conours #4. For Info call Ginger or Gary Munoz (831) 726-3500
29 Sat  SVR Autocross at Mather Field. For Info call Glen Brooksby (916) 484-7257
30 Sun  Diablo Region Pic-Tour Zone Rally #6. For Info call John Clever (209) 835-4100

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