March 2000  The Nugget

Golden Gate Region • Porsche Club of America

Inside
In Search for More Boxster Power
Zone 7 Awards
Art Seeger Retires
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March is rolling in like a lion . . . With the High Speed driver’s School in conjunction with the first Time Trial of the year on March 3 – 5, the month gets off to a fast start. March 11th brings the first rallye of the year with our very own Bob and Marianne Gardner as Rallye Masters. Clueless in Santa Clara #2 should prove to be as enjoyable as the rallye held by the Gardner’s last year. This is a fun, low-key rallye, so if you are a first timer, here is your chance to get your feet wet and experience a new sport. On the 18th our Autocross Chairman, John Seidel, will be holding our first autocross of the year in Dublin. Check elsewhere in this issue for specifics.

Each month the Editor has the discretion of inserting articles from sources outside of our region. GGR does not necessarily endorse the views or content of these articles, but they are included for the entertainment and information for the membership. Last year, in a standing monthly column, an article was published in the Nugget that unfairly accused a long-time Club supporter and ally of wrongdoing. It is not the Club’s position to take sides, and the individuals involved should settle their differences between themselves privately. I would like to apologize to Anderson-Behel-Stevens Creek Porsche/Audi for any injustices they incurred from an article published in our newsletter. It was not the intention of this organization to furnish a pulpit for a disgruntled member of the PCA to vent their frustrations.

For those of you who haven’t already hear the news, Tom and Marj Green have sold their interest in Automotion to Performance Products. Automotion will still continue as a division of Performance Products, but the operation will be moved to Southern California. The Club will sorely miss the close association we have enjoyed with the Green’s and Automotion. Next time you see Tom and Marj at an event, wish them well and thank them for all their years of support to GGR.

Until next month . . .
I think I'm finally getting the hang of this. I'd like to get some feedback and input on the Nugget, future topics, articles, pictures, etc. Remember, I am but a humble servant/volunteer for the Golden Gate Region, ALL your input with be considered!

Recently, I had the most pleasant experience with wheel restoration through Wheel Enhancements in Los Angeles. I needed my 1987 Targa Rims rechromed and the black color renewed. Robert Wood and John Brown of Wheel Enhancements in Culver City, CA made it very simple with minimal downtime with their rim exchange program. Essentially receiving the new rims installing them and sending back the original rims. Most places will only restore your original wheels, that could take up to 2 weeks. Their ad is in Panorama and Excellence.

I hope you will enjoy the articles I wrote on Art Seeger retiring from racing and selling his famous 914 (see ad in Marketplace). Also, the article many of you are waiting for "In Search of More Boxster Horsepower" by SCARGO Racing. We all know that there is a separate Boxster Club, but a Porsche is a Porsche, is a Porsche, in my opinion. The Boxster community is getting very big and is a fast growing segment of the Golden Gate Region membership.

Next month's issue will start one of many color centerfolds with member's Porsches. I have to date only received only a handful of pictures, please send yours in today.

Keep on Porsche-ing ...

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Women Talk

PorscheWomen: Autocrossing
by Eleanor Myrus
San Diego Region

Thirty years ago I did some hill climbs and an ice gymkhana on the east coast. The ice race was on a frozen lake with the snow plowed into berms to delineate the course. I ran my NSU sedan, a forerunner of the Audi. For the hill climbs I drove Ted’s bug-eye Sprite. I tried a few gymkhanas on an old air field on Long Island, N.Y., then I got busy with career and family and it all faded away.

Recently I’ve been thinking about how much fun my husband, Ted, and my son, Trevor, were having competing in SCCA Solo events. I watched Ted run the Boxster last year and the 356 this year. I kept thinking about taking Yellow-Bird (The Flame—can you imagine he painted flames on a Porsche!), adjusted my seatbelt and helmet and waited for Cecelia. I looked around and saw her at the start line. I thought “what is she doing there? She should be next to me.” When I reached the start I told her I thought she was coming with me. She replied that no, she couldn’t ride with me on timed runs, and that I was on my own. She said I would be fine and I could do it. It was little frightening. What if I go off course? What if I don’t remember where to brake? What if I make a fool of myself?

With apprehension I set off for my first solo lap, rather slow, but I made it through. The next one was a little less frightening, the third even better (if you don’t count those two cones!). It was comparatively slow but I didn’t care. It was the fun of driving and seeing what I could do. When I completed the third lap I sat in my car and, in my head, ran through what I could have done to go faster. It was pretty exciting, almost intoxicating.

Would I do it again? You betcha, me and Yellow-Bird!
Porsche Boxster S and 911 Carrera 4 Win Top Awards in 2000

Roadster Grabs Motorweek Drivers’ Choice Award; 911 Named ‘Best Sport Value’ and Top Winter All-Wheel Drive Coupe

ATLANTA, Feb. 9 /PRNewswire/ — MotorWeek, the weekly automotive video magazine produced by Maryland Public Television, has awarded its 2000 MotorWeek Drivers’ Choice Award for Best Sports Car to the 3.2-liter, 250-horsepower Porsche Boxster S. In addition, the Porsche 911 Carrera 4 Cabriolet has been named the Best Sport Value in IntelliChoice’s annual Best Overall Value of the Year (BOVY) Awards, and the New England Motor Press Association (NEMPA) presented a 2000 NEMPA Winter Vehicle Award to the 911 Carrera 4 Coupe.

The MotorWeek Drivers’ Choice Award is based on a compilation of criteria such as product integrity, performance, pricing, value and purpose. “These awards acknowledge the industry’s outstanding automotive product and design for the 2000 model year,” said John Davis, executive producer and host of the 19-year-old PBS television series.

The Drivers’ Choice Awards evaluation process required the MotorWeek staff to revisit the more than 150 vehicles they reviewed during the year and select only one vehicle in each class for the annual award. In addition to the Best Sports Car category, the other categories included Best Small Car, Best Family Sedan, Best Minivan, Best Convertible, Best Small Sport Utility Vehicle, Best Family Sport Utility Vehicle, Best Performance Car, Best Pickup Truck, Best Luxury Car, and Best Dream Machine.

“We’re very proud that MotorWeek has awarded their prestigious Drivers’ Choice Award to the Boxster S,” said Frederick J. Schwab, president and CEO, Porsche Cars North America. “This award just goes to show that the Boxster S is a delight to drive as well as a formidable sports car.”

Not to be outdone, the Porsche 911 Carrera 4 Cabriolet took top honors in the Sport Value category of IntelliChoice’s 2000 BOVY Awards. The independent information research firm presents BOVY Awards to cars and trucks in 34 separate categories that it considers to be good values and projects will cost significantly less to own than other vehicles within the respective categories. According to IntelliChoice, a “good value” is a vehicle whose cost to own and operate is less than expected. The lower the cost to own and operate compared to what is expected, the better the value.

IntelliChoice’s value calculation accounts for the price of a vehicle and the accumulated costs of depreciation, maintenance, repairs, fuel, fees, financing and insurance. It analyzes data compiled on more than 800 car and truck models and projects what these costs will be for the upcoming five-year ownership cycle.

The Porsche 911 amassed an impressive 10-year string of consecutive BOVY Awards from 1988 to 1998, and Porsche has received a total of 13 BOVY Awards in the past 13 years.

Finally, the Porsche 911 Carrera 4 was selected by nearly 50 New England-area print, radio and broadcast automotive journalists as the 2000 NEMPA Winter Vehicle Award winner in the competition’s All-Weather Coupe category.

“A Porsche C4 can’t get any better,” wrote one NEMPA journalist when evaluating the 300-horsepower all-wheel drive sports car. “It feels like it was crafted out of one piece of metal. Need I say more?”

The journalists selected the category winners based on their opinions of each vehicle’s ability to best meet the needs, wants and demands of the New England motorist who must drive in the region’s constantly changing winter conditions. The NEMPA members also evaluated each vehicle’s ability to fulfill its intended mission. All domestic and imported auto manufacturers were invited to enter vehicles.

The 2000 NEMPA Winter Vehicle Awards also recognize a sedan and wagon in the All-Weather category, and a full-size, compact and mini sport utility vehicle in the competition’s Sport Utility Vehicle category.

SOURCE Porsche Cars North America
January 21, 2000

**Porsche Launches Porsche Driving Experience High-Performance Driving School**

World-Class Race Car Drivers Provide Hands-On Instruction at Historic Road Atlanta with 2000-Model Year Porsche 911 Carrera Coupes

**ATLANTA, Jan. 21 /PRNewswire/ —** Porsche Cars North America (PCNA) will launch its Porsche Driving Experience(C) program in February 2000, teaming top-notch professional drivers with students who will receive expert instruction while piloting 300-horsepower 911 Carrera Coupes on the asphalt at Road Atlanta in Brasleton, Ga.

“The mission of the school is to offer a unique driving program that enhances the ownership experience and positively influences the Porsche brand image,” said Frederick J. Schwab, PCNA president and CEO.

What sets The Porsche Driving Experience(C) apart from other programs is the vehicle - the 2000 911 Carrera Coupe - and the drivers. Veteran race car drivers including Hurley Haywood, Jack Baldwin, Pierre Savoy, Jeff Purner, Dave Murry and Doc Bundy are able to offer hands-on, personal instruction due to a low 4:1 student-to-instructor ratio.

Courses are held at Road Atlanta, host of classic racing series such as the Can-Am, the IMSA Camel GT, the SCCA National Championship Valvoline Runoffs and the Petit LeMans since it was built in 1970.

While targeted at Porsche owners and potential owners, other audiences include national and international media, Porsche dealership personnel, corporate groups, and driving enthusiasts. The program, which is meant to be a more potent yet competitively priced automotive experience, is offered as a one-day performance road course or a two-day advanced driving course ($1,595 and $2,195, respectively). Program sponsors include Mobil, HALO Marketing, Road Atlanta, Pirelli, OMP and 3Com.

“The customer response has been extremely strong,” said Schwab. “What’s also encouraging is the level of interest we’re getting from corporate customers.”

All two-day driving sessions through July 2000 are sold out, Schwab said.

For more information, visit the Porsche Driving Experience(C) website -www.porschedriving.com - or call (888) 204-7474.

**SOURCE** Porsche Cars North America
Boxster versus Boxster-S(CAR-GO)

S-CAR-GO Racing, Inc. in San Rafael has been aggressively pursuing their Boxster improvement program. Starting last year, owner Rob King started a program to improve the Boxster the same way he has been upgrading, improving and enhancing the performance of other 911’s since he first started working on Porsches in 1974. There seem to be a plethora of letters on Internet chat rooms advising that such improvements are futile due to the electronic throttle controls installed in the Boxster S, although earlier models cry out for such improvements.

As you may know, an automobile engine is basically a breathing machine. Anything that hinders the flow of air in or out will restrict the power that an engine can produce. Many automobile engines are designed with several objectives in mind. First and, unfortunately, foremost is to make the motor fit into the space designed for it. Porsche is one of the few manufacturers who design the car around the power plant instead of the opposite. Even with this approach, there are always things that can be done to improve the output in torque and/or horsepower. This is the typical first point of attack in raising the bar (so to speak) for any powertrain performance improvement program. There are many components that can be modified, improved and replaced to achieve better output.

The first step was to improve on the very restrictive factory design of the Boxster exhaust headers (below). Mark Robles, the S-CAR-GO fabricator of some note, designed and built a new racing-styled header out of 304L Stainless Steel. It was definitely a challenge to design and fabricate a new manifold, assemble the constant-length primary tubes into a collector and make it all fit under and around the water jacket and other assemblies on the Boxster power plant. With the efficiencies to be gained from using the exhaust pulse from one cylinder to help extract the burned gasses from the next cylinder, the more oxygen can be pulled into a cylinder for the next power stroke. After the exhaust work (the breathe-out stage), the next focus was to improve the intake flow (the breathe-in stage). The throttle body and plenum were fitted with a splitter and the flow path was enlarged to encourage the engine to breathe in more deeply. By improving the flow volume and reducing the inevitable pulse-effect that exists in intake plenums, more power-producing oxygen is allowed to enter the cylinder with each stroke. And just like a power runner or swimmer, the better the supply of oxygen, the more power can be produced from burning fuel.
Computer chips rule just about everything that an engine does nowadays. Those chips can be replaced with others that are more conducive to higher performance. S-CAR-GO currently has chips for the Boxster up through the 1999 model.

While the development program for the Boxster is still under development, dyno tests before and after the performance improvements listed here indicated a significant increase in flywheel horsepower to date. (Editor's note: S-CAR-GO will only release real numbers on horsepower improvements as the development effort approaches the first real plateau.) Upgrades are currently available for both Boxster and Boxster S models. In addition to the racing designed headers, a street version has also been developed and is also currently in production.

Pictures of many of the current products being fabricated are available on the web site. Some of the Boxster specific pictures are included with this article. Visit scargoracing.com and see some of the other offerings currently available in headers, brakes, rollbars, suspension upgrades, flywheels, etc. Many of the recent project cars, and some in progress, are also pictured there along with the crew and some recent events. If you are in the North Bay, S-CAR-GO is also a tech inspection site for time trial cars as well as some of the road racing venues. They can provide everything from routine service to performance improvement packages. Call or drop by and say hi to the guys. Look for their continued presence providing support at the track, whether the event is a PCA time trial, American LeMans Series, SCCA Road Racing, or NASA event. They also provided crew for the HSR race that took place just before the Rolex 24 hours at Daytona February 4-6. S-CAR-GO hosted and catered a technical event for the Boxster Club on December 5th, 1999, and scheduled another one for February 20th this year. Check the S-CAR-GO web site for future events.
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For more information, call Patty Stark at 925-258-9385.

Are you a member of the GGR E-Mail List?
If not you may be missing late breaking news about the club such as last minute event location and/or time changes, availability of new info such as the closing of Automotion, reminders of upcoming events, etc. In 2000, our mailing list, pca-ggr@listbot.com, will be the primary e-mail list for the club, and for instance, it will be the only e-mail list used to distribute autocross results.

It’s easy to sign up. Go to the GGR homepage at www.pca-ggr.org and look for ‘Join our E-Mail Lists’. The ‘announcements only’ list is used by the club to send you late breaking info. The ‘open forum’ list is an open discussion group where you not only receive info, but can ask questions of the other GGR members as well! The best part of managing our lists in this manner is that you are in complete control, you can add yourself at your convenience, and if you so desire you can take yourself off of the list at any time. So don’t be left out! Sign up today!

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### Zone 7 Concours 1999 Winners

**1999 Zone 7 Concours Series**

**Overall Winners**

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### Concours Preparation Class

March 25, 2000 from 9 AM to 12 noon
Fabrication Specialties
3532 La Grande Blvd
Sacramento, CA 95823
(916) 391-4159
Open to all PCA Sacramento Valley Region and Zone 7 members No charge

For additional information, please call Kent Brandon at (916) 663-1702 The session will include presentations by Roger Wiersema, Zone Concours Chair, and Don Joe of Fabrication Specialties, one of Sacramento’s premier quality repair facilities. We are scheduling additional presentation by Parade Concours judges, possibly including Dwight Mitchell (former Manhattan Award winner).

We will use this event to review Parade judging rules and classes, and to present zone 7 rules as well. One or more cars will be judged as you watch, with suggestions and/or demonstrations as to how to best improve car preparation. We will try to have both an older and newer car represented. This intended to be a tune-up for April 9 SVR concours event, and will allow participants to get an idea as to the road ahead for Parade concours preparation.

If you have any questions, please call Kent Brandon at the number noted above, or Tim Fleming at (916) 985-4142.
Zone 7 Award’s Banquet

Zone Dinner Caps 1999 Competition Series
by May Ann Behrens

Each year the annual Zone Awards Dinner recognizes those who have contributed to the success of the Zone 7 Competition Series during the year, as well as the venue for distributing the trophies for all of the competitive events. In 1999 the concours series had twelve class trophy winners; the rally nine; and the autocross series had twenty-four class trophy winners.

Zone 7 has some important zonies each year to recognize. This year the Enthusiast of the Year was awarded to Roger Wiersema, Zone 7 Concours Chairman. Roger is definitely the force behind the concours series. He guides, organizes and generally makes this series such a success.

The Event of the Year trophy was picked up by Pat Costin, chairman of the Sierra Nevada Region’s Kiss Me, I’m Basque weekend. This multi-event happening included a tie-in with Win-A-Porsche which featured Zone 7 cars on display, two autocrosses, two tours, and a fabulous Basque dinner at the National Automobile Museum.

There were two special trophies awarded for the autocross series. The Tenacity Award was given to Bill Winkler, who just keeps nipping at the heels of Glen Brooksby. He performed admirably, but beating Glen once doesn’t earn that coveted first place for the year. Rookie of the Year went to Bill Thorpe. Attending every zone event, he just came on the scene this year and is one heck of a driver!

Some fierce competition in the rally series resulted in four participants tying for first place! These trophy winners were Al Armellini, Helen Ashuckian, Rik Larson, and J. Toney. Excellent showing!

Competing for the 356 Full Concours series crown, Brian Carleton and Tom Krugman waged one of the closest battles seen in Zone 7 for a long time. Brian ended with an average event score of 247.3 out of 250. Tom had an average for the series of 247.1 in this particular class and was also showing a Carrera coupe in the Full 911 class. Wow! Brian also won the award as the High Point Champion for the year. Nice work, guys!

In recognition for the time and effort he put into making the Concours series a success, a special achievement award was given to Ed Dugan. Always the first to a concours site, often the last to leave, and usually serving as a judge, he has been Roger’s second-in-command.

There were over $1,700.00 worth of door prizes graciously donated for this event. Gift certificates (always the right size and color) were provided by Action Trailer Sales, Automotion (to be honored by Performance Products), Tweeks.com, plus Tire Rack’s certificate for $300.00 towards the purchase of Michelin tires. There were great clothing items from Extra Touch, RaceSetter Designs, and Yokohama Tires. Ginger Mutoza thrilled the crowd with pairs of tickets for Laguna Seca events (American LeMans Series Race weekend and the Monterey Historics weekend). Carlsen Motors, Mothers, Blue Ribbon Motoring, and Stoddard also gave us some great gifts. Rich Herzog’s mixed media painting was awarded, but will have to be presented at a later date due to blob of paint in the wrong place too late to make the dinner. Niello contributed a race fan’s dream which was appropriately won by Sandy Provasi: the die-cast set of LeMans Race Winners Celebrating Porsche’s 50th Anniversary! Be sure to thank all our our contributors whenever you make contact. They really came through for us.
New Year's Eve Awards Banquet

Mike Young
Concours
Rookie of the Year

Bill Thorpe
Autocross Rookie of the Year

Mike Lommatzsch & Rik Larson promoting Parade 2000

Autocrossers Unite

The Carlton's Win
Overall Points for the Year

Our Zone 7
Master of Ceremony
MaryAnn Behrens

Pictures by Patti DeMartini and Clinton Wong
New Year’s Eve Awards Banquet

The Neidels

Event of the Year
Kiss me I’m Basque
Sierra Nevada Region

The Event Coordinators

The Provasis

The Cottrells

Roger Wiersema
Enthusiast of the Year

Still Clowning Around

The Benzs
Art has owned many Porsche’s, a 1959 356A Coupe, 1962 356B Coupe, 1966 912, 1972 911T, 1974 Carrera and then his first autocrossing car. In 1979 he purchased from Ray and Sonja Blow, an autocross prepared Black and Tan 914 at the Carlsen Porsche concours for $ 7,800 (a lot of money back then). Along with the 914 came an extra set of autocross tires which Art didn’t know what they were for. “Autocrossing, What’s Autocrossing?” he said. Art never autocrossed before and thought it would be fun. Thinking his experience as a Turlock police officer and having taking the CHP pursuit driving course would make him a natural for this. He would soon find out that it’s not as easy as it seems.

In 1980, at his first Zone 7 Autocross his mounted the autocross tires and competed against 13 others in his class and finished in 13th place. Art couldn’t figure out why a 914 that won the “EP” class for several years in a row, now in his hands didn’t win. What a rude awakening! Art knew that being last only meant that there was hope to move up. Art refined his skills, slowly moving up to 2nd place behind Dwight Mitchell, a 914 master. For 3 consecutive years Art just couldn’t get out of second place, finally he lost the 914 in a divorce settlement, leaving him only with the 1974 Carrera. He quickly prepared the 911 for the “HP” class and as luck would have it, Dwight Mitchell acquired a 911 that same year for the “HP” class. Dwight had given his 914 to his daughter. For 2 more years Art, frustrated came in 2nd in the “HP” class. “It was great training following Dwight’s lines in turns, shifting speeds and his tactics being behind him”, says Art. In 1985, Dwight Mitchell upgrade the engine to a 3.2 liter and headed off to win A Street. Prepared for the next 10 years with SCCA. With Dwight gone Art was able to finally move into 1st place, for the next 3 years he won most of the Zone 7 and GGR Autocrosses. Then in the late 80’s the Golden Gate Region evolved in real track events, time trials became the next event of choice. Art was going to enter the Carrera, but old friend Bill Newlin, convinced him to preserve the Carrera and buy something else to race with. He immediately went to the Nugget and found an immaculate orange 914 owned by the late Don Lang and purchased it from his wife. Art’s new racing partner Jay Hicks and he brought the 914 to Motortech in Modesto. Owner Terry Hunt removed the 4 banger and replaced it with a 2 liter 911 engine. Art remembers having a blast at the GGR time trial school, almost failing, but with relief passing and receiving his license. Art and Jay went separate race ways when Jay purchased a 914-6 from Terry Hunt to compete against Art.

With an itch for more power, Art sold the 914 as a roller and located a recently refurbished (in late ’89) 914 with a race chassis, tubular frame, 914-6 brakes,
coil over shocks and fiberglass flares. Art purchased the car from Ken Mack for $10,000 and had Ken at Sportech in Campbell install a 2 liter 6 cylinder and the 901 gearbox he kept from the other 914. With this 914 Art Seeger finally had a car worthy of the Modified Class in GGR time trials. This was a new experience racing the infamous “Red Group”. Holding 3rd and 4th place for a couple of years, then crept up to 2nd place behind Bill Newlin. It wasn’t until Art entered some Porsche Owners Club (POC) time trials that he took 1st place (since Bill Newlin didn’t race in those). He remember in 1990 winning a huge trophy (which is still on his wall) at POC’s Laguna Seca time trial and took Fastest Time of the Day, and will hold that record forever (because they changed the track). The 914 took him to many SCCA, PCA, GGR wins. He moved up the ranks to the Super Production class. By the time he won his first SP race at Thunderhill the 914 in 1996 started to look pretty run down from the time trial days.

Art took the 914 to Sport Haus in Reno; spent $19,600 to have Matt Lowrance install a slide valve, 3.5 liter and a 915 transmission. Instead of 210HP from the 2 liter 6, he was now producing 380HP from this new GT1 spec’d motor and almost 360 ft lbs of torque at 7750 RPM’s. The secret is Sport Haus’ 935 crankshaft, longer Carillo rods, a shuffle pinned-stress relieved case and angle ported 930 heads. They also installed large titanium intake valves, redesigned the combustion chamber, added slide valve injection by Haltech electronic fuel injection and MSD ignition. A lightened flywheel, RSR pressure plate, high-pressure fuel pump and regulator and a Phase 9 stainless steel exhaust system completed the package. The 915 gearbox was fitted with race gears and quaife differential. The new setup improved his time by a full 5 seconds at the Crow’s Landing Naval Air Station per lap. He was now even more ready for the Super Production races in 1993. He took 3rd place that year in the San Francisco Region’s tally; move to 2nd in 1994 and first in Porsche club Z class time trials.

In August 1994, Art’s father passed away, leaving him with a small inheritance. Art used it to pay tribute to his father and used the monies to purchase a new body kit from AIR and hired Mat Lowrance to install the parts. $8,000 later, he also repainted the 914 Guard Red. In 1995 he took a double season win with the SP Regional Championship and the Porsche Club’s Z Class title.

1997 was Art Seeger’s best year ever when he took 1st place in the SP Class SCCA Regional Championship with 245 points, way ahead of 2nd place 80 points. It’s funny to see someone who didn’t know autocrossing could evolve into the racer he has become.

Art is hanging it up and selling the treasured 914, who knows, it may end up with another new autocrosser. (Ad in Marketplace).
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
10 Fri  Thank God It's Porsche Friday, Harry's Hofbrau, Mountain View.
11 Sat  Zone Rallye #2 "Clueless in Santa Clara", Bob Gardner (408) 943-0946
12 Sun  Trailer Cleanout and equipment check, location TBA
18 Sat  GGR Autocross #1 at Dublin, John Seidell, (925) 938-9531
25 Sat  SVR Concours Preparation School (more on Page 12)

April
1 Sat  ADOPT A HIGHWAY, 9:00am Woodside Road eixt and HWY 280, Jean Ohl (650) 341-9020
2 Sun  Redwood Region Autocross, Sonoma Marin Fairgrounds, Petaluma, Mark Paul Smith (707) 778-0191
8 Sat  Sacramento Valley Region Autocross, Glen Brooksby (916) 484-7257
9 Sun  Sacramento Valley Region Concours #1 at Niello Porsche, Kent Brandon (916) 652-4406
14 Fri  Thank God It's Porsche Friday, Harry's Hofbrau, Mountain View.
15-16 Sat/Sun  GGR Time Trials, Buttonwillow, Masuo Robinson, (408) 354-0660
22 Sat  North Bay Microbrewery Tour, Jean Ohl (650) 341-9020, More Info to Come, Limited Space
30 Sun  GGR Autocross #2 at Dublin
Remember that the first GGR Autocross of the year is on March 18 at the Sheriff’s training site in Dublin. Please check the GGR Website for directions. In addition to paying $25 entry fee, and of course running your car and having a great time, each driver is expected to work which helps to run the event. When you pay and sign the waiver you will also sign up to work at various jobs. The choices and what each driver does is:

- **Flags**: Controls the course with red, green, and checkered flags (not for a novice)
- **Timing crew**: Several people to work the clock and keep the timing cards straight (lots of fun).
- **Posting**: Posts the times for the entire world to see.
- **Course**: 10 or more people to be positioned around the course to pick up cones that Hank Watts hits out of the box on his timed runs, watch for DNF’s, radio in how many cones are hit, keep a red flag ready in case cares need to be stopped.
- **Pylon Counter**: Keeps a total of the cones hit on a particular run (especially the ones hit by 911’s).
- **Timing Slips**: Hands out the times to each of the drivers as they finish a run (fast times for 914’s).
- **Tech crew**: Check that all of the cars and helmets are safe to be used.
- **Announcer**: This is one of the most prized worker spots. People usually pay extra to be the announcer.

In addition most people show up early to help set up the course and some stay late to help take down the course. These people have a warm feeling in their hearts that lasts until the next GGR Autocross.

Hopefully this gives newcomers an idea of how you can help at an Autocross. Please come on out and enjoy driving your car with the help of some very nice people. See you on Saturday March 18 and Sunday April 30 at Dublin. Please check the GGR Website to get last minute info and directions to sites. Run the cars!!!

John Seidell  e-mail is johnseid@aol.com

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February Board of Directors meeting

The meeting was called to order at 7:30pm at Buttercup Pantry restaurant in Pleasanton. Board members present were Lloyd DeMartini, Tim Gallen, Mike Bernamonti, Lori Hageman, Ken Shahoian, Mary Beth Wilson, and Clinton Wong. Past President Larry Sharp and Time Trial Chair Masuo Robinson were also present. Jeff Sykes and Tim Gallen were not present for this meeting.

The Minutes from the Board of Directors Meeting of January 4, 2000 were unanimously approved as written.

Postmortem of Events:
January TGIPF was well attended
The Calendar meeting was sparsely attended but several events were scheduled. Napa tour was called off due to rain Tech Session was very well attended- over 40 cars were teched

Directors Reports:
President, Lloyd DeMartini: President reminds all activities to have appropriate ads placed in Nugget. Zone President’s Meeting was held- mostly calendar changes discussed. President went over his budget for 2000; changes include Board members paying for our own meals at meetings; budget was approved unanimously.

Vice President, Tim Gallen
Calendar Changes: April Fool’s Day Tour was added. Vice President’s budget was presented in absentia- only expense was for a hotline; budget was approved unanimously.

Treasurer, Mike Bernamonti: Cash flow is presenting a problem for February due to large outlays of cash in January. It was determined that Time Trial Chair and Nugget Editor will ask for delays in payments due to accommodate cash flow issues. Treasurer’s budget was accepted unanimously.

Membership, Ken Shahoian: There were 32 new members this month; motion to accept New Members was accepted unanimously. Zone Membership meeting was well-appreciated. Membership Budget was approved.

Competition, Jeff Sykes, (via E-mail): PCA’s National Insurance representative refused to provide Chair with an actual copy of the insurance policies for our Time Trial events; Chair has asked representative to put refusal in writing as well. Director attended an organizational meeting for the club race to be held during Parade. The event appears to be well organized, but insurance is likely to present a problem. Steps will be taken to assure adequate insurance protection for the club. Director is still awaiting copies of the new rules from former Director. Director would like a copy of the Red Book.

Secretary, Lori Hageman: Secretary’s budget is limited to stationary, Storage Fees, and election materials only; budget was approved.

Social, Mary Beth Wilson: Director presented Budget showing a break-even for all events currently planned; budget was approved unanimously.

Nugget Editor, Clinton Wong: Editor is progressing on raising advertising fees and is anticipating a positive cash flow for year. No budget was presented on paper at this meeting, but one is anticipated by next meeting and will be officially approved at that time.

Webmeister, Greg Braun: Budget was presented and approved.

New Business:
Board discussed changing Hot Line from toll free number to free number held by Ken Shahoian’s answering service. Time Trial Chair presented budget for 2000- Board asked Chair to re-examine numbers to determine if additional fee increases were necessary before Board voted on budget; interim budget for first two events was approved. Autocross Chair Budget was presented- Series is anticipated to show a profit at end of season; budget was approved. Autocross School budget is expected at next meeting. There being no further business to come before the Board, a motion to adjourn was approved at 9:10pm. The next Board of Directors meeting will be held March 1, 2000 at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to agenda.
In January, with the Zone President Meeting, we arranged to also have a seminar for
the Zone 7 Membership Directors. Judy Hendrickson, National Membership Chair,
came all the way from New Hampshire to give us the latest word. From the meeting
I came away with quite a few ideas and insights.

PCA membership is growing. Certainly credit goes to the new car sales; but the clubs presence on the
internet, and heightened interest in competitive driving events results in an ever-larger percentage of
Porsche owners also being PCA members. After two years of membership over 95% of members renew.
Statistically, GGR is the third largest region in PCA, and larger than all other Zone 7 regions combined.
And finally, one important thing to remember: though you were required to be an owner (or lessee) of a
Porsche when you joined PCA, if you ever become Porsche-less just pay your dues to remain an associate
(non-voting) member!

<table>
<thead>
<tr>
<th>Names</th>
<th>City</th>
<th>Year</th>
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<tr>
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<td>Burlingame</td>
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Santa Clara
2000
Boxster

Hiro Tsuji & James Knodell
Menlo Park
2000
Boxster

Jeffrey & Vivian Widman
Los Altos Hills
2000
996

Walter & Olga Zhovreboff
San Francisco
1986
944

Transfers In:
Garlow Brent
San Rafael
1981
924

Hook Kenneth
San Francisco
1992
968

Kushner Lawrence
Mountain View
1987
911 Turbo

John & Jackie Seidell
Walnut Creek
1978
911SC

Transfers Out:
Guy Covington & Stephanie Havens
Reno NV
1988
911 Carrera

Steven & Sarah Kallison
Foster City
1999
Boxster

39 Year Anniversary
William & Helen Disser

37 Year Anniversary
Louis & Ann Beckwith

25 Year Anniversary
Beno & Heather English
James & Rossie Foster

Robert & Carolyn Paterson

20 Year Anniversary
David & Katherine Hammill
Shawn Essex & Heather McAbey

5 Year Anniversary
Paul Brodie & Linda Kaufmann
Leslie R & Leslie J Kelsay

Alphonso & Patt Jackson
Mark Lucterhand
Larry Morrison

Arvie Riggs
Lisa & Dennis Yearton

Kristy Seligman-Birkett & Brad Birkett

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Official Count
New members 39
Transfers in 4
Transfers out 2
Total membership 1,702

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March 2000  The Nugget  23
Porsches for SALE

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


1973 914-4 2.0, Show car. Ravena 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 tour or impressive daily driver. $8,500. Rick 408-326-2180 day, 650-694-1441 eve.

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

1987 911 Carrera. Three time first place PCA show winner. 525 made, 42K original miles, concours condition, not a restoration. Desert beige (yellow), tan interior, black graphics, 7&8 factory fuchs alloys, updated chain tensioners, SSI heat exchangers, new muffler, original sales brochure, certificate of authenticity. Great show car or impressive daily driver. #09114400271 $26,500. Rick 408-326-2180 day, 650-694-1441 eve.


1974 911 Carrera 3. Time three place first place in SCCA. 525 made, 42K original miles, concours condition, not a restoration. Desert beige (yellow), tan interior, black graphics, 7&8 factory fuchs alloys, updated chain tensioners, SSI heat exchangers, new muffler, original sales brochure, certificate of authenticity. Great show car or impressive daily driver. #09114400271 $26,500. Rick 408-326-2180 day, 650-694-1441 eve.

1976 Porsche 912E. Concours condition. VIN 9126001725 of 2099 cars. Rare sunroof and air conditioning, AM/FM, foglights, Grand Prix white with Lobster Red leatherette interior. Fuchs alloys, with original Pirelli CN36 tires. 27000 original miles, documentation includes purchase from Sunnyvale Porsche in CA and all service records. Original paint, tires, rubber, glass, tool kit, spares. Original down to the B.F.G. space saver spare, and plastic gloves to change it. Car has lived its entire life in garages between Santa Cruz and Los Gatos, CA. Local PCA concours car - 3rd place in Carl’s Palm Alto Concours. Would be competitive in preservation class at Sacramento Porsche Parade 2000. Buy it, show it, and send me a pic of your trophy. Need to make room for Boxster S. $19,500, 408-395-9171, email: andy@hospodor.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, pwrr windows, great condition. $12,750. 415.929.7218. MikeSeeInc@aol.com

1978 911SC Coupe - Green Metallic with Leather Sport Seats, power roof, windows and mirrors, A/C, factory Carrera tail, Optima battery, Carrera chain tensioner update, Alpine Stereo, All Records since new. Runs Clean and Strong, 103K miles, Blue Book price, Call Ross (831) 809-7309

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

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 911 Carrera Coupe #WPOAB0913G5122389 Ice Green Metallic w/Blk. 68,000 miles, lowered, OMP & Konig racing seats, Safety Devices cage, new G-Force tires, 5 point belts, factory carrera tail, power roof/windows/mirrors, a/c, radio, alarm. Always garaged, very pretty, very fast, never raced, perfect for combo time trial and street driver. $24,000. David Rothenberg (415) 597-2417.

1987 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.

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

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

Trailex Open Trailer. Aluminum. $3,000. David Rothenberg (415) 597-2417.

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

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

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

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

Wheels for Sale: A set of four ATS/Factory “cookie cutters” 7Jx15 wheels with 205/50ZR15A-008R tires. Used on 74-78 911 and early 944. $400. A set of four Porsche factory Club Sport Alloys. Two 7Jx16 (65mm offset) fronts with 225/50ZR16A-008R tires. Two 9Jx16 (60mm offset) rears with 245/45ZR16 A-008R tires. Used on 89-94 C2/C4, Turbo 944,968,928. $1000. Call Mike (408) 996-0157 evenings or mdhuey@flash.net.

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

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

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

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

Parts: 993 Wheel set 7 and 9 x16" $ 900, Fuchs set 7 and 8 x 15" $ 800, 911 phone dials 6 and 7 x 15" $ 650. C2 Turbo 7 and 9 x 17" $ 1,200, All sets have tires. Complete exhaust system including cat plus heat exchangers for 3.0L SC $ 400. Also Blaupunk AM/FM radio, $50. Trumbone oil cooler, $35. Oil temp guage with sender, $40. Paul 650-579-0836. 7-10 PM.

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

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

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

Boxster Wheels and Tires: 6x16 front, 7x16 rear. Michelin MX33 Pilots. Like new takeoffs from a '99. 40 miles in total. $700/set or best offer. John, (408) 525-9969 or email at R7SLR@yahoo.com. E-photos available.

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

March 2000 The Nugget 25
Marketplace continued

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, exc. cond. $79pr. Jeff Sellman 510-530-6648.

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

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

911 Parts: Hand brakes assembly $50, engine lid/chrome grille $250, ‘69 fresh air blower assembly $100, 8&9x15 Fuchs, excellent, $1800, 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 Permature 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. Swavy bars $300 per set. $250 per set. Also one 944 Turbo S Cat back with factory muffler, $500. These are newly given away prices to clear space in my garage. Days: 408-996-8717 eve. 408-356-7762, Mike.

WANTED

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

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

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

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

Classifieds - Sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by the 5th of the month to be published the following month. Include your PCA membership number and we'll run your ad at no cost for two months. Non-PCA members must include a check for $10 per ad, payable to PCA-GGR. Ads may be edited or rejected at the editor's discretion. Also let me know if items have sold or ad needs correction or deletion. Thank you.

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