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Columns

President’s Column 4
Editor’s Column 5
Autocross Column 6
Events Calendar 12
Competition Column 14
Board Meeting 24
Membership 26
Classifieds 29

Features

Types of Porsche People 8
Candlestick Autocross Photos 16
Zone 7 Concours - Novice Class 20

Cover: Life is good, this is how every parking lot should look like. July 14th at Candlestick Park.

The opinions are those of the authors and do not necessarily represent those of the Golden Gate Region PCA. The Editor reserves the right to edit all contributions.

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The good thing about owning an older Porsche is that for the most part I can do the maintenance myself. Since I have some experience doing things, fellow Porsche owners often ask me for advice or ask me over to help them with some of their do-it-yourself projects.

These last few months, John Seidell and I have been helping Howard Yao rebuild his newly acquired 914 engine. John and I have done many 914 engines, but Howard was of the mechanical challenged category. It was such a fun time seeing Howard learn the theory of the internal combustion engine.

He also learned that three PCA members together doing a project means that two of them at any one time are doing practical jokes on the third. One phone call I got from Howard near the end of helping him was when he called me and asked about a certain large bolt found on the floor of his garage, under the engine. The first words out of his mouth were, “Larry is this another one of your jokes?” I had to smile and calm him down. No Howard, the job isn’t done right unless you have some left over parts. I hope he knew that was a joke.

(below) After Kermit’s engine was rebuilt, Larry brough some old photos of his race car, Tadpole, in 1994 when it just recieved a new paint job and was still a humble Bp car. Tadpole has since grown into a TTOD beast, with the help of some very skilful driving.
My editorial is usually the last thing to go into the Nugget before it goes off the Seeger's Printing, but after reading the President’s column just now, I had a certain urgency to comment to Larry.

BRAVO! Larry, you got me pretty good. That night, Kermt's engine was completed and we started her up and everything looked and sounded really good. Larry proclaimed, "Howard, you are now the owner of the freshest 914 engine in the world." I never thought of it that way, but it sounded pretty good. So after about 10 minutes we shut down the engine and let everything cool down. It was getting late, so Larry went home and I was just cleaning up, admiring my new engine.

So directly under the engine, I see this huge bolt. I cleaned everything up, all the extra parts were in a box, clearly labeled; where the heck did this bolt come from? So I get under the car again, with a flashlight and try to find where this bolt came from. I couldn't see anything missing, so I called it a night and I phoned Larry the next day. He played it off real cool. "What size bolt, where did you find it...?" He had me convinced.

So, I kept this bolt in a plastic bag and kept it with me religiously. Everytime I saw a mechanic, I would pull out the bag and ask them where this bolt came from. They would look around, but never find anything missing. It has puzzled me for weeks, until I got Larry's column in the email today! He would have paid a lot of money to see the expression on my face!

So the engine rebuild is complete and I have driven Kermit for 700 miles so far. I would like to take this opportunity to thank the many people that have helped me out through this entire process. Thanks to Gabe at STRASSE for the great prices and service (he once called me at work and pretended to be an IRS auditor - he had me fooled for a whole minute), he found me the last set of Euro-spec Mahle pistons on the entire West Coast. Thanks to Ted at German Precision for all his fine machine work. Thanks to Gary at GD Racing and Rich at High Performance House for all their knowledge and great advise. Finally, a great big thanks to Larry Sharp and John Seidell, for giving up so many of their precious weekends, so they can help out a fellow member.

It's pretty cool knowing my way around the engine compartment. Last week, it was time for Kermit's 500 mile oil change and valve adjustment, so I drove to John's house to do the work. We jacked up the car and let the engine cool down, so I could adjust the valves. While we were waiting, John suggested that we pull the engine from a roller 914 sitting in his garage. Drain the old, remove the muffler, disconnect the clutch cable/linkage, take off the battery ground straps, detach some wiring, take off the CV joints, loosen the engine and transmission mounts - BOOM, it was done in about an hour and a half. I would have gone quicker if some of those bolts weren't so rusty. It felt pretty good to know what I was doing.

Finally, thanks to Bill Newlin for designing a wonderful course at the Candlestick Autocross. We really need to hold events at Candlestick more often, even though its really expensive. Because of it's convenient location, all the big guns showed up to drive the long course. With the practice laps, timed laps, and fun runs at the end, I drove 13 laps that day! Definately worth the extra $5.00.
The GGR/STRASSE 2001 Autocross Series

A big thanks to Jim Bauman for a great course at Marina on June 17. The Porsche Club has a bunch of great people willing to help out to make the events run smoothly. Thanks to everyone who helps out at the GGR Autocrosses.

A big thanks to Bill Newlin for designing a long and wonderful enduro course for our return to Candlestick Park on July 14. Hopefully everyone will have lots of runs and a great time. This year the word “enduro” means lots of runs.

Thanks to Susan Angebrandt for all of her work on the GGR Website. Please check the Website for last minute changes in the schedule. You can also sign up to get e-mail announcements. Rulebooks are available for the cost of printing ($3) at each event. Be sure to pick one up.

The schedule for the rest of the year:
#5 Saturday August 11 at Marina (Zone Event), LPR runs Sunday the 12th
#6 Saturday September 1 (the Porboys Charity Autocross) at Dublin
#7 Saturday September 29 at Dublin
#8 Sunday November 4 at Dublin

The GGR Autocross #6 on Saturday, September 1 at Dublin is our annual charity autocross. We auction off a few gift certificates and items donated by the following generous businesses:

Joe Zieph of Porboys (1-800-POR-911S) in Oakland. They do excellent work on all Porsches.
Gabe at STRASSE (Parts for all Porsches and accessories, 1-877-944-9911).
Dave at GPR Parts (1-800-321-5432, they have parts for all Porsches).
Ken at I/Oport Racing Supplies (1-800-949-5712, he has many items including roll bars, helmets, suits, seats, fire systems, and gloves).
Denny Kahler of Kahler's Service in Dublin (service for Porsche, BMW, and Mercedes).

Please buy from these sponsors and Nugget advertisers. In addition to the money collected we donate part of each entry fee to the Alan Kaufman 100 Club of Alameda County.

If you are new to the Porsche Club, try out an Autocross. The basic procedure is to show up around 7:30 AM to register, pay $25, sign up to work in the morning and afternoon, get your car teched, and then walk the course. At the driver’s meeting at 8:40 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. All of the instructors are helpful, nice people. They really want to help you to enjoy your car. And make sure that if you own a maroon 912 that you realize that you will probably go much slower than most green 914’s.

Plan on making it a Monterey weekend on August 11 and 12 as GGR hosts the Zone event Saturday and LPR hosts the Zone event on Sunday.

See you out there!!!
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Types of Porsche People

THE WORRIER
The WORRIER is the Porsche owner (usually a new owner) who frets constantly about every detail regarding his baby. Most of us are WORRIERS to some degree when we get our first Porsche. WORRIERS will approach everyone in the club about which weight and brand of oil they should use in their car. They’ll get on the internet and research endlessly trying to find the best leather conditioner, aromatherapy wax, herbal car wash, tire pressure gauge, etc. They’ll change their oil every 500 miles and replace the air in their tires because it might be stale. They’ll short-shift their car at 2500 RPM just to make sure it doesn’t get over-revved (even though the previous owner may have regularly banged it up against redline). The WORRIER won’t corner his car hard because that would place undue strain on the delicate chassis. These guys are usually cured when they discover that their anal behavior has actually done more damage than good to their car; “Well, sir, you car runs like crap because the valves and combustion chambers are totally carboned up - you should run this thing hard through the gears every once in awhile to clean it out.” Or: “I’m sorry sir, but your paint was damaged by leaving the bra on your car while it was raining.” If the WORRIER isn’t cured quickly he may evolve into the undesirable “QUEEN.”

TECHNOS
Everyone knows who the TECHNO is, he’s the guy that can quote by memory the entire text of Karl Ludvigsen’s massive *Porsche -Excellence Was Expected*. TECHNOS are useful as Club pets because at many events you don’t have Internet access to the Library of Congress. They can answer most of your Porsche-related questions right off the top of their head. If you want to have some fun, ask a TECHNO a question that he can’t answer — he’ll be up for three days straight trying to figure it out so he can preserve his honor. They can drive any kind of Porsche, it doesn’t really matter, they see themselves more as experts on Porsche lore rather than active participants in the Porsche driving experience.

STATUS CONSCIOUS
Peter Schutz, former president of Porsche, once said; “for some people, a Porsche is nothing more than a fur coat, it’s something you wear, not something you drive”. Peter was describing the STATUS owner. It is extremely unlikely that you will ever meet one of these owners at a Club event. Why? Because they don’t know that the Club exists and they wouldn’t join it if they did. These are the people that create the unfavorable Porsche-owner stereotype. They overdress, wear too much gold, park in handicapped zones, have bad traffic manners, and look down their noses at everyone. If you happen to meet one of them in say, a parking lot, and you are not driving your Porsche the conversation could go something like this: You: “Nice 993, how do you like it?” STATUS owner: “Actually it’s not a ’93, it’s a ’97 ‘Porsh’ Carrera. I like it okay, but you have to shift it a lot and my wife’s Lexus rides much better. I might trade it for a Boxer, they ride smoother and you can get an automatic in them. I know a guy at the dealership” This guy knows absolutely nothing about Porsches except what they cost. The Porsche Gods created STATUS owners so the rest of us could get good used cars. When the status effect of the car wears off and they discover that Porsches “ride like sports cars”, STATUS owners sell them and move on to Lincoln SUV’s or stretch Hummers. Meanwhile, we all suffer.
THE GARAGE QUEENS
These are the guys that will only drive their Porsches if they are going to a Concours - and only if they absolutely have to. Even if a concours requires that a car be driven rather than trailered, a QUEEN will try to figure how he can trailer it surreptitiously within a few blocks of the show, then push it to the event (so he doesn’t stir up any dirt in the engine compartment). If you are unlucky enough to have a car that he perceives as competition, be forewarned. The QUEEN will carefully scrutinize your car while wearing a facial expression like he is examining a turd. The QUEEN often has very good knowledge of the historical details of his car because that knowledge relates directly to how the car can be scored in a concours. This knowledge also allows him to lose first place with dignity: “I guess John deserved to win first place, although I am surprised that the judges ignored the fact that he didn’t have original tread-pattern Continentals on his car”. GARAGE QUEENS wouldn’t think of driving their cars “hard” because they didn’t buy them to drive, they bought them to collect trophies. The best thing about QUEENS is that you probably won’t see them at any events other than concours or shows unless they also own a “driver” Porsche. The only exception to all of this drivel is the QUEEN that owns and shows a truly actually drive his car (even the Porsche factory pulls out the 917’s once in awhile so they can flog them on a race track).

(continued on page 22)
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**Adopt-a-Highway**

Next event is Saturday, September 22nd at 9:00 am

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For more information, contact Jean Ohl at 650.341.9020

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<tbody>
<tr>
<td>2</td>
<td><strong>GGR Board Meeting</strong> hosted by Larry Sharp, 7:00 pm. Contact Larry Sharp at 925.371.2258</td>
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<td><strong>Zone 7 Concours #6 &amp; Swap Meet</strong> hosted by GGR at Carlsen Porsche, Palo Alto</td>
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<td><strong>RR Autocross</strong> at Petaluma Fairgrounds</td>
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<td><strong>Thank God It's Porsche Friday</strong> at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Karen Neidel 408.225.5356.</td>
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<td>10</td>
<td><strong>Zone 7 Autocross #5 (GGR/STRASSE Autocross Series #6) at Marina. Contact John Seidell at 925.938.9531 or <a href="mailto:johnseid@aol.com">johnseid@aol.com</a></strong></td>
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<tr>
<td>11</td>
<td><strong>Zone 7 Autocross #6</strong> hosted by LPR at Marina</td>
</tr>
<tr>
<td>12</td>
<td><strong>28th Monterey Historics</strong> featured marque - Bentley</td>
</tr>
<tr>
<td>17-19</td>
<td><strong>GGR Competition Rules Meeting.</strong> Open to all members. Location TBA. Contact Bob Gardner at 408.943.0946</td>
</tr>
<tr>
<td>18</td>
<td><strong>GGR/Cool Sport Time Trial #4</strong> at Thunderhill. Contact Chris Murray at 510.538.3800</td>
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<td>25-26</td>
<td><strong>GGR Board Meeting</strong> hosted by Bob Gardner, 7:00 pm. Contact Bob at 408.943.0946</td>
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<td>29</td>
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<td>September</td>
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<td><strong>GGR/STRASSE Autocross Series #6</strong> at Dublin. Special Charity Event. Contact John Seidell at 925.938.9531 or <a href="mailto:johnseid@aol.com">johnseid@aol.com</a></td>
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<tr>
<td>9</td>
<td><strong>Zone 7 Concours #7</strong> hosted by DR in Blackhawk</td>
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<td><strong>Thank God It's Porsche Friday</strong> at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Karen Neidel 408.225.5356.</td>
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<td><strong>GGR Agricultural Inspection Tour</strong> contact Rob Neidel at 415.464.0252 for more information about the tour and the kind of agriculture</td>
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<td>16</td>
<td><strong>RR Autocross</strong> at Petaluma Fairgrounds</td>
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<td><strong>GGR Adopt-a-Highway.</strong> Contact Jean Ohl at 650.341.9020</td>
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<td>22-23</td>
<td><strong>Zone 7 Rallye #6</strong> Carrera de Sierra hosted by SVR</td>
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GGR Events Calendar

GGR New Member Social. Contact Howard Yao at 650.652.5775 or Cherie Kuhn at 925.672.8239

GGR/STRASSE Autocross Series #7 at Dublin. Contact John Seidell at 925.938.9531 or johnseid@aol.com

Zone 7 Concours #8 hosted by RR in Santa Rosa

GGR Board Meeting hosted by John Seidell, 7:00 pm. Contact John at 925.938.9531

Zone 7 Autocross #7 & #8 hosted by SQR in Fresno

Thank God It's Porsche Friday at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Karen Neidel 408.225.5356.

Zone 7 Rallye #7 hosted by GGR in San Jose. Contact Larry Adams at 650.345.2232

SVR Autocross at Mather

Zone 7 Concours #9 & Swap Meet hosted by LPR at Parts Heaven

GGR/Sporthaus Time Trial #5 at Thunderhill. Contact Chris Murray at 510.538.3800

GGR Adopt-a-Highway. Contact Jean Ohl at 650.341.9020

GGR Octoberfest Dinner

Zone 7 Rallye #8 hosted by YR
August is the time of year that the newly proposed rule changes for next season get published, discussed, and voted on. The proposed rules changes this year are an interesting mix. Let me summarize a few.

It is proposed that the passenger rule in autocross be modified to allow non-instructors to have passengers. While it may be an interesting idea, it might pose some difficulty with our insurance. Another proposal is to revise the wording that allows race seats (non-adjustable back angle) in Improved class cars. The wording will still allow cars competing in a Time Trial event to have race seats as an Improved car but a car modified with race seats at an autocross event would have to compete as a Production class car. I am sure that this proposed change will stir up some comments.

GGR rules establish the car classes for the entire Zone 7. There is a proposed change to the Exhibition class definition to allow Porsche powered replicas of Porsche’s tube framed sports prototypes. The last change of interest is the proposed change requiring Boxsters, competing in Time Trial events, to either have a hardtop installed or comply with the roll bar requirements of an open car. If approved, this rule would probably be effective at the start of the 2003 season, giving those affected a reasonable amount of time to comply. Currently, the SCCA is starting to require hardtops by the 2003 season on the newer model convertibles like the BMW Z3, Mazda Miata, and the Boxster.

The rest of the proposed changes are in the category of errors and omissions. A complete text of the proposed rule changes will be posted on our web site prior to the open member meeting on August 18th.

Membership Announcement

PCA-GGR will be publishing it's annual Club Roster in September. All member contact information will be included in the Roster. If you do not want your information to be published, please contact Membership Director, Cherie Kuhn, as soon as possible. Her contact information can be found on page 3.
Carlsen Porsche

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August 5, 2001

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Dick Cottrell at 650.692.2100 (Concours)
Karen Neidel at 408.225.5356 (Swap Meet)
(left) Kristi Soo Hoo and "Cooper" the black lab.

(below) Course designer Bill Newlin at the morning's drivers meeting

(bottom left) Bill Newlin's zoomy car. After having a tough morning, Bill put it all together and received TTOD honors. Do you believe the engine is a 4-cylinder 2.0L?

(middle left) A common sight at a time trial, but a rare appearance at an autocross, Steve Kuhn driving "Silver"
AutoX at Candlestick photos by Howard Yao

(right) Drivers meeting with 3Com Park in the background.

(lef) Susan Angebranndt and Harold Williams enjoy their recently acquired 1973 911S.

(right) Carol Hankins, Kathleen MacArgel, and Parker Merrill goofing off in the parking lot.
**Rallye Description:**

A Time, Speed & Distance (TSD) Rallye to be run through scenic country roads. The rallye will have no intentional traps and mileage will be given to most turning points for beginners. A working odometer is a MUST and a calculator would be helpful. Rallye classes are Beginner, Novice, Expert-unequipped, and Expert-equipped.

The route covers about 90 miles and will take 3-1/2 hours to complete.

Rallye is open to all cars, not just Porsches. Registration at 9:00 A.M., Cost $10.00 per car, Driver/Navigator Meeting at 9:45 and first car out by 10:00 A.M.

**Starting Location:**

From US 101 South or US 85 South take the Bernal Road exit. Bear right at the signal onto Bernal. Turn right into Bernal Plaza Shopping Center at McDonald’s. Meet in the parking lot behind Hollywood Video.

For information: Call co-Rallyemasters Larry or Greg Adams at (650) 345-2232 or e-mail OldCarNut@aol.com
*Attention PCA Members*

Get a Chance to Join the 2001 Porsche 50-State Drive For Hope!

In August, Porsche Cars North America (PCNA) and the Porsche Club of America (PCA) will pick five PCA members to help set a world record this September by driving two Porsche 911 Turbos non stop through all 50 U.S. states.

This ARCA-sanctioned endurance-driving event, which will take place on public roads and will be conducted in accordance to all federal and state motor vehicle regulations, benefits The Hope Foundation and the Southwest Oncology Group, the largest clinical cancer trials organization in the world.

No Purchase is necessary to be included in the drawing, however, your suggested contribution of $50 to $100 will help find a cure for cancer and eradicate this disease in our lifetime.

PCNA will pay for coach fare flights to the start and end of driving leg locations.

To participate, please contact Brian Chavez at 877.884.4673 or visit The Hope Foundation Web site (www.thehopefoundation.org) and click on the "Support Hope" button to submit your entry through the organization’s secure server. Be sure to identify yourself as a PCA member.

Drawings is limited to PCA members only. Entries must be received by August 30, 2001. Winners consent to be photographed and for name and likeness to be used for publicity. The purchase of a raffle ticket is not tax deductible as a charitable contribution. Must be 21 years or older to wind and winning entries are not transferable. All rules are subject to change without notice.
**Concours Announcement** by Tom Krugman, Zone Chair

**Novice Concours Class**

Never entered a Concours before? Felt intimidated to enter your Porsche? Want to find out how your car would do before “The Real Thing”? This new program is your opportunity to enjoy, learn and expand your Porsche experience!

NOVICE CLASS entrants will be welcomed at the upcoming Diablo Region’s Blackhawk Concours on September 9th and then as a standard class at every Zone 7 Concours. Enter your car in this totally new class and program!

You will be assigned a seasoned PCA Concours judge or participant who will act as a mentor to you and your car. Your car will be evaluated and you will be given tips, hints, tricks and suggestions so that you can experience the camaraderie, competition and, yes, fun of entering a Concours d’Elegance.

You will gain the knowledge and confidences that you and your Porsche will be “concours ready” should you decide to enter a concours and be judged for points. No entry fee will be charged for Novice Class entrants. You need not be a PCA member to enter this class, just own a Porsche. You will receive a reward for your novice entry. For more details or questions, contact Tom Krugman, Zone 7 Concours Chair at 209.527.4117 or topclass356@hotmail.com.

( below) Unlike the Novice Concours Class, GGR’s very own Al Grimm, displaying his immaculate Speedster Carrera at this year’s Parade Concours. Photo by Skip Carter, San Diego Region.
The Nugget

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**AIR COOLED PORSCHE MECHANIC**

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**Porsche will Dual Webers!**
WILD-ASS GEAR HEADS
These are basically hot rodders who have chosen Porsches instead of Hemi-Cudas. The car sitting at the top of the GEARHEAD pyramid is the air-cooled Turbo. Most serious GEARHEAD cars are faster than their track-car counterparts. These cars are so highly modified that they even scare their owners. As a matter of fact, this is the ultimate goal. GEARHEADS won’t stop tweaking until their cars have taken on a “you’d better watch your ass with me” attitude. When you get close to a serious GEARHEAD car you can feel all the little hairs on your body stand on end kind of like you were part of a static electricity exhibit at Science City. If you talk to one of these guys, they invariably have a tremendous amount of respect for their cars (the ones that don’t are already dead). GEARHEADS like to talk about the time that their cars jumped up in the air and changed lanes when they grabbed fourth gear at 120 miles per hour. The cars are immaculate, except for little smears on the paint caused by hitting bugs at 150 miles per hour (on the way to the Club breakfast). GEARHEADS usually don’t show up for many of the Club events because they are too busy doing things like having their pistons ceramic-coated or installing 962 water-cooled heads and 917 rotor/caliper assemblies on their cars. When they aren’t tweaking their cars they relax by looking for roads in neighboring counties or states where they can “run her up to 180” without worrying about cops or other drivers. I like these guys, but I don’t really want to ride with them.

THE WATERBOYS
These are water-cooled Porsche owners. Although this category obviously includes 928’s, 924’s, Boxsters, and the new 911’s, I’m thinking particularly of 944’s and 968’s. They are usually a friendly lot, even though they know that the purists are always thinking, “real Porsches aren’t water-cooled”. WATERBOYS are well tolerated these days because the turbo versions of these cars are so fast and viceless on the track. If you are an air-cooled owner and you persist in tormenting a WATERBOY, he’s likely to get fed up and challenge you to a lap or two at Thunderhill. Personally, I like WATERBOYS, because they really seem to enjoy their cars and they drive them “as they were intended”. Besides, the new water-cooled Porsches are the best Porsches yet in terms of performance, and like it or not, they represent the future of the marque.

THE PORSCHE PURIST
This is the guy that would make Dr. Porsche proud. He is what I aspire to be when I grow up. He owns any model of Porsche. First and foremost, the PURIST knows that Porsches are made to be driven. His car is clean and well maintained and may have been mildly modified with upgrades such as tires, wheels, a raspy exhaust system, etc. He’s owned this car for awhile and he drives it regularly. His car will inevitably show the wear and tear of being a daily driver. It means that this car will probably never win a concours. But, over the years, his car will begin to acquire a well-worn patina, similar to the kind that you would find on that jack knife that your grandfather carried around in his pocket for 40 years. Unless you are also a PURIST, he is having more fun with his Porsche than you are - no matter what you are doing with yours.

Author Unknown.. Thanks to whomever!

Now that all the types of Porsche People types have been defined for us, does anybody want to send me nominations for GGR members which best fit each category? The members with the most votes will be honored in this prestigious publication! Editor
Another win for the Bauer Team 1996 SCCA Champions in GT2 and Prepared Endurance

Porsche Race Car Rentals for Porsche Club, SCCA or NASA events
2 Porsche 944 ITS trim, 1 Porsche 914-6 GT2 trim, 1 ’89 Porsche 944 Turbo World Challenge

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CALL TO ORDER
The meeting was called to order at 7:05 at Round Table Pizza
Mountain View, California. Board members present were Larry Sharp,
James Ohl, Louise Sousoures, Cherie Kuhn, Bob Gardner, Sharon Neidel,
Karen Neidel, Nugget Editor Howard Yao, and Webmeister Susan
Angebranndt. Marianne Gardner, Jean Ohl, Gene & Patricia Kindred, Steve
Kuhn, John Seidell, Andrew Forrest, Herman Von Drateltn, Kevin Webster,
Masuo Robinson and several other members were also present.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of JUNE, 2001 were
unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. Friday night social was well attended.
2. GGR autocross at Marina was well attended. Jim Bauman’s first
course design.
3. Reno Zone event was well attended, 60 to 80 cars per day.
4. 2001 Parade was successful; Terry Zaccone won trip to Germany.
   Tom and Sandy Provasi took TTOD and TTODL at the autocross.

C. DIRECTORS REPORTS

PRESIDENT, Larry Sharp
1. Call into Tim Fleming about young driver program. Some issues
   still remain unanswered, but are being worked on at the national
   level.

VICE PRESIDENT, James Ohl
1. Calendar Changes: August Time Trial is in conflict with Adopt-a-
   Hwy, so Adopt-a-Hwy has been cancelled for August.
2. Passed out flyers for 2001 Porsche 50-state drive for Hope.

TREASURER, Sharon Neidel
1. Treasurer’s report submitted.
2. Motion to accept Carlsen concours budget approved
   unanimously.
3. Motion to accept Treasurer’s report unanimously approved.
4. Goodie Store will be moved to Bob Peterson from Kristi Soo Hoo,
   motion to have him take over, approved unanimously.

MEMBERSHIP, Cherie Kuhn
1. There were 24 new members this month, 3 transfers in, 4
   transfers out; motion to accept New Members was accepted
   unanimously.
2. Roster—we will announce in Nugget that roster will be published
   to allow members in region to contact Membership Director for
   exclusion from roster.
3. Membership has contacted a few advertisers to help defray costs
   for the publication. We will print approximately 300, will be free
   to the membership when printed.
4. Discussion regarding new member social. Nugget Editor,
   Secretary and Membership Director will meet to discuss.
COMPETITION, Bob Gardner
1. Regarding rule changes, Competition director has been going through rulebook and several changes need to be made. Will write abbreviated article in Nugget, which will outline the changes, full text to be posted on GGR web site before open meeting in August.
2. Boxster rules: roll bar extension. One place in the rulebook classifies the Boxster as an open car but we can run with Brey-Kraus conversion. Competition informed the board that SCCA, effective 2003, Boxsters must run with hard top. Suggestion was raised to give owners an option, use roll bar w/hardtop or run as open car and comply with full roll bar rule. Discussion ensued; the Board will defer to the rules committee, which will meet in August.

SECRETARY, Louise Sousoures
1. Need check for storage locker, will pay six months in advance.

SOCIAL, Karen Neidel
1. Nominating committee has been chosen. Marianne Gardner, Jean Ohl, Steve Kuhn, Gene Kindred; unanimously approved.
2. Nugget arrived on Mon, June 24, mailed out next day.

NUGGET EDITOR, Howard Yao
1. Suggestion to set up a FedEx account for Nugget to facilitate sending each month, approved.

WEBMEISTER, Susan Angebranndt
1. Webmeister put concours rules on web site and changed the list provider.

D. OLD BUSINESS
1. Action items: Budge to be submitted.

E. NEW BUSINESS
1. Adopt-A-Hwy was discussed as our contract is coming up for renewal. There has been minimal participation and the August date has been cancelled, due to conflict with Time Trial. Do we want to continue next year? Discussion ensued regarding continuing for another year. Board will let participants decide whether to continue and inform us at a later date.
2. Membership director from Sacramento Valley Region inquired about procuring Zone 7 badges.
3. Competition received email from Tim Fleming re: discount tickets for ALMS at Sears Point July 21 and 22.

ADJOURNEMENT
There being no further business to come before the Board, a motion to adjourn was approved at 8:20 PM. The next Board of Directors meeting will be held at Larry Sharp’s residence. Call Larry at 925.371.2258 to add items to agenda.
## Members

**Cherie Kuhn, Membership**

<table>
<thead>
<tr>
<th>Official Count</th>
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<tbody>
<tr>
<td>New Members: 24</td>
</tr>
<tr>
<td>Transfers In: 3</td>
</tr>
<tr>
<td>Transfers Out: 4</td>
</tr>
<tr>
<td>Total Membership: 1747</td>
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### New Members:

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<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Year</th>
<th>Model</th>
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<tbody>
<tr>
<td>Joe &amp; Jennifer Burch</td>
<td>Morgan Hill</td>
<td>1978</td>
<td>930</td>
</tr>
<tr>
<td>Jon &amp; Bill Burgis</td>
<td>San Francisco</td>
<td>1978</td>
<td>911SC</td>
</tr>
<tr>
<td>Richard J Campione</td>
<td>Mountain View</td>
<td>1996</td>
<td>993</td>
</tr>
<tr>
<td>Brian J &amp; Audra Daniels</td>
<td>La Honda</td>
<td>1986</td>
<td>944</td>
</tr>
<tr>
<td>Richard &amp; Rhonda De Millo</td>
<td>San Jose</td>
<td>2001</td>
<td>Boxster</td>
</tr>
<tr>
<td>Olivier Delerm</td>
<td>San Francisco</td>
<td>1996</td>
<td>993</td>
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<tr>
<td>Tom R &amp; Ellyn Dooley</td>
<td>San Carlos</td>
<td>1972</td>
<td>911</td>
</tr>
<tr>
<td>Randall Fetterman</td>
<td>Sunnyvale</td>
<td>1983</td>
<td>911SC</td>
</tr>
<tr>
<td>Tony Ghanma</td>
<td>San Jose</td>
<td>2001</td>
<td>996</td>
</tr>
<tr>
<td>Karl Glynn &amp; Eva Smith</td>
<td>Burlingame</td>
<td>1991</td>
<td>944</td>
</tr>
<tr>
<td>Keith Kostad</td>
<td>San Jose</td>
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<tr>
<td>Jim Lane</td>
<td>Los Gatos</td>
<td>1987</td>
<td>924S</td>
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<tr>
<td>Kristin Lester</td>
<td>San Francisco</td>
<td>1970</td>
<td>911</td>
</tr>
<tr>
<td>Raymond Ma &amp; Gloria Chu</td>
<td>San Francisco</td>
<td>1998</td>
<td>Boxster</td>
</tr>
<tr>
<td>Doug &amp; Shawn Mac Kenzie</td>
<td>Palo Alto</td>
<td>2001</td>
<td>996</td>
</tr>
<tr>
<td>Mahender Macha</td>
<td>Mountain View</td>
<td>1988</td>
<td>944</td>
</tr>
<tr>
<td>Edward &amp; Joannine Martinez</td>
<td>Mountain View</td>
<td>1982</td>
<td>911SC</td>
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<td>Roger E &amp; Candace Meade</td>
<td>Saratoga</td>
<td>2001</td>
<td>996</td>
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<tr>
<td>Ho Nam</td>
<td>San Francisco</td>
<td>1985</td>
<td>911</td>
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<tr>
<td>Bruce Pachter</td>
<td>Oakland</td>
<td>1990</td>
<td>944</td>
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<tr>
<td>Nicholas P Sands</td>
<td>Menlo Park</td>
<td>n/a</td>
<td></td>
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<tr>
<td>John Stewart</td>
<td>Saratoga</td>
<td>1985</td>
<td>911</td>
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<tr>
<td>Darryl Tjaden</td>
<td>Saratoga</td>
<td>2000</td>
<td>Boxster</td>
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<tr>
<td>George Y Young</td>
<td>Belmont</td>
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### Transfers In:

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<th>Year</th>
<th>Model</th>
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<tbody>
<tr>
<td>Mark &amp; Rebecca Spindler</td>
<td>Union City</td>
<td>2000</td>
<td>996</td>
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<tr>
<td>David &amp; Deb Standridge</td>
<td>Los Angeles</td>
<td>1996</td>
<td>911Turbo</td>
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<tr>
<td>Corey &amp; Dorinda Wong</td>
<td>Pleasanton</td>
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### Transfers Out:

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<tr>
<td>Kenneth D &amp; Laura Lee Bailey</td>
<td>Carmel-By-The-Sea</td>
<td>1957</td>
<td>356A</td>
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<tr>
<td>Robert &amp; Pilar Herrera</td>
<td>Corrales</td>
<td>1070</td>
<td>924</td>
</tr>
<tr>
<td>Daryl C &amp; Danielle Jackson</td>
<td>Simsbury</td>
<td>1992</td>
<td>911</td>
</tr>
<tr>
<td>Brooke &amp; Allison Thomasser</td>
<td>Hood River</td>
<td>1986</td>
<td>911</td>
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### 41st Anniversary:

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<tbody>
<tr>
<td>O.R. &amp; Ruth Garretson</td>
<td>Sonora</td>
<td>1959</td>
<td>356A</td>
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### 36th Anniversary:

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<tbody>
<tr>
<td>David &amp; Helen King</td>
<td>San Martin</td>
<td>1965</td>
<td>356C</td>
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### 34th Anniversary:

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<tbody>
<tr>
<td>Carole Butcher</td>
<td>Campbell</td>
<td>1987</td>
<td>911 Carrera</td>
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August 2001
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<th>Location</th>
<th>Year</th>
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<td>32nd</td>
<td>Corey &amp; Marie Mc Mills</td>
<td></td>
<td>Woodside</td>
<td>1971</td>
<td>914</td>
</tr>
<tr>
<td></td>
<td>James &amp; Linda La Marre</td>
<td></td>
<td>Castro Valley</td>
<td>1969</td>
<td>912</td>
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<tr>
<td>31st</td>
<td>Robert &amp; Earlyne Mund</td>
<td></td>
<td>Portola Valley</td>
<td>1965</td>
<td>356C</td>
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<td>30th</td>
<td>George &amp; Laura Crabb</td>
<td></td>
<td>Santa Clara</td>
<td>1967</td>
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<td></td>
<td>Albert &amp; Elizabeth Kasch</td>
<td></td>
<td>San Mateo</td>
<td>1957</td>
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<tr>
<td>29th</td>
<td>David &amp; Kathleen Sablan</td>
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<td>Portland</td>
<td>1957</td>
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<td>Grover Hartman &amp; Lyn Yules</td>
<td></td>
<td>San Jose</td>
<td>1974</td>
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<td>28th</td>
<td>Will Haible</td>
<td></td>
<td>Berkeley</td>
<td>1967</td>
<td>911</td>
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<td>26th</td>
<td>Steve Ponciroli &amp; Danielle Repovich</td>
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<td>Sunnyvale</td>
<td>1972</td>
<td>911T</td>
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<td>20th</td>
<td>Michael &amp; Nicholas Becker</td>
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<td>Gary Griffiths</td>
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<td>San Jose</td>
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<td>1984</td>
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<tr>
<td></td>
<td>T Otis Paul MD &amp; E Ann Myers MD</td>
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<td>1999</td>
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<td>Susan Burnett</td>
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<td>Los Gatos</td>
<td>1960</td>
<td>356B</td>
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<td>5th</td>
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<td>Brentwood</td>
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<td>Richard Schlosberg III</td>
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<td>Los Altos Hills</td>
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<td>Los Altos Hills</td>
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<td>Brad &amp; Cora Davidson</td>
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<td>Sean &amp; Stacey Lannan</td>
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<td>Cupertino</td>
<td>1984</td>
<td>911 Carrera</td>
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<tr>
<td></td>
<td>David &amp; Karen Backer</td>
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<td>Palo Alto</td>
<td>1995</td>
<td>993</td>
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<td>James &amp; Shirley Bradford</td>
<td></td>
<td>San Jose</td>
<td>1967</td>
<td>912</td>
</tr>
</tbody>
</table>

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**PORSCHEs FOR SALE**

**1972 911S Coupe.** Silver w/ blk int. 65k mi, almost original, engine upgrades, one owner. $25,000 obo. Contact Lou Beckwith by appt. Sat. only. 650.851.0862

**1996 Carrera 4S.** Silver w/ blk int. 24k mi, factory sports seats, over $8000 in options. Flawless example, never raced. $67,500. Contact Don Pulver at 925.945.1012 or dpulver@amvescap.com

**1979 930.** Blk/blk. 15k orig mi. Concours winner in 2000, all orig except chain tensioners. Finned oil cooler, H4 lamps. One of last 50 to be sold in US. Comes w/ dash plaque and cert. w/ Dr. Porsche's orig signature. $38,500 obo. Contact Richard Azar, Portland, OR. 503.698.5651 or 503.652.3350 x4245.

**1998 Boxster.** Silver w/ red int. 24k mi, many options. Garageed at home, covered at work. All papers, absolutely no dings or scratches. New tires, recent 30k service. Asking $37,000. Contact Rob Hastings at rhastings@tahoenetworks.com

**1973 914.** 2.0L w/ dual Weber 44s, 19mm mst cyl, 195/50 P700s, new clutch, 5pt harness, Bursch, Crane Hi-6 ignition, PS91 coil, rear fender flares, needs some TLC, must sell, first $2,500 takes it. Contact Doug Wood at 408.227.8171 or dogwood1@mac.com

**1969 911/912 Time Trial Car.** 912 Chassis w/ 911 conversion by Garretson's. 2.2L engine w/ 40 IDA Webers, 915 trans, RSR flywheel, suspension by Dwight Mitchell, adj spring plates, full roll cage, maint by GD Racing, no rust, never bent. Burgundy w/ blk int, excl cond, streetable. $12,500 obo. Contact Gary Apotheker at 415.468.2729 or greyfox@value.net

**1966 912 Coupe.** All orig, stored for 11 yrs, 300 mi on engine rebuild. Straight car, tired int and ext. $5,800 obo. Contact Gary Apotheker 415.468.2729 or greyfox@value.net

**1983 911SC Cabriolet.** Upgraded '85 Carrera 3.2L engine. Excl street/track car. Chip, 23/30 mm torsion bars, 22mm adj sways, carbon fiber fr/rr spoilers, upgraded brakes, extra BBS comp. wheels, roll bar. $17,500. Contact Ron Rogers at 415.904.5677 or rwr@ziplip.com

**1984 911 Carrera.** Burgundy w/ full lthr int. 88k mi, excl body cond. Very well maint, A/C, sunroof, fresh Dunlops. Includes bra, fitted car cover. Owned since '92 w/ all records. $17,500 obo. Contact Diane at 408.243.9835.

**1983 944.** Time Trail prepared (Cp). Autopower cage, Welt. springs & swaybars, Koni sports, 26mm torsion bars. Looks nice, fast, fun, reliable. $4,000 includes rebuilt 944T transaxle. Maint. & track support negotiable. Contact Steve Casaletto at 650.967.5151 or mrfixitman@earthlink.com

**1975 914.** Roller, CA car, no rust, complete. Valve seats fallen out of heads. All emissions equip intact. Recent cat. converter. Rebuilt trans. $2000 obo. Contact Mark or Frank at 925.778.1778 or airmex@home.com

**1974 Carrera Targa.** #47 of 247. Signal orange/blk int. 108k orig mi, new rotors & SS lines. New Bilsteins, 16" Fuchs w/ RE71s. Runs strong & cool. $18,500 obo. Contact Hon Hui at hhui@etrade.com

**1970 911T Targa.** Yellow/blk. Recently retired daily driver. 90k on strong eng, overhauled to 'S' specs w/ Solex cams, Weber 40s, Konis. 50k on trans converted from Sporto to 5spd. All records & manual. $10,500. Contact Eve Davidson at 831.429.1530.

**2000 Boxster.** Speed yellow/blk int. Hardtop, 18" opt. wheels w/ new Pilot Sports. 24k mi, maint. by Dean McCrary Imports, garaged, pampered. Asking $46,000. Contact Jack McDermid at 228.255.4043

**1990 928S4.** Linen metallic/linen leather. Auto, sunroof, ABS, limited slip, 17" polished alloys, CA car, excl cond, garaged, records, 85k mi. $21,500. Contact Ken Rinehart at 408.978.5945

**1989 911 Carrera C4.** Baltic blue/cream leather. 59k mi, perfect cond, fully loaded, always garaged. A/C, Sunroof. $29,000. Contact Hassan at 650.868.0901 or hparsa@yahoo.com

**1999 Boxster.** Red/blk int. 20k mi, 2.5 yr warranty left. New tires, heated seats, 6 CD changer, hardtop w/ roll cart & cover. $41,500 obo. Contact Doug Fisher at 925.837.9040 or dack@ncal.verio.com

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**Marketplace**

**1984 911 Carrera.** Burgundy w/ full lthr int. 88k mi, excl body cond. Very well maint, A/C, sunroof, fresh Dunlops. Includes bra, fitted car cover. Owned since '92 w/ all records. $17,500 obo. Contact Diane at 408.243.9835.

**1983 944.** Time Trail prepared (Cp). Autopower cage, Welt. springs & swaybars, Koni sports, 26mm torsion bars. Looks nice, fast, fun, reliable. $4,000 includes rebuilt 944T transaxle. Maint. & track support negotiable. Contact Steve Casaletto at 650.967.5151 or mrfixitman@earthlink.com

**1975 914.** Roller, CA car, no rust, complete. Valve seats fallen out of heads. All emissions equip intact. Recent cat. converter. Rebuilt trans. $2000 obo. Contact Mark or Frank at 925.778.1778 or airmex@home.com

**1974 Carrera Targa.** #47 of 247. Signal orange/blk int. 108k orig mi, new rotors & SS lines. New Bilsteins, 16" Fuchs w/ RE71s. Runs strong & cool. $18,500 obo. Contact Hon Hui at hhui@etrade.com

**1970 911T Targa.** Yellow/blk. Recently retired daily driver. 90k on strong eng, overhauled to 'S' specs w/ Solex cams, Weber 40s, Konis. 50k on trans converted from Sporto to 5spd. All records & manual. $10,500. Contact Eve Davidson at 831.429.1530.

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Marketplace

1969 911E Race Car. 2.2 MFI engine, Quaife,
RSR fr spoiler w/ oil cooler, Welt swaybars, Ig
torsion bars, Momo wheel & seats, roll bar,
fiberglass tail & valence. Suspension by
Autosport Tech. Handles great. Contact Kirk
at 925.842.1346 or kedo@chevron.com

1970 914-6. Colorado red/blk int. Carrera
brakes, Bursch, Cardex, 73k mi, strong en-
gine. Contact Barbara at 925.684.2199 or
siralex@mindspring.com

1996 993 Targa. Arctic silver/blk lthr. 32k
mi, pwr seats. Excl cond, not track or any dam-
age. $54,500 obo. Contact Will at
408.394.9377 or fujikomine@hotmail.com

1993 911 RS America. Full race set up, cage,
fuel cell, race seats, spare wheels & tires. Never
wrecked. $39,000 for car, $5,000 for TP
trailer, or $42,000 for both. Visit http://
mail.gallen.com for photos. Contact
nancy@gallen.com

1995 993. M40 Shocks, Eibach Springs,
Weltm Chip & Strut Brace. A/C, Power str/win-
dows. CD Stereo, Sunroof, 17" Cup Wheels,
113k mi. $34,900. Contact Mike Jennings at
408.591.8466 or mike_d_jennings@yahoo.com

1987 911 Targa. Silver/blk int. Very nice,
125k mi, 1,000 mi on Pirelli P6000s. $15,500
obo. Contact Ken at khensley@home.com

1974 914-6 GT3R/Z Race Car. Fresh 3.4L
twin plug & fresh 915 trans. Extra set wheels,
extensive list of mods to open top car. Jerry
Woods motor w/ 325 hp in an 1830 lb car.
Asking $40,000 obo, open trailer included. Se-
rious inquiries only, please. Contact Lloyd at
ljdemartini@hotmail.com

1976 911S/SC. Metallic Copper/white leather.
Excl cond, 75k mi on rebuilt '78 SC motor by
Sportech. Track/street, Ferodo pads, SSI,
Monty, 2 sets Fuchs, oil cooler, lowered, bal-
anced, 2nd owner. $15,000. Contact Ken at
650.619.0496 or ken@corpdevpar.com

1971 911S Targa. Silve/blk, #'s match, very
easy 98+pt. resto car. 131K mi, zero upgrades.
Orig dash, no cracks, factory bucket seats. Orig
manual & tool kit. CA car, never raced. 29+
year GGR member. $19,500 obo. Contact Bob
at 650.345.7353.

1973 911 Parts. Engine 2.4T rebuilt to 2.7
w/ CIS, 25k mi, $4,500. 911S exterior pack-
age, fr mtl bumper, rocker panels & trim, $450.
Complete brown interior, 4 seats & panels $400.

PARTS & MISC

993 Twin Turbo Tail. Carbon fiber, Polar Sil-
ver. $450 obo. Contact David Pritchard at
650.799.9268

930 3.3L Turbo Motor & Transmission. Excl
cond, 78k mi, recent rebuild, 150 compression
all cyl, aftermarket headers, muffler, turbo. 340
hp. Trans 4 sp, 78k mi, Swepco, no grinds. Make
offer, will sell separately. Contact Keith Ray at
408.799.9789 or yargk@pacbell.net

Excellence Magazine. Issue #1 (Jan 87)-#95
(Aug 00). Also, many 911 Books & videos. Make
offer. Email Bob at robert.gilbert@usa.net for
complete titles.

Road & Track. Collection from 1958-2000 in
good to excl cond. Buyer must pick up. $800
obo. Contact Llew Kinst at 650.903.4880 or
llew@autograph.net

914 Spoiler. GT Racing 914 RSR front spoiler.
New in box. White gel coat. Has large oil cooler
opening w/ grill & brake ducts. $150. Contact
Gene Kindred at 408.517.6878.

TT Equip. Autopower rollbar for 69-89 911
Coupe, $175. Race suit, one piece, Nomex, M/
L, $75. 911 front fender oil cooler kit, Mocal,
$200. Contact Harold at harold@dino.com

911 OE Muffler. 1965-73 excl. cond $100. Contact Wayne
Graner at 707.838.2504

911 C2/C4 (964) Parts. B&B primary muf-
fler bypass $165. MSDS cone air filter $55. H5
headlights $90. Motor mounts $75/pr. Carrera
RS trans mount $45. C2 90/91 new rear brake
pads $25 and much more. Contact Richard
Gannon at 408.984.3615.

914 2.0 Engine, disassembled & clean, Euro
P/C, Webcam 73, HP lifters, new flywheel,
clutch, D-jet. $1,500 with exchange, $2,500
w/ exchange, installed. Contact Larry Moeller
at 408.848.4787 or lmoeller@gavilian.cc.ca.us

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age, fr mtl bumper, rocker panels & trim, $450.
Complete brown interior, 4 seats & panels $400.
Fiberglass ducktail $100. 4 15x6 Fuchs w/ Yokos, $400. 2.4S Pistons & Cyl, make offer. Contact Arturo Bejar at 408.349.5032 or carrerars911@yahoo.com

**Fuch Alloys.** 2-9x16 for 911 rear $800. 2-8x16 for '86 944 Turbo rear $700. **Camshafts.** 3.0 SC with rods $600. 2.7 911 10/10 & magnafuxed $350. Contact Ken Mack at 408.268.4369 or kennethmack@earthlink.net

**993/996 Wheels.** Polished factory hollow spoke turbo wheels. 2-8x18 and 2-10x18. Two sets, one w/ Hoosiers & one P Zeros, $2,400 for each set. **914-6 Wheels,** 4-5.5x14 Fuchs w/ Michelin MXV, straight & true, $450 for set. Call Jim Thompson at 408.267.5320

**Autopower Roll Bar.** Chro-moly 2" bolt w/ removable cross brace. Fits 911 Targa. Like new. $250. Contact Gary at 831.454.0308 or griffithsg@santacruzpl.org

**993 Factory Cup Wheels.** 7x17 & 9x17. Fits 993/964 narrowbody, 993 widebody w/ spacers. Incl Pilot MXX3 tires. $1,000. Contact Mark at 408.395.4615 or mdadar@handspring.com

**911 Seats.** Blk vinyl from '84 Carrera. Very good cond, slight tear in seam on d-side. $100 for pair. Contact Ron or Sue at 408.246.5851.

**Wheels/Tires.** 4 Potenza HP41 (195-60/15) on 4 bolt 8 spoke Enkei wheels. Outside polished inside painted black. Very low miles $500. 6 Enkei 4 bolt wheels, polished w/ blk centers, excl cond $450. Contact Randal at 916.712.5771 or randalbarrick@msn.com

**1977 911 Parts.** Thermo reactor bypass headers $50. Bursch dual inlet exhaust for 2.7 $150. Manual window regulator $20 pair. Contact Steve at 510.710.2869 or stevey88 @earthlink.net

**1914 Parts.** Harness bar, used w/ rollbar, $60. 73/74 factory muffler (near new), $200. 914/ 6 Bilsteins, adj, $100. Fr/rr valence, $75 ea. Center console w/ 3 gauges, ltr shift boot & heater lever, $170. All prices OBO, contact Sergio Meza at 925.833.8545.

**1998 Trailex 22' Trailer.** Aluminum & enclosed. Only used 3 times, 158" awning, tire rack, alum. wheels w/ spare. $12,800. Contact Ben McGraw at rwblue911@cs.com

**Subwoofer box for 911/930.** Sit on folded rear seats, with 2 8" speakers, factory vinyl finish. Make me an offer. Marcus Sucro at 408.743.9463 or msucro@aol.com

**911 Parts.** Momo Apache steering wh & hub, $150. '73 fr bumper $100, '73 steering wh, $75, '73 Boge struts & calipers, $175, Alloy "S" calipers $300, and misc interior. Contact Ken at 510.522.8004.

**RE-71s,** set of 225/50ZR15 & 205/50ZR15, about 3 years old. $200 obo, contact Marco Sucro at 408.743.9463 or msucro@aol.com

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**Marketplace**

**Pit Tootsie/Support Staff** for track events. Previous crew (family) too busy. Travel to exotic destinations like Buttonwillow and Thunderhill. Fully equipped motor home w/ fine wine & chocolates. Limited duties, keep driver fed & hydrated. Ability to bleed brakes & change tires a plus. Applicants need to pass final interview w/ previous crew chief (wife). Direct inquiries to Chris Murray at drchrism@hotmail.com

**8x16 Fuchs.** Need one pair in good cond. Willing to pay $550, depending on cond. Contact Robert at 510.928.8401 or robs928@hotmail.com

**1969-73 911.** Good to Excl Cond overall. Must be rust free. Prefer coupe but a great Targa would be considered. Must have clear DMV title, no junkers! Contact Dan Thompson at docdanracy@aol.com

**Parts for '88 944 Turbo S.** Burgundy carpet set, weatherstripping, pas. floorboard, exh tip. Like new cond. only. Contact Jon Wactor at 510.530.8635 or jwactor@earthlink.net

**Classifieds** - Sell or find Porsche products and paraphernalia. Send or e-mail your ad to the Editor before the 10th of the month to be published the following month. Include your PCA membership number or include a check for $10 per ad, payable to PCA-GGR. Ads will run as space permits. Ads may be edited or rejected at the discretion of the Editor. Please inform us if items have sold or ad needs to be revised.
It could happen on 280, 680, 101, or at Sears Point. It matters not to us. The important issue is that your car leaves our shop as good as new or better. From bent fenders to concours preperation and paint we consider your car to be a piece of art and thats how we treat it. We love what we do and it shows. Give us a call, whenever, from wherever.

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