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Cover: A rare treat, a gorgeous 968 at the Dublin Autocross, actually there were three present.

The opinions are those of the authors and does not necessarily represent those of the Golden Gate Region PCA. The Editor reserves the right to edit all contributions.
I sat off to the side during the slide show at the Le Mans Dinner at Cedar Mountain Winery last month. It was such a great pleasure to be able to watch all these old friends get together and talk about their adventures from many years past.

It came to me that during our time with the Golden Gate Region, K.C. and I have collected a ton of stories and adventures as well. The newer members probably sit around and wonder where all these stories come from and if they really are true. Every person I know who has been to one of the Club Tours or other activities can attest that there always seems to be something odd that happens that you’re going to remember some time in the future.

Ask most any old time member whom time trials if they know about Art Seeger taking the Pole at Laguna Seca or why there is a pond called Seeger’s Lake at Buttonwillow. The story of a group of us traveling up to Portland for Rainbonnet and breaking some cars and driving a race car home... they are all true.

So we all enjoy the cars we drive and have a passion for them, but the Club seems to become centered on the people we spend time with and our adventures we experience together. I urge any of you who have yet to participate in a club event, please pick one of our Concours/Swap Meets or Tours to come out and see what goes on. Or maybe just visit an Autocross or Time Trial. Your life might become a little bit more than it was before and you could meet some really outstanding people. I hope to see you there.
I had a pretty embarrassing moment the other week. After my interview with Roger Kraus (p. 8), I thought I would pick his brain regarding what I can do for my 911 (to compensate for poor driving). As we were poking around the suspension and tires, Roger points out a HUGE flat spot on my front tire. OOPS. Here I am with the guru of tires, talking about all kinds of advanced racing topics, and I didn’t even know that I had a big flat spot on my tire!

I had some spare time on my hand recently, so I was able to spend a good amount of time with Brian Carleton (p. 15). As you will read, he’s lived quite an exciting life so far. Things have mellowed out a bit for Brian, but cruising around in a C4S and playing golf isn’t too bad either. The stories that he shared with me really convey the strong friendships that were made through our club. I think that’s exactly what Larry is talking about (you did read his article before this one, right?).

After I bought my 911, I immediately joined the PCA – because I finally could. For the first year, I didn’t do anything, except browse through the Nugget every month. Then I received an invite for a new members tour in Napa. So Marina, Opus, and I hopped in the 911 and off we went. That day, I met some people like Ken Shahoian, Jeff Sykes, and new member named Rob Herrera. I still remember driving through the mountain roads, in a line of about 40 Porsches! It was thrilling and I felt a strong sense of unity. Poor Opus didn’t fare so well in the mountains, he got car sick. Overall, it was a great first event.

The second event I attended was the Autocross School (you know, the one with all the rain). That was the clincher, I was hooked! That day I had a few good instructors: Lloyd & Pattie DeMartini, John Seidell, and Harold Williams – all people that I would end up seeing a lot more in the future. So I started autocrossing.

One month, the cover of the Nugget read “Nugget Editor Needed.” I didn’t pay much attention. When it showed up for the second month, it caught my attention. I thought it was a wacky idea, but I talked to Marina about it. Everything seemed fine, so I gave Clinton Wong a call. “Oh yeah, it’s a lot of fun and it takes about 3 hours a month” said Clinton. Let me put this on the record: That was one of the biggest lies ever told! But Clinton was right about it being fun.

So almost a year later, I’m thinking about what kind of impact the PCA has had on my life. Let me assure you, it’s been a tremendous change – and for the better. When it comes down to it, it’s a great group of friends, thoroughly enjoying their Porsches. In the club, there is never a shortage of interesting people to meet. When I take photos at our autocrosses, I just wander aimlessly around the course and talk to anybody that I come across. It’s not a bad way to meet people, I highly recommend it.
The GGR/STRASSE 2001 Autocross Series

Thanks to all who helped out at the May 6 autocross in Dublin. Thanks to Bob Gardner who designed the challenging course. Thanks to all who helped out early and thanks to the group that helped clean up. They were all smiling as they had 2 or 3 fun runs at the end of the day.

The remaining autocross schedule for the season (after many revisions) is as follows:

#3 Sunday June 17 at Marina
#4 Saturday July 14 at 3Com Park (aka Candlestick).
#5 Saturday August 11 at Marina (Zone Event), LPR runs Sunday
#6 Saturday September 1 at Dublin (charity event)
#7 Saturday November 3 at Dublin (under the lights??)

Note that July 14 will be the return of GGR to the Candlestick parking lot. It will cost each entrant $30 instead of the usual $25 as their rental fee is very high. The good thing is that we will get to run cars from 9 AM until 7 PM. The day will be run as an Enduro. The laps during the day will be for practice only and then late in the day everyone will get a total time from 3 or 4 laps run at once. There will be an opportunity for people to run timed runs around noon if they have to leave for the day. It should be fun and it is a good idea to try something new.

NOTE: New members and members who have never autocrossed, you do NOT need to attend an autocross school in order to participate in an autocross. Show up around 7:30 AM to register, pay $25, sign up to work, get your car teched, and then walk the course. At the driver’s meeting at 8:40 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, which will really open your eyes to the fun of autocrossing. All of the instructors are helpful, nice people. They want to help you learn. The day ends around 5 PM.

From 7:30 to 8:30 the tech crew will be going around and checking the cars. While you are out on a course walk, please leave your timing card on the dash and have the cars cleaned out and ready to go. Have your helmet on the passenger seat, and the trunk and engine lid released. (In other words do not lock your car and set the alarm!) This will help get us ready to send out the first car at 9 AM. Bring some food, water, sunscreen, a hat, and your helmet (GGR has loaner helmets available).

Coming up on Sunday June 17 #3 at Marina. It is a large area, which means some higher speeds. You should also 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. Remember to call the GGR Autocross Series Sponsor: Gabe and Robin at STRASSE for all of your Porsche parts and accessories needs. Their number is 877-944-9911. Tell them that you autocross with GGR and thanks for sponsoring the series!!!! Please patronize our sponsor and Nugget advertisers!!!

Some good news: no green 912s have been sighted autocrossing. Some bad news: a rumor is out that a maroon 912 is going to autocross and try to terrorize all 914s.
Rich Bontempi’s

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Roger Kraus is always at the race track. Between SCCA Regional and National Events, The American Le Mans Series, NASCAR, NASPORT, NHRA Drag Racing, and other events, his weekends are booked. Except for this one.

Roger was nice enough to have me over at his shop in Castro Valley on one of those beautiful and precious Saturday mornings that he rarely has off. His shop consists of two buildings, one has offices and a couple mechanic stalls. The nondescript building in the back is where all the tires are. In between the two buildings is where he parks his big trucks that drive from race to race. From the front of the building, it’s a very low key setting, but when you get inside, you realize that this is an impressive operation.

It all started in 1972 when Roger began going to the SCCA tracks as a Goodyear tire distributor. Since then, the business has steadily grown and he now carries just about every brand of racing tire, in just about every size. Have you ever seen the rear tires of a top fuel drag racer? Well, they fit on a 16” wheel, the tire is 36” wide and 17” tall. How long do they last? About 3-5 runs, so you basically get one full mile out of a set of these tires. The interesting thing about these massive tires is that the construction is so thin and light, that they cave in under their own weight.

Room after room of tires, tiny tires, slick tires, rain tires, motorcycle tires, all stacked up to the ceiling. Why does he need so many tires? Here’s a little perspective. On some weekends, Roger will sell over 400 tires! How is that possible, I’ve had my tires for an entire autocross season and they’re still going strong. Well, the difference between your average PCA member and a professional racing team is money and consistency. When a professional team takes a car out for a few laps, adjustments are often made to the suspension. New tires are put on every session, so the change in lap times can be isolated to the adjustments. The tires become a baseline for all the other variables in the car.

“Now onto suspensions, Roger, what can you tell me?” At this moment, the interview transformed into something that was totally unexpected. He goes over to his laptop computer and starts looking through his files. He
pulls up a series of complex spreadsheet files. What we have here are spreadsheets that are specific to each model of race car that he has worked on. We used a spreadsheet for a 944 Turbo for example. You can enter camber settings, spring rates, aerodynamic downforces, wheel rates, track width, wheelbase, wheel sizes, center of gravity… and each variable change will influence all the other information.

After our brief stint on the laptop, Roger pulls out a few boxes of documents. The pages are filled with diagrams and charts, showing things such as: effects of camber on G force, slip angle and its influence on vehicle balance, tire temperature samples, suspension frequency, suspension geometries… At this point I feel like Gerald Ford getting a monetary policy briefing from Alan Greenspan, my eyes are glazed over and my head is spinning. Fascinating, yet really complex stuff.

OK, lets talk about suspension in a way that most GGR members can relate. “Roger, what’s your take on torsion bar (early 911s) vs. coil over (late 911s) suspensions?” Basically, it’s a compromise (yeah, like what in life isn’t!). Torsion bars are good because it is a relatively simple and robust system with a linear spring rate for consistent behavior. Ease of adjustability is one of its main drawbacks. Coil spring suspensions are good because they are extremely fast & easy to adjust, even though they have a non-linear spring rate. For racing, cars have to be tuned for a wide range of track designs, thus the popularity of coil over suspensions. Settings can be fine-tuned immediately. I guess the other alternative is to drive around with a truck full of various sized torsion bars!

We also talked about suspension bushings for a bit. Hard racing bushings are known to be noisy, but Roger has developed a way to install them while eliminating the noise factor. I don’t want to blow his secret, but lets just say it involves some advanced lubricants and some machining equipment.

Through our interview, Roger came across as a very precise and meticulous person with a lot of racing experience. More importantly, he has all the hard data to back up his claims. Good thing I didn’t have any money that morning, because if I had $2,000 in my pocket, it would have been in Roger’s pocket at the end of the interview, and I would have had an even better handling car.
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For more information, contact Jean Ohl at 650.341.9020
### June

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<th>Event</th>
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<tbody>
<tr>
<td>2 Saturday</td>
<td><strong>GGR Adopt-a-Highway</strong>. Contact Jean Ohl at 650.341.9020</td>
</tr>
<tr>
<td>2-3 Weekend</td>
<td><strong>Zone 7 Autocross #1</strong> hosted by SVR and <strong>Zone 7 Autocross #2</strong> hosted by YR at Mather.</td>
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<tr>
<td>7 Thursday</td>
<td><strong>GGR Board Meeting</strong> hosted by Howard Yao in Millbrae, 7:00 pm. Contact Howard at 415.350.8914 or 650.652.5775.</td>
</tr>
<tr>
<td>8 Friday</td>
<td><strong>Thank God It’s Porsche Friday</strong> at Round Table Pizza, 157 E. El Camino Real (at Grant Avenue), Mountain View. Karen Neidel 408.225.5356</td>
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<tr>
<td>10 Sunday</td>
<td><strong>Zone 7 Concours #3 &amp; Swap Meet</strong> hosted by LPR at Parts Heaven</td>
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<td>10 Sunday</td>
<td><strong>RR Autocross</strong> at Petaluma Fairgrounds</td>
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<tr>
<td>17 Sunday</td>
<td><strong>GGR/STRASSE Autocross Series #4</strong> at Marina. 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>17 Sunday</td>
<td><strong>Zone 7 Rallye #4</strong> hosted by YR, Stockton</td>
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<tr>
<td>23-24 Weekend</td>
<td><strong>Kiss Me I’m Basque Weekend</strong>. Zone 7 Autocross #3 and Zone 7 Autocross #4 on Sunday hosted by SNR in Reno</td>
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<td>24 Sunday</td>
<td><strong>Palo Alto Concours</strong> - Featured Marque: Mercedes Benz</td>
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<td>30 Saturday</td>
<td><strong>Porsche Parade 2001</strong> begins!</td>
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<tr>
<td>30 Saturday</td>
<td><strong>SVR Autocross</strong> at Mather</td>
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### July

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<td>1-6 Week</td>
<td><strong>Porsche Parade 2001</strong> continues...</td>
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<tr>
<td>1 Sunday</td>
<td><strong>Zone 7 Concours #4</strong> hosted by YR at Lodi</td>
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<tr>
<td>13 Friday</td>
<td><strong>Thank God It’s Porsche Friday</strong> at Round Table Pizza, 157 E. El Camino Real (at Grant Avenue), Mountain View. Karen Neidel 408.225.5356</td>
</tr>
<tr>
<td>14 Saturday</td>
<td><strong>GGR/STRASSE Autocross Series #5</strong> at 3Com Park (Candlestick). Contact John Seidell at 925.938.9531 or <a href="mailto:johnseid@aol.com">johnseid@aol.com</a></td>
</tr>
<tr>
<td>21 Saturday</td>
<td><strong>GGR Adopt-a-Highway</strong>. Contact Jean Ohl at 650.341.9020</td>
</tr>
</tbody>
</table>
**SVR Autocross** at Mather

**Zone 7 Concours #5** hosted by MBR at Lake Elestero

**GGR Tech Session: Boxsters and 996s.** Demonstration & Slide Presentation at Anderson-Behel, 3350 Stevens Creek Blvd, San Jose

**Zone 7 Rallye #5** hosted by DR at Dublin

**GGR Board Meeting** hosted by Larry Sharp, 7:00 pm. Contact Larry Sharp at 925.371.2258

**Zone 7 Concours #6 & Swap Meet** hosted by GGR at Carlsen Porsche, Palo Alto

**RR Autocross** at Petaluma Fairgrounds

**Thank God It's Porsche Friday & GGR Board Meeting** location TBA, 5:30-9:00. Karen Neidel 408.225.5356.

**Zone 7 Autocross #5 (GGR/STRASSE Autocross Series #6)** at Marina. Contact John Seidell at 925.938.9531 or johnseid@aol.com

**Zone 7 Autocross #6** hosted by LPR at Marina

**28th Monterey Historics** featured marque - Bentley

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KEN BENHAMOU

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Did you know that buying a Porsche can change your life? It sure did for Brian Carleton, when he bought his first Porsche in 1964. He went to the dealership with his Corvette and a bag of money and in exchange, he received a brand new 356C Coupe. Now fast forward to the present, Brian was recently honored with the First Annual PCA Zone 7 Lifetime Achievement Award. This story attempts to trace the major events in the past 37 years of Brian’s life, which has earned him this great recognition.

Shortly after acquiring the 356, Brian met Paul Scott, GGR President from 1965-6, and decided to join the PCA. He immediately became an active member in all aspects of the club: autocrossing, rallying, entering concours events, contributing for The Nugget (Stroker Ace was his penname), and serving as GGR Secretary from 1967-8. Brian had much success in concours, winning his class at Pebble Beach in 1967 and more recently, winning the Zone 7 356 Full Concours class in 1997, 98, and 99.

Things got really interesting when he started crewing for Dwight Mitchell in 1970, because his involvement with race teams would take him all over the world for the next 16 years. With Mitchell, they participated in the SCCA E-Production class with a 1956 Speedster with great success. In 1971 they received sponsorship from the Porsche-Audi Dealers of North America and campaigned a 914. Afterwards, he crewed for Walt Moss in the IMSA GTU class. Moss managed to win the championship in both 1975 and 1977.

Things got even more interesting when a fellow named Dick Barbour (who’s current race team has been a dominant force in the American Le Mans Series) showed up with a 935. Throw in Bob Garretson, Jerry Woods, Bruce Anderson, John Clever, and Brian Carleton into the mix and they had the basis of a good team. They were so good that they took 2nd place at Daytona and won Sebring in 1978. In 1979, the Dick Barbour team brought four 935s to Le Mans with Paul Newman as one of the drivers. Barbour’s car finished 2nd overall that year, with two of the other cars finishing in the top 10. Things culminated in 1981, when Garretson won the World Endurance Driving Championship title. A movie has actually been made about all these guys, it’s titled Porsche 935, Moby and the Warhorse Gang and is available Performance Products/Automotion. It’s a fascinating two video set, full of great racing footage and interviews, as well as some interesting recent footage.

A lot of fun and success, but what did it all take behind the scenes? The truth is, his teams were always on a shoestring budget. It was often one or two cars, a team captain, two mechanics, and a whole bunch of dedicated PCA volunteers from the Bay Area. They would routinely race and win against big factory teams like BMW and Lancia. They didn’t always have the money, but they always had the best cars and the best talent; all of the other amenities just weren’t that important. Brian shared a great story about Peter Gregg, the legendary racing boss at Brumos Porsche, who was having some problems with his own pit crew. Peter came over to ask Bob Garretson how much he was paying his crewmembers. Bob pointed out about 3 people on the payroll and told him that everyone else was a volunteer. Peter’s jaw just dropped, he turned around and just walked away. There’s a difference when people do things for money and when they do it simply for the love of winning.

Through the years in the pits (pun not intended), Brian has changed countless tires and has pumped more fuel than most people use in a lifetime (remember, those race cars got 3-4
Scenes from Brian's Life

(top) Brian's 3rd Porsche - a 1980 911SC Weissach

(above) Carlsen Racing's series winning 944

(above) a recent photo of Brian, holding the smaller version of his award

(below) John Clever, Brian Carleton, and Jerry Woods at Le Mans in 1978
Scenes from Brian's Life

(right) A part of The Warhorse Gang - Brian Carleton, Bob Garretson, Gary Evans, Jerry Woods, and John Clever at Watkins Glen in 1978

(below) Charlie Burton of Carlsen Porsche and Brian in front of his 1998 Carrera 4S

(right) Brian autocrossing at Pleasanton in 1974 in his 2nd Porsche - a 1956 Speedster
mpg!). Between the pit stops, Brian would work the stopwatch, track tire/brake wear, and gather information to help team strategy. Brian recalls that Le Mans was about a weeklong affair and an amazing spectacle. During the race, the crew would go without sleep for about 40 hours straight. That includes teching the car, pre-race adjustments, 24 hours of actual racing and pit stops, post race clean-up, and then celebrating afterwards. Lets just say that Brian didn’t know they showed movies or served meals on airplanes. ZZZZZZZZZZZZZZZZZ!

Pretty good gig so far, right? A young man, travelling to racetracks around the world, crewing for successful teams, working on some of the fiercest race cars ever to roam this planet. Well, there is a flip side to this coin. Through all of this, Brian was able to hold down an honest job and rise two children with his wife D’Anne. I haven’t had the chance to meet her yet, but she gets my nomination for world’s most supportive wife (Marina, you’d get my second vote, really!). If Brian wasn’t at his job, he was at Sebring, or Laguna Seca, or Sears Point, or Watkins Glen, or Daytona, or Brands Hatch, or Le Mans, or at Garretson’s shop in Mountain View.

Brian was trained as a Mechanical Engineer and has work for companies like Boeing, Ford Aerospace, and Ampex. Before he retired, he worked on a lot of space satellite projects. He said it was interesting how a lot of his racing/crewing experience actually applied to the design of satellites, where there is a constant struggle between weight and strength. Many of the exotic alloys and composite materials used in auto racing are equally commonplace in satellites.

When Mary Ann Behrens, past Zone 7 Representative, came up with the idea of a Zone Lifetime Achievement Award, Brian’s name quickly rose to the top of the list, but a worthy trophy would have to be designed. This is when Dick Cottrell stepped up. After overseeing the awards and trophies for the concours events, Dick had some experience in this. When Dick mentioned this award to Charlie Burton of Carlsen Porsche in Palo Alto, that was it. Charlie said to Dick “Just go do it and send me the bill.” Charlie and Brian go way back, when the Carlsen Racing Team campaigned a 944 in the Firestone Firehawk series in 1985-6. Once again, Brian was part of the crew, and the team won the series in 1985.

This award is a great way to recognize Brian Carleton, a man that has dedicated so much of his life to the PCA and the racing efforts of Porsche’s around the world. His unselfish efforts have contributed to the tremendous racing success of Porsche, which I’m sure is something we all take great pride in.

(right) The Perpetual Zone 7 Lifetime Achievement Award, the larger of the two awards, which will bear the names of future recipients.
GGR Related Websites

Porsche Club of America - Golden Gate Region
www.pca-ggr.org

Early 911S Registry
www.early911sregistry.org

An interesting Chronicle article on Porsche
www.chron.com/cs/CDA/story.hts/business/785261

OnTrackEvents.com
www.ontrackevents.8k.com

Bruce Anderson's 911 Porsche Site
www.911handbook.com

Porsche Classifieds Digest
www.porsche-classifieds.com

Digital Images - many GGR Time Trial Pictures
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Laguna from the Passengers Seat
by Anne Del Villano, GGR Member

Time Trialers always make sure to get their names on the list for this coveted once-a-year driving event and I now understand why. We “pit tootsies” check air in the tires, make lunch, and wave our hats to our drivers during timed runs, but how many really comprehend the true feel of the track? As part of the “Taste of the Track” program, Jeff Sykes graciously allowed me to ride as a passenger with him. Noticing my attempt to buckle up with Jeff’s Camlock seat belts, a kind soul assisted me or we would have missed the entire run. Chili finally waved us out as the last car in the Blue run group. We didn’t stay last for long, believe me. On the first lap, Jeff accelerates into turn one, lifts slightly as he approaches turn two and the car naturally pivots, allowing the car to drift through the turn. For turn three, Jeff said “This turn must be driven well to hit the apex right on – not early or away from the apex”.

As we passed through turn four, Jeff caught up to another driver who pointed him to pass, but he didn’t, “It was not safe and there wasn’t enough room.” On turn five, you need to hit it right on, carry a lot of speed and drift through the turn, as is the case in many turns. As in turn five, the same applies with turn six with respect to speed and hitting the apex right and you will automatically “skootch out a bit” and take the turn perfectly. Speeding toward the corkscrew, Jeff goes right over the cement berm to get a straight line for breaking into 8A. For beginner Laguna drivers, aim for the tree at the top of the corkscrew. I loved the feeling of soaring up and the sudden drop down with such incredible speed and getting a spectacular view of the entire track for a fleeting moment. And then, with no hesitation, Jeff accelerates toward turn nine. This turn challenges many a driver who can easily miss the turn and end up in the gravel. To avoid that demise, Jeff said turn nine needs to “be driven fast, must be driven well and then move out toward the right side. Use hard breaking before turn ten and more hard breaking as you approach turn eleven followed by immediate acceleration. Turn eleven represents the most important of the track. “The more speed going in, the faster you will go through the straight-away. Jeff took advantage of open passing on every single lap and then back into turn one, with lightening speed.

Jeff follows a good line, maintains total control and consideration of other drivers, and he goes fast – very fast. I will not repeat what the lap timer indicated, but trust me, I got a great “taste of the track”. Concentration and total focus on every turn, following the line, perfectly-timed breaking and just plain guts to accelerate makes for a good driver and a guaranteed good time. My thanks to Jeff Sykes for giving me the opportunity to experience the high from a passenger’s perspective. I hope he doesn’t need to replace the floor rugs – no not for that reason, but from pushing my feet through the floor!

(right) Jeff Sykes (driver) and Anne Del Villano (passenger/writer).
(above) Jim Biesemeyer with his 914 at Laguna Seca. Photo by Steve Kuhn
Another win for the Bauer Team 1996 SCCA Champions in GT2 and Prepared Endurance

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

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(above) Renee Reynolds at her second autocross in a blue 1969 911S. Rik Winter, her boyfriend, owns the car and turned in some pretty good times.

(below) Harry Prest in his black 1996 993.
May Board of Directors Meeting

CALL TO ORDER
The meeting was called to order at 7:30 PM at the house of Sharon Neidel.

Board members present were Larry Sharp, James Ohl, Louise Sousoures, Cherie Kuhn, Bob Gardner, Sharon Neidel, Karen Neidel and Nugget Editor Howard Yao. Webmeister Susan Angebranndt was absent. Members Marianne Gardner, Chris Murray, John Seidell and Henry Watts also attended.

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

B. POSTMORTEM OF EVENTS
1. Time Trial, Laguna Seca was a successful and fun event. Special thanks to Alana Murray for posting the times.
2. CRAB 28 was well attended.

C. DIRECTORS REPORTS

PRESIDENT, Larry Sharp
1. Observer’s report for Thunder Hill was submitted. GGR safety standards exceed National guidelines.
2. Received correspondence from National for notification of changes in tech crew. National lawyer is retiring.
5. Small stack of gift certificates were returned. Will go through with Membership for potential updates for addresses.

VICE PRESIDENT, James Ohl
1. Calendar Changes: May 27 AX cancelled. Dublin is running schools for other things and need the weekend.
2. Thunder Hill Time Trial is moved to Aug 25 & 26, so as not to coincide with the Monterey Historics.
3. Insurance up through June is ordered.

TREASURER, Sharon Neidel
1. Submitted report.
2. Motion made to accept the Treasurer report and was unanimously approved.

MEMBERSHIP, Cherie Kuhn
1. There were 35 new members this month, 6 transfers in, 6 transfers out. Motion to accept New Members was accepted unanimously. Total members count is 1755.
2. National is moving their office and they should be transferring the database of members to a computer for easy access.
3. Motion made to accept the membership report and unanimously approved.

COMPETITION, Bob Gardner
1. Received a replacement tech form from S.Car.Go.
2. Regarding the rule books: There needs to be clarification
regarding wing/air dam rule as it is currently different between autocross and time trial portion of the book.

SECRETARY, Louise Sousoures
1. Storage locker has not been rectified yet. Secretary will try again this weekend.
2. Procedures manual disk is still missing 20 pages. Secretary will manually type in and copy for everyone.
3. Explained vision for scrap book, submitted budget, which was approved.

SOCIAL, Karen Neidel
1. Submitted two budgets: Carlsen Swap Meet and September Tour being organized by Rob Neidel and Mary Matthews.
2. Next Friday night Social at Round Table Pizza, Mountain View.
3. Motion made to accept the budgets was approved unanimously.

NUGGET EDITOR, Howard Yao
1. Will be getting printed issues of Nugget from Seeger’s Printing and will be shipped to George Neidel for bulk mailing.

WEBMEISTER, Susan Angebranndt, absent
1. No report submitted.

D. OLD BUSINESS
1. Competition Director submitted a final written proposal regarding the instructor training exercises previously mentioned. Motion was made to accept the proposal and it was approved unanimously.

E. NEW BUSINESS
1. Elections Committee. Motion to elect Chairman of Elections committee. Social volunteered to be Chairman.
2. Discussion ensued regarding all Board members will run again. Secretary brought forth the fact that all members running again perpetuates the whole board having to turn over with all new members every two years. The Board will form a committee to discuss the options and possible bylaws changes to ensure continuity.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 8:40 PM. The next Board of Directors meeting will be held on June 7, 2001 at Howard Yao’s house. Call Larry Sharp at (925) 371-2258 to add items to the agenda.
New Members

Pascala Anastasi San Jose 1978 911SC
Christine Backhouse San Jose 2001 Boxster
Iain D. Chidgey & Annette Surtees Los Altos 2001 996
John W. & Stephanie Clark San Francisco 2001 996
Dylan Essner San Francisco 1981 911SC
Rich & Laura Everett Soquel 2001 Boxster
Pete Fagerlin & Marc Wittenberg Clayton 2001 996
Todd & Robert Farley Woodside 1969 912
Nordean Felix Los Gatos 2001 Boxster
Tim & Janice Filice Gilroy 2001 Boxster
Robin & Alex Flores San Jose 1976 911
Alan Foster San Carlos 1976 912
Edward M. & Linda Graves Burlingame 1984 911
Michael Grote & Suzanne Le Gette San Jose 1997 993
Peter & Tanya Johnson Los Altos 2001 Boxster
Dale & Doris Krahn San Jose 2001 Boxster
Fredrick Lee San Mateo 2001 996
Ross A Lindell San Francisco 1999 Boxster
Michael & Denise Lochner San Jose 2001 Boxster
Peg Maddocks Los Gatos 2000 Boxster
Terry M & Lorie Morris Scotts Valley 1974 911
David Orr Sunnyvale 2001 Boxster
Clara & Guido Pfotenhauer Hillsborough 1974 914
Tony Pratall & Sally Tharp San Mateo 1968 911
Todd & Diana Porvines Los Altos 1988 Carrera
Edward J. Recinto San Francisco 1971 911
Dave & Barbara Rigney Mountain View 2001 Boxster
Steven M Rosenzweig & Joan Kiekhaefer Orinda 1985 Carrera
Larry Ross & Randi Dwong San Jose 2001 Boxster
David G & Diann Sant Saratoga 1998 Boxster
Buzz & Bonnie Schulte Monterey 1996 993
John P. Thiel Palo Alto 1984 Carrera
David Sau-Hong Tu & Marc Dimilanta Campbell 2001 Boxster
Mark Vescio & Catherine Chandler Palo Alto 2001 Boxster
Eugene S Yim & Kristin Harrington San Francisco 2001 Boxster

Transfers In

Marco R & Courtney Della Cava Mill Valley 1997 993
Linda S Duke & Michael Fagen San Rafael 1985 944
Waymond Ho Fremont 1996 993C4
Scott & Terry Robertson Livermore 1972 911T
Behram R Soonawala Willows 2000 Boxster
James H Taylor Santa Barbara 1973 911

Official Count

New Members: 35
Transfers In: 6
Transfers Out: 6
Total Membership: 1755
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<tr>
<th>Transfers Out</th>
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<tr>
<td>Elizabeth Boeder</td>
<td>Malibu</td>
<td>1987</td>
<td>Carrera</td>
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<tr>
<td>William &amp; Kristy Donahoo</td>
<td>Sandy</td>
<td>1999</td>
<td>Boxster</td>
</tr>
<tr>
<td>Nicholas Jeremica &amp; Shannon Davis</td>
<td>San Diego</td>
<td>1990</td>
<td>911C2</td>
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<tr>
<td>Mark Johnson</td>
<td>Henderson</td>
<td>1972</td>
<td>914</td>
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<tr>
<td>Revis &amp; Margie Rose</td>
<td>Bremerton</td>
<td>1984</td>
<td>944</td>
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<tr>
<td>Michael Staskin</td>
<td>Mountain View</td>
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<tr>
<td>Bruce &amp; Stephanie Anderson</td>
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<td>Harry Somerfield Jr &amp; Linda Bine</td>
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<td>Steve Kreppel</td>
<td>Campbell</td>
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<tr>
<td>James Meyers &amp; Katherine Crnkovich</td>
<td>San Francisco</td>
<td>1960</td>
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<td>Dennis &amp; Jo Ann Winter</td>
<td>Los Gatos</td>
<td>1987</td>
<td>Carrera</td>
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<tr>
<td>Robert &amp; Patrick Devlin</td>
<td>San Francisco</td>
<td>1983</td>
<td>944</td>
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<tr>
<td>Jeff &amp; Patricia Mauerman</td>
<td>Tres Pinos</td>
<td>1974</td>
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<tr>
<td>Jim Hayashi</td>
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<td>1975</td>
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<td>Gordon Buhle</td>
<td>Boulder Creek</td>
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<tr>
<td>Michael &amp; Ellen Malone</td>
<td>San Mateo</td>
<td>1969</td>
<td>911E</td>
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<td>James Biesemeyer &amp; Vanessa Owyang</td>
<td>San Jose</td>
<td>1974</td>
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<td>Steve Yeung</td>
<td>Fremont</td>
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<td>David &amp; Nancy Howell</td>
<td>Foster City</td>
<td>1976</td>
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<td>Chris &amp; Casey Reinking</td>
<td>Los Altos</td>
<td>1975</td>
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<td>Moraga</td>
<td>1969</td>
<td>911T</td>
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<td>Kenneth Park &amp; Pam Jeong</td>
<td>Alameda</td>
<td>1980</td>
<td>911SC</td>
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<td>J Douglas &amp; Kellie Fisher</td>
<td>Danville</td>
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<td>911T</td>
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<td>Dr Chris P &amp; Dr Pamela Murray</td>
<td>Castro Valley</td>
<td>1978</td>
<td>911SC</td>
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<tr>
<td>Robert &amp; David Novak</td>
<td>Redwood City</td>
<td>1986</td>
<td>Carrera</td>
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<td>Richard &amp; Judi Matlack</td>
<td>Saratoga</td>
<td>1982</td>
<td>911SC</td>
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<tr>
<td>Stanley &amp; Jonathan Klein</td>
<td>Los Altos</td>
<td>1971</td>
<td>914-6</td>
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<td>Natalie Albert-Ozga &amp; John Ozga</td>
<td>Aromas</td>
<td>1983</td>
<td>911SC</td>
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**PORSCHE’S FOR SALE**

**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. Serious 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, balanced, 2nd owner. $15,000. Contact Ken at 650.619.0496 or ken@corpdevar.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

**1998 Boxster.** Ocean Blue, 38k mi & dealer maint. Sport Package, 17” whls, orig owner. $37,500 obo. Contact Carey at 415.970.2230 or carey@xorninc.com

**1970 911 GT4.** Like new w/ complete rebuild. ’70 tub w/ full carbon/fiberglass 993 rebody. Over $100k invested. Make reasonable offer. Contact Timothy Watson for details/photos at 559.298.3010 or 559.449.1622

**1976 911S Targa.** Peroux red/beige int. Mint cond, 80k mi, all orig except new top and CD stereo. Polished wheels, runs perfect. $15,500 obo. Contact Robin Flores at 408.640.8861 or randaent@aol.com

**1973 914 2.0.** Full suspension upgrade, rollbar, race seats w/ 5pts, lap timer, oil cooler, Bursch, 2 sets wheels. Teched, aligned, ready to go! $7,695. Contact Brooks Esser at 650.255.0249

**1997 Carrera 4S.** Glacier white/grey leather. 33k mi, power seats, factory euro kit, polished 18" turbo twists, new P-Zeros. $60,000 obo. Contact Ron Davis at 408.223.8344

**1970 910 6.** Ivory/black, all numbers match, 93K mi, 14” Fuchs. Concours condition. $19,500 obo. Contact Scott Saylor at msaylor@redshift.com or 831.659.0921

**1997 Carrera 4S.** Glacier white/blk int. 7k mi, factory wing, GT2 fr spoiler, H&R adj struts, flawless. $75,000. Contact Guy Newhouse at 408.542.4277 or gnewhouse@finisar.com

**1969 911S Coupe.** Tangerine/blk int. Parade Full Concours Winner ’82,’85,’90. Owned for 20 yrs, orig paint, sport seats, blue print engine 10k mi ago, new MFI, SSI exchangers, polished Fuchs. $35,000. Contact Gary Griffiths @ 831.454.0308

**1989 911 Carrera Cabriolet.** White/blk int, power top & seats. 17k mi, excellent cond, all records incl orig window sticker. Contact Mike at 408.836.7386 or mbebout@sagent.com

**1973 914-6 3.2.** Used only the best parts, I need the cash and I’m taking a large loss. ’88 911 DME 3.2 engine w/ 60K mi. The body is red, straight & solid. $13,500. Contact Janet at apunk@mindspring.com

**1983 928S.** Raiders colors. Excellent int w/ $4,000 sound system. 93K mi. $8,500. Contact Ross Smith at 408.243.8589 or raws@yahoo.com

**1985 911 Carrera Targa.** Burgundy/blk int. 88k mi, rblt trans, no leaks, f/r spoilers, lowered, chip. $23,500. Contact Don Oates at djoates@netscape.net

**1999 Boxster.** Red/blk int. 20k mi, 2.5 yr warranty left. New tires, heated seats, 6 CD changer, hardtop w/ roll cart & cover. $45,000 obo. Contact Doug Fisher at 925.837.9040 or dack@ncal.verio.com

**1988 911 Carrera Cabriolet.** White/blk top/ tan leather int. Pamered 2nd owner car. Power top/seats, chip, 107k mi. Wonderful shape inside/out, needs nothing. $31,000. Contact Scott at 650.208.8798 or ses1048@yahoo.com

**1995 911 Carrera Coupe.** Guards Red/blk. 65k mi, 6-sp, 18” Fiske FM-5 w/ Yokos. Ga-
1939 911 RS America. Full race set up, cage, fuel cell, race seats, spare wheels & tires. Never wrecked. Includes TPD trailer for $59,000. Contact nancy@gallen.com

1992 US Carrera Cup. Only red race car of 45 built. Race ready. Excellent. $75,000. Contact Rich at 408.369.9607 or visit www.mcgraw.org/Cup_Car/Cup_Car.htm

1985 911 Carrera Coupe. Garnet Red/tan leather, 41K pampered mi, sunroof, whale tail, polished Fuchs, Always garaged & covered. $25,500. Contact Kirk at 925.846.5386 or cardinot@wellsfargo.com

1997 911 Carrera S. Arctic Silver/blk. 18" wheels, ABD limited slip, litronic, stainless tips, Euro springs, 4,300 original owner miles, a flawless car. $69,000. Contact Mike at 408.356.5440 or mvad@pacbell.net


1974 911 2.0. Set up for Time Trialing. Lowered, corner-balanced, w/ 911 fr struts & calipers, upgraded torsion & sway bars, 180lb springs. 5 bolt Fuchs. Fr GT oil cooler, recently rebuilt engine, spoiler, rollbar, 5 pt harness. $8295. Leigh Anne Drake at ldrake711@cs.com or 408.848.1574

1984 911 Carrera Coupe. Red with Black Int. Sunroof. Exc cond CA car, one owner 16 years. 175K mi, $17,499 obo. Call Fran at 650.493.6318 or strega4u@aol.com

1973 914. 2.0L engine with dual Weber 44s, new KYB shocks and 140lb rear springs. New clutch, new Pirelli P700s, many other extras. $4000 obo. Contact Doug Wood at 408.330.9120 or dogwood@mac.com

1987 911 Targa. White/black int. 132K mi, excellent condition, maintained by DM Motors. Call Pete at 650.854.1129

1992 911 C2. Red/tan leather, lowered, sway bar, big brakes, lwt flywheel, immaculate. $37,000. Contact Mike Jolliffe at h707.964.4704 or w707.937.0255.


Parts & Misc

Wheels. Four 7x15 ATS wheels w/ 205/50 Kuhmos (50% wear) $500. Two black center 6x15 Fuchs w/ 195/50 Yokos (50% wear) $250. Contact Wayne Graner at 707.838.2504

914 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

Open Car Trailer. Steel, custom built, windscrean, tool box, spare & mounting bkts. Tires have 1k mi. Single axle. Will delivery within reason. $1,200. Contact Wes or Diane at 831.643.0356

968 Dash, brand new in factory shrink wrap. For tan interiors, best offer takes it. Contact Jon at jonseigel@yahoo.com

914 2.0 Engine, disassembled & clean, Euro P/C, Webcam 73, HP lifters, new flywheel, clutch, D-jet. $2000 you build, $3000 I build.
**Marketplace**

**BFG Race Tires**, many sets of R1s, call for sizes, $400-500 a set. Contact Larry Moeller at 408.848.4787 or lmoeller@gavilian.cc.ca.us

**22' Enclosed Trailer.** Dual axle all brakes, 92" wide, 2 drawer tool boxes, elec wench/jack, ramp extender, work bench, sub-floor storage. Good shape, $6,000 obo. Contact Jim at 408.548.3176 or jim@artisan.com

**911 Parts.** Roll-bar by AutoPower bolt-in $200. Fuch Replicas, 7"x15" w/ 1/2" & used BFGs, $350. Bursch exhaust $75. Rear '72 bumper, door panels, etc... Contact John Beck at jfb725@yahoo.com

**Pirelli 18" P ZERO.** Brand new, 0 miles. (2) 225-40ZR18 & (2) 265-35ZR18. $900. Contact Anthony Lizano at docapl@aol.com or 925.837.5037.

**911 Parts.** Fiberglass Carrera Tail, 21/27 torsion bars, Fr. Bilsteins, Rear Kinis, SC suspension parts, SC brakes w/ Pagid Orange, much more. Contact Josh Ofstein at 415.863.0661 or jofstein@hotmail.com for details.

**Dream Trailer.** 24' Aerodyn enclosed trailer w/ every factory option, 3 doors, 2 windows, cabinets, roof air, work bench, small frig, 4 wheel brakes, all white ext. $10,000. For information, call 510.390.1170.

**911 Parts.** 911SC '80-3 heat exchangers $125. 911SC Throttle body, fuel distributors, fuel regulator, all for $150. 2-6"x15" Cookie Cutter w/ tires $200. 2-7"x15" Cookie Cutters w/ tires $200. 930 front spoiler lip & valance $225. Carrera front spoiler $95. '79 911SC steering wheel $100. '86 944 Turbo calipers $150. Contact Ken Holladay at 408.842.0616

**Quaiffe L-S Differential** for 915 trans. Improves street performance, a must for track. $1200. **Coilover springs** for Bilsteins 350lb & 550 lb, $50 each. **911 Fuel tank** thru '89, $175. Must sell to pay for electricity. Steve Meacham, Sonoma 707.935.9733 x14.

**993 Wheels,** factory hollow spoke turbo wheels, 2-8"x18" and 2-10"x18" w/ Hoosiers. $2400 for set. **914-6 Wheels,** 4-5.5"x15" Fuch 5 bolt w/ Michelin MXV, $450 for set. Call Jim Thompson at 408.267.5320, San Jose.

**Custom Open Trailer for 911.** Doors open when car on trailer. Single axle, beavertail, elec. brakes. 3 years old, good cond. $2,100 new, asking $1,200. Contact Mark at 650.279.1233

**Harness Bar** by Weltmeister w/ harness guides, fits 911 coupe $75. **Battery** for '87 911, brand new $40. Contact Brad Maker at 925.736.4345 or maker@lstc.com

**WANTED**

**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

**911 Parts,** to borrow flywheel seal inst tool for '74 911. Also M and S 901 gears. Contact Richard Park at 650.342.5883 or richard.park@L-3com.com

**One Kuhmo,** 205/50-15. Contact Andrew at 510.236.8531 or andrew@argsf.com

**BBS Wheels** for 911, 15" or 16" 7" & 8"s, will consider Fuchs, do not need tires. Contact Larry at 408.848.4787

**Shop Manuals** for 1990 911 C4. Contact Marlin at 650.245.2970 or marlin.segal@dna.com

**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 preparation and paint we consider your car to be a piece of art and that’s how we treat it. We love what we do and it shows. Give us a call, whenever, from wherever.

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