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Cover: Dennis Kao’s 1990 928GT looking tough at the Dublin autocross.

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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Larry's Lines  Larry Sharp, Q-Tip Squad Charter Member

I have always been attracted to the speed part of owning cars. I love to go out to a deserted stretch of road and see how a car acts while you push it to its an/or your limits.

Lately I come to realize that I love how a car looks clean and shiny and ready to go. It’s always been there. My wife said she knows exactly when a Porsche club event is going to happen by how clean my cars are. I guess I like to make a good impression or make the competition think I have maintained my car so well that it is so ready that I had time to wax it before a event.

If you know me, you also know I have not been too keen to enter concours events. I describe it as a disease to clean a car so well that you think its perfect and then you let someone inspect your car in such detail that you know they are going to find the one spot you forgot to clean.

Well I have to confess something. The other day, as I finished waxing one of my cars, I stood back to admire my handy work. I can not believe what I did next. Without thinking, I walked back into the house went to the bathroom cabinet. I went back to the car and bent down, I then used a Q-Tip to clean a small section of wax from a seam in the bodywork. I hope I can be cured soon...

Larry, see you at the Carlsean Concours next year... Editor
Getting members to contribute to The Nugget is often like pulling teeth. Every couple months, I’ll receive an unexpected article that’ll really cheer me up. But for this November issue, I don’t know what happened. I get a story from Terry and Judy Zaccone (page 8) about their Porsche adventures in Europe. I received a Rallye article from Marianne Gardner (page 22). Louise Sousoures sent an article about our recent Tech Session at Anderson-Behel Porsche (page 19), and I even got an article from 15 year old Ari Perlmutter about the great Wine Tour that Rob Neidel put on last month (page 23). Take these stories and add the LONG list of classifieds listings and The Nugget is running out of room! Hang in there computer, don’t crash on me now.

For all you Time Trialers out there, don’t despair – we’ll be getting better coverage of all the TT events as well. I talked to Chris Murray, GGR Time Trial Chairman, and he said that he’ll find a volunteer to write a story for each TT event; and if Chris doesn’t find a volunteer, guess what he’ll be doing...

If you don’t know, the Editor of The Nugget has a secret weapon – its called the Nugget Bugger. It’s actually a real position that is appointed by the Board of Directors. I agree that it’s not a particularly elegant title to hold, but the sole duty of the Nugget Bugger is to be the “heavy” and make sure that all promised articles and photos are delivered to me on time.

Since Harvey “The Wolf” Keitel isn’t a GGR member, we found the next best person – Larry Sharp. He has been laying dormant in this role for the past year. I really like the idea of getting all these great articles from our membership and I may start calling upon him to make sure that this great trend continues. So keep the articles coming or else you may find Larry at your doorsteps with a box of Q-Tips in his hands...

I received an email from John Seidell, the other day. At the end of the email, it said, "2001 GGR Autocross Chairman for one more event." It's kind of wierd for me, as a relatively new member, John has always been the Autocross chair - just kinda got used to the idea of him always being Autocross chair. I realize that it takes a lot of effort, like waking up at 5:00 in the morning, getting home at 7:00 in the evening, and dealing with every problem in between. I guess it'll be good for John, he'll be able to goof off more at the autocross events and focus more on his driving.

By the time you read this, the final 2001 Autocross event should have been over, so I just wanted to thank John, on behalf of the Club, for all of his energy, encouragement, and enthusiasm to make our Autocross series a great success. David Leong has bravely volunteered to take over this responsibility for next year - best of luck to you David!

Opus, the official Nugget proofreader, Good Boy!
Run the Cars by John Seidell, GGR Autocross Chair

The September 29 GGR Autox at Dublin was fun. Thanks to E.J. and Susan Fontaine for doing a longer course than usual. Thanks to all who helped set up in the morning and to all who stayed late to help clean up. This has been an interesting year to have different people design each course. If you have autocrossed a lot, you should volunteer to design and set up a course for next year. If you want to help out with trailer towing or other jobs, please contact David Leong (next year’s GGR Autocross Chairman).

This November 4 is your last chance to come on out and join us. Autocrossing is loads of fun and you will learn to drive your Porsche better. This event is our annual run under the lights event. Registration will be from 10 AM to 11 AM and we will run until 8 PM in the evening. 912s can run only if they have proper lighting that is in working order. The cost is $25 and when you register you will sign up to run/work in the first session and run/work in the later session, get your car tech'd, and then walk the course. At the driver’s meeting at 11 AM 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. If you are an old time autocrosser, please come out and see how you do against some of the new people who are very good drivers!!

Information about the end of year awards dinner and possible autocross schools will be in the December Nugget. If you have questions send an e-mail to johnseid@aol.com.

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Why We Go To Parade

by Terry Zaccone, GGR Member

For those of you who have never attended a Porsche Parade, you need to know it is the ultimate Porsche Club experience. Imagine a week surrounded by 800 Porsches, 2000 Porsche Enthusiasts, Banquets, Rally, Autocross, Tech Quiz, and Concours. Porsche AG officials attend, as well as members of the Porsche family. Now imagine the very last act of the Parade, at the end of the last banquet, when the name for the Grand Prize is drawn. Usually, Peter Porsche draws the name. Every year, the factory gives a fully-paid trip for two to Germany. I won it. Judy and I just got back and that’s what this article is about.

We decided to do it in September, so I called Jutta Aldenhoff, our excellent factory representative for Porsche Clubs worldwide, and we arranged to leave on September 5. That only gave them five weeks to set everything up, but Jutta turned it over to the most capable Stefan Griese, who did everything.

When we arrived at the Stuttgart Airport, we were surprised to be met by Bob Peak, an old buddy from the Sacramento Region! Bob happened to be in Germany to pick up his new Ruf and volunteered to pick us up at the airport. He was there with another Porsche employee. When we got to the parking lot, he gave me the key to the car. The car? What car, I hear you cry. The 2001 Carrera 4, deep green with Tiptronic and the satellite navigation system! Yeehaa! More about that later.

We got to the Asbach Adler, a lovely hotel in Asbach, a small town near the factory. While we were sitting in the lobby, getting briefed by Bob, who should walk into the lobby but Joe Hartman and Lyn Mehl, PCA people whom we have known for over twenty years. So we had dinner with them and Bob and were happy to have someone to tour the factory with the next day (and who could also speak English).

One reason we chose to go September 5 was so we could be included in a Porsche Backstage, which doesn’t happen that often. This is a day that includes a tour of the factory, lunch in the factory, a trip to Weissach for rides, and then a blowout dinner in Stuttgart, all hosted by the Porsche Travel Club.

The factory tour was inspiring. They really put these things together. There was much excitement by some in the group to see the Cayennes all around, with their hokey disguises. Weissach has a short 1.8 mile course that is almost like a big autocross. The Turbo I rode in got up to about 135 mph. The Carrera 4 with Tiptronic I also rode in got up to about 125.

The next day, we drove to Munich to stay for two nights. The Porsche navigation system really works, but you need to get used to it. In the first place, we didn’t figure out how to make it speak in English, so we struggled with German until the last day. There are a couple of things about using the system. First, you need to agree to trust what it says and then do it. I had trouble with that. In fact, that’s why it doesn’t work for me to drive when Judy and I rally. The new system is really good about it. It never complains or sounds disgusted; or makes you feel bad. When you don’t do what it says and miss a turn, it just quietly figures out a new route and gives you those instructions. Once you start doing what the system says, it goes better. Then you need to pick up details like, when it says “turn left, now”, it might be at the light ahead, instead of the little
alley that comes before. We grew to like the system and will probably put it on the list.

We then stayed at the Munich Marriott. The next day, we visited the Alte and Neue Pinakotek, one of the best art collections in Europe, and the Deutsche Museum, which is sort of like the Museum of Science & Industry in Chicago, only bigger. They had lots of neat stuff, including a collection of musical instruments of all kinds going back to when music started. There was a lot more than we could see in the time we had.

The next day we drove to Salzburg. Driving on the autobahn is a real thrill. In some places, the speed limit is lifted and traffic is light enough to really get on it. Those opportunities are very limited however. It was nothing like I imagined. Traffic is generally heavy any time of day.

Imagine the road from Tracy to I-5 with no speed limit, but more curves. You couldn’t really go very fast for any length of time. Judy and I did have one opportunity each. It opened up for Judy on the road from Munich to Salzburg. She was able to see 238 Km/hr before traffic closed up. I got a shot at it the last leg of the trip from Konstanz to Frankfurt, where I was able to see 250. I have to say that the only reason I was able to go faster was that I was lucky enough to have less traffic for more time than Judy. It had nothing to do with driving skill.

Getting to the Renaissance Hotel in Salzburg was a major challenge. The navigation system CDs for Austria and Switzerland aren’t out yet, so the system couldn’t help us much. In addition, the instructions we had were wrong. The upshot was that it took us three hours to find the hotel! But the next day more than made up for it. We spent the day in the places where Mozart was born, lived, wrote and listened to all the programs. It was a wonderful Mozart fix!

After two nights in Salzburg, we set out for Konstanz, on the west end of Lake Konstanz (or Bodensee, as the Swiss call it). We took the route through Innsbruck, past the ski resorts in the Arleberg. We stopped in Liechtenstein and took a picture of the town hall. It was tough to find. I don’t think it’s as big as Saratoga. From there, on the way to Konstanz, we passed through Rorschach, where we amused ourselves by pointing at things and asking, “what do you think that looks like?”

continued on page 11
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The Steigenberger hotel in Konstanz was a pleasant surprise. I don’t think the Porsche people know how to do things halfway. This beautiful hotel is on its own island on Lake Konstanz. Our room, which had 12-foot ceilings and was about 500 square feet, looked out directly on the lake — really spectacular. We had never stayed in a place like that. But the trip wasn’t over yet. The hotel used to be a monastery, starting in about 600 AD. Then it went through all kinds of historical changes before it became a hotel in 1875.

The last leg of the trip was from Konstanz to Frankfurt. We almost ran out of gas on the autobahn. We were able to run at 100 to 125 mph a good part of the time. The Porsche is not an economy car at those speeds. Luckily, I had the trip computer set on “km to next gas stop” and noticed it said “70”. We found a service island and pulled up next to a Polizei car. They informed us that all the power was out at the station and they couldn’t pump gas. When they found out we really needed gas, they led us on a small service road, under an underpass, to an island on the other side. They were very friendly and helpful, but I still kept track of the speed limits.

By now, the navigation system and I were working together and we found the Kempinski Falkenburg hotel with little trouble. We thought the Steigenberger Insul was something – this place blew us away! I have never had a hotel room that had a pillar in the middle. It was twice the size of the room we had in the Steigenberger, and to top it off, the two swing-open double doors (that’s two separate entrances, one to the left of the pillar and one to the right) led to a balcony from where we had a
GGR Events Calendar

November 2001

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

**Phoenix Flight 24 "2001: A Porsche Odyssey"** Car show, Zone 8 Concours, Slalom, Rally, and Charitable Event. Contact Mike Eisele at 602.912.0785 or mweisele@home.com

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

**GGR/STRASSE Autocross Series #8** at Dublin "under the lights", until 9:30 pm. Contact John Seidell at 925.938.9531 or johnseid@aol.com

**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.

**SQR Autocross** at Marina. Contact Catherine Siemens at 510.658.6657 or catsiemens@hotmail.com

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

December

**Joint Board Social** location TBA, 7:00 pm. Contact Larry Sharp at 925.371.2258

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

**GGR Friday Night Social & Annual Toy Drive** at Round Table Pizza, 157 E. El Camino Real, Mountain View, 6:00-9:00. Karen Neidel 408.225.5356

**GGR Holiday & Awards Party** at Black Diamond Brewery, 2330 North Main Street, Walnut Creek. 6:00 pm. Contact Louise Sousoures at 408.354.0660 or louises@comp-u-scripts.com

January

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

**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 President's Meeting & Awards Banquet**. Information TBA

**GGR Activities Day & Annual Meeting**. Information TBA

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

DR - Diablo Region  GGR - Golden Gate Region  LPR - Loma Prieta Region  MBR - Monterey Bay Region  RR - Redwood Region  SR - Sequoia Region  SVR - Sacramento Valley Region  YR - Yosemite Region
(above) Roxanne Graas working the course at the Dublin autocross.
2002 Board of Director Candidates

President - James Ohl
I want to be your President — again. With your help, I want to continue GGR’s excellent competitive events — time trial, autocross, rallye, and concours. Moreover, I think GGR needs to rebuild the social activities. But this is not something that the Board of Directors can do alone. With a membership close to 1,800, it bothers me that only a dozen Porsches or less attend a one-day tour. The Friday Night Socials — bench racing, telling stories, sharing pictures — are fun for all the family and should continue. But, GGR needs more social events such as dinners and tours. And, not only does GGR need members willing to organize these events, GGR needs your participation. I want to bring back some of the past tours, such as the pilgrimages to Death Valley or Yosemite. Maybe we need a few formal dinner meetings? How does a three-day to Oregon sound? I’m asking for your vote and your assistance to make the GGR social events as plentiful and as exciting as the competitive events.

Vice President - Larry Sharp
I wish to continue to work with the members of our Region as Vice President. I enjoy this group of enthusiasts and am always willing to have fun serving on the Board of Directors.

Secretary - Louise Sousoures
It will be my privilege and honor, should I be elected, to serve another term as Secretary of the Golden Gate Region. I will record to the best of my ability the minutes for all board meetings that take place, as well as fulfilling my other duties for the year. Thank you for your vote.

Treasurer - Sharon Neidel
I’ve enjoyed my year as Treasurer. it has been a pleasure to serve as a member of this Board. I would like to continue in the position for another term.

Membership - Cherie Kuhn
I have enjoyed my experience for the past year, interacting with current and prospective GGR members, as well as working with the other Board of Directors. I look forward to the opportunity to continue my service to the club.

Competition - Bob Gardner
Being Competition Director last year was such a positive experience that I would like to continue as next year’s director. I have also been a GGR member for 6 years, a Zone 7 Autocross Instructor, Zone 7 Rallye Chairman (2000), GGR Rallye Chairman (1996-2000).

Social - Susan Kennedy
My husband and I joined the PCA-GGR one and a half years ago to participate in Porsche related activities. We did several concours events and both enjoyed meeting new people and being involved with the club. Now we want to get even more involved. I am in the marketing field and have 16 years of experience in marketing & public relations. I’ve planned hundreds of special events, written many press releases, organized promotional activities and was the promotions/press relations Chairperson for the Gilroy Garlic Festival for 4 years.
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European Vacation  photos by Terry Zaccone

(above) The Zaccones at the Porsche Factory upper parking lot.

(left) The Steigenberger Insul in Konstanz.

(right) Judy standing in front of the Salzburg mountains.
Agricultural Inspection Tour  photos by James Ohl

(top left) The tour organizer, Rob Neidell, in the green cap, in front of some huge vats of wine.

(right) Sharon Neidell's new silver 968, congratulations!

(below) James Quinn, James Ohl, Betty Truro, Rick Aguayo, and Jeff Duncan relaxing in the shade.
IF YOU BUILD IT

(OR TAKE IT APART)

THEY WILL COME!!

GGR’s first tech session of the year was held on July 28, 2001 at Anderson-Behel Porsche/Audi in San Jose. Approximately 50 people attended, the majority from the local chapter of Babblers (Bay Area Boxster Board Listers).

Highlights included two Boxsters up on the racks with fenders taken off for easy viewing of various parts, the demonstration of the computer diagnostics tool, an up close and personal look at both a regular 996 engine, as well as a twin turbo, and the detonation of two airbags. For the mechanically impaired, there was even a taste test between Stan’s (the local boys) and Krispy Kreme donuts!!

Many thanks to Peter Smith and others from Anderson-Behel for their time and energy spent to make this a most successful event.
f spectacular view of the valley, all the way down to Frankfurt. The Kempinski is in Konigsstein, which is in the hills about 22Km from Frankfurt. Wow! What a trip! It had to end, of course. But, while we were there, we really took advantage of the amenities. I don’t mean the soap and stuff, which was nice, but the spa. We sat in the hot tub and then walked down the steps into a six by ten foot swimming pool that was the entrance to the outside pool. Really nice. We stayed there three nights.

The next day, we went to the Press day (before the regular opening) of the Frankfurt Auto Show. To do that, we had to stretch the trip a couple of days past what Porsche provided. So we had to pony up a little extra cash (how much, I’m not sure, as we haven’t got the Visa bill yet). The Auto show was impressive, as you would expect. Judy and I sat in a GT-2. It fit perfectly. The Auto show is about the size of two California State Fairs. We went to every building and saw lots of cars that don’t make it to the US. The 1000hp Bugatti Veyron was there. Nice. We saw the world premiere of the Mercedes SL500. We couldn’t decide between it or the Aston Martin DB-7. The new Lamborghini was there, the follow-up to the Diablo. Very slick. That evening we had dinner at the Porsche stand after the show closed.

We were sorry to leave the Kempinski, but ready to come home. Because of the New York tragedy, the security at the airport was really tight. It took us three hours to get through the metal detector. By that time, it was a half hour past takeoff time for our flight. When we got on the plane, they announced they would wait for the rest of the people who were still in line. Finally, after sitting on the plane for an hour and a half, the pilot announced that we were leaving and they closed the doors. Two minutes later, he announced that we had lost our corridor over the Atlantic. So we sat for another hour and a half before we took off. The upside was that all the drinks on the flight were free.

Well, what can I say? By all means, go to the Parade. You will not only have a great Porsche experience, you will be eligible to win the Grand Prize, which we can say from experience, is truly spectacular. See you in Idaho (I hope to win again!).
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The Nugget 21
GGR at Carrera de Sierra  Marianne Gardner, Zone 7 Rally Chair

September 22nd saw seven driver/navigator teams from the Golden Gate Region compete in the 24th Carrera de Sierra Zone 7 rally. This beautiful two-day event can be run as a competitive rally or as a scenic tour. All GGR teams opted for the competition (along with the gorgeous scenery) and did very well.

GGR has been improving over the years in both number of participants and level of rally competition. This year we came out in strength for SVR’s famous event. Both groups of participants (19 cars rallied, about half a dozen toured) ended Saturday in Graeagle with a social and spent the night there. The event finished Sunday afternoon in Roseville.

In Beginner class, Dave and Sheila Dunwoodie ended Saturday in second place and maintained their position on Sunday to finish second. They have entered this event before and knew what to expect. Steve and Christina Schimmel finished Saturday in third, but had difficulties Sunday, and Mike and Dave Howe were able to improve from their Saturday finish of fifth to finish with third. Dennis and Lisa Yearton were close in the hunt at the end of the first day, and kept sixth place at the end of Sunday.

Hubert and Jenny Lee competed in Expert Unequipped and took second in class. In Expert Equipped, the new GGR team of Mary Dachauer and Keith McMahan kept a lock on second place between the two days. The GGR co-rallymaster team of Greg and Larry Adams couldn’t unseat them and had to settle for third. This is one of the events that people plan for year after year because it’s such a spectacular drive through the Sierras. Think about trying it next September.
Imagine eleven beautiful Porsche’s winding through a country road shaded by oak trees. I don’t know about you, but this is definitely not an event I had to be coaxed into attending. Our day started off at the Larkspur ferry terminal. From that point on, it was pure Porsche fun. With red, white, and blue streamers blowing in the wind, it was on to our first stop - the Kendall-Jackson Winery. Enthusiasm was in the air. First, we enjoyed a tour of the estate’s many gardens and viticulture vineyards. From medicinal herbs to peach’s, this garden had it all. “Finally, wine tasting!” is what I am sure all the adults on the tour were now thinking. I’m only fifteen, so I stuck with the grapes straight off the vine. But believe me, they had quite the selection, from pinot’s, to zinfandels, to sauvignons, this winery had any wine grape you could imagine. Enough chitchat, back to the story.

After this delightful first stop, it was time to move on. After a quick briefing on the roads ahead, everyone strolled to their Porsches. Mentally though, people were zooming to rev their engines and turn on those headlights for the upcoming stretch. Twists, turns, and friendly construction workers were just another part of the pleasant ride through the gently rolling hills. Kunde Winery, possibly one of the nicest vineyards in the area, was our next stop. We were greeted by live music and other entertainment. We got a chance to go in a cave that was blasted out of the side of the hill for the storage of barrels and barrels of wine. An ideal, cool setting in which the wine could age. We were also given the opportunity to taste wine straight from the barrel. From there, it was onto lunch with more wine tasting and dessert sampling.

At this winery, a voice from the crowd asked, “What region are you from?” Turns out that Leslie and Anita Mostow, Potomac Region, had been imprisoned in California due to the nationwide grounding of the airlines. Having nothing better to do, they went wine tasting. They readily joined us for the rest of the tour. They even enjoyed a casual dinner after the tour with some of the group.

The last stop in our tour was Roche Winery, easy for most members to find due to the fact that it is across the street from Sears Point Raceway! At any rate, this upscale winery was in a beautiful setting atop a hill over looking Santa Rosa. Besides sampling wine, we got an exclusive behind the scenes tour. We saw grapes that had been pressed just the previous week as well as people sorting other grapes to be pressed into wine. This ended our tour on a positive note. All members are encouraged to come out to tours as well as all the other events put on by PCA/GGR. This was a positive way to meet new people, see beautiful cars, and have fun driving!

A Taste of Wine Country  Ari Perlmutter, GGR Member

Ari is the 15-year-old son of new member Bob Perlmutter, who learned about the tour at the Friday Night Social the evening before. Bob and Ari attended the tour and Ari was talked into writing the article. Ari can’t wait to start autocrossing. With the new PCA National rule change, Ari may be autocrossing within a year! Let’s hope he will drive as well as he writes… future Nugget Editor perhaps? Editor
For The Record  Louise Sousoures, Secretary

October Board of Directors Meeting

CALL TO ORDER
The meeting was called to order at 7:20 at Residence of Vice-President.

Board members present were Larry Sharp, James Ohl, Louise Sousoures, Cherie Kuhn, Bob Gardner, Sharon Neidel, Karen Neidel and Howard Yao. Also present were Ken Park, Marlin Neufeld, Jean Ohl, Larry Adams, and Marianne Gardner.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of August 29, 2001 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. Autocross at Dublin 9-1, charity event, great attendance, proceeds to go to Sheriff’s charity choice.
2. Friday night social, 9-14; well attended, good event, new members that night participated in wine tour the next day.
3. Rob Neidel’s tour, 9-15, very well attended. Potomac Region couple happened to be in the area and joined the tour at the second winery. They will write a joint article about their experiences.
5. Autocross, 9-29; 94 drivers, E.J. Fontaine designed the course, very well attended.
6. Redwood Region Zone concours was a success, held at Ledson winery.

C. DIRECTORS REPORTS

PRESIDENT, Larry Sharp
1. National has finally authorized JPP (Junior Participation Program). GGR will implement at the beginning of the 2002. GGR will change the rulebook; this will only apply to autocross. Junior participants may rallye but as navigator only (unchanged from before.)
2. Presented information regarding the Joint Board social.
3. Discussion ensued regarding the above and it was decided that the event would exceed the budget allowed. Social Director will proceed to check for alternate restaurants.
4. President welcomes potential new board members.

VICE PRESIDENT, James Ohl
Calendar Changes:
2. Ordered insurance for October except New Member Tour. Tour will be open to all members, but there will not be a formal invitation.

TREASURER, Sharon Neidel
1. Submitted report.
2. Discussion regarding financial issues that arose subsequent to the August Time Trial. Treasurer is currently dealing with and resolving the issues.
3. Request from John Seidell for new autocross timer. Treasurer reconfirmed existence of sufficient funds in the account to cover cost. The existing clock will revert back to the Time Trial series, to be maintained and stored by them.
4. Motion for autocross chair to purchase a new clock unanimously approved.
5. Motion to approve Treasurer’s report unanimously approved.
6. Situation has been resolved regarding the trailer Time Trial series purchased from SVR for storage and transportation of supplies. Motion to add the new Time Trial trailer to the insurance of the autocross trailer, approved unanimously.
7. Discussion ensued with visitors regarding club finances.
MEMBERSHIP, Cherie Kuhn
1. There were 44 new members this month; Transfers In are 4, Transfers Out are zero.
2. 1763 total members.
3. Motion to accept New Members was unanimously approved.
4. Roster is in the process of being completed. Will be 2002 roster.
5. New Member Social is being planned.

COMPETITION, Bob Gardner
1. Director had a discussion with a GGR member who is interested in the Time Trial series and may be supportive in 2002.
2. Will have rules approval meeting at Time Trial this month, with addendum for JPP program.
3. Scheduled Rallye school/Tech session for February 2, 2002. It will be focused on how to survive a TSD rallye.
4. Suggestion from the floor regarding adding an extra day for annual tech for the Time Trial series to allow all drivers to attend without having to take advantage of the goodwill extended by the various shops.
5. Submitted budget for year end party. Time Trial Chairman will meet with Autocross Chairman to combine budgets. Will be resubmitted next month.

SECRETARY, Louise Sousoures
1. Requested from Membership labels for mailing of ballots.

SOCIAL, Karen Neidel
1. As a result of the September 11 tragedy, all out-of-country Nuggets will need to have return addresses printed on envelope.

NUGGET EDITOR, Howard Yao
1. Received calendar changes and board member statements for inclusion in Nugget.
2. New member social budget discussed.

WEBMEISTER, Sharon Angebranndt
1. No report submitted.

D. OLD BUSINESS
1. Joint Board Social discussed and resolved. (see above.)
2. Competition Director met with Time Trial Chairman regarding the issues that were raised at the September board meeting. The issues have been resolved.
3. Talked to Ken Park, who has suggested a new decal for each Time Trial to apply to all cars as evidence they have passed tech.
4. Ken Park has already purchased a more noticeable color for outside of window to facilitate grid when checking cars before they are allowed onto the track at October event.
5. For 2002, discussion ensued regarding changing format of stickers for the Time Trial series.

E. NEW BUSINESS
1. Election news: Social Director currently has forms for election or re-election from President, Treasurer, Competition, Social, Secretary, and Vice President.
2. There being a full slate of nominees, motion to approve new slate was unanimous.

ADJOURNEMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:45 PM. The next Board of Directors meeting will be held at 7:00 p.m., Nov.1, 2001 at Comp-U-Scripts Court Reporters, 1101 South Winchester Boulevard, Suite D-138, San Jose. Call President at 925.371.2258 to add items to agenda.
Members

Cherie Kuhn, Membership

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<th>Official Count</th>
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<tr>
<td>New Members: 441</td>
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<tr>
<td>Transfers In: 4</td>
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<tr>
<td>Transfers Out: 0</td>
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<tr>
<td>Total Membership: 1763</td>
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</tbody>
</table>

New Members

- Gregory & Pamela Bohlmann, Foster City, 1980, 911
- Kristina Bradley, Pleasant Hills, 1973, 911
- Edward W Brakus & Ed Brakus Sr, Campbell, 2001, Boxster
- Thomas Bricha & Angela Hinckley, Boulder Creek, 1987, 911
- David M Brown, Los Gatos, 1964, 356
- Frank R Buhrmann & Kathy Bruin, San Francisco, 1997, 993
- Rod & Ramona Butters, Redwood Shores, 2001, 996
- Michael Caruso, San Francisco, 1985, 911
- Daniel K Cheng, San Francisco, 1999, 996
- David Crane, San Jose, 1987, 930
- Allen & Elizabeth Davis, San Francisco, 1987, 911
- Harry & Constantine Demas, Los Altos, 1987, 944
- Michael J Drury, Santa Cruz, 1996, 993
- Jon & Annette Ewanich, Los Altos, 2001, 996
- K Michael & Nhu Forrest, Hillsborough, 1987, 911
- Nathalie & George Guiragossian, San Jose, 2001, 986
- Alex & Danielle Halikias, San Carlos, 1997, 911
- Jack Hurtig & Alan R Spatcher, Fremont, 1989, 911
- Scott & Natalie Jackson, Palo Alto, 2001, 986
- Larry Jordan, San Francisco, 1999, 996
- Edward S Lasquete, San Jose, 2000, Boxster
- Robert D Lawson & Chris Mulder, Santa Cruz, 2001, 986
- Ronald & Rebecca Lee, San Jose, 1999, 996
- C K Martin & Sheila Kerr, San Jose, 2001, Boxster
- Gary P Messerotes, Mountain View, 1997, 986
- Mark & Michelle Mooneyham, Pleasanton, 1995, 993
- Christine A Murphy & Al Hernandez, Gilroy, 2001, Boxster
- Dan A & Lisa Nitake, Santa Cruz, 2001, 996
- Joby & Dana Noriel, San Jose, 1982, 911
- John Owens, San Carlos, 1996, 911
- James Quinn & Betty Truro, Cupertino, 1999, 996
- Dave S Richanbach, Hillsborough, 1988, 911
- Bill & Helen Riser, Sunnyvale, 1995, 911
- Jerry A & Minnie Rooks, Fremont, 1983, 944
- Andrew Sanderson & Laurel Cummings, Mountain View, 1982, 911
- David M Snoek, San Francisco, 1996, 993
- Andrew L Steele, Menlo Park, 2001, Boxster
- Osamu Takagiwa, Cupertino, 1970, 911
- Dean Tanaka, San Mateo, 1984, 911
- Thomas J Theobald, Santa Cruz, 2000, Boxster
- Craig W & Kim Walsh, Redwood City, 1975, 911
- Pieter Williams, Walnut Creek, 1973, 911
- Steven L & Kathy Wong, Palo Alto, 2001, 996
- Jeffrey Yohe, Pleasanton, 1981, 911
### Transfers In

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Year</th>
<th>Model</th>
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<td>Gregory &amp; Pamela Bohlmann</td>
<td>Foster City</td>
<td>1980</td>
<td>911</td>
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<tr>
<td>Kristina Bradley</td>
<td>Pleasant Hills</td>
<td>1973</td>
<td>911</td>
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<tr>
<td>Edward W Brakus &amp; Ed Brakus Sr</td>
<td>Campbell</td>
<td>2001</td>
<td>Boxster</td>
</tr>
<tr>
<td>Thoman Brichta &amp; Angela Hinckley</td>
<td>Boulder Creek</td>
<td>1987</td>
<td>911</td>
</tr>
</tbody>
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**31 Years**
- Thomas & Gail Edwards: Portola Valley, 1967, 912

**30 Years**
- Dennis & Charlot Singleton: Atherton, 1970, 911T

**29 Years**
- Steve & Tammy Conston: San Jose, 1972, 914

**28 Years**
- Edward & Andrea Wuenschel: Redwood City, 1966, 911
- Kerry & Dorothy Bahl: Pleasanton, 1977, 911s
- James Sagin & Yumi Kobayashi: Hillsborough, 1970, 914-6

**27 Years**
- David & Judith Colman: Walnut Creek, 1970, 914-6
- Richard & Renee Bontempi: Woodside, 1974, 914

**26 Years**
- Peter & Malou Kemling: San Jose, 1971, 911T
- Jerry Woods: Cupertino, 1977, 924

**25 Years**
- W. & Lynne Bell: Woodside, 1983, 911SC

**20 Years**
- Stan Michelman & Tina Roberts: Novato, 1981, 911sc
- Tom & Anne Jones: Roseville, 1970, 914
- Wayne & Jennifer Foster: Sunnyvale, 1984, 911 Carrera
- John Fumia & John Fumia Sr: Los Gatos, 1964, 356C

**10 Years**
- Gordon Finwall: San Jose, 1986, 911 Turbo
- E.J. & Susan Fontaine: Oakley, 1974, 914
- James Johnson: Oakland, 1978, 911SC
- Dr Georg Konradsheim: Vienna, 1973, 911t

**5 Years**
- Shigemasa & Keiko Amano: Nagoya, 454-0, 1969, 911S
- John Ng: San Jose, 1985, 911
- Paul Gill: San Mateo, 1974, 911
- Nick & Patti Stenn: Morgan Hill, 1986, 911 Turbo S
- Jay & Lisa Glenville: San Jose, 1976, 911S
- David & Karla Sierra: Scotts Valley, 1986, 944 Turbo
- David & Deb Standridge: Los Angeles, 1996, 911 Turbo

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### VINTAGE WINGS & WHEELS

Antique Aircraft Restorations
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Fax: (831) 637-6181
webpage: vintagewingsandwheels.com
email: ernie@vintagewingsandwheels.com
PORSCHES FOR SALE

1993 911 C2. Midnight blue, 48k mi, all records, pristine. $37,500. Contact Doug at 415.990.3684 or dwr101@yahoo.com

1999 Boxster. Guards red/blk. Heated seats, CD, wood steering whl, hardtop w/ cart. 24k mi, new 17" tires $39,000 obo. Contact Doug at 925.837.9040 or dack@ncal.verio.com

1970 911S. Irish green/blk int. Rust free w/ matching #. 2.2 MFI, rebuilt trans, updated tensioners, orig Fuchs, 4pt harness, early RS doorpanels. $17,500 obo. Contact Howard Yao at 650.652.5775 or hly5@yahoo.com

1974 911. Track car w/ 230hp 3.2L motor and 915 box in 2200lb car. RSR struts, Recaro seats w/ harness. GT2 tail, 2 sets 15" Fuchs, roll cage, fuel cell, halon fire system, 2000 TPD trailer. Contact Brian Curran at 650.533.5033 or bscurran@yahoo.com

1972 914-6. TT/Club racer. Full fiberglass body w/ wing. 3.2L engine w/ 284 hp, 915 box, Brimtec brakes. Very reliable. $22,500 or $24,000 w/ tandem open trailer. Contact Rich McGlumphy at 916.725.9828

1992 911 C2 Coupe. Guards red/tan lthr int. 37k mi, like new. Lowered, H&Rs, Bilsteins, LSD, never on a track. $33,000 obo. Contact Mike at 707.964.7121 or jolliffe@mcn.org

1975 914 1.8. Parts car, good engine, transaxle, front end. Will deliver in Bay Area for $1,000. Contact Tom at 408.888.6694

1986 911 Carrera Cabriolet. White/blk leather int. Bilstein Sport Suspension, strut brace, B&B Tri-flow exhaust. 44k mi. $29,500 obo, must sell. Contact Rick Erazo at 408.279.0918 or erazo_rick@yahoo.com

1988 911 Carrera. Blk/blk, 154k mi, roll bar, 5pt harness. 16x7 & 9 Fuchs w/ new RE71s. Euro ride height, Momo wheel/shifter, $5,000 custom stereo. Sunroof, meticulously maint, always garaged, all records. Great daily driver or A/X car. Contact David Bennet at 415.447.9209 or beneto247@hotmail.com

1988 911 Carrera Turbo-Look Cabriolet. One of 286 factory specials btw 85-89. Guards Red w/ tan int. 82k mi, well maint, new brakes, clutch, A/C fan, & Dunlops. Incl bra, cover, orig toolset. $29,900 obo. Contact Dave at 925.362.9551 or davidanderson62@earthlink.net

1985 Carrera Turbo-Look Cabriolet. One of 286 factory specials btw 85-89. Guards Red w/ tan int. 82k mi, well maint, new brakes, clutch, A/C fan, & Dunlops. Incl bra, cover, orig toolset. $29,900 obo. Contact Dave at 925.362.9551 or davidanderson62@earthlink.net

1970 911. Signal orange/blk int. 35k mi on rebuilt 2.2 engine w/ Webers. Updated tensioners. Interior like new. 5 spd, 14" Fuchs. Asking $9,911. Contact Brooks Esser at 650.255.0249 or brooks_esser@hp.com

1997 Boxster. Guards Red/gray int. 17k mi, hard top, sports pkg, 17" whls, wood dash
trim, color matching bra. Always garaged and Zymol every month, CVR Concor winner. $39,500. Contact Kapil at 888.396.2922.

1973 914-6 Conversion. Slate blue, new 3.0 engine w/ Webers. 255 hp, factory GT steel flares, Konis, 916 5spd tranny w/ Quaffe LSD. Alloy wheels. $9,500. Contact Neil Johnson at 650.851.4495 or acorn@best.com

1980 911SC Coupe. Iris Blue/blue leather. 176k mi, records for last 10 yrs, pop-off valve. Incl fitted cover. $12,000. Contact Ross at 510.537.3717 or rossj@best.com

1970 914-6. Silver 2.0L, 110k mi, new Koni Sport shocks, updated tensioners. Some spare parts. Asking $14,000. Contact Jeff Williams at 831.688.3385 or jujubees@cruzio.com

1986 944 Turbo. Silver/blue w/ linen int. 151k mi, 3rd owner. Strong mech & cosmetically. CD, radar, extra tires. $6,500. Contact Brian Daniels at 650.747.9357

1974 914. Set up for TT or AX. Well developed & competitive. 2 sets of wheels, 2 exhausts, needs some paint & minor bodywork. $5,000. Contact Jon Kies at 408.629.4420 or jonckies@earthlink.net


1990 944 S2 Cabriolet. Gold/linen int. Mint, 54k mi, local car, always garaged. New belts/water pump. 17" wheels, 2nd set of alloys w/ Pirellis. Chip & fr. stabilizer bar. $20,500. Contact Bruce at 510.658.6831 or bmpachter@earthlink.net

1988 911 Carrera Cabriolet. Marine blue/blue int & top. Fact. sport seats, LSD, fact. tail. All records & sticker. Excl orig. cond. SVR Concours winner. 43k mi. $31,000 obo. Contact Tim Fleming at 916.985.4142 or tfleming@jps.net

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

1988 944 Turbo S. Silver Rose spec edition. No rust, dents, rips, or cracks. 82k mi. All maint up to date - fresh rollers & belts. $19,500. Contact John Mangelis at mangelis@netzero.net

1994 968 Coupe. Iris Blue Metallic/grey int. 49k mi. M030 option, 911 brakes, sport seats, 17" whls, car was hit in left rear and repaired. Very good cond, handles great. $20,500 obo. Contact Gary Kerchner at 408.270.8244

1989 944 Turbo. Black/burgundy int, recent repaint. 120k mi, excl cond, Stage II chip, Fabspeed muffler, Corbeau seats, Pagid, strut tower brace. $15,000. Contact Gerry at 415.383.2546 or gerardb@gate.net

1975 914. 2.0L, Sunflower yellow, orig owner, garaged. Well maint, low miles. $6,800 obo. Contact Patricia at 831.624.4188

1958 356A Speedster Intermeccanica. Pro-built replica car, own one of the best. Contract Will Donohoe at 570.969.2229 or donohoe@ac.marywood.edu

1992 911 C2. Guards Red/tan int. 38k mi, new clutch/flywh, lowered, H&R springs, Bilsteins. Immaculate. $33,000 firm. Contact Mike Jolliffe at 707.937.0255 or 707.964.7121

1986 911 Carrera Cabriolet. Champagne w/ brn lthr int. All orig, 108k mi, excellent cond. $21,500. Contact Phyllis at 408.927.5199 or ann@bonham.cncdsl.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. JPPs available. Best offer takes it. Contact Bob at 650.345.7353

2000 Boxster S. Guards Red/blk int. Tiptronic, Hardtop, Sports Pkg. S-Car-Go intake, 18" Fikse, H&R springs, nose/mirror bra, cover. 21k mi. $52,000 obo. Contact Behram Soonawala at 530.934.2589 or behram@gateway.net
Marketplace

914-6 GT. Factory built GT, fully restored, ran Monterey in '98. One of the best in the world. Trades considered. Contact Llew Kinst at 650.903.4880 or llew@autograph.net


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. Garaged at home, covered at work. All papers, absolutely no dings or scratches. New tires, recent 30k service. Asking $37,000. Contact Rob Hastings at rhhastings@tahoenet.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 fg 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

PARTS & MISC


911E Cams for MFI. New in wrappers. $500 plus shipping from Long Beach. Contact Chip at 562.799.6198

DAS Sports Roll Bar. Bolt-in, used in '86 Cab. Gloss blk. $350 obo. Contact Rick at 415.577.1734 or erazo_rick@yahoo.com

966 Headlight units & side mirror covers. $300 for all. Contact Mark at 510.441.8456

944/924 Parts. 2-14x6 4 bolt 924 whls $50. 4-15x7 Phonedials w/ Goodyears $400. 4-15x6 Phonedials $200. Used 944 S2 exhaust from Cat Back $375. Contact Jeff at 650.941.4331 or reitme4@aol.com

944 Turbo A-arms. Used but good cond. Contact Brent Harnish at 650.286.1625

993/996 Wheels. 2-8x18 & 2-10x18. Polished factory hollow spoke, $2,000 for set. 914-6 Fuchs 4-5.5x14 5 bolt. Straight & true, finish not perfect w/ Michelins, $450 for set. Contact Jim Thompson at 408.267.5320

Test Cup Tires for Free! New Michelin Pilot Sport Cup D.O.T. race tires. Two 205/50-15 and two 225/50-15. You will need to take them off my wheels and mount them on yours. Only used in two autocrosses. Contact Terry Zaccone at 408.257.6575 or tzaccone@pacbell.net


Garage Space. Share a 2 car garage w/ storage in Santa Cruz area. $150/month. Contact Desiree at 831.426.1005

30 November 2001
**Marketplace**

**Panoramas.** 1976 to current. Buyer must pick up, make offer. Contact Rob at 408.253.5909 or whtsides@att.net

**1971 914 Chasis.** All VIN # plates & pink slip intact, pre-smog, use your imagination. $100. Contact Jon at 925.634.7217 or vogley@inreach.com

**Wheels & Tires.** One set 8x16 & 9x16 factory 7 spoke wheels for 928, 944, 968. Mounted w/ new 245/45 tires, $750 obo. One set 7x16 & 9x16 forged factory wheels from '89 944 Turbo S, $1,000 obo. 914/6 suspension parts. Contact Jon at 415.356.4629 or jwactor@luce.com

**1971 914.** 6" 4 bolt wheels with new Kuhmos. $1,000. Contact James Ohl at 650.341.9020

**New 993 Parts.** Fr. rotors $150 each, rear rotors $200 pair, Jurid brake pads $120 pair, oil filter sets $30, air filter $20. Contact Will Lee at fujikomine@hotmail.com

**Fuch Alloys.** 2-16x6 factory Fuchs from '83 911SC. In good orig cond. $350 obo. Contact Howard Yao at 650.652.5775

**993 Sport Seats.** Fact. blk leather in excl cond. $4,000/pr obo. Contact Peter Kostic at 831.469.9234 or kpetar@pacbell.net

**1987 944S Parts.** Front spindles $175 pair. Brake calipers, all 4 w/ hdwr & pads $150. Welt. 200# fr. springs $45. Fact. alum. control arms - make offer. Upper strut mts & spring perches $30. Contact John at 415.771.1069 or 16ventiler@hotmail.com

**Wheels.** 4-15x7 factory "phonedials" w/ 215/60 Yoko tires (50% tread). Late offset (53mm), refinished & flawless. $450. Contact John at 415.771.1069 or 16ventiler@hotmail.com

**911 Car Cover.** Circa 1982 canvas cover w/ lock. $50 obo. Call Jean at 650.561.9424

**WANTED**

**1983-6 928.** Must have 5spd & sunroof. Up to 100k mi ok. Contact Robert at 650.839.6543.

**Fabspeed MaxFlo Mufflers.** For my '98 993. Any leads are appreciated. If anyone has a set, I'd love to hear them or get some feedback.

**WANTED**

**1992-5 968.** Must be 6 spd coupe. Prefer red or white. M030 a big plus. Lower mileage pref, no wrecks, no track cars. Contact Mike Vadvilavich at 408.356.5440 or mvad@pacbell.net

**1988 924S.** In good cond, w/ emphasis on the engine. Contact Dick at 480.899.1347 or rpcrew@worldnet.att.net

**Fabuspeed MaxFlo Mufflers.** For my '98 993. Any leads are appreciated. If anyone has a set, I'd love to hear them or get some feedback.

**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.
INTERNATIONAL AUTOBODY, SPRECHEN SIE?

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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