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**Cover:** RUF RGT at the Carlsen Concours. Buy on Thursday, Show on Sunday.

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, President

This is the time of year, we on the Board of Directors, make our plea for members of our region to come forward and run for the next year’s Board. It might seem to be a big commitment and it definitely is. But in the long run, it is worth stepping forward. The sense of satisfaction of being involved with this group of people and the activities they do is something you can never replace. Some positions are labor intensive and others require large amounts of creativity. But all positions offer a sense of belonging to a great group of people.

If you’re new member or a long time one, please step forward and ask one of the current members what you could do that might be of help next year. This years-nominating committee chair is Karen Neidel. But you can contact any member of the Board to see if you’re interested in trying something new and rewarding with the club.
Kermit is looking really good right now, the engine is broken in, but I haven’t started racing it yet. What should I do in the interim - enter the Carlsen Concours! Yup, I did it. I can honestly say I entered a concours. I figured that Kermit will gradually get more rock chips with age, so I should hurry up and take advantage of my grime-free engine.

Marina said she would assist me in the cleaning, so I went to the store to buy some cleaning products. As we were cleaning Kermit, I noticed a certain phenomenon: the cleaner my car got, the dirtier the house became. Has anybody else experienced this? I must have a fixed allocation of "clean", it either goes towards the car or the house, but not both at the same time.

The car cleaning part was ok, just using a lot of towels and listening to a lot of CDs. It gets a lot more fun when the big day arrives. On a beautiful Sunday morning, we got to park Kermit on the Carlsen lot, usually reserved for new Porsches. All kinds of people walk by to check out your car - the hard work is starting to pay off.

Then comes the judging part. You know what, it didn’t hurt at all. I had three judges and they were all really nice guys. They would poke around and ask a few questions. Finally, they gave me a few pointers and made some nice remarks about the car. A very pleasant experience.

With my judging over, I get to relax and check out the other cars. We have some SICK people in our club! If my clean car/dirty house hypothesis were true, we better report these people to the Health Department, because their houses would have to be filthy!

Thanks for all the positive feedback I received for last month's editorial. At least 20 people approached me at the Concours to share their laughter with me (or is it "at me").
The GGR/STRASSE 2001 Autocross Series

The GGR Autox #5 at Marina is now history. A weekend in Monterey is always fun. Thanks to everyone who helped out, especially Anne Del Villano for towing the GGR equipment trailer, Kristi Soo Hoo and Greg Chiocco for registration, Dave McGuigan for results, and thanks to Catherine Siemens who brought and helped out with the LPR timer. Andrew Blyholder designed the wonderful course. 116 drivers tried their best to figure it out. The big smiles were on the faces of the people who did 3 fun runs at the end of the day! Thanks to the tech crew and everyone who helped set up and clean up. It was lots of fun and everyone had a good time. The top time of day awards went to Jim and Sue Hayes. The awards were donated by Gabe Szalay of STRASSE, the sponsor of the GGR Autocross Series for the next five years. The schedule for the rest of the year is:

#6 Saturday September 1 at Dublin
#7 Saturday September 29 at Dublin
#8 Sunday November 4 at Dublin

At the September 1st event, we again do our annual charity event where we donate to the Alan Kaufman Alameda County 100 Group. At the driver’s meeting we will auction some gift certificates and Porsche equipment from the following sponsors:

- Porboys in Oakland (Service and parts) 1.800.POR.911S.
- German Parts & Restoration in San Luis Obispo (Parts) 1.800.321.5432
- Strasse in Atascadero (Porsche parts and accessories) 1.877.944.9911
- I/O Port Racing Supplies in Lafayette (Suits, roll bars) 1.800.949.5712
- Kahler’s in Dublin (Service, parts, restoration) 1.925.829.2050

If you are new to the Porsche Club, try out an Autocross. The basic procedure is to show up around 7:30 AM to register, pay $25, sign up to run/work in the morning and run/work in the afternoon, get your car teched, and then walk the course. At the driver’s meeting at 8:45 you can be paired with an instructor who will help you learn the course, show you how to work, and how to drive the course. You can also ride in their car a few times. All of the instructors are helpful, nice people. They really want to help you learn to drive your car better and for you to really enjoy how it performs.

Each course this year has been designed by a different person! If you would like to volunteer to design and set up a course, let me know. There will also be opportunities next year.

I still get positive e-mail about the event at Candlestick. I am sure it is in the works to make it an annual event. Thanks to Bill Newlin for doing a great job.

If you have questions, e-mail me at: johnseid@aol.com. See you out there!!!
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**Teaching Others**  Paul Young, San Diego Region

How long should it be until a driver becomes an instructor? This is a question I am often asked by an entrant at an autocross or time trial. Some ask it at their first event, and some after a year or two. Of course, every driver is ultimately responsible for his or her own education, so in a sense we are all instructors. Still, the question remains: How much experience is necessary to become an officially recognized driving instructor? To answer this question, we should look at the motivations, benefits, responsibilities, and qualifications associated with being a driving instructor.

Some are motivated by the prestige associated with the title of Driving Instructor: An ego-boosting feather in the hat; I have arrived; I have been recognized as a competent driver. A normal feeling, but we should recognize it as such and not let this be our only reason. An instructor has the opportunity to ride in (and perhaps drive) a variety of Porsches; some similar, some different. This affords some insights into what improvements can be made to one’s own car, as well as some thrilling experiences and test drives or rides. Again, a common incentive, but hopefully not the sole consideration.

A fairly obvious benefit of being an instructor is the extra track time, which helps improve the instructor’s driving, too. This obviously selfish motive is a genuinely good reason for wanting to instruct. Instead of just seeking a thrill, the desire is to better one’s own driving as well as the student’s. How we approach the benefit of extra track time has a great deal to do with how we benefit from it. Of course we should not just use the student as a means to get track time for ourselves, but we can make the situation one where both the student and instructor profit.

The first order of business is our instructing attitude. The title of Driving Instructor does not mean that we know it all (we never will) and we shouldn’t think that there is nothing for us to discover. This open-minded approach will allow us to learn, and the students will see it as a good model for themselves. I usually share with my students that I am still a student too. The beauty of driving is that no matter how good one becomes, there is always something more for learning and growth. A great deal of the fun comes from this learning and growth process itself.

Next, I try to find out where the student is at with their driving skill. I ask about their experience and observe their driving (a single lap will usually suffice to help identify what issues we need to work on first). I run through a mental checklist, starting with the basics (seating, hand position, and controls). Even if they have some training and experience, it is important to ensure a solid foundation. The list goes on through turn types, finding the line, using all the course, optimizing braking, and so forth. I try to assess what the student needs most, and determine some quick, reasonable, meaningful goals. It might be simply to complete a lap with decent hand position, or refining left-foot braking, but it should be tailored to the individual student and their needs. Depending on the situation, some students can work on several improvements at once. For example, I may have a student focus on smoother braking and not fighting the steering wheel while exiting a corner on the same lap or run session. As they become better during the day, I move them on to other topics, but I am always sensitive to what they need to concentrate on next, working at their own pace.
The instructor-student relationship should not be purely one-sided. Naturally, a beginner may not be able to suggest the optimum apex for a turn, but I have actually learned a lot from my students. It may be obvious, such as a student riding with me and suggesting that I try a different line. Hey, I am always open to suggestions, so I’ll test it out. Even if I have my doubts, it will be instructive to the student and reinforce their own willingness to learn. Sometimes while riding with students, they will try different approaches on their own volition. I’ll be the first to admit that I learned something myself. Sometimes just another individual’s perspective will offer new insights into the driving experience.

While working with a student on a particular situation, I find it very worthwhile to see if I can apply it to my own driving. It doesn’t matter if it is even a basic item like hand position, I will review it with myself as well as the student. This technique of brushing up helps make sure that I haven’t lapsed into bad habits. I have also found that I can work on the same thing as the student when I am driving. For example, I often find students that fight the steering wheel while accelerating out of a corner, leaving too much room to the outside and not using all the course. While I work on this point with them, I myself will use the lesson to refine my own driving in this area. When the student is riding with me, I will focus on optimizing my apex and throttle application to use all of the track. Not only am I illustrating the point for the students, I am taking the opportunity to instruct myself on the same subject. An added benefit is that although I may be working at a different level on the same problem, it is good for the student to see my approach to teaching myself — the students learn to teach themselves.

The process of instructing is in itself helpful to the improvement of our own driving. In order to explain something and teach someone about it, we must put some thought into it ourselves. This thought process helps us to better understand the situation, and this improved understanding will lead to better driving. The more we clarify a technique to a student, the better we will become at that skill ourselves. Also, there are some things that we seem to do subconsciously. By going over these issues with the student, we bring them to the conscious level where we can focus on improving them. Although it is good to have some skills that are automatic (at the subconscious level), it is valuable to at least know what these are. We should look at our habits from time to time to be sure we aren’t developing bad ones.

The more proficient we become as instructors, the better it is for our own driving. Since we are our own best teacher, it makes sense that we want to improve our driver training ability. Our talent at clarifying things to our students will allow us to communicate better to ourselves. As we learn what works best with students, we can apply this knowledge to educate ourselves. Sometimes though, we need a break from instructing others. It is prudent to recognize this and perhaps drive alone for an event. This sabbatical can help us focus our driving and gather some fresh ideas as well. What are the responsibilities of a driving instructor? Of foremost importance is safety. Our driving events are fun, but without safety we can’t have fun (we can’t have events at all for that matter). It is the instructor’s responsibility to look for safety issues. Impress on the students the importance of always being aware of safety. Along with the prestige of being an instructor comes the visibility of the position — we are examples and ambassadors for PCA. (continued page 11)
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We are responsible to help these folks get more out of their Porsche: more fun, confidence, skill, and bonding. Encouragement and motivation are key issues to enhancing the students’ experiences. Instructors should share amongst themselves too. Ride with each other, constantly network, sharing tips and techniques for both driving and teaching.

So, what is necessary to become a driving instructor? Obviously, the instructor should be a competent driver, at least demonstrating the basics: positions, turn types, apex, smoothness and a bit of vehicle dynamics. Driving ability is just one qualification. The greatest driver may not necessarily be any good at instructing. The instructor needs to have decent teaching ability. We don’t want to illustrate bad habits to a newcomer; it is much more important that we are able to communicate the basic concepts involved. To demonstrate beautiful driving without imparting any knowledge is useless to our students. Simply being able to drive well or having attended school does not suffice by itself.

Driving talent and the ability to communicate and teach are skills that can be learned by anyone. We must also have a certain attitude to instruct, which can be more difficult to develop. The instructor must be dedicated to driving excellence, sportsmanship, and helping the student learn about their Porsche and how it handles, while having fun at the same time. This, coupled with an open mind about driving, learning, and instructing, will go a long way to being an effective instructor and ensuring the success of the students and the club. Individual instructors will have different styles — this is good. What is important is that each instructor works closely with the students, adapting to their individual needs.

I had been driving at events for a year before I was ready to start instructing. For me, teaching is now the most rewarding part of PCA. The satisfaction of driving well at an event can’t compare with seeing the gleam in the eyes of a new member who has bonded with their Porsche. You have helped them achieve something they could only dream of. They have discovered the magic of the marque and the club.
GGR Events Calendar

September

1 Saturday
GGR/STRASSE Autocross Series #6 at Dublin. Special Charity Event. Contact John Seidell at 925.938.9531 or johnseid@aol.com

9 Sunday
Zone 7 Concours #7 hosted by DR in Blackhawk

14 Friday
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.

15 Saturday
GGR Agricultural Inspection Tour contact Rob Neidel at 415.464.0252 for more information about the tour and the kind of agriculture

16 Sunday
RR Autocross at Petaluma Fairgrounds

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

22-23 Weekend
Zone 7 Rallye #6 Carrera de Sierra hosted by SVR

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

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

30 Sunday
Zone 7 Concours #8 hosted by RR in Santa Rosa

October

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

6-7 Weekend
Zone 7 Autocross #7 & #8 hosted by SQR in Fresno

12 Friday
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.

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

13 Saturday
SVR Autocross at Mather

20-21 Weekend
GGR/Sporthaus Time Trial #5 at Thunderhill. Contact Chris Murray at 510.538.3800

27 Saturday
GGR Adopt-a-Highway. Contact Jean Ohl at 650.341.9020
## GGR Events Calendar

**Zone 7 Rallye #8** hosted by YR

**November**

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<td>27</td>
<td>Saturday Zone 7 Rallye #8</td>
<td>Hosted by YR</td>
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<tr>
<td>1</td>
<td>Thursday GGR Board Meeting</td>
<td>Hosted by Louise Sousoures, location TBA, 7:00 pm. Contact Larry Sharp at 925.371.2258</td>
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<td>4</td>
<td>Sunday GGR/STRASSE Autocross Series #8 at Dublin &quot;under the lights&quot;, until 9:30 pm. Contact John Seidell at 925.938.9531 or <a href="mailto:johnseid@aol.com">johnseid@aol.com</a></td>
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<td>9</td>
<td>Friday 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.</td>
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<td>Saturday Zone 7 President’s Meeting</td>
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<td>17</td>
<td>Saturday GGR Adopt-a-Highway. Contact Jean Ohl at 650.341.9020</td>
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The 2001 rally season is now past the halfway point. Father’s Day, four
days before the actual summer solstice, fourteen teams participated in
Yosemite Region’s Summer Solstice rally. John Clever had written a rally
with eight checkpoints and a route that took four hours to complete, so no
one got a low score because of a single lucky guess. Jay and Jessica
Toney continued to excel and took first in Expert Equipped with a score of
5 overall.

At the end of July, Diablo Region held their Pic Tour rally. This rally had an
easy format of trying to find where the rallymaster took a photo along a
defined route. The format is easy, but sometimes finding the locations is a
little more challenging. A photo on a weekday of a business area full of
cars looks very different on a Sunday morning with nary a car to be seen.
Eighteen cars started and 16 finished, with teams having varying degrees
of success finding the locations.

Of special note was the DR team of Klink/Luzbetak that came out to enjoy
the day in a wonderful 1958 Speedster. John Clever had defined a route
that started in Dublin, ran through Pleasanton, Livermore, and the
countryside which gave us views of the vineyards and the foothills.
Generally, when other motorists see Porsches out for a Sunday drive, they
don’t get much chance to watch, as they are passed and the Porsches
disappear from view. That’s not the case with the Pic Tour. Participants
aiming to do well in this event are generally driving about 25 MPH, on the
far right side of the road, stopping to let everyone else pass. And people
thought Porsche drivers only go fast! The rally ended at Pavlo’s in San
Ramon, where we enjoyed refreshments and awards.

This was the fifth event of the season and the SVR father-daughter team
of Jay and Jessica Toney are maintaining their first place standing with 100
points. The DR/SVR team of Al Armellini and Rik Larson are in second with
90. Hubert and Jenny Lee of GGR are close behind in third with 89 points.

Next on the calendar is the scenic overnight Carrera de Sierra event on
Sept 22-23 by the Sacramento Valley Region. This event can be run as a
rally or as a tour, with both groups meeting on Saturday evening and
Sunday afternoon for the social gatherings. For more info, please contact
Rik Larson at (916) 481-6084. The last two events of the season are both
in October:

Golden Gate Region’s Coyote Run on Oct 13th
Yosemite Region’s Spooky Tour on Oct 27th
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Carlsen Concours photos by Howard Yao
(top) Hot Dog salesman, James Ohl, note the Porsche apron.

(middle) Carlsen Porsche generously provided concours trophies with limited edition GT Carrera models.

(right) from left to right, Larry Adams receives a trophy from Roger Wiersema and Charlie Burton of Carlsen.
SATURDAY, OCTOBER 13, 2001
PCA Zone 7 Points Rallye
Hosted by Golden Gate Region
Sponsored by CARLSEN PORSCHE

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

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

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

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

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

We drove to Milwaukee for Parade, through 12 states and 4,500 miles, towing a trailer (I’m sure an interesting sight in Yellowstone park). We had a great time at Parade. Milwaukee is a very nice City (we definitely were pleasantly surprised), the weather was good, the events were fun, and Zone 7 took home some serious hardware. J and Jessica Toney from Sacramento Valley region took first overall in Rally and Tom and Sandy Provavi took first overall in Autocross men’s and women’s divisions. The meetings (there were many) were productive as well. Some tidbits for your information:

As you may know, the new National website (www.pca.org) is up and running. In addition to other previous features, the website includes an on-line technical Q&A, plus search capabilities for past articles in Pano, Up-fixin, and Technical Q&A. The website also includes a library section of materials available for member/region use. Included is a film library for use by regions (borrow a tape for a dinner meeting?)

National is reminding us that more “Treffens” are being scheduled. These are unique trips to Germany for special factory tours and other once in a lifetime activities. We heard a testimonial for several people that are now attending these trips at least yearly. See the web page for more details.

PAG/PCNA and PCA have signed a new licensing agreement. More details will be forwarded to the regions on implementation. Basically the agreement calls for our recognition of Porsche’s marque (with limited use agreement subject to certain conditions). In exchange, Porsche has agreed to recognize our marques and the use of the Porsche name in the context of the club. At face value, it appears to be a fair agreement for both sides.

Updated Parade Competition Rules were approved, mostly for concours. The restoration class will increase emphasis on originality, recognize a level of achievement in restoration, and offer an optional driving tour for restoration vehicles to be used as a potential “tie-breaker” at the concours.

Children’s activities were emphasized at Parade, with a kid’s autocross. No, we didn’t let the kids loose in Turbos. But there was a course setup for kids to navigate using their weapon of choice (i.e. scooters, bikes, roller blades, RC cars, or their feet). The kids had fun and of course there were plenty of awards.

Upcoming Parades will be held in Boise, Idaho in 2002 and the Saddlebrook Resort in Florida in 2003.

Region Events/Hidden Gems

In addition to the usual zone events and Parade, I’ve been trying to visit each of the regions in Zone 7. In doing so, I’ve been very fortunate to meet some very nice people and experience some great events. Although every event has been great, there have been several recent ones that I thought the Zone 7 membership might be interested for future reference:

Sacramento Valley Region held its 28th CRAB event in April. This event is the only full multi-event weekend in Zone 7, although these types of events are very popular nationally. CRAB includes an autocross, Concours, and Rallye, plus a funkhana, wine country driving tour, walking tour/rally, a banquet, and a beer and brat barbeque. There were 75 cars participating this year. In the interest of full disclosure, I will say that my wife chaired this year’s event, but she had no influence on these comments. Really.

(continued on page 20)
Diablo Region’s “Wash and Shine” on Memorial Day weekend, which has become a tradition, attracted 80 participating cars plus numerous observers; the concours itself was very low key, with a Parade of winners. Although the “judging” was not as rigorous as zone rules (wash and shine, remember?), the cars themselves were as nice as I’ve seen. Maybe we can get some of them out to other events!

Redwood Region held its mini-parade on June 10 and it was a kick. The event, held in and around the Petaluma Fairgrounds, featured two autocross events (top time in the morning, plus “bracket racing” in the afternoon), plus a peoples-choice concours, and a rally/driving tour through Sonoma County/Marin County backroads. All in one day. There were over 80 registrants for this event as well, including several potential members.

Golden Gate Region recently held an “enduro” autocross on July 14, where drivers had several practice sessions, then three timed runs, which were combined for a total “competition” time. The relatively high speed course at 3Com Park rewarded smoothness and consistency. Over 120 drivers attended and each had an unbelievable 9 runs.

Where do I find out about this stuff anyway?

Glad you asked. Of the ten active regions, seven have web pages, with more on the way. These can be accessed through the national web page, or through our new Zone 7 web page at www.pca.org/zone7. Our new webmaster, Dean Thomas, is furiously working on the web page and should have it up and running by the time you read this article. The web page will include a schedule of pertinent Zone 7 events, plus links to the region web pages. Check it out, and let Dean or me know what you think!
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SAM SIPKINS
Nineteen cars were on hand to be judged at Monterey Bay’s Concours held once again at Lake El Estero. 20 cars attending for display only joined these nineteen cars. Breaking the pattern of recent events, 911 Wash ‘n’ Shine was not the largest class. Leading the way this week was 911 Street with 4 entries. Four 356’s were judged, with 5 more on display. This was truly a great turnout at what is arguably becoming one of Zone 7’s premier Concours events.

Capitalizing on the weather that the Peninsula is famous for, over 75 people stayed after the event and enjoyed a wonderful tri-tip BBQ put on by members of MBR. The morning was lightly overcast, with sun breaking through just as the crowd sat down to eat. It couldn’t have been scripted better.

A personal thanks goes to two groups of people: first, Gary and Ginger Mutoza, and David Aliotti from MBR for their help in putting on the event. And second, to the group from SVR that is making a run for all the trophies this year. They have all been of big help, stepping forward to help in many ways when called upon. I would like to especially note Dennis Stettner and Tom Sisson for their participation and support. Thanks one and all!

There are three concours left this summer. Come on out and show your car, or at least bring it out for display and some tire kicking!

<table>
<thead>
<tr>
<th>Class</th>
<th>Division</th>
<th>Name</th>
<th>Region</th>
<th>Points</th>
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<td>239.00</td>
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GGR Related Websites

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

Early 911S Registry www.early911sregistry.org

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 www.digitimages.com

Redwood Region
Zone 7
Concours #8

September 30, 2001
9:00a.m. - 3:00p.m.
Ledson Winery & Vineyard
7335 Highway 12
Santa Rosa, CA. 95452
707.537.3816

Car placement 9:00 a.m. - 10:30 a.m.; Judging begins at 11:00am.
Fee: $20.00 per entry ($5.00 per entry goes to Guide Dogs for the Blind) Display only is free in the Porsche Corral.

Directions: From Hwy 101 N. take the Hwy 12 exit in Santa Rosa and continue East towards Kenwood. Sorwna to Ledson Winery (on left). From Hwy 101 take Hwy 12 or Hwy 37 to Napa. Proceed over the Napa river bridge, go left on Hwy 121/12. Follow signs to Sonoma and continue on Hwy 12 through Kenwood to Ledson Winery (on right).

For details contact James Heisey at 707.542.7722.
August Board of Directors Meeting

CALL TO ORDER
The meeting was called to order at 7:45 p.m. at 550 Commerce Street, Livermore, CA

Board members present were Larry Sharp, James Ohl, Louise Sousoures, Cherie Kuhn, Bob Gardner, Sharon Neidel, Karen Neidel & Webmeister Susan Angebranndt. Nugget Editor Howard Yao was not present. Chris Murray, John Seidell, and Marianne Gardner were also present.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of July 13, 2001 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. July 14 - 3Com autocross, 141 drivers, Enduro format was very successful. Well done, course was challenging and safe for all.
3. Tech Session at Anderson-Behel. Very successful event; approximately 50 people attended. Of note, the majority of attendees were from the Babblers, a local Boxster group, very enthusiastic bunch!

C. DIRECTORS REPORTS

PRESIDENT, Larry Sharp
1. National has requested President to fill out an application and bio for Zone 7 representative for Parade competition rules committee position.

VICE PRESIDENT, James Ohl
1. Calendar Changes, Octoberfest dinner has been cancelled.
2. New Member Social will be moved to alternate date to be determined.

TREASURER, Sharon Neidel
1. Submitted report.
2. Membership and Secretary’s budgets submitted by Treasurer were approved unanimously.
3. Treasurer will be meeting with Olen Creech re: charitable contributions from GGR, which had been discussed previously.
4. Called ABS regarding Nugget mailing to close our account.
5. Talked to Bob Peterson regarding the Goodie Store. He is very enthusiastic to take over.
6. Called Chronomix regarding replacing autocross clock.
7. Called Federal Express regarding setting up a corporate account.

MEMBERSHIP, Cherie Kuhn
1. There were new 37 members this month; four transfers in, three transfers out. Total members are 1771. Motion to accept New Members was approved unanimously.
2. Able to download entire list from National membership database.
3. Called regarding printing of the roster and received several quotes
which are being considered.
4. Still working on the advertising for the roster. Will attempt to acquire two or three accounts.
5. Budget for New Member Social and roster submitted and unanimously approved.

COMPETITION, Bob Gardner
1. Handed out about 12 pages of rule proposals. There were a lot of changes to be made, primarily in autocross, to make the rules more flexible.
2. One change noted in the Time Trial section is to eliminate classes which are undersubscribed.
3. Rules committee Meeting will be on August 18th and is open to the general membership.
4. Larry Adams has submitted package for rallye in October. He is looking for volunteers to man the checkpoint crews for the rallye.

SECRETARY, Louise Sousoures
1. Witnessed signatures form for the Anderson-Behel tech session submitted to Vice-president.
2. Expense forms for lockers and tech session submitted to Secretary.

SOCIAL, Karen Neidel
1. Octoberfest dinner cancelled.
2. Charter member, Carol Scott, recently passed away. Social director will write a small article for the Nugget.
3. Will also write a small article in September Nugget regarding board positions for next year.
4. Everything is ready for the Carlsen Concours/Swap Meet.
5. Will have race car display at swap meet if space allows.

NUGGET EDITOR, Howard Yao
1. No report submitted.

WEBMEISTER, Susan Angebranndt
1. Zone 7 rep has recruited a volunteer (GGR member) to implement a Zone 7 web page, which will be online approximately September 1, 2001.

D. OLD BUSINESS
1. Action items done and budgets submitted.
2. Bylaws changes submitted to committee for review.

E. NEW BUSINESS
1. President will pursue venue and cost for joint board social at the end of the year.

ADJOURNEMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:05 PM. The next Board of Directors meeting will be held Wednesday, August 29, 2001 at Comp-U-Scripts, 1101 S. Winchester Blvd., San Jose, CA 95110, 408-261-9795. Call Larry Sharp at 925-371-2258 to add items to agenda.
Members
Cherie Kuhn, Membership

Official Count
New Members: 37
Transfers In: 4
Transfers Out: 3
Total Membership: 1771

New Members
Andreas & Bernadette Abramson Hollister 2001 996
Jim & Roz Arnold Saratoga 2001 986
Thomas J Barsi San Francisco 2001 996
Theron Baynard Sunnyvale 1979 911
Gary F & Cynthia Bengier San Francisco 2001 911
Bren Bogert Larkspur 1992 968
Michele Borovic & Bill Bennett Half Moon Bay 1995 911
James T & Deborah Bower Watsonville 1963 356
Paul H & Barbara Chrisman Burlingame 1994 968
Frank Chu Milpitas 2001 986
Michael & Alison Covarrubias San Francisco 1997 993
David Cruz & Desiree Lovos Hayward 1978 911
Thomas Deckowski & Claudia Tseng San Jose 2000 Boxster
Jean Deslauriers & Marie Claude Theriault Mountain View 2001 911
Alfonso A & Mina Dualan San Francisco 1970 911
George & Donia Gousios Walnut Creek 1976 914
Andrew Grace Sunnyvale 1989 911
Joseph M & Jacqueline Hoppa San Jose 2001 Boxster
Robert V Iverson Palo Alto 1988 911
Jonathan C Jones Hillsborough 1990 944
T Marc Jones San Francisco 1999 911
Sean & Orla Kearney Foster City 1994 968
Fred Gene Kraese So San Francisco 2001 Boxster
Michael & Cindy Liebsch San Carlos 1999 911
Kathleen Mac Argel & Stephen Silver Santa Clara 1995 911
Jo Major Cupertino 2001 996
J P Martinez San Mateo 1991 911
Rod J & Laurie Nelson Los Altos 1992 911
Alex & Joy Ou Hillsborough 2000 996
Shawn P & Trina Padilla Santa Cruz 1989 911
Mark Pendrith Sunnyvale 1986 944
Keith Ray Santa Clara 1979 930
Jeffrey S & Stacy Reitmeir Los Altos 1987 924
John T & Louise Roebuck Saratoga 1979 930
Lester J Thornsberry Pacifica 1996 993
Glenn & Vicki Wildman Gilroy 1962 356
Howard J & Mariko Wing San Jose 2001 911
Thierry F Zamora San Francisco 1965 356

Transfers In
David M & Melanie Borun San Francisco 1986 944
Aubrey E & Heather Bout Woodside 1986 944T
Dave Brody Novato 1969 912
Steve & Caroline Nakajima San Francisco 1998 986

September 2001
Transfers Out
Dean A & Zachary Hadley    Paradine  1961  356
Mahender Macha   Huntingdon Valley   1988  944

41 Years
Robert Boyd & Suzanne Greenley-Boyd    Walnut Creek   1958  356A

36 Years
Brian & D’Anne Carleton   Saratoga  1956  356A

34 Years
J Paul & Carol Greene   Los Gatos  1966  911
Gary & Mindy Evans   Santa Cruz  1989  911
Charles Y & Elaine Leong   Palo Alto  1962  356

29 Years
William Cilker & Kenton Smith   Los Gatos  1982  911SC

28 Years
Steven Scott & Yong-Yong Tam   Oakland  1978  911SC

27 Years
Sandra & James Sheehan   Santa Cruz  1986  911

26 Years
James & Susan Alderson   Livermore  1979  928

15 Years
Frank & Deborah Casanova   Cupertino  1984  944

10 Years
Peter Lee & Linda Jade   Pacifica  1987  911
Brooks & Stacey Esser   Menlo Park  1970  911T
William & Gloria Hallier   Los Gatos  1981  911SC
James & Meda Semien   Fairfield  1976  911S
Dennis & Alexander Bravo   Hayward  1974  911

5 Years
Mark Walther & Mylea Charvat   Menlo Park  1985  911
David & Robert Stomp   San Francisco  1989  911
Robert Voorhees   San Francisco  1959  356A
William & Wendy Dunham   San Jose  1972  911T
Sandy Sans   Los Altos  1990  944S2
George Delaye   San Jose  1990  911C2
David Roseman   San Francisco  1995  993
Gerald & Jennifer Char   San Francisco  1988  944
Gib & Susan Myers   Atherton  1996  993C4S
David & Claudia Smay   Hillsborough  1982  911SC

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PORESCHES FOR SALE

1973 914. 2.0L, Yellow TT, AutoX, Commuter car. Solid rust free. GGR "Bi" class. GD Racing motor. 22mm front sways, 140# rear springs, new roll cage, race seat, Hot Lap, K&N, Optima. $7,995. Contact James Ohl at 650.341.9020

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 trfleming@jps.net

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 Manelis at manelis@netzero.net

1994 968 Coupe. Iris Blue Metallic/gray 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 911S Targa. Silver/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

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

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


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

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

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

1998 Boxster. Silver w/ red int. 24k mi, many options. 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 rhastings@tahoenetworks.com
**Marketplace**

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

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

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

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

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


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

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

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

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

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

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

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

1999 911SC Cabriolet. 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
PARTS & MISC

914 Wheels. 6” 4 bolt wheels with new Kuhmos. $1000. 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 very good orig cond. $350 obo. Contact Howard Yao at 650.652.5775 or hly5@yahoo.com

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. 28mm Weltmeister adj front swaybar $200. 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 "phoonedials" 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

1998 Trailex 22' Trailer. Aluminum & enclosed. Very light/strong, pull w/ a SUV. Only used 3 times, 158" awning, tire rack, alum. wheels w/ spare. Contact Ben McGraw at mcgrawhome@pobox.com or 650.348.7105

914 Race Car Kit. incl. chasis striped & primed. Full roll cage by Hamlin. 2 sets of 10"&14" BBS. IMSA fiberglass, wing. All new suspension parts. Custom oil tank, large ATL cell. All you need except engine/trans. Contact Llew Kinst at 650.903.4880 or lllew@autograph.net

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

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

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

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

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

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

Wheels. Two black center 6x15 Fuchs w/ 195/50 Yokos (50% wear) $250.


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

1973 911 Parts. Engine 2.4T rebuilt to 2.7 w/ CIS, 25k mi, $4,500. 911S exterior package, fr mtl bumper, rocker panels & trim, $450. Complete brown interior, 4 seats & panels $400. Fiberglass ducktail $100. 4 15x6 Fuchs w/ Yokos, $400. 2.45 Pistons & Cyl, make offer. Contact Arturo Bejar at 408.349.5032 or carrerars911@yahoo.com
**Marketplace**

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

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

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

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

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

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

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

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

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

**WANTED**

**1970-3 911S Coupe.** One or few owner car in orig or restored to orig cond. Contact Frank at 707.253.2000 or fca1955@aol.com

**RE71 Tires.** 255/40/17, need 1 or 2 with at least 50% tread. Contact Doug DeVetter at 916.356.2979 or smilin@innercite.com

**1982-3 911SC Coupe.** No sunroof. Bodywork & interior can be less than desirable, but chassis needs to be straight (no incidents) and the drivetrain should be in reasonable cond. Contact Steve Silver at 831.479.0396 or quikstuf@pacbell.net

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

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**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.
Hwy 101 7:30am Oct 18th

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