Can you find the nuggets on this chicken?
Complete parts and service  Anti-Roll bars
Race car preparation  Suspension components
Engine rebuilding  Alignment tools
Transmission rebuilding  Engine parts
Engine dyno tuning  GE cams and valve springs
Chassis setup  On line catalog
Vintage cars welcome  www.smartracingproducts.com

491 McGlincey Lane, Campbell, CA 95008
(408) 369-9607  Fax (408) 369-9741  (408) 369-9997  Fax (408) 369-9915

At Accelica we provide industry leading technology management so you can focus on your core business. Experience technology without the hassle. Experience Accelerated Technology Management. Experience Accelica 'Making IT Happen'.

Technology Management Services


Accelica LLC :: 2727 Walsh Avenue, Suite 206 Santa Clara, CA 95051-0956
(408) 986-8350 :: info@accelica.com :: www.accelica.com
Columns

President's Column 4
Editor's Column 5
Events Calendar 14
Autocross Column 19
Competition Column 22
Board Meeting 26
Membership 28
Classifieds 30

Features

Remembering Dick Cottrell 6
Thunderhill TT #1 9
High Speed Driver School 10
GGR at the 24 Hrs of Daytona 12
New Lap Records 16
GGR Tech Bulletin - Boxsters 20
Member Garage Photos 24

Cover: Don’t you get sick of looking at all the pretty Porsches anyway?

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.

Advertising Rates

<table>
<thead>
<tr>
<th>Size</th>
<th>6 issues</th>
<th>12 issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/8 page or business card</td>
<td>$150</td>
<td>$240</td>
</tr>
<tr>
<td>1/4 page</td>
<td>$300</td>
<td>$480</td>
</tr>
<tr>
<td>1/2 page</td>
<td>$450</td>
<td>$750</td>
</tr>
<tr>
<td>Full page</td>
<td>$720</td>
<td>$1,200</td>
</tr>
<tr>
<td>Inside cover</td>
<td>$900</td>
<td>$1,500</td>
</tr>
<tr>
<td>Back in Color</td>
<td>$1080</td>
<td>$1,800</td>
</tr>
</tbody>
</table>

For additional billing and submittal information, visit:
or contact Anne Del Villano, 925.684.2790 or adelvill@aol.com

March 2002
Volume 42, Number 3

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.
2002 is well under way for GGR. As mentioned last month, GGR issued the 2002 Membership Directory and the 2002 Competition Rulebook. By the time this is printed, GGR will have had the year’s first time trial, autocross school, autocross, and rallye. GGR is an organization of volunteers. Thanks to my fellow Board members, chairpersons, and all the other volunteers who help keep GGR’s wheel turning. Board members seem to only hear from members when (1) the members want something or (2) when the members don’t like something. At the next GGR event you attend, give the workers a hardy “Thank You.” They’ll appreciate it, and who knows, it might be contagious.

The Loma Prieta Region (LPR) and the Monterey Bay Region (MBR) have approached GGR regarding a boundary re-alignment. They want GGR to “give” Santa Clara County to LPR and, in turn, LPR will then “give” Santa Cruz County to MBR. The Board is considering this proposed swap. I have been tasked with talking to LPR and MBR about this proposed swap.

Why is this important? When people first join PCA and do not specify a home region, PCA “assigns” these people to a region based upon their mailing address. According to PCA, GGR’s “assignment” territory includes the counties of San Francisco, San Mateo, and Santa Clara; LPR’s “assignment” territory is Santa Cruz County; and MBR’s “assignment” territory includes the counties of Monterey and San Benito. If the change is made, new people joining PCA with Santa Clara County addresses and who do not specify a home region would be assigned to LPR, not GGR. This would slow GGR’s growth and probably increase growth for both LPR and MBR. Current GGR members living in Santa Clara County would remain in GGR unless a change is requested, even at membership renewal. At any time, people can request PCA to move them to a different region. Most people prefer a home region to be where they live and become dual members with other regions of interest. That is why there are so many out-of-area addresses in the GGR Membership Directory.

What do you think about this swap? Is GGR getting too big? Should we make this swap? Please let any Board member know your opinion. If the Board decides in favor of this swap, a By-Laws amendment will be required. **The GGR Board of Directors wants your opinions!**
I had a major dilemma last month, after selling the 911, I was itching to buy another toy, perhaps a motorcycle. I brought this up with Marina and quickly got into a shouting match of very different opinions.

I was talking to fellow member Ken Park the other day, explaining to him my predicament. He too is looking into purchasing a motorcycle. He suggest that instead of buying a motorcycle, maybe I should consider converting Kermit into a trike. At first, I thought it was a really stupid idea, but he was serious and referred me to a shop in Belmont called Trike Conversions Inc. I went there and test drove a Lotus Europa conversion and was really impressed with it's acceleration, it was a blast to ride - I was convinced. So I left Kermit there for two weeks for the conversion. Below, you see the final results.

At first it looks a little weird, but I'm getting used to the appearance. Kermit now drives like a rocket. 115hp on a 850 pound trike equals some serious speed. I clocked a 0-60 time in under 4 seconds! As you may suspect, the handling is not as good as before, it understeers a lot, but I think things will even out with its incredible acceleration. I was flipping through our GGR Rulebook, this change moves me from Bp class to Fm - I think I'll be competitive in our autocross series. BTW, Ken was also impressed with this conversion and he is considering converting his early 911 into a trike as well. With his 6 cylinder engine, I think he may be able to get under 4 seconds from 0-60. If anybody else is interested, please feel free to call me with any questions or stop by for a ride.

Thanks to Bob Gardner for forwarding a hilarious motorhead list on page 22. There are 62 items listed, I managed to qualify for 19 of them. Take a minute and see how many you qualify for and let me know. I'll print the names of the people with the top 5 scores.

Also, thanks to all that have contributed photos and articles to the Nugget. Once again, the issue is brimming with great articles from the membership, which is very encouraging.

The first autocross at Candlestick is history for you now, but for me, it is in two days. I hear threatening weather reports of heavy rain and thunderstorms on Sunday. I sure hope the weather holds up, because I would really hate to get Kermit all wet on it's first outing. The seats would get all soaked, besides, the front tire is too narrow already. Wish me luck and I'll see you out there.
Remembering Dick Cottrell 

by Hugh Davey, GGR Member

On January 26, 2002 the Porsche community lost one of its most enthusiastic supporters when Dick Cottrell passed away in California. He was 67, and his daughter Kristin, wife Carolyn, and beloved Porsche 356 survive him. Dick was a leading light in Porsche concours d’ elegance events, but more than this, he was a major mover and shaker in the entire San Francisco Bay Area car scene. It seems like everybody had met Dick, and even if you didn’t know him . . . Dick probably knew you.

The Birth of “Mr. Porsche” Dick was sometimes known as “Mr. Porsche,” but he started in the car biz playing with hot rods. From massive American rods to diminutive German bathtubs? Some heads might be scratched at this, but the explanation is simple. Back in 1954, in San Francisco, Dick joined the pit crew for Whittington Motors Racing Team. Whittington Motors was the first Porsche dealer in Northern California, and a top-notch place to be bitten by the Porsche plague, to say nothing of the sports car bug. Later, Dick hooked up with the Dave Rasmussen Dealership in Burlingame. He would also become a member of the John Black/Charlie Rezzaghi Cisitalia Team.

In 1956, Dick bought his first Porsche, and in ’59 he acquired a particularly prestigious car—a rare 1953 aluminum Porsche coupe, factory-built for the legendary Max Hoffman, North American Porsche distributor. Dick, however, was most well known for his pristine 356C coupe, purchased in 1972. It was subsequently customized to become a one of a kind 356, a Porsche to match Dick’s one of a kind personality.

The Awards Start Rollin’ In

Dick inherited the g-force gene, and he further modified his car for serious autocross competition. In 1972-73, he won first place in Cal Club autocross and went on to take honors in numerous Porsche Club of America events. Although it was set up for racing, Dick couldn’t stay out of his automotive amusement park, and he drove his 356 as a commute car for some time.

His 356C accumulated over 200,000 miles, and for quite a few years, he primarily participated in concours with it. Judging from the abundance of trophies that threatened to overwhelm the Cottrell family room . . . let’s just say Dick did pretty well in concours. He was first in class, in the PCA Zone 7 Concours Series, from 1987 through 1996.

A member of more car clubs than you can shake a wiper blade at, Dick was 1988 PCA Enthusiast of the Year as well as Chairman of the 1989 PCA Event of the Year. He was Concours Chairman for a massive collection of Bay Area events, a leading judge in SCCA concours, and the Marque/Chief Judge of numerous other concours d’ elegance as well. Dick Cottrell was also an insurance broker for over 30 years, and he was semi-retired for the last several years. This, of course, allowed him time to concentrate on appraising classic cars and
to pursue his true calling as the Bay Area’s Ultimate Car Guy.

A Life-Altering Encounter

I first met Dick in 1992 shortly after my father Victor Davey passed away. Dad left me his cherished 356C Cabriolet, with just 60,000 original miles. It looked great, but I knew nothing about Porsches. I had the car serviced at a garage in Berkeley, and after explaining to the owner that I had no intention of selling my father’s car, I asked how much it was worth. He guessed around $14,000.

Long story short, I wasn’t satisfied with the service or sure about the appraisal. I remembered Dad mentioning the famed Lukes & Shorman garage in nearby Albany. Bill Shorman helped me with my car, told me the appraisal sounded funny, and contacted Dick Cottrell.

Dick looked at my car, asked a few questions, and asked what the other “appraiser” told me. Then, with righteous indignation, he valued my 356 at $40,000. Dick also told me in no uncertain terms that I needed to learn from other Porsche owners, that a concours was coming up, and that I was going to be in it. No amount of squirming dissuaded him.

I showed up, met some great people, and as Dick judged my car, I received a comprehensive lesson in all things Porsche. I was hooked—thanks to Dick—who continued to coach me until he passed away.

Later, Dick helped me learn the ins and outs of concours judging and presto—I was a judge at PCA Zone 7 events. In 1997, I wanted a moderately scarce 911 factory “turbo-look” coupe. Dick and I scoured the ads. We looked at several used cars, with Dick fiercely guarding me from unscrupulous or misinformed car salesmen, until we found a nice car. Dick checked it out, and presto—I was a 911 owner! Again, thanks to Dick Cottrell’s help.

A few years ago, I wanted to expand my freelance writing for various magazines to include automotive journalism. Dick was promptly on the phone to his acquaintance Tom Toldrian, publisher of Excellence and Sports Car International. Soon I received a letter from Excellence editor Pete Stout asking to see my ideas. I wrote several articles for Pete, and the topics for my first two stories were interview ideas suggested by Dick, who also introduced me his friends Harry Weber and Norbert Nieslony, genuine Porsche pioneers and near legends in the early American Porsche world. Both gentlemen gave me great interviews . . . thanks to Dick.

Then, in 1998, I was surprised to win the overall championship in the PCA Zone 7 Concours Series. Dick soon had his arm around me, and standing in front of the award ceremony audience, he excitedly told everyone about “our story.” I think he was more delighted than I was.
Remembering Porsche Kindness
A few years ago, Dick suffered a heart attack. He slowly bounced back, and despite frail health, continued to show his car and help judge at local events. He never reached a point where he couldn’t drive or where he was unable to participate in club affairs. Rarely depressed, he always looked forward to being with his vast number of car friends. And Dick insisted that when he passed away, he didn’t want a traditional funeral. Rather, he wanted a party . . . a party for his friends, family, and Porsche buddies.

At Porsche events, Dick often spoke of his close companion the late Gene Babow—the first editor of Excellence and a name to conjure with in 356 circles. He made sure that no one forgot Babow’s many contributions to the Porsche world. I never met Gene Babow, but I knew of him through Dick, who kept his memory alive as an example of a person whose generosity helped innumerable Porsche aficionados during his lifetime. Now, I’d like to do the same for my friend Dick.

He was a proud man, with strong opinions, which he wasn’t shy about expressing. However, like his friend Babow, he also helped countless car enthusiasts . . . his generosity certainly wasn’t limited to me. And as I make whatever small contributions I can to the Porsche community, I want other Porsche owners to know that I learned about Porsche kindness thanks to Dick Cottrell.

May 4, 2002
Pedro’s Restaurant
Santa Clara
$20 per person
RSVP by April 26 to Shirley Neidel
408 225 8103
georgeandshirleyneidel@yahoo.com

Come help us celebrate Cinco de Mayo!
Thunderhill #1  Cameron Carrington, GGR Member

Thunderhill at Willows was magnificent for our end-of-winter speed meeting, March 2nd and 3rd. As we drove out to the track Saturday morning, jittery with anticipation, we were struck by the perfect regularity of a fruit orchard in the middle distance, its fresh pink blossoms glowing in the early morning winter sunlight. In the longer distance, the eastern foothills of the Coast Range sported a substantial dusting of snow. Downy, sheep-shorn hills framed a distant view of a snowy Mount Lassen. All that snow ought to have prepared us for the smack of the icy gale that hit us when we stepped from our Porsche, but it didn’t. We hurried into our two-layer driver’s suit and stayed out of the wind.

This event set a high standard for trackside technical support. The Hoosier man, Larry Rodriguez, provided tire service. David Taylor, of S-Car-Go Racing, was on hand with a wide range of equipment and spares, vast expertise, and an impenetrable New Zealand accent. We didn’t get by to chat David up and see how busy he was, but we noticed a smaller than usual number of itinerant mechanics wandering the pits with a broken part, asking “Do you have an extra...?”

Steve Cabana of Head On Photos set up shop and took sparkling digital photos of all the cars throughout the weekend. If you missed yours at the track, they’re all available for viewing and purchase on his website, at www.headonphotos.net. Even those of us more enthusiastic than talented look fast in still photos.

Down to business. Redoubtable Chairman Chris Murray, wearing a blue alarm clock around his neck, called his Saturday morning drivers’ meeting to what passes for order among this crowd. The assembled mass of drivers huddled in the lee of the main pavilion, stamping our feet to keep warm, lowing and bleating like livestock. Chief Instructor Henry Watts delivered his homily on the meaning and deployment of flags. “This flag means we think you’re a jerk,” says Henry, “and shown again with your number, that you’ve confirmed it.” There’s a green flag meaning get busy, and all the others are some colorful variation on “check your mirrors”. Some recent experience among the Ferrari club was held up as the exemplar of courteous passing behavior, compared to which our past record evidently recalled panicky rats fleeing a burning barn. Official Stern Countenance, Chili Willis, promoted good sense and restraint to a crowd obviously brimming with hormones, and anxious to spill some, and off we went.

Practice on Saturday began smoothly and on time. Recognizing the limitations of cold tires, a colder surface, and perhaps three months absence from high speed driving, most drivers wisely showed both courtesy and caution, adding speed gradually as everything cold and stiff warmed and loosened. The first several run sessions came and went without any incidents at all.

The one dark spot on the weekend occurred during one of the Red Group sessions in the middle part of Saturday, when one exuberant driver spun between turns 5B and 6, coming to a stop on the pavement, but facing across the track. The next car along was able to stop in time, but the car hard on its tail was unable to avoid bringing all three cars into contact. All activity ceased while the ambulance crew certified that the drivers were

(continued on page 20)
Laura and I were very excited for the HSDS. We put in a full season on the autocross course in 2001 and were ready to take our show to the track! I think we were both a little nervous, as we were back to rank beginner status as neither of us has ever turned a wheel in a 911 on the track.

The HSDS was preceded Thursday night by the HWDS. That’s right, the High Wind Driving School. There must have been 50+ mph gusts blowing down and across highway 5 as we made our way to Thunderhill. I swear that passing a truck on I-5 that night in the big old 4Runner was scarier than turn 8 at 100mph. The high wind driving skills developed the night before came in handy on Friday, as a steady 15-20mph wind was accented occasionally with gusts much higher. With the sole exception of Ken Park in his running shorts, every other participant was scampering to find additional layers of clothing to pile on.

The HSDS consists of 4 sessions on the track, each about 20 minutes long. There is always an instructor riding with you in the car. You have one instructor for the two morning sessions and a different instructor in the afternoon. I think this is a good idea, and it worked out well for both Laura and I. All four of our instructors were excellent, but each instructor had a slightly different instructing style and different things that he or she concentrated on helping us with. It is always good to get multiple perspectives!

Dean’s on track perspective: I was surprised how quickly I got comfortable lapping at speed on the track. That’s the good news. The bad news is that I was surprised at how hard it is to take a consistent (read CORRECT) line lap after lap! I studied the track map and the track guides for hours before coming to the school, and I seemed to forget it all the second I pulled onto the track. As Hank assured us during the driver’s meeting, I did get bowled over with sensory and information overload. I found that the more I concentrated on driving the right line, the less I paid attention to the corner workers and flags (bad Dean!). The more I paid attention to getting turns 3 and 4 right, the worse I screwed up on 14 and 15. It was obvious to me on the track and while watching my in-car video that I’m “giving away” time on almost every corner by making some type of mistake (braking, turn in, staying out, getting on...
Come join the GGR
Adopt-a-Highway

Next event is Saturday, May 4th at 9:00 am

Meet at Interstate 280, Park & Ride, Woodside Road Exit, Woodside.

For more information, contact Jean Ohl at 650.341.9020
It was a beautiful sight. Three blue and red GT3R Porsches crossing the finish line in a 3 abreast formation at the end of the most famous sports car race in America—the Rolex 24 Hours of Daytona. Even though the scene was exciting and beautiful, the cars themselves did not look very pretty. All three Porsches looked the worst for wear—missing taillights and scrapes gave evidence of hard racing. Rubber, dirt and oil smudges covered their bodies. The lead car, number 66, had red racers tape holding the right front fender together—or maybe we should say Racer’s Group tape holding the fender together. Yes, it was Kevin Buckler’s Sears Point based Racer’s Group fielding the 3-car team that stormed Daytona on February 3, 2002.

Former GGR time trialer and PCA Club racer, Kevin Buckler had been going to Daytona for years and this, his seventh year, he won the GT class with his beautifully prepared and very fast GT3R. Even though the cars showed the scars of 24 hours of hard racing, the team was very, very happy. They had a right to be happy, since Kevin, with codrivers Michael Schrom, Timo Bernhard, and Jorg Bergmeister not only won the GT class, but also finished seventh overall. Temo and Jorg are Porsche factory drivers, so this team was considered the un-official factory team. Of the six cars ahead of them in the final standings, only one was a semi-production based Jaguar that Paul Gentilozzi had converted from Trans-Am specs to GTS class specs. The other five were all Sports Racing Prototypes. Kevin and crew beat such notables as the competition Vipers, factory Saleens, several Corvettes, and 22 other Porsches in the 74-car field. The other two GT3Rs fielded by the Racers Group finished 4th in class (11th overall) and 9th in class (18th overall).

My wife and I had gone to Florida to attend a wedding at Disney World and were delighted to find that the Rolex 24 Hours was scheduled the weekend following the wedding. So our trip highlights included, not only dancing with Mickey and Minnie at the wedding reception, but also seeing the 3 car formation of Racer’s Group Porsches finish the most grueling 24 hour race in America. We caught up with Kevin at Victory Circle just after he and his co-drivers were awarded their Rolex watches for the GT class win. They were absolutely exuberant. I did not realize racers could walk the pits and not even touch the ground. They were high! But as Kevin said in one of this many Speedvision TV interviews, “this is a team sport.” The Porsche GT3R is a wonderfully reliable platform for this race, but it is the people of the team that made it a winning effort. The logistics are immense to support a 24-hour race and the financial support is significant, too. But in the end, it is the perseverance, the enthusiasm, and the competence of the team that turns a very significant activity into a winning effort.

We have attended races and driven many of the famous racetracks of the world, including our own Laguna Seca, Sears Point, the old Riverside and Ontario racetracks, even Indy and Monaco. However, Daytona International Speedway has to be the premier racing facility in the country. DIS is huge. The place seats over 160,000 people with many thousands more filling the infield. Some estimates put over 500,000 fans at DIS for the Daytona 500 NASCAR race. One can see the complete oval track from the seven story high grandstands. The Winston Tower rises another three stories above the grandstands, but it is reserved for press and special suites. The racers have fully covered garages and room for their 18-wheelers in the paddock. The oval is 2.5 miles around with banking as much as 31 degrees in the corners.
That’s so steep that one can hardly stand up on it. For the road course configuration, the racers dive off the oval at the end of the front straight into a narrow left-hander. The infield course is about 1 mile long with two right handers and a high speed left, before heading back onto the oval. There is no more exciting spectacle in racing than seeing the big SRP cars come off the banking at 200 MPH and dive down to the narrow entrance to the infield course...at night! We attended the Friday practice, Saturday pre-race prep and race start, then a couple of hours of night racing, and of course, the Sunday afternoon finish. But it was the night racing that was almost surreal with the exhaust flames, bright lights and the awesome sounds. This is “must see” for any motorsports nut.

The Racer’s Group victory harkens back to 1981 when GGR racer Bob Garretson teamed with drivers Brian Redman, and Bobby Rahal to capture the overall victory at the 24 Hours of Daytona in his Porsche 935. His team of mostly GGR members, included Jerry Woods, Bruce Anderson and Brian Carleton. That team went on to win the World Endurance Championship in 1981. Does the Racer’s Group victory at Daytona portend bigger and better things in the future for this talented team? Now with Michelin sponsorship and a schedule of ALMS and Grand American races on the Racers Group calendar, we certainly hope so.
**GGR Events Calendar** Larry Sharp, Vice President

**GGR Board Meeting** hosted by Howard Yao, 7:00 pm. Contact James Ohl at 650.341.9020 or jameslohl@attbi.com

**Zone 7 Rallye #2** hosted by SVR. Contact Rik Larson at 916.481.6084

**Friday Night Social** at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Susan Kennedy 408.267.4052

**Zone 7 Autocross School** at Candlestick. Contact Masuo Robinson at 408.354.0660

**GGR/Strasse Autocross Series #2** at Candlestick. Contact David Leong at 925.362.2431 or david@dleong.org

**CRAB #29** at Folsom. Bay Area's Premier Porsche Weekend. Contact Rik Larson at 916.481.6084 or sysnake@attbi.com or visit the SVR website

---

---

DEUTSCHE MOTOR SPORT
45 Years Combined Experience Factory Trained & A.S.E. Certified

Everything from restoration to race car prep

General repair and maintenance
Engine and transmission rebuilding - All chassis and suspension repair
Electrical diagnosis and repair - Fuel injection diagnosis and repair
Race car prep
Chassis tuning Roll bars and cages

Tom Martenot / Matt McKusick
~~~288 Sally Ride Drive, Unit #4~~~Concord, CA 94520
Tel: (925)689-0232~~~Fax: (925)689-1525
GGR Events Calendar

**GGR Board Meeting** hosted by Larry Sharp, 7:00 pm. Contact James Ohl at 650.341.9020 or jamesohl@attbi.com

**PCA Club Race & Drivers Ed** hosted by Intermountain Region at Las Vegas Superspeedway. Contact Denise Knight at eglcrafts@aol.com

**Zone 7 Rallye #3** hosted by SVR. Contact Rik Larson at 916.481.6084

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

**Cinco de Mayo Dinner** at George & Shirley Neidel's, see ad on page 8.

**Hillsborough Concours d'Elegance**. Feature marque: Porsche. Visit www.hillsboroughconcours.org

**Friday Night Social** at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Susan Kennedy 408.267.4052

**The Racer's Group Tour** at Sears Point for a tour, see the Daytona class winning 911. RSVP a week before with Gary Myers, ggarymyers@aol.com

**Zone 7 Autocross #1 & #2** at Stead AFB, Reno. Contact Bill Winkler at 916.364.5423

**Zone 7 Rallye #4** "Spring Flowers" hosted by SVR. Contact Mark Phillips at 925.935.6077

**GGR Time Trial #3** at Buttonwillow. Contact Chris Murray at 510.536.3800 or drchrism@hotmail.com

**Zone 7 Concours #1** hosted by SQR in Fresno. Contact Jim or Jan Coon at 559.298.1548

**Spirit of America Tour**. Participate in the 2001 Zone Event of the Year. Contact Tom Krugman at 209.527.4117

**Wash n' Shine Concours** hosted by DR in Danville.

May
2 Thursday
3-5 Weekend
4 Saturday
4 Saturday
5 Sunday
10 Friday
11 Saturday
11-12 Weekend
18 Saturday
18-19 Weekend
19 Sunday
25 Saturday
26 Sunday

Bill Newlin's race car, it's for sale. Photo by Marlin Neufeld
the throttle too late). I have a lot of learning and practice ahead of me until I will be able to put together lap after consistent lap of driving the right line. My instructors, Harold Williams and Pete Siemens, are excellent drivers and were incredibly helpful and patient with me. They never even screamed once as I braked too late, turned in too early or got a little sideways in turn 5.

Laura’s on track perspective: It definitely took several laps before I could anticipate with confidence just what was on the other side of turns 3 and 9, but once the surprise-factor was no longer an issue, I could envision the line I should be taking and concentrate on executing it. (I guess I should have studied the track map as diligently as Dean!). It was amazing how each piece of advice provided by my instructors (if done right) dramatically improved my results in a particular area or through a specific turn. The distinct teaching styles of my two instructors really complemented each other and made the learning process much easier. My morning instructor, Cat Siemens, provided constant guidance throughout each lap by pushing me aggressively to hit each apex and coaching me as to exactly when I should apply the throttle or brakes. This was great for my first couple of lapping sessions as it helped me become comfortable with my debut “racetrack” experience. In the afternoon, I had a chance to apply all I had learned from the morning runs with my 2nd instructor, Greg Sirakides, providing advice to either correct or improve my driving instead of telling me exactly what to do as I was doing it. This forced me to recall the correct line and manage all the various inputs on my own. His careful instruction helped me gain more speed through each turn and then learn how to control that additional speed. As Greg said, a particular track (as opposed to an autocross course) doesn’t change each time you drive it, so you can keep coming back in attempt to master it. I’m looking forward to many more events like these where I can improve my racing skills as well as spend the day with a great group of people!

Our advice for someone who is looking to get his or her car out on the track:

1) Start with autocrossing. I firmly believe that the place to learn car control is on the autocross course where the penalty for “losing it” is typically small.
2) Attend the TT ground school. Hank Watts is incredibly knowledgeable and even if only a little of it rubs off on you, you’ll be better off for it.
3) Use the GGR email discussion list to get any burning questions answered before the event. You can always find an answer from the collective wisdom there on topics from shops to tires to driving techniques.
4) Sign up for the Time Trial when you sign up for the HSDS. Laura and I both found ourselves VERY anxious for more track time as we were pulling away on Friday afternoon and all the TT’ers were just rolling in.

We’d like to thank all the instructors, Laurie Yonk and the rest of the registration crew and everyone else who had a hand in putting almost 80 track newbies out on Thunderhill and bringing us back safely!

New Lap Records at Thunderhill, Congratulations!

<table>
<thead>
<tr>
<th>Category</th>
<th>Name</th>
<th>Lap Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>AP</td>
<td>Michael Steinberg</td>
<td>152</td>
</tr>
<tr>
<td>BR</td>
<td>Gary Dorighi</td>
<td>98</td>
</tr>
<tr>
<td>BX</td>
<td>Todd Harter</td>
<td>56</td>
</tr>
<tr>
<td>DI</td>
<td>Stacy Reitmeir</td>
<td>401</td>
</tr>
<tr>
<td>GM</td>
<td>Rich Walton</td>
<td>87</td>
</tr>
<tr>
<td>KP</td>
<td>Steve Kuhn</td>
<td>16</td>
</tr>
<tr>
<td>KPL</td>
<td>Catherine Siemens</td>
<td>83L</td>
</tr>
<tr>
<td>LP</td>
<td>Brad Maker</td>
<td>516</td>
</tr>
<tr>
<td>NI</td>
<td>Brian Lee</td>
<td>360</td>
</tr>
<tr>
<td>NPL</td>
<td>Kathleen Meyer</td>
<td>76L</td>
</tr>
<tr>
<td>OI</td>
<td>Robert Murillo</td>
<td>80</td>
</tr>
<tr>
<td>U</td>
<td>Masuo Robinson</td>
<td>24</td>
</tr>
<tr>
<td>UL</td>
<td>Louise Sousoures</td>
<td>24L</td>
</tr>
<tr>
<td>W</td>
<td>John Manelis</td>
<td>79</td>
</tr>
<tr>
<td>WL</td>
<td>Terry Jacobson</td>
<td>190L</td>
</tr>
<tr>
<td>ZL</td>
<td>Donna Sylvanovich</td>
<td>4L</td>
</tr>
</tbody>
</table>
Rich Bontempi’s

HIGH PERFORMANCE HOUSE

*Now that Automotion is gone, rely on us for all your local parts needs

*Providing service, repair and performance modifications for all Porsche models since 1976

* Huge new and used parts inventory

(650) 364-6234
2431 Spring Street, Redwood City, CA 94063
http://www.highperformancehouse.com

Porsche Consignment Sales
John LeClair
General Sales Manager
1450 Franklin Street, San Francisco, CA 94109
415.793.5925

http://www.carsauto.com

The Very Best Just Got Better
Better brakes, better handling suspension, more get-up and go. Is it a new model from the factory? No. It’s just what happens when you service your new 996 or 993 at S•CAR•GO.
Whether you bring your car to us for a simple tune-up or for the latest upgrades, you’ll be amazed at the difference our knowledge and ingenuity can make.

- Turbo brakes for “stock” 993 & 911s
- Lowering springs and big sway bars
- Custom Intake and Exhaust Modifications, Boxster Headers.
- Horsepower upgrades, Custom Intake and Exhaust

www.SCARGOracing.com
SERVICE for PORSCHE
533 Irwin St., San Rafael, CA 94901
415 485 6026

Check out our new website http://www.scargoracing.com
356 Flange 3/8" thick Stainless

Quiet Horsepower
510 794 7748

Tom Amon
1661 South Bascom Avenue
Campbell, CA 95008
408-369-1911

GD Racing
Gary Dielacher
1168 Montgomery Ave
San Bruno, CA 94066
Tel: 650-742-9322
Fax: 650-742-0869
www.gdracing.com

S.A.S. Auto
SPECIALIZING IN
Mercedes Benz ■ BMW ■ Porsche ■ Audi ■ Jaguar
26A CALIFORNIA AVE
PLEASANTON, CA 94566
PHONE (925) 846-4886
FAX (925) 846-1067
KEN BENHAMOU
10% OFF FOR GGR MEMBERS

Sport Haus Inc.
Independent Specialists Since 1980
Porsche ■ Audi ■ Mercedes ■ BMW

Reno’s Street, Vintage, Track & Motorsport Headquarters

SERVICE
- Repair
- Maintenance
- Performance Upgrades
- Fabrication
- Pre-buy Inspections

ENGINE
- Computerized Dynamometer Testing
- Development
- Rebuilding
- Performance Tuning
- Fuel Injection/Carburetors

PARTS/ACCESSORIES
- Genuine OEM
- Racing/High Performance
- Used/Rebuilt
- Boutique Items
- Reasonably Priced

TIRE/WHEEL • SUSPENSION
- Performance Tire/Wheel Supplier
- Mounting & Balancing
- Brakes System Upgrades
- Custom Suspension Tuning
- Computerized 4 Wheel Alignment

329-1447
1644 S. Wells Ave. • Reno
Open Mon-Fri 8-5 • Sat 9-2 (Parts)
Porsche Passion by David Bennet, GGR Instructor Extraordinaire

The 5:30 alarm greeted me as I slowly arose for the day at Dublin. As the early morning fog, both in San Francisco and in my own mind lifted, I slowly attempted to imagine what the day was going to have in store for me. I have previously received my two student’s names and car types via email, but I still was in shock that the powers that be within GGR had trusted me to be an instructor. Instructor to me means someone who is consistent and highly proficient. I must confess that I am neither. I reassured myself that I would be able to help my students understand the proper line, braking points, driving position, event preparation, etc. Suddenly, on the Bay Bridge, I realized that I had left both my driving gloves and my helmet at home. Okay, well maybe I won’t be able to teach them preparation.

In hindsight, all of my worries were completely unfounded. The course turned out to be perfectly constructed for a novice with a good variety of turn types, two turns on the skidpad, and an easily negotiated slalom. I felt that I was able to verbalize the driving concepts over the course of the day in a somewhat coherent manner to my students and that some of what I said seemed to actually not ricochet off of their craniums. In time, my students slowly moved their braking points back in spite of their desire for F1 inspired, Schumacher-like late braking maneuvers and smoothed out the edges on their driving, both bringing down their times by approximately 3 and a half seconds.

The end of the day fun runs were an opportunity to put my money where my mouth was and attempt to beat my students in their own car. One of my students, driving a very clean Carrera took me up on the offer and a showdown for bragging rights commenced. I jumped in his car and drove the course for the first time at racing speeds and when everything was said and done, I was over half a second slower than his best time of the day. My mind raced with potential excuses such as, “I’m not used to the 915 tranny” and “I have 9 inch rears and you have 8s.” My student looked at me probably wondering why in the world he was listening to my advice over the course of the last 6 hours. In the end, I was able to beat his time by about 2 tenths of a second, barely saving face, and allowing the halo of driving prowess to reappear (albeit dimly) above my head.

With two long sessions, consisting of approximately 20 runs on the day, it was safe to say that everyone who signed up for this event got their money’s worth, including the students that were stuck with me. I would like to congratulate our new Autocross chair, David Leong, on a wonderful job in his first event and thank all the other instructors who participated. I hope that everyone had as much fun as I did helping our students get faster over the course of the day, just as long as they weren’t quicker than their respective instructor.

See you at the ‘Stick...
fine, and our safety crew swept up and put the track back in order. Some significant damage did occur, but happily, at least one of the participants was back in action before the event ended.

Given the very large number of drivers on track all the time (181 total drivers, 43 in the yellow run group!), there were some concerns about traffic, but after a few sessions most people seemed to find a spot on grid that put some clean track ahead of them. This delightful track is three miles long and can absorb a pretty large number of cars, bearing out the wisdom of our organizers.

The mandatory drivers’ meeting covered the usual practicalities: order of runs, number of laps allowed, and whether running out of gas constitutes a “mechanical.” Our long-term and most excellent track steward, Chili Willis, took Sunday off. Chet Martin ably stepped in as Chief Steward and honorary Stern Countenance, while Larry Sharp filled Chet’s vacated spot, and Jay Duggan and his daughter Julie effectively managed to grid the distracted and inattentive rabble we become when asked to present ourselves for the timed runs.

Notable changes: Long-time stalwart water-pumpers, Mike Mitchell and Donna Sylvanovich (#4 and #4L), turned up with Mat Lowrance’s capable Z-Class 911 derivative from last year, sporting a bright red coat of paint (some things don’t change). Donna set a new track record (2:02.069) in the L-suffixed portion of Z and was fifth overall. Mike won the Z-Class and was third overall with a very strong 1:58.117. Their foot-scuffling apologies based on lack of seat time in the new bus are falling on deaf ears. Scott McKay, who long campaigned in a white 944 Turbo street car, (but spent last year in a BI-Class 2.0 liter 914), arrived towing a Z-Class 911 (#18) in livery reminiscent of the John Wyer Gulf cars, and posted a crisp 2:01.658. Masuo Robinson (#24) posted top time, surprising no one, at 1:54.953. Louise Sousoures, in the same car, ripped off a sterling 1:57.325, took Top Time of Day Ladies, second overall, and no prisoners.

Many heartfelt thanks to our gracious weekend sponsor, Warren Walker of Prudential Securities, as well as all the fine workers who help us manage this unreasonably fun endeavor.

On to Laguna, Easter weekend!

---

**Tech Bulletin GGR 02-4**

From: Competition Director  
To: Competitors  
Subject: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

**CLASSIFICATIONS**
Reclassify Boxster S from T to N, Appendix A: Classes, Tires and Wheels, p41.

**CLASSIFICATIONS**
Clarify Appendix A: Classes, Tires and Wheels, p41, Correct specifications for Boxster 2.5 & 2.7 by deleting under ‘Min Dia’ column “18” and under ‘Min Aspt’ column “30”. Change under ‘Max Size’ column “205” to “225”.

This change removes from class T, Ti, & Tp any references related to the Boxster S and allows the front tire width to be increased to 225 due to availability of 205 size tires in R compound.
The Sequoia Region presents the 3rd annual
Zone 7 Concours d’Elegance
Sunday, May 19, 2002
California State University, Fresno

Fee: $25.00 per entry
“Display only” is available in the PCA corral
Preregistration is required; deadline is April 30, 2002

For details and entry applications, contact Jim or Jan Coon
at (559) 298-1584, e-mail jrce@pge.com, or visit the
Sequoia Region web site at http://vista.pca.org//sqa/

This is event no. 1 in the 2001 Zone 7 concours series
I came across this while surfing on the SCCA web site and after I quit laughing I knew I had to pass it along. You might be a “Hardcore” racer if...

You think the primary purpose of wings is to PREVENT flight.
You take your helmet along when you go to buy new eyeglasses or check out cars (seats).
You feel compelled on a road trip to beat your previous best time.
You are happiest when your streetcar’s tires are worn to “racing depth”.
 When something falls off of your car, you wonder how much weight you just saved.
When you hear 'overcooked it', instead of food you think 'off the track'.
You change engine oil every other week.
You sometimes hear little noises from your passengers when you get on the throttle right after turning in.
You thoroughly enjoy showing the tailgater behind how to drive around a highway off-ramp.
Your racing budget is one of the big three - mortgage, car payments/maintenance, dating.
Your email address refers to your racecar rather than to you.
You walk “proper lines” through the grocery store.
You’ve paid $4.00 a gallon for gas without complaining.
You buy new parts because you don’t know where you put the spares.
You bought a racecar before buying a house.
You bought a racecar before buying furniture for the new house.
You’re looking for a tow vehicle and still haven’t bought furniture!
You find that you need a new house because you’ve outgrown your garage and the neighbors are threatening violence if you park one more vehicle on the street or in the front yard.
The requirements you give your real estate agent are (in order of importance):
  1) 8-car climate controlled garage with an attached shop.
  2) Outside parking for 6 cars, a motorhome, a crew cab dualie, a 28’ trailer and a 34’ 5th wheel.
  3) 3 phase 220V outlets in the garage for your welder.
  4) A grease pit.
  5) Conveniently close to a hazardous waste disposal site.
  6) Deaf neighbors.
  7) Across the street from a paint and body shop.
  8) Some sort of house with a working toilet and shower on the property somewhere or hookups for the motorhome.
You know well that orthodontic work is the equivalent of three sets of tires.
You sit in your racecar in a dark garage and make car noises and shift and practice your heel and toe, while waiting for your motor to get back from the machine shop.
You have enough spare parts to build another car.
More than one racer supply house recognizes your voice and greets you by name when you call.
You have car parts in your cubicle at work.
You think the last line of the Star Spangled Banner is: “Racers, start your engines!”
You’re registered for wedding gifts at Pegasus and Racer Wholesale.
Your Christmas list begins with “another set of Toyo RA1’s” and aluminum rods (and your significant other knows what these are).
You have a separate drawer for ‘garage clothes’.
Your reading material in your bathroom consists of auto parts and racing supply catalogs, several books written by famous drivers, every book Carroll Smith has ever written and 400 car magazines, none of which have centerfolds.
People know you by your class letter, car number, and car color.
People know you by your “off”s. "Oh, you’re the one stuck in the mud at ButtonBog last weekend!"
Your first date involves asking her to crew for you.
Your criteria for selecting a significant other include auto repair skills. Air tools optional.
Your friends don’t recognize you without a helmet and driver’s suit.
You plan your wedding around the race schedule.
You astound the clerk at Sears by bringing in a snapped breaker bar every other week or so.
You remember the dates and details of every race you’ve ever been in, but can’t remember your phone number.
You complain when cars in front of you on highway off-ramps don’t stay on the line, causing your exit speed to drop.
A neighbor asks if you have any oil, to which you query, “Synthetic or organic?” and they reply, “Vegetable or corn.”
You refer to the corner down the street from your house as “Turn One.”
You always late apex the intersection and try to pass a few cars coming out.
Everywhere you go, you try to find the fastest line through the turn.
You always do a toe & heel downshift while your passenger gives you a real funny look.
You will gladly pay up to $8 for a quart of engine oil.
You’ve tried to convince your wife you needed that flow bench to fix the air filter on her van.
You save broken car parts as “mementos”.
Your last several freeway forays included just brushing the curbs as you apexed the on-ramps perfectly.
You’ve found your lawn mower runs pretty good on 108 octane gas (but doesn’t care for alcohol).
The local police and state Highway Patrol have a picture of your car taped to their dashboard.
You would choose a roll bar over air conditioning if it were an option.
You enjoy driving through wet, empty parking lots and using the emergency brake to kick the back end out.
When someone refers to “The Good Book”, you think of “Prepared to Win.”
When someone asks where you went to school, you reply, “Skip Barber”.
You have racing shops programmed on your speed dialer.
You own five cars and only one of them is street legal.
You’ve embarrassed your significant other at least once by insisting on wearing your full-face helmet while driving.
You know the “racing line” of every turn in your daily commute, including your alternate routes, and practice hitting them every day.
You quote your street tire wear life in weeks rather than miles.
You regularly test your rev limiter on that straight that’s a little too long for 2nd but not worth going into 3rd for.
You’ve started looking for sponsors for your daily commute.
You’ve slalomed in a construction zone, and counted your penalty time in the rearview afterwards.
After you tell your wife where you’d like to go on your vacation she answers: “Why... is there a race there?”
GGR Garage Contrast!

Patrick Kennedy, husband of club Social Director, Susan Kennedy, emailed this recent photo of his garage. He says he spends most of his time here, while preparing for Concours, so he should make it nice. WOW, this is pretty nice.

This is the garage of Andrew Blyholder. This photo was taken while he was welding an aluminum bracket for a new front oil cooler. Andrew won the PAX points in Autocross last year, so you know he's a good driver, but not a very good housekeeper. But we'll get into that a little more in a future issue.
Sacramento Valley Region presents

**Spring Flowers 2002**

(A simple time and distance rally)

Saturday, May 18

Start at the Coffee Tree Restaurant on I-80 in Vacaville
(opposite side of the freeway from The Nut Tree)

Registration: 9:00 A.M. • First car out at 10:01 A.M. • Fee: $10.00 per car
Trophies in five classes: Expert Equipped, Expert-Unequipped, Novice, Beginner, First-Timer
Duration of rally is three hours; finish is in Fairfield.

For information, contact
Phillip Marks at (925) 935-6077, e-mail goosemarks@aol.com
Rik Larson at (916) 481-6084, e-mail sysnake@attbi.com

The Sequoia Region presents the 3rd annual

**Zone 7 Concours d’Elegance**

Sunday, May 19, 2002

California State University, Fresno

Fee: $25.00 per entry
“Display only” is available in the PCA corral
Preregistration is required; deadline is April 30, 2002

For details and entry applications, contact Jim or Jan Coon at (559) 298-1584, e-mail jrce@pge.com, or visit the Sequoia Region web site at http://vista.pca.org//sqa/

This is event no. 1 in the 2002 Zone 7 concours series
CALL TO ORDER

The meeting was called to order at 7:10 p.m. Board members present were James Ohl, Larry Sharp, Louise Sousoures, Bob Gardner, Sharon Neidel, Susan Kennedy, Nugget Editor Howard Yao, and Webmeister Susan Angebranndt. Ken Park and David Leong were also present.

A. APPROVAL OF MINUTES

The Minutes from the Board of Directors Meeting of February 7, 2002 were unanimously approved as written.

B. POSTMORTEM OF EVENTS

1. Friday night social, well attended.
2. Beginners autocross school, well attended.
5. HSDS, very well attended, clean event.
6. Time Trial #1, very well attended, great weather, 16 new lap records. Record number of people stayed for timed runs; 25% of 180 drivers did not do timed runs.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl
1. Received new RPM from National. Copy given to Vice President, with current information regarding insurance.
2. Received latest release on Junior Participation Program and information for the web site contest from National.
3. Received quarterly rebate from Treasurer.

VICE PRESIDENT, Larry Sharp
1. Calendar Changes: No changes through May.
2. All insurance ordered for March.

TREASURER, Sharon Neidel
1. Submitted report, approved unanimously.
2. Received funds from National for the final quarter of 2001.
3. Received funds from beginning autocross school today in the mail.
4. Met with Olen Creech, who has completed our tax returns.
5. Received budget for Cinco de Mayo, May 4 dinner, approved unanimously.

MEMBERSHIP, Cherie Kuhn
1. Total membership: 1771
2. New members: 38
3. Transfers In: 4
4. Transfers Out: 6

COMPETITION, Bob Gardner
1. Submitted tech bulletin with resolution of the Boxster issue. Boxster S reclassified from N to T class in Appendix A. See GGR TB02-4.
2. Rule change approved unanimously

SECRETARY, Louise Sousoures
1. No report.
SOCIAL, Susan Kennedy
1. No report.

NUGGET EDITOR, Howard Yao
1. Since decreasing the number of issues printed, Nugget mailing crew had only one Nugget left over. Editor to call printer to increase by 100 copies.
2. Discussed purchase of digital camera for the Nugget, David Leong & Nugget Editor to do some research and report back to the board.

WEBMEISTER, Susan Angebranndt
1. No report submitted.

D. OLD BUSINESS
1. Charity: How much money was donated throughout 2001? Which events were charity events? We need this info for inclusion in scrapbook.
2. Geographic boundaries: GGR has been approached by LPR and MBR regarding the changing of boundaries to enhance membership and service to all three regions. President will meet with presidents of LPR and MBR to discuss various proposals.
3. Dealerboards: Zone to do crosslinking of all regions. Partsheaven wants a GGR dealerboard to be installed. Membership to research dealerboards and report back to the board.
4. Sonnen mailing: Discussed and resolved.

E. NEW BUSINESS
1. Budgets and November Time Trial date: Laguna Seca and Buttonwillow budgets submitted. Time Trial Chairman has asked us to revisit the Nov. date at Thunderhill.
2. Discussion ensued regarding expenses, etc. Motion made to suspend motion of last month to cancel November event pending additional information and Vice President discussion with Time Trial Chairman. Motion discussed. Vote was four opposed, one abstained.
3. Year end awards dinner: At this time, it will be scheduled in January sometime, as there is a December event already scheduled.
4. President received call from Chief Steward regarding incident at the March Time Trial. All the forms were filled out completely and submitted.
5. Discussion ensued regarding the last Time Trial and the limit, if any, of the run groups and the timed runs. Suggestion was made to possibly have the timer set up in a different area of the track to accommodate more drivers taking their timed runs.
7. President: How many exempted positions are there? Is there a list of positions? Ken Park to research and report back to the board.
8. Message from Gary Meyer regarding open house at Racer’s Group on May 11. Do we want to publicize on web site? It will be in Nugget.
9. Message from 912 organization Rendezvous in Santa Barbara, would like us to post on web site. Webmeister will send email regarding this to list.
10. Parade is sold out at this time. Tim Fleming is organizing a Zone 7 party. Motion made and approved unanimously to contribute funds to this.
11. 2002 budgets: Have received all except Time Trial for the balance of the year.
13. Question from floor regarding other marques of cars running at our events. Rules say that it would be a nonseries event, not for points.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at PM. The next Board of Directors meeting will be held April 4, 2002 at 7:00 p.m. at residence of Nugget Editor. Call President at 650.341.9020 to add items to agenda.
Members  Cherie Kuhn, Membership

New Members
Michele S Adams  Sausalito  2001  BOXSTER
Wayne & Geraldine Albright  Livermore  1976  914
Robert P & Chris Boynton  Woodside  1996  993 TURBO
Gail L Brown & Michael Wick  Woodside  2002  996
Fred Carter & Fred Carter Jr  Palo Alto  2001  BOXSTER
Dennis A Caselli  San Francisco  1973  914
Joe & Aty Chamdani  Santa Clara  1973  911
Russell Chudd & April Smernis  Remo  1977  911
Daniel J Cooper  San Rafael  1995  993
Tom & Evan Cronin  Napa  1987  944
Norman English  Novato  1979  930
Barre J & Arina Fong  San Francisco  1999  996
Keith R Getsinger  San Anselmo  1996  911
Robert Graham & Denise Woolpert  Santa Ana  2002  BOXTER
Frank Gutiérrez  San Francisco  2002  BOXTER
Bob G Hartley  Santa Clara  1998  993 S
Brent L Hawkins  Rohnert Park  1973  914
David Hertzog & Claudia Kent  San Francisco  1966  912
Ben H & Joy Horner  Pleasanton  2001  BOXTER
Bradley R Lew  El Cerrito  1995  CARRERA
Suwipin Martono & Hitomi Kumada  Fremont  1997  993
Michael D & Lynn Mc Enespy  Chico  1999  996
Michael C Mcdonald  San Carlos  1985  CARRERA
James R & Susanne Murphy  San Jose  1988  928
Pierre M Nicholas  Pleasant Hill  1980  911
Thomas M & Marie O’Rourke  San Mateo  1997  911
Bryan V & Tiffany Pham  San Jose  2000  BOXTER
Trevor J Ridgley  Foster City  1992  968
Eric D Riley  San Mateo  1980  911 SC
David R & Rose Sandlin  Los Altos Hills  1971  914
Christine Scheerder  Monte Sereno  2002  911
Gregory E & Laura J Schmidt  Walnut Creek  2001  911 TURBO
William C Schwegler  Pacifica  2002  BOXSTER
Erik C Smith  Palo Alto  2002  996
Christopher J Taylor  Foster City  1984  911
Lyle & Dolores Wagner  El Granada  1955  356
Matthew J & Natalie Woodbury  Alamo  1989  944
Kelvin Yue  Sunnyvale  2001  BOXTER

Transfers In
Roger A Gage  Orinda  2001  BOXSTER
Michael D Harris  Pleasanton  1973  914
Michael R Keenly  Menlo Park  1999  911
Scott Mylius  Hayward  1985  944

Official Count
New Members: 38
Transfers In: 4
Transfers Out: 446
Total Membership: 1331

April 2002
Transfers Out

Mikel L Evins & Stephanie Siegel  Santa Cruz  2001  BOXSTER
Robert Graham & Denise Woolpert  Santa Ana  2002  BOXTER
Dale Nelson & Nancy Nevin  Sunriver  1992  968
Dean M Thomas & Laura Mead  Sausalito  1986  911
Tricia Turner  San Diego  2000  BOXTER
Bradford S & Lucy Wurtz  Kailua Kona  1998  993

42 Years
Burton & Joan Propp  Oakland  1958  356A

38 Years
Norbert & Margrit Nieslony  San Carlos  1962  356B

34 Years
Clark & Barb Anderson  San Jose  1970  914

33 Years
Dennis & Harriet Neely  Danville  1957  356A

30 Years
Larry & Joanne Robison  Sebastopol  1971  911T

27 Years
Rob & Fredi Whiteside  Cupertino  1970  914

26 Years
Robert & Joan Kilburn  Elk Grove  1971  914
Daniel Makowiecki & Tracy Hurst  Livermore  1970  914

20 Years
Ken Ashford  Belmont  1969  912
Laurence & Doreen Waugh  Fremont  1983  944

10 Years
Douglas Cayne  San Gregorio  1991  911C2
William Ziegler  San Francisco  1987  911 CARRERA
Gary & Laurie McNair  Napa  1973  911T

5 Years
Eelco & Carol Bergman  Sunnyvale  1970  911T
Thomas Perry  Fairfield  1979  911 TURBO
S Lawrence Nichols & Patricia Grace Rosenberg  San Mateo  1987  930
George Mueller  San Jose  1988  944
Francis & Masayo Wertheimer  Yokohama  1992  911C2
Jeffrey Griffin  San Francisco  1986  911 CARRERA
Bradley & Jane Maker  Danville  1987  911 CARRERA
Joe Jose  Pleasanton  1997  994C4S

---

STORAGE FOR PORSCHEs and similar sized vehicles
Reasonable Rates
Security Alarm
Charlie Arolla
(408) 243-2999 or E-Mail carolla@ix.netcom.com

---

EUROPEAN AUTOTECH
German Car Specialist
Serving the Valley since 1984
Sales Service & Repair
Fuel Injection Service
Expert Engine Rebuilding
Personalized Service
925/820-6460

Patrick Gormley 31 Beta Court, Unit J
Service Writer San Ramon, CA 94583
PORSCHES FOR SALE

1978 911SC Targa. 2nd PCA owner, 130k mi, all options/records. Petrol blue/blue lthr int., new whls & tires, clean stock car. $14,950. Contact JC at 650.377.7112

1994 Strosek Speedster. Steel Strosek body kit, 3.8L w/ Quaife 6sp. Concours winner. Formerly owned by Barry Bonds, too many options to list, over $135k in mods. Reasonable offers will be considered or partial trades, I really want to find the right home. Visit www.gullwing.cc. Contact Clinton Wong at 415.509.8388 or cwong@asiapacificmicro.com

1970 914-6. Orig, pristeen, white/blk int, 103k mi. 1400 mi since engine/trans/carb overhaul. Tons of new parts. $17,900. Contact Joe Reitmeir at 650.948.7329 or joereitmeir@aol.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

1995 993. Guards red/blk int. 5k orig mi, 6 spd, sunroof, 17” whls. Perfect, all receipts. Contact Dave at 503.723.6146

1974 914-6 Race Car. Close 914-GT replica. 2.1L ’69 911S engine, Webers, headers, Laguna muffler, Bilsteins, race seat, oil cooler, oversize brakes, 2 sets of whls, 901 close ratio gearbox. $13,000 w/ alum open trailer. Contact Larry Sharp at 925.371.2258

1983 928S. Silver/blk lthr int. 5 spd, 97k mi, rebuilt suspension w/ Konis. All work done by Dynotech/Devek. $8,500. Contact G. Gwin at 415.566.4197 or cmgwin@juno.com

1997 933 C2S. Guards Red, sports seats & suspension. Xenon lights, 35k mi. Asking $65,000. Contact Mark at 408.358.8749

1969 Time Trail Car. 912 chasis w/ 2.2L w/ 40 IDA Webers, 915 trans, RSR flywheel, Sintermetal disc, adj. spring plates, 23/28 torsions, roll cage, maint by GD Racing, no rust, never bent. Contact Gary Apotheker at 415.468.2729

1966 912 Coupe. All orig, stored for 11 yrs, 300 mi on rebuild. Straight, tired int and ext. Tan/blk. $5,800 obo. Contact Gary at greyfox@value.net

1970 914-6. Clean body, some rust on bumpers, 2.7L needs work. Make offer. Contact James Adams at 831.449.6111.

1989 944 S2. Champagne/blk int. New clutch, tires, & brakes. All records, Mobil 1 from the start. $9,500. Contact Jon Jones at 650.342.6785.

1989 911 Coupe. Silver Anniv. Edition. Black/silver int., sunroof, 85k mi, 2nd owner. Excl cond in & out, all records. Contact Denis Prone at 650.654.6421 or radiantdjp@aol.com

1990 944 S2 Cabriolet. Gold/creme int, 56k mi, local car, all records. New belts & water pump. Weltmeister chip, front stab. bar. $17,995. Contact Bruce Pachter at 510.658.6831


1980 924 Turbo S. Petrol blue/tan int, major mechanicals perfect, fun car, 2nd owner for 17 yrs, garage kept only 53k mi, must go. Contact Steve Vest at funcouplemtz@msn.com

1976 911S. "Silver" is for sale! 15k mi on '82 motor from Vasek Polak, new trans, RSR clutch, racing seats, mono-ball fr. susp, 24mm & 31mm torsions, 3 sets wheels/tires, SSI, Quaife LSD. 2:08 at Thunderhill. Contact Steve Kuhn at 925.672.8239 or cosinc@pacbell.net

1980 928. 5spd, 147k mi, records from day 1. Good mech cond, great int. $7,500 obo. Contact Bora at akyol@akyol.org or 408.527.2507.

1972 914-4 Race Car. 200hp, 1496lbs. New motor, many TTOD & records. All the tricks, serious buyers only. Trailer & spares avail. Can deliver in US. $25,000 for car. Contact Bill Newlin at bnewlin22@juno.com
PARTS & MISC

Fuchs. From 88 930, 7&8x16 w/ Goodyears, all 4 perfect. $1,495 serious only pls. Contact Derek at 916.798.5575 or carrera@accessbee.com

Bra from 84 911. Black, like new. $80. Contact Edward at 650.593.1794

914 Parts. Weltmeister 140lb springs, like new, $75. Stock sway and torsion bars, xln cond, make offer. Contact Howard at hly5@yahoo.com

C2 Wheels. Orig Design 90, 16", straight, no tires. Cosmetically not perfect, great for DE or AX. Can email pics. Contact Peter at 650.452.1641 or thomastim@yahoo.com

Chrome Fuchs. 6&7x16, chrome w/ blk background, some flaking, no curb damage. New Bridgestones. $650. Contact JC at johnnyraunch@hotmail.com

Fuch w/ Kuhmos. 78&815s, ran in 3 autox, whls straight, tires in excl cond. Asking $600. Contact Tim Thomas at 408.452.1641 or thomastim@yahoo.com

930 Alum Front Suspension. Complete incl swaybar, ZF box, struts, hubs, tie rods, rotors & BIG calipers. $2,500. 915 Trans, Magnesium case, lg main shaft, non LSD, $1,200. Fuchs, in good cond, 78&816 w/ caps and VR tires, $1,000 + shipping. Contact George at 510.428.2910.

Fuchs. 78&916, blacked out w/ painted center caps, great for 3.2 and SCs, widest allowed for improved TT. Contact David at beneto247@hotmail.com

Free Excellence & Panos. 97-01, you pick up. Contact John at 408.885.6072 or jps95132@aol.com

951 Club Sport wheels. 4 excl cond forged OE wheels from 88 951 w/ 50% worn Dunlops. $1,500. Contact Ken at 415.305.9957

RSR Fuch Alloys. Orig set, 2-11x15 & 2-9x15 w/ new AVS ZR tires. $4,950. Contact Scott Sweeney at 650.349.3051 or goscotty@msn.com

5 Fuchs. Orig from 69 911E. 14x5.5. Good cond, just need a little elbow grease. $500 for all 5. Contact Chad at 209.606.1696

996 Wheels. Orig 18" 7.5 fronts, 10 rears with tires. Turbo twist style, all perfect except rr has curb rash. $1,500 obo. Contact Jeff at 650.941.4331

944 Turbo S Wheels. Factory "Club Sport" forged alloys. Less than 20k mi use. 2-16x7 & 2-16x9 w/ Dunlops. Excl cond w/ alloy caps. $1,500. Contact Ken at 415.596.0627 or ken_rosario@surgical.net

Wheels/Harness Bar. 2-15x8 Fuchs, like new, $300. 2-15x7 Cookie Cutters w/ polished rim, $75.

MARKETPLACE

Weltmeister harness bar, $50. Contact Parker at 510.232.7267.

Kuhmos. 2 brand new, heat cycled 205/50-15. $230. Contact Ken Park at 510.522.8004

911 Parts. 23mm fr torsion bars, $200. H&R 625lb rear springs, $150. 88x15 Fuchs, blk & polished, $1,500. RS carpet kit, gray, new, $175. Contact Neil Jackson at 510.666.0343 or nsja@earthlink.net

Early 911 Race parts. New Mahle 2.7 Euro PCs, $2350 set. 7x15 cookie cutters, silver, $300 set. Couple harness bar, $60. Weltmeister strut tower brace, $100. Leather Recaro seat w/ 911 tracks, $275. Contact Kevin at 559.230.1041.


WANTED

911/912/914 Parts. Any parts at reasonable prices, please no collector items. Contact Dan at 408.986.7842 or dan_tsuchiya@amat.com

944 Turbo Control Arms. Looking for pair of aluminum arms. Used but good cond. Contact Andy at blownscirocco@attbi.com

944T K26-8 Chip. Pref AutoAuthority for 88 944T. Contact Tom at tom@paskal.ca

TT Driving Suit. Medium size, 5’-8”, 150lbs. Contact Parker at 510.232.7267 or parkermerrill@attbi.com

914-6 Oil Tank. Clean & rust free w/ no leaks. Filter mount also needed. Contact Steve Bartley at scmkbartley@aol.com

Michelin Tire. Need one 205/50-15 Pilot SX-GT. Contact Terry Zacco at tzaccone@pacbell.net

Fuch 16x8, Ducktail, Targa Top for ’78 911SC. Pref stock appearance wheels, will consider all styles. Also, Bentley Shop Manual, visors. Contact JC Lnch at 650.377.7112 or johnnyraunch@hotmail.com

Classifieds - Sell or find Porsche products and paraphernalia. Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max ad. PCA members only, please include your PCA number. 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. Ads can also be placed on the GGR Website at: http://www.pca-ggr.org/marketplaceads.html
From street to full race, why compromise? Your time is valuable so get it right the first time. Call a company that can handle your needs completely. At The Racer’s Group, we offer a winning combination of top quality parts, professional assembly & engineering, years of experience, quality service and just plain good advice. We’ll keep our promises & deadlines and we probably even have it in stock and ready to ship the same day. Our prices are always competitive so why, really, why go anywhere else?

**COME TO THE PROS**

- Suspension
- Brakes
- Dyno
- Wheels
- Bodywork
- Fuel Cells
- Fabrication

**SPECIALIZED SERVICES**
- Performance Engine Tuning & Maintenance
- Race Car Setup & Optimization
- Custom Paint & Graphics
- Welding & Fabrication

**CONTACT INFORMATION**
- The Racer’s Group
- 1834 Eagle Peak Avenue, Clayton, CA 94517
- (925) 277-7755
- theracersgroup.com

**OUR FACILITIES**
- Specialized workshop for high-performance vehicles
- Complete machine shop for precision parts
- State-of-the-art diagnostic equipment
- Full anechoic chamber for noise testing

**WE OFFER**
- Engine tuning
- Performance parts
- Race car setup
- Custom builds

**OUR PROMISE**
- Quality workmanship
- Timely delivery
- Exceptional customer service

**WHY CHOOSE US?**
- Experience
- Quality
- Reliability