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

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.

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
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Cover: Chuck Davis in his 914-6 - photo courtesy of Head-On Photos

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.
James' Jabber  James Ohl, President

It is that time of year again. Time to start “beating the bushes” seeking members willing to serve on the GGR Board of Directors. GGR has almost 1,800 members, yet it always amazes me how much trouble it is to find people willing to serve on the Board of Directors. GGR, like any other volunteer organization, cannot survive or thrive without member volunteers. Thankfully, last year’s By-Laws amendment changed the term of office from one to two years with staggered terms. This ensured continuity by electing only half the Board each year. That means that the positions of Vice President, Membership, Competition, and Social are eligible for new candidates. In addition, Howard Yao is stepping down from being The Nugget Editor, so we need to fill this position.

Do you like the way GGR operates? Come help us continue. Don’t like how GGR operates? Come help us change. If interested, please contact any Director for details as to what each position entails as some positions do take more work than others. But, each Director has a cadre of people that do most of the actual work. As a Director, you get zero salary, but GGR does reimburse out-of-pocket costs such as postage. You get to attend the monthly Board meetings and help decide GGR’s operations. Never been a Board member? Don’t worry. We are all volunteers and work together for the good of GGR. As a registered California Corporation, we must operate within our By-Laws (printed in the back of the Membership Director). And, based upon past experience, GGR has a Procedures Manual that describes successful past Best Practices.

As mentioned last month, the deadline date for The Nugget was moved to the 10th of each month. I got my July issue five days after it was mailed — the quickest I have ever received an issue. Thanks again to Shirley Neidel and her mailing crew.

Congratulations to GGR’s Kevin Buckler and The Racer’s Group for the class win at the 24 Hours of Le Mans. Wow, Daytona and then Le Mans! And, he is cleaning up in the GT class in the American Le Mans Series.
Effort. It takes so much of it to do things well. Sometimes the effort required is physical, sometimes it is mental, and most of the time it's both.

Before an autocross, I usually have a routine. The day before, I would wash the car, make sure there was less than a quarter tank of gas, check the wheel bearings, and then take everything possible out of the car. Then sometimes I would play a little bit of Gran Turismo on the Playstation, just to get into the mood. If I was really psyched, I may flip through some old notes and read a few sections of Hank Watt’s book. With this routine, I have steadily improved my driving as my times have steadily dropped lower.

Well, at the last event at Candlestick, I managed to do NONE of the things above. I just woke up that morning, slapped on some magnetic numbers (somewhat crookedly), hopped into Kermit, and off we went. So I show up with a dirty car with a half tank of gas and very little thought about my driving. Halfway through the event, I realized that I was having a pretty awful performance and it didn't get any better either. People that I usually beat were a full second ahead of me (which is an eternity in AX) and I didn't have an answer to give back.

You can say that having a dirty car may not effect your driving, an extra 10 lbs of fuel may not mean a whole lot, and playing video games has nothing to do with nothin' - but it does. I showed a major lack of effort and the results were obvious. Watch out people, Kermit is spotless right now, and you know what that means...
Loma Prieta and Golden Gate Regions Present

**Zone 7 Autocrosses #5 and #6**

Saturday, August 31 and Sunday, September 1

Marina Airfield, Marina, CA

Early Registration - 7:00 A.M. to 8:30 A.M. • Late Registration - 11:30 A.M. to 12:00 P.M.

Fee: $25.00 per driver • No db limit • Overnight parking TBA

Directions: From Hwy 1 south of Castroville, take the Reservation Road exit toward Marina. After one short block, turn right in order to stay on Reservation Road. Continue on Reservation Road for approximately two miles and turn left at the signal into Marina Airfield. Turn right before the first large building on the right and follow the cones to the autocross site. You will be stopped prior to entering the site and required to sign a release. There are strict restrictions about where you may drive, so you may be directed to drive on an unpaved area. Automobile traffic is forbidden on some paved areas. Lunch (soup and sandwiches) at a modest price will be available.

**Saturday Evening Dinner and No-Host Bar at Tarpy’s in Monterey**

Menu includes choice of Smoky Barbecue Back Ribs, Chili Crusted Chicken Breast, or Vegetarian. Cost is $31.00 per person. Send your check and menu choice to Anne Del Villano at 4628 Sandmound Blvd., Oakley, CA 94561. Directions to Tarpy’s will be available at the Saturday autocross.

Lodging: a number of facilities are available in the Monterey Bay area. Since these events will be taking place over the Labor Day weekend, it is advisable to secure lodging as soon as possible.

For info, contact:
David Leong (GGR) at (925) 362-2431, e-mail david@dleon.org
Pete Siemens (LPR) at (408) 354-8129, e-mail tarpytop@ix.netcom.com
Or see the GGR web site at http://www.pca-ggr.org/
proudly presents the annual
**GGR Swap Meet & Concours**
at their new state-of-the-art Porsche dealership

September 15, 2002 from 9:00 am to 3:00 pm
3636 Haven Avenue, Redwood City, 650.701.9200

Concours Entry $20 - Swap Meet Booth $20
Swap Meet contact: Susan Kennedy 408.267.4052
Concours contact: Larry Adams 650.345.2232

*All Proceedes Go To Charity !!!!*
## Q-Tip Squad  Zone 7 Concours Series

### Class/Name  YTD Points

#### 911 Wash & Shine

<table>
<thead>
<tr>
<th>Name</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phil Lawrence</td>
<td>398.50</td>
</tr>
<tr>
<td>Susan Fleming</td>
<td>398.25</td>
</tr>
<tr>
<td>Gary Spinella</td>
<td>397.25</td>
</tr>
<tr>
<td>Sharon Hindmarsh</td>
<td>394.25</td>
</tr>
<tr>
<td>Bill Winkler</td>
<td>389.00</td>
</tr>
<tr>
<td>Kim Nelson</td>
<td>198.25</td>
</tr>
<tr>
<td>Tom Giustina</td>
<td>198.00</td>
</tr>
<tr>
<td>Vic Nemechek</td>
<td>197.25</td>
</tr>
<tr>
<td>Chris Roman</td>
<td>197.00</td>
</tr>
<tr>
<td>Kent Brandon</td>
<td>196.25</td>
</tr>
<tr>
<td>Sean Vangelder</td>
<td>196.25</td>
</tr>
<tr>
<td>Roger Walker</td>
<td>195.50</td>
</tr>
<tr>
<td>Jun Ignacio</td>
<td>195.25</td>
</tr>
<tr>
<td>Trevor Ridgely</td>
<td>193.25</td>
</tr>
<tr>
<td>Ken Suzuki</td>
<td>192.50</td>
</tr>
<tr>
<td>Howard Lazarus</td>
<td>192.00</td>
</tr>
<tr>
<td>Jeff Johnson</td>
<td>191.00</td>
</tr>
<tr>
<td>Michael Yee</td>
<td>190.75</td>
</tr>
<tr>
<td>Nancy Bataglia</td>
<td>189.75</td>
</tr>
<tr>
<td>Troy Underwood</td>
<td>187.25</td>
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#### 911 Street (early)

<table>
<thead>
<tr>
<th>Name</th>
<th>Points</th>
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</thead>
<tbody>
<tr>
<td>Ken Rinehart</td>
<td>745.00</td>
</tr>
<tr>
<td>Dennis Stettner</td>
<td>498.50</td>
</tr>
<tr>
<td>Joseph Poturaski</td>
<td>248.00</td>
</tr>
<tr>
<td>Ronald Feinstein</td>
<td>246.25</td>
</tr>
<tr>
<td>Arturo Bejar</td>
<td>245.75</td>
</tr>
<tr>
<td>Ed Gervasoni</td>
<td>245.75</td>
</tr>
<tr>
<td>Nathan Pizzo</td>
<td>245.25</td>
</tr>
<tr>
<td>Gary Crutcher</td>
<td>243.50</td>
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#### 911 Street (late)

<table>
<thead>
<tr>
<th>Name</th>
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</thead>
<tbody>
<tr>
<td>Dean Tanaka</td>
<td>494.00</td>
</tr>
<tr>
<td>Val Dawang</td>
<td>248.75</td>
</tr>
<tr>
<td>Frederick Rauch</td>
<td>247.25</td>
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#### 911 Full

<table>
<thead>
<tr>
<th>Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Ken Brown</td>
<td>736.75</td>
</tr>
<tr>
<td>Arnie Zeiderman</td>
<td>481.50</td>
</tr>
<tr>
<td>Grant Tabuchi</td>
<td>247.00</td>
</tr>
<tr>
<td>Beth Jacobsen</td>
<td>244.00</td>
</tr>
<tr>
<td>Todd Miller</td>
<td>242.50</td>
</tr>
<tr>
<td>Andy Leight</td>
<td>240.25</td>
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</table>

#### 356 Wash & Shine

<table>
<thead>
<tr>
<th>Name</th>
<th>Points</th>
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<tbody>
<tr>
<td>Bill Goodwin</td>
<td>199.25</td>
</tr>
<tr>
<td>Kristen Cottrel</td>
<td>197.00</td>
</tr>
<tr>
<td>Jim Karver</td>
<td>187.00</td>
</tr>
</tbody>
</table>
### 356 Street
- Tom Advent 248.00
- Mark Hubbard 248.00
- Tom Krugman 247.25

### 356 Full
- Bob Murray 199.25

### Water Cooled Wash & Shine
- Tom Sisson 398.50
- Dan Nissim 199.75
- Bejan Rahnema 199.50
- Chris Rose 197.50
- Jim Finley 196.75
- Gerry Wade 195.25

### Water Cooled Street
- Mike Monson 496.50
- Norm Swanberg 249.25
- Rich McGlumphy 246.50

### 914 Wash & Shine
- Greg Peart 199.75
- George Buck 194.50
- Patrick Johnston 194.00
- Ray Miller 187.75

### Comp & Spec Interest
- Steve/Barbara Mccrory 469.75
- Pat DeWitt 246.25
- Tim Fleming 241.00
- Rocky Taylor 233.25
- Bub Behrens 233.25
A Time, Speed & Distance (TSD) Rallye. The rallye will have no intentional traps. Beginners and first timers will be given mileage or street names at most turning points. Rallye classes are Beginner, Novice, Expert-unequipped, and Expert-equipped.

The rallye covers 90 – 100 miles and will take 3-4 hours to complete. Rallye is open to all cars, not just Porsches. Registration opens at 8:45 A.M. Cost $15.00 per car. Driver/Navigator Meeting at 9:30 and first car out at 10:01 A.M.

Starting Location: Bernal Plaza Shopping Center, San Jose. From US 101 South or US 85 South take the Bernal Road exit. Bear right at the signal onto Bernal Road. Turn right into the Bernal Plaza Shopping Center. 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
Diablo Region Porsche Club
Concours, Sunday, August 11, 2002

BLACKHAWK MUSEUM
3700 Blackhawk Plaza Circle, Danville

Entry fee: $25.00 (includes two tickets to Museum)

PRE-Registration BY MAIL ONLY
Four classes: Wash N' Shine, Competition/Special Interest, Street and Full Concours

Open 8:00 A.M.
Judging Starts 10:00 A.M.
Awards Presentation 2:30 P.M.

For info. and application call/e-mail
Frank Cunningham at 925.609.9481
(after 5:00 pm)/gofed@att.net

PRE-Registration BY MAIL ONLY (for judged cars)
SEND CHECK AND APPLICATION TO:
3320 Downing Pl., Concord, CA 94518

Enter in the Wash n' Shine class, it is EASY and great fun.

Special Porsche parking areas for
DISPLAY ONLY PORSCHE
RACING PORSCHE
and non-show Porsche cars

Pre-registration not required for display-only and non-show cars

This event is the largest Zone 7 Concours. Come join the fun and see the great display of show cars in the world class Blackhawk Museum.
You can also enjoy the great ambience of the shops and restaurants at the Blackhawk Plaza. The Diablo Region sponsors a Peoples' Choice Award and there are other Special Awards.

See www.blackhawkmuseum.org for listings on their events.
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AT THE POINT

PCA National Club Race at
Sears Point International Raceway • Sonoma, California

October 26 – 27, 2002

Experience Sears Point’s $50 million renovation!!

• World famous Sears Point Raceway, now with enhanced safety features
• 2.5 mile road race track with many elevation changes and technical challenges
• Located in the spectacular California Wine Country at the most beautiful time of year
• Weekend includes two driver education groups, open to time trialers
• Saturday practice, fun races, and a delicious catered dinner with beer/wine tasting
• Sunday qualifying, parade laps for spectators, feature races and awards party

For more information contact:

Chairman
Masuo Robinson
408.399.4808
masuo@ix.netcom.com

Registrar
Doug DeVetter
530.676.9046
doug.devetter@attbi.com

Drivers Education
Larry Heitman
530.796.3005
lheitman@naucom.com

To Enter Online:
www.pca-gsr.org and click on
“Pre-register for October Club Race”
**Mardi Gras #3** Cameron Carrington, GGR Member

Drive south on I-5 in the withering heat for four stupefying hours. After you cross the river Styx, turn right just in front of the gates of Hell, hang a left at the John Deere sign. It’s springtime at Buttonwillow Raceway Park and we’re ready for some HEAT.

With the addition of some permanent garages and a ‘Tire Shop’ open on event weekends, Buttonwillow Raceway Park has the best amenities of any track we use in the time trial series. The list is long: showers, an air-conditioned drivers’ lounge, indoor permanent snack shop and souvenir store, plenty of toilets (all attached to real plumbing), paved RV pads with electrical hook-ups, and on-site gasoline. Timing and scoring have a fine elevated location over Start/Finish and there’s public access to a fine viewing balcony one level below the timing/scoring office.

Chuck Kolstad’s (Bi #135) father, a denizen of the Bakersfield area, told us that only two inches of rain had fallen the entire rainy season. The result is a finely grained and penetrating dust, desiccated to a surprising depth, which erupts entertainingly into a giant gritty pillar fifty feet high every time a car leaves the track. So loose and deep is this powder that we saw one 944 Turbo, off track on the inside of turn 11, unable to drive itself out of the silt only inches from the track surface.

Never mind the demerits of the geography – this is a delightful racetrack. Thirteen (numbered) turns clumped together into several linked series, some elevation changes, a blind, high-speed turn on the brow of a hill – this track is fun.

Saturday morning began without any chill in the air (even at 6:30am), and seemed to promise a stupefying day of watching the heat shimmer off the crackling pavement. But that promise was never delivered. A gentle breeze freshened and the temperature stayed reasonable throughout the day, to the evident relief of those of us in the two- and three-layer driving suits.

Exalted Chairman Murray (Z #41) gaveled his drivers’ meeting to order at the appointed hour and laid out the plan for the transponder testing to take place throughout the weekend. Chief Instructor Henry Watts skimmed through the various ‘check your mirrors’ flags, lingering over the blue one with the bright yellow stripe, which our lot euphemistically calls the “passing flag.” The problem is, it’s really not a euphemism. Normally affable and patient, Henry has grown sullen and desultory on the subject of passing. The course workers have been asked to police this carefully and we did see the lovely flags waving gaily throughout the weekend… happily not always directed at us. E.C. Chris instituted a new policy for trial use: those with working headlights are invited to turn them on when they have caught, and would be pleased to pass, the car ahead. This innovation generated little passion and no opposition, so may linger on.

Mardi Gras #3 was also the tryout event for a new timing system relying on transponders mounted on or in each car. Transponders are little radio devices that transmit an identifying code, which can be processed by the timing unit, when the start/finish line is crossed (some of the faster cars may show up on the Air Traffic Control radar). This system will carry several obvious advantages over our old infrared light-beam trip system. Since it doesn’t rely on any species of light, the sun won’t interfere with it. The old system required quite a little mental
### GGR Events Calendar

**Larry Sharp, Vice President**

#### August

<table>
<thead>
<tr>
<th>Date</th>
<th>Day</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Thursday</td>
<td><strong>GGR Board Meeting</strong>, 7:00 pm. Contact James Ohl at 650.341.9020 or <a href="mailto:jameslohl@attbi.com">jameslohl@attbi.com</a></td>
</tr>
<tr>
<td>9</td>
<td>Friday</td>
<td><strong>Friday Night Social</strong> at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Susan Kennedy 408.267.4052</td>
</tr>
<tr>
<td>10</td>
<td>Saturday</td>
<td><strong>GGR/Strasse Autocross Series #5</strong> location TBD. Contact David Leong at 925.362.2431 or <a href="mailto:david@dleong.org">david@dleong.org</a></td>
</tr>
<tr>
<td>10</td>
<td>Saturday</td>
<td><strong>GGR Time Trial Ground School</strong>. Contact Hank Watts at <a href="mailto:hank@camdesigns.com">hank@camdesigns.com</a></td>
</tr>
<tr>
<td>11</td>
<td>Sunday</td>
<td><strong>Zone 7 Concours #6</strong> hosted by DR at Blackhawk Museum, Danville. Contact Frank Cunningham at 925.609.9481</td>
</tr>
<tr>
<td>16-18</td>
<td>Weekend</td>
<td><strong>Monterey Historics</strong> at Laguna Seca. Feature marque is Corvette. Contact Gary Mutoza of MBR at 831.726.3500 for local activities and Porsche corral passes or visit <a href="http://flash993.tripod.com/pcamontereyarea/">http://flash993.tripod.com/pcamontereyarea/</a></td>
</tr>
<tr>
<td>24-25</td>
<td>Weekend</td>
<td><strong>GGR Time Trial #5</strong> at Thunderhill. Contact Chris Murray at 510.536.3800 or <a href="mailto:drchrism@hotmail.com">drchrism@hotmail.com</a></td>
</tr>
<tr>
<td>31</td>
<td>Saturday</td>
<td><strong>Zone 7 Autocross #5</strong> hosted by LPR at Marina. Contact Pete Siemens at 408.354.8129</td>
</tr>
</tbody>
</table>
GGR Events Calendar

Zone 7 Autocross (GGR/Strasse Autocross Series #6) at Marina. Contact David Leong at 925.362.2431 or david@dleong.org

GGR Board Meeting hosted by Susan Kennedy at Comp-U-Scripts, 7:00 pm. Contact James Ohl at 650.341.9020 or jamesohl@attbi.com

GGR/Strasse Autocross Series #7 at Golden Gate Fields. Contact David Leong at 925.362.2431 or david@dleong.org

Zone 7 Rallye #6 hosted by SVR. Location TBD

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

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

LPR Autocross at Marina. Contact Pete Siemens at 408.354.8129

SVR Autocross at Mather. Contact Bill Winkler at 916.364.5423

Zone 7 Concours #7 and Swap Meet hosted by GGR at Carlsen Porsche, Redwood City. Contact Larry Adams at 650.345.2232

Rob’s Annual Agricultural Inspection Tour. Location TBD. Contact Rob Neidel at 408.807.6909 or rob@neideldesign.com

Zone 7 Rallye #7 "Carrera de Sierra" hosted by SVR. Contact Richard Wetzel.

GGR/Strasse Autocross Series #8 Location TBD. Contact David Leong at 925.362.2431 or david@dleong.org

Zone 7 Concours #8 hosted by RR at the Ledson Winery, Santa Rosa.
alacrity (we are told) when one car left the track or came in for a mechanical problem... since the cars were no longer in their anticipated order.

This version, at least in its test configuration, generated a sort of continuing fire drill around grid during the timed runs, as transponders were cut from their moorings on early-running cars, to be relocated onto the later ones. Chairman Chris pronounced himself well pleased with the overall results, and is recommending to the Board that we purchase this system. In the meantime, he is attempting to rent the Thunderhill system for our upcoming event at that track.

Business concluded, our 130 entrants were parceled into five run groups and sent out to make speed. Our villainous record of consecutive events with car damage was capped off at two. Nevertheless, the black flag station at head of grid was busy all weekend, jerking wiry bits of sagebrush from the suspensions of numerous prospective Cayenne owners who chose to go off-roading in their race cars.

One of our unfortunate chums whistled through a red flag on Saturday and found his weekend sharply truncated by Official Stern Countenance Chili Willis. There’s no doubt it’s a serious and dangerous infraction, but it got us thinking about how easily it can happen. When we talk to people with no experience of a racetrack at speed, it’s nearly impossible to convey any sense of the overwhelming busyness that prevails in the cockpit. Still, checking the worker box is absolutely crucial in approaching every turn, and many of us should be more vigilant.

Henry Watts’ (Qm #27, left) long awaited twin-turbo Mat-Lowrance-special made its maiden appearance. Dr. Chris Murray, whose 996-powered Boxster derivative debuted at the last event, diagnosed both himself and Henry with a puzzling malady he’s calling “perma-grin”. We’re awaiting an American Chiropractic Association monograph on this affliction and expecting it to acquire a more latinized name, perhaps “Auto-induced maxillo-facial distension.” No cure is hoped for.

We missed the catered trackside dinner on Saturday, having had other plans, but the Shriner’s barbeque smelled fabulous, and the weather was delightful. All

---

The Maestro's Collection - 356/912

TRANSMISSIONS: rebuilt 356, 912, & early 911.
PLUS: Most any 356/912 Engine Part.
ALSO: Porsche books and a 10-hour, 5-Videotape set on Porsche Engine Rebuilding.
Got a Porsche 356/912 Problem? Call for Advice.

H C P R E S E A R C H
Phone: (408) 727-1864 Fax: (408) 727-0951
maestro@well.com www.hcpresearch.com
reports told of a good time had by all.

Sunday morning, the weather was a mild and promising continuation of Saturday’s balmy effort and practice sessions were unremarkable for us few spectators. Just as during Saturday’s proceedings, a number of cars went twirling off into the alkali desert, generating dramatic explosions of dust and happily not much damage.

The Sunday drivers’ meeting was largely given over to a long discussion of the mechanics of the transponder program. Some well-equipped competitors own transponders, but most of us shared the thirty or so in hand as part of the test system. The order of battle was read out, calling for one warm-up and two timed laps, a leap onto the brakes, and a quick exit from the track. Those using the communal transponders were then to proceed directly to the backside of grid, where safety crewmembers whisked the transponders to their next assignments. At about the mid-point of the timed runs, such a ferocious wind howled up out of the West that Bedouins would have been forced to make camp. From that moment forward, every wheel that left the pavement kicked up a dust cloud that would rush through space, sand the finish off everyone’s teeth, fill their eyes and cover everything in sight. Those of us still waiting for our timed runs just hoped we wouldn’t find a new sand dune after cresting the blind brow of turn nine (we didn’t).

Donna Sylvanovich (ZL #4), fresh from her stunning 2nd Overall at Laguna Seca, calmly posted Top Time of Day (Human), by a third of a second’s margin over Henry Watts. We did a little checking with the archive committee (the Neidels) and can find no prior record of a person of the ‘L’ persuasion ever taking Top Time of Day. Well done, Donna, and warm congratulations. In all, 93 ran for time. The top 20% were under 2:14.

Mardi Gras #4 at Thunderhill is two months off. By then we’ll have the sand dug out of our duffle.
I just wanted to pass on an experience I had today. To set the stage, it is Friday and at just after 3pm today, my 1978 911SC would not start. I could tell it was the fuel pump but could not figure out from where the problem stemmed.

Over 20 years ago when I started driving I used to frequent a shop with a mechanic named Tony Heyer. Tony has had his own shop for a while now and although I have worked on my 911 as a hobby, I always knew that if I needed help, Tony would be there. I had not visited his shop for service in over 5 years but always recommended it to friends and neighbors.

Today was a bit extreme. I was broken down a few miles from Tony’s shop and at 3:30pm on a Friday, he took the time to drive over and troubleshoot my problem. After checking the standard areas of failure he found a unique and hard to diagnose wiring issue and corrected it in the parking lot!

I am writing you so you can share this with other PCAers through the Nugget. Not so much to promote Tony’s shop but more so to promote his personal effort to help someone in need. When I stopped by his shop twenty minutes later, I could tell Tony was trying to wrap up a busy day as he snacked on a Cliff Bar while working on another car’s problems. Here’s to Tony…and his willingness to literally go the extra mile to help another enthusiast!
FRICITION CIRCLE by David Leong, Substitute AX Reporter

STRASSE/GGR 2002 Autocross Series

In July’s installment, Dave Bennet asked the question, “Will the GT2 crush everyone in sight?” After GGR Autocross #4, held on June 29th at Candlestick, we have a definite sort of. Imagine how you would feel if you arrived in your 450HP plus 911 and see that the day’s course is going to place a premium on power. This was not going to be a good day for nimble little 914 four-bangers and the pressure was going to be on the more powerful sixes. There was no shortage of cars to fill these ranks of steroid 911s, with twin turbos becoming common-place at our events, and we had no less than 4 turbocharged cars at this event and 109 entrants total.

After an almost 18 month hiatus, we had a Larry Sharp designed course. Some of the newer attendees had never seen a Larry Sharp course and your VP did not disappoint. He laid out a course that placed a premium on exit speed out of two sweepers and a couple of kinks, that rewarded those who could close their eyes, and hang on to full throttle. Fast in, and slow out, was not the way to post a good time.

Miles Smith was the event co-chair and we had a much better than normal worker compliance, as no one wanted to find out what happens when the cigar chomping chairman sees a blank where your worker check-off belongs. Miles did such a good job, you will find him at AX #5 with his clipboard in hand.

In spite of this being a horsepower course, during the driver’s meeting, I placed a challenge to all the P-Cars to not let a little 2-liter Honda invade our ranks and take top time of day. After the morning runs, things were not looking good for the German marque, as the little Honda S2000, held TTOD in the hands of SCCA national champ, Andy McKee. It wasn’t until the 6th run, that we finally saw a Porsche badged car in TTOD, as Tobias Olney brought his 914-6 into the top spot so far.

Rob Boynton, slept in, and gave everyone a head start at learning the course and establishing the times to beat. Having only 4 runs to work with, however, was not a problem for Rob and his GT2. He waited until the last nail-biting run to post his best time and take TTOD. At 37.990, he was the only driver to break the 38

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second barrier. This final run pushed Tobias down to second, and Andy kept his podium spot, by finishing third. I think Rob is getting the hang of his new car.

It was another twin turbo taking top street tire, as Ed Shih placed his 996TT at the top of street tire and PAX for the second event in a row. Theresa Neidel took top ladies honors, in her Boxster, and Eric Hansen was the best of the stock classed fours. Li proved to be the most popular class, with thirteen entries, and Jim Bauman taking the top spot in that class.

Eight runs were not enough for some hardy souls and there was an hour of fun runs after the trophy runs concluded. As of this writing, the next event location, for AX #5, on August 10th, has not been announced, (we are trying for something special), so keep an eye on the web for the latest information.
Come join the GGR

**Adopt-a-Highway**

Next event is Sunday, September 8th at 9:00 am

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

For more information, contact Jean Ohl at 650.341.9020
AutoX at Candlestick  Charles Wege, GGR Member

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2002 Agricultural Inspection Tour

Please join us for a beautiful drive through wine country!
(With a stop or two, of course!)
The tour will include a stop for a picnic lunch
and several stops at beautiful Carneros wineries

September 21, 2002
at 10:00 am
Starting at the
Larkspur Ferry parking lot

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For RSVP and More information:
Rob Neidel & Mary Matthews
415 464 0252
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rob@neideldesign.com
Sacramento Valley Region invites you to join us on the twenty-fifth running of Carrera de Sierra. This is a two-day rally or tour with an overnight at Bear Valley in the Sierras.

The entry fee includes the rally or tour, a registration welcome party at the Stockton Inn on Friday evening, an afternoon social gathering and a walking rally (by Philip “Goose” Marks) on Saturday, and a barbecue at the finish in the Central Valley on Sunday. You are responsible for overnight accommodations in Stockton and at Bear Valley.

The rally fee is $50.00 per car (two persons) if received by August 15th; after August 15th, the fee is $60.00 per car. Awards will be given in four classes. This year’s rallymaster is Al Amellini.

The tour fee is $30.00 per car (two persons). The tour will not follow the exact rally route but does end at Bear Valley on Saturday and at the finish on Sunday. Once again, our tour leaders are Judy Hanna and Rich Swenson.

Pre-registration is required. Entrants on the day of the event may be accepted but may have difficulty finding accommodations in Bear Valley.

For accommodations in Stockton, call the Stockton Inn at (209) 931-3131. Preferred-group room rates are $62.00 for a single-bedroom (queen or king) and $70.00 for a two-bedroom. Be sure to mention the Porsche Club of America to get the preferred-group rate.

A block of rooms has been reserved at the Bear Valley Lodge. There is a forty-car limit. Make your reservation now by calling (209) 753-2327. After the limit has been reached, you’ll have to find accommodations elsewhere.

For further information, contact Rik Larson at (916) 481-6084 (before 9:00 P.M., please) or e-mail: riklarson@attbi.com

Carrera de Sierra XXV Entry Form

Driver ___________________________ Navigator ___________________________
Address ___________________________ Address ___________________________
City, State ZIP ___________________________ City, State ZIP ___________________________
Phone ___________________________ Phone ___________________________
E-mail ___________________________ E-mail ___________________________
Rally Class (circle one): Beginner Novice Expert Unequipped Expert Equipped
Car Make ___________________________ Running (circle one) Rally Tour

Make check payable to “PCA-SVR” and send to
Rik Larson, 2120 Maddox Court, Carmichael, CA 95608
# New Members

Cherie Kuhn, Membership

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<th>Official Count</th>
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<td>New Members:</td>
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<td>Transfers In:</td>
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<tr>
<td>Transfers Out:</td>
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<td>Total Membership:</td>
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## New Members

- **Eric F & Steve Allen**  
  Burlingame  
  2000  
  CARRERA

- **Ed Berger**  
  San Jose  
  1988  
  CARRERA

- **Timothy Chou**  
  Los Altos Hills  
  2002  
  911

- **Thomas B & Linda Clark**  
  San Jose  
  1984  
  911

- **Graham K Crooke**  
  San Francisco  
  1993  
  928

- **James Diaz**  
  Campbell  
  1988  
  944

- **David L Galiotto**  
  Cupertino  
  2001  
  996

- **Neil L Goldberg**  
  San Francisco  
  1997  
  993

- **Thomas A Heil**  
  Los Gatos  
  1974  
  914-4

- **Larry R & Sharon Inman**  
  Menlo Park  
  1989  
  CARRERA

- **Michael Lieberman**  
  San Francisco  
  1965  
  911

- **Neil & Lorraine Macswain**  
  Woodside  
  1962  
  356

- **Tim & Mardy Meadows**  
  Sunnyvale  
  2002  
  996

- **James C Meehan**  
  San Francisco  
  1971  
  911

- **Bryan A Meininger**  
  San Jose  
  1969  
  911

- **Alexei N Peters & Jeremy Lucas**  
  Palo Alto  
  1988  
  911

- **Pete J & Debi Pressley**  
  Los Altos  
  1998  
  911

- **William & Chris Rolf**  
  Los Gatos  
  1983  
  911

- **Michael H Samuelian**  
  Menlo Park  
  2001  
  CARRERA

- **Richard M & Donna E Sanfilippo**  
  San Carlos  
  1986  
  911

- **Steven G & Kathryn Schlief**  
  San Jose  
  1999  
  968

- **Bruce Van Slyke**  
  San Mateo  
  1969  
  911

- **David Walrod**  
  Palo Alto  
  2002  
  911

## Transfers In

- **Eknaauth Persaud**  
  Walnut Creek  
  2000  
  BOXSTER\`

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August 2002
Transfers Out
John Gannon & Yvonne Hunt Niwot 1985 911
Michael E Grote & Suzanne Le Gette El Dorado Hills 1997 911
Michael Muscheck & Isabella Pajak 68309 Mannheim 1967 911T
Howard J Tsai Wayne 1973 911
Jeffrey K Tucker Washington 1990 911

42 Years
O R & Ruth Garretson Sonora 1959 356A

37 Years
David & Helen King San Martin 1965 356C

35 Years
Carole F Butcher Campbell 1987 911

33 Years
James & Linda G La Marre Castro Valley 1969 912

32 Years
Robert A & Earlyne Mund Portola Valley 1965 356

31 Years
Albert E & Elizabeth A Kasch San Mateo 1957 356A

30 Years
David R & Kathleen Sablan Portland 1957 356
Grover J Hartman & Lyn Mehl San Jose 1974 911

27 Years
Stephen L Ponciroli & Danielle M Repovich Sunnyvale 1972 911

26 Years
Leonard S & Steven R Cutler Los Altos Hills 1976 911S

25 Years
Guyton N & Barbara Jinkerson Los Altos Hills 1962 356B

15 Years
Tim & Lori Gallen Danville 1993 968RS
Jack A Babbitt Placerville 1973 911T

10 Years
Naoto Ozaki San Francisco 1993 911

5 Years
James W & Laura W Peterson Half Moon Bay 1997 986
Clinton & Alice Wong Orinda 1994 911
John W Crittenden Piedmont 1990 944
Gregory A Desbrisay & Sonya Sigler San Carlos 1997 968
Ronald D Judson Santa Clara 1997 911
Edward L & Denise Fong Brentwood 1971 911E
Gopi & Elsa Chandran Martinez 1995 911
Ronald A Marcus & Marty Ward San Francisco 1997 986
Hayden Burvill & Tracey Morris San Carlos 1977 911
Richard M & Minda Parrish San Jose 1997 986
Marketplace

**1977 930.** Sea-foam Green. Always garaged and babied, only used for occ. short trips. Contact Geoff at 408.292.3593 or edufilm@hotmail.com

**1987 911 Factory Slant Nose Turbo Cabriolet.** Guards red/blk, 42k mi, great cond, B&B exhaust. PCNA authenticity. $55,000. Contact Dominique at 408.309.0990 or dlaconico@aol.com

**1973 914 Race Car.** New 3.0L, 46 IDA Webers, over 300hp, GT flares, spoiler, cage, custom paint, call for details. $32,000. Contact Ken Mason at 650.566.2312 or ken@masonkr.com

**1999 996 C2.** Ocean/graphite, 6sp, 11k mi, 17" whls, never in rain, garaged. $56,500. Contact Paul at 650.404.3872

**1972 914 Race Car.** Tubed tub, trick susp, 220hp 2.0 4 cyl, 4/4 piston brakes, short gears, eng/trans rebuilt. Cost $30k, sell for $10,000. Contact Ken Mason at 650.566.2312 or ken@masonkr.com

**1988 911.** Tan/tan. Stock, always garaged, owned 9 yrs, new tires, 93k mi. Contact Rick at 650.508.8236 or rich_tennison@hp.com

**1986 911 Carrera Coupe.** Blk, sunroof, 45k mi, orig owner, ultra clean & loaded. $27,900. Contact Jeff at 510.530.6648 or jksellman@aol.com

**1987 944 Turbo.** Fresh engine, clutch, torque tube, and trans from 2001. Racing engine, 2.5L, 360hp. Many other mods. Call for complete desc. $20,000. Contact Mike Mitchell at 510.713.9248

**1991 911 C2 Turbo.** 106k mi, CA car, no mods, all records, looks new. LSD, GPS. $27,800 obo. Contact Jim Murillo at 650.349.9932

**1973 914.** AX car, almost no rust. Has 1.7 & 2.0 motors. Moving forces sale. $3,500 includes trailer. Contact Mike at 925.634.7217 or jonskimv@hotmail.com

**1995 993 Cabriolet.** Blk/champagne, Tiptronic, 24k mi, 17" whls, new rear tires. Contact John Kiger at 408.921.0726 or john@kiger.com

**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. $90,000 or partial trades. Visit www.gullwing.cc. Contact Clinton Wong at 415.509.8388 or cwong@asiapacificmicro.com

**1991 Carrera 2.** Blk/blk, 62k mi, H&R springs, lowered, Fikse FM-10s. Also Design 90 whls. Never raced. Garaged. $30,000. Contact Stover Babcock at 408.623.6123 or stover@sbsg.net

**1990 Carrera 2 Coupe.** Blk/blk, 53k mi, 17" turbo rims, Ruf torque tube, all records. $35,000 obo. Contact Jeffrey at 408.448.4465.
**PARTS & MISC**

**Fuchs.** 7x16 from 944 Turbo. Not concours, but straight and true. $650. Contact Larry at 707.795.1174 or llrobinson@bigvalley.net

**Fuchs.** 7x15, complete with center caps. Contact Paul at 650.579.0836 or toncacorpam@webtv.net

**7x16 Fuchs.** Want to trade for 4-6x15 Fuchs. Contact Ken Holladay at 408.922.9385

**17" BFG G-Force T/A kd.** Fr 225/45-17 Rr 255/40-17. Less than 500 mi, over 80% tread left. $900 new, sell for $300 obo. Contact Tim Govers at 408.867.9705 or avnacvim2@aol.com

**Camera Mount.** Attaches to roll bar brace for TT videoing. Make offer. Contact Anne at 650.462.9378

**Design 90 Wheels.** For 944, 968, 964, 6x16 with R1s. Straight but not perfect. $250. Contact Robin Aube at 650.508.1308 or robinaube@yahoo.com

**Driving Seat.** Recaro SE, blk cloth, fully adj. VG cond. Needs rails & one side knob. $125. Contact Rob at 925.484.6454

**944 Turbo A Arms.** Good cond. $150. Contact Brent at 650.286.1625 or bharnish@pacbell.net

**930 Alum Front Susp.** 'Dropout', ready to bolt in, with 11.5" drilled rotors and big 928 S4 calipers. Contact George at 510.428.2910.

**996 Head/Taillamp Covers.** Early orange lens, excl cond. $250. **996 Hollow-spoke Tech Whls.** 7.5x10x18s with PZeros. $1,900. Brey-Krause Harness Mount. For 996 Coupe with quick release belt set. $450. Contact Anthony at 408.399.3430 or brolf1963@yahoo.com

**Gear Sets.** Stock and trick gears for 901 and 915. Other parts available as well. Contact Stover Babcock at stover@sbsg.net or 408.623.6123

**KEP G50 Pressure Plate.** For 87-89 911/930. 600 lb capacity. Only 14 lbs vs 24 lb factory unit. $450. Contact Garrick Lew at gsl@mltsf.com

**MATCHED CARRERA FUHCS.** Factory set w/ 1974 date codes. Anodizing intact, could use paint. Good Pirelli tires. Contact Andy at 408.395.9171

**951 Weltmeister Chip.** TC-8200, DME&KLR 86-87, includes wastegate shim. Works for 88-89 as well. $300. Contact Bob at bnorwood@illinoisalumni.org

**912 & Misc Parts.** Steel whl hubcaps (porcelain & plain crest), bumber overrides F&R, Chrome engine grill, all NOS. 912 "Flapper" boxes. 5.5x14" Fuchs, 914-6 fr slotted rotors. Contact Larry Grove at 415.454.6674 or grovejnl@mindspring.com

**Matched Carrera Fuchs.** Factory set w/ 1974 date codes. Anodizing intact, could use paint. Good Pirelli tires. Contact Andy at 408.395.9171

**18" Sport Classic II Wheels.** 7.5" (offset 50) and 10" (offset 65). Flawless. $1,700 obo. Contact Bruce Levine at 510.530.9311 or belevine@ix.netcom.com

**MOMO Corse Steering Wheel.** 350mm w/ hub. Excl cond. $200 obo. Contact Joby Noriel at 408.272.7369

**Wheels & Body parts.** 4-6x15 Fuchs with tires. '68 912 hood, engine cover, and most chrome. Contact Eric at eric@coastside.net

**993 Litronic Headlights.** Looking for a factory set. Contact Tom at 917.887.8255

**Two 8x16 Wheels.** Page JC at 650.377.7112 or johnnyraunch@hotmail.com

**914 and 912E Motors.** 914 race-prep desirable. Good running 912E. Contact Ken Holladay at 408.842.0616 or kenjacqui@jps.net

**Open Trailer.** For my 911 to track events. Must weigh less than 2000lbs. Contact Dean Thomas at 415.203.0456

**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](http://www.pca-ggr.org/marketplaceads.html)
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