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Cover: Not your everyday 911 engine, this is a factory works 904 motor used in 904s, racing 911s, and the 911R. Lots of fine machine work and exotic metals. Photo taken at The Stable during it's rebuild.

The opinions are those of the authors and do not necessarily represent those of the Golden Gate Region PCA. The Editor reserves the right to edit all contributions.

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What a month. It has been quite a hassle getting the 2002 calendar created and coordinated with the other Zone 7 regions. But, I think you will enjoy the fruits of this labor. The Board worked hard in an attempt to get events for all the varied interests in GGR. The new calendar will be in next month’s issue of The Nugget and on the GGR web site.

It was also a month for sad news. John Clever passed away in early January. Virtually everybody in PCA knew John and his rallye expertise. But, I would guess that most people have forgotten he was a past GGR President and past PCA National Enthusiast of the Year as a GGR member. He will be missed. Lou Beckwith (Mr. Tennis Shoe) also passed away. He was very active in GGR throughout the 60’s, 70’s, and 80’s and was renown for his tennis shoes with racer’s tape, no matter where he went.

Switching topics, some interesting Parade Competition Rules changes have been proposed. The first proposal would discontinue driving bonus points for Concours Restoration Group. But, driving bonus point could be achieved by participating in a pre-Concours Parade of Porsches. This is an effort to get back to PCA’s roots. Another proposal would add three Column D handicap points for the use of competition (“R”) tires in autocross competition. This is an effort to make the lowest Parade category more of a “stock” class. The third proposal would create Showroom Stock autocross classes for late model cars. If adopted, these changes would become effective for the 2003 Parade in Florida. For more details and comments on these proposals, please contact Tim Fleming, our Zone 7 Representative.
I'm a little grumpy right now... just sold my 911S. It's still in the garage, but the buyer will pick it up sometime this weekend. In general, all you PCA members out there are great people, but there is a large group of you that need some serious help. I never knew how difficult it is to sell a Porsche!

I posted a few ads a while ago, which lead to a constant flow of phone calls and emails from all over the country. "Is it the original color?", "Can you give me the chassis and engine numbers?", "Is the rear deck lid and valence the original aluminum panels found only on '70 and '71 S models?", "Is there any rust (even though it was clearly advertised as rust-free)?", "Does it have the original Mechanical Fuel Injection?", "How many years have you owned it?", "Are all of the screws tightened so they align to a perfect +..." You get the idea. Some would just email and would refuse to call me on the phone. Some would request countless photos.

Then there are the guys that will try to nickel and dime you. I never knew $200 could be a deal-breaker. You should know that owning a Porsche means a lot of ongoing upgrades and maintenance, which can easily exceed $1,000 a year. What's the point in arguing over a couple hundred dollars? Arghhhhhhhhhhh!

Anyway, onto other things. Those of you that send in ads for the Marketplace, keep in mind that we are now limiting ads to 35 words per ad. This is part of an overall effort to keep the printing costs of the Nugget down, so please excuse the inconvenience.

During the GGR Awards Ceremony, I was violently confronted by an unnamed member (Kristi Soo Hoo) that accused me of favoring my dog "Opus" over our dog "Cooper". She asked why Opus' picture is in the Nugget all the time, but not Cooper's? Well, the sad fact is that Cooper is illiterate, therefore she cannot proofread the Nugget like Opus can. But here are a few pictures of her anyway. Enjoy!
Announcing The 12th Annual
Ed Havey Memorial Breakfast
drive to Big Sur

Date: Sunday January 27, 2002
Location: Leave from Bank of America
Parking lot at Hwy 1 & No Rd. Carmel
Time: Staging 8:30 and we’ll
Leave: 9:00 AM Sharp!

TO KEEP AN ED HAVEY TRADITION ALIVE, BRING A
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We will be having a relaxed
Breakfast at the lodge.

EVERYONE IS WELCOME, BRING A FRIEND,
YOU MIGHT EVEN CONSIDER DRIVING YOUR
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Tires are the critical component in the ability of a racecar to grip the surface of the track. If you have the suspension combination perfect for conditions but are using tires that are hard, worn out, and improperly inflated, you probably won’t go as quick as another competitor running a slipshod suspension setup with soft, new, and properly inflated tires. As components that interact with the track surface, tires complete the racecar to performance equation, which is why it’s important to understand what they are all about.

A Goodyear tire chemist was once asked what ingredients went into a race tire compound. His response was “Oh, eye of newt and leg of toad and things like that.” Tires may appear to be merely round and black, but they are arguably the most sophisticated component on a car. These are the only points of contact between the car and the road, and all forces generated by the car, except aerodynamic drag and side force, are reacted at those four small contact patches where the rubber meets the road. Tires are one of those components of a car that, regardless of how long and hard you look at them, you can not possibly figure out how they work. Without the serial number molded into the sidewall, tire engineers themselves are unlikely to be able to tell many of the differences.

To describe how a tire works, supporting the car and transmitting the accelerating, braking, and cornering forces to the track and providing a means by which the driver can control its motion, quickly resorts to diagrams, graphs, and complex equations. The serious student of vehicle dynamics must turn to the technical literature for a complete analysis of tire mechanics. A good place to start is Race Car Vehicle Dynamics by William F. and Douglas L. Miliken. However to understand the fundamental principles of how a tire transmits these forces, only two mechanical concepts must be understood.

The first concept is that any structure, whatever it is made of, deflects when a load is applied to it. In other words, everything is a spring. The converse is that if a structure is deflected or deformed, it will generate a resisting force. A tire is a complex structure, which if deformed appropriately, will generate a force either vertically, longitudinally, or laterally, or a combination of all of these.

The second concept is friction. When two surfaces are pushed together, they will resist a force that tries to make them slip over each other, until they reach some peak sliding load. Above this load, the two surfaces will move relative to each other. However, tires do not obey that law because they possess very complex “friction” properties and can generate a coefficient of friction greater than 1.

Tires are made of very complex composites. The materials and methods used to make tires are as highly guarded today as they were 40 years ago, maybe even more. Ask any tire engineer what the components are in a tire and you will get the equivalent of their name, rank, and serial number. (They really don’t want to talk about it.) What you can know, without giving away any secrets, is that the main components in a tire are natural and man-made (polymers) rubbers, processing oils, and carbon. There are books and books cataloging the different types of polymers, oils, and carbon types that can be used to create a tire with various characteristics. The combinations that work are treated with national security status. It is
not just the components that affect the tire’s characteristics but the methods these components are combined and cured also affect the characteristics of the final product.

The whole tire making process resembles that of baking of a cake. Change the ingredients, the procedure you use to mix them together, or the baking process and the cake you end up with will probably be different in a very noticeable way. The same is true with a tire.

In addition to the components and procedure used to make the rubber compound, tires have various plies or belts laid within the compound to add strength. These plies or belts are usually steel, nylon, cotton, or a variation of these. They are situated radially or at an angle (biased) or a combination of these positions, to give the tire structure different strength.

There are two final steps need to create a final product. First, expanding the basic rubber components, using a simple bladder in a mold creates the shape of the tire. The tire now looks like a tire, but if you were to use this tire, it wouldn’t work very well. The last step is to convert the rubber compound into a strong, elastic material by curing or vulcanizing. By introducing sulfur, or some form of chemical accelerator under pressure with elevated temperatures, the material becomes chemically bonded. The bonding changes an essentially plastic or deformable material into one that is highly elastic, stronger, bouncier, and has increased toughness, perfect for a tire.

Very early on in the production of rubber components, it was determined that natural rubber could have a high percentage of filler materials added to it with an almost imperceptible loss in properties of the rubber. This means that a manufacturer could yield a higher profit by mixing filler into the rubber. Many different fillers were tried, with zinc oxide becoming the predominant filler used because it improved the properties of rubber during the vulcanizing process. However, a side effect of adding zinc oxide was it made the rubber components white.

Because of the belief that zinc oxide was a superior filler, all tires up until the early 1900’s were made with it and therefore were white. Even after it was discovered in 1904 that adding carbon black to rubber produced rubber with much better strength properties than zinc oxide, it took the public until about 1925 to accept black tires. Once they did, though, white tires became another chapter in history.
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Adopt-a-Highway

Next event is Saturday, February 23rd at 9:00 am
Meet at Interstate 280, Park & Ride, Woodside Road Exit, Woodside.
For more information, contact Jean Ohl at 650.341.9020

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- February 16-18, 2002
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- Check your tires and put in some gas, this is the longest Krote tour yet.
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At the year end banquet, GGR was honored to have very special guests from the Porsche Club in Norway, Tor and Charlotte Stolpestad, joined us.

They are both enthusiasts and have a fabulous 924 GTS Clubsport that they compete with at the tracks in Norway. They tell us that they get plenty of track time because they only get about 20-35 cars per event (lucky dogs!). Charlotte is a Bay Area native and she moved to Norway when she married Tor a year ago.
**GGR Events Calendar** Larry Sharp, Vice President

**February**

2

**GGR Time Trial Tech Inspection.** 8:30-11:30 at Kahler's, 6117 Doughery Road, Dublin. Ken Park 510.522.8004

2

**GGR Rallye School.** From 10:00-4:00 at Comp-U-Scripts, 1101 South Winchester Avenue, Suite H-190, San Jose. Contact Marianne Gardner at 408.943.0946

7

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

8

**Thank God It's Porsche Friday** at Round Table Pizza, 157 East El Camino Real, Mountain View, 6:00-9:00. Susan Kennedy 408.267.4052.

9


10

**GGR Beginners Autocross School** at Dublin. 7:45 start time. See page 6 for ad. Contact Jim Bauman at jimbaumanpubs@aol.com for questions.

10

**11th Annual Porsche Cars & Parts Swap Meet.** Sponsored by 356 Registry at Dunkel Brothers, 1515 Katella, Anaheim. Contact Bob Campbell at 661.251.3500

14

**Valentine's Day.** Hey guys, screw this up and you may no longer own a Porsche!

16-18

**Krote 5.** Traditional club tour to Death Valley. See page 13 for ad. Larry Sharp 925.371.2258

23

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

**March**

1

**GGR High Speed Driving School** at Thunderhill. Tentative date. Contact Bob Gardner at 408.733.0776

2-3

**GGR Time Trial #1** at Thunderhill. Contact Chris Murray at 510.536.3800 or drchrism@hotmail.com

7

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

9

**GGR "Rustbuster" Rallye.** Meet at Buttercup Pantry (corner of Hopyard & Owens) in Pleasanton at 10:00. Contact Bob Gardner at 408.733.0776

30-31

**GGR Time Trial #2** at Laguna Seca. Contact Chris Murray at 510.536.3800 or drchrism@hotmail.com

---

**DR** - Diablo Region **GGR** - Golden Gate Region **LPR** - Loma Prieta Region **MBR** - Monterey Bay Region **RR** - Redwood Region **SR** - Sequoia Region **SVR** - Sacramento Valley Region **YR** - Yosemite Region
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GGR Awards Photos  by Howard Yao

(above) A scene from the Black Diamond Brewery

(upper left) Jim Bauman and his daughter Melissa

(lower left) Brad and Cora Davidson, showing off their autocross trophy
(above) John and Jackie Seidell handing out awards and prizes

(above) Bob Gardner receiving the second best award of the evening, a motorized pit scoterter

(right) Larry Sharp receiving the best "door prize" of the evening. It was all fun and games until he realized we pulled the door off of his race car! Just kidding, it was just another 914, painted blue, with the number 6 to match.
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More info and Registration forms at www.pcasd.org
Run the Cars  David Leong, Autocross Chair

By the time you read this, the February 10th Beginner’s Autocross school will be either history, or right around the corner. I’ll thank Jim Bauman and Tom Pickett now, for chairing this event. If you are reading this, before the event, I’ll invite you to come and visit. You’ll have a chance to see the new timer in action and talk to me about the upcoming season. If not, don’t forget the GGR discussion list, I wrote about in the January Nugget.

One of the new features of the 2002 A/X season will be the introduction of event chairs. I will be chairing the series, but each event will have it's own pair of event chairs. The duties are still a work in progress, as I write, but will include course design, maintaining the schedule, assigning setup and cleanup crews, etc. I will co-chair the first event, (March 17th, at Candlestick), and I am actively seeking someone to pair up with me. Hopefully, all future events will be a new pair of volunteers. You will be rewarded with a free entry, power and glory. Take a look at the schedule and let me know if you would like to chair an event.

Another new feature of the 2002 season will be permanent car numbers. If you would like a permanent car number, good for the 2002 AX season, you’ll soon be able to go to the web site and see what is available. Send your request to our registrar, Greg Chiocco, at gchiocco@hotmail.com. Magnetic numbers are inexpensive, do not mar your car’s finish, and make the administrative part of an AX easier to manage. If you have any desire for a permanent number, I’ll encourage you to apply for one. Take a look at the rule book, and use the time trial rules as a guideline for number design, color, etc. We’ll still have temporary numbers on site, for those who need one.

In addition to the event chairs, there are season-long positions and I would like to introduce this year’s crew.

* Dave Bennet – AX reporter
* Greg Chiocco and Kevin Crozier – Registration
* Dave McGuigan – Scoring
* Rob Neidel – Novice Program and Chief Instructor
* Steve Silver – Rules Representative

There will be other positions developing over the course of the season. If you would like to help out, I would encourage you to contact me.

Now is the time to plan your calendars. If we have 9 events, as planned, then your best 6 will count towards a trophy. The first points event of the series will be March 17th, at Candlestick Park. It should be a good course, with lots of runs. The new timer will allow us to run a car every 10 to 20 seconds, so have good tires, and be prepared for lots of runs. The trailer crew will have their work cut out for them, but we’ll have some updated procedures there too.

Hope to see you there.
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CALL TO ORDER
The meeting was called to order at 7:45 p.m.

Board members present were James Ohl, Larry Sharp, Louise Sousoures, Cherie Kuhn, Bob Gardner, Sharon Neidel, Nugget Editor Howard Yao and Webmeister Susan Angebranndt. Susan Kennedy was not present. Also present was Ken Park, Jeanne Ohl, and Marianne Gardner.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of December 6, 2001 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. Adopt-A-Highway for December was cancelled.
2. TGIPF social, well attended, toy drive was successful.
3. Awards banquet, very well attended. A couple from Norway were our guests, they brought gifts from the Norway Porsche Club.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl
1. Received Parade competition rule proposals from Zone 7 representative, meeting will be sometime in the spring.
2. Sonnen Porsche wants to have an open house; tentative date is February 6, 2002.
3. Conflicts regarding calendar. Sacramento Valley Region has not come forth with their autocross schedule due to security issues regarding Mather site.
4. July Zone autocross will be a combination autocross/concours event.
5. Carlsen concours/swap meet event will be scheduled for September 15, 2002.
6. Time Trial conflict in October was discussed and Time Trial Chairman has been notified via e-mail.
7. California Driver Handbook, there is specific language having to do with unrestricted driver’s licenses. Rules are listed and National will adhere to these rules for the JPP program.
8. Autocross School in February, discussion ensued regarding should we allow 16-year-olds to participate. It was decided that, provided all the appropriate paper work is signed, it will be allowed.
9. Zone 7 presidents’ meeting scheduled for January 19, 2002 will be attended by president.

VICE PRESIDENT, Larry Sharp
1. Calendar Changes: In flux.
3. Rich McGlumphy will schedule Sacramento Valley Region Time Trial tech inspection in February.

TREASURER, Sharon Neidel
1. Submitted report.
2. All income for banquet on December 30th received.
3. Treasurer will meet with Olen Creech to do year end taxes.
4. Motion to order items from National to replenish Goodie Store
The Nugget

approved unanimously.
5. Treasurer’s report approved unanimously.

MEMBERSHIP, Cherie Kuhn
1. There were 29 new members this month; transfers in, 4; transfers out, 6. Motion to accept New Members was approved unanimously.
2. GGR is the third largest region in PCA.
3. Roster is finished today!
4. Membership Director sent out dual membership applications.

COMPETITION, Bob Gardner
1. Rule books printed, but have not been delivered. They should be mailed out next week.

SECRETARY, Louise Sousoures
1. Received thank you letter from United Way regarding our contribution we made at Thunderhill event.

SOCIAL, Susan Kennedy
1. No report submitted.

NUGGET EDITOR, Howard Yao
1. There is need for replacement in the position of ad billing. Suggestions were made to contact two members regarding their possible participation.

WEBMEISTER, Susan Angebranndt
1. Webmeister still researching another site for our pictures to reside.

D. OLD BUSINESS
1. None.

E. NEW BUSINESS
1. Board meeting locations were assigned for the year 2002.
2. Budgets were submitted and approved unanimously.
3. All calendaring activities will need to be finalized before Presidents’ meeting if possible.
4. Positions filled are as follows: Chris Murray – Time Trial chairman; David Leong – Autocross Chairman; Larry Adams – Rallye Chairman; Bob Gardner – Safety Chairman; Olen Creech – Assistant Treasurer; Bob Peterson – Goodie Store Chairman; Howard Yao – Nugget Editor; Susan Angebranndt – Webmeister; Larry Sharp – Historian; George and Shirley Neidel – Nugget mailing; Bob Gardner – Zone 7 Autocross committee representative.
5. Question from floor: There has been a request to add a tech site for time trial inspections in Monterey. Discussion ensued regarding requirements needed.
6. Question from floor: When did we do price comparison for printing the Nugget?
   Answer: Beginning of year 2000. Discussion ensued regarding possible cost cutting measures for the Nugget.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 10:00 PM. The next Board of Directors meeting will be held February 7, 2002 at 7:30 p.m. at residence of Membership Director. Call President at 650.341.9020 to add items to agenda.
# Members

Cherie Kuhn, Membership

<table>
<thead>
<tr>
<th>Official Count</th>
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<tbody>
<tr>
<td>New Members: 29</td>
</tr>
<tr>
<td>Transfers In: 4</td>
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<tr>
<td>Transfers Out: 6</td>
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<tr>
<td>Total Membership: 1758</td>
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## New Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Year</th>
<th>Model</th>
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<tbody>
<tr>
<td>Michael Barar</td>
<td>Foster City</td>
<td>2001</td>
<td>911</td>
</tr>
<tr>
<td>Chris Casey</td>
<td>Redwood City</td>
<td>1999</td>
<td>911</td>
</tr>
<tr>
<td>Peter Chow &amp; Patricia Hudson</td>
<td>Sunnyvale</td>
<td>1992</td>
<td>911</td>
</tr>
<tr>
<td>Sean M Clar</td>
<td>San Carlos</td>
<td>1988</td>
<td>911</td>
</tr>
<tr>
<td>Christos P &amp; Celina Doukakis</td>
<td>Foster City</td>
<td>2001</td>
<td>BOXSTER</td>
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<tr>
<td>Tom Duffy</td>
<td>Los Gatos</td>
<td>1955</td>
<td>SPEEDSTER</td>
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<td>Mike Dyer &amp; Jessica Walton</td>
<td>Pacifica</td>
<td>1969</td>
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<tr>
<td>Austin R Erlich</td>
<td>Sunnyvale</td>
<td>2002</td>
<td>996</td>
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<tr>
<td>Glenn L Fisher</td>
<td>San Mateo</td>
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<td>Stephen W Fong</td>
<td>Sunnyvale</td>
<td>2002</td>
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<td>Victoria &amp; Ronald Free</td>
<td>San Francisco</td>
<td>1999</td>
<td>CARRERA</td>
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<tr>
<td>Mark &amp; Susan Freeman</td>
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<td>Alfred Gong</td>
<td>Campbell</td>
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<td>Brian D &amp; Jack Hansen</td>
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<td>Don &amp; Jody Harrier</td>
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<td>Reid P Johnson</td>
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<td>Taylor Kelly</td>
<td>Belmont</td>
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<td>Gidein &amp; Rochelle Leveson</td>
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<td>Lars Pave</td>
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<td>Randy Peterson</td>
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<td>John Rinne</td>
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<td>Bill Ryan</td>
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<td>T Gayle &amp; Michael T Sheppard</td>
<td>Monte Sereno</td>
<td>2002</td>
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<td>Scott Wu</td>
<td>Saratoga</td>
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## Transfers In

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<td>David &amp; Susan Gossage</td>
<td>Walnut Creek</td>
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<td>Jorgen Smidt</td>
<td>Los Altos Hills</td>
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<td>Tricia Turner</td>
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## Transfers Out

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<td>Rodney Bowden</td>
<td>Playa Del Rey</td>
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<td>Stephen &amp; Judy Corras</td>
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<td>Chris Feaver</td>
<td>Piedmont</td>
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<td>Steve Nguyen</td>
<td>Diamond Bar</td>
<td>1984</td>
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<td>Amy Shah &amp; Hank Summy</td>
<td>Santa Rosa</td>
<td>2001</td>
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<tr>
<td>Thomas S Smith &amp; Sandra Stovall</td>
<td>Tuscumbia</td>
<td>1974</td>
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February 2002
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<td>Richard &amp; Camille Park</td>
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<td>Charles Forge</td>
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<td>Leonard Peterson</td>
<td>Cameron Park</td>
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<td>Graham &amp; Patrice Chloupek</td>
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<td>Robert &amp; Karen Fernandez</td>
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<td>Gary &amp; Heather David</td>
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<td>Ben Mc Graw &amp; Shelley Mcgraw</td>
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<td>Ross Johnson &amp; Paulette Shomaker</td>
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<td></td>
<td>Andrew &amp; Christine Salesky</td>
<td>San Rafael</td>
<td>1974</td>
<td>911S</td>
</tr>
</tbody>
</table>

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**A. BAUER INC**

Another win for the Bauer Team 1996 SCCA Champions in GT2 and Prepared Endurance

Porsche Race Car Rentals for Porsche Club, SCCA or NASA events
2 Porsche 944 ITS trim, 1 Porsche 914-6 GT2 trim, 1 '89 Porsche 944 Turbo World Challenge

411 26th St., Oakland, CA 94612  1-800-997-6772-(510) 834-2772
PORSCHES FOR SALE

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 Vashek 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, concour winner too! All the tricks, serious buyers only. Trailer & spares avail. Can deliver in US. $25,000 for car. Contact Bill Newlin at bnewlin22@juno.com

2001 996 C4 Cabriolet. Lapis blue w/ blue top. Beige lthr int. Only 8k mi, 6spd. Tech/Design packages. 18” whls, private buyers only. $86,000. Contact Dan at 415.434.2820

1989 911 Coupe. Silver Anniversary Edition. Black/silver int. sunroof, 85k mi, 2nd owner, excl cond in and out, all records, $32,500. Contact Denis Prone at 650.654.6421 or radiantdjp@aol.com

1979 930. Minerva blue/blk int. 3.3 L, 43k mi, sunroof, BBS 3 pc blk wheels, Recaros, SSI, orig owner, like new, never raced. $36,500 firm. Contact Donald Terry at 831.643.0346.

1978 911SC Targa. Metallic blue/blue lthr int. 120k mi, 2nd owner, sports seats, all options. In storage for 7 yrs. Maint by Spackmann. $12,000. Email johnnyraunch@hotmail.com

1971 911E. Champagne/blk int. Euro lights, '73 S front spoiler, polished/painted whls, special green tinted glass. Contact Neil Johnson at 650.851.4495 or acorn@best.com

1984 911 Cabriolet. Blue/gray w/ linen int. Good cond, very reliable. Maint by Wolfgang in Sunnyvale, 216k mi. $16,700. Contact Merlo at 408.742.8713

1984 911 Carrera. Guards red/blk. Excellent, fact spoilers, new 17” Fikse, new trans, clutch, tires, battery, Bilsteins, much more. 98k mi. $24,000. Contact John Nelson at 530.872.7233 or john.nelson@agedwards.com

1975 914 1.8. Bright orange, SS heat exchangers, Konis, new copper fuel lines, 19mm brake cyl. Recent full service, excep. clean and orig. $4,000 obo. Contact Sergio Meza at 925.833.8545 or sgmeza@aol.com

1986 911 Carrera Cabriolet. White/blk leather int. Bilssteins Sport Suspension, strut brace, B&B Tri-flow exhaust. 44k mi. $27,500 obo, must sell. Contact Rick Erazo at 408.279.0918 or erazo_rick@yahoo.com

1974 914 2.0 Limited Edition. White/red with factory AC. 2nd owner, new engine with 10k mi. Meticulously cared for, new battery, brakes, stereo. Passes CA Smog. Contact Nick at 916.716.8999 or nick@abico.com

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

1974 914-6. GT3R/Z Race Car. 325hp/1840lb. Fresh everything. Includes open trailer. Email for specs and pictures. $38,000 obo. Contact Lloyd at 925.606.8543 or ljdemartini@hotmail.com


914-4 Race Car. Supertrick 2.0 210hp w/ 51 IDAs, 1700lb, track geared 901, over $8k in suspension & chasis mods, big 4 piston brakes, Sheridan body, SCCA GT-3 winner. '76 2.7-6 goes with it. $10,000. Contact Gordon Wolf at 707.226.5506

1969 911T. 2.7 CIS engine, 95% restored, over $14k invested. SSI exchangers, turbo tie rods, Red/blk int, polished alloys. Great for AX. Sacrifice at $10,500. Contact Rod at 209.527.4372 or leckerdt@pacbell.net

1997 993 C2S. Vesuvio/blk int. Factory aero kit, 18” whls w/ new 502s. 26k mi., perfect. $64,000. Contact Walter at 530.242.1077.

2000 996 C2. Ocean Blue metallic/beige int. 6spd, 13k mi. Factory aero kit, 18” whls, litronics, prem sound, always garaged. 2+ yrs on warranty. All records, outstanding cond. $72,500. Contact Mark Spindler at 510.441.8456 or mspindler@matrixusa.com

1989 928 S4. Linen Metallic ext/maroon lthr int. 64k mi, 5 spd, excl cond. $21,000. Contact Neil Johnson at 650.851.4495
PARTS & MISC


74-89 911 Parts. Door pockets $40/pr. Tan panels $20/pr. Handles $50/pr, rear int. panels, bumpers $80. 15x7&8 Fuchs, Alum race doors $500/pr. Rear windshield $50, fuel tank $100, hood $150, 911S rear deck $100. Email mserpe@yahoo.com

82 SC Parts. Right fender & door, rear suspension, wiring harness, and more. Manual Cab. top for '82 Targa conversion. Contact Mike Becker at 925.930.7762.

1974 911S Roller. $800 as tub with all working electricals, $1,800 with suspension etc. Other options available. Email mserpe@yahoo.com

Fuchs. Polished 16x7&8 in very good shape w/ good tires. Perfect for SC or Carrera. $800. Contact John at vandervoort.john@ssd.loral.com

Wheels/Tires. Phone dials 15x7 w/ XGTs, $300. Design 90 4-16x6, $250. Pirelli 190 Snow tires 16", $200. 2 Pirelli P4000 215/60-15, $50. Contact Steve Vest at 925.322.7350 or funcouplemtz@msn.com

944 Stone Guards. Full six mylar set, with instructions. $75. Contact Harvey Peck at 804.730.2996.

901 Race Tranny. 914 side shift 901 for any 9-bolt crank. With Quaife LSD, Tilton clutch, S.Car.Go flywl, and many other mods. 4,250 obo. Contact Richard at 916.441.4105 or Rantoina@qwest.com

Wheels/Cat Pipe. Fuchs OEM 15x7&8 w/ new Pirelli P6000s, new cond, $1,495. 4-15x7 Fuch replicas w/ new tires, good shape, $495. Fuch OEM 16x7&8, polished, minimal wear, $1,295. Dansk Stainless Cat-Pipe, new, fits 3.0 & 3.2, 7% hp gain, $275. Contact Derek at derekdrake@jps.net

Wheels. Type 90 Rims 2-6x16 & 2-8x16 w/ Pilots, no scratches. Side mirrors, flag style from 90 C2, black. Headlights from 79 SC. Best offers. Contact Jeffery at 408.448.4465.

911SC Parts. Right fender/door. Rear suspension, wiring harness, other misc parts. Contact Mike Becker at 925.930.7762

Vintage 911 Roof Rack. Ultra rare chrome, stored since new. Very sleek & retro, fits 65-98. Make offer. Fuchs. 2-6x16 & 2-7x16 w/ Pirelli P700. Very nice, black centers w/ center caps. $800 obo. Rare Ducktail. Exact replica, fiberglass grafted onto orig lid. Ready to paint, never mounted. Fuchs 2-8x16 straight & true w/ center caps. $590 obo. Contact Derek Drake at 916.798.5573 or derekdrake@jps.net

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

911/914 Parts. 911SC rear 4.5" speaker enclosure $50. SC fog lamps $15. SC windshield washer reservoir $20. Carrera deck lid AC condensor $50. 914 radio cover $20. Contact Michael at mjlnetzero@netzero.com

Fuch Alloys. 2-16x6 factory Fuchs from '83 911SC. In good orig cond. $275 obo. Contact Howard Yao at 650.652.5775

Misc. 65-69 911 passenger seat, blk vinyl, very good cond. $50. 914 top w/ seals & hardware, very good cond. $50. Fuchs 2-6x16 2-7x16 $700. Bridgestone RE-71 2-225/50ZR-16, new in wrapper, $150. Panos from '75-present, make offer. Contact Scott at 415.563.4567.

WANTED

914 Fuchs. Need set of 4 in good orig. cond, with or without tires. Contact Howard Yao at 650.652.5775 or hly5@yahoo.com

One 944S2 Wheel. 7x16 7-spoke cast aluminum wheel. Contact Miles Smith at 650.465.5373.

Litronic Headlights. For 95 993, need transformer as well. Contact Hal Milstein at 650.324.7061 or hmlstein@hewn.com

Cabriolet Top. Manual for 82 Targa conversion. Contact Mike Becker at 925.930.7762

Fuchs. 2-7x16 & 2-8x16. Straight but not too pretty is fine. Contact Stephen Silver at 831.479.0396 or quickstuf@pacbell.net

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
It could happen on 280, 680, 101, or at Sears Point. It matters not to us. The important issue is that your car leaves our shop as good as new or better. From bent fenders to concourss preperation and paint we consider your car to be a piece of art and thats how we treat it. We love what we do and it shows. Give us a call, whenever, from whereever.

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