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Cover: The Racer's Group wins at Daytona!
Photo courtesy of photographer Bob Chapman
(bob@chapman3.com or www.chapman3.com)

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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March 2002
Volume 42, Number 3

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The Zone 7 website is http://vista.pca.org/zone7
Jame's Jabber  James Ohl, President

I’m the GGR President for 2002. No, really, I am the President. If you don’t know what I’m babbling about, you have not been to a recent GGR event. We published the 2002 GGR Membership Directory and copies are being distributed for free at GGR events. On page one, the 2002 Board of Directors are listed. Unfortunately, I’m still listed as Vice President and Larry Sharp as President. In addition, several of the email addresses are incorrect. The Nugget has the correct listing for the entire Board including correct addresses. After you get your copy of the Membership Directory, please check to see if your information is correct or if you are even listed. Please send any and all corrections to Cherie Kuhn, our Membership Director and also to Diana Tringali, the PCA Executive Secretary.

We also published the 2002 GGR Autocross and Time Trial Rulebook. They cost $3.00 each and are available at the competitive driving events. Speaking of competitive events, I hope everybody got to witness the Rolex 24 triumph of Kevin Bucker and The Racer’s Group. They entered three Porsches and three finished. But, even better, Kevin (Team Manager) and his co-drivers won their class! All the car magazines have details. The October 2001 issue of The Nugget had a nice article on Kevin and The Racer’s Group.

GGR also received more sad news. Richard “Dick” Cottrell passed away in late January. If you had anything to do with Concours d’Elegance, you knew Dick. I will miss him, especially when the Carlsen Swap Meet & Concours happens this coming September 15th.
This great sleepy bear of a region is starting to wake up. With a full year of activities already planned, cars have been teched, washed, and ready for another great season.

On the autocross front, we recently had our Beginner's Autocross School at Dublin. It was a sell-out event with about 30 students and 20 instructors. Tom Pickett and Jim Bauman did a great job of co-chairing a very fun and education event. It was encouraging to see how the driving improved dramatically through the course of the day. Things started off slow and sloppy, but within hours, the students started driving hard and fast.

I'm especially proud because my student ended up being the fastest student of all. His name is Mark Dorighi, a 17 year old high school senior. Those who time trial know the Dorighi name well, because his parents Gary & Nancy are long time Time Trialers. Mark literally grew up at autocrosses and places like Thunderhill and Laguna Seca, but he never drove in any of the events. Now that PCA has lowered the minimum age to 16, Mark was finally able to participate.

One coincidence in all this is that the Dorighi's also have a Ravenna Green 914! The statistical likelihood of this happening in the year 2002 is just mind boggling (for a good picture of their car, see page 17 in the January issue).

The Autocross school was also a great opportunity to test out our new timing system. It was a breeze to set up and you get to see your lap time on a big display board as you pull off this track. With this new system and designing tracks that are point to point, we can all expect to get more runs this season!

On the national front, a big congratulations to GGR's very own Kevin Buckler of The Racer's Group. Kevin and Michael Schrom won the GT class at the prestigious Rolex 24 at Daytona, finishing 7th overall. The Racer's Group's two other cars finished 4th in class (11th overall) and 9th in class (18th overall). With two Porsche Factory drivers on the team and a picture of their car on the official Porsche website, it sounds like this may just be a great start with a lot more exciting things to come in the future for Kevin and The Racer's Group.

I recently thought that as a group of 1700+ people, we must have some interesting garages, not just the cars in them, but all the tools and parts as well. Just the few garages that I have seen, they have ranged from pristine showrooms to rat-pack pile of old parts monstrosities. I hope that you all will send me photos, so we can see what kind of garages we all keep.

Finally, I wanted to welcome Tom Amon of T&D Performance back to The Nugget. Tom was a very active member in the GGR as a time trailer and would often hold tech sessions at his shop in Campbell. He sold his zoomy race car a few years ago, but is now in the process of building a 914-based race car. Based on what he described, it'll be something quite unique and special. I can't wait to see how it turns out.
Remembering John Clever by Bob Garretson, GGR Member

John Clever was one of the real Porsche characters. I was fortunate to be involved with him in a number of things Porsche. John was also a character in many other ways. There are not many people in the Porsche world that haven’t experienced John’s humor, sarcasm, vast knowledge on many subjects and his enthusiasm for anything he was involved in.

I met John in 1962 at the Monterey Porsche Parade. He, of course, was the Rallye Master. Over the years, I was lucky enough to do many interesting and amusing things with John. There was a period of nine to ten months that a group of us would meet at his house in Belmont, regularly trying to put together the original Parade Competition Rules. John was the chairman of that unthankful task. His rallye background assured the committee’s success in addressing the details required in these rules. He chaired that committee for PCA for a number of years.

When Garretson Enterprises got involved in racing, John was one of our first volunteers. Through the 70s and 80s, John did everything on the team except drive the racecars. On many occasions, he even drove the transporter to the races. John always complained when I asked him to do a task, but he always did everything he was asked to do well.

John came to England when I lived there and the two of us went searching Belgium and Germany for a Porsche Jatwagon. We found one in Germany and we tried to take it to Antwerp to ship it home. The Dutch wouldn’t let us pass through Holland because it wasn’t a registered vehicle. We didn’t know what to do. After studying the maps, we doubled back and sneaked across the German-Belgian border on a remote road. John was really pleased when we finally got his new toy on the boat to America, having outwitted the customs people.

I was fortunate to drive with John on several Parade rallyes and some local rallyes. Our greatest adventure was running the One Lap of America in John’s 944 Turbo. You really get to know someone after nine days and 9,000 miles in a 944 and yes we were still talking and even better friends than before we started. We did it twice.

I could go on for hours with John Clever tales. I am just sorry that there will be no more tales to add. I will miss him very much.

You can see a few good pictures of John at Le Mans and Watkins Glen in the June 2001 issue of the Nugget - Editor

Member Feedback

Great editorial in the January Nugget. I agree, if most Porsche owners had the proper education to drive their cars closer to the limit, there would be less petty complaints. I just wish more of my friends had your same logic... I get tired of listening to their "problems" myself.

I just read your column in the February Nugget. I got a kick out of your trials and tribulations regarding the sale of your 911. I sell quite a few Porsche items via the Internet and I call it playing "20 questions". When answering questions and requests for pictures, I sometimes wonder if some of these folks are really interested in buying what I am selling or just playing "20 questions".

Sergio G. Meza
Childhood Memories of John  by Steve Carleton

I was recently informed of the passing of Mr. John Clever. The reason I write this is because he was not a close friend or integral person in my life. However, he unknowingly left his impression. I did not know him particularly well because, well, my time with him was sporadic - say 8-13 years old. Porsche Club events and member's house parties entirely. People come and go in one's life and some stick out and some slide by... on a variety of levels. This is what consumed my thoughts upon hearing that he was gone to the "Big Rallye".

For one, that slightly conspicuous little cheddar cheese colored 914, that was his temple, at least it seemed like it to me. The handheld radios, salami, cheese, Ritz crackers, and of course, "Coors Original Banquet"... by the cooler load should go down as an undisputed trademark of the man. The beard, physical enormity, vocal prowess, hats, and dedication to fun with people and Porsches was just John. The GGR used to have an annual club bash at Vasona Park in Los Gatos that I would look forward to as a wee lad. It was here that the clever Mr. Clever would instill his memorable persona. Being a 10 year old... that's a guess, I'm 35 now, I recall a sunny funfilled day at the park. Food, games, and soda for us little people. Anyhow, being a 10 year old, I spent my share of time bothering the adults with 10 year old type crap! John was chatting with a Mr. Neidel, Mr. Atlee, Mr Trethan, and I think Mr. Evans when I inserted my little self into this pit of "beat it kid" mentoring. The kind you just can't buy these days! Well, the kid said something I guess that was just obnoxious enough... the last thing I remember was being shocked into post-puberty from being tossed into an icewater filled keg tub. I dont' remember crying then, but I am laughing now.

I'd bet that everyone who knew John might have more than one tale such as this to recall. He seemed like just a big kid. It's sad to know he's gone, but it's comforting to remember him.

Bothersome 10 year old
Porsche Passion
by David Bennet, ESQ & GGR Member

I don’t consider myself to be a worrier. But at times, I find myself falling into a seemingly endless cycle of concern. The origin of this reoccurring phenomenon is always the same, my car. As a young person running a Porsche on a limited budget, every unfamiliar sound from my car can send me off on fast moving mental tangents about the fitness of the engine and whether or not financial and emotional strife await me on the horizon. I’ve even gotten to the point were these thoughts begin even in the absence of a noise, or really even being in my car for that matter. As an avid reader of every shred of Porsche literature, it’s easy to think perpetually of the next tune-up, the next modification, the next item of preventative maintenance, etc.

I spoke with a fellow club member recently and expressed to him my mental plight. I asked him if I was insane to be so concerned about my car when, in reality, it hadn’t given me any problems beyond the normal wear and tear items in the last nine months. He simply replied that he thought it was reasonable considering the passion that the typical Porsche owner has for their cars. It took a day or two to realize how well placed his words had been. While I’ll gladly concede that my case is particularly acute, I’m pretty sure that every PCA member is “worried” about their car to varying degrees of severity. What else could explain the success of the 101 Projects book by Wayne Dempsey, the popularity of the rennlist.com and Pelican Parts forums along with enough room in the international market to support three monthly Porsche magazines?

I truly believe that “there is no substitute” and that Porsches benefit the longest continuing stream of sports car R&D of any manufacturer today. It’s probably for these reasons that I feel so passionately about our cars. We, as Porsche owners, are lucky enough to enjoy the most engaging automotive experience available, provided by the world’s most sporting of engineers. We have Walter Rohl helping to iron out the kinks on the Nurburgring Ring, VarioCam, Moby Dick, numerous Le Mans victories and 911 SC engines with 300,000 running strong without a rebuild. It’s all very convincing, but not enough to keep me from a worry or two.

I mentioned that I don’t consider myself to be a worrier, but I do consider my self to be passionate, particularly about driving. So go ahead, log on, buy the new Excellence, call that classified ad about the 930 calipers, or simply drop by your mechanic to have a chat. Just remember - it’s not worrying, it’s passion.

From the Rep
Tim Fleming, Zone 7 Representative

Busy Schedule for 2002
We had our Zone 7 Presidents meeting in Sacramento on January 19, 2002. At the meeting, your Presidents finalized the year 2002 Zone 7 competition calendar, which promises to be another very busy year.

There are several “big events” this year. Masuo Robinson is stepping up to coordinate both the Zone 7 Autocross School on April 13/14 and a Sears Point PCA Club Race on October 26/27. Masuo has also been involved in another track organization, the PRC, which will be hosting a “passing school” in September (at Thunderhill). The school will be great preparation
for those wanting to club race with PCA and GGR at Sears Point in October. Continuing the track theme, Mazda Raceway at Laguna Seca will be holding their usual calendar of five major events this year. What is different, though, is that the fifth event, which formerly featured NASCAR Winston West, now will have a major Porsche flavor. Details are forthcoming. I’m sworn to secrecy, but I can tell you that this early October event could be BIG.

Finally, Tom Krugman again will be organizing a tour to the Craig Breedlove Spirit of America shop in Rio Vista on May 25. As a zone tour, this will include many regions meeting up and converging on Craig’s shop, with a barbeque to follow. Keep checking your newsletters and web pages for more details.

**Awards Banquet a Hit**

We had our annual Zone 7 banquet on January 19, following the Presidents meeting. Bob Miller, National President, joined in the festivities, along with 80 other Zone 7 regulars. It was a great night with a lot of awards, door prizes and swapping of stories. I particularly want to thank Sonnen Porsche, Niello Porsche, and Stead Porsche for their generosity in door prizes, which included some very generous gift certificates and nifty boutique items. Other contributors included SVR (CRAB 29 entry), Performance Products, and TracQuest.

Major award winners for the night included Kevin Molineaux (Dick Cottrell Award in Concours plus the Zone 7 Enthusiast of the Year), Tom Krugman (Zone 7 Event of the Year), and John Clever, for Zone 7 Lifetime Achievement Award.

**Zone 7 legends—we have lost two**

As many of you know, John Clever passed away in early January. His PCA accomplishments were many; a few are repeated here. A 40-year PCA member, John was past-president of MBR, GGR, and Diablo (3 times for the latter). He was past recipient of both the Zone 7 and National Enthusiast of the Year. An expert rallyist, John won the Parade rallye a total of nine times (5 times as navigator, 4 as driver), was Parade Rallye chair 3 times. He also served as Parade Competition Rules committee chair for many years. For all of his national accomplishments, John was a local guy, attending and helping out in local events, always offering his “unique personality”. He will be missed.

Just as we were preparing for John Clever’s memorial, I received word on the passing of Richard “Dick” Cottrell, a prominent member of Golden Gate Region and an active Zone 7 participant. Dick was a longtime Zone 7 concours chair and served as a mentor to many concours participants and judges. On the local concours circuit, Dick organized the Carlsen Concours for many years; this is a well-attended event, which has become a “premier” stop in the Zone 7 series. When you win at Carlsen, you know from the always high-quality awards (designed by Dick) and the level of competition that it was a significant achievement. Dick also was a “go to guy” for details on the various major concours around Northern California, including the Concours Italiano, Hillsborough, and Palo Alto concours. Dick will be missed as well.
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ATTENTION TIME TRIALERS - If you have a Snell 1990 or later helmet, please donate it to the Autocross Series. Most of our Autocross loaner helmets are pre-Snell 1990. Give them to a Board Member or an autocrosser, thanks!

Tech Bulletin GGR 02-3
From: Competition Director
To: Competitors
Subject: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

The following clarification is being made to approved helmet Snell ratings for Time Trial and Autocross. Current wording is ambiguous and confusing.

Approved Helmets
Clarify 3.3A Autocross, (d); P20; Delete and replace with the following sentences “Driver and passengers must wear approved helmets (1990 or later Snell). Use of a 1995 or later Snell is strongly recommended. Prospective Time Trailers should be aware of approved helmet requirements, see paragraph 3.3T (I).”

Clarify 3.3A Autocross, (e); P21; Delete. (Repeats 3.3A (d) wording)

Clarify 3.3T Time Trials, (i); P22; Delete and replace with the following sentences “Driver and passengers must wear approved helmets (1995 or later Snell). Use of a 2000 or later Snell helmet is strongly recommended. Helmets with a Snell SA rating is strongly recommended for Time Trials.”
GGR Annual Awards

Congratulations to the following members for all of their time and dedication to the club, making it a better organization.

Social Event of the Year: Rob Neidel & Mary Matthew, Agricultural Inspection Tour

Competition Event of the Year: Bill Newlin, Autocross at Candlestick

Instructor of the Year: Evan Williams

Enthusiast of the Year: Larry Adams

Don Lang Award: Laurie Yonk

Perc Bliss Award: Howard Yao

Zone 7 Lifetime Achievement Award: John Clever

Fastest Person on 205 tires: Ken Park

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Annual Time Trial Tech Inspection. This is a photo of Bob Beach's brand new '72 911T restoration taken at Kahler's in Dublin, one of the three shops that provided free inspections to GGR members. Photo by Bob Beach
**GGR Events Calendar** Larry Sharp, Vice President

**March**

1
Friday

2-3
Weekend

7
Thursday

8
Friday

9
Saturday

17
Sunday

23
Saturday

30-31
Weekend

---

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

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

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

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

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

**GGR/Strasse Autocross Series #1** at Candlestick. Contact David Leong at 925.362.2431 or dleong@dlleong.org

**LPR Autocross** at Marina. Contact Pete Siemens at 408.354.8129

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

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

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**April**

4
Thursday

6
Saturday

12
Friday

13-14
Weekend

20
Saturday

26-28
Weekend

---

**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. Contact Mike Willis at 916.363.8313
GGR Beginner's AX School  photos by Howard Yao

(above) David Leong introducing students to the basic concepts of autocrossing. I just love the idea of teaching fast driving in a Sheriff's facility

(below) Mark Dorighi in his time trial prep ed 914

(bottom) the whole gang in front of the trailer
GGR Hatches a Spring Crop of Rallyers
by Bob & Marianne Gardner, Rallye Instructors

On Saturday, February 2nd, twenty-six students showed up for an opportunity to learn about rallies with no chance of getting lost- on the road that is. Some of the thirteen driver/navigator teams, such as Tom Weber and Stephanie Reib, new GGR members, had never run a rallye; others such as SVR’s Kathy Smalley and Bill Thorp wanted to improve enough to move up from beginners to novice class in this year’s Zone 7 Rallye Series. All came to learn and by the end of the day, everyone had a better understanding of the team dynamics needed to successfully compete in and complete a rallye. Teams learned about traps, the importance of spelling, the difference between landmarks and signs, the logic of precedence, and much more. During the different exercises, the teams started practicing driver/navigator skills. More than once, a team was heard having to backtrack their path to recover from a wrong turn. At the end of the day, the most challenging exercise involved not only logic but also math and time translations; this put it all together for everyone to see how all the various subjects discussed fit together. After the class, several teams encouraged a repeat of the class and many said they plan to attend Rustbuster on March 9th, to practice their newfound knowledge, and see how much they learned. See you there!
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Rookie Diary, My First Season of GGR Time Trials
by David Leong, Autocross Chair

The Decision
I had been to a few Drivers Ed events and had driven my 87 Carrera at Thunderhill four or five times in the last two years. In spite of trying to take it easy, I still had to limp home with a less than perfect car 50% of the time due to mechanical difficulties. It was time to slow down, or upgrade the car. This is a car that has to get me to work on Monday morning, but I decided that since I was moving from L Stock to L Improved in autocross, I may as well start Time Trialing.

The Pre-season
As soon as the A/X season ended, I had my appointment with the alignment shop. I knew what I wanted for Autocross, but was less sure about Time Trial modifications. Roll bar or harness bar, 3 layer or single, halon, or conventional, these were all questions I had to resolve within a few months. I started my research by attending the 2000 Time Trial awards ceremony. I was able to talk to a few people and even won a door prize. I hadn’t even started yet and they were already giving me things! I found out that Dave Dunwoodie is the Li defending champ, and that Thomas Ahlberg and David Stomp were the runners up. I learned how to prepare the car and was quickly up to about $6k in equipment and modifications. A couple of weeks prior to the first event, there is a ground school and the room was overflowing, meaning a large rookie class. Time for the season to begin!

The First Event, TT #1
The first event of the season was at Thunderhill, a track I had driven 4 or 5 times prior. However, they decided to run it backwards. I did some homework, read all the track guides and watched as many videos as I could get off the internet. Luckily, the weekend time trial was preceded by a Drivers Education event Friday, so I got an extra day to learn this configuration. I arrived Thursday afternoon and ran into a couple of drivers I knew from autocrossing, who took me under their wing. Rookie drivers do not normally have a driving suit until their third event, and since I was wearing a suit, other rookies were coming to me for questions. I was as clueless as they were. As a first time driver, you are given a bright orange sticker to place on your car. This is to warn other drivers, that this car is libel to do something stupid at any time. With the orange bulls-eye firmly pasted to the car, I took to the track. The first thing I found out is that you don’t just take what you know about the normal direction and reverse it. Slow corners become fast ones and there are new blind hills everywhere. What little I knew about the track, was of little value going this direction. I struggled all weekend and my new hotlap timer, which tells you your lap times, was defective, so I had no idea what times I had been running. Thomas Ahlberg won this event and I ended up in a rather humbling fifth place in class. Welcome to Time Trials!

TT #2
The next event was at the legendary Laguna Seca. No Friday practice at this facility, so a day and a half was all I was going to get to learn my way around. The first time on the track, you realize you are following in the tire tracks of legends, Moss, Stewart, Andretti, Donahue, Zanardi, Bell - the list is endless. I had driven here once 15 years ago, in the old configuration,
but I did not expect that to be of much help, and it wasn’t. The first time you enter the corkscrew, you cannot help but to take a quick glance over at where Zanardi made “The Pass” or where Rodriguez lost his life not so long ago. I remembered a warning from the driver’s meeting, “This is not Thunderhill. You probably won’t get killed, but you could bend some fenders”. I had gotten my hot lap repaired since Thunderhill, so now I could actually get my times, and work on improvements throughout the weekend. I was hampered by traffic most of the weekend, and never felt like I was getting up to speed, and then practice was over, and it was time for timed runs. During the driver’s meeting, since this was my second event, I was handed a Time Trial license. I was now a certified driver. I was not able to match my best practice run, and ended up in fourth place this time. Dave Dunwoodie’s margin of victory over David Stomp was 8 tenths of a second. This was going to be a tough class.

TT#3
Buttonwillow, was the next TT, another new track. Buttonwillow is in the middle of a cow pasture and is nothing more than a truck stop. The people, who live there, go to Bakersfield for culture. The location aside, it is actually a great track, with about 15 different configurations. I got there Thursday evening, before dark, so I borrowed a bicycle and did a couple of laps around the 3 mile configuration. Instruction does not happen until Saturday, but I arrived early for Friday practice, so I spent most of Friday on my own. In the driver’s meeting, they told us that this is a safe track, with lots of runoff. The only turn not to get off the pavement is Sunset, because you could hit the pit wall. Later on that day, I spun in Sunset.

During practice, I compared times with my competitors in Li, and discovered that I was being pretty competitive this time. Having a day of practice and this being new to most of us leveled the playing field. Dave Dunwoodie said his best times were in the 2:26 range, same as me, but when he did his timed runs, he turned a 2:24.893. I figured there was no way for me to beat that, so I went over, accused him of sandbagging, and conceded defeat. Normally, I do not pay any attention to the tenths of seconds, because most positions are not decided that close, but when I completed my timed run, and saw 2:24.7, I knew I was close. I had beaten Dave by 18 hundredths of a second. Since this was the first time we had used this configuration, a win also meant a new track record. This made the long drive up highway 5, a little less dreary, as I relished the day.

TT#4
We had about 3 months until the next TT, so that time was spent savoring the last win, and autocrossing. We were running at Thunderhill, in the normal direction, and I was able to get up there a month earlier, for a practice, day. I did not turn competitive times, and knowing that this was the home track for most drivers, I did not expect to repeat the Buttonwillow experience. For the TT, I arrived Thursday night and drove in the Friday practice. The other competitors, in Li, all reported practice times about a second or two better than me, so I knew I had to improve. By the time Sunday practice rolled around, I was doing 2:20, and Dave Dunwoodie, had won last year’s event with a 2:19. I still had a ways to go. During the timed runs, David Stomp put up a 2:19.3, and Dave Dunwoodie put up a 2:19.1. Again, we all accused Dave Dunwoodie of sandbagging, and congratulated him on his run. When it was my turn to run, I got a 2:19.0 on my first run, and this time, I had paid attention to the tenths, and knew this was probably a better time, but, kept pushing, so my second run was a 2:18.8. As I pulled into the pits, Dave and Dave were yelling something, and I thought scoring had missed my time, and I would have to do a re-run. As I got closer, I realized they were yelling sandbagger, and this time, I was the one being accused of sandbagging. We ended up with 5 Li drivers within 1.1 seconds of each other, or about 100 feet of track.

TT#5
The last event of the season would come up rather quickly, but I did manage to get in another practice day, where my goal was to make the winning time, a consistent practice time. I had come to learn that my car seems to be much faster in the timed runs, and I was expecting to go faster in the timed runs. Friday practice proved to be quite crowded. Practice days are run by the track, and open to other cars, so I found myself on the track making way for Trans Am
cars, NASCAR stockers, current and vintage Le Mans cars. As Saturday rolled around, I registered and discovered that I had been moved into the faster green group, which allowed me to practice with the other two Davids. I found that they could both pull away from me during practice. I had mentioned to the other Davids, that it would take more than a 2:18 to win this time, and I thought maybe a 2:17.9 would do it. Dave Dunwoodie promptly raised the bar higher than that, by running a 2:17.6 in practice. I predicted my timed run to be 2:17.5, just enough to win, or so I thought. Because of the last 2 wins, I found myself solidly in the hunt for the season championship, but it would require a win. For the timed runs, because we rotate the starts, I was the first one out this time, and as I watched the revs on a few key corners, all looked good. When I came around, my lap timer indicated 2:16.5. I couldn’t improve upon this on the second lap, so it was time to sit back and see if anyone could beat it. The official time was a 2:16.465 and at this point, I didn’t care about winning, as I got my best ever time. It was a long wait, until Dave Dunwoodie finally got his turn, and turned in a 2:17 on his first lap, things were looking good for me. As Dave completed his second lap, the announcer read 2:16.455. He had beaten me by one hundredth of a second to win the season championship. We still had to wait for David Stomp before we knew our positions, and when he turned a 2:16.6, the positions were settled. With 8 drivers, Li had the second largest class to run for time and we had 3 drivers within 15 hundredths of each other, the closest finish of the already close season.

Post Season
The final Li standings had Dave Dunwoodie, followed by me, and a tie for third between David Stomp and Thomas Alhberg. Only 17 points separated first to a tie for third. We had three different winners, in five races, and the largest margin of victory of the season was 1.8 seconds. Next year should be even more exciting, as we had several drivers join the ranks of Li, during the season, and we expect them to be right in the mix next year. I am grateful for the competition, as it only made me improve faster than I had planned. Come join us in Time Trials, as all of the classes are exciting, but none as much as Li in 2001.
CALL TO ORDER
The meeting was called to order at residence of the Membership Director at 7:20 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. Also present were David Leong, Steve Kuhn, Pam Jeong, Ken Park, Jeanne Ohl.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of January 3, 2002 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. Friday night social January 11, well attended.
2. Zone President’s meeting, January 19, attended.
3. Activities Day, well attended.
5. Time Trial tech at Sportech, well attended,
6. Time Trial tech at Deutsche, 16 cars.
7. Time Trial tech, January at Kahler’s, 32 cars. Suggestion, have two on Peninsula for next year. Tech budget submitted from Ken Park for tech sessions.
8. Rallye school, February 2, sold out early, well attended. All comments were positive in nature.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl
1. Submitted information about national awards, among which was region of the year qualifications.
2. There will be a new web site competition, which will be a national contest.
3. President submitted to Membership the national membership report.
4. National presidents’ meeting, zone to raise fees.

VICE PRESIDENT, Larry Sharp
1. Calendar Changes:
   a. June 16 autocross cancelled, due to site nonavailability.
   b. Autocross rescheduled on Labor Day weekend, 9-1, 8-31 at Marina.
2. Time Trial dates have been changed.
3. All insurance ordered through February; after this board meeting, all insurance will be ordered through March.

TREASURER, Sharon Neidel
1. Submitted report.
2. Treasurer is in the process of setting up all the budgets.
3. Olen and Treasurer met and reviewed last year’s finances. They are working on audit of 2000 records, have completed sales tax.

MEMBERSHIP, Cherie Kuhn
1. There were 22 new members this month; Transfers In 6; Transfers Out 0. Motion to accept New Members was approved unanimously.

COMPETITION, Bob Gardner
1. Expenses submitted for Rallye school.
2. Chief Time Trial Instructor has submitted request to continue instructor training. Motion made to approve proposal for
instructor training to continue, unanimously approved.
3. Masuo Robinson submitted budget for Club Race, donation $5600 to charity, approved unanimously.
4. Received from National as Safety Committee chair definition of driver’s education. After review, it was determined that GGR does comply.
5. Questions regarding years/ages of helmets. At this time, this is not clear in rules. Autocross Chair to clean up trailer, discard all Snell 85s. Nugget Editor to print requirements of Snell 90 or later. Parade and our Time Trial series requires Snell 95. Motion to approve tech bulletin, unanimously approved, effective February 11, 2002.
6. Autocross Chair’s budget revisited. Motion to approve amended budget approved unanimously.
7. Discussion ensued regarding having Olen submit pro forma sheet to show status of excess revenue from year 2001. Ken Park will look at detailed analysis in future.
8. President to meet with Time Trial Chairman to discuss the status of budgets, track fees, etc.
9. Motion to direct Time Trial Chairman to cancel November Time Trial date was made. Discussion ensued. Motion was put up for vote; it passed, 3 for, 1 opposed, 1 abstention.
10. Discussion ensued regarding reducing fees for instructors. There has been no budget submitted at this time.

SECRETARY, Louise Sousoures
1. Updated progress on Scrapbook for submission to Parade.

SOCIAL, Susan Kennedy
1. No report submitted.

NUGGET EDITOR, Howard Yao
1. Effective February issue, Nugget decreased from 32 to 28 pages. Color centerfold has been eliminated. Editor has established a word limit for classified section, implemented this month, also.

WEBMEISTER, Susan Angebranndt
1. Received rules regarding National web contest. GGR will qualify for contest. Webmeister has updated web site to comply with requirements.

D. OLD BUSINESS
1. Action items were completed or put over for completion until the next meeting.

E. NEW BUSINESS
1. Dick Cottrell memorial service information submitted.
2. Obituaries column: Any notices regarding members who have passed away will be handled on an ad hoc basis by the Nugget editor.
3. Regarding John Clever, there will be no car #5 for the rest of the year for any zone rallye.
4. Issue was raised regarding the boundaries of Monterey Bay, Loma Prieta and Golden Gate regions. After a short discussion, issue was tabled until next meeting for further review by board members.
5. Dealer boards: Discussion tabled until further research is conducted.
6. Autocross Chair to coordinate with Time Trial Chair regarding year end awards.
7. Autocross venues: Autocross chair to research venues and report back to the board.
8. Ken Park updated board regarding the three annual techs which have just been completed. There were 105 cars teched, all clean, no issues, no incidents. Many thanks to all the volunteers who came to help.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 10:15 PM. The next Board of Directors meeting will be held on March 7, 2002 at Comp-U-Scripts, 1101 S. Winchester Blvd., Suite H-190, San Jose, California. Call President at 650.341.9020 to add items to agenda.
New Members
Gigi & Guy Anthony Hillsborough 2002 911
Gary & Debbie Bergman San Jose 1977 935
Dane & Lauryn Boberg San Jose 1978 SC
Michael W Bunning San Mateo 2002 BOXSTER
Craig & Christine Burger Campbell 1997 993
Jonathon Clark & Margaret Um San Francisco 1980 928
Allan P Dito San Francisco 1999 996
Richard L & George Grialou San Jose 2002 911
Dean Griffiths San Francisco 1993 911
Geoffrey C & Caroline Gwin San Francisco 1983 928
Gary & Gail Howerton San Jose 1987 911
Dickson Hung San Francisco 2001 CARRERA
Mark & Lisa Jones Los Altos 2001 911
Jean-Pierre Legras Reno 1977 911
Michael & Serena Ludovico San Mateo 1989 911
Kevin & Christine Mann San Carlos 1987 951
Pat & Karen Moultyup Monte Sereno 2002 996
Mark Palmer & Scott Schreiman San Francisco 1991 911
Jeffrey Rosen Mountain View 1986 928S
Stuart & Adrienne Rothenburg San Carlos 1970 914
Lynn Roulo San Francisco 1990 911
Barry I & Lynn Wood El Granada 1996 911

Transfers In
Geoffrey Alexander San Jose 1977 930
Karen Belz & Patrick Wheeler Richmond 1971 911
Donald & Laurie Brunell Walnut Creek 1995 911
Brett Smith Oakland 2000 BOXSTER
Bert C & Anne Del Villano Oakley 1973 914
Brian Kirkis Walnut Creek 1986 911

Transfers Out
Bert C & Anne Del Villano Oakley 1973 914
Brent Garlow Annapolis 1981 924
Mark R Guzy Menden 1973 914
Rory & Julie Holloter Marysville 1971 914
Kiran M Patel Pleasanton 1999 911
41 Years
William & Helen Disser
Saratoga 1958 356A

39 Years
Louis & Ann Beckwith
Portola Valley 1972 911T

34 Years
Richard & Mary Wallace
Los Altos 1987 944S

33 Years
Norman & Diane Nielsen
Walnut Creek 1958 356A
Douglas C & Pamela Wong
Palo Alto 1968 912

31 Years
R Walt Prowell Dds & Ian Prowell
Lafayette 1964 356SC

29 Years
Kenneth & Olivia Schaad
Gilroy 1978 911SC

28 Years
Jon & Vicki Milledge
Marshfield 1989 944T

27 Years
Robert & Carolyn Paterson
Woodside 1977 924
Beno & Heather English
Novato 1979 930

26 Years
Koorosh & Sharon Shafa
San Francisco 1973 911T

15 Years
Mark & Virginia Jennings
San Jose 1997 993

10 Years
Rona & Robin Giffard
Los Altos 1988 911 CARRERA
Wolfgang Reif & Al Laudel
Hayward 1989 SPEEDSTER

5 Years
Ruben & Linda Santos
San Jose 1978 911SC
David & David Natt
Hollister 1984 911 CARRERA
Dennis Mahoney
San Mateo 1996 993C4
Robert & Aaron Walter
Antioch 1975 914
Leonard Wong
South San Francisco 1988 911 CARRERA
Derek Dean & Rossi Georgiev
Hillsborough 1997 993
Francis Ho
San Francisco 1979 930
Marketplace

PORSCHES FOR SALE

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

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, Sintermetallic 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 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 years. Maint by Spackmann. $12,000. Email johnnyraunch@hotmail.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

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. Bilstein 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

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. $85,000. 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

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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

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PARTS & MISC

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 415.596.0343 or ken.rosario@surgical.net

Wheels/Harness Bar. 2-15x8 Fuchs, like new, $300. 2-15x7 Cookie Cutters w/ polished rim, $75. 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. 89&91x15 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.

Sparco Seats. Lightweight buckets with blk fabric cover. Great cond, excl support. Incl brackets for direct 911 bolt in w/ fore/aft adjustment. $800 new, offered at $400 pr. Contact Howard at 650.652.5775 or hly5@yahoo.com


40-89 911 Parts. Door pockets $40/pr. Tan panels $20/pr. Handles $50/pr, rear int. panels, fenders, 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

Vintage 911 Roof Rack. Ultra rare chrome, stored since new. Very sleek & retro, fits 65-98. Make offer. '86 Leather Sport Seats, blk, mind cond, fits 74-98, $1,250/pr. Contact Derek Drake at 916.798.5573 or derekdrake@jps.net

WANTED

Michelin Tire. Need one 205/50-15 Pilot SX-GT. Contact Terry Zaccone 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 Lncn at 650.377.7112 or johnnyraunch@hotmail.com

1995 968 Coupe. Any color but red or black. Prefer Tip, but 6spd ok. Low mileage street car desired. Contact Bill Newton at 520.529.1140

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 hmilstein@hewn.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

Marketplace

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 16x7/88 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 925.323.2750 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 Rantoine@qwest.com

Wheels/Cat Pipe. Fuchs OEM 15x7/88 w/ new Pirelli P6000s, new cond, $1,495. 4-15x7 Fuch replicas w/ new tires, good shape, $495. Fuch OEM 16x7/88, 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
Golden Gate Region, PCA
1834 Eagle Peak Avenue
Clayton, CA 94517
Address Service Requested

COME TO THE PROS

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?

SUSPENSION
Your suspension, suspension, from mild street upgrades to full race, we have it all.

ENGINE
We have engine, classic & stock dynos, in house. Let our engineers build it for you.

WHEELS
Kevlar, Fikse, BBS & others. Correct wheel with good prices. Tire pics available.

BODYWORK
Simply the best. We are the Porsche factory authorized bodywork supplier to the GT race teams. Available for all Porsche models.

UNICHIP
The Unichip programmable piggyback computer. Light years ahead of a standard chip.

FABRICATION
We do all our fabrications in house including, roll bar fabrication, full chassis fabrication and any special requests.

POWER PLANTS

• R56 & Booster sway bar kits
• Hoosier tires — Great Prices
• 5 & 6 point harnesses starting at $149
• Complete oil cooler kits starting at $295
• Roll bar & cages starting at $395
• Motor-Plat interlocking floor tiles, from $2.69

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