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Cover: Krote Tour encounters a light dusting of snow - photo by Jean Ohl

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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James’ Jabber  James Ohl, President

Went to the GGR Time Trial and Driver’s Education at Laguna Seca over the Easter weekend. Felt a little bit strange to be wandering around and socializing and not driving on the track. But, there was absolutely glorious weather and a fabulous at-the-track dinner on Saturday night.

But, there were at least three incidents where people banged up their Porsches, but not themselves. There were also incidents at the prior event. The number of incidents must be reduced. The common factor seems to be driver error and/or lack of concentration and not mechanical failure. A Time Trial and Driver’s Education weekend is supposed to be for your enjoyment. The year-end trophies are not worth the damage to your Porsche and maybe yourself. I know that the Time Trial Chairman, Chris Murray, will be addressing this issue at the next event. Don’t be surprised if the Chief Driving Instructor, Hank Watts, and the Event Steward, Mike “Chili” Willis don’t also have a few words to say.

Sharon Neidel has resigned as Treasurer. I and the other Board members will miss her sage advice and guidance. In the meantime, the Board will appoint someone to serve through 2002. We will add the position of Treasurer to those slots needing to be filled in the election at the end of 2002. Speaking of elections, this is a good time to remind all GGR members that the Board Director positions of Vice President, Membership, Competition, and Social Directors will need to be filled this coming fall.

GGR is also starting to look for a new Editor for The Nugget. After a couple of years, Howard has decided to step down. But, he assures me that he is not leaving GGR. In fact, there is a rumor he may run for a spot on the 2003 Board of Directors. If that happens, what will happen to Opus?

I hope everybody enjoyed Howard’s little April Fools joke issue last month. I received a few telephone calls regarding the alarming membership numbers shown on page 28. We did not lose 446 members. The correct numbers are in the Board minutes on page 26. And, yes, the joke had to be explained to me. I caught the jokes in Howard’s article but did not realize he had carried the jokes into other articles.
I hope I didn’t cause Steve Group (Kermit’s previous owner) to have a heart attack last month over my little April Fools hoax. Rest assured, Kermit is still in stunning, original, near-concours condition! Past GGR Webmeister, Greg Braun, emailed me the strange photos of that 914 trike and I just couldn’t resist. At first I was a little disappointed, because nobody called or emailed me about this, but during the Zone 7 Autocross School, I came across a few members that actually believed that I flipped my lid - mission accomplished.

David Bennet wrote a great autocross article about our rainy first event at Candlestick. The E-Class that he talks about was actually mine (well technically, it’s Marina’s!). Which leads to a brief story from my perspective of that day. For the first time, I had a car with much more horsepower than suspension. Let’s just say the car was a real handful to drive. I started off with the electronic traction control on. After the second turn, I realized that it was a big mistake – the engine and brakes would do all kinds of crazy things during the turns. So the next run, I turned off the traction control. Well, it was better, but the over-engineered Mercedes never really shuts off the traction control, it still kicks in during extreme situations. After four or five runs, I finally got the hang of it and turned in a best unofficial (fun-run) time of 1 min. 12 sec. with no cones.

During the last run, the brake fluid warning light went on. I thought I broke the darn thing, but the brakes still worked fine, so I pushed on. When I got home, I felt a little guilty – the car had mud on both sides of the car, the brake warning light was on, and I drove the thing so hard, that the 3rd brake light popped off! So I immediately washed the car in the driveway. Marina, being the smart girl that she is, immediately asked me what I did wrong. Well, you see....

On a more serious note, we are looking for a new Nugget Editor. As I approach the end of my two year term, we need to find a new Editor. If there are any members out there that are interested in this very rewarding job, please call or email me.

As Editor, you get to hear about all the club news and gossip first - you also get the first chance on all the classifieds stuff too! You know the Editor gets to snag the best goodies before it ever makes it to print - one of the little perks that come with the job.

Basically, the club provides a computer, scanner, printer, and all the software you need to get the job done (proofreader Opus not included). You’ll also get some training and tips from yours truly. As Editor, you will have full control over the format and content of The Nugget. I think the most successful candidates would have an interest in photography, graphics, or just good old fashioned journalism. Being Editor is a great way to meet people and get really involved in GGR, so don’t let this opportunity pass.
**Krote 5 - Trip to Badwater**  
by James Ohl, President

What do almost 1,100 miles of spirited driving on Porsche roads, Badwater\(^1\), and great Porsche people have in common? If you don’t know, you should have been with GGR over the President’s Day weekend when Larry & KC Sharp put on Krote 5 – The Death Valley Tour. Due to the travel distance, the tour actually started in Visalia on Saturday morning. Most of the participants traveled on Friday night. I heard some people didn’t arrive until after midnight – that’s what happens on I-5 on a holiday weekend. Unfortunately, two cars cancelled that morning, meaning we were down to two groups of six vehicles each. Larry & KC (Audi TT) lead Group One with Robin Aube & Sharon Neidel (911 Cabriolet) leading Group Two. David Croom, Tourmeister for the previous Death Valley trips, even came alone to keep Larry under control.

After Larry’s mandatory Drivers Meeting and KC’s distribution of “Goodie Bags” with lots of munchies and other goodies, off we went. This time, Larry even allowed for rest stops! Unfortunately, we had to take Hwy 99 south for several miles until we could cut past Lake Isabella and finally arrived at the lunch stop. As most everybody had brought food to share, it was a nice potluck picnic.

After lunch, we began the final trek into Death Valley on Hwy 190, a road designed for Porsches. After burning the carbon off our car’s valves, we began the descent into the Panamint Valley. Fortune was with us, there was almost no traffic. It was a great trip. What amazed virtually everybody was Dunwoodie’s new Subaru Impreza WRX Sport Wagon. Now I understand what all the talk is about. Hey, Sheila, can I borrow your car?

We arrived in Death Valley to discover the rooms were not going to be available until 4 pm. While most people wandered around doing the tourist bit, Jean and I found Chet & Lyn Martin’s RV. They heard about the tour and decided to “stop in” on the way to Santa Monica. Once the rooms were assigned, it was party time. It was quite nice to relax, sip a little wine, talk to friends, glance at the Winter Olympics on TV, enjoy the munchies and Margaritas, and watch the sunset play of light and shadows on Death Valley’s sand dunes.

Dinner was up to Stovepipe Wells’ usual standards and I got volunteered (by my wife) to write this article. Jean and I donated a door prize — a little remote controlled red Boxster. Larry and I “fixed” it so that Justin & Angela, the only red Boxster on the trip, won the prize.

Unfortunately, my neck “acted up” early the next morning (which is why I no longer time trial or autocross) and, due to the medication, I “had” to sleep in. Everybody else went sightseeing throughout Death Valley. A storm blew up and, at times, the dust was so thick that I couldn’t see the gas station across the street. I spent the day watching the dust blow around; thankful our Boxster was parked in the leeward side of the building. At dinner that evening, all
anybody wanted to discuss was the strong winds.

Early the next morning, informal groups formed as everybody headed home. We lead a group of four vehicles out of Death Valley using the back roads toward China Lake. Almost immediately, we ran into broken roads. Seems that, over a couple of winters, water running down canyons has a miserable effect upon asphalt. After 4 or 5 short bad sections, we were onto more great Porsche roads. We then decided to go past Lake Isabella, but concerned about heavy traffic, we detoured onto Hwy 155. Almost immediately, we began seeing chain control signs, some turned toward traffic and some not, so we ignored them. Then we saw snow on the side of the roads and then a snowplow. I wanted to turn back, but was out voted. We ran into snow at the 6,000-foot summit. We also discovered that the snowplows had cleaned the eastern side of the hills but had not yet done the western side – the direction we were traveling. Very slowly, we made out way down the hill through the snow to wet roads and then dry roads.

We stuck to country two-land roads all the way to I-5. Then, after lunch and a short stretch up I-5, we went thru Coalinga and onto Hwy 25 - a road considered by many to be one of the best driving roads in California. I “let” (my neck) Jean drive this section. Now, as most of you know, Jean normally rides and doesn’t drive. And, other than one autocross, she has never driven the Boxster except on freeways. I told her that she didn’t have to stay right with the group, but to try to at least keep them in sight. Except for a few scary moments at the start — don’t coast through the turns, drive through the turns – I am proud to say that Jean did great. She told me later that she has never driven as fast on windy roads in her life! I asked her if she liked it, but didn’t get an answer. Hey Larry, what do you have planned for next year?

1 Badwater is the lowest elevation in the United States at 282 feet below sea level.
Moscow Red  Clay D. Reding, M.D., Ph.D., GGR Member

I have enclosed some pictures of my 1967 911 named “Moscow Red” by the people of the 8th annual Treffen in 1966! There were two other 911 sister cars called Blue and White. In 1966 we were in a “Cold War” with the USSR. The 1966 8th Treffen gathered in Stuttgart, toured the factory with Ferry Porsche giving the tour, then a grand dinner that evening. The next morning, the 20th of September 1966, the keys were personally handed over to their new owners by Ferry Porsche. They new owners left the factory and eventually drove to Moscow. Accompanying them were two vans, complete with photographers. When this red 911 crossed the border, it was the first Porsche to enter the USSR. When they reached Moscow and parked the Red, White and Blue Porsches in a row in front of St. Basil’s Church, and directly in front of the Kremlin they were photographed. That photograph appeared in the December 1966 issue of Panorama!

I have owned Moscow Red since June 1970. I bought it from the first owner, who was kind enough to include all the pictures taken from Germany to USSR and back to Hamburg were the cars were shipped back to the States. The first owner included the 1966 Panorama issue and the 1967 issue of Road & Track were this 911 appeared on the cover with the entire story of the first Porsche to enter the USSR. He had kept EVERY document, insurance, shipping, purchase forms, every picture taken from the factory to Moscow and back to Hamburg, then 28 days later in Houston when it arrived at the dock. He also included the original 1966 8th TREPHINE car badge, plus both of the oval license plates from Europe.

The car has 186,000 miles total. Owing to the rarity of some parts, I take it out for drives early on Sunday mornings. The engine with matching serial numbers was re-built just 3,000 miles ago. It still has the original Becker FM radio, full black leather interior, and wooden steering wheel. My wife refuses to drive it, because I have had it before our marriage, and she is afraid that if she were to damage it, there goes the marriage!

All the documents, photos, magazines fill a large locked briefcase in my house. When I lived in the Bay Area, I would often drive it down Highway One to Monterey and back home again. It has a 160 hp engine with the
six Weber 40IDA carbs and a 5-speed transmission.

Since I bought it, I have left one of the oval plates on the front bumper and the rear plates read - 67-IXXI. That alone keeps many people guessing as to what the Roman numerals are.

I have owned, with a great deal of joy, a piece of Porsche history for 32 years out of it’s 36 years. I do feel blessed. When I come across another “younger” Porsche owner, the behavior is predictable, huge smiles, waves and thumbs up!
**PRC Announces Toyo 911 Challenge**

The Northern California based Porsche Racing Club (PRC) announced the initiation of the Toyo 911 Challenge for the 2002 racing season. The Toyo 911 Challenge is a racing series based on Porsche’s most popular model for racing, the 911. The goal is to create a large field of closely matched Porsches that will provide participants with a fun, economical, safe and highly competitive racing experience. Strictly limiting the modifications that can be made to the cars and using mass-produced, highly durable parts controls the costs of participation. This also results in cars with very similar performance characteristics and, therefore, a high level of competition. Complete information on the Toyo 911 Challenge can be found at www.porscheracingclub.com.

The Porsche Racing Club was founded to provide Porsche racing enthusiasts with a regular schedule of high quality racing events and to ensure that the participants have a safe and enjoyable experience at each event. All events are sanctioned by national organizations. This year the club is scheduled to participate in events sanctioned by National Auto Sport Association (NASA), The Porsche Owners Club (POC) and Porsche Club of America (PCA). PRC events are open to all Porsche racers that are licensed by the organization sanctioning each individual event. Time trial participants are encouraged to use the resources of the PRC to help obtain a competition license and move into racing. The Title Sponsor for the PRC is SCARGO Racing. Toyo Tires sponsors the Toyo 911 Challenge. Additional Sponsors include: SmartRacing Products, Jerry Woods Enterprises, Sunrise Mortgage Inc., Windrush Evolutions (Wevo), SSF Imported Auto Parts and Rennwerks.

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**Zone 7 Autocrosses #1 and #2**

**Saturday and Sunday, May 11 & 12**

**Stead Airport - Reno, NV**

Registration - 7:30 A.M. to 8:30 A.M. and 11:30 A.M. to 12:30 P.M.
Fee: $25.00 per driver • No open exhaust • A few loaner helmets available

**Directions:** from I-80 take Highway 395 North; turn right on Stead Boulevard; bear right at “Y” intersection; continue around the curve and bear right at next “Y” intersection. Continue straight toward the airport control tower and grandstands. Trailers may be left at site overnight. Note: food is not available at site, but fast-food establishments are about three miles distant.

**Saturday Buffet Dinner** at Amelia’s Restaurant and Bar (maps provided at the autocross). No-host bar at 6:00 P.M. - Dinner at 7:00 P.M. Entrees include Beef Bordelaise, Chicken Piccata, and Linguine Alfredo. Cost: $30 per person $15 per child, including tax and gratuity. RSVP Toni Smith at (775) 322-2124 for reservations.

**Lodging:** the Hilton Hotel (direct access to Highway 395 and near Amelia’s Restaurant) has rooms available at $69 per night for May 10 and 11. Call (800) 648-5080.

For information, contact:

Jim Hayes (SNR) at (775) 857-1960
Bill Winkler (SVR) at (916) 364-5423
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Meet at Interstate 280, Park & Ride, Woodside Road Exit, Woodside.
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A month after holding a beginners Rallye School, GGR hosted the opening event of the 2002 Zone 7 Rallye Series. Rustbuster, as the name implies, was an easy TSD to give the newly educated rallyers a chance to practice their knowledge and also to give the experts a chance to shake the cobwebs from the off season. The weather cooperated and everyone raved about the scenic drive (we’ll ignore those queasy few who thought it resembled a long roller coaster ride). All sixteen teams were able to exercise their rallye skills including knowing when a sign is not a sign and when an intersection isn’t an intersection, and everyone made it to the finish, which was graduation for the seven first timer teams.

The rallye started in Dublin, ran down through Sunol, wound back along the East Bay hills to Castro Valley, and finally rambled around the Oakland Hills before finishing in Lafayette. The rallye was written in the style of past “February Frolics”, with a few subtle changes. And by design, there was no car #5, in remembrance of John Clever, who passed away in January.

For the schedule of future rallies, check out the Zone 7 website or link to it from the GGR rallye webpage.

**RUSTBUSTER Results**

**Beginner**

1<sup>st</sup>- James & Olen Creech, GGR   78 pts  
2<sup>nd</sup>- Erin & Roger Jacobs   634 pts  
3<sup>rd</sup>- Philip & Sharon Pillsbury, RR   748 pts  
4<sup>th</sup>- Mike & Anita Cullinan, GGR   871 pts  
5<sup>th</sup>- Clarence Lehman & Diana Daniels, DR   1007 pts  
6<sup>th</sup>- Calvin Chang & Joe Yang, GGR 1271 pts  
7<sup>th</sup>- Darlene & Stover Babcock, GGR   1500 pts  
7<sup>th</sup>- Joseph Wu & Keith Kim   1500 pts  

**Novice**

1<sup>st</sup>- Kathy Smalley & Bill Thorp, SVR   162 pts  
2<sup>nd</sup>- Paul Seidell & Gary Kerchner, GGR   206 pts  
3<sup>rd</sup>- Greg Schroeder & Jim Cooper, YR   629 pts  

**Expert Unequipped**

1<sup>st</sup>- Richard Wetzel & Phillip Marks, SVR   66 pts  
2<sup>nd</sup>- Al Armellini, DR & Rik Larson, SVR   108 pts  
3<sup>rd</sup>- Hubert & Jenny Lee, GGR   137 pts  

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**GGR Events Calendar** Larry Sharp, Vice President

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

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

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

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

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

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

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

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

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

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

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

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

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

*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*
GGR Events Calendar

GGR/Strasse Autocross Series #3 location TBD. Contact David Leong at 925.362.2431 or david@dleong.org

Zone 7 Concours #2 and Swap Meet hosted by LPR at PartsHeaven in Hayward, see ad on page 16

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

GGR New Member Socai TBA. Contact Cherie Kuhn at cosinc@pacbell.net

Zone 7 Concours #3 hosted by SVR at Shriners in Sacramento. Contact Kent Brandon at 916.652.4406

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 Rallye #5 "Summer Solstice" hosted by YR. Contact Jim Cooper at 209.239.9495

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

GGR/Strasse Autocross Series #4 location TBD. Contact David Leong at 925.362.2431 or david@dleong.org

Zone 7 Concours #4 hosted by YR in Modesto. Contact Tom Krugman at 209.527.4117

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10% OFF FOR GGR MEMBERS
Friction Circle by David Bennet, AX Reporter

STRASSE/GGR 2002 Autocross Series

Round one of our autocross season started with a bang as some 72 drivers were greeted by one of the most torrential rainstorms of the new year. Those who took it upon themselves to brave the weather were rewarded by Ed Shih’s well-designed course which utilized the available space excellently and provided a good mix of low and high speed turns. In designing the course, however, there was no way that Ed could have accounted for the heavy rains.

The 3-Com Park (still Candlestick Park in the hearts of most of the Bay Area) parking lot was initially constructed on landfill and at its inception, provided a great surface for road racing. Over time, the parking lot has settled in places causing distinct undulations in the paved surface. It was this variance in the lot and the resulting “take-offs” of certain vehicles (think Niki Lauda at the old Nurburgring or the Mercedes CLK-GTR at Le Mans a few years ago) that caused the termination of road racing at the site. In spite of the suspension of full blown road racing, autocross has since continued at the location steadily. In past GGR events at the site, the elevation changes of the site had only affected driving style mildly, necessitating a lift of the throttle at certain spots in the course. However, on this particularly day, the valleys in the lot became miniature aquifers causing hydroplaning and violent losses of traction.

The weather also attempted to drench the spirits of the participants, particularly those who were first to work the course (including myself). Standing out in the pouring rain and severe winds at 9 in the morning for almost an hour and a half on a Sunday was definitely a test of the drivers’ commitment to the event (and the permeability of their jackets). The rate of attrition was high, but those who stuck around through the morning and into the afternoon session enjoyed gradually clearing weather eventually finishing the day with beautiful blue skies.

Early morning runs resulted in many DNFs as the lack of visibility and the slippery conditions led to many spins and numerous drivers taking wrong turns and missing gates. As the track dried, the drivers became more familiar with the course and the times began to drop dramatically. This was highlighted by the best fun run time being some 4 seconds faster than the TTOD.

continued on page 21
Rennwerks' Grand Opening

Located at the old Frey Racing building in Mountain View, Rennwerks is a pretty big outfit, as you can see. It was nice to see a Diablo and a few modified BMWs in the mix. Plenty off GGR members were at their recent grand opening, enjoying food, drinks, and a generous list of door prizes.
As I watched the first run group familiarize itself with the course, my initial prediction was a well driven all-wheel drive car, such as Carrera 4 or a 993/996 turbo would win the event. In the end, however, Dean Thomas was all-conquering capturing TTOD and the win in Lp in his white cabriolet holding off autocross chairman David Leong in his 87 Carrera. Rounding out the top five for the day were Demick Boyden in his Bi 914, Bi 914 driver Andrew Blyholder, and Joe Weinstein in his silver 996TT. TTOD for the day on street tires was Larry Adams in his 993 and TTODL was Roxanne Gras in her 993 C4. Other notable results included the battle of the 911 C2s in which Mark Palmer’s stocker was only 2 tenths off of Boris Teksler’s time in the improved class. Additionally, yours truly won L stock by a margin of 8 tenths of a second.

Given the less than ideal conditions, the event was also scattered with many member’s “other” cars including an all-wheel drive Subaru and Audi S4 and a certain E-class Mercedes which pitched and rolled its way through the soggy course in a way which would make any soccer mom or real estate agent proud.

The combination of the variable road surfaces and the high speed course provided an excellent opportunity for all to work on car control, irrespective of the competitive element of the event. Further, the challenge of driving with wet shoes and saturated socks and looking through fogged windshields only added to the fun (or torture depending on your mood). At the end of the day, for those who stayed through the last run group, there were many smiles, coupled with many very dirty cars.

As always, if you have not participated at a GGR autocross, I would like to encourage you to come out and learn to drive your car the way the engineers at Werk I intended.
Easter and Christmas are those great events on the Christian calendar that draw even reluctant and uncomfortable worshippers back to their flocks. We’re not looking for any religious symbolism, but once again, our annual Laguna Seca event falls on Easter weekend. Along with the time trial series theme of Mardi Gras, there is some undeniable power that goes to work on GGR Time Trialers at the time of this sacramental event. Everybody who can produce a Driver’s Certificate wants in. Admirable Registrar Laurie Yonk is even forced to bar first time students, so the maximum number of grizzled celebrants can be anointed. At the last event at Thunderhill, a long snaky line of petitioners formed even prior to the announced time for accepting Laguna applications.

Who can blame us? Laguna Seca is magnificent. Friday night’s arrival - returning to the great track, poised before the exhilaration of the weekend to come, in the quiet chill of the coastal evening - is one of life’s great delights. Off we went, then, to bed, with visions of sugarplums dancing in our head, though it’s Easter weekend, not Christmas.

Laguna’s trackside landscape is disrupted by a major construction project whose result will be permanent garages for the big teams that visit with CART and ALMS. For club sports like us, the effect will be a permanent loss of view from the paddock. We temporarily lose the pit lane for our grid and start-finish for timing. The track itself is unchanged and, of course, marvelous.

Chief Instructor Henry Watts ran the Saturday drivers’ meeting in Exalted Chairman Chris Murray’s absence. Henry’s usual sermon on the subjects of passing behavior and flag usage was augmented with a very sincere warning about the immovability of the concrete walls at this venue, and an earnest prayer that we limit our explorations to the paved portions of the park. A temporary entrance to the track has been added just before turn 11, using an abbreviated protective lane coned off the inside of the turn. The exit from the track is just before turn 10 and involves some low-speed 90-degree turns and some K-Wall barriers.

With business concluded, we settled in to wait for the fog to lift enough to see from each turn’s exit to the next worker box. That happy occasion occurred at about 9:30, so the student drive-around began only a half-hour late. One anxious participant memorably left the track during these “familiarization” laps, whipping the head of grid into a froth of salty conversation as the tow truck was sent out on the first of its many laps during the weekend. By 10:15 the fog had completely lifted, and a gorgeous day of blue sky, perfect temperatures and gentle breezes restored perfection to Shangri-La.

Henry Watts configured 162 of us into five run groups for this relatively short (2.238 miles) track, and without any rank beginners, our skill level was perhaps a little higher and more homogeneous than it sometimes is. Still, with as many as 35 cars on the track at once, there’s roughly a hundred yards of pavement per car. In reality, of course, we bunch up like a convoy.

For the second event in a row, the dreaded specter of car-to-car contact loomed over us, this time in turn two, among the blue group. The damage we saw was cosmetic, if serious, but a lot of stomachs churn in sympathy when these things happen. A certain risk attaches to this endeavor, obviously, and there but for the grace of God go we all.

We labor under tighter strictures at Laguna than elsewhere, both in sound levels and in hours of operation. Track officials monitor us for a 92dB sound level and there’s very little forgiveness. This always incites a competition for outlandish exhaust plumbing - oddly curved exit pipes designed to hurl the noise away from the sound booth — though in fairness, this year’s entries were pretty tame. Perhaps owing to intermittent use of the PA system, perhaps to perfection of the weather, we didn’t hear of as many sound infractions as in previous years.
Partway through Saturday, Exalted Chairman Chris Murray arrived towing a wild new Boxster-derived 996-powered racecar to which he’d been ministering until 5:00AM in hopes of achieving a shakeout at the track. The body appeared to be made from shreds of carbon fiber left over from the fabrication of Darth Vader’s helmet, all coated with flat black primer. We chatted him up in the late morning, at which time he was confident it would run if he could just find a place to affix one last cooling system hose... Apparently he did, as he was seen on track and actually got so far as to post (though not run for) a time.

Though Monterey dripped under heavier fog Sunday than Saturday, the sky at the track was cloudless and brilliant. Following morning practice runs, and worrying about the large number of communicants lined up for Easter timings, the afternoon schedule was bumped forward.

Construction barriers and gravel heaps stretched almost the length of the front straight and challenged our beloved and enlightened organizers to find a place for Timing and Scoring. A home was finally chosen between turns 8 and 9. Sharon Neidel toiled at the timer under an EZ-Up throughout the afternoon, doing a terrific job under less than ideal circumstances.

Late in the afternoon, while waiting for our moment in the sun (near the end of the group called “Be slow”), we were sitting on the grid wall idly swinging our legs when Donna Sylvanovich jogged by. “Why are you running?” we asked. A little sheepishly, but with her eyeballs twirling and clicking in their sockets as she jogged in place, she replied, “I got a 1:39.” At her second event in the bright shiny new fire-breathing number 4, at the most technically challenging track in our circuit, Donna had knocked off a clean second place overall, and Top Time of Day-Ladies, beating EVERYBODY except frequent winner Masuo Robinson. Not surprisingly, she was unable to sit still for some little while.

Masuo took TTOD honors yet again, managing a 1:37.127 and almost a two-second margin over second place. Fully twenty percent of the 110 who ran for time were under 1:48.0. Women posted two of the top three times. Of the four fastest times, all were posted in just two cars. Thirteen drivers set new class records.

We had a lovely dinner at Tarpy’s, just up the highway and hit the road, tired and happy. On to what will surely be a cool and delightful Buttonwillow on May 18.

photographs by Dan Jones
Large or small, obvious or subtle, a spoiler can increase handling, shave time off your best lap, or simply enhance the appearance of your car. There are many shapes and sizes available to match your preference in appearance and performance. While visual appeal is a very personal decision, there are many performance-related considerations that you should be aware of before you add a spoiler to your car.

"My friend said I should put the biggest wing I can find on my car."

That is not good advice. A spoiler and a wing are two separate devices, the latter being totally impractical on a street car. F1 cars proudly display large wings on the front and rear, and are necessary at the high speeds achieved during a race. A wing is literally an airplane wing turned upside down, which causes much more downforce than is practical for a street car.

Downforce is the result of air passing over the top of the car. The air moving over the car presses down, adding extra weight to the car at high speeds. Downforce is so powerful that when an F1 car reaches 200 mph there is enough downforce on the car that it could adhere to the ceiling upside-down in a tunnel. On a street car, downforce can improve stability and traction while countering the effects of lift.

Lift is the exact opposite of downforce. The air passing underneath the car actually lifts the car up, causing decreased traction and stability. The physical forces that explain lift are Sir Isaac Newton's Third Law of Mechanics and the Bernoulli Effect. In a street-course race, the forces underneath an F1 car are strong enough to lift manhole covers—the manhole covers must be welded down before a race. On a street car, lift can cause the car to feel 'light' or difficult to control at high speeds.

A spoiler’s effectiveness depends on placement, shape and size. A rear spoiler has a much different effect than a front spoiler; and the shape and size of either will have significant effects on the aerodynamics of the car.

"OK, genius. So what does a spoiler actually do?"

Front spoilers and rear spoilers do the exact same thing; they direct air. A front spoiler sits at the bottom of the front bumper and scoops air over the car—air that may have gone under the car otherwise. At high speeds this extra air moving over the car causes extra downforce on the front of the car, adding weight to the front tires and improving traction and stability to the front of the car. A front spoiler lessens the chance of understeer and helps maintain control.

Rear spoilers work similarly. A rear spoiler catches air that’s flowing over the car. The air pushes on the spoiler, causing downforce on the rear of the car. Extra downforce on the rear of the car adds significant traction, reducing the possibility of oversteer.

It is best to have both a front and a rear spoiler. Having only a front or a rear may cause a teeter-totter effect and put an unbalanced amount of weight to the front or rear of the car.

"I heard that a spoiler causes more drag and slows the car down."

False... sort of. In NASCAR spoilers are required to have a 45 degree angle—this requirement is to slow the cars down. This is an impractical use of a spoiler under most circumstances. Usually a spoiler will be angled much less than 45 degrees. Spoilers do cause drag, but the downforce generated by a spoiler actually allows the car to turn at higher speeds without spinning out of control or sliding off the road.

"So is that why so many cars on the road have a rear spoiler?"
No. Aerodynamic forces have little effect at low speed, and only a mild effect at highway cruising speed. For most cars that are sold with a spoiler, it is merely an aesthetic bonus added on to increase sales. Very few sports cars come out of the factory with functional spoilers. The Corvette Z06 comes without a spoiler, and the spoiler that comes on a Dodge Viper GT2 is tuned to a neutral position. The spoiler on your average econobox vehicle has no effect.

“What about that trick spoiler on the new Porsches?”

Since the release of the 911 over 35 years ago, many Porsche customers have preferred the clean lines of the 911 without a spoiler. In addition, Porsche was forced to sell cars without a spoiler in some countries that had outlawed spoilers (due to the performance-enhancing effects). While spoilers were eventually legalized in most countries, the Porsche engineering team redesigned the 1989 Porsche 911 with a functional spoiler that the driver would never have to see!

The spoiler was integrated with the air intake grille, and it rises at 50 mph (which is approximately the speed that a spoiler begins to have an effect). While raised, air freely flows under the spoiler into the engine compartment, and is an important part of the engine’s cooling system. The spoiler then lowers when the car slows down.
CALL TO ORDER
The meeting was called to order at 7:40 p.m. at the home of the Nugget Editor.

Board members present were James Ohl, Larry Sharp, Louise Sousoures, Cherie Kuhn, Bob Gardner, Nugget Editor Howard Yao and Webmeister Susan Angebranndt. Also present was Ken Park, Pam Jeong, Marlin Neufeld, David Leong, Harold Williams, and Jean Ohl.

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

B. POSTMORTEM OF EVENTS
1. Friday Night Social – well attended.
2. Zone 7 Rallye – 16 cars, wonderful route.
3. Autocross #1 – 70 people in the rain, great course.
4. Time Trial #2 – well attended, weather was beautiful, great dinner.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl
1. Received from National, all regions may purchase banner, which will say looking forward to Cayenne.

VICE PRESIDENT, Larry Sharp
1. Calendar Changes: None.
2. Insurance is ordered for Buttonwillow Time Trial.

TREASURER, Sharon Neidel
1. Submitted written report.
2. Treasurer’s report approved unanimously as submitted.

MEMBERSHIP, Cherie Kuhn
1. There were 19 new members this month; transfers in, 2; transfers out, 3. Total, 1755. Motion to accept New Members was approved unanimously.

COMPETITION, Bob Gardner
1. Nothing to report.

SECRETARY, Louise Sousoures
1. Scrapbook is coming along nicely.

SOCIAL, Susan Kennedy
1. No report submitted.

NUGGET EDITOR, Howard Yao
1. Editor to advertise for replacement Editor in next issue of Nugget, will be stepping out of position.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
2. Boundary issues: Most members polled are in favor of the changes to boundaries discussed with LPR and MBR. LPR & MBR willing to allow dealerboards in all regions, plus have our calendar of events printed in all newsletters. Must be a bylaws change, we will put it on our ballot in November.
3. Diablo has given us permission to install a dealer board in
Partsheaven. We need to purchase dealerboard.

E. NEW BUSINESS
1. Timer: Fixed, but the readout failed during the timed runs at Laguna Seca. Discussion ensued regarding purchasing a new timer or AMB transponder system.
2. Budgets: Time Trial Chairman has budgets for Time Trials #4, 5, & 6. Discussion ensued with regard to Time Trial No. 6.
3. Motion to rescind prior motion, change November event to Driver’s Education with no timed runs and no first time students, approved unanimously. Time Trial Chairman to adjust budgets.
4. Question regarding tech bulletins: How are they handled? Answer: They are submitted to committee, then to the board for approval, at which time it becomes a rule.
5. Time Trial Chairman: Regarding instructor communicators Chief Instructor has contacted Stable Energies, who has a newer communicator on the market. He received several demos, they were beta tested at Laguna Seca. Discussion ensued regarding the purchasing of communicators and ownership thereof. Time Trial Chairman to research and report back to the board.
6. New Member Social: Is it too soon to have another New Member Social? Budget will need to be submitted, proposed date is in June.
7. Time Trial incidents: Discussion was had regarding the three incidents at Laguna Seca Time Trial. The Board is concerned about this. Each incident was discussed separately, with suggestions made as to avoidance of same in the future.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:48 PM. The next Board of Directors meeting will be held at the residence of the Vice President on May 2, 2002 at 7:00 p.m. Call President at 650.341.9020 to add items to agenda.

The Sequoia Region presents the 3rd annual Zone 7 Concours d’Elegance Sunday, May 19, 2002 California State University, Fresno

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

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

This is event no. 1 in the 2002 Zone 7 concours series
Members  Cherie Kuhn, Membership

Official Count
New Members: 19
Transfers In: 2
Transfers Out: 3
Total Membership: 1755

New Members
Jenifer & Frank Aguilar  Redwood City  2002  BOXSTER
G Darrell & Alexandra Berglund  Los Gatos  2002  BOXSTER
Keith & Nicola Berry  Walnut Creek  1979  911
John Dickey & Christine Coleman  San Leandro  1984  911
Janine R Drumn  San Bruno  1967  912
Ian R & Anica Herrera  San Jose  2000  BOXSTER
Alfred M & Michele Kahn  Monterey  1996  CARRERA
Gary J & Julie Lieber  San Jose  2002  CARRERA
Michael J Marks  Walnut Creek  1984  CABRIOLET
Terry Mc Clintock  San Francisco  1989  951
Greg L & Brad Parsons  San Francisco  1980  911
Christian & Janene Renaud  Palo Alto  2001  911
Jeff Renfro & Lynn Whitlow  San Francisco  2002  CARRERA
Andy & Karen Rhodes  San Francisco  1999  BOXTER
Paul C Simpson & Deborah Stephenson  San Francisco  1973  911 T
Andrew C Solomon  San Francisco  1978  911 SC
Cynthia Lark & David J Tittle  Pleasant Hill  1998  BOXSTER
Arlen & Kathy Vanderwel  Redwood City  2001  BOXSTER
Philip Wong & Khim Foo  Palo Alto  1996  911 TURBO

Transfers In
Peter & Elizabeth Bostwick  Palo Alto  2001  BOXSTER
Dean M Thomas & Laura Mead  Sausalito  1986  911

Transfers Out
Patrick Connolly & Holly Nissalke  Mill Valley  2000  996
Stephen J King  Portland  2000  911
Dennis L & Patricia G Tholen  Reno  1974  914

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42 Years
Frank & Norma Nocera  Alameda  1973  911T
Karl & Susan Keller  Sonora  1961  356B

39 Years
George & Shirley Neidel  San Jose  1972  914

38 Years
Joe & Darla Reitmeir  Los Altos  1970  914

37 Years
Robert Lauffer  Mountain View  1965  356C

34 Years
Robert & Marilyn Burn  Woodside  1968  912

33 Years
Tony & Roberta Reid  Fremont  1969  912
Paul & Ingrid Lang  San Jose

32 Years
James & Jamie Owen  San Jose  1977  924
Roy Sasaki  San Jose  1954  356
Arthur & Catherine Brenes  Castro Valley  1987  911 TURBO

27 Years
Dale & Neda Dorjath  San Jose  1986  944
Harlan & Sarah Halsey  Woodside  1959  356A

25 Years
Gary Walton & Kert Kaub  Mountain View  1970  914

15 Years
Robert & Michelle Scott  Santa Clara  1980  911SC
Harold & Stephen Fick  Hillsborough  1982  911SC

10 Years
Jerry & Ron Abad  San Jose  1984  911 CARRERA
Eugene Taskovich  Palo Alto  1985  944
Peter Racely  Cupertino  1987  911 CARRERA
Ed Seim  Campbell  1980  911SC

5 Years
Thomas & Mary Jasek  Menlo Park  1997  993
Sharon Dickinson  Petaluma  1974  914
Gary & Linda Blomquist  San Jose  1993  968
Paul Lodrigge & Thea Donadio  Palo Alto  1992  911C2
James Howell  Los Gatos  1963  356B
Linda S Duke & Michael Fagen  San Rafael  1985  944
David Thirlwall  San Mateo  1989  944 TURBO
Audrey Adams & Clyde Nagakura  Los Gatos  1987  911 CARRERA
Walter & Jenny Boehringer  Redding  1989  911 CARRERA

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The Nugget
Marketplace

PORSCHES FOR SALE

1984 911 Carrera Targa. Slate blue/blue int. Stock & clean, new top, PW, AC, 16" Fuchs. Contact John Erlandson at 650.493.7510

1987 911 Carrera. Blk/blk, 29k mi, xltnd cond, all records. $30,000. Contact Rick Mayeda at 510.665.1476 or wabizabi@pacbell.net

1984 911 Carrera Coupe. Red/blk lthr int, 5spd, sunroof, no rust or leaks, one owner, xltnd original cond. $18,500 obo. Contact Frances at 650.493.6318 or strega4u@aol.com

1988 911 Cabriolet. Factory turbo body. 3rd pl concours at Parade 2000. White/blk int, 3rd owner, all orig & records. 76k mi, must see to believe. $37,950. Contact Guy Covington at 775.770.2007

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

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

2000 Boxster. Ocean blue, sport pkg, 17" whls, CD, new tires, factory warranty. 27k mi, car is perfect. $42,000. Contact Kurt at 916.652.3216

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

1972 914-6. TT/Club racer. Full fiberglass body w/ wing. 3.2L engine w/ 284 hp, 915 box, Brimtec brakes. Very reliable. $22,500 or $24,000 w/ tandem open trailer. Contact Rich McGlumphy at 916.725.9828

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

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

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

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

1969 Time Trail Car. 912 chasis w/ 2.2L w/ 40 IDA Webers, 915 trans, RSR flywheel, 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 Anniv. Edition. Black/silver int., sunroof, 85k mi, 2nd owner. excl cond in & out, all records. Contact Denis Prone at 650.654.6421 or radiantdp@aol.com


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

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

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

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

May 2002
PARTS & MISC

Boxster wheel/tires. 68x16" whls w/ heatcycled Kuhmo V700. $500 for set of 4. Contact Bud Behrens at 209.477.6496 or buddyb@compuserve.com

914 2.0L Motor. No sheetmetal, induction, or exhaust. One head is off w/ small repairable crack. $500. Contact George at 510.428.2910

2000 Braco Custom Car Carrier. 24'x102", over a page of specs/options. Contact George at 408.288.6236

Porsche Design Watch & free jacket. Quartz w/ 1/10 sec chrono. Blk dial, SS bracelet. Retail $1,650, offered at $999. Contact Ed at chrisbg90@aol.com

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

Bra from 84 911. Black, like new. $80. Contact Edward at 650.579.1374

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

C2 Wheels. Orig Design 90, 16", straight, no tires. Cosmetically not perfect, great for DE or AX. Can email pics. Contact Peter at 650.593.5530

Chrome Fuchs. 68x7x16, chrome w/ blk background, some flaking, no curb damage. New Bridgestones. $650. Contact JC at johnnyraunch@hotmail.com

Fuch w/ Kuhmos. 78x8.15", ran in 3 autox, whls straight, tires in excl cond. Asking $600. Contact Tim Thomas at 408.452.1641 or thomastim@yahoo.com

930 Alum Front Suspension. Complete incl swaybar, ZF box, struts, hubs, tie rods, rotors & BIG calipers. $2,500. 915 Trans, Magnesium case, lg main shaft, non LSD, $1,200. Fuchs, in good cond, 78x8x16 w/ caps and VR tires, $1,000 + shipping. Contact George at 510.428.2910.

Fuchs. 78x9x16, blacked out w/ painted center caps, great for 3.2 and SCs, widest allowed for improved TT. Contact David at beneto247@hotmail.com

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

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

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

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

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

WANTED

69-73 911/914/914-6. Clean 911 or 914 for TT. Must be 73 or older, street legal. Perf upgrades a plus, no junkers or salvage titles. Contact Dan Thompson at docdanracy@aol.com

Carrera tail and chin spoiler. Pref w/ deck lid included. Contact Juan Pineda at 415.641.9192

73-83 911 Tub. Prefer no motor/tranny with everything else intact. Must be straight & rust free. Contact Paul Canton at 650.579.0836.

ZF LSD for 901 or 915. Condition not critical, but no cracks or rust. Cash or swap. Contact Hayden Burvill at 650.595.5772 or hayden@wevo.com

96-92 911 Cabriolet. Let me know if you have one or know of one. Contact Jay Parikh at 650.740.7823

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

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

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

TT Driving Suit. Medium size, 5'-8", 150lbs. Contact Parker at 510.232.7276 or parkermerrill@attbi.com

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

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