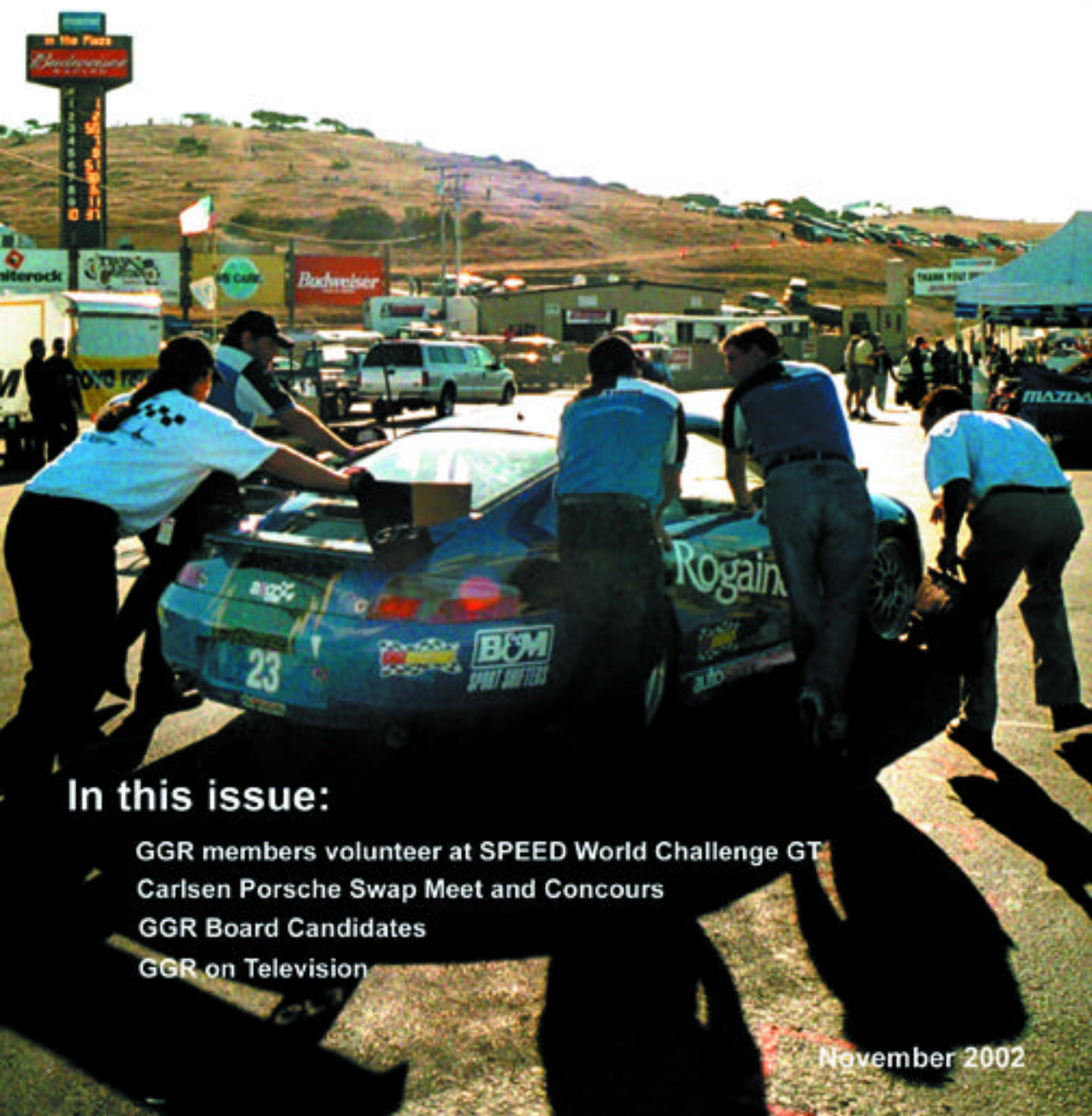


Porsche Club of America, Golden Gate Region

the **NUGGET**



In this issue:

- GGR members volunteer at SPEED World Challenge GT
- Carlsen Porsche Swap Meet and Concours
- GGR Board Candidates
- GGR on Television

November 2002

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The NUGGET



November 2002
Volume 42, Number 11

Visit the GGR website at <http://www.pca-ggr.org>
or the Zone 7 website at <http://vista.pca.org/zone7>

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Cover: *GGR Members helping out the AtSpeed Motorsports team at Laguna Seca. Photo by Jim Bauman*

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I really did not want to write this month's column. The Board had to make some painful decisions at the October Board meeting. I am the presenter of this news -- please do not shoot the messenger. And "Thank You" to all GGR's members who called, emailed,

or otherwise furnished their opinions and input on the issued below to the various members of GGR's Board of Directors.

The Board members, and especially the new editors for *The Nugget*, want to print and mail *The Nugget* each month, but financial conditions currently do not allow this to happen. Based upon input from members, a regional dues or newsletter subscription fee (both of which would have required a Bylaws amendment approved by GGR's members) was not favored.

Short of this, a solution to the rising cost of printing and mailing *The Nugget* has been proposed. Starting in January, the *Nugget* will publish with 24 pages. In addition, *The Nugget* will be printed and mailed to each member for 10 of the 12 months in the year. GGR would continue publishing and dis-

tributing *The Nugget* online *every* month, with the latest issue posted on GGR's website (www.pca-ggr.org). You read that correctly, GGR's current financial picture dictates that we cannot afford to print and mail *The Nugget* to each member *every* month. Final changes will depend upon next year's actual costs and revenue.

On another topic, this issue contains the ballot for the current vacancies on the GGR Board of Directors. Please vote! I want to thank the GGR members who volunteered to fill the vacant positions. Unfortunately, no one stepped up to run for the position of Competition Director -- the Director primarily responsible for oversight of the rallye, concours, autocross and time trial series. That means the Board will be looking for a candidate to be appointed to fill this position for 2003. Do the words "drafted," "press ganged," or "shanghaied" mean anything to you? Please step forward and volunteer!

Speaking of the time trial series; the "Driver's Appreciation" event scheduled for November at Thunderhill Park had to be cancelled. There were simply not enough drivers participating in this event to make it financially viable and feasible.

GGR needs *your* participation on all levels if it is to continue serving your needs.

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Two for the road...

Jim Bauman
Tom Pickett



New Nugget editors are always a source of concern for the Board of Directors. "Who are these guys? Do they know what they're doing? Will they get us into trouble?" Trouble? Us?

Tom and I have been friends since college days (yes, those photos are *ancient*), back when he drove a 1967 Buick GS, and I was car-less (read that as *careless* if you prefer) as a result of an unfortunate rollover in my 1967 Fiat. We cruised throughout the 70's with a pair of Improved Datsun 510s and Production spouses, muddled through the 80's raising children, picked up a pair of red 911 Cabriolets in the 90's, and started racing. Life was good! But then we volunteered for this ...

So it suddenly dawned on me... HEY .. I can write whatever I want! *I* am the Nugget co-EDITOR! Seriously, we hope you'll find the content that appears in this and future Nuggets interesting, amusing, and relevant.

You may recall, last month "the Editor previously known as Howard" accused Tom and I of being "up to no good." Well Howard, you did a terrific job over the last 2 years, and congratulations for being clever enough to talk us into this position. It's not easy finding someone to take over when your tenure is up.

Therefore, I'd like to announce our search for the *next* new Nugget editor. By the time we find someone, it'll be 2004 at least.

Isn't it fascinating that Jim thinks he's interesting, amusing, and relevant? But enough about me.

I too am shocked, simply shocked, that Howard would contend in last month's Nugget, that Jim and I are "Up to no good!" Maybe he was just looking at the autocross article Jim and I co-wrote for last month's Nugget. I mean, I don't think we were that bad...the Marina guy really did hang jet engines on the ends of helicopter rotors. Naturally, the company he ran was a leader in helicopter development.

To be sure, Jim and I are probably a little more off the wall than some other editors have been, but we have our hearts in the right place (approximately in the center of the chest slightly to the left).

As we begin the process of filling Howard's shoes (note that it took two of us to do it!), we are working on small changes to help reduce costs and still maintain the quality of this publication. As James mentioned in his column, we will begin publishing at 24 pages in January. With some desktop publishing trickery, we hope to keep the space for news and articles about the same as it is now.

Also, subtle changes in the way we create the Nugget will make it easier to produce for both printed *and* online publishing.

Finally, before I forget, does anyone want to be the next Nugget editor?



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GGR on Television!



by
Terry
Zaccone

How would you like to be on TV and perform a public service at the same time? Public Television KTEH in San Jose relies on community volunteers to staff its pledge nights and auctions.

These are important fund-raising activities for their continuing operation. Judy and I have done both a pledge night and an auction. The participating group gets publicity, provides a public service, and has a good time. This can be one of GGR's charity events. They feed you too! I can tell you that this is easier and maybe more fun than the Adopt-a-Highway, which we certainly should continue to do.

Here's how it works. I tell their Program Director that I have a certain number of people who have committed to be there. We settle on a date or dates, show up at the appointed time, get a short training, and dive in.

The kicker is, if I tell them I have 30 people coming, and only 28 show up, GGR/PCA gets a black eye, because that leaves them in the lurch for that programming period.

So, let's do this. You call or email me to let me know you would like to participate, subject to scheduling, of course. I'll call the station and get two or three dates and time slots.

They have these events about every month, so we should be able to have a month's notice. I will then contact everyone on the phone/email list that we created from your responses to this article, and we'll put together a group for some time that works for most. Call me at (408) 257-6575 and leave a message if we're not there, or send an email to:

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GGR on TV! Let's do it!



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I was going to fill up my column with a story about rules and other assorted bland topics. But after Marianne and I got back from the USGP, I decided that was a far more interesting topic. This was the third time that the F1 circus had come to town bringing with it a welcome upscale sophistication.

At the inaugural event the vendors lining Georgetown Avenue were selling the usual carnival fare that is attractive to the other two motor sports events held at the Brickyard. There is nothing like a jumbo smoked turkey leg at 7 in the morning. This year that commodity was a lot harder to find. The attendance for the race was down from the previous years but that is fine because the seating in turn 1 is limited. Tony George is still trying to figure out what kind of pre-race entertainment will work for the F1 event. "Back Home Again in Indiana" just doesn't seem right.

The Porsche Supercup series provides support races on Saturday and Sunday. 24 equally prepared 996 Porsches racing nose to tail. It is a very entertaining show especially the standing start. On Sunday, Marianne and I ran into Cup driver Anthony Davidson at Starbucks. He races for the Software AG team. Saturday's race was his first Cup pole and Cup race win. He was telling us that those 24 Porsches weren't always equal. Earlier in the year one of the teams was fined by the FIA for questionable modifications which gave them an additional 9 horsepower. And no he would say what those modifications were. The local fans seem to relate to the Cup cars because they run close and rub some just like NASCAR.

No one was going to accuse Formula 1 of being as exciting as USAC Midget racing. But the fans, around 150,000 of them, would go home having seen the best of the best. This weekend was about the Top Guns of Formula 1. It was about the continued dominance of Ferrari and Michael Schumacher.

The things that these drivers do in a race car are awesome but Michael is phenomenal. I was watching the super slow motion vision of Schumi at Spa this year. His bright red missile bouncing over the curbs at the Bus Stop Chicane just missing marker

cones by millimeters was fantastic. But what made it unbelievable was the fact that he was adjusting his mirrors at the time and never missed an apex. It is also about the team and team orders. This race Ferrari didn't give any to their drivers. So on the last lap, at the final corner Michael donned his Mother Teresa gear and went out wide. Rubens went down the inside. It was a formation finish. Or was it? The two cars crossed the line together. Not even the drivers were able to say who had won. But the when the names flicked up on the screen. Barrichello was ahead of Schumacher. It appears that Superman has a heart after all or at least a conscience. Michael has repaid Rubens for the team ordered Austrian GP finish fiasco.

GGR 2003 Time Trial Schedule

Pending board approval, the GGR track date calendar for 2003 has been confirmed.

- **March 14, 2003** High speed driving school, Thunderhill.
- **March 15-16, 2003** Time trial #1, Thunderhill.
- **April 12-13, 2003** Time trial #2, Buttonwillow.
- **May 3-4, 2003** Time trial #3, Laguna Seca
- **August 9-10, 2003** Time trial #4, Thunderhill.
- **October 18-19, 2003** Time trial #5, Thunderhill.



Mike Mitchell gasses up at the Laguna Seca PCA Club Race, October 5/6 Photo: Dave Leong

GGR Event Calendar



When	What	Where	Who	Phone	Email
November					
7	GGR Board Meeting	Larry Sharp's House	James Ohl	650.341.9020	jamesohl@attbi.com
8	Friday Night Social 6pm - 9pm	Round Table Pizza 157 East El Camino Mountain View, CA	Susan Kennedy	408.267.4052	susan_kennedy@hp.com
9	GGR/Strasse Autocross #9	Alameda Point	David Leong	925.362.2431	david@dleong.org
16-17	GGR Time Trial #6	CANCELED			
23	GGR Advanced Autocross School	Alameda Point	Larry Sharp	925.371.2258	larrysharp@attbi.com
24	GGR Adopt-a-highway	Highway 280	Jean Ohl	650.341.9020	
December					
5	Joint Board Social	To be announced	Susan Kennedy	408.267.4052	susan_kennedy@hp.com
13	Friday Night Social 6pm - 9pm	Round Table Pizza 157 East El Camino Mountain View, CA	Susan Kennedy	408.267.4052	susan_kennedy@hp.com
14	GGR Christmas Awards Brunch and Toy Drive	Pleasanton Hilton	Susan Kennedy	408.267.4052	susan_kennedy@hp.com

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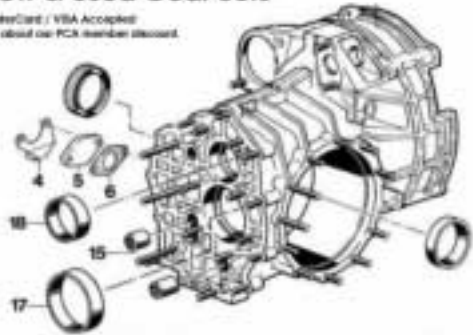
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Carlsen Concours and Swap Meet

September 17, 2002



GGR President James Ohl
cooks with the grill of his dreams...

"If you can't find it here,
it probably doesn't exist.."



Concours judges really get into their work...



Porsche 936 Group 6 Sports Racer



Event organizers Susan Kennedy and Larry Adams...

Photos
by
Howard Yao



Patrick Kennedy
1st Place, Mid 911 Street



Thanks to Charlie Burton (left)
and Carlsen's brand new facility...

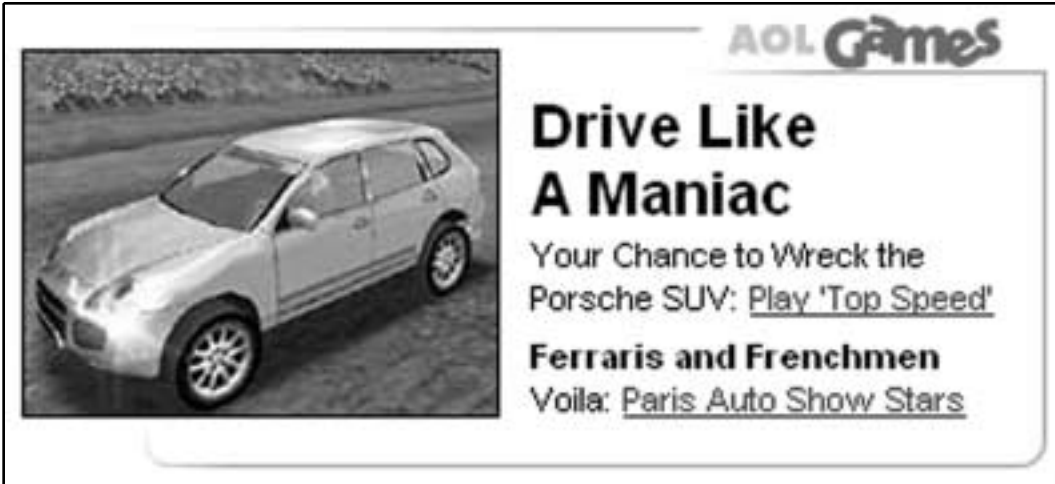


Virtual Maniacs? Jim Bauman

Songwriter Paul Simon once bemoaned “Everywhere I go, I get slandered... libeled...!” Even in this enlightened millenium, it’s still happening to Porsche drivers. Recently I checked out the America Online version of Electronic Arts new video game “Need for Speed - Top Speed.” The advertisement on AOL singles out the Cayenne (of course, Porsche paid for the notoriety!) as the vehicle you can “Drive like a Maniac!” You can be the first on your block to “Wreck the Porsche SUV!”

Being a maniac is not that easy. First you start off on a short drive in a 2000 996 Turbo. Complete the course in less than four minutes, and you graduate to a 959 and a longer, much more difficult drive.

Complete the new course in less than five minutes, and ... now I’m only guessing here ... you can try out the virtual Cayenne! Keep in mind that any 9-year-old kid can beat me at video games, so my chances of driving the virtual Cayenne are about as good as driving the Cayenne GT3 for The Racer’s Group at LeMans 2003.



AOL Games

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Your Chance to Wreck the Porsche SUV: Play 'Top Speed'

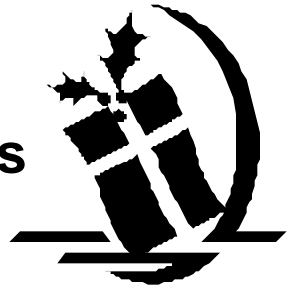
Ferraris and Frenchmen
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AOL’s ad for “Top Speed”



The 996 parked in the AOL garage

GGR Holiday Brunch Toy Drive, and Annual Awards



Date: December 14, 2002

Time: 11:00-1:00 pm

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Price: \$17.95 per person

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**GOLDEN GATE REGION
Porsche Club of America
Board of Directors
Meeting Minutes**

CALL TO ORDER

The meeting was called to order at 7:42 p.m. on October 3, 2002. Board members present were James Ohl, Larry Sharp, Louise Sousoures, Cherie Kuhn, Bob Gardner, Ken Park, Previous Nugget Editor Howard Yao, current Nugget Editors Jim Bauman & Tom Pickett, and Webmeister Susan Angebrannt. Also present was David Leong, Linda Adams, Larry Adams, Pam Park, Jean Ohl, Greg Adams, Bob Peterson.

A. APPROVAL OF MINUTES

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

B. POSTMORTEM OF EVENTS

1. September 9 autocross: 76 drivers, all received 8 runs.
2. Adopt-A-Highway was attended.
3. September 13 Friday night social: Very well attended, some club members brought Parade things to share with others.
4. September 14 Carlsen swap meet: Well attended swap meet and concours.
5. September 21 agricultural inspection tour: Well attended, 20-21 cars.
6. September 28 autocross at Alameda: 76 drivers.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl

1. Will write letter to National regarding charity rebate to our region.
2. Tim Fleming will run for Zone Representative for 2003
3. Received minutes from Parade board meeting.

VICE PRESIDENT, Larry Sharp

1. Calendar Changes: None.
2. Working with Infineon Raceway to submit to PCA the correct wording for insurance forms for the Club Race in October.

TREASURER, Ken Park

1. Submitted report.
2. Submitted a budget template to board members for year to date. Board members and elected positions encouraged to submit budgets for 2003 soon.
3. Treasurer's report approved unanimously.

MEMBERSHIP, Cherie Kuhn

1. There were 32 new members this month; transfers in, 7; transfers out, 8. Motion to accept New Members was approved unanimously.
2. Working on sponsorship for the 2003 roster.

COMPETITION, Bob Gardner

1. Rules committee meeting: 14 people attended.
2. All proposed rule changes were discussed to be submitted to the rules committee.

SECRETARY, Louise Sousoures

1. Proposed GGR involvement in the Teen Driving Program which is a pilot project in CVR. Secretary will research and report back to the board.

SOCIAL, Susan Kennedy

1. Nothing to report.

NUGGET EDITOR, Howard Yao/Jim Bauman/Tom Pickett

1. Howard Yao - inquired about donating old Nugget computer. Secretary will contact our charity to see if they would like it.
2. Jim & Tom: November issue coming along nicely.

WEBMEISTER, Susan Angebrannt

1. Nothing to report.

D. OLD BUSINESS

1. We are still in need of a Competition Director.
2. Discussion ensued regarding Nugget printing and distributing, comparing rates for more or less pages per month, how many times per year should we distribute the newsletter, online vs. hard copy.
3. Motion made to propose a total budgeted figure for publishing and distributing the 2003 Nugget, with the Nugget editors to present various implementations at the next board meeting, unanimously approved.

E. NEW BUSINESS

1. At the November board meeting, we will be voting on GGR year end awards.
2. Motion to cancel Time Trial #6 was made. Discussion ensued with regard to the weather predictions at that time, what our obligation to Thunderhill would be if we cancelled, plus all the information the Time Trial Chairman provided in previous emails.
3. Motion to cancel Time Trial #6 approved unanimously.

ADJOURNMENT

There being no further business to come before the Board, a motion to adjourn was approved at 9:45 PM.

The next Board of Directors meeting will be held November 7, 2002 at 7:00 p.m. at residence of Vice President. Call President at 650.341.9020 to add items to agenda.

Respectfully submitted,

Louise Sousoures
GGR Secretary 2002



2003 Board of Directors Candidates

There were four openings on the GGR Board of Directors for 2003, and the board received nominations for three of the positions. No nominations were received for the position of Competition Director.



Jeffrey Williams - Vice President

I have been a member of PCA for 10 years, and have decided to help our club by running for office. For years I have let others make our club successful, and think now is the time to give back to the club. Without our help as individuals, this club cannot provide the exciting events that we all enjoy.

Please consider running for office yourself.



Howard Yao - Social Director

Editor of the Nugget for over two years... Helped plan the last two new member socials... I'm a social person ... and a nice guy too!



Chet Bottone - Membership

It's been a year now since I joined PCA-GGR and I have enjoyed participating in many of the club's activities. My enjoyment of the club has given me a desire to contribute something back to it. Taking on the membership duties are a way for me to do that. I manage databases for a living and have managed the membership for a large club in the past so I'm confident I can do a good job for GGR.

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Annual meeting of the Parade Competition Rules Committee

The annual meeting of the PCA Parade Competition Rules Committee will be Held on November 15 & 16, 2002. Since I represent Zones 6 & 7 on the Committee, I contact the Presidents of those zones plus other interested parties each Year prior to the meeting requesting any suggestions for rules changes they may wish to be considered for adoption. All submissions must be in writing and should refer to the relevant section of the PCRs and the proposed rewording of it followed by the reasons for the change.

All written proposals from the membership will be discussed fully and Those with merit, plus Committee recommendations, will be submitted to the Executive Council and Board of Directors for vote at the 2003 Parade in Tampa, Florida. Rule changes and additions approved at the 2003 Parade Will become effective for the 2004 Parade in Ft. Worth, Texas. Certain administrative changes, such as classification of new cars, will be implemented by the Committee without vote as usual.

All submissions should be sent no later than November 1, 2002 to:

Dennis Frick, PCR Chairman
2 Pine Tree Rd. RD #1
New Cumberland, PA 17070
Email: DJFRICK@worldnet.att.net

Is Your PCA Membership Information Up-to-date?

Name, address, telephone number or email address change? Please let PCA National Membership know! Use the PCA web site to update your information:

<http://www.pca.org/members/>



Under the hood...



No, the Nugget hasn't gone to pot now that there's a new editing crew. Ron and Judy Davis' son Sean is simply reading up on Porsches so he knows what to ask for on his 16th birthday .. coming up in about 14 years. Start saving now, Dad! (Photo by Ron and Judy Davis).

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Ad Nauseum...

Have you ever wanted to see Porsche ads that never made it beyond the concept stage? Our spies at the ad agency came up with a few we'll show you some of the "best" over the next few months.



Disclaimer: These aren't real! We make them up...

Interesting Porsche Facts

Most of the first 50 Porsches produced were sold in Switzerland.

Back in 1973 you could have purchased John Bond's 1967 911R for \$7000. John Bond was the publisher of Road & Track at the time.

The list price of a 959 in 1989 was \$230,000.

In its first five years of production, over 100,000 924s were sold.

Report for November

New Members:	32
Transfers in:	7
Transfers out:	8
Total Membership:	1742



New Members

David E & Christine Anderson	San Jose	2002	996
Chad S Beightol	San Francisco	1969	912
Kenneth S & Ellen Blumenfeld	Los Gatos	2002	996
Mark J & Rhonda Castellucci	San Mateo	2002	CARRERA 4S
Daniel Coffman	Palo Alto	1977	930
Richard B & John Fullerton	San Francisco	1957	356
Joe & Jody Greenhalgh	Belmont	2002	996
Mark & Renee Greenstein	Menlo Park	2002	BOXSTER S
Alan & Brenda Gugino	Gilroy	2002	996/911 CA
James L & Lydia Gusimat	San Jose	1994	SPEEDSTER
Connie & Don Le Beau	Los Altos	2002	911 TARGA
Burton & Melinda Louie	San Francisco	1996	911
Mark K Lukin	Hillsborough	2000	911
Ed R Marble	San Francisco	1990	928
Michael C & Nerissa Ann Marzolf	Menlo Park	1988	911
James P & Shirley J Mc Clelland	Walnut Creek	2002	CARRERA
Sturdy Mc Kee & Kathy Michihira	San Francisco	1986	944
Ramzi T Nahas	Palo Alto	1999	CARRERA
Kim Nguyen & Anson Mah	Mountain View	1999	996
Steve H Raffio & Betsy Miller	Los Gatos	2002	911
Paul F Reyes & Cris Huergas	Alameda	1980	911
Peter Santangeli	Los Gatos	1987	911
Ken E Short	Corte Madera	1998	BOXSTER
Bob Silver	Los Gatos	1996	C4S
Stephen M Smith	Pacifica	1989	944
Richard G & Patricia Snyder	San Jose	1969	912
Jos P & Nivedita Stella	San Francisco	1995	911
Robert W & Marjorie L Stephenson	San Bruno	1969	912
Michael & Nancy Stimson	Belmont	1989	944
Raymond & Shawn K Tang	Windsor	2001	BOXSTER
Amanda L Willson	San Jose	1985	911 CARRERA
Alvin F Wong & Susan Nonaka Wong	San Francisco	1995	993

Transfers In

Earle & Suzanne Beveridge	Mountain View	1989	944
Darren D Cooke & Julie Harkness Cooke	San Francisco	1981	911
Ed & Ladora Diaz	San Francisco	1984	911
Angus Fox	Redwood City	1989	928
Devin Holmes	San Francisco	1988	944
William Marlow & Virginia Fleming	San Francisco	1991	944
Kevin J Morrissey	San Francisco	1996	993

Transfers Out

Paul M Brodie & Linda Kauffman	St Marys	1983	911T
Glenn L Fisher	Boulder Creek	1989	944
Kurt Freytag	San Francisco	2000	BOXSTER
Jackie & Jim Handy	Saratoga	1989	911 CARRERA
William S & Sharon Ireton	Rocklin	1988	911
Jeffrey & Shannon Ledger	Santa Rosa	1996	993
Bill L & Kristina Marr	San Jose	2002	BOXSTER
Pat & Karen Moultrup	Monte Sereno	2002	996

32 Years

Thomas M & Gail Edwards	Portola Valley	1967	912
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31 Years

Dennis & Charlot Singleton	Atherton	1970	911T
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30 Years

Steven H & Tammy Conston	San Jose	1972	914
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29 Years

Edward F & Andrea Wuenschel	Redwood City	1966	911
Kerry L & Dorothy Bahl	Pleasanton	1977	911S

28 Years

David E & Judith Ann Colman	Walnut Creek	1970	914/6
Rich & Renee Bontempi	Woodside	1974	914

27 Years

Peter E & Malou Kemling	San Jose	1971	911T
Jerry H Woods	Campbell	1977	924

26 Years

W & Lynne Bell	Woodside	1983	911
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25 Years

Richard L & Margaret (Peg) Goerges	San Jose	1965	356C
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20 Years

W Jack & Cathy Kuhn	Dublin	1972	911T
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15 Years

Dennis & Sandra Allen	San Mateo	1990	911C2
Gordon D & Victoria Wolf	Napa	1980	911SC
Philip & Shirley Moroney	Hunters Hill	1974	911
Ron & Lisa Wicker	Rutherford	1977	911
Michael A Mitchell & Donna Sylvanovich	Fremont	1989	944

10 Years

Jon H Cox & Samyra Vigehone	San Jose	1982	911SC
George R Morones	Campbell	1984	911
Evan Williams & Catherine Siemens	Oakland	1972	911
George V Lazarus	Mill Valley	1982	911SC

5 Years

Kenneth & Sharene Vimig	Monte Seveno	1997	911
William Oswald	San Mateo	1969	911T
Tariq Roomi	Sunnyvale	1991	911
Armando P Levy & Tara Kerwin	San Francisco	1979	911
Tobias Olney & Rebecca Cantrell	San Carlos	1970	914
Robert L Dyson & Michael Duffy	Mill Valley	1994	911
Brad Bradshaw	Nazeing Essex	1982	911
Sam Perry & Lise Anne Olson	Menlo Park	1991	911
Ted Hammer & Amy Dodge-Hammer	San Jose	1970	914
Andrew Gorayeb	San Francisco	1973	911
F David Fujimoto	Fremont	1986	944
Harry E Cook & Nancy V Brown	Redwood Shores	1971	911

AtSpeed with GGR

*Story by Andrew Forrest
Photos by Jim Bauman*

Several members of the Golden Gate Region volunteered their time to help the AtSpeed Motorsports GT3 Team run in the SPEED World Challenge GT Championship

Ever wanted to see how the big boys run their racing operations but too shy to elbow your way in and hang out? Well a fairly unique opportunity to assist the crew of AtSpeed Motorsports, a SPEED World Challenge GT team at Laguna Seca this past month arose and I, along with a half dozen other club members, signed up.

Owned by driver Bob Miller, AtSpeed Motorsports campaigns two Porsche GT3s, formerly of the European supercup series. The team has a crew chief: Paul Amico, himself a PCA club racer, and two mechanics (Jeff and Jimmy) as well as two other members (Francisco and Dave). The second car, number 13, is driven by Greg Merrill.

Paul oversees a volunteer program that creatively addresses the team's need for additional hands on a race weekend. They solicit helpers for each event from the local PCA region in which they find themselves racing. Although the response is sometimes poor, GGR overwhelmed Paul with its enthusiasm and even though I had volunteered within 9 minutes

of the announcement being sent, I was wait-listed! In exchange for event admission (the coveted "pit pass"), a ball cap and polo shirt with the team logo on them, volunteers help out with a variety of jobs.

On this occasion, a four day commitment was required starting on a Thursday and ending on race day, Sunday. Each day had one or two practice sessions (except race day) and we all rapidly fell into a routine. Although there was a lot to do, there was also plenty of down time during which you could watch other practice sessions or races and wander around the paddock getting into trouble. The first thing I noticed on arriving Thursday morning was that the paddock at Laguna Seca looks a lot different when it is covered with trailers and motor-homes. It was a veritable village with multiple tire, fuel and other vendors. The diversity of racing craft and support was impressive too -- everything from a large tent with dozens of tired spec Miatas stuffed under it, to the ultra sweet Audi and Cadillac team trailers.

John Jeffries
Chet Bottone
Jean Ohl
Jim Dupree (SVR)
James Ohl
Andrew Forrest



One of the interesting things about the paddock was the existence of this sort of miniature village economy. Each team opens an account with one of the fuel suppliers and one of the tire suppliers and whomever else they need. Then, whenever it comes time to get some fuel or have some tires mounted, you just charge it against their car number.

I considered myself lucky when, on the first morning Paul handed Chet Bottone and me each a clipboard with a stop watch attached and forms for recording lap times, tire temperatures and pressures etc. This was the kind of physical labor for which I'm best suited. Before each session Chet and I would verify that the wheels had all been torqued, the driver's seats were in position, the hood and deck lids were pinned, and so on. During the sessions we would measure and record lap times. Each car would come in at least once during a practice session so that tire temperatures and pressures could be measured and recorded necessitating a spry jump over the pit wall and a quick scurry around the car, clipboard in hand. After each session we would refuel the cars, the brakes would be bled, the cars would be cleaned and any mechanical issues addressed.

From my perspective, the cars were incredibly reliable. The team does place a premium on driver confidence however and therefore perform some tasks that a lazier driver (that is me) might not do. Bleeding the brakes between sessions never revealed any problems as far as I could see but was done anyway so the drivers needn't worry. Along those lines, the adage "if it ain't broke, don't fix it" would seem to need updating to include the addendum "but you can replace it!" because after their last practice session before the race, the team elected to replace the front calipers on Bob's car. Wow.

There appears to be a lot of pushing of cars going on in the paddock on the race weekend. It turns out that they're not all broken but are probably just on a trip to the scales for weighing (see this month's Nugget cover!). Since the engines have a very limited lifetime, any opportunity to avoid starting them is taken. Plus, your ears enjoy the break too.

In my opinion, the best jobs involved the team's golf cart. Taking tires to the Toyo trailer for mounting/dismounting or taking the gas cans over to the Elf Racing Fuel vendor. Occasionally we even needed to drive up the hill to take a look at the corkscrew and monitor it for changing track conditions (wink).

James and Jean Ohl were among the volunteers this year although this was not the first year they had assisted AtSpeed Motorsports. Let me say up front these two are cleaning machines. If you've got something that needs cleaning these two are your people. They kept the cars spotless the entire race weekend in addition to helping sell autographed models of the #23 car and initiating the newer volunteers.

Despite our repeated offers to drive the cars the team never budged from their rigid "no volunteers get to drive the cars" policy. I did get a brief ride in one, but only from the pit to the paddock after the race on Sunday. I thought my G50 rattled! The cars were very noisy (as expected) and it was hard to assess the handling squatting where the passenger seat would have been as we threaded our way through the paddock crowd back to our trailer.

In the end, we had a lot of fun, saw some great racing, learned a thing or two and made some new friends. If you're thinking about trying this next year, I would encourage you to do so but remember, when the call comes out you have less than nine minutes to respond.



Jean and James Ohl
polish up the GT3s



GGR's John Jeffries
advises AtSpeed
drivers Bob Miller
and Greg Merrill
on the fast line
around Laguna.





Andrew Forrest and Chet Bottone push #23 to the scales.

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GGR Marketplatz...

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>

Porsches For Sale

1991 C2 cabriolet (964) 65k orig. miles, 5 spd, grand prix white with cobalt blue interior & top. More info and pictures at <http://pages.sbcglobal.net/borist/c2.htm>. Contact Boris Tekslar at boris.teksler@hp.com or 650.854.7227.

1977 911S Targa. Project car, 143k miles. Top end rebuild @ 133k. Blk int. 15x6 fuchs. Sending unit developed a leak and car has sat idle for 9 years. Needs attention. \$4900./bo. Contact Joe Guerra at jojac99@aol.com or 408-226-2010.

1984 944. 5 speed, Guards Red/Tan leather, ps, pw, power sunroof, garaged, 134 k mi., original clutch, excellent inside/out, \$4000. Contact Simona Goldstein at simona_g@hotmail.com or 408 394-4956.

1970 914-6 #9140432196. 3500 miles on complete restoration. 2.7 with side shift transmission, SS headers with heat. New brakes, tires, 7x15 Fuchs, custom pearlescent blue paint. Fast, fun daily driver. \$25000 OBO. Thor Hanson (415)898-6474.

1994 968 Coupe. 6 speed, Blue/Gray, 54K miles, sport suspension, 911 brakes, 17" wheels, timing belt replaced, 5 pt. harnesses, car hit left rear and repaired, very good condition, handles great, \$16,500/best offer. Gary Kerchner, (408) 223-7544.

1989 944S2. White/burgundy leather 140,500 miles, new belts-water pump, 2 new michelins, cold A/C, 3.0L mechanically sound. Fresno Calif. \$8,500 for fast sale Contact Doug Coon at dcoon944@earthlink.net or 559-224-5309.

1977 930 (911 Turbo) #9307800346. Beautiful, sea-foam green. Always garaged, owned since 1991, babied, not a daily driver, used for occasional short weekend trips, always maintained. \$22,000. Contact Geoff Alexander at edufilm@hotmail.com or 408-292-3593.

2001 996 C2 Cabriolet. Silver/Black. 7k mi, Tip, power seats, heated seats, litronics, hard top, windstop, garaged. \$74,500. Contact Jon Ewanich at jon@silicon-value.com or 650-390-0159.

1988 924 S. 2-owner car, blk w/ gray cloth int, sunroof, 82k miles, exc. cond., all records from new, A/C. Must sell quickly. \$4950 OBO. Contact Neil Pack at snpacks@aol.com or 925-944-3774 or 925-671-7152.

1970 914/6 Roadster. White/blk int, orig eng block, recently rebuilt 2.2L engine, all new factory parts, \$15k invested. Additional \$7k in competition chassis. Fuchs, Momo wheel, side shifter, roll bar, more extras. \$19,750. Contact Anne West at 650.462.9378

1982 911 SC Targa. Brown metallic, black interior, 101K miles, alarm, smog check, 3rd owner, Carrera tensioner upgrade, service records since 20K, extras, \$13,000 Contact Manuel Pardo at mpardo@itsa.ucsf.edu or 415.608.5804.

1971 914 / 1.7. Light Ivory with Tan/Black Interior. Pedrini Alloys. \$7K in receipts. "Fair" condition. Smog exempt. Asking \$3,500. Must sell, make offer. Contact Mark Powell at mvpowell@us.ibm.com or 408.226.5670.

1986 911 Carrera Coupe. Ice green/blk, 2nd owner, clean, garaged, 77k mi. Contact David Rothenberg at 650.375.0198

1974 914 / 2.0. Phoenix Red (orange) with Black Interior. Mahle Alloys. \$5K in receipts. "Good" to "Fair" condition. Smogged. Asking \$4,500. Must sell, make offer. Contact Matt Powell at mvpowell@us.ibm.com or 408.781.2154.

1972 911. Mat Lowrance special. Club race GT2R. Fresh 3.6 370hp motor. 1875 lbs. Many GGR T/T Z track records. Well sorted. Asking \$45,000 or \$50,000 w/20ft. enc. trailer. Contact Ray Dicius at ray.dicius@rbcdain.com or 949.584.8401.

1969 911e. 2.2L eng, MFI, larger torsion bars, quai fe, oil cooler, roll bar, race seats, fiberglass tail and front/rear valance, Adj Koni's and more. \$13,900 OBO Contact Kirk Doberenz at kdoberenz@msn.com or 925 837-0479.

1978 Porsche 911SC Targa. 133K, Petrol Blue/Full leather blue interior, all stock, Spackmann/GD Racing maintained. all records, never smoked in nor driven in rain. A CLEAN, covered & garage kept never wrecked car. LOSS OF storage space forces sale, just had \$1000+ work @ GD... \$12,950. 650.377.7112 pager days.

1983 944 Race Car. Former Ted Smith car. Class records at Laguna & Sears. Recent top-end, headers, suspension. References avail. \$7,900. Contact Iain Stobie at 818.225.4801

1990 944 S2 Cabriolet. White/blue int. 77k mi, great cond. 17" 996 Technology whls, serviced by Bauer. \$14,500. Contact John Crittenden at 510.655.5655 or jcrittenden@cooley.com

1973 911. 3.6L, Carrillo rods, Haltech, MSD, headers, oil coolers, custom gears. Quaiffe, RSR clutch, Tilton starter, RS style body, still street legal. \$30,000. Contact Jim Hayes at 775.857.1960 or jimsue911@aol.com

1974 914-6 Race Car. 3.4L twin-plug, 325hp/1850lb, 915 trans, big brakes, full race, everything fresh. \$34,000 obo more details if truly interested. Contact Lloyd DeMartini at 925.606.8543.

1993 RS America. Guards red, no sunroof/aircon. H&R lowered, 75k mi service just done. Extra 17" whls. Excl cond. \$33,000 obo. Contact Kai at 650.224.4635 or 911rsa@excite.com.

1988 911 Carrera Targa. Marine blue/blue lthr, vg body/paint. 120k mi, eng strong & dry. \$23,000. Contact Chris at 707.585.1065.

Parts & Miscellaneous

CARAVAN TO FLORIDA! Anyone interested in caravanning to the Florida parade please contact Ron Halfhill, 1-800-595-0235 or verdant1@pacbell.net

Auto-X tires & wheels (4) Boxster 16x6 wheels with Toyo tires. used only for two DE on an unflared 914-6, lots of tread left. \$650 for the set Contact Cris Huergas at rgruppe911@hotmail.com or 510 523-7763.

Five 356 wheels w/tires. Set of five 4.5 x 15 steel wheels with never-used Dunlop 195 tires. Tires w/wheels \$350 or just the tires \$225. Contact Gary Schultz at garyz@pixar.com or 510/752-3077.

73 911 IROC Whale tail w/ grill & clear plastic extension. Excellent.\$300 Contact Gary McNair at GMTRACKMAN@aol.com or 707 252 2363.

Handpainted Center Caps. Hand painted center caps; fit Fuchs or Cookie Cutter wheels. \$150/set + \$6 shipping. Send email for pictures and any questions. Contact Steve Rosenzweig at 510.701.8998 or steven_rosenzweig@yahoo.com.

964 G50 Limited Slip. Rebuilt factory 964/G50 limited slip differential. New disks, fine spline. Will work in early G50 boxes too. \$800/BO. Contact Garrick Lew at gsl@mltsf.com or 415-788-9000 ext 113.

911 Camber Truss. In good servicable cond. \$85 + shipping. Contact David at 415.597.2417

7&8" Fuchs w/ Kuhmos. 7" are 944T countersunk. Kuhmos with 6-8 sessions of wear. \$1,100. Contact Armando Levy at 415.585.3557

930 Bra & OEM Speakers. Colgan Nose bra and OEM speakers and grilles from '87 930. All offers considered. Contact Bill at 415.876.2455

Trailer. For 911/914, 17.5' long, 14' bed, 8' ramp. 3000 lb cap, single axle, 2 yrs old. \$2,250. Contact Ken Holladay at 408.922.9385

Free 914. 1974 car free to 20 year old or younger. Project car, no engine, right rear susp needs work. Body very sound. Contact Craig Watkins at 707.829.0700.

964 G50 Limited Slip. Rebuilt factory LSD. New disks, fine spline. \$800 obo. **Mahle 3.3L Piston/Cyl Set.** 20k mi in excl cond, all within factory specs, nothing wrong, I'm just going bigger. \$800 obo. Contact Garrick Lew at 415.788.9000 x113

Free Tires. 2 Pirelli 225/50VR16 P7s to PCA member. Contact Gary David at 408.735.1066

GHL 964 Cat Test Pipe. Stainless with O2 bung. \$310 new, will sell for \$200 obo. Contact Jim Paugh at 650.595.8848 or jim.paugh@sun.com

944 Roll bar. Used with shoulder belt bar. \$100. Contact Raoul at 408.356.7620 or rcvideo@aol.com

914 Wheels. 4 Mahle 5.5x15 4-bolt whls. Good cond w/ usable Yokos. \$500 obo. Contact Rick Drain at 650.367.9926 or ggr@ricks-cafe.com

911 Parts. 15mm/15mm early 911 sway, cad plated hdwr, blk bars, concours cond, \$300. Momo Prototipo 13.6mm steering whl, rare, \$275. Contact Cris Huergas at 510.523.7763

911 Wheels & Tires. Gotti 8.5&10.5x15 w/ 50% Hoo-siers, \$1,000. Etoile 9&11x15 w/ 50% Yoko AVS, \$1,000. Excl cond. Contact Ron at 408.246.5851

Early 911 Seats. From '69 911E, highbacks. One in good cond, other needs recovered. In Modesto, make any offer. Contact Chad at 209.606.1696.

Wanted

Open Trailer Wanted for pulling 914 to autocrosses. Contact Rob at rob_ways@mind-spring.com or 408.370.7842.

Fuchs 16x8 alloys (2). Clean/needng work, all considered. 650.377.7112 pager days.

911 or 914 Parts. Looking for parts or parts cars at reasonable prices, clean out that garage! Please, no collector items. Contact Dan (408) 483-5224.

Design 90 Wheels. Need one pair. These were "winter wheels" are are 7x16 w/ 55mm offset. Contact Ken Mack at 408.268.4369.

911 Factory Jack. For '74 911. Will pay or free for the needy. Contact Ros at rosd2@hotmail.com

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Building competitive track cars requires experience. THIS IS WHAT WE DO! With class wins and overall victories at many of the major club races, The Racers Group is among THE BEST overall resources for preparing your car. Save time, save money and go fast. We also offer driver and drive services with no hassles or headaches. We can customize your weekend to include both pre & post race prep, transportation, driver coaching, and individual or corporate hospitality. There is no substitute for experience.



CLUB RACING...

Since 1995 we have been one of the leading independent professional race teams. Let us help you get to the top. We can prep, tow or transport your club racer for one race or for an entire season. Driver coaching, chassis setup, data acquisition and engineering services are available. Let one of The Racers Group professional drivers to come help you get to where you want to be.



OR PROFESSIONAL...

Let our RESULTS speak for themselves. Winning a grueling race like the ROLEX 24 or finishing with 3 cars in the top 10 doesn't happen by luck. It all begins with excellent preparation and a plan. Let us help you with your plan so you can achieve the maximum potential for your car & your car within the budget YOU prescribe. We can also help with growing services for your car or team. "Bids" available to qualified drivers to race major professional races.



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?!



Our facility comprises 3 separate workshops and over 10,000 sq. ft. right in the middle of San Francisco Bay. We have two transport trailers to allow you to arrive on time, fully prepared, in style and worry-free.



Our facilities include a street car workshop, parts sales, engineering, shock, chassis & engine dynos, engine & tranny workshops, full fabrication facility, shipping & receiving, race car storage and administrative offices.



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



BRAKES
Pilot, Hawk, PFC, Brembo, Alcon & AP. A full line of brake kits up to 15". We have it all.



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



FUEL CELLS
Custom fuel cells & refueling equipment for all applications. Fuel cells are in stock from 154 to 916.



DYNO
We have engine, chassis & shock dynos. Let our engineers build it for you.



WHEELS
Koni, Fila, BBS & others. Correct fitment with good prices. Tire plugs available.



URETHANE
The Unichip programmable piggy-back computer. Lights years ahead of a standard chip.



FABRICATION
We do all our fabrication in-house including design, roll bar fabrication, fuel system builds and any special requests.

- 916 & Boxster sway bar kits
- Monitor tires — Great Prices
- S & 4 point harnesses starting at \$149
- Complete on-board fire systems — CALL
- Headers starting at \$495

- All OEM street parts — BEST PRICES
- \$44 Custom sway bars — NEW
- Complete oil cooler kits starting at \$295
- Roll bar & cages starting at \$395
- Motor-Flat interlocking floor tiles, from \$1.49



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