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Columns

President's Column 4
Editor's Column 5
Events Calendar 14
Competition Column 17
Board Meeting 22
Classifieds 26

Features

Soprannomi 6
Parade 2002 - Boise 8
In Car Video - the Inexpensive Alternative 13
Autocross Photos - Alameda 24

Cover: Autocross returns to Alameda Point, complete with battleships in the background. Photo by Howard Yao

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The Zone 7 website is http://vista.pca.org/zone7

Visit the GGR website at http://www.pca-ggr.org

The Zone 7 website is http://vista.pca.org/zone7
It does not seem possible, but fall is upon us (even though its still 100 degrees outside!). That means that several outstanding events will soon happen:

The Carlsen Swap Meet and Zone 7 Concours at Carlsen’s new, state-of-the-art Porsche dealership is September 15th. Please see the advertisement in this issue for details and a map to the new Redwood City location. Jean and I will be doing the food and drinks; GGR’s Goodie Bag and Membership Director will also be there. Carlsen Porsche is trying to get the street in front of the new location closed for this day, but final details are still being arranged — the dealership is in Redwood City but Menlo Park controls the street. Swap meet stalls will be the size of parking spaces. If you need more space than that, be prepared to pay for two stalls. General parking at the dealership will be limited. However, several nearby buildings have parking lots that will be available for general parking. And remember, the net proceeds from this event will go to charity!

September 21st is the 2002 Agricultural Inspection Tour by Rob Neidel and Mary Matthews. In addition to knowing fine wine, Rob and Mary know how to put on a great tour. They chaired the 2001 Agricultural Inspection Tour that won GGR’s Social Event of the Year! Jean and I plan on attending. I may even let Jean drive!

On October 26 & 27, GGR is hosting “Octoberfest at the Point,” a PCA Club Race at Sears Point with two drivers education groups open to time trailers. Chairman Masuo Robinson, former GGR Time Trial Chairman Extraordinaire, has everything well in hand and this promises to be a great event. It is filling up fast, so hurry if you want to run. Half of the net proceeds from this event will go to Child Advocates of San Mateo & Santa Clara Counties, a group GGR has been supporting for several years.

On a personal note, I want to thank all who have inquired about my health. In a nutshell, I have a rare type of arthritis in my upper neck and herniated disks in my lower neck. The medicos want to try additional options, so the operation has been postponed.
The search is over. The tandem team of Jim Bauman and Tom Pickett have agreed to take over the position(s?) of Editor. With a minimum amount of stalking and almost no violent threats, Jim and Tom have graciously volunteered their efforts to help The Nugget continue and flourish. We will be meeting in the next few weeks to make the transition, so I'll probably still have a hand in the October issue, but after that boys, you're on your own! So I'll save all my relections and thank yous until then.

As we near the debut of the Cayenne and with all the (highly controlled) tidbits of info that the Factory is releasing to the media, I'm surprised that there hasn't been very much discussion about the Cayenne in our region. In the September 2002 issue of Automobile, there is a scathing design review of the Cayenne. It's probably the most brutal review that I've ever read from columnist Robert Cumberford. The only design feature he liked was the exhaust tips.

The tone of the article was kind of a shock to me, because I read so much Porsche-centric publications that NEVER criticize Porsche, except for a few unruly reader feedback columns. There's a whole other world out there, that isn't always enamoured with everything Porsche. Well, after reading Cumberford's column, I agree with a lot of his points.

The design of the car is not ugly, but rather plain, kind of like a raised Dodge Caravan with a 911-esque nose. I think the design problem stems from the decision to make a SUV. Given the charge, I think Porsche has done a reasonable job, have you noticed there are a lot of successful SUVs that look tough and rugged, but none that look fast and sexy?

I was really hoping that Porsche's first non-sports car (never mind the amphibious battle tank) would be a station wagon. Now wagons CAN look fast and sexy, and they are also very practical cars that can help them "recession-proof" their product line. I can imagine a great looking Porsche station wagon with performance that would cause an Audi S4 Avant to hide behind the wheelarches of it's mama - the S8.

The timing is also really bad. I know more people trying to sell their Porsches, rather than buying one. Big SUVs with 24" chrome wheels ARE selling surprisingly well, I don't believe that the Cayenne will be a "cross over" vehicle for entice potential first time Porsche owners. On the contrary, I see it as the ultimate race car tow vehicle for people that already own Porsches. Imagine a Twin-Turbo V8 Cayenne with a 996 GT3 RS hitched on the back. Now that would be one hot image with some serious snob appeal!

If I'm a prospective first time Porsche buyer with $70k to spend on a new car, with a need for storage space, I would buy a VW Eurovan AND a Boxster. I'm sure the VW is quite capable of hauling lots of stuff and I know the Boxster is a wonderful sports car. Why try to force utility and performance?

Lets see how this all plays out, I really hope that I'm wrong. I'm already dreading the moment when I inevitably will see a shiny black Cayenne with 24" chrome wheels thumping down Market Street...
Those of us who participate in the time trial series are a special subgroup of GGR. We attend numerous events every year, often see the same people, welcome the new students and usually drive in the same run groups. It is common to go out for dinner with friends and socialize throughout the event. There is a definite community aspect to the scene.

Within this group there can be interesting stories involving drivers, their cars, the latest lap times and maybe a special result. At the last time trial, I overheard in the paddock that one of our members was being called a new name. What was this, a new nickname? This intrigued me. How many other time trial drivers had nicknames? Where did the nickname come from? Claudia Mazzoni writing about Italian names says:

“In Italian, they are called “soprannomi” which literally means “above the name”. You find them in every small Italian town where there has been a community life going on for centuries. People identify themselves and each other by their nicknames, not by their legal first or last name. In fact, using the “actual” names can be very confusing to the local people. If you talk about somebody using their real name, nobody knows who you’re talking about!”

While we haven’t been time trialing for centuries, the community aspect and knowing people by their nicknames sounds fun. A meaningful nickname needs to describe the driver or maybe the car. A candidate should be on the receiving end of a name; I don’t think that nickname etiquette allows for you to select your own. Of course those on the receiving end may have a right to veto a proposed name, asking that they not be called by that moniker. This would not apply to the temporary nicknames that we occasionally use when we have just been sprayed by rocks by the preceding car or some similar circumstance that elicits a temporary designation.

Sometimes by observation, at times by hearsay, I will employ a nickname for one of our fellow members. These are for my own use, to enliven various paddock characters. Among them have been “Running Man” Parks, “Black Flag” Jones, and “Left Hand” Watts. Perhaps I can offer an insight to some of these nicknames. “Running Man” is what I see Ken Parks doing: running to change drivers or running to the pits to find a student. Ken is an athlete and a hard worker! “Left Hand” has a few meanings. Anyone who has been at a time trials driver meeting is familiar with the passing rules review and proper use of the left hand is required. Also, from various accounts, I am told that the Chief Instructor’s left hand has surprised the uninitiated on a few occasions. “Black Flag” (insert infraction here), needs only a little imagination from the reader.

Allow me to return to what I heard in the paddock at this past weekend’s time trial. John Cole was given a new name - John “Red Line” Cole; with a Km time of 2.06.08 going clockwise, it seemed to fit. Mr. Red Line, I hope you don’t mind your new nickname.

**Soprannomi** by Bob Murillo, GGR Member
The Nugget

Carlsen Porsche proudly presents the annual

GGR Swap Meet & Concours

at their new state-of-the-art Porsche dealership

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

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

All Proceeds Go To Charity !!!!
Parade 2002 by Marianne Gardner, GGR Member

For those of you that did not attend this year’s Parade in Boise, Idaho you missed (1) seeing 220 Porsches wind their way through downtown Boise in a parade with police escort, (2) an 8 story parking garage completely full of Porsches, (3) an entire city welcoming us starting with the mayor at the Welcoming Banquet (he had the city fountains turned off for the speeches), to the police letting PCA be the first car club to ever use their training facility for our autocross, to having exclusive access to the huge downtown parking facility for 10 days.

Boise is a cosmopolitan city, about 11 hours from the Bay Area. Everywhere we went, we experienced a very friendly atmosphere, every restaurant we tried or heard about had excellent food, and casual dress was ok! All the hotels were within walking distance of Parade Central and we walked everywhere at all hours. The weather was gorgeous all week, though the locals wished for some rain to clear the air from the Oregon fires. We decided to take the touring car (968) so we could take 2 sets of golf clubs, and we enjoyed the drive. Banbury, the beautiful public course where the golf tournament was held, was in better condition than several private/resort courses we’ve played on. The autocross course was “fun fast” (as opposed to “scary fast” at Parade 2000) and a couple from Seattle took TTOD and TTODL.

Ruth Harte’s retirement was appropriately recognized at the National level as well as at the Welcome and Victory banquets. John Clever was remembered at the Rallye Banquet.

The next Parade will be at the Saddlebrook Resort, near Tampa, June 22-28, 2003. The chairs, Bill and Ellen Riley, spoke briefly about what to expect. The track event will be held at Sebring, there will be access to the Collier Auto Museum, the autocross will take 3 mornings, the concours will be held on site, the rallye will be on some lesser known roads, and there will be no black tie events - resort casual is the dress code. Anyone from California who drives has a chance for the long distance award!

Al and Barbara Grimm’s 1955 Carrera Speedster.
GGR Award Recipients
(except autocross, there were too many to note!)

PCA National Service Award - Bruce Anderson

Concours
Allan & Barbara Grimm- 3rd (356 Full)
Ken Mason & Christine Dunn- 7th (911 Touring)
Alfred Abken- 2nd (Series Modified Touring)
Robert & Joan Kilburn- 1st (914 Preservation)

Rallye
Larry & Greg Adams-8th
Tracey Morris & Hayden Burvill-21st
Olen Creech & Don Tevini- 29th (141 cars in unequipped)
Bob & Marianne Gardner -8th (equipped)

Tech Quiz
Joe Hartmann- 2nd
Alfred Abken- 4th
Marianne Gardner- 2nd

For those into advanced planning (or concerned that Florida is too long a drive), the 2004 Parade will be July 4-10 in Dallas/Ft Worth, hosted by Maverick Region.
A Time, Speed & Distance (TSD) Rallye. The rallye will have no intentional traps. Beginners and first timers will be given mileage or street names at most turning points. Rallye classes are Beginner, Novice, Expert-unequipped, and Expert-equipped.

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

Starting Location: Bernal Plaza Shopping Center, San Jose. From US 101 South or US 85 South take the Bernal Road exit. Bear right at the signal onto Bernal Road. Turn right into the Bernal Plaza Shopping Center. Meet in the parking lot behind Hollywood Video. For information: Call Co-Rallyemasters Larry or Greg Adams at 650.345.2232 or e-mail oldcarnut@aol.com
Redwood Region Presents

The Third Annual Ledson Winery Concours

September 29, 2002

If last year’s event was any indication, this should be a terrific concours! The concours runs from 9:00 A.M. to 3:00 P.M., with car placement from 9:00 to 10:30 A.M. Judging begins at 11:00 A.M. This is an official Zone 7 concours.

Fee for judged Porsches is $20.00 per entry, with $5.00 from each entry going to Guide Dogs for the Blind. For more details, contact James Heisey at (707) 542-7722. The concours and live music are free to nonparticipant PCA members; the fee for wine tasting and a Ledson logo wine glass is $10.00 per person.

Address: Ledson Winery & Vineyard, 7335 Hwy 12 Santa Rosa, CA 95452
Phone (707) 537-3816 URL: www.ledson.com

Directions: From Hwy 101 North, take the Hwy 12 exit in Santa Rosa and continue East towards Kenwood/Sonoma to the Ledson Winery (on the left). From Hwy 80, take Hwy 12 or Hwy 37 to Napa. Proceed over the Napa River Bridge, go left on Hwy 121/12. Follow Signs to Sonoma and continue on Hwy 12 through Kenwood to Ledson Winery (on the right).
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- Sunday qualifying, parade laps for spectators, feature races and awards party

For more information contact:

Chairman
Masuo Robinson
408.399.4808
masuo@ix.netcom.com

Registrar
Doug DeVetter
530.676.9046
dougd.devetter@attbi.com

Drivers Education
Larry Heitman
530.796.3005
lheitman@naucom.com

To Enter Online:
www.pca-gger.org and click on
“Pre-register for October Club Race”

Half the proceeds go to
Child Advocates of San Mateo & Santa Clara Counties
In Car Video - the Inexpensive Alternative
by Jim Bauman, GGR Member

A few years ago Tom Pickett and I charged up Mount Hamilton Road east of San Jose in our red 911 Cabriolets. Tom lead the way and I followed very close behind with a video camera “mounted” on my car. The camcorder was a Sony Hi8, vintage 1994, secured to the driver’s door handle with duct tape and bungee cords. The result was interesting, but the vibration made it difficult to watch. I knew there had to be a better way.

Various off-the-shelf in-car video systems were available, but I wasn’t really interested in spending a whole lot of money – certainly not anything close to the $1000 starting price. Then I discovered Supercircuits, a company that sold cheap, durable auxiliary lenses that connect to the video port on a standard camcorder. These Supercircuits miniature lenses have some great features, besides being cheap. They’re very small so you can place them in a variety of different mounting sites, even securing them with nothing more than duct tape. They also have a very wide field of view – 70 degrees or more.

To start, I bought their very inexpensive black and white weatherproof lens to try out at an autocross at Candlestick Park. I mounted the lens on top of the windshield frame using a small clamp and “L” bracket. I didn’t have a long power or video cable, so the lens had to be held in the passenger’s lap during the run. I liked the result, although I didn’t have sound – yet.

At the Thunder Hill Time Trial in July, I used duct tape to mount the lens on the front bumper, just below the right side headlight. With the camera mounted so low, you really get the sense of speed! I placed the camcorder neatly in the trunk, inside a padded case.

Later that day, I mounted the lens dead center on top of the windshield frame. This gave a much better view of the track, as well as my hood and fenders as a reference point. The “speed rush” wasn’t quite the same, but on a Z class car the result would be different!

(continued on page 18)
**GGR Events Calendar**  Larry Sharp, Vice President

**September**

1  Sunday

5  Thursday

7  Saturday

8  Sunday

13  Friday

14  Saturday

14  Saturday

15  Sunday

21  Saturday

22  Sunday

21-22  Weekend

28  Saturday

29  Sunday

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

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

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

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

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

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

**SVR Autocross** at Mather. Contact Bill Winkler at 916.364.5423

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

**Rob’s Annual Agricultural Inspection Tour**. Meet at Larkspur Ferry. Contact Rob Neidel at 408.807.6909 or rob@neideldesign.com

**GGR Competition Rules Meeting**. Open to all members. 10:00 am at 348 Morse Ave, Sunnyvale, CA 94085. Bob Gardner 408.733.0776

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

**GGR/Strasse Autocross Series #8** at Alameda Point. Contact David Leong at 925.362.2431 or david@dleong.org

**Zone 7 Concours #8** hosted by RR at the Ledson Winery, Santa Rosa.

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email: ernie@vintagewingsandwheels.com
GGR Events Calendar

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

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

**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 #8 "Coyote Run"** hosted by GGR. Contact Larry Adams at 650.345.2232

**SVR Swapmeet** at Rancho Cordova

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

**Zone 7 Autocross #7 & #8** hosted by SR at Millerton Lake. Contact Dean Posey at 559.297.0897 or kathyp@calbusfurn.com

**GGR Club Race** at Sears Point. Contact Chairman, Masuo Robinson at 408.399.4808/masuo@ix.netcom.com or Registrar, Doug DeVetter at 530.676.9046/doug.devetter@attbi.com

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DR - Diablo Region  GGR - Golden Gate Region  LPR - Loma Prieta Region  MBR - Monterey Bay Region  RR - Redwood Region  SR - Sequoia Region  SVR - Sacramento Valley Region  YR - Yosemite Region

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September 2002
**Racin' Around**  Bob Gardner, Competition Chairman

We have come to that time of year when the newly proposed rule changes for next season get published, discussed, and voted on. The proposed rules changes this year is split into one large change and several clarification changes. Let me begin with the biggie. It has been proposed that the Time Trial Series be run using PCA Club Racing rules and that the Autocross Series use the Zone 7 Rules. I am sure that this proposed change will stir up some comments. This proposal has a lot of merit in that it splits the rules into two separate activities. It moves rules responsibility away from a single region and to PCA National and to the Zone. This will result in rules stability. Clearly if this proposal passes the remaining proposals would be moot.

The first of the other proposals is to revise the wording that requires fire extinguishers be accessible to a belted driver. I don’t know about you, but it doesn’t sound real appealing to be strapped to a car-b-que. Also there are proposed wording revisions concerning car numbers, mounting of seat belts, and the elimination of Porsche powered replicas of Porsche tube frame sports prototypes. But by far the largest number of proposals received were to change the tire size rules to a “no rub” type of rule similar to the rules used by Parade and other car organizations. Clearly something needs to be done to fix this issue. Whatever the change turns out to be, it needs to be fair and easy to enforce. The rest of the proposed changes are in the category of errors or omissions.

A complete text of the proposed rule changes will be posted on the web site prior to the open member meeting on September 22nd at my house.
The next problem I had was sound. On my camcorder, the microphone jack doesn’t work when you record using an external camera; and, you can’t plug a normal microphone into the RCA type audio plug on the camcorder.

The solution was to use a wireless microphone and an adapter plug, connecting the earphone output on the wireless microphone receiver to the audio jack on the camcorder. You could also use a small tape recorder and run a connection from the recorder’s earphone jack to the camcorder just like I did below. With the microphone taped to the back bumper near the exhaust, the sound was great! No wind noise (a little foam wrapped around the microphone took care of that) and plenty of Porsche sound. As a matter of fact, my car never sounded so good!

The wiring setup is shown below:

If you’d like to try this, check out the Supercircuits web site (www.supercircuits.com) and look at their weatherproof cameras. If you want to see my setup, look for my red 911 Cabriolet (Number 104) at the next autocross or Time Trial.
Back by popular demand!

2002 Agricultural Inspection Tour

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

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

For RSVP and More information:
Rob Neidel & Mary Matthews
415 464 0232
or rob@neideldesign.com

2001 Social Event of the Year!

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3640 East 9th Street, Oakland, CA 94601
510-437-9400
CALL TO ORDER
The meeting was called to order at 7:30 p.m. on July 11, 2002

Board members present were James Ohl, Larry Sharp, Louise Sousoures, Bob Gardner, Ken Park, Susan Kennedy, Nugget Editor Howard Yao and Webmeister Susan Angebranndt. Also present was Bob Peterson, David Leong, Larry Adams, Jean Ohl, Marianne Gardner, and Harold Williams.

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

B. POSTMORTEM OF EVENTS
1. New Member Social – well attended, 35 cars in tour.
2. Friday night social – well attended.
3. Autocross, 109 attendees.

C. DIRECTORS REPORTS

PRESIDENT, James Ohl
1. Received email from Lotus club, asking us to potentially share their event.
2. Received note from Shirley Neidel and Nugget crew regarding election ballots, to be slipped into the Nugget. Ballots must be to Nugget mailing crew by October 12.
3. Received Region Focus, which had nice things to say about GGR.
4. Regarding the ballot for the president’s meeting at Parade this year, will vote on proposals, fill in proxy vote and mail.

VICE PRESIDENT, Larry Sharp
2. Insurance is ordered for the rest of the month.

TREASURER, Ken Park
1. Submitted report.
2. Goodie Store: Disseminated revised summary for cost of merchandise.
3. Treasurer’s report and Goodie Store budget approved unanimously.

MEMBERSHIP, Cherie Kuhn
1. There were 23 new members this month; transfers in, 1; transfers out, 5. Motion to accept New Members was approved unanimously.

COMPETITION, Bob Gardner

SECRETARY, Louise Sousoures
1. Nothing to report.

SOCIAL, Susan Kennedy
1. Nothing to report.

NUGGET EDITOR, Howard Yao
1. Still seeking replacement.
2. Anne Del Villano continuing to do a good job with collection, still 4 or 5 advertisers have not paid.
3. Asked Kevin Buckler to write article for Nugget regarding his Le Mans victory.
WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. Geographic boundaries: President is receiving emails regarding this, approximately 2 for, 2 neutral, 15 against. Motion to put the charter change on ballot for whole membership to decide, with explanation from the board in the Nugget, approved unanimously
2. Dealerboards: Tabled until next meeting. Action item to Membership to order 4 dealerboards.
4. Thunderhill: Discussion ensued regarding the possible augmentation of our contract with them.

E. NEW BUSINESS
1. RCE looks like a hoax, no email or phone numbers are valid.
2. Alameda autocross site: We are on agenda for 7-22, we have paid for the permit. Treasurer will attend meeting to make sure this actually will go through. If it does, we are on for 8-10 autocross.
3. Transponders for next two events: Time Trial Chairman has rented the equipment for the next two events at Thunderhill. Laguna Seca and Sears Point do not rent the system. Discussion ensued regarding the potential purchase of the transponder system for timing of time trials next year.
4. Budget from Webmaster – approved unanimously.
5. Nominating committee: Vice President, Competition and Membership positions need to be replaced for next year. Secretary, President and Treasurer will all run next year.
6. Treasurer: For 2003, he would like to start submission of budgets in October or November of this year if possible.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:00 PM. The next Board of Directors meeting will be held August 8, 2002 at 7:00 p.m. at a place to be determined. Call President at 650.341.9020 to add items to agenda.

CALL TO ORDER
The meeting was called to order at 7:50 p.m. on August 8, 2002.

Board members present were James Ohl, Larry Sharp, Louise Sousoures, Bob Gardner, Ken Park, Nugget Editor Howard Yao and Webmeister Susan Angebranndt. Also present was Chet Bottone, Larry Adams, Harold Williams, Jean Ohl, Pamela Park and Chris Murray.

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

B. POSTMORTEM OF EVENTS
1. Friday night social – well attended.
2. Time Trial July 20, 21 – well attended, good weather. Transponders are working very nicely for timed runs.
3. 2002 Parade in Boise – really fun, great Parade!

C. DIRECTORS REPORTS

PRESIDENT, James Ohl
1. Proposed competition rules at Parade, all passed. Discussion ensued regarding tires, National would like to see participants come to Parade and compete on street tires.
2. Carlsen swap meet is in status quo. President and Larry Adams are continuing to work with Carlsen regarding this.
3. National has informed all regions it does not have dealerboards for sale.

**VICE PRESIDENT, Larry Sharp**
1. Calendar Changes: All TBAs for autocrosses will be held at the new Alameda site.
2. September 22, 10:00 a.m. is open rules meeting to be held at the home of Competition Director.
3. Insurance for autocrosses, Time Trials all set.

**TREASURER, Ken Park**
1. Submitted report.
2. Treasurer’s report approved unanimously.

**MEMBERSHIP, Cherie Kuhn**
1. No report submitted.

**COMPETITION, Bob Gardner**
1. Budget for Coyote Run submitted and approved unanimously.
2. Motion that Competition Director for 2003 may distribute rules book next year as the Director sees fit, unanimously approved.
3. Discussion ensued regarding the permit for the Alameda site, restrictions, etc.
4. From PCA: For all parade laps at Time Trial events, anyone under 18 must sign parental consent form and receive a wrist band.
5. Taste of the Track program has been re-reviewed by PCA, we are in compliance with the rest of the Regions. Motion made to continue program, unanimously approved.
6. Discussion ensued regarding a possible supplement to our contract with Thunderhill to be in the form of a gift. Time Trial Chairman to research and report back to the board.
7. Last Time Trial of the year in November will be a no-points, driver appreciation event.
8. Time Trial Chairman ordered 100 clips for transponders for ease of installing on cars for the timed runs in the Time Trials. He is also working with AMB regarding a discount price for transponders purchased in bulk.

**SECRETARY, Louise Sousoures**
1. Nothing to report.

**SOCIAL, Susan Kennedy**
1. Nothing to report.

**NUGGET EDITOR, Howard Yao**
1. Nothing to report.

**WEBMEISTER, Susan Angebranndt**
1. Nothing to report.

**D. OLD BUSINESS**
1. Board for 2003, President, Secretary, Treasurer will run for re-election.
2. We will need replacements for Membership, Vice President, Competition, perhaps Social.

**E. NEW BUSINESS**
1. Discussion ensued regarding the 2003 Time Trial series management.
2. Action items have been all resolved.

**ADJOURNMENT**
There being no further business to come before the Board, a motion to adjourn was approved at 10:00 PM. The next Board of Directors meeting will be held at Comp-U-Scripts, 1101 S. Winchester Blvd., Suite H-190, San Jose, California, on September 5, 2002 at 7:00 p.m. Call President at 650.341.9020 to add items to agenda.
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The Nugget
**Autocross at Alameda** photos by Howard Yao

(right) Cars lined up on grid with downtown SF in the background

(below) Unfortunately, its hard to capture a good spin in a photo, because this was a good spin!
Sacramento Valley Region invites you to join us on the twenty-fifth running of Carrera de Sierra. This is a two-day rally or tour with an overnight at Bear Valley in the Sierras.

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

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

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

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

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

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

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

Carrera de Sierra XXV Entry Form

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

Make check payable to “PCA-SVR” and send to
Rik Larson, 2120 Macdon Court, Carnichael, CA 95608
**Marketplace**

**PORSCHES FOR SALE**

1988 911 Carrera Coupe. White/blue. White 16” Fuchs w/ polished lips. Good to excl cond, 117k mi. $23,000. Contact Brad at 916.941.8408.

1986 911 Carrera Coupe. Ice green/blk, 2nd owner, clean, garaged, 77k mi. $23,000. Contact David Rothenberg at 650.375.0198

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

1993 928 GTS. Blk/blk, 70k mi, exc cond, no dings, moving to NYC. $35,000. Contact Graham at 650.558.8577 or graham@assetman.com

2000 GT3 Supercup. 1st owner, two Spec just motors, two sets BBS whls. Video, data acq, radios, no serious wrecks, no bondo. $107,000. Contact Dan Jones at 650.743.6681

1991 514 Race Car. New 3.0L, 46 IDA Webers, over 300hp, GT flares, spoiler, cage, custom paint, call for details. $32,000. Contact Ken Mason at 650.566.2312 or ken@masonkr.com

1999 911 C2. Ocean/graphite, 6sp, 11k mi, 17” whls, never in rain, garaged. $56,500. Contact Paul at 650.404.3872


1999 911 Street/Track. Cover of 9/01 Excellence, see for details. 3.6L, Bilstein RSrs, Big Reds, ERP, Sanders, TRG, B&B, Quaife, Fikse... spent over $90k. Contact Josh at jofstein@hotmail.com

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

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

1991 1911 C2 Turbo. 106k mi, CA car, no mods, all records, looks new. LSD, GPS. $27,800 obo. Contact Jim Murillo at 650.349.9932

1978 911SC Targa. White/white int. All upgrades, 60k mi, receipts. $13,500. Contact Joe at 925.634.7217 or jonskimv@hotmail.com

1995 993 C4 Coupe. Blk/blk, 54k mi, VG cond, exceptional TT/AX/DE car. Serviced by JWE/TRG. Email for options/pics. $45,000. Contact Stephen Silver at quikstuf@pacbell.net or 831.479.0396

1987 944 Turbo. Sport susp, 18” whls, hardtop. Speed yellow with blk int. 3k mi. $52,000. Contact Dirk at 707.433.0419 or boxster@otisbean.com

2001 Boxster S. Sport susp, 18” whls, hardtop. $52,000. Contact Dirk at 707.433.0419 or boxster@otisbean.com
Marketplace

PARTS & MISC

911 Wheels & Tires. Gotti 8.5&10.5x15 w/ 50% Hoosiers, $1,000. Etoile 9.11x15 w/ 50% Yoko AVS, $1,000. Excl cond. Contact Ron at 408.246.5851

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

The ESSES newsletter, from Vol 1.1-4.1, plus prototype issue $50. GGR logo 2000 party shirt, new $60. MFI manual for early 911 $35. Road & Tracks from mid 80s, $25. Contact Bob at 650.571.8412

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.

Fikse FM10. 88x10x17" forged, 3pc, off '92 C2T. Exc cond. $1,700 for wheels, with 50% Kuhmos.

Brey Krause Lap Belt Kit. R-9001/9003, bolts to stock mounts. $50. Contact Jim at 650.595.8848

BBS-Mahle 7x15 Wheels. 23mm offset, OE 1980, basket pattern. Set of 4, $120. Contact Hayden at 650.595.5772 or hayden@wevo.com

944 Sport Seats. From '86 Turbo, elec/heated, blk, both in excl cond. $1,200 obo. Contact Jeff at 650.941.4331 or reitme4@sbcglobal.net

Early 911 Parts. F/R chrome bumper overrides $150. Racemark steering whl $75, 3 spoke 74 sports steering whl $175, early S sheering whl, $150. '72 Rear deck lid, $150. 15x6 Fuch w/ WXW $150. Set of BFG R1s, $300. RSA sways & shocks, $350. Many other parts! Contact Cris at 510.523.7763

911 Parts. Hood $150, complete doors $500, rear windshield $50, Roll cage w/ door & harness bar $550, Alum race doors, Fuchs, many others. 1974 911S roller. Lots of parts for cheap, working elecs, S brakes, alum trailing arms, cvs... must move. Contact Mike at 415.752.8837 or mserpe@yahoo.com

Hoosiers & Fuchs. 2-8x15 911 Fuchs w/ blk cen- ters, $300. 2-7x16 944 Fuchs w/ blk center, $300. All vg cond, straight & true. Hoosier R3S03, 1-205/ 50x15 for $75, 1-225/55/15 for $50. Contact Harold at 650.340.7017

912 & Misc Parts. Steel whl hubcaps (porcelain & plain crest), bumper overrides F&R, Chrome engine grill, all NOS. 912 "Flapper" boxes. 5.5x14" Fuchs, 914-6 fr slotted rotors. Contact Larry Grove at 541.347.4289 or grovejnl@harborside.com

Fuchs. 78x8x15, complete with center caps. Contact Paul at 650.579.0837 or toncacorpam@webtv.net

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

912" BFG G-Force T/A km. Fr 225/45-17 Rr 255/ 40-17. Less than 500 mi, over 80% tread left. $900 new, sell for $300 obo. Contact Tim Govers at 408.867.9705 or avnacvjm2@aol.com

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

Design 90 Wheels. For 944, 968, 964, 68x8x16 with R1s. Straight but not perfect. $250. Contact Robin Aube at 650.508.1303 or robin@rownaube@yahoo.com

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

Speed Lingerie. Arena red, used once. Comes w/ mirror covers. Cost $690, sell $450. Contact Hugh at 831.438.5173 or hcalvin@ieee.org

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

996 Head/Taillamp Covers. Early orange lens, excl cond. $250. 996 Hollow-spoke Tech Whls. 7.5x10x18s with PZeros. $1,900. Brey-Krause Harness Mount. For 996 Coupe with quick release belt set. $450. Contact Anthony at 925.837.5037

Fuchs. From '86 944 Turbo. 78x8x16 with Hoosier tires. Must sell, call with offers or questions. Contact William Kelly at 510.581.7599 or wjk@attbi.com

WANTED

Field Cars. I want to take pictures of "interesting" cars that have gone to seed in someone's yard. Contact David at 408.745.7870 or a4tfan@yahoo

911/914 Parts. Looking for misc parts at cheap prices. Please no collector items. Contact Dan Tsuchiya at 408.483.5224.

Harness Bar. For '90 C2 Coupe, '74-'94 should work. Contact Ken Mack at 408.268.4369

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

Classifieds - Sell or find Porsche products and paraphernalia. Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max ad. PCA members only, please include your PCA number. Ads will run as space permits. Ads may be edited or rejected at the discretion of the Editor. Please inform us if items have sold or ad needs to be revised. Ads can also be placed on the GGR Website at: http://www.pca-ggr.org/marketplaceads.html
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