Porsche Club of America, Golden Gate Region
NUGGET

In this issue
Upcoming GGR Tours
Time Trial Tech
Zone 7 Update
2003 Porsche Parade Update
Carrera GT

March 2003
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The NUGGET

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: There’s nothing like a Porsche drive though a California redwood forest. For upcoming GGR tours, see Page 12. One-handed photo by Tom Pickett

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. Business and classified ads are provided for the convenience of the membership and are not an endorsement from the GGR. GGR cannot take any responsibility for the quality of the products or services provided.

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1/2 Page $750
Full Page $1200
Inside Cover $1500
Back Cover (4-color) $1800

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March 2003
Volume 43, Number 3

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GGR's 2003 calendar offers five time trials plus a high speed driving school, nine autocrosses plus a beginning autocross school, two tours, a concours & swap meet, a rallye, and a golf tournament. This does not include the periodic Adopt-A-Highways or the monthly Board meeting and informal Friday Night Socials. All of these events have chairpersons who, like the Board members, are all volunteers. Each issue of The Nugget contains the next two months calendar and the GGR Website (www.pca-ggr.org) has the entire year's calendar plus the latest updates.

During the past month I received several emails and telephone messages from members asking for events not on GGR's calendar. In each case, my response was that I'm sorry that GGR did not offer the type of event the member wanted. I then asked, "Are you willing to be the chairperson to get the desired event onto GGR's calendar?" In a couple of cases, my question was met with what I have to think was stunned silence. In one case, I got the hoped for response, "Oh, what does a chairperson do?"

An event chairperson comes up with an idea, brings the proposal to the Board for approval of the proposed budget and date well in advance of the event, prepares the advertisements for The Nugget and the GGR Website, conducts the event, and then reports the results to the Board. No big deal - really! You can ask any Board member for help. And, you don't have to do all this by yourself; many events have co-chairpersons.

The hardest thing about being an event chairperson is to remember the timing. For example, assume you want to put on a tour in September. That means you need advertisements with all the pertinent details in the July and August issues of The Nugget and a teaser ad in the June issue, deadline May 10th. This means you need Board approval in April.

To put on a Tech Session, all that is needed is the idea and a location. For example, several years ago, I put on a Tire Tech Session. I contacted one of Yokohama's competition tires representatives and then talked Ken Mack into volunteering his shop. All that was left was getting a mutually acceptable date and obtaining approval by the GGR Board. Yokohama even provided door prizes! A dinner meeting only needs a theme and a location. For a tour, pick a destination and good Porsche driving roads. Based upon personal experience, at least two to three dry runs of the route are needed to finalize the event timing, rallye type directions, fuel stops, lunch stops, pottie break locations, etc. If an overnight stay or meals are involved, the logistics can get more complicated. But remember, there are experienced GGR people willing to help.

GGR needs YOU to volunteer to put on an event!
I always wait in eager anticipation for Chet Bottone's monthly membership report, wondering if we'll reach the next milestone - 1800 members. This month we came close with an astounding 1781 fellow Porsche owners.

Only a small percentage of our members actually attend club events such as social gatherings, autocrosses, time trials, rallies, and tours, and I'm thinking, maybe that's good!

What if only 10% of GGR members showed up one morning at an autocross? That's 180 people! This would give our autocross chairman a challenge, a 14 second autocross course so we could all get one run! On the bright side, we could assign one cone to each course worker. Or how about seeing that many cars on the “Agricultural Inspection Tour” (coming in a few months)? We could fill all north-bound lanes of the Golden Gate Bridge - end to end!

So what’s responsible for our large membership? Why do people join? Do you think the Nugget could be responsible? Our favorite feature, "Ad Nauseum," has received international acclaim, and even wrinkled some brows at Porsche Cars North America in Atlanta (but so far nothing from their lawyers).

Maybe even PCA's Panorama magazine attracts new members. After I got my extra strength (+7 diopter!) reading glasses, I was amazed to discover classified ads in the back with all those great deals! Whatever their reason for joining, we like new members - so keep them coming!

After 9/11, I learned not to question Jim when he calls and says, “Turn on CNN...” All I said was, “I'll call you back,” wondering to myself, “What now??”

As a Board member at a bay area Flying Club, I associated with several astronauts more or less regularly. One of them I know because we both learned to fly in the same airplane at the same time.

I didn't know Kalpana well, but I did meet her several times in the course of my tenure. She was the kindest and most friendly person you could ever meet. I never met Michael P. Anderson, but he was a fellow Porsche owner.

Astronauts are not greatly different from most Porsche people; their passion for what they are doing shows in their eyes. They love flying in space, are willing to take the risk to do it. When not in space, at least Anderson took pleasure in driving his Porsche.

It is a great tragedy that these seven people died in the space shuttle, but at least they died in the pursuit of what they believed, in a cause that had meaning.
John Beck gives Nugget co-editor Bauman the bad news.

The GGR Time Trial season unofficially started on January 25th and February 8th with Tech Days. GGR members drove or hauled their cars out to Ken’s Sportech in Campbell, David Loop European near Monterey, and Kahler’s in Dublin, where volunteers checked safety equipment and looked for mechanical irregularities. Whether you take your Porsche to the track or not, an annual safety/mechanical inspection is highly recommended.

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By now our two annual Time Trial techs are over and everyone is making those last minute adjustments to their cars. At our first tech there were many cars that did not pass, so a lot of those last minute adjustments are important ones. Our Tech Chairperson, Jim Calzia, has a great group of techs, along with an extensive list approved tech stations. Our beginners Auto-cross school should be a fond memory for its participants and instructors.

This month marks the beginning of our competitive driving events for the year. The first Auto-cross is March 1 and our DE event is on March 14. Our first Time Trial of the year is March 15 & 16 at Thunderhill. These first ones of the year always have a great turnout since everyone is eager to get out and blow the cobwebs out of their baby. This year in particular, we want to have as many of you come out to participate during the entire year as possible. It’s a lot more fun when you get to see your friends and fellow competitors, on a more regular basis!

As some of you already know, David Leong along with his extensive duties as AX chairperson, has formed an adhoc rules committee (Rules Revisionist Comm). This is a committee of GGR members who want to explore the current rules and to see if they can come up with a set of rule proposals that will change the way we classify and make safety modifications to our cars. GGR members may want to pay close attention to the proposals that David's group is forming. David's group has no official capacity within GGR, they are just forming a list of proposals as any of you can. He has a very good crew of members that have vast competition experience, as related to safety concerns, performance modifications and general organizational skills... a great group of individuals.

This committee is not the Drivers Event Committee, which is the group that listens to any and all proposals, any arguments for or against, and then votes on those rules proposals. The DEC is comprised of the Competition Director, Time Trial Chairperson, Auto-cross Chairperson, one elected Time Trial representative, one elected Auto-cross representative, and the Zone 7 representative. The DEC is the group that votes on the rules for the following competitive season and enacts any and all changes that have been approved.

On another topic, it is important to remind all of our current Time Trialers that they MUST be primary GGR members, or dual GGR members to participate in our TT series. If you are a dual member you will only have to pay one dual membership fee for yourself and your affiliate member if both of you are participating. This will be cross checked by our Membership Director Chet Bottone and our Time Trial Registrar Lori Hageman, and will be collected at registration if you have not paid for your Dual membership.

There have been some changes to our events calendar so you might want to make a visit to the GGR website to check to see if an event that you are planning on attending has had a date or venue change. Until next month....

Porsches are made for driving...do it!
<table>
<thead>
<tr>
<th>When</th>
<th>What</th>
<th>Where</th>
<th>Who</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>GGR Autocross #1</td>
<td>Candlestick (3COM) park</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dleong.com">david@dleong.com</a></td>
</tr>
<tr>
<td>6</td>
<td>Board Meeting 7:00 PM</td>
<td>The Ohl’s, 637 Greenwich Lane, Foster City</td>
<td>James Ohl</td>
<td>650.341-9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
</tr>
<tr>
<td>8</td>
<td>Adopt-a-Highway</td>
<td>Highway 280/Woodside Rd.</td>
<td>Jean Ohl</td>
<td>650.341-9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
</tr>
<tr>
<td>14</td>
<td>High Speed Driving School</td>
<td>Thunderhill Raceway</td>
<td>Chris Murray</td>
<td>510.538.3800</td>
<td><a href="mailto:drchrism@hotmail.com">drchrism@hotmail.com</a></td>
</tr>
<tr>
<td>15-16</td>
<td>GGR Time Trial #1</td>
<td>Thunderhill Raceway</td>
<td>Chris Murray</td>
<td>510.538.3800</td>
<td><a href="mailto:drchrism@hotmail.com">drchrism@hotmail.com</a></td>
</tr>
<tr>
<td>21</td>
<td>Friday Night Social 6pm - 9pm</td>
<td>The Carvery, 1297 Chess Dr. Foster City (just off 92)</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:hly5@yahoo.com">hly5@yahoo.com</a></td>
</tr>
<tr>
<td>22 &amp; 23</td>
<td>Zone 7 Autocross, Redwood Region</td>
<td>Charles M. Schultz Sonoma County Airport, Santa Rosa</td>
<td>Patrick Carroll</td>
<td>415.898.9539</td>
<td><a href="mailto:patrick@scoutengineering.com">patrick@scoutengineering.com</a></td>
</tr>
<tr>
<td>29</td>
<td>GGR Autocross # 2</td>
<td>Alameda (tentative)</td>
<td>David Leong</td>
<td>925.362.2431</td>
<td><a href="mailto:david@dleong.com">david@dleong.com</a></td>
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<tr>
<td>29</td>
<td>Time Trial Ground School</td>
<td>Milpitas Round Table</td>
<td>Gary Dorighi</td>
<td></td>
<td>gдор<a href="mailto:ighi@attbi.com">ighi@attbi.com</a></td>
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<td>April</td>
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<tr>
<td>3</td>
<td>Board Meeting 7:00 PM</td>
<td>The Carvery, 1297 Chess Dr. Foster City (just off 92)</td>
<td>James Ohl</td>
<td>650.341-9020</td>
<td><a href="mailto:jamesohl@attbi.com">jamesohl@attbi.com</a></td>
</tr>
<tr>
<td>5</td>
<td>Zone 7 Rally School</td>
<td>Pleasant Hill</td>
<td>Al Armellini</td>
<td>925.254.3140</td>
<td><a href="mailto:alarmelini@aol.com">alarmelini@aol.com</a></td>
</tr>
<tr>
<td>5</td>
<td>PCA Exec Committee Sprint Meeting</td>
<td>San Francisco</td>
<td>Mike Lommatsch</td>
<td>408.369.1515</td>
<td><a href="mailto:mpl@ix.netcom.com">mpl@ix.netcom.com</a></td>
</tr>
<tr>
<td>12-13</td>
<td>GGR Time Trial #2</td>
<td>Buttonwillow Raceway</td>
<td>Chris Murray</td>
<td>510.538.3800</td>
<td><a href="mailto:drchrism@hotmail.com">drchrism@hotmail.com</a></td>
</tr>
<tr>
<td>13</td>
<td>Zone Rallye #1</td>
<td>Tracy, CA</td>
<td>J. Toney</td>
<td>530.666.1908</td>
<td><a href="mailto:yoloconflict@aol.com">yoloconflict@aol.com</a></td>
</tr>
<tr>
<td>18</td>
<td>Friday Night Social 6pm - 9pm</td>
<td>Harbor Bay Club, 200 Packet Landing Rd., Alameda</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:hly5@yahoo.com">hly5@yahoo.com</a></td>
</tr>
</tbody>
</table>

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**GGR Event Calendar**

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---

8 March 2003
The Nugget

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Castro Valley, CA 94546
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drchrism@hotmail.com

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925.252.0206
GGRRegistrar@aol.com

Autocross Chair, David Leong
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925.299.1596
david@dleong.org

Goodie Store, Bob Peterson
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San Jose, CA 95135
408.528.9284
bps944@aol.com
Parade 2003

Saddlebrook Resort
Tampa, Florida

Latest information on the hotel, security, and parking!

Hotel

The 2003 Porsche Parade will use as its home the beautiful Saddlebrook Resort, located approximately 20 miles north of the city of Tampa, Florida. Saddlebrook is well known by golf and tennis aficionados, as it features an Arnold Palmer designed golf course and a world famous tennis academy. Saddlebrook is large enough to accommodate not only all attendees' housing requirements but has spacious enough grounds to host almost all Parade events, a one stop shopping sort of environment.

The options for hotel accommodations include a single room, one or two bedroom suite and even a few three-bedroom suites. The resort has lovely grounds, which lend themselves to walking short distances either for recreation or to go from one event to the next. The food service and restaurant dining at the resort has received the Golden Platter Award for several years, making the need for food a great opportunity to try some quality cuisine.

All banquets will be held on property in the Grand Pavilion room.

Look forward to a resort experience that will have you thinking of coming back in future years to relive the pleasures of the Florida Parade!

Security

Security at Parade 2003 is excellent; your precious cars and personal items will be perfectly safe.

Parade 2003 is being held inside the grounds of an exclusive resort and community. Entry to the area is controlled via a gate and a guard employed by Saddlebrook resort where the event is being held. The resort has a very extensive and well trained security staff, which are on duty 24 hours per day.

In addition to these normal and excellent security procedures, a uniformed police officer with a marked patrol car will be on duty every night of the Parade from 7PM in the evening until 7AM the following morning.
Security will be the best ever provided! Please don't forget to bring along personal identification and your PCA membership card.

**Parking**

Saddlebrook Resort is a walking village; therefore, the parking will be dispersed to several lots throughout the resort. All parking will be assigned upon arrival at the resort. A shuttle service will be provided to take you from your designated parking area to the hotel registration area. 24-hour shuttle service will be available to all parking areas.

Since the parking lots are dispersed, the Concours Prep parking area will not be located near the trailer parking. Shuttle service will be provided between the two lots. Accommodations will be made for those who wish to prep their car at their trailer. Concours preparation areas will be in two lots with easier access to guest accommodations. Entrants in the Concours will be limited to one and one half parking places in the prep lots. After the Concours on Monday, the prep lots will be opened to all Por- sches, not just Concours entrants.
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Upcoming GGR Tours!

Agricultural Inspection Tour: May 24th

Monterey Bay Aquarium Tour: Sunday June 1
There's something fishy happening in Monterey! Watch your next Nugget for sign-up information for the Monterey Bay Aquarium Tour.

New Member Social and Tour
Watch a future Howard Yao column “Makin’ Friends” for details on this tour, scheduled for June 14th.

Carrera GT V10 Roadster

Porsche AG will unveil its V10-powered Carrera GT high-performance roadster this month at the Geneva International Motor Show. With more than 600 horsepower and racing-inspired technology, Porsche's top-of-the-line sports car delivers pure performance.

The Carrera GT has a pure racing engine. Its 10-cylinder powerplant with dry-sump lubrication is based on Porsche's 5.5-liter V10 naturally aspirated engine developed especially for racing. For production, technicians at the Development Center in Weissach, Germany, have increased the displacement to 5.7 liters. Maximum output is 612 horsepower (DIN*) at 8,000 rpm, with peak torque rated at 437 pound-feet. The Carrera GT has a top test-track speed of 205 miles per hour (330 kph) and accelerates from zero to 62 mph (100 km/h) in 3.9 seconds. Its specially developed six-speed manual gearbox allows it to go from zero to 124 mph (200 km/h) in 9.9 seconds.

The specifications demanded a consistent lightweight construction and sports car dimensions. With a length of 15.12 feet (4.61 meters), a width of 6.3 feet (1.92 meters), a height of 3.81 feet (1.16 meters) and a wheelbase of 8.96 feet (2.73 meters), the roadster weighs 3,042 pounds (1,380 kilograms).

Porsche developed a new construction concept for road and racing vehicles. The Carrera GT’s monocoque and entire sub-frame are made of carbon-fiber-reinforced plastic (CFRP), and Porsche has applied to patent this technology. Carbon is the only material that, after complex processing, can meet the requirements needed to combine top-class driving performance and driving dynamics with minimum weight at maximum rigidity.

With attainable speeds of more than 186 mph (300 km/h), aerodynamics plays a crucial role. To achieve as high output co-efficients as possible (so-called "downforce"), the Carrera GT has an underbody geometry that can only be found in similar form in pure racing sports cars. The underbody is completely cased in carbon fiber and provides an additional suction effect thanks to its rear diffusor and flow channels.

The Carrera GT also features the Porsche Ceramic Composite Brake (PCCB) system. Porsche has supplied this component since 2001 and is the first manufacturer to include it in a mass-produced vehicle (the 911 Carrera GT2). A global innovation - the PCCC (Porsche Ceramic Composite Clutch) - transmits power to the drivetrain.

The Carrera GT’s extremely light magnesium wheels are produced with a special forging process and are offered for the first time on a mass-produced vehicle. The tires were specially developed for the Carrera GT (265/35 ZR 19 in the front, and 335/30 ZR 20 in the rear).

The new Porsche roadster possesses a simple-operation roof system. It consists of two individual carbon fiber lightweight shells, each weighing only 5.3 pounds (2.4 kilograms). These shells can be stored in the front luggage compartment.

The first Carrera GT models produced at the Porsche plant in Leipzig, Germany, will be delivered to customers at the end of 2003.
CALL TO ORDER
The meeting was called to order at 7:10 p.m. on February 6, 2003 at The Carvery, Foster City.

Board members present were James Ohl, Jeff Williams, Louise Sousoures, Chet Bottone, Dan Thompson, Ken Park, Howard Yao, Nugget Editor Tom Pickett and Webmeister Susan Angebranndt. Also present was Jean Ohl, David Leong, Jim Calzia, Alfred Abken, Hank Watts, Chris Murray, Larry Adams.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting January of 2003 were unanimously approved as amended.

B. POSTMORTEM OF EVENTS
1. Friday night social - well attended.
2. From President’s meeting: Vice President reported on agenda items that were of interest.
3. Activities Day - well attended.
4. Time Trial Tech at Ken’s Sportech - 41 cars; Loop European - 10 cars.

C. DIRECTORS REPORTS
PRESIDENT, James Ohl
1. Received National Executive minutes.
2. President will sign and submit proxy for Zone 7 rep.
3. Received fourth quarter rebate from National.

VICE PRESIDENT, Jeff Williams
1. Calendar Changes: Updated as of 2-4-03. Please see new calendar on web site.
2. Insurance has been ordered, will change for new autocross site.

TREASURER, Ken Park
1. Submitted report.
2. Distributed 2002 P&L. Treasurer will final after submission of award costs for the year end banquet.
3. Discussion ensued regarding various ways to cut costs per event at the Time Trial series for this year.
4. Autocross Chairman submitted budget for Zone 7 autocross school, which will be held at Candlestick Park on May 17&18. Ed Shih will be in charge. Zone 7 Representative has okayed the date. A motion was made and duly seconded for approval of the budget, approved unanimously.
5. Alfred Abken submitted tentative budget proposal for Yosemite Tour in March 2004. After discussion, he will explore different prices and report back.
6. Treasurer’s report approved unanimously.

MEMBERSHIP, Chet Bottone
1. There were 29 new members this month; transfers in, 2; transfers out, 3. Motion to accept New Members was approved unanimously.
2. Received three boxes of directories and will distribute them for dissemination at the autocrosses and Time Trials, etc.
3. Discussion ensued regarding dual membership, should it include affiliates. A motion was duly made and seconded to include affiliates in the cost of dual membership, approved unanimously.

COMPETITION, Dan Thompson
1. Will be issuing a tech bulletin concerning Boxster rollover protection.
2. Will have changes about car classifications and safety modifications after meeting.

SECRETARY, Louise Sousoures
1. Red book submitted to all for review and submit to secretary any changes.
SOCIAL, Howard Yao

1. Regarding future board meeting locations, next will be at President's house. Will continue searching Foster City area for another location.
2. Friday night social: There have been requests from members to have a Friday night social in the East Bay at Harbor Bay Club in Alameda. Social Director to set in April.

NUGGET EDITORS
Jim Bauman & Tom Pickett

1. Reports possible printer delays. Will monitor and report back.

WEBMEISTER, Susan Angebranndt

1. Nothing to report.

D. OLD BUSINESS

1. Membership Roster is complete.
2. Suggestion from member: Print roster in lieu of one month of Nugget. Discussion ensued that we are already not printing two months out of the year. We will table until next meeting.

E. NEW BUSINESS

1. Budgets: All submitted.
2. The Club Race in October at Infinion has been cancelled due to changes in the schedule for the raceway.
3. Continuing from last meeting, discussion ensued regarding Hank Watts' proposal for instructor incentives.
4. Motion was made and duly seconded to continue to explore this issue at the next board meeting.

ADJOURNMENT

There being no further business to come before the Board, a motion to adjourn was approved at 10:05 PM. The next Board of Directors meeting will be held at the residence of President on March 6, 2003 at 7:00 p.m. Call President at 650.341.9020 to add items to agenda.

Respectfully submitted,
Louise Sousoures
GGR Secretary 2003
As the weather begins to warm up, so does the GGR activities calendar. Hope all the race cars are teched, the street cars are waxed - oil levels and air pressures are all checked. Also, make sure your golf clubs are cleaned and your swing is still intact, more on the golf next month…

Listen up rookies, we will be having our Annual New Member Social on Saturday, June 14th. It is a one-day event, which consists of a driving tour during the day through some of the most scenic (and curvy) roads in the Bay Area. The tour usually concludes at a restaurant for dinner and a brief introduction of events that the Club puts on. A new member is anyone who joined the club less than one year ago. Membership director, Chet Bottone, will be mailing invitations to all new members. For you non-rookies out there, you are also welcome to join us; you can lead a tour group, help answer questions, or just hang out.

So new members, look for your invite in your mailbox. Not-so-new members, keep an eye out for an ad in The Nugget for all the details.

One final thing, due to membership request, we will be holding the April Friday Night Social (on the 18th) at the Harbor Bay Club in Alameda. We hope this will make it easier for our many East Bay GGR members to attend the Friday Night Social. The Club is located at 200 Packet Landing Road in Alameda. Based on member participation, we may alternate between the Bays or have two simultaneous parties each month! For more info on the Harbor Bay Club, visit: http://www.harborbayclub.com.
Under the hood...

Ad Nauseum...

Things to do... places to go...
350Zs to pass...

Disclaimer: These ads aren’t real... we have nothing better to do with our time, so we make them up. But, in case you were wondering what inspired this month’s ad, check out what we saw at the Nissan dealer on Stevens Creek Blvd. in San Jose! We will NOT be intimidated!

By the way, the RennWerks #83 pictured above finished 3rd at the Rolex 24 Hrs of Daytona, with GGR members David Standridge, Richard Steranka, Johannes van Overbeek at the wheel!

Porsche factoid of the month:
The transmission of the German Tiger tank was designed around a pair of Porsche Type 101/1 engines of V10 configuration, each rated at 320hp. These engines each drove an independent generator which, in turn supplied current to an electric motor. The electric motors, in their turn, produced power to drive the tank and steering was achieved by varying the speed of each motor through a rheostat.
Origin of the Name - TARGA
by Larry Wilson
Sacramento Valley Region

In 1905, Vincenzo Florio, the car-loving son of a prominent Sicilian mercantile family, established a great road-race event. The prize for each winner was a plate bearing the Florio family emblem. In Italian, the word for plate is "targa," so the event was named the Targa Florio. For 69 years, the Targa Florio, a great equalizer between smaller, more nimble race cars and displacement giants, would demand the highest road-racing skills around the narrow, twisting mountain roads of Sicily.

The first small, high-performance car designed by Dr. Ferdinand Porsche was the 1921 Sascha for Austro Daimler in Austria. It resides today in the Porsche Museum. The car was named after Alexander "Sascha" Count Kolowrat, Management Councillior at Austro Daimler. To promote the new car, Dr. Porsche first built four racing versions (to be followed by a four-seater production car) and entered all four in the 1922 Targa Florio which was contested by the best European marques. With Alfred Neubauer behind the wheel (he would later become famous as the Mercedes Benz racing team manager), a Sascha won its class with another Sascha close behind in second place. Neubauer proved the performance potential of a smaller sports car by finishing with an average speed only 8 km/h slower than the much-larger-displacement overall winner.

A triumphant reception was held for the team on their return, April 10, 1922, and a 12-year-old boy, Ferry Porsche, helped his father receive the well-deserved honors. The lessons learned in the 1922 Targa Florio about small displacement yet high-performance sports car design would carry over many years later to cars bearing the Porsche name.

Dr. Ferry Porsche would return to the Targa Florio in 1956 to claim Porsche's first major race victory. A Porsche Spyder Type 550A, with Italian driver Maglioli at the wheel, astounded the competition with an overall victory, not just a class-win. And to prove it was not a fluke, in the 1959 Targa Florio a Porsche Spyder Type RSK finished first, a Spyder Type RS finished second, and Carrera Coupes finished third and fourth overall. A Porsche sweep.

Porsche would continued to flourish at the Targa Florio with overall victories in 1960, 1963, 1964, and 1966 as well as in later years. So, in 1966 when it came time to name Porsche's new-styled convertible version of the 911 and 912 series, it was natural to pick a great name, Targa, to honor the company's many successes in Sicily. The car was unveiled at the Frankfurt Auto Show, September 16-26, 1966 and the new model began moving down the production line in December 1966 as a 1967 model-year Porsche. One of the first Targas made was doubly historic. Produced on December 21, 1966, it was the 100,000th Porsche car.
Zone 7 Update Celebrating 2002 and Planning 2003
by Tim Fleming
Zone 7 Representative

Awards banquet a hit

Zone 7 held our annual awards banquet on January 18, 2003. The banquet was held at the Sacramento Doubletree Inn, home of PCA-Parade 2000. Based on comments from the 80 attendees, I recommend you to make plans to attend next year. Susan Fleming made sure that the food was great, decorations fitting the occasion, and great awards (trophy stands with different Porsche model cars for each event). We had nice door prizes as well, courtesy of Niello, Carlsen, and Sonnen Porsche; S-Car-Go racing, Race-place-motorsports; and Sacramento Valley Region. All in all, a great evening, celebrating the 2002 competition season, as well as longtime contributions to the club.

The Zone 7 Lifetime Achievement Award is the most prestigious award, given to those deserving individuals who have contributed to the club and distinguished themselves over many years. At the banquet, this lifetime achievement award was given to Dwight Mitchell from Sacramento Valley Region. Dwight is a longtime club member, former President of both GGR and SVR, former Zone representative, previous recipient of National Enthusiast of the Year, and Manhattan Award winner (overall Parade concours award).

The Zone 7 Enthusiast of the Year Award was given to Larry Adams from Golden Gate Region. Larry is active in Autocross and Rallye, and is an occasional concours participant as well. Larry organized zone concours and rallye events for GGR the last two years, and always offers a hand in events.

The event of the year award was given to “Scream at the Lake”, a zone autocross event by Sequoia Region. This event featured a well-run two day autocross, with lunch provided both days, plus a very nice catered pool-side dinner at private home, where the autocrossers were welcomed by a couple of dozen of the region members. Nice welcome, nice event, event of the year!

Top awards in concours went to Gary Spinella (Dick Cotrell award), Dean Tanaka for Rookie of the Year, and Ken Rinehart for most overall points. In autocross, the top PAX award went to Jim Hayes for the second year (Jim has now sold his car, opening up the award for others in 2003). In rallye, Diablo Region and Kahlers sponsored the new overall rallye award in memory of John Clever, who passed away early last year. The inaugural recipients were J and Jessica Toney.

People make it happen

The Competition Series in Zone 7 is special, and sometimes taken for granted. Only Zones 7 and 8 (out of 13 zones nationally) hold such series. The regions make the events possible, with assistance and support from the event chairs. For 2002, the chairs were Al Armellini for Rallye, Glen Brooksby for Autocross, and Dan Nissim for Concours. My sincere appreciation goes out to these individuals for a successful season.

GGR Members Dominate the Rolex 24hrs of Daytona

Congratulations to the four GGR members who stood tall on the podium at this year's Rolex 24 hrs of Daytona. Kevin Buckler and his Racer's Group Porsche GT #66 won it outright, and the Rennwerks Porsche driven by David Standridge, Richard Sternanka, Johannes van Overbeek, placed third.
### Report for March

- **New members:** 29
- **Transfers In:** 2
- **Transfers Out:** 4
- **Total Membership:** 1781

#### New members

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<tr>
<th>Name</th>
<th>City</th>
<th>Year</th>
<th>Model</th>
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<tr>
<td>Ken &amp; Norma Marineau</td>
<td>Menlo Park</td>
<td>2000</td>
<td>Carrera 4</td>
</tr>
<tr>
<td>Tom &amp; Mary Popek</td>
<td>Los Altos</td>
<td>1988</td>
<td>911</td>
</tr>
<tr>
<td>Thomas M Jameson &amp; Jolie Coursin</td>
<td>Berkeley</td>
<td>1970</td>
<td>911</td>
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<tr>
<td>Scott M Aronson</td>
<td>San Francisco</td>
<td>1996</td>
<td>Carrera 99</td>
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<td>Vince Dattoli</td>
<td>Burlingame</td>
<td>1982</td>
<td>911 Sc</td>
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<tr>
<td>Douglas S Lew</td>
<td>Mountain View</td>
<td>2000</td>
<td>Carrera 4</td>
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<tr>
<td>Casey M &amp; Veronica Schulte</td>
<td>Menlo Park</td>
<td>2003</td>
<td>Boxster S</td>
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<td>Peter Sierant</td>
<td>Scotts Valley</td>
<td>1996</td>
<td>911 C4s</td>
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<td>Chris J &amp; Leslie Ford</td>
<td>Mill Valley</td>
<td>2002</td>
<td>Boxster</td>
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<tr>
<td>P E Fuentebella</td>
<td>South San Francisco</td>
<td>2003</td>
<td>Boxster</td>
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<tr>
<td>Dave L &amp; Jeanette Kjosa</td>
<td>San Jose</td>
<td>1987</td>
<td>911 Turbo</td>
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<td>Vernon &amp; Terrie Riedlin</td>
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<td>2003</td>
<td>Boxster</td>
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<tr>
<td>Luke E Sorensen</td>
<td>Millbrae</td>
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<tr>
<td>Tony &amp; Karen Wilmer</td>
<td>San Mateo</td>
<td>2002</td>
<td>911 Cab</td>
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<td>Kirk &amp; Bibi Millet</td>
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<td>Koushik Dhar</td>
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<td>Christophe Job</td>
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<td>William R Hearst III</td>
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<td>Gari Merendino &amp; Ellen Williams</td>
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<td>Campbell</td>
<td>1967</td>
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<td>Daniel C Snow &amp; Florian Zettelmeyer</td>
<td>Berkeley</td>
<td>1966</td>
<td>912 Coupe</td>
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<td>John M Yovino &amp; Charkene Xuereb</td>
<td>Union City</td>
<td>2002</td>
<td>986 Cabrio</td>
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<td>James D Smith &amp; Jan Wingad</td>
<td>San Jose</td>
<td>1997</td>
<td>Carrera S</td>
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<td>Frederick C Hixon</td>
<td>Palo Alto</td>
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<td>993 Turbo</td>
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<td>Bohumil J Kypta</td>
<td>Belmont</td>
<td>1983</td>
<td>911</td>
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<tr>
<td>Jack &amp; Cynthia Lewellen</td>
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#### Transfers in

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<tr>
<td>Ryan A Furst &amp; Kristin Lathrop</td>
<td>Alamo</td>
<td>1981</td>
<td>924 Turbo</td>
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#### Anniversaries

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<td>John Fulton</td>
<td>Fort Worth TX</td>
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<td>Gregory J Pantelis &amp; Cathy Smith</td>
<td>Monte Sereno</td>
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<td>Stuart &amp; Catherine Cain</td>
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<td>Peter &amp; Christine Stoneberg</td>
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<td>Jim &amp; Laura Angel</td>
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<td>Rodney D &amp; Andrea Bailey</td>
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<td>Michael &amp; Anita Cullinan</td>
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<td>Dale E &amp; Michael J Fredericks</td>
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<td>Jeffrey F Keller</td>
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<td>Kevin J Morrissey</td>
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<td>John P Sherck</td>
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GGR Tours often involve drives through the trees .. literally!
**GGR Marketplatz...**

**Classifieds** - 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. Ads will run as space permits. 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](http://www.pca-ggr.org/marketplaceads.html)

**Porsches For Sale**

1990 944 S2 Convertible  Alpine white/blk, 67k, 5sp, Blpknt CD, refinished design 90 rims, new tires, new shocks, 3rd owner, timing belt, water pump and rollers, well maintained, divorce sale $15,000. Contact Kevin Carabell at 415-258-9971.

1975 914 Race Car  2.7 RS GD Racing motor, lots of extras, pictured on Aug 2002 Nugget. $17,000 Contact Chuck Davis at (650) 591-7396.

1989 944 S2 Coupe in excellent condition, all original, 2nd fastidious owner, alpine white with superb midnight blue interior, new tires, belts, just serviced, bra $11,600. Contact Earle Beveridge at earleb@sbcglobal.net or 415 974 0317.

1985 Carrera Targa  Good, clean car, strong runner. White with burgundy/parchment/blue leather interior; Koni Sports; '86 anti-roll bar. 230K miles. Needs head work. $9,500 See [http://moutons.org/Porsche](http://moutons.org/Porsche). Jerry Mouton, pca-ggr@moutons.org or (650) 494-1649


1995 993 C4 Exceptional Time Trial, DE, or AutoX car. Always under the care of Jerry Woods Enterprises and The Racers Group. Email for more info and pictures. $39,000. Contact Stephen Silver at quikstuf@pacbell.net or 831.623.2138.

1969 911/912 TTC  2.2L, w/dual 40IDA Webers, 915 w/ shortshift, full race suspension, full cage, S spoiler, duck tail, SC brakes, etc., no rust/never bent, Burgundy/Black, street legal, excl cond. $12,500 obo. Contact Gary Apotheke at greyfox@value.net or 415-468-2729

1999 Boxster $35000 - 19750 miles. White with hardtop, full leather (grey), sports package and more. More info and pictures at [http://home.attbi.com/~robert-novak](http://home.attbi.com/~robert-novak). Contact Robert Novak at robert-novak@attbi.com or 650 622 9463

1978 911sc Coupe  3.063k mi. silver/blk, no AC, 16" Fuchs, pwr sunroof/window, new paint to bare metal, new brakes, tires, dash, headliner. $16,800 B.O Contact Rudy Aquino at ra58@pacbell.net or 650.296.3438.

1978 911SC Targa  3.0 130K. ALWAYS garaged and covered.2 owners, Petrol Blue/Sky blue full leather-sport seats, 7”s/8’s, all factory options. Just serviced ($1000+) @ GD Racing. have e-pics. Contact JC at xrtt750@yahoo.com or 650.377.7112 pager.

1991 911 Cabriolet  Dark blue/blue top, tan leather, stick, 128k, kup 16” wheels, recent tires, very good cond, AM/FM/CD. 3rd owner, garaged. $28K Contact Peter Engler at peter.engler@right.com or Day 415.263.4226.

1986 944 Turbo Silver/blue; linen interior; phone dials; clean and well-maintained; 3rd owner; 152k miles (daily driver); CD, radar detector; recent preventative maintenance; $4000. Contact Brian Daniels at daniels_brian_j@yahoo.com or 408.962.2013.

1970 914-6 All numbers match, Serial #9140432167, 2.0 Liter Engine #6405423, Transmission #7502187 Type 914/01, PCA member 3rd owner, Too much recent work to list. $16,000 Contact Jon Watkins at jonwatkins@mail charter.net or 304.345.1959.


1970 911T Signal orange, black interior  150K miles, 35K on rebuilt engine—Webers, Carrera tensioners. Fully restored interior, dash, upholstery: Asking $11,000. Contact Brooks Esser at brooks_esser@yahoo.com or 650.255.0249.

1987 Carrera coupe in excellent condition, all original, black on black, 2 sets wheels: $23K OBO, cosinc@pacbell.net or 925.672.8239

1988 944 Turbo S Nice, clean, well maintained condition. 2nd Owner. New Tires, etc. 91,000 miles. $14,000/ obo. Contact Jon Wactor at jwactor@covad.net or 510.465.5750.

1973 911T with SC 3.0L  5-speed 915, 22mm sway bars, strut brace and adj. spring plates, Wevo 915 shifter, Bilstein / Eibach coil-overs, Roll bar and 5 point harnesses, 7x8x16 Fuchs, rare original Cibie Driving lights. 21/ 26mm torsions. RS ducktail, bumpers and spoiler. Street legal. $18,500. Contact Ross @ 408.921.3368

1988 911 Carrera, red/champagne leather, excl. condition, 91,300 miles, new top, tires, 16” Fuchs w/ptd crests, rare
orig. tonneau cover, heated seats, cruise, bra, CD, very nice & original, $31,000 obo Contact Karen Macdonald at 415-492-9194.

1973 911 3.2 w/Webers, Crankfire, 915 short-shift, welded cage, cell, fire system, 17" 993 wheels, turbo breaks, Momo seats, 5pt, S-Car-Go prep’d. Contact Mark Emmerson at emmersonfamily@charter.net or 530-222-0469.

1992 C2 Turbo Only 21k miles. Black with supple black leather interior. Always garaged, used as 3rd car. Excellent condition. Contact Mark Emmerson at emmersonfamily@charter.net or 530-222-0469.

Parts & Miscellaneous

4 16" ROH Wheels with well-used 225x50ZR16 BFG R1s. $80 obo. Ken Brown (408) 252-0377 or kbrown@leapfrog.com

1986 OEM Carrera Tail and Deck lid Guards Red. Complete tail, deck lid, and everything underneath. Mint. See photo. Sacramento. $850.00 offer. See picture at http://members.accessbee.com/carrera/spoilerrx.jpg. Contact derek at carrera@accessbee.com or 916 798-5573

Haulmark Elite II, 22 ft almost new Enclosed Trailer Fully loaded including winch, RV battery, cabinets, Pit-Pal. $9500.00 or best offer. Contact Bora Akyol at boraakyl@yahoo.com or 408-527-2507

Five 4.5x15-inch steel wheels Early 911 or 356 5-lug 4.5x15-inch steel wheels with Dunlop SP20 tires. Brand new, never used. Make offer. Contact Gary Schultz at garyz@pixar.com or 510/752-3077

1996 Twin Turbo black leather sport seats Pulled from car with less than 30K miles. As new. $3500 offer More info and pictures at http://members.accessbee.com/carrera/993ss.jpg. Contact derek at carrera@accessbee.com or 916 798-5573

16x7 & 9 Fuchs Polished rims, black spokes, Porsche crest centers, perfect condition. Mounted with Hoosier A350 215/40 & 275/45. Used for AX only. $2800. Contact Peter Dalton at peter_dalton3@hotmail.com or (831) 464-2013

Hand Painted Porsche Center Caps Fuchs Cookie Cutter or Phone Dial wheels. $150/set + $6 shipping. I'll also handpaint your center caps - $100 + $6 shipping. More info and pictures at: http://www.pelicanparts.com/ultimate/image_uploads/centercaps%20cropped%20NEW.jpg. Contact Steve Rosenzweig at steven_rosenzweig@yahoo.com or 510.701.8998.


5 Fuchs 6x15 All straight and true with no curb marks, need paint, in Sacramento, $675.00 obo. More info and pictures at http://members.accessbee.com/carrera/5x.jpg. Contact Derek at carrera@accessbee.com or 916.798.5573.

Wanted

7x15 Fuchs, contact Juan Pineda, Email: juan@logician.com, phone: 415.641.9192

Race Wheels Two 10x16 & two 12” x16 dia. 5” backspacing (or close), 3 piece, BBS, longbloed etc, in good shape. 5 lug pattern. Contact Ted Hammer at hammer@apple.com or 408-974-6509.

7/8 X 16 Fuchs Straight is more important than cosmetics. 911 offset. Contact Stephen Silver at quikstuf@pacbell.net or 831 479 0396.

914 4-bolt wheel spacers Looking for a set of 4, would consider buying more if you have different thicknesses. Contact Howard Yao at hly5@yahoo.com or 650.652.5775.

1965-1973 911 coupe. Looking for early cars for resto or just nice cars, anything considered willing to travel and will pay in cash. Contact Ian at Early911Guy@aol.com or 925.361.0589.

1969 - 1973 track prepared 911 Must be street legal or streetable. No wrecks (wrecked), rust, nor wild prices. Contact Dan Tsuchiya at Dan_Tsuchiya@amat.com or 408.483.5224.

Wheels: 16” Fuchs, or BBS early offset BBS 16”, or Fuchs for 951, early offset, 16” dia must be in good shape and true. Send pics, tires ok. Contact Steven Vest at FUNCOUPLEMTZ@MSN.COM or 925-323-2750.

List of Advertisers

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Charlie Arolla (Storage for Porsches)
Deutsche Motor Sport
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High Performance House (Rich Bontempi)
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Palo Alto
Speedometer Inc.
718 Emerson St.
Palo Alto, California 94301
Phone: 650-323-0243
FAX: 650-323-4632
8:00 - 5:00 Mon. Fri.

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510-437-9400

The Nugget | 23
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