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Cover Photo: GGR’s Goodie Store man Bob Peterson managed to take a seat in a very historic Porsche 906 at this year’s Monterey Historics. Bob says “Unfortunately I did not get to drive it, but it was in the 1967 Le Mans, it came in 8th overall covering 2689.72 miles and averaged 112.07 mph for 24hrs. The car is owned by someone in Hawaii, but it lives in this area. I did not want to get out of it!”

Photo by Miles Smith

The opinions are those of the authors and probably don’t represent those of the Golden Gate Region PCA. The Editors reserve the right to edit all contributions. Business and classified ads are provided for the convenience of the membership and are not an endorsement from GGR. GGR cannot take any responsibility for the quality of the products or services provided. In addition, there are some people who like to find mistakes. In this newsletter, we try to have something for everyone.

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Special Skills.....

I just returned from my annual vacation on the waters of Georgian Bay in Ontario. This vacation provided what might be the first two real world tangible benefits I’ve received from my autocross and time trial experience.

1. Thanks to GGR driving events I know how to recognize the signs of gear box failures - you know, crunchy sounds, increased engine rpm, a gear shift lever that changes nothing or refuses to move and a gradual (or sudden) change from forward progress to no forward progress. Well, guess what - when, twice in the same week, the gear box on your 22 foot boat fails it’s exactly the same and you know it. You also know that a magnificent spending opportunity has just presented itself - twice!

2. Being towed on a tow strap at 5 mph in a dead car at Thunderhill is great training for being towed on a rope in your dead boat. Without GGR’s track training how can you know in advance how to get the tow rope tangled up, how to get it messed up with the tow vehicle and even how not to pay attention and run into the tow vehicle as well as solid obstacles. Pit walls, docks, they’re all the same. Based on their animated tone and colorful gestures, my Canadian colleagues appeared to be most excited by my skills in this department.

Clearly, I could never have acquired these special advantages without the help of the tireless volunteers at GGR. GGR does not run itself. We have the NUGGET only because Jim and Tom publish it. The Website opens and is current because of Susan’s efforts. Take away the three Ambriskos and our autocross series doesn’t happen. And that’s only three of many settings where the efforts of individuals make GGR one of the largest and best regions in PCA.

We need YOU (to quote James Ohl) to join in the operation of Golden Gate. If you have an interest (or even just a high pain threshold) step up and volunteer. It has been great to see the many new folks who have come forward as well as our veterans who have pitched in over the past year. But it is important to have a regular turn over in a volunteer organization like GGR, and we can really use your help.

Please give me or any of GGR’s other officers a call, and let us know that you want to contribute to GGR (and maybe even to international nautical safety).
Left Brain Driving...

It’s 7:00 AM, in Feltham Middlesex, UK. I am preparing to pull out of a parking lot at my hotel to drive over to the company. The company is near the south side of Heathrow Airport, my hotel is on the north side of Heathrow Airport. This necessitates driving a car in England.

First move: pull out onto Bath Road first making sure that there are no cars coming from the left, uh no, the right. Avoid the bus that is slamming on its brakes to miss me, whip into the left lane, as the bus skids by me in the right lane. Hmmmm, gotta remember that the cars come from the right here.

Winding my way through the middle of Heathrow Airport driving on the wrong side of the road, we come to a traffic circle. Entering the traffic circle, my first instinct is to turn right into it, I catch myself just as a Peugeot slips by me on the left (which is way over there past that extra seat in the car which is itself on the wrong side), into the circle clockwise and now I encounter a traffic circle inside the traffic circle, and some idiot who is now turning inside that circle.

It’s three in the morning and my workday is just now over. I pretty much have the hang of this. I manage to navigate back across Heathrow, After having to wait for a 747 to taxi across the road, and now I am ready to make the right turn onto Bath Road to go back to my hotel and get some rest.

I make the turn and my tired eyes are greeted by what appears to be a UFO from close encounters. the Lights are increasing in intensity and then dimming—that’s when I realize that the UFO is a bus, and he would like it very much if I turned around and used the correct side of the road...no problem! TP

No Brain Driving...

Say what you want about the British and their driving habits on the “wrong” side of the road. Or even the French with their “get there by hell or high water” attitude. Most European drivers seem pretty capable.

But, then there is the Silicon Valley driver. I had no idea that for most people, a red light is an optional stop when turning right. It’s bad enough that the soccer mom (cell phone in one hand, coconut latte with extra sprinkles in the other) in her Escalade coasts right out in front of you. Moving over three lanes does no good - she moseys on right on over too - determined to block your way!

Also at red lights, we have the “honker.” The honker is the guy who wants you to turn right on the red light, even thought there is a very visible sign that says “No Turn on Red,” and a cop hiding in the shadows just down the road.

Everybody has come across the “entitled” driver. They occupy the fast lane of the freeway, and will not, under any circumstances, move over to let faster traffic by. The flashing lights, the fingers, the people passing them on the shoulder, all have no effect whatsoever. Under rare circumstances they will let a fellow entitled driver by - how they recognize each other is a mystery. But, if you’re following them in a Porsche - forget it. It’s their lane. They’re entitled! JB

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For all interested participants in the GGR Autocross and Time Trial series:

The Drivers event committee will be holding its open rules meeting on Saturday October 2, 2004, at 9:30 AM. It will be held at the Thompson residence in South San Jose (Almaden Valley).

Address 6590 Leyland Park Drive San Jose, CA 95120

PLEASE bring your own chairs since we are expecting a large turn out.

The Drivers Event Committee (rules committee) is made up of the following persons:

- Dan Thompson, GGR Competition Director and Chair
- Ken Park, TT chairperson
- Bob Peake, TT representative
- Doug and Dana Ambrisko, AX chairs
- Boris Teksler, AX representative
- Tim Fleming, Zone 7 Representative

Please contact any of the above persons if you have questions, concerns or comments about the rules proposals for the next competitive season.

The rules proposals are available on the GGR website. Please always direct any of your concerns or comments to me at docdanracy@sbcglobal.net

The DEC will be looking for a large turnout of concerned participants at the open meeting. This is your chance to voice your concerns or approval of next season’s proposals. If you don't attend or send us your comments then don't blame us when proposals are accepted that you didn't agree with.

See you all at the DEC meeting

Porsches were meant for driving...do it!

Members of the GGR Rules Committee practicing one of their planned surprise inspections for next year’s Time Trial Series. :-)

Photo by Pam Park

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<td>2</td>
<td>GGR Board of Directors Meeting</td>
<td>The Benz’s, 2360 Webster, Palo Alto</td>
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<td>650.328.4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
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The new grid arrangement at GGR autocrosses - no more creep'n'crawl, no more waiting for unattended cars... It’s simply brilliant!

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This month I’ll describe some of my favorite turns at local tracks. After deciding on the topic, I started to think about exactly what it is that makes a turn one of my favorites. After doing a little soul searching, I discovered that the answer is a little more complicated than I thought it might be.

First, there are few turns that I consider favorites because I think I drive them well, at least relative to others around me on the track. These turns I consider favorites because I know that I’ll likely get a nice little gap on who ever is chasing me or I’ll gain a little ground on whomever I’m chasing. Turn 9 at Thunderhill falls into this category. For some reason, I hear many folks claiming this to be one of their least favorite turns, yet I absolutely love it in both directions. For those not so familiar with Thunderhill, turn 9 has a sharp peak either in the exit or in the braking zone, depending on the direction you’re driving. This means you either get that light, floating, I-have-little-control-of-the-car feeling under heavy power or under hard braking…

For similar reasons, I love turn 6 at Laguna. One can turn in for 6 much earlier than it might appear, and there is a car-swallowing dip right at the apex. You have to let the track have its way with the car, just hang on and not panic. The combination of this visual and physical challenge make for quite an interesting turn, indeed.

My last “good turn” selection is turn 10 at Infineon. I doubt you’d find a majority in any crowd when you asked drivers if they like this turn, but I’m strangely attracted to it.

There are other turns that I consider favorites because I can’t do them well at all, so I know that they hold the potential for me to lower my lap time considerably. Unfortunately, there are many more of these than there are turns in the previous category. Let’s see, where should I start… turn 11 at Laguna, a sharp left-hander leading onto a long straight, demands discipline to slow enough on entry to get the perfect late apex and full-throttle exit. Carelessness here punishes the driver all the way up the long front straight. Turn 14 at Thunderhill in both directions has a blind apex and is visually tricky. This turn also sets you up for long straight no matter which direction you’re running. I so rarely hit the apex correctly that a microphone in my helmet would reveal language lap after lap that would make a sailor cringe.

My last set of favorite turns are those that just scare the heck out of me, and for some strange reason, maybe for the same reason I love food so spicy that it makes me cry, I LOVE these turns. Here, too, I have a longer list than the turns I do well… I know that these turns also hold several seconds once I’m brave enough to explore the limits of the car on the perfect arc.

The granddaddy of all scary turns for me is turn 9 at Laguna. A steep, downhill left turn with a downward sloping exit and an extremely hard wall to the outside - what’s not to like? For some reason I always need to hesitate before going full throttle at the turn in. Prudent? Perhaps. Fast? Well, not the fastest.

There are two turns at Thunderhill that give me pause, but that’s what I love about them. Turns 1 and 8 are the two fastest turns at the track, and these are two that have secrets they are keeping from me - the secret lines that allows one to hustle through there as fast as possible.

The one turn that rivals Laguna’s 9 as far as the fear factor goes for me is the NASCAR turn at Buttonwillow when run counter-clockwise. This is a banked turn that goes very flat at the exit - daring you to try to sight the outside of the track at the exit at upwards of 100+ MPH. Yeah, baby, yeah!

While I’ve listed a few of my favorites, I’d have to say my list of second-favorites are all the turns in between these.
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Carlsen Concours Results (see story on page 14)

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<td>914</td>
<td>George Buck</td>
<td>GGR</td>
<td>1975</td>
<td>914</td>
<td>194.50</td>
<td>1</td>
</tr>
<tr>
<td>924, 928, 944, 968</td>
<td>Michael Lee</td>
<td>GGR</td>
<td>1992</td>
<td>960</td>
<td>193.75</td>
<td>1</td>
</tr>
<tr>
<td>Boxster Wash &amp; Shine</td>
<td>George Gualou</td>
<td>GGR</td>
<td>2003</td>
<td>Boxster</td>
<td>197.25</td>
<td>1</td>
</tr>
<tr>
<td>911's &amp; 912's (early)</td>
<td>Phil Lawrence</td>
<td>SRV</td>
<td>1972</td>
<td>911</td>
<td>197.95</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Jonathan Roman</td>
<td>GGR</td>
<td>1971</td>
<td>911</td>
<td>196.75</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Wallace McClymont</td>
<td>GGR</td>
<td>1967</td>
<td>912</td>
<td>196.50</td>
<td>3</td>
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<tr>
<td>911 Wash &amp; Shine (mid)</td>
<td>Torre Trudell</td>
<td>GGR</td>
<td>1988</td>
<td>911</td>
<td>196.50</td>
<td>1</td>
</tr>
<tr>
<td>Group #1</td>
<td>Jeff Seid</td>
<td>GGR</td>
<td>1996</td>
<td>911</td>
<td>194.00</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Larry Immam</td>
<td>GGR</td>
<td>1989</td>
<td>911</td>
<td>190.75</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Jun Ignacio</td>
<td>Diablo</td>
<td>1984</td>
<td>911</td>
<td>195.25</td>
<td>1</td>
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<tr>
<td>Group #2</td>
<td>Cesar Palos</td>
<td>GGR</td>
<td>1984</td>
<td>911</td>
<td>186.00</td>
<td>2</td>
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<tr>
<td>911 Wash &amp; Shine (late)</td>
<td>Winston Thomas</td>
<td>GGR</td>
<td>1995</td>
<td>911</td>
<td>195.25</td>
<td>1</td>
</tr>
</tbody>
</table>

Photos by Howard Yao
Attend the Next Friday Night Social!

When? September 17, 2004
Where: Harry’s Hofbrau/Carvery, 1297 Chess Drive, Foster City
Why? Good food, good friends, and a good time!

Need more information? Call Paul Seidel-Smith at 408.978.7277 or email porsche968paul@earthlink.net
30th Anniversary
Carlsen Porsche
Zone 7 Concours

by Dean Tanaka, Zone 7 Concours Chairman, Photos by Howard Yao

On August 1, 2004 Carlsen Porsche in Redwood City hosted and sponsored the Golden Gate Region's 2004 Concours d' Elegance. The event marked Carlsen's 30 year involvement with GGR and its concours. The weather was sunny and with temperatures in the 70's, the 32 Porsches entered were ready for the competition.

There were many entrants entering their first concours along with a number of our Zone 7 Concours series veterans. The Golden Gate Region's Larry Adams, his wife Linda, and son Greg presided as the event chairpersons. Linda Adams also helped with the final scoring and did a great job. Also in attendance were the Neidels (Zone 7 2004, Wall of Fame family) who helped in a variety of capacities including the wonderful food. Howard Yao entered his 914 (Kermit), which was glistening in the sunshine. Larry Sharp, former president of GGR worked double duty as he entered his 1974 911S and also served as a head judge in Wash and Shine.

Charlie Burton, owner of Carlsen Porsche, was presented with a GGR award of recognition for Carlsen's 30 years of involvement and dedication to the GGR and PCA. Presenting Charlie with his award were Larry Adams, Zone 7 Representative Tim Fleming, and Jack Bair from Porsche Cars North America. Earlier in the day, Charlie personally introduced the new Carrera GT.

The silver GT took center stage in Carlsen's showroom as large groups of excited enthusiasts learned and listened about this beautiful and technologically advanced car.

Finally the special concours trophies, featuring a die-cast model of the soon to be released 997, were presented to all of the winners. The trophy created smiles from ear to ear to those who received them. Dean Lyon from the Redwood Region was awarded with the People's Choice Award with his 1964 356 SC.

Thank you again to Charlie Burton, Carlsen Porsche, Larry, Linda, and Greg Adams, the Neidels, Tim Fleming; and to our Head Judges - Larry Sharp, Alan Berman, and Gary Lieber, as well as the rest of our outstanding judges and volunteers who made this event possible.
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WWW.CARLSENPORSCHE.COM
The San Francisco based Porsche Racing Club is pleased to announce our final event of the season in conjunction with NASA at Infineon Raceway, October 30-31. This event will replace the PCA National Club Race date. The PRC was founded in 2000 to provide Porsche racing enthusiasts with a regular schedule of high quality racing events and to ensure that the participants have a safe and enjoyable experience at each event. This year the club has been participating in events sanctioned by National Auto Sport Association (NASA) in a dedicated run group exclusively for Porsche race cars. This event features two practice sessions, one qualifying session and a 30 minute sprint race on Saturday and Sunday. Roll Cages are required - see the NASA and PRC website for additional safety information. Class-based awards are presented after every race. NASA and the PRC are sponsored by local race shops and major manufacturers of automotive products including Ball Renegade TBD, ICG Investments, Toyo Tires, The Racer's Group, Jerry Woods Enterprises, SCARGO Racing, Smart Racing Products, WEVO and several individuals. To enter this event, visit http://www.nasaproracing.com/register.html and choose the October 30-31, 2004 at Infineon Raceway event.

For questions or additional information, please contact Masuo Robinson at 650.361.1101.

Drivers Education will have two run groups, HPDE 3 and HPDE 4. See above website for more information.
New Member Social and Tour!!
September 25, 2004

Everyone Join Us for a Warm Welcome! Meet at Bosco’s in Beautiful Sunol. Please plan to join us for a dinner social at very nice inexpensive restaurant in Dublin after the new member tour (dinner price NOT included!)

Visit a Porsche Boutique, have lunch on Top of the World, wine tasting Too!

Meet at Bosco’s, 11930 Main St in Sunol (near 680/84)
Time: 9 AM. - approx. 5 PM.
Cost: $15 per car (Lunch and entry fee)
RSVP by Sept.17
To Paul Seidel-Smith  408-978-7277
Porsche968Paul@earthlink.net
2004 Agricultural Inspection Tour

Please join us for the Fourth Annual Agricultural Inspection Tour! The tour will include a stop for a picnic lunch.

New this year!
More Great Roads
New Wineries
Meet up with Redwood Region

September 12, 2004 (Grandparents Day)
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Starting at Strawberry Village
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2004 Beginners Autocross School
Porsches For Sale

1970 914-6 $9500 OBO, some spares available Contact Jeff Williams at jeff_williams@maxtor.com or 831.688.3385.

1970 914-6 #9140432289. All numbers match. Recent complete engine rebuild. Original 6-cyl block, all new Porsche factory parts: 2.2T 911 heads, 2.2S pistons/cylinders. Autosport Technology suspension system. $40K upgrades. All records, $22K OBO. Contact Ann West at 650.462.9378.

1996 C4S Guards Red/Gray. 42k miles, 6sp C/D changer, new brakes, tires, lowered and fully serviced, 2nd owner, books, certificate of Authenticity, email for pictures. $50k obo Contact Jeffrey Novick at jeffrey@bg.com or 408.448.4465.

1970 911T Non-sunroof, 3.0L taken to 3.2L electromotive Tec2, 245hp @6300 to ground, 2300 pounds, suspension, brakes. Contact Scott Fraser at alwaysracin@yahoo.com or 650.722.3335.

89 Carrera Cabriolet 74k, Silver, ‘Linien’ int., color-matched fuchs, blk top. Outstanding phys and mechanical condition. everything works. prem sound, alarm, clear bra. Denver, CO More info and pictures at http://www.cars.com/go/search/. Contact Wyatt Weeks at waweeks@comcast.net or 303.475.1086.


1999 996 Coupe Speed Yellow, 36k miles, Red calipers, Aerokit, Full black leather, PSE, 6 speed, M030, LSD, traction control, Hollow turbo wheels, sport seats, very clean car. More info and pictures at http://www.pavlan-racing.com/forsale1999carrera.htm. Contact Chad Plavan at chadplavan@hotmail.com or 949.294.7100.

1992 968 Coupe See photos and description at www.rennlist.com classifieds. Contact Jim Sorensen at jimdona@comcast.net or 510.523.1550.

1973 914-6 $12,500 OBO, Ruby Red, 2.2S 6-cyl conv., MFI, side-shift, SC flares & SC front suspension, Bilstein struts, 5-bolt 7” & 8” x 15 Fuchs & much more! More info and pictures at http://geocities.com/gagolub/gteener1.html. Contact Gwen Golub at gagolub@yahoo.com or 415.531.4624.

1983 911SC Excellent condition Must see to believe; Only 89K miles, Carrera chain tensioners. Recently replaced all synchros, <2yr clutch; Passed SMOG in June ’04. $18K/O.B.O More info and pictures at http://share.shutterfly.com/osi.jsp?i=EeAMnLNo2btGzgA. Contact Porsche911SC-1983 at porsche911sc_1983@yahoo.com.

1974 914-6 Race Car Full race PCA GT3R, 3.4L/325hp, 1850lbs. Very Very Fast. $34K/B.O. Contact Lloyd DeMartini at lloydj.demartinijr@lmco.com or 925.606.8543.

2001 Twin Turbo Lapis Blue metallic/Savanna Beige. 23K miles. 6 speed. Supple leather seats with lumbar support in driver seat. Excellent condition, never abused. $88,950. Contact Ed at whaletailX2@comcast.net.

1999 Carrera 2 (966) Black over Savannah Beige 39,500 miles. Extended warranty, Navigation system, CD changer, TechArt header/muffler system. Fabspeed intake, B&M short shifter. $49,500 OBO Contact Joe Ramos at ramos@bell.net or 650.726.3908.

1986 Carrera 86 Coupe totally refurbished 103K miles 2 owner vehicle clean carfax, new 17” wheels/ tires, new professional Iris Blue exterior, new leather Cashmere interior, SS ehaust, $22,00.00. Contact Nelson Diaz at ndiaz50@ao.com or 901.359.7033.

1988 944 Turbo S Silverose/burgandy, all original, no mods, no dents, magnificent original paint, excellent interior, 82,000 miles. No deferred maintenance. You will not be disappointed. $15,000. Contact John Manelis at manelis@netzero.net or 707.255.6936.

1959 Porsche Diesel JUNIOR Tractor P108 JUNIOR, Porsche-Tractor, concours condition, 1cyl., 14 HP, very rare, probably the best example available, never seen nicer one, superb, please inquire for more info and pictures by email. Contact Beggs at Porsche-Joerg@T-Online.de.


1978 911 SC Silver with black, sunroof, coupe, 46,000 orig. miles on engine, Sachs clutch, Tensioner update, Alpine stereo, H-4, super clean! $16,800. Contact Gregg Walsh at gsw200@ao.com or 831.662.0504.

1983 944 Mechanically in very good shape. Brown with sunroof. Over $1,500 in spare parts. New rubber SO3. Must sell $1,900 w/spares/OBO. Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.

1965 911, 99% restored! black with black., no rust, Lots of new parts, new Imron paint. Fresh engine and rebuilt...
trans. Always garaged, no semi-annual smog required. $15,000 OBO Stan 650.728.7722 stangardner@sbcglobal.net

**1992 964 Euro Carrera Cup** 2500 #s; 270 hp; air jacks; 18" Speedlines; only 10 hours on complete engine rebuild; 0 hours refreshed gearbox; new Pirelli slicks; new P aggravated. $62,500. Contact Graham Lane at ghlane@msn.com or 817.421.0141.

**2001 Carrera Cabriolet** In perfect condition. xenon, full supple lthr, 18"pm whls, technic pkg, 6CD, prm stereo, hrd top, wind deflitr, more. $65k Contact Dick Gronet at dgronet@netzero.com or 408.887.0571.

**1992 Carrera 2 Coupe** with Sunroof. Blue White int. New exhaust, koni adjustable shocks, H&R Springs, Chip, 5 point restraint with brey Krause Truss, Cup Airbox. $32,000 Contact Charles Wege at charlesw1@rcn.com or 650.922.0430.

**1986 Carrera** 94,000 miles, Guards Red w/Tail, black int., new door/window seals, new suspension bushings, new tires. Looks great. Pictures avail. upon request. $16K firm. Contact Brad Hansen at brad_hansen@amat.com or 408.887.0571.

**1985 944** All Weltmeister susp. and bushings; Koni adj. strut bar; 8 Fuchs, 7/8 x 15; 2 computers, 2 throttle bodies; adj. cam gear; Bursh exhaust; and more. $8,000. Contact Bob Petersen at bps944@aol.com or 408.858.3869.

**1974 911 Race/Tt Car** Fully prepped car for the PRC Toyo class (and VERY competitive) and looks to be great for the new TT series groupings. Contact Stephen Silver at quikstuf@pacbell.net or 831.479.0396.

**1984 911 Carrera** VIN WP0AB09138E121045. Turn Key Street Legal Race Car. Red w/Tan Color, 112,144 Miles. Over $55,000 invested All original parts included. $35,000 More info and pictures at http://jeffreylove.com/narw/911.html. Contact Mike Lenke at 310.459.2860.

**1992 968 Convertable** 3.0 litre 16v blue on black 99k. Strong engine, 140 lb springs, 19mm Weltmeister front sway, Konisport, 19mm master cyl, slotted rotors, Panasport. $575/408 OBO More info and pictures at http://f1.pg.photos.yahoo.com/ph/cobrab9/. Contact Tony Kristovich at cobrab9@yahoo.com or 408.839.9891.

**1973 914-2.0** Time Trial and AutoX car (Bi Class). Strong engine, 140 lb springs, 19mm Weltmeister front sway, Konisport, 19mm master cyl, slotted rotors, Panasport. $575/408 OBO More info and pictures at http://f1.pg.photos.yahoo.com/ph/kitooc/. Contact Litko Chan at racer_951@hotmail.com or 408.323.9934.

**1973 911E Targa (RGruppe-look)** 9113210694. Special order color: beige/gray. Came w/S front spoiler and gauges. Purchased 496 from the 3rd owner. Northern California, rust-free car. All receipts since 96. $29.5K/BO. More info and pictures at http://there.dino.com/harold/73-911.html. Contact Harold Williams at harold@dino.com or 650.340.0360.

**1989 911 Carrera Coupe** Absolutely Stunning!! 91K, Gray Met/Lt. Gray Full Leather, Sunroof, 17" Cup Wheels, Factory tail, Smoothest running 3.2 ever, Body, Paint ,Interior, and Engine are all Flawless. $25,000 Contact Wayne Weathers at w.weathers@comcast.net or 650.341.2827.

**1986 944** A rare very finely preserved mature PCA member owned 944!! 102K. All majors done at Kahlers. Needs nothing. Very nice car! Arm injury forces sale. $6850. Contact Steve at FUNCOUPPLEMTZ@MSN.COM or 916.325.2750.

**1982 911SC** Targa 46K orig. mi., recently smogged, all updates made, exc. cond., new top, lots of extras, new tires, all mech. paperwork, manuals, air compressor, orig. sticker, orig. tool kit. Contact Cheryl Holland at chaholland@prodigy.net or 510.258.1755.

**1999 Boxster** Have the performance of a Boxster S without the price! 1999 TPC supercharged, with upgraded Boxster S brakes. $25,750 60K miles. Info and pictures at http://autotrader.com/. Contact Tom Chandler at chandler986@yahoo.com or 916-645-0600.

**1997 Carrera** A fine 993 with Varioram, turbo twist wheels and tail. Blue over camel. 73K miles. $35K firm. Contact Barry or Grant at karate1110@aol.com or 510.910.0122.

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**16" Fuchs** Are you tired of wide wheels & tires slowing you down with all that rolling resistance? Enjoy faster lap times with these vgc Fuch forged alloy wheels! (2)6x16 & Kumho 712-205/55s $300 More info and pictures at http://forums.pelicanparts.com/showthread.php?s=&threadid=178293. Contact Mike Bernamonti at AntiCHP@aol.com or 510.383.4446.

**1950 Racing Gearbox with Cooler** 915 Racing Gearbox Features: new gears, new synchros, ALL. Wevo updates, Quaife. external oil cooler, Tilton pump, hoses/connectors/etc. 8:31 r&p. over $9,000 invested. Best offer. More info and pictures at http://www.bushwacker-racing.com. Contact Jeff Stevenson at jeff@bushwacker-racing.com or 408.761.2721.

**1999 Yamaha** Racing Gearbox Features: new gears, new synchros, ALL. Wevo updates, Quaife. external oil cooler, Tilton pump, hoses/connectors/etc. 8:31 r&p. over $9,000 invested. Best offer. More info and pictures at http://www.bushwacker-racing.com. Contact Jeff Stevenson at jeff@bushwacker-racing.com or 408.761.2721.

**993 Kinesis Wheels** Set of Kinesis wheels for a 993. 17X8.5 and 10. Style K5. Reduce unsprung weight and improve handling. $1,400 with Hoosiers mounted. Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.
1997 993 TT Parts (K24?) Turbos; Bosch ECU; Catalytic Converter/Exhaust Pipes; Exhaust Headers; Intercooler; Mufflers with turboS tips; Alcon 332mm Front Rotors; Adjustable Anti-Sway Bars; 4 BBS GT2 Magnesium 3-piece Wheels. Contact Lance Reeve at ReeveKL@netscape.net or 408.377.4478.

Stock Leather SC Seats and Steering Wheel Cork leather seats in good condition - $550/pair OBO plus shipping. Leather wheel in exc condition - $125 plus shipping. Contact Chris Paterno at cpaterno@sbcglobal.net or 707.373.2167.

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Kuhmo V700 Victoracer Tires! 4 Kuhmo V700 Victoracer 225/50x15 tires w/about 1-2/32 thread life. Great tires for that first time experience on “sticky” tires. Available in San Jose. $60/OBO. Contact Mike Lommatzsch at mpl@ix.netcom.com or 408.369.1515.

Hoosier Tires Two 205/50-15 hoosier rs03—last year’s tires. New never been mounted sticker tires. $110 for both. Contact Larry Sharp at larrysharp@comcast.net or 925.371.2258.

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Yokohama AVS Tires Set of 205/55/16 and 225/50/16. 1500 miles of use. $200 for set. buyer pays shipping, in Bay Area will meet half way to deliver. Contact Ralph Ligons at rligons@hotmail.com or 925.584.4167.

911SC Seats / Fuchs Pair of stock black seats from an SC. Fits other years. Vinyl, excellent condition. $400 pair including sliders. Pair of 7x16 Fuchs. 911 offset. $300. Contact Andrew Miller at anfdrew@hotmail.com.

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Suspension Upgrade! Weltmeister bars front (19mm) and rear (22mm) plus Cambermeister all for $475. Brake ducting inlets $60. Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.

Boxster EVO FR/RR Tower Braces EVO front and rear adjustable shock tower braces. EVO sells them for $229 each plus shipping which is what I paid. Selling both for $380 Contact Joe Hoppa at joe@seqrconsulting.com or 408.265.8420.

993 Twin Turbo 18" wheels. 993 C4S or Twin Turbo (2) 18x10 & (2) 18x7.5 polished factory wheels, $1,250 or b/o Contact Cris Huergas at crgrp2@aol.com or 510.219.2667.

Wanted

993 Catalytic Converter Help! Need cat converter for 95-98 993 C2S/C4S to borrow or buy. Contact Mike at mgrote@yahoo.com or 408.307.8000.

914 Harness Bar Looking to buy a good 914 Harness Bar. Contact Dan Tsuchiya at dan_tuchiya@amat.com or 408.483.5224.

Fuchs 8X16 and 9X16 Wheels Looking to buy two Fuchs 16X8 and two Fuchs 16X9 wheels. Clean and reasonable, original finish preferred. Contact Dan Tsuchiya at dan_tuchiya@amat.com or 408.483.5224.

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