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March 2005
Volume 45 Number 3

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I'm funny what we remember. For example, it is fascinating what I remember about the first sports car races I ever attended. I know that they were in the summer of 1959 or '60 but I can't remember the year, for certain. (As will become obvious a bit later, those of you who are experts on Austin Healey Sprites may be able to clarify this date.) The race day was held in Put-In-Bay Ohio on an island near Port Clinton, Ohio on the western end of Lake Erie. Somehow a group of us East Cleveland high school friends got to Port Clinton. I have no memory how. None of us had our own cars. If we had that would have elevated us to a level of coolness that would have made it impossible for us to associate with nerds like us. Our parents were way too suspicious to loan us family cars for this adventure. In Port Clinton we took a ferry boat (the “SS South Bass”, maybe) out to the island. I recall that the alternative favored by the rich and famous was to go by Ford Tri-Motor - the last two or three operating in the world, at that time.

The ferry ride is still vivid in my mind. The lake was calm with almost no waves but the opportunity for motion sickness was not compromised. Lake Erie’s extensive ferry fleet (the South Bass and her sister vessel, the “Middle Bass”) were constructed with circular cross section hulls to avoid to being trapped in the ice each winter when Lake Erie froze. As a result of this design feature we rolled back and forth, back and forth... with or without nature’s help. Oooww, I don't feel too good....

I remember that the ferry didn't go to its normal dock on the far side of the island. In order to save time (and get a few extra loads of paying customers) it dumped us off at a makeshift float on the near side of the island. We made our way through a woods and into a grass field near a road that made up the back side of the race track. The convenience of this drop off point became clear immediately when a practicing BugEye Sprite slid past us on the early morning dew-wet grass tossing one of our fellow ferry passengers into the air. Useful facts: An early Austin Healey Sprite sliding on grass is low enough and curved enough that it merely knocks people up into the air. Landing from that position onto soft, wet grass is apparently not too bad an experience. Jumping up and helping to push the car back onto the track is the appropriate response. (I'm unclear if there were any Sprites around in 1959. If not, that certainly places us in 1960.)

From the field it was a quick dash across the two lane road that made up the track. This was during practice and with a track worker’s help. It would be great to get this positive attitude back into our events. The excitement of crossing Laguna (sorry, Mazda Raceway at Laguna Seca) between turns 6 and 7 or crossing In'neon Raceway at Sears Point say at turn 10 during a time trial session would create memories we all could cherish for years to come.

My recollection of the races themselves is really spotty. I remember that Chuck Stoddard, in a blue 1300 Alfa Spider, had no trouble beating all the push rod Porsches. Someone named “Terrible” Tom Payne, from Ypsilanti Michigan (Why would anyone remember that?) in a house-paint tan 4-cam speedster was quicker than Chuck but I think had to run in a different race. Also, 2 liter AC Brishts were really fast and handled most everything except two 550 Spyders and an Elva driven by someone named Charlie Dietrich, I think.

I do know that Mr. Dietrich was half of Ohio’s version of Dean and Laura Thomas.
He wife, Suzy, had a supercharged MG-T C. There was an all MG race. Suzy wasn't in it. (I now can guess that probably she wasn't allowed to be in it to avoid damage to her delicate female psyche.) Instead, she was permitted to drive her TC as the pace car for the MG race. When she pulled off at the end of the pace lap she had opened up about a 20-30 second lead. No one got close to her pace during the race. That showed her!

It is remarkable to recall that all you need to transform two or three miles of frost-heaved Ohio farm road into a race track is some snow fence to keep people from stumbling out of the bar near start-finish onto the track, some flags on a string, the kind you hang up to create a festive gasoline-buying frenzy at your neighborhood Sunoco station and a few hay bales to lean up against fire hydrants. This combination seemed to work out pretty well. On the ferry ride back (lots of projectile vomiting due to the previously-described gait of the SS South Bass coupled with universal alcoholic beverage over-consumption on the island) we shared space with race cars returning to the mainland. I remember a fender crunched here and a bent wire wheel there but all in all there seemed to be little in the way of real automotive carnage. We all have memories of our past and present PCA events. It will be fun to see what stands out as important among them.

LETTER FROM THE EDITOR

You'll notice some changes in this month's Nugget. Hopefully, they add something to the fine work Jim and Tom did during their tenure.

First are some changes to the layout. Perhaps they won't interfere too much with folks finding and reading their favorite sections.

Second, we're adding a Q & A column. We hope to field questions from the general road enthusiast about your Porsche. Unfortunately, prudence and feasibility prevent us from answering technical questions about preparing your car for racing or changing a setup. Your best resource for those is still your mechanic. Questions can be emailed to NuggetQA@sbcglobal.net. Scott Davis and I will do our best to answer the questions of general interest to our readers. Scott is the owner and proprietor of San Carlos German Motors in San Carlos, a longtime Porsche enthusiast (he was autocrossing the GGR in the 70's!), and drives a "somewhat modified" 993. Let's just say the warranty would be long voided.

Note that, for this month's Q & A, I made up the questions and answers. I hope they're good for a yuck but—please—don't be offended if you don't find them funny.

Next, we've gone to 28 pages in this issue from 24 in the last issue. This will increase the publication cost, but, with 24 pages, there simply wasn't room for all the stuff people wanted to have included. Feel free to email if you have a strong opinion regarding the tradeoff between issue length and cost. We could eliminate the print cost by going to online publication only, but I fear that would not well serve the folks like me who prefer not to use the computer any more than necessary.

Lastly, I am frankly astonished at the volume of parts for sale this month. Space prevents us from printing all the ads, but I really wonder: are people successful at selling all this stuff? I rather imagine garages full and getting fuller...

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Well, it’s pretty early in my tenure, and already I have work to do. I tried to delegate, but it backfired. It is time to recruit successors to our excellent chairs. As a reminder, Larry Adams is our chair for Rallies and Concours, The Ambroisko family are the Autocross chairs, and Ken Park is the Time Trial chair. Since Larry has only been in office officially for a couple of months, I am hoping his successor will be the responsibility of my replacement. The Autocross and Time Trial chairs, however are about to reach the end of their term. These are both typically 2 year commitments, and we are in the second successful year for both. As such, it is time for you to start training for a chair position in 2006.

The most important job for all chairs is to create and manage a budget. If this job is not done well, then the series, and the club is at risk. The budget for the Autocross Series is around $25k, and the Time Trial Series is close to $160k. Both of these numbers are some of the largest in PCA, and a major part of GGR. The projected income and expenditures are created as soon as the previous season’s competition ends, around Oct. or Nov., and submitted to the next year’s board of directors for approval at the Jan. meeting. The approval process is also one of the first tasks of the next year’s board. Obviously, much of the discussions and negotiations take place with the previous/outgoing officers. By recruiting and filling positions early, we can get everyone involved in matters that they will have to administer.

The next most important job (I should stop ranking the jobs now, as they are all obviously essential and important), is scheduling, site procurement and negotiation. Both series have very able help in this area. Tim Stewart has received many accolades (probably not enough, however), for pioneering Alameda Point for autocrosses, but he has helped with other sites too, and continues to be on the lookout for more venues. Mike Cullinan has gotten less publicity, as the Time Trail Track Liaison. Mike has been instrumental in assuring that we have a good relationship with track personnel and keeping us high on the list for good track dates. As long as you are a nice person, I think the help will continue.

Scheduling can be seen as both a job and a perk. No more conflicts between GGR events and anniversaries, or wife’s birthday. You get to choose. On the other hand, it is the biggest challenge, and what these chairs have done in the past should be commended. Autocross venue acquisition and scheduling takes place a few months in advance, and since our typical first event starts in Feb., that means Nov. or thereabouts. A gain, it would be nice to be trained and part of the process, that you’ll be administering in 2006. The people you work with, SF Parks and Recreation, City of Alameda, Pacific Raceways, etc. are all pretty nice folks.

Time Trial scheduling is much more involved, and the choices much more limited. We often have to work around what we are offered by the tracks. It is a credit to Mike, that we get the good dates we are famous for. The process can begin 6 to 9 months in advance, so now you are starting to understand why we are recruiting next year’s chairpersons now. Part of the site process involves deposits of thousands of dollars, months in advance. This creates some accounting challenges for both the chair and the board. It has taken years of process evolution for GGR to be in a position to do this successfully. It is very satisfying to work with the tracks, such as Thunderhill, Innineon Raceway, Mazda Raceway Laguna Seca, and puts you in touch with a very elite community of track people. Hey,
if you get real good at it, you could graduate to booking tracks for ALMS or CART!

In addition to all of these high profile and obvious tasks, there are many other little details to handle. There is a reason these jobs tend to be handled by very detail oriented people. The autocross chairs always seem to be able to handle trailer maintenance, printing jobs, towing assignments, and still find extra bandwidth for enhancing the autocross experience by getting lunch wagons to show up at our events, making improvements in timing and scoring, and finding unique new formats to try. Time Trial tasks vary from scheduling the outside safety providers, tow truck, and Sat. dinners to finding a beer dude. The new innovation of incorporating a high Speed Driving School into the Time Trial weekend, is an idea that may change the shape of time trials forever. This was the sole prerogative of the chair, and Ken and his crew, deserve all of the credit. You have a unique opportunity to make a place in GGR history.

What it all boils down to is this: It is a commitment, and a responsibility. The rewards are great, you have a chance to be innovative, and make your mark on the future of GGR. The best part is you don't have to do it all yourself. You are the leader of 2 very large communities, and teams of players. There are registration people, chief instructors, track stewards, scorekeepers, liaisons, and many, many other team members working along side of you. You will be succeeding some very competent chairs, who have evolved both series to run smoothly and efficiently. If you, or a group of you, think you might be interested, please don't hesitate to contact the Ambriskos, Ken, or myself. WE NEED YOU! See you on course.
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More information can be found at http://www.ambrisko.com/z7/z7axsch.html

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• Dry Creek Inn, 198 Dry Creek Rd., Healdsburg; (707) 433-0330; $89.00
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• Fountain Grove Inn, 101 Fountain Grove Parkway, Santa Rosa; (707) 578-6101; $139.00 (includes breakfast)
• Vintners Inn, 4350 Barnes Rd., Santa Rosa; (707) 575-7350; $260.00 (includes breakfast)

For info, contact:
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650-903-0652
autox@ambrisko.com

Time Trial Registrar, Lori Hageman
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Stain and Spot Removal

Car interiors collect dust, soil, moisture, food particles and chemicals from daily and normal use. And then are there the inevitable incidents when you or — worse—a friend spills something requiring action to remove a stain or spot.

The greatest aid in cleaning is to know what caused the stain in the first place. That’s why dry cleaners always ask what the spot is from. Some stains require actual bleaching—but not with ordinary Clorox. Perborates (oxygen bleaches) and hydrogen peroxide can provide color-safe bleaching action. Some powdered carpet and upholstery cleaners contain perborates that de-stain as they dry, while others remove stains with a controlled oxidizing action. In particular, hydrogen peroxide works on blood stains. Foaming indicates its oxidizing action.

A number of spot removal kits are available at varying costs, but you can assemble an acceptable one yourself at much lower cost. For most applications, all you need is a petroleum solvent-based spot remover and a spray bottle of carpet and upholstery cleaner. For protein-based stains, laundry stain sticks can help. To complete your kit, include a bottle of vinegar, ammonia, nail polish remover, rubbing alcohol and oxalic acid for removing rust stains.

In addition, specific techniques are helpful for cleaning particular areas of the car. For example, fabric headliners eventually must be cleaned, but don’t use water! Headliners are usually glued to the roof and excessive wetting can soften the backing and cause the adhesive to fail. I’m sure you’ve all seen cars where that has happened. Rather than repair them, some owners just drive around with fabric fluttering or—better yet—staple them for that custom “Cheech and Chong” look.

Start by simply vacuuming the headliner. If that doesn’t work well enough, the next step is to use a foaming spray carpet/upholstery cleaner with a clean microfiber towel. Be careful not to wet or stretch the material.

Floor mats require cleaning most often because, by design, they collect the most dirt. I prefer to remove them from the car, thoroughly vacuum up loose dirt, dampen with water, spray with a carpet shampoo, allow some dwell time, then scrub well with a brush. Lastly I pressure wash them to rinse all the dirt and the shampoo, vacuum thoroughly with a wet/dry vacuum and hang to dry. If there are specific tough spots, pre-treat them with an appropriate cleaner before shampooing. If your mats are made of wool (as is the case in most British cars), you should not get them wet or they will shrink. And by the way, I definitely do not recommend that mats be washed in a washing machine.

Another popular way of cleaning carpets and upholstery is to use an extraction-cleaning machine. The newer models use hot water for improved cleaning action and promise to clean almost perfectly. However, from my experience, even if you use the most expensive model, at best they’re for maintenance purposes only. If you have ground in dirt or spots, you still have to pre-treat and mechanically agitate carpets before extracting.

In general, for any fabric in your car, you should:

- Thoroughly vacuum material first. That may be enough.
- If more cleaning is required, test your candidate cleaning agent on a hidden area to see if any color is removed or changes. If that happens, stop or try something different.
- If a cleaner passes this test, you can then apply a generous amount of it on the soiled area and allow at least a minute for the cleaner to dwell (or follow directions on label).
• Agitate with the brush or fingertips and blot with a white cotton towel.
• Repeat as necessary.

In the future, we’ll classify stains into categories and provide a method to remove each of them.

As always, should you have any questions or comments, please feel free to contact us at (408) 249-1017 or email at tech@detailingdynamics.com. May the wind be always at your back and may you achieve your pursuit of detailing perfection!

QUESTION & ANSWER

Please email your questions to NuggetQA@sbcglobal.net. We will answer questions of general interest on a space available basis. You can also try the Topica discussion list on the GGR website.

My trust fund finally vested, so I’m getting divorced and would like to start dating women young enough to be my daughter. What’s the best model of Porsche for doing this?

Porsches are totally unsuitable for your stated purpose. They show too much that you care about your car, rather than about her. Instead, we would suggest you purchase a Mercedes convertible and try cruising around the Hunter’s Point neighborhood in San Francisco after midnight on a Saturday flashing wads of cash. We suspect this will yield fast results.

I would like to make my Porsche faster, but my budget for doing so is extremely limited. What would you suggest?

Few people realize this, but the greatest barrier to going faster in your Porsche is the aerodynamic resistance added by your hair when the windows are rolled down (even worse when the top is down). We suggest you use a heavy styling gel to slick down your hair and eliminate this source of drag. While you’re at it, spreading a thin coat evenly over the entire outside surface of your car will work wonders (don’t forget the wheels!).

I’ve been working on extracting more power from my engine by optimizing the fuel-air swirl in the cylinders, and have programmed a computational fluid dynamics model to help me do this. But how can I test whether my model actually works when I start modifying the cylinders and pistons?

You have definitely made a good start. The next step is to irradiate your gasoline. A small pellet of plutonium in your gas tank will do the trick. Then coat the inside of your cylinders with a neutron-detecting mesh. Because of the temperatures and tolerance, this mesh will need to be made of 60nm titanium wire. Hook the mesh up to a supercomputer (you can link about 1,500 PCs if you don’t already have one) to capture the data stream. This should give you sufficient resolution to test your theories.

What is the best paint color for a Porsche considering longevity, resistance to weather and UV, and not attracting the attention of the CHP?

Rustoleum.

I would like to learn to drive my car better, but am not sure about a full-on autocross race. What do you suggest?

Cut to the chase. Buying a Porsche has forced you to confront the fact that you’re a wimp. Rent T2, then sign up for something. Tell the folks you’re new and need an instructor. You’ll find the events are staffed by the nicest group of people who are all there to help you have fun with the wonderful car you’ve purchased. And everyone started just where you are: desire exceeded ability!

1 Scott Davis is the owner of San Carlos German Motors, a longtime Porsche enthusiast and racer and former professional motocross racer. However, John Celona solely concocted the questions and answers for this first column.
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Porsche
BOARD MEETING

Golden Gate Region
Porsche Club of America
Board of Directors
Meeting Minutes

CALL TO ORDER

The meeting was called to order at 7:16 PM on February 3rd, 2005 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Susan Angebranndt, Andrew Forrest, Louise Sousoures, David Leong, Claude Leglise, K.C. Sharp, Nugget Editor John Celona and Webmeister Tchie Tao. Also present were Doug Ambrisko, Harold Williams, Ken Park, Alfred Abken, Larry Sharp, Mike Lee and Ruth Benz.

A. APPROVAL OF MINUTES

The Minutes from the Board of Directors Meetings November and December 2004 were unanimously approved as written.

B. POSTMORTEM OF EVENTS

1. Two Annual Techs so far. The Rennwerks tech is expected to be very busy.
2. Friday Night Social on the 21st was very well attended.
3. Activities Day was well attended.

C. DIRECTORS REPORTS

PRESIDENT, Bill Benz.

1. Reports from the Zone 7 President’s meeting: the Santa Rosa West Coast Tour Aug 25, 26, 27th is expected to sell out.

VICE PRESIDENT, Susan Angebranndt.

1. Calendar: February 27th, Boxster Brunch at Alice’s Restaurant; The April 7th Board M eeting is moved to March 31st; Saturday May 21st, New Member Social; August 4th Board Meeting is made tentative; and Sunday January 22nd, 2006 is Activities Day.
2. Insurance ordered for all outstanding events. Insurance for this week’s annual tech has arrived.

TREASURER, Claude Leglise.

1. A proposal to establish a Zone LLC will be evaluated with respect to tax consequences.

MEMBERSHIP, Louise Sousoures

1. There were 22 new members this month; 4 transfers in, 5 transfers out, total: 1728. Motion to accept New Members was approved unanimously.
2. The New Member social May 21st is to be held at Jerry Wood’s Enterprises. Estimated number of invitations is 150. Some established members welcome too to help share club info.
3. Five dealer boards have been ordered and will be picked up shortly. Suggestions for candidate sites welcome.
4. This year is PCA’s 50th anniversary and GGR’s 45th. Karen Neidel has volunteered to organize an event to honor this.

COMPETITION, David Leong

1. Registration for the Infineon Time Trial proceeds. Interest in the D E portion is high.
2. Time Trial Sponsorship for 2005 season has increased.
3. The Beginner’s Autocross School is full.
4. The Zone 7 Autocross School has a firm date and two sponsors: Akkurat and Carlsen; both of whom will bring cars. LPR has promised to lend their trailer.
5. Autocross 2 will be moved to a new site because of a conflict.
6. Rule books are available on the web site in PDF.
1. Nothing to report.

SOCIAL, K.C. Sharp
1. Friday Night Social events booked at Harry’s Hofbrau for the remainder of the year.

PAST PRESIDENT, James Ohl
1. Nothing to report.

NUGGET EDITOR, John Celona
1. A Q&A column for the general street enthusiast to ask questions about their cars will be launched in the Nugget.
2. The next issue of the Nugget will get a graphic design refresh.

WEBMASTER, Tchie Tao
1. Transition is still in progress.

D. OLD BUSINESS
1. Yosemite Tour is fully booked with a waiting list.

E. NEW BUSINESS
1. Goody Store manager Mike Lee indicates substantial, somewhat aged, inventory exits. Suggests we donate parts of it to the new member social, the autocross schools and other such events.
2. Thunderhill contract extended to 2033 with a third date guaranteed (starting now) with installment payments beginning now. Unanimously approved.

3. Harold Williams and Ken Park have announced their retirement as Time Trial Chair and Chief Driving Instructor at the end of the 2005 season. Harold and Ken are leaving to “pursue other interests”, or “spend more time with their families” (take your pick). Parties interested in filling these roles should approach the Competition Director, David Leong.

4. In honor of PCA’s 50th anniversary, DVDs of PCA’s history as well as special logos will be available. All club members will get a 50th Anniversary patch.

5. Any party interested in a particular kind of event (e.g. tech sessions) and interested in organizing it will get the backing of the board. There are resources from National available to help assist. Contact the board for details.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 10:11 PM. The next Board of Directors meeting will be held March 3rd, 2005 at 7:00 p.m. at the residence of the President, Palo Alto, Calif. Call President at 650.328.4221 to add items to agenda.

Respectfully submitted,
Andrew Forrest
G GR Secretary 2005

MEMBERSHIP REPORT

Membership Report: February 3, 2005

New Members: 22
Transfers Out: 5
Transfers In: 4
Total Membership: 1728

New Members:
Eric Baggiolini San Jose, CA
Larry D. Blair San Jose, CA
Greg & Joseph Brandeau Los Altos, CA
...
Mountain View, CA  
Jeffrey Malone & Yochiko Okamura  
San Francisco, CA
Terry & Esther Maxey  
Lafayette, CA
Bob & Lynn Merritt  
Redwood City, CA
Yin & Carol Shih  
Saratoga, CA
Dave Shoup  
Pacifica, CA
Evan Snyder  
Los Gatos, CA
Robert Stinson  
San Jose, CA
Dee Van Horne  
San Jose, CA
Weir Van Norsdall & Phil Turner  
Pleasant Hill, CA
David Walker  
Sausalito, CA
Steve & Bev Young  
San Jose, CA

Anniversaries:
10 Years
Dennis & Lisa Yearton

Due to space limitations, the January 2005 Membership Report did not appear in the February Nugget. Here it is—Ed.

Membership Report, Jan 6, 2005
New Members: 16  
Transfers Out: 7  
Transfers In: 3  
Total Membership: 1720

New Members:
Eric Barkley  
Cupertino  
Salvatore Scire  
San Francisco
Roger & Ann Bundlie  
Los Gatos  
Annika Simpson  
Redwood City
Bob & Erik Dauner  
Los Gatos  
Alan Sund  
Campbell
Marcos & Christina Gallardo  
San Mateo  
Scott & Natalie Wales  
San Francisco
Matthew Howard  
Saratoga  
Michael & Kristina Wirt  
San Francisco

Terry Huey  
San Francisco
Kris & Luisa Klovdahl  
Palo Alto
Pascal Lehmann  
Rose Bay, Australia
Robert Maier  
San Jose
Gary Reis & Sherry Deats  
Menlo Park
Joseph Rivera & Joseph Clemente
MARKETPLATZ

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

Porsches For Sale


1989 911 Targa White w/blk 91K miles. Fantastic condition. New top, clutch, valve guides, Bilsteins, 930 tie-rods. Perfect 76x816s. Lowered. Updated factory (993 in-dash CD & speakers. Have records. $22,000. Contact david stomp at dstomp@shb.com or 415 613 8042.

1994 911 Speedster White/Black leather. Limited Slip. 10k stereo C/D changer, alarm/radar/laser system, lowered, Ruf torque tube, drilled rotors, certificate of authenticity, window sticker, email for photos, detailed information. 50k obo Contact Jeffery Novick at jeffreynovick@aol.com or 408-448-4465.

1976 934/5 Factory 934 converted to full 935 specs by GAA CO in 1980. 962 motor. Lemans twice, Dayton24, FIA, 1M SA. $250,000.00 Contact Van Zannis at race935@aol.com.

2003 Boxster S Lapis Blue w/Blue top, Gray Leather heated seats, PSM, trip cmptr, Xennons, 18 in Turbo Look 11 wheels. Only 1,800 mi. $50,000. Contact Larry Kushner at Lawrence.Kushner@carlsenporsche.com or 650-701-9200 x120.
2003 Cayenne S Jarama beige/tan, 12.5k miles, 19”, wood trim, htd sts, moonroof & more. $52,900 . Contact Larry Kushner at lawrence.kushner@carlsenporsche.com or 650.719.2000 extension 120.


1970 914-6 Factory 6, 2.4 ltr Gards Red/tan int, custom body and interior, ideal for street, autox or time trial. Articulated seats, 5-sp. $12,500 / offer. Contact Rich M CG lumphy at muppet@ps.net or 916.725.9828.


1974 911 Coupe No Sunroof Fantasic T T, AX, Race. Built and maintained at JW E, 3.2L, cage, fuel cell, fire system ready to run. Toyco Cup class PRC. Pics/Build sheet available. Contact Stephen Silver at quikstuf@pacbell.net or 831.295.2871.

1973 914/1973 2.0 Fl. Runs well, needs minor work and cosmetics (some rust). New clutch and some performance parts. Plus 1975 project 914. All there, in pieces. $2500/ obo Contact M att Griffith at mygriff@sbcglobal.net or 775.829.0575.

1969 912 M aroon/black interior. 116,000 original miles with 27500 mi. on rebuilt engine. Carbs, Brakes, Starter rebuilt or replaced, car always in garage, exceptionally clean $8400 firm. Call for apprt. Contact Richard W. Blanz at 707.874.3538.


Parts & Miscellaneous

951 tranny w/60k miles. From 1986 Turbo which has desirable cooler. Perfect condition -removed to install LSD tranny $550. Located in SoCal but can deliver to NorCal. $50 discount for local pickup. Contact Jerry at fast18@sbcglobal.net or 650-270-9102.

Set of four one-piece BBS wheels. 7J X 16 H 2 (224ET 23 – K BA) & 8J X 16 H 2 (225ET 11 – K BA). Polished lips, gold centers, BBS center caps. Recently refinished. $500/obo plus shipping Contact Sergio M eza at sgmeza@sbcglobal.net or 925-833-8545.

Pair 996/B oxster Sport-seats, black leather, Speed Yellow backs(beautiful!), $1600. Two Sparco Evo fiberglass race seats, black, one perfect $400, one w/slight use $350 ($600+new). Contact Dan Lofgren at dan_lofgren@comcast.net or 408.946.2459.

AS Sport roll bar, x-brace, $1000. For a non-sunroof 996 race/truck car. It’s functionally fine, just doesn’t look good enough to put in my street/truck GT 3. Contact Joe Ramos at jmramos@gmail.com or 650 726-3908.

Technology hollow-spokes, p/n 993.362.134.05, 7.5 x 18 ET 50; p/n 993.362.140.00, 10 x 18 ET 40 $1200 OBO Contact Joe Ramos at jmramos@gmail.com or 650 726-3908.

Sport Technos, p/n 996.362.136.51, 8 x 18 ET 50; p/n 996.362.142.51, 11 x 18 ET 63, $1200 OBO Contact Joe Ramos at jmramos@gmail.com or 650 726-3908.

Boxster 17” Track or AX wheels Porsche 5 spoke 996/Boxster 17x7 and 17x8.5. Great backup set. Straight. Clean. Not Concours. $450. Contact K en Jones at aloha02@earthlink.net or (925) 372-6273.

Corbeau red 3” 5-point harnesses, driver and pas, camlock, SFI Spec 16.1, Aug 03. 750+ new $1200. Contact Joe Ramos at jmramos@gmail.com or 650 726-3908.

996 (3.6L) Engine For Sale Our conversion project isn’t happening. Complete, like new engine! Currently at Heyer Performance, in Mount ain View, CA. Engine # M96/0366414589 Mile age: 10,752 $7,500 OBO Contact M ichael G olub at mikegolub@hotmail.com or 650.322.3603.

Parting out 1986 911 Cabriolet. Engine with 7k miles, can be test driven; Porsche sports seats, Full leather interior, Front fenders, need very minor straightening, Set of 15” 7s and 8s, Set of 16” 6s and 7s, Rear Carrera flares, Carrera brakes, Front and rear bumpers, L & R doors, Euro brainbox for 3.2 engine, Catalytic converter
bypass (for offroad use only, of course). Email hank@CAMDesigns.com or call 408-245-4040.
Boxster hardtop Silver with rack & garage hoist for easy storage. From 1997 car, but rarely used and fits later models. $900. Contact Dennis Power at dmpower@museumca.org or 510-501-3564.


356 ZF limited slip remanufactured bullets 71B: 332, 525.00 $28.00 ea plus shipping. 356 Towbar $60.00 Other 356 engine and trans parts available. Contact Reinhard Riedel at riedel@infostations.com or 530-878-2489.

964 3.6L pistons and cylinders from a 93 R SA 3.6L. 70k on parts. Make offer. Contact Mary Beth at merb_wilson@pacbell.net. 993 engine & race parts from T W O 993 engines: rods, P/Cs, cam towers, chain housings, head, GE 100 cams, Elgin cams, valve covers, 3.6L, etc. D M E harness, Carillo 3.6L rods, Pauer 3.0L rods. Contact Jeff Stevenson at jefe@porscheracingclub.com or 707-331-4443.

996 hardtop, unused, with a cover and side mount stand $1200 B/O. Contact Grant Tee at karate1110@aol.com or 510-910-0122.
Koken Sway Bars for 911, 912s and 930s Adjustable 22mm front and rear Koken sway bars for 911s, 930's and 912s. $500/for both front and rear with mounting hardware. More info at http://www.lindseyracing.com/911sus1.htm. Contact Jim Paugh at jim@crankfireperformance.com or 650.743.2478.


Sheepskin Seat Covers Pair black custom sheepskin seat covers for 74-89 highback seats (911, 944 etc). VG quality used 2 years & < 10k miles. No fading, matting. $95 pr. Contact Andrew M iller at an6drew@hotmail.com or 415.812.0765.

Wanted Porsche 912E. Running or not. Bad engine or transmission OK. Must have straight body, no rust and good paint. Contact Ken Holladay at jacquiken@verizon.net or 408-842-0616.

WTB: Bosch Distributor for my 1971 911T. Bosch 911E or S distributor should be as well. Prefer local purchase. Contact Jon at jtkkz@comcast.net or 510-494-8504.

1965-67 911/912 A/C parts looking for a mounting bracket (or possibly the entire A/C unit) to fit an original 65-67 911/912 Tecumseh Air Compressor. More info at http://912registry.org/restore/912air.htm. Contact Gary Schultz at garyzhom@sbcglobal.net or 925/639-0210.

Front oil cooler, external oil cooler plumbing including hard lines and thermostat. Any year to fit 1976 911S. Contact Craig Keller at 510-409-1467.

Engine—I’m looking for some options: Engine: 3.0, 2.4 or 2.2, Engine Case 2.2 or 2.4 Contact Kurt Krueger at kurtiskrueger@earthlink.net.
Richard Bontempi's

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Building competitive track cars requires experience. THIS IS WHAT WE DO! We have the knowledge and service background to make your car perfect. The Racer's Group is the best in the world for preparing your car, your engine and getting you there. We offer a full range of track car services, from basics to hand-built. We can configure your race car to include both your and your race car's requirements, driver training, and vehicle or competition upgrades. There is no selection for any car.

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Come to the Pros

From street to full race, why compromise? Your time is valuable, get it right the first time. Call a company that can handle your needs completely. At The Racer's Group, we offer a winning combination of top quality parts, professional assembly & engineering, years of experience, quality service and just plain good advice. We'll keep our promises & deadlines and we probably even have it in stock and ready to ship the same day. Our prices are always competitive so why, really, why go anywhere else?

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Wear safety equipment. Make sure your car is safe. Wear a helmet when you are on the track. Do not wear anything that will expose you to injury.

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