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The Nugget

October 2005
Volume 45 Number 10

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Get The Nugget at Home!

To get The Nugget mailed to your home each month (sorry, no plain brown wrapper), go to http://www.pca.org and click Join PCA. When you get to the part on the form that says Preferred PCA Region, make sure you enter “Golden Gate Region.” For a grand total of $42/year (so cheap!), The Nugget will be mailed to you along with the PCA National magazine, Porsche Panorama. Plus you’ll have the option of joining GGR in any of its way-cool club activities:

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The “Rotary Broiler/Power Washer” Part

As you will see elsewhere in this issue, it’s happened — wonderful people have stepped up to run for the GGR Board of Directors. (Hint, Vote!) Great teams have come forward to head our time trial series and our autocross series next year, as well. (Hint, Breath a sigh of relief. GGR’s strong competition programs remain in good hands.)

2005 is going to be a hard act to follow. When you have tough, detail-focused management in an organization, all the troops can relax and just take orders. When, as happened to GGR this past year, the chief executive has slipped into “Dwight Eisenhower-second term” mode, (“Foster-Dulles, hand me my sand wedge.) everyone else has to take responsibility and make things work.

2005 was the year which saw John Celona take over the NUGGET. If he had any problems, he didn’t burden anyone with them. The Neidels managed to get the NUGGET out to the membership like clockwork. 2005 was the year that PCA National tried to convert its membership records from a “quill pen and parchment” format to a more rigorous 286-based system. At no time did I discover the membership records in a box on my doorstep with a one, two or three strong-word-long cover letter. Instead, Louise Sousoures dealt with this with grace and ease. When new people at Monster Park decided to impose all sorts of new insurance rules on our autocross series Susan Angebranndt made them happy and kept the insurance people at PCA National from canceling our charter. (She stopped asking for advice when I suggested that we send Big Tony and Big Nick to discuss the matter with the Monster people or with the PCA National staff.) As always, the Ambriskos, Ken and Harold and Larry Adams simply made their excellent events happen on time and on budget. On behalf of everyone in GGR, thank you, one and all!!!
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white Speedster and the orange 911 race car and I max out ALL the credit card I’ll have how much? Gee’s, I’m still at least $80,000.00 short of the auction low estimate.” Well, on Saturday night in Monterey the car got bid to $260,000.00 and was declared a “No Sale”.

That’s probably the best outcome I could ever have asked for. On the one hand, this was a number so high that I couldn’t possibly have considered it. On the other hand, I didn’t have to deal with the disappointment of knowing that my favorite car was available and someone took it from me.

Since it didn’t sell there may be hope. Here’s the plan. GGR can buy this car and make it the official vehicle of its ex-president. I haven’t spent the last two years urging fiscal restraint and sucking up to my fellow board members and chairs for nothing. We could probably take delivery about the end of the year so that would prevent all sorts of whining and carrying on by James Ohl in Oregon or Washington or wherever he is. Trust me, the car would be at every event, including Boxster Brunches. Friday Night Socials would be extra well attended when old number 77 appeared. This is as great an idea as a FREE can of spray-on hair to go with the broiler/power washer AND the free steak knives. To my fellow Board members - Act now!

**LETTER FROM THE EDITOR**

I would like first of all to extend a big, turbo-thank you to one of the hardest workers in GGR, Ms. Shirley Niedel. For those who may not be aware of it. Shirley has for some time been handling the huge job of addressing and getting out the Nuggets each month. That involves receiving several hundred pounds of magazines at her home each month, rounding up volunteers to put an address sticky on all 1700-odd of them, sorting them, then carting them off to the post office. We all have Shirley to thank for getting our Nuggets each month.

Still, this arduous task has been crying out for a better way. This month, we’re trying one.

Starting with this issue, we’re road-testing having the Nuggets sent to a mailing service, which will print the addresses on The Nugget and mail them for us. By the time you read this, we’ll know whether it worked or not. As of this writing, I’m keeping my fingers crossed.

With a little luck, this may also get the Nuggets out to our members sooner. I receive frequent “reminders” from members of how late their Nuggets sometimes arrive, and appreciate folks’ patience. We will see with this issue if we’ve made any progress.

You’ll also notice that we have gone to an 8½ x 11-inch page. It turns out that the cost to print in this size is the same as what we’ve been paying for 7 x 10-inch pages. We’re hoping that, with the larger page size, we can drop the page count and reduce printing costs while still fitting in most of what folks want to see each month.

Which brings me to the Big Issue: what the club members want The Nugget to be.

As you may or may not be aware, most regions publish something much smaller each month, and at much less expense. On the other hand, there are also regions like Santa Barbara which seem to have a full-on staff putting out each issue. “Der Auspuß” lists 26 contributors on its masthead, with big color sections. The Nugget relies on rather fewer folks.

Inextricably linked to what the club wants The Nugget to be is the cost of putting it out each month. With the recent increase in ad rates (and many thanks to the many sponsors who have renewed), the ads rates still just cover the printing and mailing costs for the ad pages themselves. GGR must pick up the remaining expenses, and these are greater than what the club receives from PCA National as part of the annual dues all PCA members pay. In the spirit of GGR being a 501(c)(3), The Nugget is definitely non-profit!

Part of the solution may be to increase membership. I suspect that GGR members as a percent of Bay Area Porsche owners is a very small number. You may have noticed the new invitation on the masthead page for folks to sign up. If you’ve pick up this copy at a dealer, you may want to give PCA-GGR a try. For $42/year, you will receive The Nugget and the PCA National magazine, *Porsche Panorama*. Such a deal—even if you never elect to try one of the club activities. (And you should! Just to learn what the marvelous car you own can do!)

In any event, we’ll be continuing over the coming months to grapple with the mission/cost equation for The Nugget. If you would like to contribute an opinion on the matter, feel free to email me at Nugget-ed@sbcglobal.net. All comments will be carried into the ongoing discussion at the GGR board meetings.

And, as always, we are ever inviting folks to write feature articles. Having your name in print to show your mom is within your grasp. Do something, then write about it!

Thanks for reading.
There is a definite nip in the air, as we move into the heart of fall. It’s even getting nice and cool at our central valley racetracks. In other words, its great driving weather. It’s only been a few weeks since I was scrambling to meet the September Nugget deadline and trying to dodge our Editor, so there are no events to report on for this issue. By the time you read this, we’ll have had a few events but as of this writing, they are still on the horizon.

For the last few articles, and at every event, we have been trying to shame some hardy folks into stepping up to run our competition series and provide a venue for the rest of us to play. I am happy to report our quest has come up in spades. We already reported that Andrew Forrest has stepped up to be Time Trial chair, and now I can report that we have not one, but four volunteers to step up as Autocross chairs. In view of this good news, this month’s article is dedicated to introducing the new chairs. The best part, for me, is that I got them to write their own introductions. We start with Andrew Forrest.

Andrew Forrest, 2006/2007 Time Trial Chair

To the Time Trial and High Speed Driving School Enthusiasts of GGR:

As you are probably aware, Ken Park’s term as Time Trial Chairperson is expiring at the end of this season after two fun and energetic years in the role. It’s my privilege to carry on in his place building on the traditions and innovations of Ken, his team and those who have preceded them.

For those who don’t know me, I’ve been a PCA member since 1999 when I bought my ’88 911 Coupe. The previous owner urged me to “join the club and get it out on the track” – sage advice. I joined GGR in 2001 when I moved to the area and was initially a bit intimidated by the threshold of car preparation and the intensity of the time trial experience but I’d already been bitten by the track...
bug so I persevered and I’m certainly glad I did. Enjoying
my car on the track, learning to drive better and meeting
all the wonderful, dedicated people of GGR has been a
very rewarding part of my life. Additionally, I have auto-
crossed for a couple seasons, instructed (both autocross
and time trial) and am presently finishing a two year term
on the GGR Board of Directors as secretary.

I see the series as catering to a variety of people on the
continuum of experience with track driving as well as with
differing appetites for competition. I believe the series
should stay true to its unique time trial roots while being
as accessible as possible to the newcomer who wishes to
try the experience. Examples of series features we expect
to retain and hope to refine include the HSDS “overlay”
events, the chalk talks/debriefs and the floating instructors
(not to be confused with a certain recent photo of the

Other items under consideration for 2006 include
partnering with other clubs to hold events and the
acquisition/subsidization of all or part of a trans-
ponder timing system. This is by no means an ex-
haustive list but it should give you a taste.

A major part of the appeal of our series is the
instructional component and I’m very happy to tell
you that Gary Dorighi has begun the work of as-
suming the role of Chief Driving Instructor for
2006. Of course that leaves a vacancy in the delivery
of our very popular Ground School which will be
filled by the able and enthusiastic John Seidel.

Thanks for your attention and I look forward to
seeing you all at the track!

Regards,
Andrew

Thanks to Andrew for stepping up to the plate.
I’m looking forward to a great year, knowing the
series is in good hands. And now a word from our
four volunteers for Autocross Chairs:

2006/2007 Autocross Chairs

Bill Dally, Glynn Dennis Jr., Brian Lay, and Paul
Smith have stepped forward to be the autocross co-
chairs for the 2006 season. Doug and Dana Am-
brisko have done such a great job of running the
series for the past two years that it takes four people
to fill their shoes. The series has been running well
and the new chairs are not planning any major
changes - although they are open to suggestions for
improvements and always on the lookout for new
venues.

Bill Dally is a Porsche
enthusiast and GGR auto-
cross instructor. He has
time trialed a red Boxster S
since 2003, has been auto-
crossing a white RS America
this year, and has a blue 914
in pieces in his garage. Bill

lives in Palo Alto and chairs the Computer Science De-
partment at Stanford University. He is also chairman of
Stream Processors, Inc. a chip startup he founded a few
years ago. He has three daughters, the oldest of which has
autocrossed - burning out the clutch in the Boxster in the
process. When he’s not driving a Porsche Bill is an avid
cyclist, skier, and hiker.

Glynn Dennis Jr. has been a PCA member and auto-
cross regular for two years. Glynn recently moved to the
bay area and drives a production class 1978 911 SC.

Brian Lay is an avid autocrosser and instructor who
transferred to GGR two years ago. Currently driving a red
86 Carrera, he has been active in PCA for more than 20
years, most recently with Pacific Northwest Region. Brian
lives in Sunnyvale and works for Harris Corp. as Director
of Marketing. They produce software systems that auto-
mate TV broadcasting. His favorite forms of recreation are

Follow us to the last AX events for 2005!

GGR Autocrosses #8 & #9

Alameda - Saturday, October 8th
Alameda - Saturday, October 29th

Check www.pca-ggr.org for registration times.
No pre-registration needed
Fee: $30.00 per driver
For more information go to the GGR web site
(www.pca-ggr.org) or contact Doug or Dana Ambrisko,
Autocross co-chairs. autox@ambrisko.com or 650-903-0652

Time Trial Chair, Ken Park
510-530-3996 (evenings)
Time Trial Registrar, Lori Hageman
2723 Hillcrest Ave
Antioch, CA 94509
925-252-0206
GGRRegistrar@aol.com

Autocross Chair, Doug Ambrisko
650-903-0652
autox@ambrisko.com

Goodie Store, Mike Lee
mike.lee@detailingdynamics.com
408-249-1037
autocross and track in the summer and skiing in the winter. By the way, his winter 911 set-up is Dunlop snows on 7s and 8s, with increased ride height.

Paul Smith has been a GGR member for six years and has been active in autocross for the last five years driving a 1985 Burgundy 911. Paul says that buying his 911 was one of the few events in his life that has lived up to expectations. Paul Smith came to PCA in the late 90s and the Autocross series shortly thereafter. Having dreamed of sport cars and in particular Porsches for much of his life, he was quite happy to find that the reality of owning a 911 (the ‘85 Burgundy Coupe) has lived up to that life long hype! And that thanks to PCA and events like the Autocross series, even exceeded it. In those moments when he’s not deep in thought about how to better his on-course times, he’s known to spend his professional time in computer related activities and other free time with a guitar in hand.

So how did we wind up with four autocross chairs? We all wanted the autocross series to continue and were willing to make the sacrifice of being chair if that’s what it took, but were hoping that someone else would volunteer first. This is something like a game of chicken. At each autocross this year Doug and Dana would make their plea for a new chair and we’d all think — “gee somebody better volunteer soon or I might have to do it.” At the autocross at Marina in August Bill mentioned to Brian that he’d be willing to help out but was too busy with work to do the whole job. Brian echoed this sentiment and suggested that if they could find a third person, they could split up the work and it would be manageable. Glynn Jr. overheard this conversation and volunteered to be the third person. Paul approached Doug about helping out and filled out the team.

Having four co-chairs presents some challenges in coordination. We are still working on the division of effort. Bill is handling scheduling and communications. Paul will be handling venues and insurance. A single person will serve as the event chair for each event.

If you want to contact us you can send e-mail to dally@stanford.edu (Bill), gdennis@gene.com (Glynn), brian.lay@sbcglobal.net (Brian), and PSmith4382@aol.com (Paul). We plan to set up an e-mail alias for autocross soon.

We look forward to a great 2006 Autocross season and hope to see you out there — driving your Porsche to the limit — and beyond.

Many Thanks

Thanks to Bill, Glynn, Brian, and Paul for taking the bit between their teeth. The various autocross events,
whether the regular series or one of the schools, are often the first taste of speed events some Porsche owners ever experience, so it is great to have the series in such capable and enthusiastic under control.

Our other competition events are Rallies and Concourses, which are being capably taken care of by Larry Adams, and now that our two speed series are set for two more years, I can fade back into the background. Don’t forget our upcoming events. The Time Trial series has put another year behind it, but we have two more Autocrosses left on October 8th and October 29th. Don’t forget our last rally on the 22nd too. Be sure and visit our various sponsors, let them know you appreciate their support of GGR, and we’ll see you on course.

---

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GGR BOARD ELECTION & BALLOT

It’s time to elect new members to GGR’s board of directors. Although you may not be aware of it, GGR is a full-fledged 501(c)(3) non-profit corporation and, as such, has to comply with all the legalities of running a corporation. Now, as specified in GGR’s by-laws, is the time to elect new directors.

Three positions are open this year: president, secretary, and treasurer. The secretary is the official secretary of the corporation (not an administrative assistant!) and has to take and write minutes of board meeting. The treasurer manages the money and writes the checks. The president, well, he or she is the president!

This year, three candidates have stepped forward for the three open positions from among the many, highly qualified, and very busy GGR members. Okay, so the late-night ballot counting is probably not going to make the lead story on CNN. Still, if you could take a few minutes to read their bios, clip out the ballot and vote, it would be greatly appreciated. The total cost is five minutes and a stamp and a show of support would be nice.

One explanatory note: some PCA members are single members, while others are a single member plus the free family member. You get one vote for the single member, plus the free family member (if any) gets a second vote. That's why there are two columns of boxes on the ballot.

Following are the candidates’ statements and photos, then the ballot. Thanks for voting.

Claude Leglise
Candidate for President
I joined PCA-GGR in 1999 when I bought my first Porsche. In our family garage, the original 996 C4 has now been complemented by a 911, born in April 1965, which is gradually being improved to withstand the perils of track days and autocrosses. As a time trial instructor, I have learned to explain what I am doing on the track, and I have become a better driver as a result. Instructing has also given me a chance to meet many members of the club.

Two years ago, I decided to get more involved as a volunteer for GGR, and you elected me Treasurer. I have done my best to pay the bills on time and to keep the books accurate and up-to-date. More importantly, as a member of the board, I have had the chance to understand and to see first hand how the members of the club organize a multitude of events for our common enjoyment. I would like your vote to serve as president for the next two years.

With over 1700 members, GGR is one of the largest and most active regions of PCA. Our autocross series is attracting a record number of participants. Time trials and the new High Speed Driving Schools (HSDS for short) provide many opportunities to drive our Porsches at higher speeds and in safer environments than the public highways. The tour to Yosemite has become an annual fixture while the bi-monthly Boxster brunch is new this year and always well attended. At the recent PCA Escape to the Wine Country, GGR was the second most represented region. The Nugget continues as our fine publication despite increasing competition from our world-class web site. Last but not least, the recent Carlsen Concours raised over $1300 for charity. Our club is alive and well.

As president, I would try to get more members to participate in our events and to volunteer to help, or even to start their own events. New Porsche sales have been relatively good in our area; I will strive to attract new members to bring their cars out of the garage, since Porsches are meant to be driven.

Laura Mercier
Candidate for Secretary
I am running for the position of Secretary on the 2006 Board of Directors.
I joined PCA in January 2005 when I bought my first Porsche, 1967 - 912. Four weeks later I took GGR’s Beginners Autocross class and never looked back. I have participated in GGR’s HSDS class at Thunderhill, and even entered in the Wash and Shine Concours at Parts Heaven.

I want to contribute to the club. I have worked on other Boards and have been involved with active non-profit boards for the past five years in multiple roles. Thank you for your consideration.

Tracey Morris
Candidate for Treasurer
Since moving to the Bay area in 1996 I have enjoyed being an active member of the Porsche Club of America. My introduction to really being able to enjoy my Porsche began with GGR; Autocrossing, TimeTrialing and Parade. The many social events enhance the feeling of family and community of Porsche owners. I would welcome the opportunity to contribute my experience to the club (small business owner for fifteen years). Assisting the board to achieve the goals on behalf of the members.
The first test was passed: negotiating the ever-insane traffic on 880 and finding the Pizza Hut on Mission Boulevard in Fremont, behind the Safeway. Sure, the exit off of 880 was under construction and the sign said something other than Mission Boulevard, but I chalked that up as rally practice. Lots of nice Porsches in the parking lot. I was glad I drove my 84 Toyota truck in case someone dinged it.

My Saturday was about to be devoted to Time Trial Ground School on account of wanting to get into the high-speed driving school at Thunderhill on September 24th. I was kind of hoping the program wouldn’t actually run till 4 p.m., Saturdays being unfairly limited to only one day out of seven and all.

Twenty-three attendees helped themselves to donuts and juice before settling into the very seminar-looking tables and chairs in the back room. Morning instructor Gary Dorighi had already distributed handouts, connected his computer to the TV, and fired up PowerPoint.

First order of business was introductions. The experience of the folks in the room ranged from none at all (first Porsche purchased two months earlier), to completing jim Russell school twenty years ago and time trialing all the while since then. I slotted in just above the baseline, having a total of four days of driving to my credit (two autocross schools and one autocross). Folks were there either because they were hoping to attend driving school like me, or just to time trial. This class is a prerequisite for both.

One guy was a motorcycle racer. Gary assured him that, for some reason, motorcycle racers always do really well. I wondered if skydivers, lion trainers, and people who take the bus are similarly pre-qualified.

We proceeded to what time trialing is NOT. It is not door-to-door racing, open passing, contested passing, or passing in the corners. To the contrary, passing is only allowed in designated passing zones and only when the driver in front gives you a “point by.” That’s when the driver points straight out to indicate one should pass on the left, or up and over the roof to indicate a pass on the right. No “do not pass” signal was described, but I can imagine one which would work in a pinch.

Also covered is what ground school is not. In contrast to flight ground school, the object of which is to get you off the ground at some point, the object of this school is to keep you on the ground, preferably the paved portion of it. Gary described this as “bringing the car home sunny side up.” I began wondering if I really did need an older, less shiny Porsche. How much was John Siedel asking for his beater 914?

Then the risks. They are “real, but controlled.” That’s because a track is a controlled environment (no pedestrians or side streets, for example), and because the driver is the master of his or her own destiny. Apparently, car-to-car collisions are very rare, and almost all incidents result from someone driving too hard and losing it. Thunderhill has the advantage that, unlike Laguna Seca, for example, there are no concrete walls. If you go off the track, it’s just flat dirt. Still, we were told that a hot catalytic converter can ignite the dry grass and then start an engine fire. I speculated whether I would be allowed to keep a 914 in the driveway, or would have to park it out by the shed.

In all fairness, time trialing was beginning to sound to me a lot like scuba diving (which I also do): something very technical which one can enjoy carefully and safely, but which has the potential for serious harm. I have to drive carefully and pay attention. And look into how much PCA charges for track insurance.
eight laps, totaling eight to ten minutes of driving time. Maybe this is an issue for other folks as well.

We then dove into logistics, including the schedule of a weekend at the track and all the things one has to know. There is registration, and inspections. A comprehensive pre-check is required for time trialing, but not for the driving school. Cars are sorted into run groups according to how fast people drive. There are twelve different flags one has to know the meaning of. More information on all of this is available on GGR's web site if the reader is curious, but it was clear why ground school is required. Otherwise, the experience at the track would be bewildering and you wouldn't be ready.

Which leads me to the driver and car preparation. For the driving school, autocross rules apply, which means you need an approved helmet and long-sleeve cotton clothing, but your car as it came from the dealer will be fine. But you also need to buy flame retardant driving gloves.

On the other hand, if you’re going to time trial, the requirements are more extensive. There is the pre-check mentioned above. You need a 10BC-rate fire extinguisher mounted in your car and must wear a flame retardant driving suit. A neck brace is recommended, but optional. Shoes must have leather (non-synthetic) uppers. If your car is a convertible, you need to install a rollbar. Bleeding the brakes beforehand is recommended.

Well, I suppose a lot of gear and training is required for scuba diving, too. And I remember getting certified was not a whole lot of fun, but it was pretty wonderful to get out into warm, clear, tropical water. Lots of GGR people seemed to really love their track time—men and women. And I had the advantage of a short hair style which looked ragged even before I put on a helmet.

Thankfully, about that time the pizza for lunch arrived and I had a few minutes to digest the morning's information. I probably just need to relax, stay alert and pay attention. This is doable.

After lunch, we finished off car preparation, then Gary departed and John Siedel took over. He started with a video filmed from a car following a white 944 on a track. No explanation why until a puff of flame emerged from the bottom of the car and it went off the track. Probably a burst oil line. Oh, dear.

Then we watched another in-car video shot from a car following too closely behind a green turbo being driven all over the track. Two things not to do: drive like an idiot, or follow too closely.

Next John fired up a Skip Barber instructional video to in case folks had not yet been introduced to the idea of late apex turns. The first thing I noticed was the bulging, dark bags under Skip’s eyes. Either his makeup person was incompetent or he didn't have one. I finally decided on the latter as it was hard to see on the video what the driver was supposed be illustrating. Experiencing oversteer or understeer in an autocross school (either GGR's or Zone 7's), is far superior to watching the film, but I suppose the idea is to expose new people intent on heading straight for the track.

About then, the teenage boys hanging out started playing video games and the jukebox simultaneously, drowning out the video. To their credit, John got the manager to shut it off and mentioned a change of venue was in store for future classes.

All the way home, I practiced heel-and-toe downshifting my Toyota truck. Heh, heh, heh. Totally ready. Too bad my Box is a Tiptronic!

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Close-up on the subject at hand.

The section on thermodynamics.

We were then at about 3:30 p.m. and winding up. I took a deep breath and remembered what Gary and John said about only going as fast as you want to. Relax, concentrate, and have fun.

All the way home, I practiced heel-and-toe downshifting my Toyota truck. Heh, heh, heh. Totally ready. Too bad my Box is a Tiptronic!
Water Spots

Spots caused by hard water, acid rain and other staining agents have always been a problem on automobile glass. Most detailers try plain glass cleaner and go no further. Others sometimes try methods that may damage the glass itself. There are safe ways to remove most spots.

Water is “hard” when it contains dissolved elements like calcium, magnesium or iron which leave a residue on glass or paint when the water evaporates. These dissolved minerals can, in particular, react with the components of commercial fertilizers to leave a cement-like deposit.

Water may also contain dissolved acids, especially rainwater. These dissolved acids can react with water from other sources and become strong enough to etch glass.

Commercial window cleaners use acid-based cleansers similar to those that detailers use to clean wheels. The acids can be a quick and easy way to remove many stains and spots from windows, but they do require understanding and caution in their use. There are two types of acids: organic and inorganic. The inorganic group includes hydrochloric (HCl) and hydrofluoric (HF, also called muriatic) acids. Organic acids are active or “citric” and are derived from fruit. An inorganic acid can lift, suspend and dissolve water spots.

But not all acids are equal and many experts warn against using HCl or HF to clean glass. Not only are they dangerous to the glass, but also to you. Getting such acids under your fingernails can result in loss of the nails or worse. Getting some acid in your eyes, or breathing its vapor, can result in serious injury.

There are a number of alternatives to the use of inorganic acids. One technology uses a base of phosphoric acid with buffers that help prevent injury to the user. Another employs a thick liquid which clings to the glass. It is a combination of safe acids and non-scratching abrasives. There is also a powdered product that can be made into a paste and then applied to the glass.

As with any job in the detailing process, we must apply a little science in the glass cleaning process. These are the steps to follow:

1. Test any cleaner on a small area of glass first for possible damage.
age, and be aware that your car may have different varieties of glass in different windows. You may also have non-glass windows: thermoplastics such as Plexiglas, often used for convertible rear windows. When choosing the chemicals and procedures to clean them, remember they are very fragile.

2. Determine whether the mark is a mineral deposit (stuff on the glass) or an acid-rain etching (glass material removed). New mineral spots can be removed quickly and easily with a dilute white vinegar solution. Mineral spots will harden with age. If the glass is pitted and etched from acid rain, there is no spot to remove, but you may be able to polish the glass to make the etchings less visible.

3. Once you have identified the glass and the source of the problem, you can choose the appropriate chemical(s). Obviously, you will need to have several products available to deal with the various types of surfaces.

In summary, remember that removing water spots is not a simple cleaning job that can be done as a routine part of a detail. It is a restoration process that may require a great deal of time and, as mentioned, you may not always be successful.

Staying on the subject of glass, I’d like to mention a service which I personally have used and am very impressed with: Etching its VIN number on your Porsche’s windows. During my discussions with various peace officers I know, they all considered it an effective deterrent against theft. No one will purchase that glass from a thief. I also received a 5% discount off the “comprehensive” section of my car insurance, paying for the cost of the job right away. The kit was mailed to me and it took me literally five minutes to do six windows plus the sun-roof. My cost was only about $30. I realize this won’t make my car 100% theft-proof, but anything we can do to make a thief move on to another car is worth the investment.

Tip of the Month: When parking your Porsche in the garage, leave your windows open to avoid a build-up of the film on the inside of windows caused by gas vaporizing off carpets and vinyl surfaces.

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!
<table>
<thead>
<tr>
<th>Date</th>
<th>What</th>
<th>Event</th>
<th>Location</th>
<th>Contact</th>
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<tbody>
<tr>
<td>Sat Oct 1</td>
<td>rally</td>
<td>Zone Rallye #6 (hosted by GGR)</td>
<td>Carlsen Porsche, Redwood City</td>
<td>Larry Adams</td>
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<tr>
<td>Sat Oct 1</td>
<td>ggr</td>
<td>Competition Rules Meeting, open to all members</td>
<td>Redwood City</td>
<td>David Leong</td>
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<td>concour</td>
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<td>ggr</td>
<td>Board Meeting, 7 PM</td>
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<td>Bill Benz</td>
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<td>Alameda</td>
<td>Doug/Dana Ambrisko</td>
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<td>social</td>
<td>Porscheplatz</td>
<td>Laguna Seca</td>
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<td>Zone AX #7</td>
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<td>autocross</td>
<td>Zone AX #8</td>
<td>Millerton Lake</td>
<td>Jim Cooper</td>
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<tr>
<td>Fri Oct 21</td>
<td>social</td>
<td>Friday Night Social</td>
<td>6-9pm, The Carvery in Foster City</td>
<td>KC Sharp</td>
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<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
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<td>Dent-Pro Day</td>
<td>Santa Clara</td>
<td>Joe Ramos</td>
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<td>Fri Nov 18</td>
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<td>Friday Night Social, 6-9pm, The Carvery in Foster City</td>
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<td>Bill Benz</td>
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<tr>
<td>Fri Dec 16</td>
<td>social</td>
<td>Friday Night Social, 6-9pm, The Carvery in Foster City</td>
<td>KC Sharp</td>
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<td>Activities Day</td>
<td>TBA</td>
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<td>Mar 18-19, '06</td>
<td>tour</td>
<td>Yosemite Tour</td>
<td>Yosemite/Curry Village</td>
<td>Alfred Abken</td>
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GD Racing
Gary Dielacher
1168 Montgomery Ave
San Bruno, CA 94066
Tel: 650-742-9322 FAX 650-742-0869
http://www.gdracing.com
MEMBERSHIP REPORT

Total members: 1726
Transfers in: 4
Transfers out: 3

New Members:
Mei Bennett  Fremont, CA
Michael Boyle  Santa Clara, CA
Donald & Richard Capatosto  Saratoga, CA
Canyon & Helen chan  Redwood City, CA
Alexander & Thu Van Dalal  San Ramon, CA
Daniel Davis  San Francisco, CA
John Fomook & Charles Lee  San Mateo, CA
Robert Gallagher  Sunnyvale, CA
John Grisham  San Jose, CA
Bernard Hecker  Palo Alto, CA
Christopher Huston  San Francisco, CA
Shahram & Maureen Javey  Los Gatos, CA
David & Nancy Kalkbrenner  Palo Alto, CA
Sean & Dean Mayer  Los Gatos, CA
Thomas Moyer  San Mateo, CA
David & Heidi Parre  San Jose, CA
Vivek & Anjali Rao  Redwood City, CA
Carl Rosendahl  Atherton, CA
Stephen Schurmann  Redwood City, CA
Charlene Searles  Campbell, CA
Eric Tang  San Francisco, CA
Mick & Lia Teresa  Saratoga, CA
Fosco & Silvia Zilli  San Francisco, CA

Anniversaries:
25 Years
Charlie Burton  Pleasanton, CA
Lowell Tome  Walnut Creek, CA

20 Years
Grantley M. Lyon  Atherton, CA

15 Years:
Mark Powell  San Jose, CA
Paul Richards  Warlingham, England

10 Years:
Paul Canton  Burlingame, CA
John C. Costello  Los Altos, CA
BOARD MEETING

Call To Order

The meeting was called to order at 7:29 PM on September 1st, 2005 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Susan Angebranndt, Andrew Forrest, Claude Leglise, Louise Sousoures, John Celona, David Leong, K.C. Sharp. Also present were Doug Ambrisko, Harold Williams, Tracey Morris, Bill Dally, Gary Dorighi, Laura Mercier and Ruth Benz.

A. Approval Of Minutes

The Minutes from the Board of Directors Meetings July 2005 were unanimously approved as written.

B. Postmortem Of Events

1. July 9th Autocross #5 was well attended.
2. July 15th Friday Night Social was held.
4. July 24th Carlsen Concours: 41 entries; Over $1300 made for Child Advocates of Santa Clara County ($350 from the BBQ alone).
5. August 6th HSDS and Time Trial. Over 70 people showed up to drive. No incidents.
6. August 13th 14th, Zone Autocross. GGR had 90 drivers. Dinner went well. Standing room only plus Hula dancers.

7. August 19th Friday Night Social was held.

8. August 20th Boxster Brunch was held.

C. Directors Reports

President, Bill Benz
1. Spent most of the time since the last meeting in Canada splashing around in a lake.

Vice President, Susan Angebrannt
1. Insurance is ordered.

Treasurer, Claude Leglise
1. Motion to approve Treasurers report was itself approved unanimously.

Membership, Louise Sousoures
1. There were 16 new members last month; 2 transfers in, 6 transfers out, total: 1722
2. There were 24 new members this month, 4 transfers in, 3 transfers out, total:1726
3. Motion to accept New Members was approved.

Competition, David Leong
1. General: Rules proposal season. The two proposals have been made and are detailed on the web. The Rules Meeting will be held on October 1st, after the rally (details on web).
2. Autocross: Paul Smith, Bill Dally, Brian Lay, Glynn Dennis Jr. are the four co-chairs for autocross next season. Paul will do site and insurance work, the others will rotate as event chair.
3. Time Trial: The 2006 season will look very similar to 2005 with some changes. We welcome back all returning staff as well as newcomers Neil Librock in the role of Communications Steward, (replacing Dan Thompson who will be driving this coming season) and John Seidel who will conduct the ground school (as Gary Dorighi is of course taking on the role of Chief Driving Instructor).

Secretary, Andrew Forrest
1. Board of Director candidate bios and photos should be provided to the secretary by September 6th for inclusion in the October Nugget.

Social, K.C. Sharp
1. Joint board social planning is underway.

Past President, James O'Bl
1. Nothing to report.

Nugget Editor, John Celona
1. John will investigate the facilities at Club Sportiva to assess suitability for a board meeting or other club function.

Webmeister, Tchie Tao
1. Nothing to report.

D. Old Business
1. None.

E. New Business
1. None.

Adjournment

There being no further business to come before the Board, a motion to adjourn was approved at 9:38 PM. The next Board of Directors meeting will be held October 6th, 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 the agenda.

Respectfully submitted,
Andrew Forrest
GGR Secretary 2005

GOODIE STORE GOODIES

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<th>Item</th>
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<td>$11.00</td>
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http://www.pca-ggr.org/goodie.cgi
**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. For the amusement of our members and to promote good writing, ads are run as submitted and are not edited. 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**

**911 Race Car GT4R** RSR body w/wing, 2.8L with Haltech approx 290 HP, 915 trans, less than 5 hrs, approx 1950 lbs. Matt L special. 138.4 at T-Hill. $27,5k. Contact Bob Peake at bbayou@ips.net or (916) 985-2269.

**2001 RUF 3400S** Handbuilt, RUF 3.4L engine & suspension, silver, blue leather interior, GT3 seats. Only 12 worldwide. RUF VIN, US Spec, CA Lic and Reg. 11,800 mi concourse condition. $79,500. Contact Bob Peake at bbayou@ips.net or (916) 985-2269.


**2004 Boxster S** $12,000 OFF our last two 04 Ss. Silver/blk/blk tiptronic, Lapis blue/beige/blue 6 speed. A great deal for someone. Contact Larry Kushner at lawrence.kushner@carlsenporsche.com or 650 464 9502.

**1973 914-6 2.0** Alaskan Metallic Blue, 148K, console & Fuchs, new rotors & brake rebuild, no rust on body but needs new paint & battery tray. Great project car $4500.00 Contact Ken McLaren at kmclaren014@comcast.net or (650) 743-1794.

**1977 930** 4speed transmission less than 10,000 since overhaul—absolutely ok-extra 2nd3rd4th gear not ltd.slip/bought trans with ltd. slip and short gears) Contact myron krupp at gt3krupp@charter.net or 817-284-8271.

**2001 996 turbo** met blue/tan 15K miles. Perfect cond. All options. New P-os. Ask $85k obo Contact Mike Leon Guerrero at akitamike@yahoo.com

**1978 race car with 930 turbo** 10hrs new 3.3l turbo engine mahle,corrillo,fullcage,firesafe,fuel cell,2300 lb fibreglass RSR E/m electronics.Racersgroup comp susp upgrade. fully sorted and reliable. ask $40K obo $100k invested Contact Leigh Cagan at lcagan@us.ibm.com.

**1984 911 Carrera 3.2** Very clean three-owner California car, 124K miles, original chown white paint, recent clutch and oil return tubes, polished alloys, sunroof, audio/other upgrades, licensed through 10/2006. $16,500. Contact Greg Cagan at lcagan@us.ibm.com.

**1993 RS America** Black/Black, Fikser8” wheels, B&B exhaust, Autotherity Air Flow Sensor, Eibachs, BigRed Front calipers, 68Kmiles, A/C, sunroof, never tracked, CD , third owner, new clutch, rear tires, $36,500. VIN#WPOAB2963PS418164. Contact Kenny Tse at kennyjr748@yahoo.com or 415 359 7482.

**1977 935/930 3.2L Turbo** $9307800274. Race ready, fresh engine and gearbox. Dyno sheets and technical specs available. 610+hp $89,000. Debbie Bergman (408) 259-4529.

**2001 996 Cab w/ Hard Top All Options** Original price ~ $104,995.00 All options. Look at the pictures. More info and pictures at [http://homepage.mac.com/yobie/Porsche_996/PhotoAlbum11.html](http://homepage.mac.com/yobie/Porsche_996/PhotoAlbum11.html). Contact Yobie Benjamin at yobie@acm.org or 415-548-3333.


**2005 Cayenness** All 05 models in stock V6, V8, and Turbos at close out prices. Call or e-mail for specifics. Contact Larry Kushner at lawrence.kushner@carlsenporsche.com or 650 464 9502.

**2005 Turbo S coupe** Black/black, full leather, w/ heated sport seats, sport shifter, aluminum look package, stainless exhaust
pipes and more. MSRP $141,530 Contact Larry Kushner at lawrence.kushner@carlsenprosche.com or 650 464 9502.

2004 Boxster Guards Red/Black, Factory sport suspension (M030), PSM, Heated Seats, 18 Carrera’s, Cruise, Porsche Sport Exhaust & much more! Warranty until 10k/Sept 2007. 11k miles, $37,900, Vancouver, Washington Contact Gary Hays at garyhays@hp.com or (360) 573-6397.

2002 GT2 Seal Grey/Black, 13.9k miles. $188K MSRP. $15K additional Porsche parts with all receipts (no aftermarket). All records, books, keys, manuals, etc. No accidents, no track, no paintwork. $119.5K Contact Josh Ofstein at jofstein@hotmail.com.

1993 928 GTS, 5 speed rare, black/black, 102K miles. DEVEK serviced: clutch/coolovers, tb/wp, plugs/wires, cats/exhaust, caps/rotors, thermostat, tires, tint, smog. Contact Mike Leon at akitamike@yahoo.com or 650 346-5167.


1983 911SC Truly an outstanding car, listing for a friend. Car has been properly serviced - many upgrades. E-mail for detailed description/pictures. $16,500/obo. Contact Sergio Meza at sgmeza@sbcglobal.net or 650-833-8545.

2007 911Carrera Targa 2nd owner bought it in 1997. Its a California car always been garaged 61,000 miles very clean. Contact Wayne Neylan at wayne123@netscape.net or 650-222-2262.

2001 993 15K miles. Track H&R suspension, Sparco seats, Das Sport, Sabelt, Turbo-S tail. I’m going club racing and this is to nice to convert. Contact Don Ehinger at d_elhinger@navitar.com.

1990 944S2 Red. 97K miles, recent valve job with chip and cam regrind. Great street/truck car. See complete details at web site. $8500 obo More info and pictures at http://home.earthlink.net/~rlfogren. Contact Rick Loefgren at rick_lofgren@earthlink.net or 408 515 1446.

1990 944S2 Red. 97K miles, recent valve job with chip and cam regrind. Great street/truck car. See complete details at web site. $8500 obo More info and pictures at http://home.earthlink.net/~rlfogren. Contact Rick Loefgren at rick_lofgren@earthlink.net or 408 515 1446.

1978 930 Turbo Engine built by ImagineAuto. 440 HP at the crank, 373 at the RW. Many upgrades. $31,000 More info and pictures at http://members.rennlist.com/bhetts/ Contact Bill at 408-821-3429.

1964 356 1600 SC Coupe (Karmann) VIN #218564 (Mid-year) Engine #812247 (616/16) Solid body, good mechanicals, needs pans, battery tray; minor nose damage Offer/trade? Contact Ronald Feinstein at rlfeinstein@earthlink.net or 916-691-6958.

1990 944 S Cabriolet, 5 speed, Guards red/black w/ cloth inserts, 94kmi, chip, front & rear adjustable Konis. Owned since 1998, a nice clean car. Rich McGlumphy (916) 725-9828; muppet@jps.net

1986 944 Turbo Beautiful 951 owned by 20 year PCA member, 76k, pampered, all services and more! Must see to believe, see Autotrader for pic link, my location is Martinez Contact Steve Vest at 925-323-2750.

Richard Bontempi’s High Performance House

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http://www.highperformancehouse.com

Last of the great air cooled. $46,000. Contact Gary Hamilton at gghconsult@yahoo.com or 650-450-0087.

2001 Boxster S Speed Yellow/black. 16 speed, 17,500 miles, hard top, sport suspension, PSM, sport package, heated seats, 18” sport design wheels, speed lingerie bra, all records, Perfect car, no disappointments Contact Kim Nelson at kim356@directcon.net or (916) 933-4282.

1979 930 near concours 930 turbo coupe. Black on black. 400+ HP many, many upgrades. May be an original RUF car. Only 28K on rebuilt 3.3L engine. $90K Contact Tom Roebuck at tomr63@shcglobal.net or 408 202-1146.

2001 Black on Black Boxster Perfect w/Sprt pkg. 18” Michelin, full leather. One meticulous owner 23K Miles. Contact Lou at lfelesher@comcast.net or 650 576-7838.

1997 993 44K miles. Track H&R suspension, Sparco seats, Das Sport, Sabelt, Turbo-S tail. I’m going club racing and this is to nice to convert. Contact Don Ehinger at d_elhinger@navitar.com.

1990 944S2 Red. 97K miles, recent valve job with chip and cam regrind. Great street/truck car. See complete details at web site. $8500 obo More info and pictures at http://home.earthlink.net/~rlfogren. Contact Rick Loefgren at rick_lofgren@earthlink.net or 408 515 1446.

1997 944S2 Black/Blk., sunroof, PSS9 package, front Strut Brace, 616/16. Solid body, good mechanicals, needs pans, battery tray; minor nose damage Offer/trade? Contact Ronald Feinstein at rlfeinstein@earthlink.net or 916-691-6958.
1979 930 Upgraded factory 930 Slantnose. Black/ black; all upgrades documented; 400+ HP This car may be an early RUF conversion. Very well maintained and very fast. $39K Contact Tom Roebuck at tmro63@sbcglobal.net or 408 202-1146.


1992 968 Tip Coupe 968 coupe with 60k miles, just got tune-up SO-38, belts, plugs, oil. Great shape ready to go. Email for more + pics. Contact Steve Strauss at cking769@yahoo.com or 510-453-2253.

1990 928 GT Rare, 5 spd, 380 hp/370 tq dynoed, new: suspension, clutch, tw/wp, wheels, etc., DEVEK maintained. $23,500. Contact Mike Leon at akitamike@yahoo.com or 650 346-5167.

1993 RSA Race Car Fully prepared for PCA 3, C, ITE. Professionally built, maintained. Valve springs, retainers. No sunroof. 29k miles. Outstanding condition. Contact John Andrews at jsa58@hotmail.com or 29k miles. Outstanding condition. Contact John Andrews at jsa58@hotmail.com or 510-437-9400.

1976 911 S Fresh track prepped 911 on ~76 tub fresh 3.0ltr rebuild, upgraded brakes,suspension wheels, paint. Call for spec sheet and photos. At Thunderhill 4/8-10th. $4kobo Contact Bill Fergus at fergusc@yahoo.com or 775 721-7761.

1974 914-6 GT3R Race Car 3.4 liter twin plug, 325 HP, 1850 lbs. Race ready fresh car. $30K/BO. Email for specs and pictures. Contact Lloyd DeMartini at lloydj.demartini.jr@lmco.com or 925-606-8543.

Parts & Miscellaneous

Autocross wheels Set 75 & 75 x17 from Boxster $1000. Set 75 & 85 x16 for 911C2 $400. Hoosiers on both. Contact Bob Gardner at fastco44@is.netcom.com or 408 733-0776.

S-02's for sale Used S-02's. Two 285/30-18's with 0.5 K mi of tread remaining. Pick up in Foster City or Santa Clara vicinities. $200. Contact Carey Nakamura at cnakamura@gilead.com or 650 522-5538.

8” x 15” Forged Fuchs Wheels Brand new in original boxes, 8” x 15” genuine Fuchs forged wheels. Never used. $650 firm. Contact Waymond Ho at (650) 867-1008.

944 Catalytic Converter (factory original) Used Catalytic Converter for 944. 3-Bolt flanges, not turbo. Used to pass smog test and passed. Rent it for $25/wk or buy for $100. Contact Miles Smith at miles@macintek.com or 650 591-5373.

1988 Engine For Sale S#-M96/8366414589. Under 11K miles. Comes with wiring harness but no ECU. Asking $6,500 OBO. You cover transportation from Mountain View, CA. Contact Mike at gagolub@yahoo.com or 650-850-6623.

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74”/75 Carrera coupe w/sunroof Looking for “74”/75 Carrera sunroof coupe. Contact Harold Williams at harold@dino.com or 650-340-7017.

Big Red Brakes from 993 C4S or Twin Turbo Looking for a used set of “Big Red Brake” calipers and rotors from a 993 C4S or Twin Turbo. Contact Don at ttssc@yahoo.com or 916-296-9039.

914 Rear trunk lock retaining nut Rear trunk lock retaining nut, or complete lock unit. Contact Dan Thompson at Docdanracy@sbcglobal.net.

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