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AROUND THE BENZ

A Box of Christo's

Do you suffer from Spousal/Roommate Priority Confusion (S/RPC)? It is commonly expressed in terms such as “Get those greasy car parts out of the sink – we’re cooking dinner!” or “I want those boxes of old car magazines off the bed and into the trash now! - and don’t try putting them in the shower like last time, Buster.”

One of these S/RPC outbreaks came home to me this past month while I was at our cabin north of Toronto. What did I discover there? Nothing less than a box of 1970’s Christophorus magazines which I had welcomed years ago when my friend, Sam Thornton, was confronted by an S/RPC outburst and stopped at our house on the way to the Palo Alto dump. When the S/RPC outbreak immediately infected our family and I was hit with an “Out of here – NOW!” mandate, I did the only reasonable thing. I shipped the box to our “safe house” in Canada to hide until the heat was off and the Christos could safely return. Now many years later they were great reading. (For the few of you who don’t know, Christophorus is the Porsche factory magazine with a wide range of articles about Porsche cars and things and activities of interest to Porsche people.)

Some quick observations:

There was a lot more confusing German in these magazines than I remember, some maybe not so great for family values. August, 1973 - Dunlap is advertising a tire under the headline “Das Ass”. What’s that all about? December, 1978 - the cover photo shows a 935 with the sign “Sparkasse” on the front. Now I’m not perfect in German but I’ll bet that “Spark” has something to do with electricity and “Kasse” certainly means cheese. Even con-
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ceding that this occurred during the cold war when our West German allies were locked in a battle of misinformation with the red menace, I'm not sure what's going on with “electric cheese”.

October, 1971 - a photo with two, count them TWO, Counts Rossi, Vittorio and Gregorio. These were the gentlemen who put up the money so that we could all experience those rocket fast “Martini and Rossi” 935s, 908s and 917s. Talk about cool and talk about slick dressers, they really stood out. Thank you, guys.

Also in October, 1971 - a photo of Huschke von Hanstein with Wolfgang von Trips and a group of factory mechanics from the early '60s – everyone is smiling and enjoying themselves. A few pages later there's a photo of Engineer Ferdinand Piech, at about age 28 or so directing a collection of drivers and mechanics - you usually associate the level of terror in their eyes with returning world war two bomber squadrons and with animals on their way to a Hormel packing plant.

February, 1975 - in a photo of the factory experimental shop, what's that over there? It's a Chevy Malibu which we later came to know was actually the body of an Opel (essentially identical to a Chevy II) camouflaging an early 928 chassis for extended road test purposes. And what's that? It's a series of 917 engines being built but wait a minute that one's longer. Could it be the secret 16 cylinder 917 which was never raced? And what are a 356 engine and a bone stock appearing 914-4 engine doing here in 1975? Interesting.

A sad aspect of this collection is the unfortunate number of times you turn a page and find a picture of Seppi Siffert or Pedro Rodriguez or Mark Donohue accompanied by a small black cross and the story of their last drive. It was so much a part of motor sport in those days.

However, the most remarkable message from these magazines is how much the team at Porsche accomplished is such a short time. In 1948 Hans Klauser was getting out of prisoner-of-war camp. Herbert Linge was showing up as a green apprentice. It wasn't until several years later that Porsche was allowed back into its factory in Zuffenhausen. By 1952 Porsche had won its class at Le Mans. Two or three years
later Porsche was winning the Carrera Panamericana race in America but with so little backing that it had to sell the cars at the end of the race rather than bear the cost of shipping them back to the factory. In about 1958-60 the first drawings for the 911 were completed. All this in 10-14 years! In the late 60's and early 70's the pace was even more frantic as 904s, 912s, 914 4s and 6s, 906s, 907s, at least three families of 908s, 909s and 910s and numerous 917s all appeared. (Oh, and I forgot to mention, the Type 212 Porsche SkyBob shown in the February, 1970 issue and the Porsche 1.4 hp Vespa-powered gocart advertised in the June, 1978 issue.) It’s hard to imagine all of this and that may be what drew us to Porsche in the first place.

LETTER FROM THE EDITOR

As you may or may not be aware, many, many communications find their way to Nugget-ed@sbcglobal.net over the course of a month. Their subject matter ranges from suggested material for inclusion to advertising to extra copies to changes of address. We try to respond to all in a somewhat timely fashion (i.e., before they get lost in the long list of emails), but, unfortunately, The Nugget does not presently have its own NORAD to handle everything. Hopefully, everyone’s gotten a response back roughly soon enough, but we apologize if it’s perhaps not been quite as soon as you might like. We do try.

I would like to extend a special thanks to all the folks who’ve been helping in putting together feature articles each month. Last month we had a genuine scoop on the CHP Boxster. That was so much fun that this month we fabricated a scoop on a top secret experimental Porsche rally vehicle. Or maybe that

Final BIG Track Event of the GGR 2005 Season

Saturday and Sunday
September 24 & 25, 2005 at
THUNDERHILL RACEWAY PARK

For those of you who are interested in testing your toy car, that special breed of automotive excellence that only the Germans can manufacture, then you have one last chance. Please join the fun and sign up for either the single day High Speed Driving School or Time Trial event being held on September 24-25 at Thunderhill Raceway Park located off of interstate 5 north of Vacaville.

For more information go to the GGR web site (www.pca-ggr.org) or contact Ken Park at (510) 530-3996 from 7:00 – 10:00pm.

For a direct link to the applications, please go to either of the links below:


I realize producing these feature articles takes extra time for interviews, photos, and writing, and hope they are at least somewhat entertaining for the readers. A special thanks to Ken Park this month for providing the photos and information for the feature on time trial #4. No one gets paid for any of this extra effort other than a little bit more immortality in cyberspace.

If someone has an idea for a feature article, please feel free to contact us. We can work with you to develop it, providing at least editorial support and, time permitting, even some writing. In particular, we’ve been working with the Nugget sponsors to develop feature articles and hope they are of interest to our readers.

We would also like to welcome our new sponsors in this issue Claridge Porsche, Grakar, and Sharkwerks. Sharkwerks, for those who don’t know, spawned out of the wreckage of Akkurat. We wish them the best, and hope they enjoy success at least a little like that Fairchild Semiconductor spinoff whose name presently escapes me (I think it begins with an “I,” and somebody named “Noyce” was involved...)

Lastly, a special thanks to our two sponsors who have renewed for the inside covers: Carlsen Porsche and Sonnen Porsche. Carlsen in particular has been extremely active in sponsoring many GGR events. Their help is greatly appreciated, and hopefully they get some benefits from their exposure in The Nugget. As we’ve noted in the past, even with the recent increase in ad rates we just break even on the postage and printing costs for advertising. Just doing our part to keep GGR a non-profit organization!

Thanks for reading.

COMPETITION CORNER

DAVID LEONG

COMPETITION DIRECTOR

As we move close to fall, there is one Time Trial left on the calendar, and a handful of Autocrosses. There are 2 rallies scheduled, and it is getting time to gear up for rule changes. Before we look too much forward, there are a couple of events to report on.

It was back to Thunderhill for Time Trial # 4, and Steve Casaletto kept up his winning ways with TTOD in the 944. There were a lot of changes and some old faces for this event. How about a certain roach-colored 911 in the hands of a new owner, a gun metal gray 911 arriving on a horse trailer, and our TT chairman getting a handle on the speed capabilities of a rather fast white-and-blue 911? Our former GGR president had his #55 914 out for a weekend drive, and our CDI was in the “other” car. If you haven’t seen the GGR Picture of the Month, be sure and check out the mobile pool. Drivers got lots of track time, with eight sessions, not counting the timed runs, and capped it off with a great dinner at
the track. There is only one more Time Trial/HSDS event left on the calendar, so don’t be left out of this one. It’s back to Thunderhill, for the season finale, and signups are now open.

My ace reporters filed this paragraph on the GGR/Zone AX at Marina. Rather than the usual high blue skies occasionally punctuated by sky divers, GGR’s return to Marina this year was greeted with grey overcast skies. Though the skies were grey, the mood was anything but, as Henry Coles’ course proved both fun and challenging. The usual compliment of German Autos were joined by a few entries from other marques, including an especially impressive Lotus Elise... ultimately though, all of the fighting for the top times would be among the Porsches. A close race for TTOD started with an early charge by Larry Sharp, but finished with Monty Pack just edging him out at the end of the day, and seven drivers ended the day within half second of the top time.

As announced last issue, Andrew Forrest is taking the reigns of the TT series, but the hunt continues for a successor to the Ambrisko’s for the AX series. The series will not run by itself, and we can get you lots of help. If you are so inclined, please contact the Ambrisko’s, or myself. We can get you a co-chair, if you would rather share the job. We need your help.

Since fall is rules proposal season, this is a good time to explain the process. Throughout the year, up until the July 1 deadline, the membership is charged with presenting rule change proposals to the Drivers Events Committee. These are then published for consideration by the general population. On October 1, there will be an open meeting, (more about that later), for the membership to express their opinions on the proposals, to the DEC. The DEC, then takes that input, along with any other input they have received throughout the year, and votes to accept or reject any of the proposals. Their vote is then presented in the form of a recommendation, to the GGR board of Directors, who vote to include or exclude from the next year’s rulebook.

This year, the committee has received two proposals. The group that I chair, is presenting a change in car classification for Autocross and Time Trials to a points system. The system has actually been running in parallel to the current...
system, all year long, and you can compare the results on the GGR results page of the web. The proposal is too long to publish here, but you can find it on the GGR Website http://www.pca-ggr.org, and many of you have been actively participating in the parallel run.

The second proposal is one I am making after reviewing our existing five-point harness rule, the safety recommendations of the manufacturers, and performing my own tests on five-point harnesses in stock seats. I discovered that the shoulder harnesses can slip off very easily, and the sub belt does not do its job at all.

The text of the proposal is as follows:

Explanation:

Time Trials requires 5 point racing harnesses in all cars.

There are many other organizations that do not require racing harnesses for HPDE and Time Trials.

There are many organizations that do not allow racing harnesses without the use of an approved racing shell and rollbar.

There are 2 disclaimers/warnings from a reputable manufacturer, warning against using racing harnesses with stock seats. Here are 2 from Schroth:

To achieve the expected performance of a multi point racing harness, a racing seat providing anti-sub strap holes is essential. Using a factory seat and running the anti-sub straps over the front edge down to the floor is useless, does not provide the ex-
pected performance, encourages submarin-
ing, and can cause injury.

No racing harness will function properly when installed in vehicles equipped with seats having no headrest or having back-
rests with integrated headrest and no open-
ings between the backrest and the headrest (e.g. stock Porsche seats). In such seats the shoulder belts will slide off your shoulders during an accident. Do not modify factory seats to create new slots on your own. The seat structure may be impaired or sharp edges of the seat frame may damage the racing harness webbing. Severe injuries or death may occur.

Therefore, I am proposing a change in our rules, to require racing harnesses only in con-
junction with a racing seat, and only in cars that require a rollbar. Further, I am proposing that racing harnesses no longer be required in cars that do not require a rollbar, and that racing harnesses may not be used unless in conjunction with a racing seat.

The actual proposal consists of edits to the pertinent sections of the rulebook, and you can see that on the web.

If you would like to express your opinion on either of the two proposals, there are a variety of methods for you to do so. The traditional method has been to attend the open DEC meeting. This year, it is scheduled for October 1st, in Redwood City. It will be immediately following the Coyote Run Rally Awards presentation at the same location, and should start at 3:30 p.m. The best way to en-
sure that you don’t get lost, and are on time, is to enter the rally. Details on the rally can be found elsewhere in this issue, and also on the web. Just in case, you miss the rally, here is the address:

Mountain Mikes Pizza
120 El Camino Real
Redwood City, CA 94062

In this era of modern communications, there are also two other ways to get you voice heard. You can send an e-mail to the DEC committee at dec@dleong.org this will reach all of the members of this committee, and as a refresher, they are:

David Leong, Committee Chair
Larry Sharp, Zone 7 Rep
Ken Park, TT Chair
John Beck, TT Rep
Doug/Dana Ambrisko, AX Chair
Boris Teksler, AX Rep

A nother way to be heard, ask questions, or discuss the proposals is on the new Electronic Bulletin Board System. You can find a link to the BBS on the main web page. Look for the online community.

D on’t forget our upcoming events, we have an Autocross on Sept. 17th, and the next Time Trial on the 24th/25th. Be sure and visit our various sponsors and let them know you appreciate their support of GGR. We’ll see you on course.

DentPro Tech Session

Time to get that sheet metal back to its pristine condition? Tired of looking at that door ding that ruins an otherwise clean panel? Here’s a great opportunity to do that, and at a cost-savings, too.

Over the past twelve years, it has been my privilege to work with Roger Scala of DentPro, San Jose. During those years, I’ve arranged these DentPro Days for the Bay Area RX-7 (BARX-7) Club of which I am also a member, and held a joint PCA-GGR/BARX-7 event last year. Members of PCA-Loma Prieta and PCA-Diablo Regions were also invited, as they will be this year.
Vehicles are not limited to Porsches and RX-7s; one just needs to be a member of either PCA or the RX-7 club. For those who attended, you know what a marvelous job Roger’s DentPro crew did.

For those unfamiliar with DentPro, they provide an excellent alternative to body repair shops. Taken to a regular body shop, a door ding can be an expensive proposition requiring not only the body repair, but also a likely repaint of the damaged panel. We’re talking hundreds of dollars here. With DentPro, through the artistry of getting behind the dent/ding, they massage it out.

DentPro’s normal pricing is $89 for the first small dent in a panel, and $45 for any others. Their pricing goes up to $189 per 4” dent, so they can handle that softball dent. At this year’s event, we will receive a 20% discount. In most cases, no repaint is needed. In each case, DentPro will examine your car, point out any blemishes that you may have missed (and I guarantee there will be some), and provide you an estimate before beginning work.

Last year, amongst all the other “normal” repairs, they did a repair that astounded me. One of the older Porsches had a ripple on a curve in its rear quarter panel, probably about 4 waves over a 6” x 2” space. I thought there would be no way they could straighten that out. When they were done, unless you knew exactly where the damage had been, you could not see it. Absolutely amazing!

To start the day, Roger will provide bagels and smears, and coffee. He will also have drinks for us to soothe our throats as we bench-race and tell lies about our cars. At
noon he will provide a tasty lunch of burgers and dogs. And a Starbucks is right next door for the caffeine addicted.

This year’s DentPro Day will be on Saturday, November 12, beginning at 9 a.m. at the DentPro facility at 3700 Thomas Road, Santa Clara. This is immediately off 101 at Montague Expwy. We will schedule in 3-4 cars per hour. However, you are welcome to come early and leave late, just hang out to see all the cars passing through.

Please RSVP to Joe Ramos at jmramos@gmail.com, giving an idea of how much work needs to be done on your car (number/size of dents and location), and a requested time. If the time requested is filled, I’ll provide alternative times.

Hope to see you there!

TIME TRIAL #4

Thunderhill Raceway Park sits in Willows, California, about an hour’s drive south of Redding and approximately two hours north of the San Francisco Bay Area. It offers a 3.0 mile long track, 36-feet wide, with fifteen turns. Unlike some other tracks, it also offers a safe runoff area around the entire track: no need to worry about how your car responds to deceleration via a concrete wall. For the weekend of August 6-7, it played host to GGR’s high-speed driving school, driver education, and time trial #4.

Most folks drove up on the afternoon of Friday the 5th to catch the 5:30-6:30 p.m. tech inspection and registration, then ambled off for dinner. Later arrivals could make the 7-7:30 a.m. registration on Saturday. And, of course prior attendance at a time trial ground school was mandatory. One must know what all those flags mean. (There are twelve of them, and a color guide can be found at www.pca-ggr.org/pdf/flags.pdf, along with lots of other info and rules on time trials.)

The weather was toasty on Friday and the weekend promised more of the same. When time trial chair Ken Park arrived at the track around 3 p.m. on Friday, he borrowed an infrared pyrometer to check asphalt temperatures. He got 133° for the older, gray pavement, and 144° for the newer, black asphalt. Heating up the tires was likely not to be an issue. Air temps were in the low 100’s.

Indeed, prior to the event a small debate ensued among GGR staffers about whether to go with modified clothing rules to allow cooler drivers. The thought was that cooler drivers...
would concentrate better and be safer. Probably true, but concern about a very rare but potentially serious fire incident prompted sticking with the standard head-to-toe cotton covering rule. Bird-legged drivers escaped potential embarrassment once again.

Saturday morning began with the aforementioned registration, then a 7:45 a.m. mandatory drivers' meeting covering rules, procedures, flags, etc. Many cars took a track familiarization drive around at slow speeds to learn the track, followed by splitting into their run groups.

For the lucky folks who made the trek to Thunderhill, turnout was somewhat below typical. This meant each run group got five run sessions on Saturday instead of the normal four. Plus three runs on Sunday instead of the normal two. In other words, lots of track time.

If you've never been to a drivers' education/time trial, it goes rather like this: run groups are organized according to drivers' experience and speed, trying to keep roughly similarly paced cars together. The designated run group lines up in the pits, then the chief steward begins sending cars out continuously until the entire run group is out on the track and running laps.

Naturally, some cars will overtake others, but passing rules are strictly prescribed and enforced. You may only pass along specified portions of the track, which does not include any passing in corners. And you may only pass when the driver ahead has given you a “point by,” which is either an arm straight out the window to the left to indicate passing on that side, or a bent arm to indicate passing on the right. If you're not paying attention to your mirrors, you're likely to get a blue flag with a yellow diagonal stripe, indicating a car has caught you and you need to signal to let it pass at the next allowed location.

In other words, it's somewhat like an autocross: overwhelming at first, but you get the hang of it.

As it turns out, the temperatures were less of an issue than anticipated. GGR brought 25 cases of water to keep folks well hydrated, and drivers were not too uncomfortable with the moving air. Traction was perhaps a little greasy with the high tire temperatures, but no complaints overall.
Cars were rather more put out than the drivers. A number of drivers of air-cooled cars noted oil temperatures approaching 240-250°F and elected to back off and end their run sessions early. Apparently, it doesn't get this hot in Germany. Water-cooled models rather had the better of it, but no word on whether anyone was running the air conditioning.

Thankfully, there were no “adventures” on the track to put the emergency crews into action. There were incidents of two or four wheels off the track, but Thunderhill's wide runoffs are particularly forgiving of these. A number of cars did quit for one reason or another and need to be towed off the track, but a rope tow sufficed in these instances.

All in all, the weekend went smoothly and without mishap from the run sessions through the optional, individual timed laps at the very end. Drivers had lap times to compare if they cared to (not that anyone would), but what about top speeds?

Mr. Park balked in response to this question, then guessed top speeds may have been around 120-130 mph at the end of the straight. It is likely that top speeds occurred when no one would have a chance to look: right at the end of standing on the gas for as long as you dared, while eyeing the quickly approaching corner and trying to figure at what point you needed to stand on the brakes to make the corner and stay on the track. Perhaps someone tracked a top speed on their car's computer.

Then, towards the end of the Sunday session, came the big surprise. Without any warning, a huge, unmarked semi-trailer pulled up to the track escorted by two very tricked out Cayenne Turbos. It was a top secret factory test team, traveling all the way from the Porsche R&D facility in Weissach. Apparently, Dr. Ing. h.c.F. Porsche AG had contracted with Thunderhill for private testing of their new, extreme temperature vehicle being prepared for the Paris-Dakar rally. But they mixed up the date...
and arrived when GGR had the track.

GGR staff on site quickly caucused and made a command decision to share the track with the Porsche team. In that late afternoon, temperatures and the sun were ideally broiling. However, the Porsche team insisted on complete confidentiality and demanded a written agreement to that effect.

GGR rapidly located an attorney and laptop from among the members and had him draft an utterly turgid five pages of legalese purporting to be that but which, in fact, only obligated the signers to invite the factory team to join them if they appeared on Oprah. So, with the intrepid efforts of the GGR team, tom off with a pair of nail clippers and then duct taping it back on.

As you can see from the photo below, this vehicle employs abundant liquid cooling to cope with extreme temperatures. It uses evaporative cooling in addition to the cooling loops visible in the photo. In addition, it employs four, independently acting macroprocessor controlled spoilers which move to continually adjust the air flow. You see three of them here biasing the air flow away from the cars being allowed (obviously), to pass on the left, while the fourth squats to lower the center of gravity at the vehicle's pivot point. Further, we are told that the four of them can generate near-F1 levels of downforce. All in all, a most impressive vehicle. We here at GGR feel privileged to have had a first look at it.

With that, the weekend came to a resounding close. See you at the next one.
Concours FAQ

Well it's summer and that means it's Concours and Wash & Shines season. I hope that many of you who asked about competing actually enter and find out. Initially, many of the cars we help prepare do not place very high; but they improve with experience. So do enter and then don't be afraid to ask the judges specifically where you could have done a better job. You'll do better the next time.

Along those lines, this month we'll answer some common and some unusual questions.

Q. How long does a particular wax last?
A. That depends. How often is the car driven? How much does it get dirty or wet? Is it garaged? How often is it washed? All these help wear down a wax coating. Different waxes perform differently under varying conditions. It's better to focus on how long particular waxes last under the conditions your car is commonly subject to.

Q. How do I remove stickers left behind after old wheel balance weights have been removed?
A. This is a common frustration and problem. The simple answer is not to leave them on in the first place. When your wheels are rebalanced, it is the technician's job to remove not just the old weights but also the double stick tape holding them on. If he doesn't, you must remind him. Immediate removal is important because wheels heat under braking, especially the front ones. This bakes the glue and once the glue is baked on, it is nearly impossible to remove completely, especially on the Porsche Fuch alloys' anodized lips. To remove any leftover adhesive tape, first soak it with an adhesive solvent (i.e. 3M Adhesive Remover). Continue spraying until the tape becomes soft. Then scrape off as much as possible with your fingernail or a soft wooden stick (like the ones from ice cream). Spray again and repeat until all the adhesive is removed.

Q. How do I get my tire dressing to look good and last more than a couple days?
A. The look and durability of a tire dressing depends on the condition of the tires and how you treat them. Scratched tires will never look as good as new. However, you can get the best possible appearance for your tires by, first, cleaning them thoroughly, then, sec-
ond, applying a quality tire dressing. To clean the tires, first apply a solvent-based tire cleaner, then follow up with an all-purpose cleaner. Even with new tires, you need to remove the waxy protective coating before dressing them. Exception: skip the all-purpose cleaner if you have anodized wheels (like Porsche Fuchs). The cleaner can stain your wheels. See my article in the November 2004 Nugget for more information.

Q. How do I clean the gear numbers on my shifter?
A. First, try a soft toothbrush with an alcohol based window cleaner and suck it out with a wet/dry vacuum cleaner (if you have one). Then buff out with a clean towel. If this doesn't get all the dirt out, substitute a weak all-purpose cleaner (or a leather cleaner). The reason you want to use a weak cleaner is that a strong solution can dissolve the painted numbers (i.e. older Ferrari shifters).

Q. When I wax my Porsche, I put on three coats of carnauba. Is this better than just one coat?
A. Not really, but your arms will start looking more muscular. Also, remember that it takes carnauba 48 hours to cure. By curing, I mean letting the solvents in the wax evaporate. Otherwise, the solvents in the second coat of wax just dissolve the 1st layer. It's wasted effort—like putting a second coat on wet paint.

Q. Can I wax over a synthetic sealant?
A. Yes, but make sure it's in that order. Because the nature of the sealants is to bond to the paint. Then you can layer carnauba wax over it as desired.

Q. When is the proper time to use my instant detailer?
A. The only time is when your car is clean. And it's only clean right after you wash it or if you've kept it clean with a cover.

Q. When should I cover my car?
A. Just like using the instant detailer, only when your car is clean. Covering a dirty/dusty car can do more harm than good by promoting scratches when the material is moved over the paint surface when installing and removing the cover.
Q. Why can I remove some water spots off my door but the ones on my hood don’t come off?

A. Probably because some of the spots are mineral deposits while others are etchings in the paint from acid/alkali rain. The mineral deposits can usually be removed but the etchings require aggressive correction procedures may or not be entirely successful.

If you have any questions or comments, please feel free to contact me at 1-866-DET-DyNA (866/338-3962) or email us at tech@detailingdynamics.com. May the wind be always at your back and may you achieve your pursuit of detailing perfection!
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</tr>
</thead>
<tbody>
<tr>
<td>Thu Sep 1</td>
<td>ggr</td>
<td>Board Meeting. 7 PM</td>
<td>The Benz's</td>
<td>Bill Benz 650-328-4221</td>
</tr>
<tr>
<td>Sat Sep 10</td>
<td>autocross</td>
<td>Zone AX #5</td>
<td>Stockton Fairgrounds</td>
<td>Matt Deter</td>
</tr>
<tr>
<td>Sat Sep 10</td>
<td>time trial</td>
<td>Ground School</td>
<td>Round Table Pizza, Fremont</td>
<td>Gary Dorighi</td>
</tr>
<tr>
<td>Sun Sep 11</td>
<td>autocross</td>
<td>Zone AX #6</td>
<td>Stockton Fairgrounds</td>
<td>Matt Deter</td>
</tr>
<tr>
<td>Fri Sep 16</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Sep 17</td>
<td>autocross</td>
<td>AX#7</td>
<td>Candlestick</td>
<td>Doug/Dana Ambrisko 650-903-0652</td>
</tr>
<tr>
<td>Sun Sep 18</td>
<td>concour</td>
<td>Zone Concours #7</td>
<td>Blackhawk Museum, Danville</td>
<td>Eugenie Thomas</td>
</tr>
<tr>
<td>Sat Sep 24</td>
<td>drivers ed</td>
<td>High Speed Driving School</td>
<td>Thunderhill</td>
<td>Ken Park 510-530-3996</td>
</tr>
<tr>
<td>Sat Sep 24</td>
<td>rally</td>
<td>Zone Rallye #5</td>
<td>TBA</td>
<td>Rik Larson</td>
</tr>
<tr>
<td>Sep 24-25</td>
<td>drivers ed</td>
<td>Time Trial #5</td>
<td>Thunderhill</td>
<td>Ken Park 510-530-3996</td>
</tr>
<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>
</tr>
<tr>
<td>Sat Oct 1</td>
<td>ggr</td>
<td>Competition Rules Meeting, open to all members</td>
<td>3:30pm at Mountain Mike’s Pizza in Redwood City</td>
<td>David Leong</td>
</tr>
<tr>
<td>Sun Oct 2</td>
<td>concour</td>
<td>Zone Concours #8</td>
<td>Ledson Winery, Sonoma County</td>
<td>James Heisey</td>
</tr>
<tr>
<td>Thu Oct 6</td>
<td>ggr</td>
<td>Board Meeting. 7 PM</td>
<td>The Benz's</td>
<td>Bill Benz 650-328-4221</td>
</tr>
<tr>
<td>Date</td>
<td>Event</td>
<td>Location</td>
<td>Host</td>
<td>Contact Information</td>
</tr>
<tr>
<td>-------------</td>
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</tr>
<tr>
<td>Sat Oct 8</td>
<td>autocross</td>
<td>AX#8 Alameda</td>
<td>Doug/Dana Ambrisko</td>
<td>650-903-0652</td>
</tr>
<tr>
<td>Sat Oct 15</td>
<td>autocross</td>
<td>Zone AX #7</td>
<td>Millerton Lake</td>
<td>Lee Kramer</td>
</tr>
<tr>
<td>Oct 15-16</td>
<td>social</td>
<td>Porsche Platz</td>
<td>Laguna Seca</td>
<td>Larry Sharp</td>
</tr>
<tr>
<td>Sun Oct 16</td>
<td>autocross</td>
<td>Zone AX #8</td>
<td>Millerton Lake</td>
<td>Jim Cooper</td>
</tr>
<tr>
<td>Fri Oct 21</td>
<td>social</td>
<td>Friday Night</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Oct 22</td>
<td>rally</td>
<td>Zone Rallye #7</td>
<td>Rector Porsche, Burlingame</td>
<td>Hubert Lee 650-368-5258</td>
</tr>
<tr>
<td>Sat Oct 22</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650-363-1211</td>
</tr>
<tr>
<td>Sat Oct 29</td>
<td>autocross</td>
<td>AX#9 Alameda</td>
<td>Doug/Dana Ambrisko</td>
<td>650-903-0652</td>
</tr>
<tr>
<td>Thu Nov 3</td>
<td>ggr</td>
<td>Board Meeting. 7 PM</td>
<td>The Benz's</td>
<td>Bill Benz 650-328-4221</td>
</tr>
<tr>
<td>Sat Nov 12</td>
<td>maintenance</td>
<td>Dent-Pro Day</td>
<td>Santa Clara</td>
<td>Joe Ramos</td>
</tr>
<tr>
<td>Fri Nov 18</td>
<td>social</td>
<td>Friday Night</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Thu Dec 1</td>
<td>ggr</td>
<td>Board Meeting. 7 PM</td>
<td>The Benz's</td>
<td>Bill Benz 650-328-4221</td>
</tr>
<tr>
<td>Fri Dec 16</td>
<td>social</td>
<td>Friday Night</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Dec 17</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650-363-1211</td>
</tr>
<tr>
<td>Sat Jan 14, '06</td>
<td>social</td>
<td>Zone 7 Awards Banquet</td>
<td>Larry Sharp</td>
<td></td>
</tr>
</tbody>
</table>
MEMBERSHIP REPORT

Total members: 1722
Transfers in: 2
Transfers out: 6

New Members:
- Jon-Paul & Milissa Ales-Barnicoat, Los Gatos, CA
- John & Julia Byun, Palo Alto, CA
- Romit Dey, Mountain View, CA
- Michael Glenn, Portola Valley, CA
- Daniel Guiteras & Ana Eugenia, Fremont, CA
- William Hinman, Woodside, CA
- Daniel Hoffman & Ellen Ashley, Portola Valley, CA
- Edwin Jones, Los Altos Hills, CA
- Ian & Andrew MacQuarrie, San Jose, CA
- Mark Matthiessen, Brentwood, CA
- Lan Pham & Mark Cowan, Irvine, CA
- James Philip, San Francisco, CA
- Derick TeeKing, San Francisco, CA
- Santino & Dorothy Vital, South San Francisco, CA
- Willis Wong & James Brendel, South San Francisco, CA
- Hockkee Yeo, San Francisco, CA

Anniversaries:
- 40 years: Brian Carleton, Saratoga, CA
- 30 years: James Alderson, Livermore, CA
- 25 years: John W. Havranek, San Jose, CA
- 20 years: Richard Bradshaw, Yankee Hill, CA
- 15 years: Curtis Chin, San Francisco, CA

The very best just got better.

Better brakes, better handling, suspension, more get-up-and-go. Is it a new model from the factory? No. It’s just what happens when you service your new 996 or 993 at SCARGO Racing.

Whether you bring your car to us for a simple tune-up or for the late amazed at the difference our knowledge and ingenuity can make.

- Turbo brakes for “stock” 993 & 911s
- Lowering springs and big sway barst upgrades, you’ll be
- Custom Intake and Exhaust Modifications, Boxster Headers
- Horsepower upgrades, Custom Intake and Exhaust

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415 485 6026

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Board Meeting

Golden Gate Family
Porsche Families of America
Board of Directors Meeting
Minutes

Call To Order
The meeting was called
to order at 7:35 PM on
August 4th, 2005 at the
residence of the Presi-
dent, Bill “the Bomb”

Benzini.

Board members present were Bill Benzini,
Susan Angebrannda, Andy Forresto, Claude
Leglizza, Louise Sousourri, Giovanni Celona,
David deLonghi, K.C. “the Sharp”, and Chi-
chi Tao. Also present were “Too-tall” Am-
briska, Benny Williams, Ken Parkauzzo, and
Tony Adams. Present in spirit were Larry
Sharpatti and Jimmy Olive.

A. Approval Of Minutes

The Minutes from the Board of Directors
Meeting July 2005 were unanimously shredded
as written.

B. Postmortem Of Events

1. The last shipment from Myanmar arrived
    without incident.
2. The girls are doin’ good.
3. The unions are all paid up.
4. We lost big on the sight in Vegas, but
    made it up on the ponies.

C. Directors Reports

President, Bill Benzini
1. I’ve been gettin’ good respect. As long as
   it keeps up this way, everyone stays happy.
Vice President, Susan Angebrannda

1. I love Bill like a brother. Really.
Treasurer, Claude Leglizza
1. The Swiss are getting itchy, so we’re mov-
   ing everything to the Caymans.
Membership, Louise Sousourri
1. There were 50 transfers in. Of course, no
   one is allowed to transfer out.
Competition, David deLonghi
1. We don’t compete. It’s bad for business.
   We divide or conquer. Preferably conquer.
Secretary, Andrew Forresto
1. I don’t know nuthin’. You can quote me.
Social, K.C. “the Sharp”
1. We been really social with the Los Angeles
   families, and it’s been good. They been
   sending a lot of business our way.
Past President, Jimmy Olive
1. I'm with the fishes and my cholesterol is doin' great.

Past Past President, Larry Sharpatti
1. The building above me is almost complete.

Nugget Editor, Giovanni Celona
1. I probably need to leave town after this meeting. I'll be in Palermo for a few years.

Webmeister, Chi-chi Tao
1. The online numbers business has been good, but we've had to hack a few hackers. What's new?

D. Old Business

1. Transponders. This is so we always know where everyone is. But are we sure the feds can't pick up the signals?

E. New Business

1. Coffee shops. They're a lot better than restaurants for washing greenbacks because you can get a lot more people in and out. And do you see what they charge for a cup of coffee? Geez what a racket.

Adjournment

Adjournment was not necessary as this meeting never happened.

Respectfully submitted,
Andy Forresto
GGR Secretary 2005

MARKETPLATZ

Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max. PCA members only. Ads will run as space permits. For the amusement of our members and to

Richard Bontempi's

High Performance House

Now that Automotion is gone, rely on us for all your local parts needs.
Providing service and performance modifications for all Porsche models since 1976.
Huge new and used parts inventory

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• Service while you are away!
• Specializing in complete maintenance for 911, 944, 914, and 928.
• Try our free drop-off service to Oakland Intl. Airport!
• Restoration of 914s and 911s.
• Misc. vintage 914 and 911 parts available.
• UPS Daily, Visa/MC

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510-437-9400

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Serving the Valley since 1984
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Expert Engine Rebuilding
Personalized Service
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Patrick Gormley 31 Beta Court, Unit J
Service Writer San Ramon, CA 94583

PORBOYS
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**

2001 996 Cab w/ H ard T op All Options O riginal price - $104,995.00 A ll options. Look at the pictures. More info and pictures at http://homepage.mac.com/yobie/01_Porsche_996/P hotoAlbum11.html. Contact Yobie Benjamin at yobie@acm.org or 415-548-3333.


1971 Porsche 914 4 cylinder, 1.7L, looks great, good body and interior, no rust, needs trans work, $2000 obo. More info and pictures at http://pg.photos.yahoo.com/ph/hank_poels/slideshow?dir=8a8c&src=ph&tok=phEYVDB3zdjCgPV. Contact Hank Poels at poels@pacbell.net or 925-339-3617.

2005 Cayennes All 05 models in stock V 6, V 8, 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 sports seats, sport shifter, aluminum look package, stainless exhaust pipes and more. M SR P $141,530 Contact Larry Kushner at lawrence.kushner@carlsenporsche.com or 650 464 9502.

2004 GT 3 Speed yellow/black w/ceramic composite brakes, electric sport seats, and lots more. 1500 miles $109,900/offers Contact Larry Kushner at lawrence.kushner@carlsenporsche.com or 650 464 9502.
2005 GT3 Silver/black w/4500 miles. $99,900 Contact Larry Kushner at lawrence.kushner@carlsenporsche.com or 650 464 9502.

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.

2004 Boxster Guards Red/Black, Factory sport suspension (M 030), PSM, Heated Seats. 18 Carrera's, Cruise, Porsche Sport Exhaust & much more! Warranty until 50k/Sept 2007. 11k miles, $37,900. Vancouver, Washington Contact Gary Hays at garyhays@hp.com or (360) 573-6397.

2002 GT 2 Seal Grey/Black, 13.9k miles. $188K M SR P. $13K. Additional Porsche parts with all receipts (no aftermarket). A l l 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/coilovers, tb/wp, plugs/wires, cats/exhaust, caps/rotors, thermostat, tires, tint, smog. Contact M ike Leon at akitamike@yahoo.com or 650 346-5167.

1975 914 2.0 100K miles, 15K on engine rebuild, Euro pistons, Weber carbs, concurs winner, stored since 1985, $6500. Contact D ean Craig at deancraig@sbcglobal.net or 831-373-3610.

1973 914 2.0 4cyl. Everything that can be done for BP. Class winner and record holder. $9500 obo. Contact Chuck Kolstad at 650 917-9388.


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 925-833-8545.

1987 944 Turbo Track car and 2003 enclosed Carson trailer, all the track goodies, many, many new parts, 2 sets wheels, tons $$$ building, 3-time class champion - first $22,500. Contact M i chael W helan at porsharacer1@aol.com or 916-783-9447 x 104.

1989 944 turbo S Velvet Red; 99K mi; well prep'd; 6 pt. cage; Suspension; Recaro's; Fikse; Big Reds; K 27 turbo; Promotive; driven very little in last 8 yrs.; must sell. $14K/OBO Contact M i chael Lye at mlye@aurora.com or 650-619-9862.

1997 C4S Black/Blk., sunroof, PSS9 package, front Strut Brace, 10 speaker sys. Excellent car that has incredible handling. 72K. Last of the great air cooled. $46,000. Contact Gary H amilton at ggconsult@yahoo.com or 650-450-0087.

2001 Black on Black Boxster Perfect w/ Sp rt pkg, 18" Michelin full leather. One meticulous owner 23K miles. Contact Lou at l.felsher@comcast.net or 650 576-7838.

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

2001 Boxster S Speed Yellow/black, 6-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.

1984 911 Carrera Targa 2nd owner bought it in 1997. It's a California car always been garaged 61,000 miles very clean. Contact Wayne N eylan at wayne1293@netscape.net or 650-222-2262.

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. $39K Contact Tom Roebuck at tomr63@sbcglobal.net or 408 202-1146.

1986 944 Turbo Pearl white, very clean inside/out. 114K, upgraded suspension, cold AC, meticulously maintained by D evon, one of the nicest and tightest 951s around. Smogged, ready to go! Contact Sitki Timucin at carrera@timucin.net or (415) 543-3656.

1990 944S2 Red. 97K miles, recent valve job with chip and cam regrind. Great street/track car. See complete details at web site. $8500 obo More info and pictures at http://home.earthlink.net/~rlofgren.

1992 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. $39K Contact Tom Roebuck at tomr63@sbcglobal.net or 408 202-1146.

1979 930 Upgraded factory 930 Slantnose. Black/black; all upgrades documented; 400+HP May be an early RUF conversion. Very well main-

Contact Rick Lofgren 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/bbetts/. Contact Bill at 408-821-3429.

1984 356 1600 SC Coupe (Ar mann) VIN #215564 (Mid-year) Engine #B1225 (6/16) Solid body, good mechanicals, needs pans, battery tray; minor nose damage Offer/trade? Contact Ronald Feinsten at riffeinstein@earthlink.net or 916-691-6958.

1990 944 S2 Cabriolet. 5-speed, Guards red/black w/cloth inserts, 94kmi, chip, front & rear adjustable Konis. Owned since 1998, a nice clean car. Rich McGlunphy (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.

1979 930 S2 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

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tained and very fast. $39K Contact Tom Roebuck at tomr63@sbcglobal.net or 408-202-1146.

1973 911E Targa 9113210694. Excellent condition. Special order color: beige/gray. Came w/S front spoiler and gauges. Purchased 4/96 from the 2nd owner. Northern California, rust free car. All receipts since '96. Contact Harold Williams at harold@dino.com or 650-340-7017.


1992 968 Tip Coupe 968 coupe with 60k miles, just got tune-up SO-3s, belts, plugs, oil. Great shape ready to go. Email for more + pics. Contact Steve Straus at cking769@yahoo.com or 510-453-2253.


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. $24k obo Contact Bill Fergus at fergicc@yahoo.com or 775-721-7761.

1974 914-6 GT 3R Race Car 3.4 liter twin plug, 325 HP, 1850 lbs. Race ready fresh car. $30K /BO. Email for specs and pictures. Contact Lloyd D-E-Martini at lloyd.j.deартини.jr@lmco.com or 925-606-8543.

2002 Boxster S 8400 miles, car is like new. Red with tan interior. Still under factory warr. 6 spd. See at European Autotech Porsche Service in San Ramon since 1984. 39,950.00 Contact Chris at eatsales@aol.com or 925-820-6460.

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**Parts & Miscellaneous**

911 Flat Tow Setup Tow bar and custom bracket for an early 911. $100. More info and pictures at http://www.demandjen.com/towbar.html. Contact Demick Boyd at demick@yahoo.com.

996 Engine For Sale S# M 96/8366414589. Under 11K miles. Comes with wiring harness but no ECU. Asking $6,500 OBO. You cover transportation from Mountain View, CA. Contact Mike I like at gagolub@yahoo.com or 650-856-6323.

73 rearward 911/912 Floor panels: New old stock. Fit early wheelbase ‘73 back to ‘66. 4 pieces. Strut mounting panel; Pedal area; Front & rear cockpit floor. Fix corrosion, accidents. $350. Contact Stephen Sage at stephensage@hotmail.com or (831) 335-8043.


911 parts 911 parts, 906 cams, 930 sc grind cams, other parts. More info and pictures at http://there.dino.com/harold/. Contact Harold Williams at harold@dino.com.

Fuchs 6x16 and 7x16 Excellent finish. Straight and true. They are from my 81 911SC. Dunlop D40M2 205/55 16 and 225/50 16. Tread: 30% left. $750 obo Contact Litko Chan at racer_951@hotmail.com or 408-567-5844.

928-S4 B rakes A Set Front Calibers, Discs, Pads-used $250.00 Contact Raoul Proctor at raoul.proctor@comcast.net or (408) 356-7620.

Brey Krause Harness Bar 74-93 Brey Krause Harness Bar R1015 with side support bars w/ pair of Diest 6pt camlock belts (00). Bar = $345 new. Make Offer. Contact david stomp at dstomp@shb.com or 415-613-8042.

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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
**Wanted**

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

914-4 suspension parts What do you have? 22-23M M torsion bars, 180# springs, 19 or 22M M adjustable front sway bar, Koni adjustables or Bilstein sports Contact Dan Thompson at Docdanracy@sbcglobal.net.

44 IDF or 45 DRLA Carbs I need 44 IDF Weber or 45 DRLA Dellortos. Condition not important. Contact Gary Dorighi at gdorighi@comcast.net.

fuel cell wanted looking for a fuel cell. will consider all certified models, going into a ’66 SW B car Contact tj grewal at teej@teej.com or 650 654 6822.

W T B Cup 1s 9x17 True 9x17 Cup 1s - PN 965 362 128 00. Not interested in Mille Miglias or other knockoffs. For track use. 1 or 2 rims desired. Contact Patrick Wong at pwattpmg@pacbell.net or 916-549-3126.

2002 Boxster Looking for a 1998 911 C2S. All models and colors will be considered. Low mileage preferred <35K mi. Contact Jim Miller at jamesrmi@cisco.com or 408-853-5556.

4 Bolt Fuchs or Panasports for a stock bodied 914. Good to great condition with center caps preferred. Contact Dan Thompson at Docdanracy@sbcglobal.net.

Golden Gate Region Presents

**Moonlight Monte Carlo 2005**

**Saturday, October 22**

Sponsored by Rector Porsche

1010 Cadillac Way, Burlingame, CA 94101

Please join us for the running of this map-based Monte Carlo-type rally under the light of the moon.

Registration at 3:30 P.M. First car out at 4:45 P.M. All makes of cars are welcome.

Cost: $20 per car or $15 if preregistered by October 10.

Directions: Start will be at Rector Porsche. From U.S. 101 in Burlingame, take the Broadway exit. The dealership is located in the southwest corner of the interchange.

Preregistration: To receive a copy of the general instructions, send a self-addressed stamped envelope and your check in the amount of $15, made payable to “Golden Gate Region-PCA,” to:

Hubert Lee
525 Upland Road,
Emerald Hills, CA 94062
650-368-5258
The Bay Area’s authorized Evolution Motorsports and GIAC performance tuning facility, we supply and install big horsepower kits, Brembo Brakes, Moton and Bilstein Suspension, Kinesis and HRE wheels.

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All Suspension Angles
4-Wheel Simultaneous

< Beissbarth Alignment Station

MAHA Diagnostic Lanes

4-Wheel Alignment
Brake Effectiveness
Complete Suspension
Visual Inspection
Headlamp Alignment

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