Blurs the line between love and lust.

Carlsen Porsche
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3635 Haven Avenue
Redwood City, 94063
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The Nugget

March 2006
Volume 46 Number 2

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Photos by Steve Kuhn, David Leong, and Mike Lomatsch.

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For more information, see http://pca-ggr.org/pdf/adguidelines.pdf
Visit the GGR website at http://www.pca-ggr.org

Join GGR and 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:

• Driver Education: either in a parking lot (auto-cross) or on a track (DE), it’s just as good as the professional schools, but way cheaper. And you get to drive your own car.
• Autocross: totally fun and totally safe. Instruction available. And it’s happening in a parking lot near you.
• DE and Time Trial: more instruction and car preparation is required, but you get to drive your car on a real race track. Vroom.
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Teenage Survival

Primitive societies had rites of passage into adulthood. Boys went on their first hunt, or wandered the wilderness alone. Girls learned the “art of womanhood” from tribal elders, or attended a big gathering in their honor. In 21st century California, the rite of passage is getting a driver’s license, and few words strike more fear in the hearts of parents of teenagers than driver’s license. One father told me last month that he expects each one of his children to get into at least one accident before the age of twenty. Further, if you want to hear words not suitable for a family audience, just ask the aforementioned parents whether Johnny/Susie will be allowed to drive the Porsche sitting in the garage.

It does not have to be that way. Cindy and I had the opportunity to learn firsthand about the value of DMV-approved driver’s education when our two sons turned fifteen and signed up for their learner’s permits. They were taught how to take, and ultimately pass, the dreaded test. Looking far ahead: no. Proper cornering: no. Smooth acceleration: no. Emergency braking: no. Obstacle avoidance: no. Car dynamics: no. The list goes on. Armed with the magic plastic cards, off they went onto the local highways and byways. One evening at the dinner table, when we heard the off-hand comment that “the Suburban won’t go over 100”, we knew intervention was needed and fast. So we signed up both boys for the world-famous GGR autocross school.

GGR runs two autocross schools every year, one in the winter is intended for beginners, the other in the summer is best for drivers who have some experience and know the basics. The exercises and the main course are laid out with orange cones on a large parking lot free of obstacles at Candlestick, Alameda NAS or similar venue. The goal is to learn to go fast safely, to experience the car’s behavior at the limit of handling, to make mistakes in a controlled environment, and to practice how to act when everything goes wrong. Preparation is simple and, thanks to a recent generous gift from Carlsen Porsche of Redwood City, GGR now has a dozen loaner helmets for those who do not own one. So there is no longer any excuse not to attend. Don’t forget a good night’s sleep the night before.

The first thing your teenagers will notice at the school is that, while a number of the students are in their same age group, many are much older; living proof that driving skills can be honed at any age. (You may even sign up for the school yourself and later have the satisfaction of hear-
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ing your kid tell her/his friends that: “My Dad/Mom was faster than me.”) They will then be assigned an instructor who will teach them the elements of cornering, braking and car control. They will learn two things the DMV did not tell them about: (1) confidence, because modern cars are extremely capable; and (2) respect, because a 2-ton object can spin and slide even at low speeds. They will also have to work the course—volunteer organizations cannot function unless the members chip in—and learn to observe other drivers and anticipate their actions and trajectories. Critical skills on the highway. Finally, they will have a great time, engaged in an adult activity you can share with them.

Did our two sons learn anything useful? Well, after two- and four-years respectively of licensed driving, we have no accident to report and a single ticket. It involved being late for class and experimenting with the commuter lane while alone in the car. Autocross school cannot help with that. Better yet, during the Christmas break our eldest announced that what he had learned had saved him from at least three highway crashes. Our youngest pointed out that he knows a lot more about driving than his peers, and that the school was “cool.” There is no better compliment.

The other good thing about letting your teenager drive the Porsche is that, unless you own a Cayenne, you can be pretty sure nothing untoward will happen in the back seat.

Porsches are meant to be driven well, even by teenagers.

Claude

**LETTER FROM THE EDITOR**

**The Road to Thunderhill**

We are very pleased this month to present our feature story on the road to the 25 hours of Thunderhill for the ultimately victorious Lost'N spaced Team. In researching it, I was fascinated by how the victory is as much a matter of planning, logistical ingenuity, and dealing with the inevitable obstacles as it is driving skill and endurance. Kudos to the team of Peter, Neil, Rich and Masuo for pulling together a memorable race—besting a host of better funded and “professional” drivers. It was truly and example of amateur competition at its best. Let’s hope it doesn’t get spoiled by becoming an Olympic event!

**Thanks for Ad Manager Responses**

A number of folks responded to my call last month for an ad manager, and I would like to express my appreciation to everyone who did. Having someone handle that relatively small time commitment will help me out greatly.

Ironically enough, I haven’t yet had time to follow up with the people who responded! My apologies to folks for that. The past two month have been an unusually dense convergence of work duties and club duties with putting out the club directory issue last month. As soon as I get this issue off to the printer, I’ll be following up with the folks who responded. Really! And a thousand apologies for not having done so already.

**Upcoming Member Survey**

In one of the upcoming issues, we’ll be including a survey of GGR members. The idea is to get a broad sampling of what folks like, don’t like, would like to see changed, would like kept exactly the way it is, and so on. Board members will be contributing questions from their respective areas, but I also invite the members in general to weigh in on matters they would like to see responses on. If there is something you would particularly like to see in the survey, please email me at nugget-ed@sbcglobal.net. No guarantees it will get in, but we will do our best to cover all the perspectives.

In particular, as you might imagine, there will be a section on The Nugget. What do you like, and not like? What would you like to see more or less of? What do people actually read? All matters of burning interest to the editor.

For example, we last year tried a Q&A section, but discontinued it after a few months of few or no queries. My guess is that folks are very busy and, when they do have questions, are more inclined to get an answer right then via Google or one of the many bulletin boards (including GGR’s)? Alternatively, we could print a selection of Porsche FAQ each month. All matters for the survey—I am perhaps getting ahead of myself!

**Reporters, Ho!**

Lastly, I would like to reiterate my call for folks inclined to write about club events and send it in. This past month, there was one club activity in particular where the participants were interested in getting some photos printed, but lacked anyone to do a three- or four-paragraph write-up of what went on. Certainly, it would have been possible to run just photos, but we are trying to tell at least a little story to go along with the photos.

So, if you do attend a GGR event and are so inclined, do jot something down and send it along. We’ll do our best to run it in the next issue. And, as a reminder, submissions to The Nugget are do by the 10th of each month to include in the following month’s issue.

Thanks for reading.
The Nugget  March 2006

GGR Folks

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nugget-ed@sbcglobal.net

Essential GGR Folks

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<td>2006 Autocross Chairmen</td>
<td>Bill Daly, Glynn Dennis, Brian Lay, and Paul Smith</td>
<td><a href="mailto:autox@pca-ggr.org">autox@pca-ggr.org</a></td>
</tr>
<tr>
<td>Autocross Timing &amp; Scoring</td>
<td>Dave McGuigan</td>
<td><a href="mailto:mcguigan@us.ibm.com">mcguigan@us.ibm.com</a></td>
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<tr>
<td>Autocross Timing &amp; Scoring</td>
<td>Andrew Blyholder</td>
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<td>Autocross Registration</td>
<td>Eugenie Thomas</td>
<td><a href="mailto:Eugenie959@yahoo.com">Eugenie959@yahoo.com</a></td>
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<tr>
<td>Concours Chairman</td>
<td>Larry Adams</td>
<td><a href="mailto:oldcarnut@aol.com">oldcarnut@aol.com</a></td>
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<tr>
<td>Tour Chairman</td>
<td>Rob Neidel</td>
<td><a href="mailto:rob@neideldesign.com">rob@neideldesign.com</a></td>
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<tr>
<td>Rallye Chairman</td>
<td>Larry Adams</td>
<td><a href="mailto:oldcarnut@aol.com">oldcarnut@aol.com</a></td>
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<tr>
<td>2006 Time Trial/DE Chairman</td>
<td>Andrew Forrest</td>
<td><a href="mailto:ggrttchair@gmail.com">ggrttchair@gmail.com</a></td>
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<tr>
<td>2006 Time Trial/DE Chief Instructor</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
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<tr>
<td>Time Trial/DE Ground School Instructor</td>
<td>John Seidell</td>
<td><a href="mailto:johnseid@astound.net">johnseid@astound.net</a></td>
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<td>Time Trial/DE Chief Steward</td>
<td>Chet Martin</td>
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<td>Time Trial/DE Registrar</td>
<td>Lori Hageman Dean</td>
<td><a href="mailto:GGRRegistrar@aol.com">GGRRegistrar@aol.com</a></td>
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<tr>
<td>Time Trial/DE Tech Chief</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.gov">jcalzia@usgs.gov</a></td>
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<tr>
<td>Time Trial/DE Safety co-Chairman</td>
<td>Harry Demas</td>
<td><a href="mailto:hdemas@hotmail.com">hdemas@hotmail.com</a></td>
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<td>Time Trial/DE Safety co-Chairman</td>
<td>Pete Pressley</td>
<td><a href="mailto:pete@pressley.com">pete@pressley.com</a></td>
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<tr>
<td>Goodie Bag Manager</td>
<td>Mike Lee</td>
<td><a href="mailto:mike.lee@detailingdynamics.com">mike.lee@detailingdynamics.com</a></td>
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**Zone 7 Folks**

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<td>Larry Sharp</td>
<td><a href="mailto:larrysharp@comcast.net">larrysharp@comcast.net</a></td>
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<tr>
<td>Autocross</td>
<td>Tim Stewart</td>
<td><a href="mailto:kmat@pacbell.net">kmat@pacbell.net</a></td>
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<tr>
<td>Rallye</td>
<td>Al Armelini</td>
<td><a href="mailto:alarmelini@aol.com">alarmelini@aol.com</a></td>
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<td>Concours</td>
<td>Gary Lieber</td>
<td><a href="mailto:glieber@gjenterprise.com">glieber@gjenterprise.com</a></td>
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<tr>
<td>Web Page</td>
<td>Susan Angebranndt</td>
<td><a href="mailto:ggrweb@dino.com">ggrweb@dino.com</a></td>
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<tr>
<td>Ad Contact</td>
<td>Bud Behrens</td>
<td><a href="mailto:Budnmaryann@cs.com">Budnmaryann@cs.com</a></td>
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Beware that Used Car Deal!

With the recent devastation of Katrina in Louisiana, Mississippi and Florida, many dealerships and individuals had their cars serve as flotation devices. While many of those cars were totaled, an alarming number weren't. What happened to them you ask? AUCTIONS happened. They were salvaged, reconditioned and possibly sitting at a dealership near you or are in the classifieds. Now if the buyer was notified of the true history of the car before the purchase, everything would be fine; but unfortunately many times an unsuspecting buyer winds up with a car that a month ago served as an aquarium.

As the saying goes “there’s a sucker born every minute”; let’s make sure we’re not one of them. The job at hand is then to educate ourselves to find out whether a particular car has been flooded. Here are some suggestions:

- Sniff out any odors that may suggest mold/mildew in the interior (don't forget the trunk). Also be suspicious of any tutti-frutti smell; the last time I checked, Porsche wasn't offering that option (it suggests an attempt to mask an odor that couldn't be removed).

- Feel the seat padding and carpet for any moisture. Try to get your hands under the carpet. Also check the metal on the floor for any corrosion. In the trunk look under the spare and also examine the tool kit.

- Look for water lines (ring around the collar) in the wheel wells and in the engine. Don't forget to look in the glove box and in the door pockets. Inspect for premature rust by taking off easily removable parts (i.e. the headlights, foglights and bumperettes on the 993s). In addition check the seat rails and surrounding area by raising the driver's seat all the way up and sticking your head under there with a flashlight.

- Examine the owner's manner for water damage.

- Look for evidence of water inside the head and fog lights. These are costly and many a time are not replaced.

- Examine the engine closely. Pay close attention to the hose clamps for corrosion.

In closing remember if something doesn't seem right to you, walk away; that's why God gave you legs.

If you have any questions or comments, please feel free to contact me at 1-866-DET-DYN A (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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There are the usual ways to reach the winner’s circle at a major race. You can devote your life to racing, working your way through kart racing or Formula Atlantic or NASCAR. You may get a ride with a factory team and arrive with all the technical and financial backing a manufacturer can muster, as the Mazda and Honda teams did for the 2005 25 Hours of Thunderhill.

Occasionally, though, you may garner the checkered flag just by doing what you love. Add a no-nonsense approach to racing logistics and strategy, readiness to deal with the man-machine issues of endurance racing—and not too much bad luck—and you have perhaps described the recipe Team Lost’N Spaced used to outlast and outrun a host of better funded teams this past December at Thunderhill Raceway.

Running for 25 consecutive hours was the brainchild of National Auto Sport Association (NASA) founder and CEO Jerry Kunzman, who thought it an opportunity to distinguish the race from famous 24-hour races at Le Mans, Daytona, and the Nurburgring. The December 2005 event was the ninth running of an endurance race at Thunderhill Raceway Park (in Willows, California), and the third running of the 25-hour format.

The event has come to attract much more than a local club following. Besides the Honda factory team competing in Civic Si’s and the Mazda team campaigning new MX-5 Miata’s, SCCA World Challenge drivers Randy Pobst, Roger Foo, Taz Harvey, Ken Dobson, Marc Kirberg, Mike Courtney, and Johannes Vanoverbeek were among the drivers. Add Phil Hill’s son Derek Hill, Bobby Bondurant Jr., and journalist/drivers from Car and Driver and Road & Track, and it becomes clear that the competition is tough.

Team Lost’N Spaced added to the mix GGR’s own Neil Jackson, Pete Smith, Rich Walton, and team captain Masuo Robinson, campaigning in a 1974 911 with 178,000 miles on the odometer.

However, arriving at Thunderhill last December was only a way-station in a journey begun long before. We recount Robinson’s history as illustrative of the process all team members went through in developing and honing their driving and race management skills—all the while holding down jobs and families like the rest of us. Ordinary people? You decide.

"Trust me, you won't get lost."

The metering lights are on.

Decent scenery, but no beach.
Starting Off

Robinson purchased his first Porsche, an ‘86 Carrera, in November 1992, after being convinced by a workout partner who had one. The following year, he completed the Zone 7 2-day autocross school and began autocrossing. He was immediately hooked, completing thirty autocrosses his first year. He was 34-years old at the time.

Robinson continued autocrossing throughout 1994, then picked up with time trialing in 1995. In 1998, he moved on to his first experiences with wheel-to-wheel racing, starting off with PCA club racing. He was still racing in the ‘86 Carrera.

Rounding out his race preparation, Robinson recruited his first, most important, and most dedicated race team member, marrying Louise Sousoures in 2000.

Robinson then decided to explore more dedicated race car preparation and, with Louise, purchased a 1970 911 which had been fitted with a 935-style body. He went to Matt Lowrance at Sport Haus in Reno, Nevada, to finish the car preparation, converting it to a 993 wide-body style in the process. This car he christened “Baby L,” and it became their main racing car.

About the same time, acquaintance and racing buddy Pete Smith was working on warming Robinson up to the idea of endurance racing. Smith was then doing NASA 12-hour endurance races with his wife. Wouldn’t it be great to do races with Louise and Masuo as a couples event? Sort of like couples bowling, but with race cars.

Smith had just the ticket. He had a ’74 911 which had been stripped for painting before languishing in pieces in Smith’s garage. It would be a perfect enduro-racing car, and Louise needed a Porsche to tool
around in.
Louise purchased the car and Masuo put it together. Louise then made a first display of her eerily instinctive grasp of strategy by purchasing a '97 C2S as her main street car.

**On to the Long Ones**

With veteran Smith as his guide, Robinson entered the 2003 race at Thunderhill, driving with Smith in his box-stock 944. It was a sobering experience.

They finished the race, but way way back. They twice blew and had to change the head gasket, and needed to stop once to do some welding on the muffler. They were running hard, and the car kept getting hot. “Where's the temperature gauge on this thing?” Robinson asked.

Out of this experience, Robinson developed his approach to endurance racing. “You never go for the win in an enduro race.”

In 2004, Smith and Robinson resolved to return to Thunderhill with the '74 car, which Masuo and Louise had been using as a street, autocross, and time trial car. They first put in a fresh motor, one with a 3.2L case which had been built up to 3.6L.

And the horsepower? “Oh, I don't know” Robinson answered. “Probably around 240 or 250.” He paused. “More like 250.”

The suspension was pretty much stock, so, as Robinson put it, “The handling was not so good.” They had to borrow many parts to finish putting the car together, including the rear wing. After puzzling over the apparently Volkswagen-originated switches, they just left in the power windows.

After all that, they had no major problems with the car. In the course of the race, they went through two sets of brake pads, with the first set needing a change 18 hours into the race. They ended up finishing second overall. The team was elated, and resolved to return the following year and really do the car right.

**Preparation for 2005**

Even before the team had a chance to do much, the pressure started to mount for the next race. ESPN-2 had seen an article on the 2004 race in The Nugget, and contacted Sousoures about covering the team for the '05 race. That would involve interviews and filming before, during, and after the race. On their side were returning sponsors from '04: Jerry Woods Racing Enterprises of Campbell, California, Smart Racing Products, Wevo racing components, and the Sport Haus of Reno, Nevada. These folks contributed parts and labor toward the car preparation.

For '05, the team added Carlsen Porsche of Redwood City, California as a sponsor. Also a generous sponsor for many GGR programs, Carlsen contributed much-needed cash toward race expenses. Besides hotel and motel incidentals, the team was planning on changing tires every 2- to-3 pit stops—at around $700 per set.

As appreciated as these sponsors are, though, Robinson confessed “The biggest sponsor is Louise.”

W hat greater love than car parts.

Life then intervened and diverted attention away from race preparation. Robinson and Sousoures were doing a remodel and still keeping up “Baby L.” They weren't able to start working in earnest on preparing the '74 car until September—only three months before the race.

Work then began in earnest, requiring many late nights in the garage as the team members did all of the work themselves. With the relatively fresh motor in place from '04, they focused on fixing the suspension.

First order of business was raising the spindles to lower the car and improve the suspension geometry. Spring/shock coil-overs were installed front and rear. Adjustable front and rear sway bars went into the car.

Then brakes: turbo brakes in the front and Boxster brakes in the rear.

Next came a transmission change: Robinson pulled the transmission from his '86 Carrera and put it in the '74 car. It fit, and he figured the five-speed short ratios would be better suited for Thunderhill's twisty hill course where straightaway speeds are not that high. Besides, the '86 had about the same power as the '74, so he figured it should hold up okay.

The last major change was a
The team put in a Grand Am racing-style fuel delivery system in which a big fitting in the hood connects to a big really big hose capable of filling the 27-gallon fuel cell in about the time it takes to make a driver change.

The new fuel system enabling a major and crucial change in logistics strategy.

In '04, the team had to come in for fuel every hour and forty minutes, dumping in as much fuel as they could while changing drivers. Unfortunately, conventional fuel gauges are not reliable with the high lateral g-forces and one is not even in the car.

In the new system, fuel was pumped from the fuel cell to a 2-gallon surge tank, then to the engine by a second pump. The theory was that a pressure warning light would go on when the first fuel pump had no pressure, telling the driver he had exactly two gallons left. He could then continue to drive for as long as prior testing said that fuel would last.

This all meant that each driving stint could last for the duration of a full fuel load. The driver would then come in for a change and the car could be completely refueled without any additional delay. No more stops just for fuel, and no more partial fuelings.

That is, of course, once the system was sorted out and that took some time. Rich Walton took the lead with troubleshooting. First a pressure regulator was too big, then too small. Multiple trials were required to get it right.

Once sorted out, the team found they could go around 2 hours and 15 minutes on a fuel fill. That also became the driver change interval. Over the course of a 25-hour race, that translated into multiple pit stops avoided. That difference alone could mean laps over the team's performance in '04.

The team did final testing the week before Thanksgiving. The car felt good.

The driving team was ready: Robinson and Smith, of course, plus Neil Jackson, whom Robinson had raced with in PRC. Walton rounded out the team with his steady, dependable driving and car-setup experience. All the team members needed to be driving with people they trusted under the stress of race conditions.

That was all the preparation Robinson would initially own up to. A little extra digging revealed that, “when his schedule allows,” he runs every day during the week and lifts weights three times a week. And he's been seen doing clean bench presses with 225 pounds. W ho says race drivers aren't athletes?

The Race

For the start, the team qualified 12th overall and 5th in the ES class. The race started off smoothly enough, with 58 cars crowding the track.

Then, towards the end of the very first driving stint with Rich Walton at the wheel, Rich radioed in that the brake pedals were fading and there was a shudder in the car. He came into the pits and the crew's initial examination of the car revealed nothing out of order.

Robinson jumped for his stint, when Peter looked back and saw that the nut holding the rear wheel on the car was missing. The crew jacked the car, pulled the wheel, and discovered that the stub axle (connecting from the drive flange to the wheel) had broken off. The wheel was basically being held in place by the brake rotor and calipers, and could have come off the car completely. That would have ended the crew's race right there.

Experience had shown that, with endurance racing, you need to be prepared to fix almost anything. The crew had brought a spare engine. And Smith had a complete, working 911 towed to the race for spare parts “just in case.”

The crew jacked up the “parts car” and pulled one
of its stub axles. But the splines on its drive flange were different. (An engineer in Stuttgart apparently didn't have enough to do!) So the crew had to change the drive flange in addition to the stub axle.

Amazingly, the change and repair were complete in 15 minutes—for a total pit time of 20 minutes. The crew were elated as they sent Robinson out for his stint.

The car went out now in 39th place out of 54. Robinson's gritty philosophy kicked in. “You never go for the win in enduro racing. Stay on course, stay out of trouble, stay on track.”

Then there all the unprecedented things which can go wrong. After one pit stop, as Robinson was pulling out of the pits, the crew started waving their arms wildly and shouting for him to stop. The mats laid out to catch any fuel spilled from the mongo fuel hose had stuck to the hot front tires and wrapped themselves around them as Robinson started to pull out.

Robinson stopped, then slowly backed up as the crew peeled the mats off the tires. Then Robinson zoomed off.

Not until after the race did inspection reveal the wrapping mat had bent and almost pinched off the front left brake line. The car must have been decelerating when required out of habit.

As night fell four hours later, the team had moved up to 10th position. The crew settled in to lasting through the long, cold, dark December night. By the halfway point of the race at 12:30 a.m., the team had worked their way up to 5th place.

With four drivers and two-hour stints, each driver had around a six-hour respite before his next stint. But, with the excitement of the race and helping out during pit stops, sleep was impossible. Robinson set a rule that, when the driver before you went out, each driver had to lie down for at least an hour. An hour of fitful half dozing was better than nothing.

If you've never driven your Porsche on a race track, you may not know how demanding it is. Pulse and adrena-line are pumping as you push the car and yourself quickly, again and again at each turn. It is psychologically and physically exhausting and exhilarating all at the same time.

In the wee hours of the morning, the team took the overall lead on lap 516. Spirits rose, then luck threatened to turn. The oil temperature began to rise. For “air-cooled” Porsches (where the oil really does the cooling), this can be a fatal condition. And the transmission—that borrowed transmission from Robinson's '86 Carrera—began making really nasty unhappy moving metal parts noises.

The crew debated responses. They radioed Rich, who had called in the problems, to try shifting at 5,000 rpm instead of 6,300 and see if that helped. The oil temperature did not come down. It normally ran at about 215°F and was now running at 250°F. Plenty hot enough for an engine failure. Examination after the race revealed that the main oil line running back from the front radiator had been crushed flat.

With backing off not helping while costing precious seconds per lap, the crew decided to go for it. Shift points went back up, the oil temperature held steady, and the team's lead increased to five laps with four hours to go. In the early morning hours, Robinson ticked off the team's fastest lap time. With two hours to go, the car came in for the final pit stop, dropping the lead over the second place car to 3-1/2 laps. But the team figured that second place car would also have to make one more pit stop. If their car held, that ought to be enough.

Minutes ticked by with agonizing sloth as Smith drove the final stint. Would the car hold?
Finally, Smith exited the final turn and the entire team exploded in jubilation. The car could now coast in, if it had to. But the '74 + '86 + misc. assorted kept on running.

Robinson got in the passenger's seat with Smith driving as they took a victory lap around the track, waving a checkered flag out the window. They wondered if they could eke out another lap with the grinding cacophony in the transmission. The car still held. Later dissection revealed that the front main shaft bearing was in the process of being chewed into tiny metal bits.

Smith and Robinson stopped the car and emerged to pose with the team for many pictures. A bottle of Veuve Clicquot was readied for the celebration. Robinson was keen on drinking it, but Joe Wong, whose car crashed earlier and was out of the race, kindly donated an extra bottle for the traditional after-race champagne shower.

And what does his mother think?

Robinson says his parents, who live nearby in Sacramento are thrilled. They frequently come out to watch him and Louise in PRC sprint races.

What's Next?

The team is planning on returning to the 25 Hours of Thunderhill this year and has already begun preparation. Thankfully, the car is pretty well set up in the team's opinion, so won't need as much work this year. They will do an engine refresh, but it's too expensive to change the engine. Robinson is planning to build the car its own transmission so he doesn't have to remove...
one from his ‘86 Carrera.

Some team members have suggested changing the bumpers to lighten the car, but Robinson is dubious. He figures the goal is to endure, rather than going for lightness and speed. In this past year’s race, he took a good whack in the right rear corner at night while going into turn 6, and didn't see until after the race how big a whack it was. Those “heavy” bumpers served him rather well.

But the goal will still be the same: to finish the race. In his opinion, if the team can do that, the experience is well worthwhile.

When asked what's next, Louise then turned to Masuo and said “Daytona!” Masuo smiled. “I’m just an average Joe Blow out for a Saturday/Sunday drive.”
Whew! It’s been a while since this column last appeared, but 2006 is into full swing, and I guess we should get with the program. 2006 is my lame duck year, as competition director, so I’ll start by asking for a volunteer to run for this position for the 2007/2008 term. As you know by now, Larry Adams returns as Rally and Concours chair, we have a new TT chair in Andrew Forrest, and the AX chair by committee in Bill Dally, Glynn Dennis, Brian Lay, and Paul Smith. A final thanks to last year’s chairs Ken Park, and the Ambrisko family for creating a strong foundation that this year’s chairs can build upon. By the time you read this, TT #1 will be history, the Beginner’s AX school is right around the corner, and we’ll be working in the new car classification system.

Speaking of the new car classification system, I thought I would devote most of this month’s article to the new system. The opinions and interpretations are mine alone and it is acknowledged that differing views exist. Since I was chair of the committee who proposed this change, a natural bias exists on my part. The proposal was approved by the 2005 Drivers Event committee, and is the current rules in effect for 2006. I think it is a good time to review a few things about the new rules, as an accepted system, rather than a debate of its merits, as was discussed during the proposal procedure. I like to do things in the form of a FAQ, so here goes:

Q. Why did we have to change from the old system?
A. This answer is in three parts. 1) It was felt that many cars from multiple classes could successfully compete against each other, and it was noticed that many competitors were identifying rivals from other classes to measure themselves against, as the old classes had few cars in each class. 2) The old system was over a decade old, and showing its age. It was intended to be periodically updated, but some areas were showing signs of neglect, and not updated to accommodate newer cars. For example, when the system was designed, stock coil-over 911s did not exist. 3) The old system was based upon the principle of a recipe. A list of modifications existed, and any modification from that list, placed you in a specific class. Often, the modifica-
tion did not achieve the performance that would obligate you to that class, and cars found themselves in classes where they did not belong, along with the requisite safety and hardware requirements of that class. For example, 17” wheels on a 1980’s Carrera, often resulted in no performance gain, but placed that car in a class that was only one step away from unlimited.

Q. Couldn't the old system have been fixed?
A. The committee that made the proposal and looked at that option very carefully, and determined that there were enough issues that it would be more beneficial to use a new system than attempt so many fixes. The recipe system worked fine for drivers who built a car to suit the rules, but not as well for drivers who own existing cars. In other words, the “run what you brung” crowd. It seemed that the majority of competitors were falling into the latter category, especially the newer people.

Q. Weren’t there existing rules to adopt, instead of inventing a new set?
A. Existing rules, such as PCA Parade AX rules, and PCA club race rules were looked at. Each of these systems had many problems for use in our competition series, and in fact had been proposed in the past, but because of various problems, had always failed to pass. Other systems and organizations were looked at, and found unsuitable to our club. However, many of these systems had some good elements to offer, and you’ll find their influence in the rules that ultimately passed.

Q. O.K., so now we have a new method of classifying cars. What do I have to do?
A. As far as modifications to your car are concerned, nothing. The new system is designed to allow cars that have been built to the old system, other organization’s classes, or just what you have in your garage, to find a class that is appropriate for their car. All you should have to do is classify your car in the new system, apply the applicable safety requirements, and you are ready to go. The safety requirements were designed so that it would be a rare occurrence that a car in the old system would have to make any safety change because of the new system.

Q. But what if I want to optimize my car and make it the top of the class?
A. Well, it was intended that the range of cars, from minimum points for a class to maximum points, is very narrow, and the best driver could win in any car from a group. It is acknowledged, however that we are a competitive group of car owners and always looking for an edge. Without a recipe to follow, it may no longer be what modifications you make, but rather what combination of modifications, and how well they work as a total package that is important, and we fully expect a group like ours to seek and attempt to find that magic target. Keep in mind that removing an item that is costing points but not providing much performance gain, may be enough to drop you a class, and still maintain the same level of car potential.

Q. There is no measure of degree. For example, 24mm torsion bars are the same points as 31mm bars.
A. All rules have to weigh simplicity vs. granularity, and precision. In some areas, such as wheel widths, there

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is a measure of degree, in that more is more points, but some areas would be impractical, and the trade-off was towards simplicity. The old rules seldom made this distinction either. It is believed that a smart builder will not make single modifications in a vacuum. Small changes can be made without a complete package, but large changes will require ancillary modifications, hence the total package will accrue appropriate points as a result.

Q. How come this modification is only 10 points, I think it should be 50.

A. I don’t want to keep harping on the total package idea, but it is applicable here too. Some items, may seem to be few points, because done in isolation, they will not make much improvement. In order to achieve the desired gain, from the change, other modifications will have to be made, and the car will end up with the proper amount of points, in the end.

Q. My car is totally stock. Why do I have modification points?

A. There is no premise that base points equate with stock. In fact it is implicit that base points do not necessarily imply stock at all. This is to allow cars with different features, such as a wing, or LSD, compete with other cars that may not have had that feature as delivered. While it may be nice if all cars got to their points along the same path, it was not an overpowering goal. It is much more important where a car ends up, than how it got there.

Q. Some of the cars from my old class are not with me any more.

A. This is entirely possible and expected, as cars that were inappropriately grouped together are now more closely aligned to like cars.

Q. We have a group of cars and we all want to be in the same class.

A. This was always possible and still is. The rules allow for a group of drivers to get together and form their own special class. Do you want a class for Toyo Cup cars, or Vintage 2 liters, for example, go for it.

Q. I am not interested in being in a class.

A. This was always possible and still is. The AX Fun class and TT Exhibition class have been given the same name so both groups use a consistent name of fun. You still have to know your class enough to apply safety rules, and be able to justify to event officials, but if you do not want to compete in a class, simply enter as fun.
Q. There are so many pages of modifications to go through.
A. Our single marquee club is unique in that most of us all drive the same basic car. There are clubs that fit their entire classifications on a single page, including hundreds of cars from many makes and models. In those clubs, there might be a class for new 911s and another for older 911s and that's it. Because we are a Porsche experts, we know that a newer Boxster S has more power than a 1996 model. This knowledge means our members desire a level of granularity that is not achieved in multi-marque clubs. It is up to the members, through future proposals whether the system gets more granular and complex, or simplifies over time.

Q. The GT cars still have a wide range of performance capabilities.
A. Yes. A car with greater than 650 modification points, is classified using a simplified version of the PCA club race classes. Basically these are the unlimited classes, with engine capacity the only constraining factor. All clubs eventually have an unlimited class, and it is very difficult to determine where you draw the line. There will always be cars that are more unlimited than others. Back in Porsche history you had the 1200 H p 917s competing against the 700 H p McLarens, because that was essentially an unlimited series. PCA club racing has stock engine GT cars competing with cars having 25 hr motors and 100 more horsepower. In the old class, you had 700hp turbos in the same class as 350hp Z cars.

Q. I think the committee should change this mod from 10 points to 20
A. The committee no longer exists. These rules are no longer the committee's but belong to the club, and it is fully expected that an evolution will take place over the years. The rules proposal process has not changed, and if you would like to propose a change, you just need to submit it with justification. Justification should be easier under the points system, but you have to do your homework. Don't forget that changes do not happen in a vacuum. If you change the base points of a particular car, for example, what happens to the cars whose group you just moved this car into, or out of? A similar effect can happen with modification point changes. Maybe a better idea would be to change a class from 500 points to 520 points. However, doing your homework simply means doing some what-if scenarios. Apply a change, and see how that affects historical results. Bring those results to the DEC, and show that the change provides better results than before. You'll have a much more objective argument.

Q. You didn't address issue X, in this article
A. I hope this article has been helpful, but I am sure you have lots of other questions and suggestions, that I haven't addressed here. We have an online forum to ask questions, discuss topics, test waters for changes, or simply socialize. Right on the main page of the GGR website, http://www.pca-ggr.org/, is a link to the GGR online community. It is best to use this link, as the address can be dynamic. I would encourage everyone to participate. There is much more there than rules discussions.

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Torsion bars - Brakes - Sway Bars - B. Pads
Alignments - Lowering - Cornerweighting
Lastly, all last year, I have been chronicling the adventures of licensing my 16-year-old daughter. It is done, and she is out there seeking apexes everywhere. If you get your Nugget early, then the sold-out beginner's AX school is still in the future, and we'll be there. I hope to see more teenagers at our various events and schools. I can't think of a better way for your child to beat the odds and improve teen accident rates. Don't forget our upcoming events. If you get your Nugget real early, the first TT/HSDS is Feb. 25-26, and the aforementioned AX Beginner's school events are both sold out, but you can still visit, watch, and hang out with your friends. The 2006 AX season kicks off this month with AX #1 at Candlestick (Monster) Park on March 11th. It should be a great year, and I am looking forward to it. Be sure and visit our various sponsors, let them know you appreciate their support of GGR, and we'll see you on course.

March Report
Total members: 1654
Transfers in: 4
Transfers out: 10

New Members:
Jeff Bellinghausen
San Jose, CA 1970 911
David Burr
Redwood City, CA 1991 911
Brad & Kirsten Erhart
Campbell, CA 2004 911
Ignacio Fernandez
Sunnyvale, CA 1986 911
Drew & Steven Hudacek
Palo Alto, CA 1984 911
Thomas & Stephanie Knudsen
San Francisco, CA 1973 911
Paul Larson
San Carlos, CA 2006 911
Richard Leglise
Portola Valley, CA 1965 911
Seth & Emiko Luisi
Millbrae, CA 2006 986
Paul Marty
Redwood City, CA 1985 911
Yousef Memarzadh
San Jose, CA 2001 911
Robert Mendez
San Bruno, CA 2000 911
Dean Meniktas
Moraga, CA 1984 911
Mike & Miki Novitski
South San Francisco, CA
2000 911
Nevin Oviatt
Belmont, CA 1999 911
David Russell
Palo Alto, CA 1987 911
David Wills
San Jose, CA 1980 911
Stephen Yu & Kara Perkins
Portola Valley, CA 2000 911

Anniversaries:
45 Years
Burton & Joan Propp
Oakland, CA 1958 356

15 Years
Harry Kauzman & Ellen Anderson
San Ramon, CA 1970 911
John & Jackie Seidell
Walnut Creek, CA 1973 914

10 Years
David (Duck) & Laura Fuson
Truckee, CA 1974 911
February Board Meeting
Golden Gate Region
Porsche Clubs of America
Board of Directors Meeting Minutes

Call To Order
The meeting was called to order at 7:00 PM on February 7, 2006 at the residence of the President, Portola Valley.

Board members present were Claude Leglise, Bill Benz, Susan Angebranndt, Laura Mercier, Tracey Morris, David Leong, K.C. Sharp, John Celona. Also present were Larry Adams, Bill Dally, Andrew Forrest, and Cindy Salisbury.

A. Calendar

Additions/Changes

- Ground school has been moved from April 15 to April 8.
- New Members Social is scheduled for May 20th at DEVEK.
- GGR will host Zone 7 Presidents meeting in November.

GGR Board meetings

- Moving from first Tuesday of the month to the third Tuesday of the month.

April, July, and October GGR Board meetings will be held at a different location - details to follow.

B. Approval Of Minutes

Approval of the Minutes from the Board of Directors Meetings January 2006 was unanimous as written.

C. Postmortem Of Events

1. January 20th, Friday night social well attended
2. January 21st, two Free Annual Tech Inspections at David Loop European and Rennwerks
3. January 22nd, Activities day – lightly attended
4. January 28th, Instructors Meeting – well attended
5. February 4th, Free Annual Tech Inspection held at Kahler’s

D. Directors Reports

President; Claude Leglise

1. Attended the Zone 7 President meeting

2. GGR is in the initial stages of working with other regions to coordinate Track days.

Vice President; Susan Angebranndt

1. All insurance has been ordered for the next month.

Treasurer; Tracey Morris

1. As of January 31, 2006 PCA GGR Cash Balance was $29,579.08.
2. Discussion ensued about keeping track of agreements between Sponsors and GGR. Andrew Forrest and Bill Dally concurred they will document the agreements and forward them to Tracey Morris.
3. Approval of the Treasurers report was unanimous as written.

Secretary, Laura Mercier

1. Board members will be contacted within the next month about the red book updates.

Membership, Claude Leglise for Louise Sousoures

1. There were 4 transfers in February, 10 transfers out, total: 1654
2. The membership report was unanimously approved.

Competition, David Leong

1. A second website will be available soon for the Competition BBS and Point System plus GGR has a volunteer for GGR Database. The website will cost GGR $15/month.

2. Autocross – Bill Dally
   a. Beginner’s Autocross still on schedule for March 4, 2006
   b. First Autocross scheduled for March 11, 2006
   c. Volunteers are needed to assist with
      i. Towing the trailer – David Leong volunteered
      ii. Support with food and refreshments for the Zone 7 Autocross School scheduled in July 2006 – members of GGR Board stated they would support if no other volunteers were available.
3. Time Trial – Andrew Forrest
   a. Infineon contract and application was completed; currently there are 70 applicants registered for Infineon Time Trial – February 25-26 ’06: 10 for High Speed Driving School and 5 new Time Trial drivers; transponders have been rented.
   b. T-shirts for the TT series have been ordered.
c. Discussion ensued about early registration, incentives, making applications available earlier for registration concluding Thunderhill's application will be made available as soon as possible.

Social, KC Sharp
1. Windham is available for New Years
2. Will be contacting Paulette Johnson

Nugget Editor, John Celona
1. Presented the January and February issue which is clearly going to be award winning!
2. A survey will be sent to members with the intent to find their interest in PCA – GGR. Board members are requested to submit potential questions.

Webmistress, Susan Angebranndt
1. Nothing to report

E. Prior unresolved topics
1. Budgets (TT being the big swing factor) Tracey. Previously discussed during the Treasurer's report. A more definite budget will be available at the March 06 Board Meeting.
2. Progress on collecting advertising revenues. As reported in the Treasurer's report: two have paid for 2006, one is in the process. The Treasurer will update the board in March.
3. Zone 7AX Volunteers. Discussed during Competition Report

F. Major Topics for Discussion
1. PCA Code of Ethics was reviewed and the GGR Board concluded it is consistent with GGR's practices, values and policies.
2. After some discussion it was concluded random requests (i.e. San Jose Grand Prix, car shows) to GGR will be responded by the President.

Adjournment
There being no further business to come before the Board, a motion to adjourn was approved at 9:20 PM. The next Board of Directors meeting will be held March 21st, 2006 at 7:00 p.m. at the residence of the President, Portola Valley, Calif. Please call the President at 310-418-0163 or email ggrpresident@gmail.com to add items to the agenda.

Respectfully submitted,
Laura Mercier
GGR Secretary 2006

Richard Bontempi's

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**Porsches For Sale**

1979 911 SC Targa Street car, for Track & Autocross. Fresh 30k, upgraded pistons, cam, & suspension, Sparco, roll bar & Turbo tail. Sets of Bridgestone & Kumho. $16,000. Contact David Bunch at david.bunch@sbcglobal.net or 415-717-4117.

1997 993 narrow-body 45,000 miles. Polar white/dark gray supple leather interior, 18” technology-look wheels. New Bridgestone S-03s. All maintenance done by local Porsche dealers; I have all records. $49,500. Original owner. Contact Natalie Anaston at natalie.anaston@hotmail.com or 650-347-7271.

1976 Carrera 3.0 Targa Euro VIN # 9116610467 Brown with brown leather interior. Everything is in very good condition. Crank windows and no A/C. 2470 pounds. motor/ clutch overhaul at 117,743 miles. current 13K. Contact Butch M eyner at gmeyner@trane.com or 408-258-6503.

1972 914 2.0L Racecar. Fully prepared, solid, sorted, reliable and fun to drive 914. Extensive GGR TT and AutoX experience. See webpage for all the details (too much to list) M ore info and pictures at http://www.brakingpoint.com/Racecar/index.html. Contact Kevin Crozier at kevin_crozier@yahoo.com or 408-910-119.

1982 928 $4,000 Vintage, 928, owned by jazz M usician leaving the country on tour, Platinum color, good condition, Brand new timing belt, need installation, garaged for more than 2 years. Contact Prince Lasha at wdassoc@sbcglobal.net or (510) 253-7441.

1986 911 Cabriolet Chiffon Cream / Dark Brown Full Leather, 48,000 miles; Short Shifter; No Accidents or Paint Work; Always maintained. Contact David Roseman at david.roseman@pillsburylaw.com or 415-425-6300.

1997 Carrera 993 4S Guards Red-Cashmere; 24,500 miles; 4 time first place winner 2005 PCA Concours; M otion Sound; Litronics; Hi-Fi Sound; Wood Shifter / Handbrake; Rear Wiper; Power Seats; $55,000. W POA 2992V S322133 Contact David Roseman at david.roseman@pillsburylaw.com or 415-425-6300.

1972 993 Widebody GT 2R. Race Car w/wing, 3.8L, 380 H.P., less than 5 hr., 915 trans w/robotek, 1950 lb, by M at L, sub 1:55 at T H, many TTOD’s, S48k, 20ft TPD Trailer $8k. Contact Glen Brooksby at brooksby@winfirst.com or 916-974-7006.

1989 Carrera 4 velvet red/black 1N . CA Owner, all records, books etc. Z ERO leaks, recent paint, H & R Coilovers, 17” Cup alloys, teardrop mirrors, sport seats, absolutely gorgeous, email for pics. Contact Steven Scott at psportoveloce@aol.com or (510) 693-9118.


1987 944 Turbo production class track car extremely well prepped LSD, charliearms, M AF, 249 RW H.P. Many new parts. Tons $$$ spent. 3 time champion. M ust sell BRO Contact M ichael W helan at porsharacer@netscape.com or 916-783-9447 x 104.

1973 914 2.0L Original owner is moving & must sell. Zambezi Green, approx 165k mi. Fuchs wheels, bra/cover Virtually stock. SF Bay Area car. $6500 OBO Contact Bill Lucas at blucas057@aol.com or (415) 897-5428.

1991 Race Car GT 2R, 1992 933 Widebody w/wing, 3.8L, 380 H.P, less than 5 hr., 915 trans w/robotek, 1950 lbs, by M att L., sub 1:55 at T-Hill, S48k. 20ft TPD trailer, S8k. Contact Glen Brooksby at brooksby@winfirst.com or 916-974-7006.

1993 Beek 550 Spyder 2275cc Volkswagen Type 1 engine (165 hp) D ual Dellorto Carbs, D eep Sump Oil pan, H eavy Duty O il pump, Front oil cooler w/electric cooling fan, Adjustable rev limiter,(currently set at 6000rpm) H eaders (Jet H ot coated), Contact Fred Brubaker at brubakers@rcn.com or 610-431-2565.

2000 Boxster 42k mi. white w/black leather interior, black top, manual - sport design pkg - 18" wheels - red brakes - cd changer Excellent condition. Gar age kept. $25.500.. C ontact J oe at ivyang73@yahoo.com or (510) 415-3223.

2002 996 Twin Turbo, Black/beige, 26.6K miles. N ear mint condition, stock and correct, one-owner, always garaged and covered car. C omes with all records, books, keys, cover, custom mats, and original window sticker. $79,900. Contact Brad Zucroff at beez@omnivorous.com or 650. 324.8669.

1977 935/930 3.2L Turbo #9307800274. R ace ready fresh engine and gearbox. D yno sheets and technical specs available. 610 9hp $89,000. D ebbie Bergman (408) 259-4529.

1979 930 Factory slantnose turbo cpe, black/black. R UFF options; excellent condition, 30k on original rebuilt 3.3L motor and 4 speed w/ M any performance upgrades; 400+ H . P. $400. Contact Tom Roebuck at tomr63@sbcglobal.net or 408 202-1146.

1986 944 Turbo This car is loaded. Ac, stereo, rollbar, chip, swaybars and much more. Ready for the track or the street. 87K miles. Only $8,950 Contact Lynn Pennington at lpc3@scglobalnet.com or 831-475-2343.

2001 Boxster S 18,000 Miles, 6-Speed, PSM, 030 suspension option, 18" Porsche D esign W wheels, H eated Seats, Sport Package, All records, Perfect Car, $33,995 Contact Kim Nelson at kmclaren914@comcast.net or 650-340-7017.

1986 944 Turbo good cond out of 10 white/tan, sport seats, alpine stereo, ac, new clutch, pp, water pump. Runs good, needs some work and T LC, sold as is $5500 Contact James at pro trader6@jcis.net or 650-359-7914.

1982 911SC Trackcar (street legal) 17k obo 30k mi motor red/ tan,whale tail, 32 twin plugin ssi and b&b 7x8 fuchs toyo ra-1. Cage, Sparco seats, rs carpet, 20k invested many extras. Contact Larry Burgess at larryburgess1@earthlink.net or 650-477-6886.

1987 930 Turbo Coupe Black-Black, 38K Mi, Excellent Condition, Completely Stock, Alpine FM/AM/CD, Sunroof, 930S Steering W heel, Jack, Tool Kit, Compressor, Upgraded Lockable W wheels, Toyo RA-1 Tires. $36,900 OBO. Contact Ron Profilii at rprofilii@mapanet.net or 707-254-1600.

1973 914 2.0 2.0 w/Hi g Performance H ouse Bp engine. Point Champion both years campaigned 2000/2002. Cage, Panasports, etc. Over $20,000 spent, $8,500 obo. Contact Eric Hansen at edared@yahoo.com or 415-310-2472.

1986 944 Turbo Track car (street legal), charlie arms, autopower full cage, sparco seats, 2 DME & KLR chips, strong engine & smooth drive train, extras. $12,500 Contact Ted Phillips at twpmgp@value.net or 530-622-2992 days 530-644-0980 eves.

1973 914-5 2.0 Alaskan Metallic Blue, 148K miles, excellent Black interior, S-package with center console & Fuchs forged alloy rims, strong tranny & 2 liter engine, new rotors & brake rebuild, all records, very clean with no rust on body but needs new paint & battery tray. $4500.00 Contact Ken McLaren at kmclaren914@comcast.net or (650) 743-1794.

1975 Carrera/Targa good mechanical condition, custom blue shot at factory, needs to be stripped & repainted. New top & rotors 7 & 8x15s recently polished/painted. Best offer. Contact Mike Becker at mbecker911@astound.net or (925) 930-7762.


1996 911 (993) C4S My well-maintained and upgraded black/ black 993C4S is for sale. More info and pictures at http://tinyurl.com/d8ef4. Contact Rob Wollen at rob993c4s@gmail.com or 4154871505.

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@jps.net or (916) 985-2269.

1985 928S Gutted and lightened 928S Track Car w/S4 engine, 375hp/400tq, 5sp, 2980 lbs, $18,500 obo. & prodid=&done=http%3a/photos.yahoo.com/ph/my_photos Contact M Ike Leon Guerrero at akitanike@yahoo.com or 650 346-5167.

1973 914-5 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 kmclaren914@comcast.net or (650) 743-1794.

1978 930 4speed $930 transmission-less than 10,000 since over haul-absolutely ok extra 2nd/3rd4th gear-not ltd. slip/bought
Parts & Miscellaneous

1967-911 Porsche Window Frame & Glass Window frame with original sekurit glass. Chrome & glass in excellent condition. Asking $175. Contact Philip Grosskopf at philipgrosskopf@sbcglobal.net or 925-634-0430.

Porsche/Excellence Magazine Collection I have numbers from one up to the current issue, but missing numbers 36, 58, 69, & 121. $200 is my asking price. Contact Philip Grosskopf at philipgrosskopf@sbcglobal.net or 925-634-0430.

20 Car Trailer 1 yr old Big T ex 70 DM, dual axle, diamond plate deck & spare tire rack. Plenty of space to add & tire rack and a toolbox. Contact David Bunch at david.bunch@sbcglobal.net or 415-717-4117.

SPARCO 5 point racing harnesses Red, with “professional” buckles ($100 more) like new, with all hardware. $200  Contact Vince Dattoli at cenzo@pacbell.net or 415-370-0773.

Tan 911/944 seats Regular not sport seats, tan leatherette. Purchased for project which did not happen. Supposedly from 911SC, should also fit 944s. Contact Dave Darling at dave@pelicanparts.com or 408-242-5387.

9x16 Fuchs 2 9x16 Fuchs. Black, Perfect condition, from Wheel Enhancement. Will trade for 8x16s +$. Contact david stomp at dstomp@shb.com or 415-613-8042.

tif 7050 temp sensor “Racing K it” tif 7050 temp sensor “Racing K it” with tire probe and case. $50  Contact Sergio Meza at sgmneza@sbcglobal.net.

Cup II wheels and near new pilot sport cup tires Track wheels with M PSC tires used for 1 day. Cup II wheels (7 & 9” x 17”) and 225 & 255 tires. $1250 Contact Tom Weber at tomlilama@comcast.net or (650) 522-5695.

Momo Corsa Racing Seat Momo Corsa, Nascar K/C Racing Seat, CARBON FI BER. Perfect condition. $450.00 More info and pictures at http://www.brubakerrs.com/parts.htm. Contact Fred Brubaker at brubakerrs@rcn.com or 610-434-2656.

Chrome 356 a/b wheels for sale 5 perfect Chrome 356 a/b wheels, 5.5”, 4 wheels are mounted to Yokahama AV S, 185-65-r 15s w/2000 miles on them. 5th one is unmounted. $500.00. More info and pictures at http://www.brubakerrs.com/parts.htm. Contact Fred Brubaker at brubakerrs@rcn.com or 610-434-2656.

GGR Nuggets G G R nuggets from 1979 thru 1992 - 14 years. Hard bound by year - like new condition. M oved to auburn don’t have space. FREE to someone who provides good home. Contact Keith M cmahan at keithmcm@macnexus.org or (530) 367-3265.

911 Roll Bar Autopower roll bar for ’63-94 911. Bolt in s/ shoulder harness bar, solid, no removable pieces, $332 new, make me an offer. Contact david stomp at dstomp@shb.com or 415-613-8042.

30 parts and shop manuals 356-911 3.3 Turbo crank $1500; Group B turbo cams never used $800; manuals some rare call; carrera fly wheel $200.00 Contact Ken Schaad at Kschaad@msn.com or 408-846-5715.

Wanted

2 8x16 Fuchs I have 2, perfect condition 9x16 black Fuchs to trade (+$) for a pair of 8x16s. Contact david stomp at dstomp@shb.com or 415-613-8042.

1987-1994 944S2 or 964 Seeking a PCA/SCCA prepped car with cage and LSD. Either 944S2 or 964/911. Not necessary to be competitively modded or classed, just properly safetied and teched. Contact Antoun Nabhan at 415-640-8884.

911 Track Car Private Party looking to buy a track/D E 911 Coupe. Open to 1969-1989 Coupes that have the capability to be street legal. Reasonable prices please. Contact Dan Tsuchiya at dantsuchiya@yahoo.com or (408) 483-5224.

Trailer Need trailer for track car. Dual axle, open trailer preferred. Contact Jeff Roberts at jsrober@sbcglobal.net or 925-200-0849.
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