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Cover: Trying to lighten up your race car? Try approaching it from a molecular level!

The opinions are those of the authors and does not necessarily represent those of the Golden Gate Region PCA. The Editor reserves the right to edit all contributions.

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Larry's Lines  Larry Sharp, President

The New Year is starting and I would like to thank all the people who voted for the current board of directors. We all appreciate your support. The other day on the Bay Area Porsche.net a few of us shared our lifetime list of cars we had owned over the years. It was quite a varied list and interesting on what people have owned for cars.

I propose that we all put forward each one of our favorite roads in the Northern California area. You must also put down a description of how to get to the road (some of them are not easy to find) and a brief description of the drive. If enough people respond we could try to make a small pamphlet available to our members.

If you’re curious my favorite road is Highway 25, south of Hollister to the intersection of the road to Coalinga. On an early weekend day traffic is very light and the weather is almost always perfect warm California. The road surface is mostly very smooth with very little potholes. Lots of blind corners at the start when you are going south but the last section has long sweeping turns with plenty of views ahead of you. One corner is called Deadman’s curve, it is a hard left-hand blind turn that’s off camber and goes over the San Andreas Fault. Mike Lommatzsch is someone who could tell stories of that turn. I hope to hear from you all about your roads and see you all at our events for 2001.

Larry
As any true car nut can relate, we are always in the market for buying a
car. You know what I mean, you may have five cars in the garage and no
money in the bank, but somehow, you're always looking and more
dangerously, always thinking. Porsche recently announced that they will
sell the GT2 in the US (see page 23). That will mark the top of the Porsche
line. In the middle of the range, there is talk of a Boxster RS. I guess
when sales of the hot Boxster S start to mellow out a tad, that will become
a reality. On the low end, there is talk of a new entry-level Porsche, a car
very much in the spirit of the 914. Yes, VW will have a hand in this again -
a small, affordable, 4 cylinder, mid-engined sportscar. The car will be new,
but the platform/engine would be the ubiquitous VW Beetle/Golf/Jetta and
Audi A4/TT setup with the 20-valve 1.8 liter turbo engine. Imagine, there
could be 6 cars from 3 manufacturers that are variations on the same
thing!

Note: at this point, the bitching and moaning begins. Please turn the page
if you don't need to hear another person whine to you today!

Times have changed. What happened to all the quirky Monteverdis,
Lancias, and NSUs. This whole economy of scale thing is getting a little out
of hand. Sure, the 1.8T engine is great, its torquey, very easy to modify,
and already has great aftermarket support. Also, if one of these cars every
break down, I'm sure there would be a VW, Audi, or Porsche dealership
somewhere nearby, even in Montana. On a engineering, financial, and
practical level, it makes perfect sense, but something about it still bugs
me.

When you buy a Porsche, you kinda want a 100% thoroughbred Porsche
(and in my mind, the 914 qualifies). But when your car shares 75% of its
hardware with every other car at the intersection, things start to get a
little strange. For me, the engine and the chasis are sacredly tied to the
make (once again I can intellectually justify the early links between Dr.
Porsche, the VW Bug, the 356, and the 914). When people use Ford
engines in an "Italian" Qvale or Pantera or when people cram a reliable
Chevy V6 in an old leaky Jaguar, laws and rights have been violated. I
don't know whose rights or what laws, but I know its just wrong.

On a slight tangent, why do the 996 based Twin Turbo, GT2 and GT3 have
a different engine from the standard 996? When did Porsche start making
"regular strength" and "extra strength" pain killers? If Porsche is about
excellence, shouldn't they only offer the best stuff they know how to
make? I'm not a big technical person, so any enlightenment on this issue
would be most appreciated.

Now back to my main story, if Porsche does decide to make this entry level
sportscar, I would be very tempted to buy one. Every since I met Terry
Zaccoone, I've had this little fantasy where I would buy a brand new
Porsche, keep it original, and then drive and race the heck out of it until
the day I can no longer drive. With the annual temptations of new
"technological advancements", I'm sure its hard to stay true to this idea,
but I think its a very romantic idea. I think the topic that I am talking
about here is loyalty. Being loyal to your spouse, your friends, and yes,
your car. A pretty good idea, don't you think?
JOHN CLEVER and
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present the Annual
FEBRUARY FROLIC Rally

Sunday, February 11

Start at Kahler’s Werkstatt
6117 Dougherty Road
Dublin (North of I-580, East of I-680)

Registration at 11:00 a.m.
First car out at 12:00 noon
Cost: $10.00 per car

For information, contact John Clever
call: 209.835.4100
e-mail: jrclever@pacbell.net

This is a 2001 Zone 7 “Clever” Rally Event
Annual Awards Banquet
Saturday, January 13, 2001
Crowne Plaza Hotel
11950 Dublin Canyon Road, Pleasanton, CA

No-Host Bar Reception from 6:00 P.M. to 7:00 P.M.
Banquet and Awards from 7:00 P.M. to ?

Entree Options:
**Slow-Roasted Prime Rib**
USDA Choice Rib Rubbed with Black Pepper, Herbs and Garlic with Light Au Jus, Oven-Roasted Potatoes

**Chicken Duxelle**
Breast of Chicken Stuffed with Mushrooms and Shallots, Wrapped in Puff Pastry with a Wild Mushroom Sauce, Oven-Roasted Potatoes

**Chef’s Choice Vegetarian**
Dinner includes Hearts of Romaine Salad with Gorgonzola and Toasted Walnuts, White Chocolate Mousse Cake, Beverage

**Fee - **$35.00 per Person • Attire - Dressy

The deadline for dinner reservations is January 6, 2001. Write your entree choice on a check made payable to “PCA - Zone 7,” and send it to Mary Ann Behrens, 6424 Culpepper Place, Stockton, CA 95207-3208.

**Directions**
From I-580, just west of I-680, take the Foothill Road/San Ramon exit south.
Turn right at signal onto Dublin Canyon Road. The Crowne Plaza Hotel is on the right.

**Lodging**
The Crowne Plaza has well-appointed rooms. The room rate (single or double occupancy) is $69.00 plus tax. A block of rooms has been reserved. Call (925) 847-6000 to make your reservation. Be sure to mention Porsche Club.
The deadline for room reservations is December 29, 2000.
A fairy tale to me is a better than life story that seems too good to be true. Our first trip to Europe seems almost make-believe now, but it was "for real" with a very happy ending. We love traveling, but had not been to Europe in our 37 years together. We are not the typical old married couple. Geney is an adventurous spirit who celebrated getting her Master’s degree two years ago by going to Belize to kayak and snorkel on an island with no electricity. I sport a custom stitched shirt titling me as “Entertainment Director” by my friends. So the usual guided tour traveling mode was not a consideration. After three years of discussion and ten months of gearing up for the actual trip, a Porsche Fest was meant to be! Having a vivid family interest in automotive design as a former amateur drag racer, auto mechanic and parts salesman, an employee of Ford Motor Assembly Plant in Norfolk VA for over 28 years, and a proud Porsche owner for the past five years, it made sense to shift into high gear. An ad in Panorama for Fast Lane Travel fit our interest and the Fall Porsche Fest 2000 matched the time of year we wanted as well. An all-inclusive, luxury tour, it was booked.

With the Fast Lane Tour dates set for September 28 – October 8 we had a safety net for a little add-on adventure at the front and back end of the tour to make a total of 17 days. Frankfurt was the airport of choice and not a bad one. Although big, it proved easy to maneuver on arrival and departure. The extra days also provided on-off ramps for a smooth entry and exit to the Autobahn pace of the trip!

With luggage in tow we were ready to pick up our car. To our surprise and often rescue our rental car came equipped with a GPS! (Talk about a contribution to marital harmony on a road trip in foreign countries!) Jet lag dismissed we were off to Heidelberg for our first night in Germany. Literature sent ahead had prepared us for differences in highway markers and driving rules. Although I will admit that not knowing German made following the signs somewhat formidable, but the German folk were friendly and compensated for our lack of knowledge. When we stopped for directions to our first hotel a fine gentleman motioned us to follow him and lead us to the front door!

The Neckar River flowed beneath our window in the Hotel Vier Jahreszeiten and beyond stood the Heidelberg Castle. We strolled the streets and dined outdoors. Leisurely taking in the historic architecture while sipping our first notably famous German beer. The next two days were spent in Strasbourg, France and Bad Wimpfen, Germany. Within hours you can go from contemporary culture to medieval romanticism. The entire experience was a sensual delight with breathtaking natural beauty that only got better with every turn.

Rested and relaxed we headed back towards Frankfurt to join our Porsche Fall Fest Tour. A factory-delivered set of Porsches: a Meridian Metallic Carrera Cab, a Black Twin Turbo along with one in Zanzibar Red, and several Boxster S’s confirmed we were in the right place. Later our group’s set of “rentals”: BMW 750i’s, M5’s and Mercedes would arrive. The Hotel Weiberhofe is adding a day spa to its facilities and the renovation at the front entrance disguised the grandeur of the accommodations. What a shock walking into the sitting area of our suite! Tapestry floor coverings, (continued on page 19)
GGR Activities Day and Annual Meeting

Date: January 20, 2001
Time: Noon
Place: The Conference Room of Louise Sousoures
1101 S. Winchester Ave, Suite H-190
Directions: Take Hwy 17 (south from I-280 or I-880, north from Hwy 85) take the Hamilton exit and go West. Turn right (north) on Winchester Avenue. Go approximately 3/4 mile and it’s on the left hand side (just past the Bethel Church).
For additional information, contact James Ohl 650-341-9020

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GGR & Zone 7 Events Calendar

For the latest on GGR events, call the GGR Hotline: 1.800.799.4767

January

7 Saturday  
GGR Board Meeting at 10:30 am at the Sharp Residence, Livermore. Larry Sharp 925.371.2258

7 Sunday  
GGR Time Trial Awards at Black Diamond Brewery in Walnut Creek. Masuo Robinson 408.354.0660

12 Friday  
Thank God It’s Porsche Friday at Harry’s Hofbrau, Mountain View. Karen Neidel 408.225.5356

13 Saturday  
Zone 7 President’s Meeting & Awards

20 Saturday  
GGR Activities Day & Annual Meeting. 12:00-5:00 at 1101 South Winchester Blvd, Suite H-190, San Jose. James Ohl 650.341.9020

20 Saturday  
Annual Time Trial Tech Inspection at Kahlers. 8:30-12:00, 6117 Dougherty Road, Dublin, 925.829.2050

27 Saturday  
GGR Adopt-A-Highway. Jean Ohl 650.341.9020 or jjohl@jps.net

February

3 Saturday  
Annual Time Trial Tech Inspection at Ken’s Sportech. 8:30-12:00, 1460 Whiteoaks Road, Campbell, 415.829.2050

9 Friday  
Thank God It’s Porsche Friday at Harry’s Hofbrau, Mountain View. Karen Neidel 408.225.5356

10 Saturday  
18th Annual Porsche and VW Literature, Model, and Memorabilia Swap Meet. Los Angeles Hilton, 5711 West Centruy Blvd. 9:00-2:00. Wayne Callaway 909.930.1999

10 Saturday  
10th Annual Porsche Car and Parts Swap Meet at Dunkel Brothers, 1515 Katella, Anaheim. Bob Campbell 805.251.3500.

11 Sunday  
DR February Frolic Zone Rally. Meeting at Kahler’s Werkstatt. John Clever 209.835.4100 or jrclever@pacbell.net

January 2001

GGR Board Meeting  
GGR Time Trial Awards  
Thank God It's Porsche Friday  
Zone 7 President’s Meeting & Awards  
GGR Activities Day & Annual Meeting  
Annual Time Trial Tech Inspection  
GGR Adopt-A-Highway
GGR Autocross #1 at Dublin. Special night time event, running from noon to 10 pm.

GGR High Speed Driving School at Thunderhill

GGR Time Trial at Thunderhill

SVR Zone Rally. Contact Rik Larson

GGR Autocross #2 at Marina. The Larry Sharp Advanced Autocross School happens the next day on Sunday April 1st - no foolin!

March

3    Saturday
9    Friday
10-11 Weekend
17    Saturday
31    Saturday
The December 16 GGR Holiday Brunch & Autocross Awards was a success. It was held at the Crowne Plaza in Milpitas. Thanks to Mary Beth Wilson for all of the hard work to make it happen. It was also the annual toy drive for the Children’s Hospital of Oakland. Porsche people always come through with many wonderful toys for the children. The true spirit of GGR always shines as quite a few people could not attend the brunch, but still donated toys to the cause. Thanks so much!!

Mark your calendars!!! Get your car ready!!! The GGR 2001 Autocross series will run at least 8 events this year. Schedules can change so please check the GGR Website as it will have the latest info. Please sign up to get notices by e-mail on the Website, as this is the best way to give you last minute information. The following is a tentative schedule:

#1 Saturday March 3 at Dublin (under the lights from noon to 9:30 PM)

#2 Saturday March 31 at Marina
(the annual Larry Sharp Advanced Autocross School is Sunday April 1st at Marina, please do not make comments about it being a day for fools)

#3 Saturday May 12 at Dublin

#4 Saturday June 16 at Dublin

#5 Saturday July 14 TBA

#6 Saturday August 11 at Marina. A Zone Event, LPR runs Sunday the 12th at Marina

#7 Saturday September 1 at Dublin. This is our charity event, $2 per cone knocked over.

#8 Sunday October 14 at Dublin (might be changed to the 13th)

Make it your goal for next year... to get a trophy. I want to encourage members that have not autocrossed in a while to make plans to run the series this year. New members who have not attended a driving event before... Please attend an Autocross!!!! You will have a great time, meet some nice people, and learn to handle your car from some of the best instructors in the country. You do not need to attend a school. Just show up and we will pair you with an instructor who will help you drive really fast. You can also ride in their car a few times. Please check the rule book on the GGR Website as it can tell you what class your car should be in. If you have questions please e-mail.

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GGR Joint Board Meeting photos by the DeMartinis
The Joint Board meeting is a special event where the incoming 2001 and outgoing 2000 Board members gather for a great dinner and by the way, discuss some club business.

(left top) Louise Sousoures, Cherie Kuhn, Larry and K.C. Sharp, and Marianne Gardner.
(left bottom) Karen and Ken Shahoian, Karen Neidel, Jackie and John Seidell.
(below) Marianne and Bob Gardner, Mary Beth Wilson, Louis Sousoures, and Mike Bernamonti.
The 2001 Annual
Time Trial Tech Inspection

{This One's Free}

If you're just beginning or one of those who is hooked, the free annual tech inspection is scheduled as follows:

SATURDAY, JANUARY 20, 2001 AT KAHLERS
8:30-12:00
6117 DOUGHERTY RD. DUBLIN CA.
925-829-2050

SATURDAY, FEB 3, 2001 AT KEN'SPORTECH
8:30-12:00
1460 WHITEOAKS RD, CAMBELL CA
415-829-2050

If you are unable to attend one of these dates, please see the web page under pca-ggr.org for a listing of authorized shops that will provide you with an annual tech. Please note that they will charge you for this service unless you are a valuable customer, most of us are.

If you are curious or would like to be ahead of the game before you bring your car to an annual tech, under the pca-ggr.org web page is a tech form that will allow you to see most everything that we will be looking for. If you have any questions, please feel free to call the FISH.

Ken Park
(510) 522-8004

Martin Neufeld
(415) 647-0864
overstuffed leather chairs, sofa, chandelier and wall hangings gave the sense of being in a small gallery. A balcony overlooked a meadow framed by forest complete with grazing horses and cold mountain stream. (Geney and Arlene met and five minutes later were wading barefoot in the water.)

This would be the setting for our kick-off meeting – a Champagne cocktail party followed by five star dining! Back in our room after dinner we found a tray of chocolate candies and strawberries had been delivered. What a finale to a friendly evening and the beginning of a fairy tale.

A group “Who’s Who” provided an advance glimpse of our traveling companions, but was too short to have done justice to their wide array of personalities and interests. The trip became a party as we became more comfortable with each other and had the commonality of shared thrills along the way. Each day brought more excitement than the next! There were 42 people from 10 different states. Peter Sontag, our Festmeister and owner of Fast Lane Travel, Inc. (877 959 FAST or peter@fastlanetravel.com), is originally from Austria. His travel experience and connections with Stuttgart Porsche were a great advantage. Along for the entire trip was Jörg Austen, a retired Porsche engineer. Jörg coordinated mapping and driver briefings each morning. He was a wealth of information and answered many questions about the history and cultural aspects of tour stops.

Friday morning September 29 found us up early, bags packed and ready to roll towards our first destination – lunch in the Black Forest. The Golden Book was our guide. This was a map book with detailed instructions for the entire trip given from one destination point to the next. It was your option to stay together or strike off on your own rendezvousing at the appointed

(continued from page 8)
(continued from page 19)
time. We separated. Not such a good idea for the first leg of the trip. Instead of enjoying the beauty of the forest to the fullest extent we were anxious that we were lost, reminiscent of Hansel and Gretel. Rather instead of breadcrumbs we had Brun Hilda, which is what we affectionately named our GPS girlfriend once we figured out how to convert her from German to English. Much to our surprise after traveling through a very remote countryside we arrived first to find Jörg waiting at Hotel Schwanen in Kalberbronn where we would have lunch. Basking in the sun with a backdrop of late summer flowers, the anxiety quickly faded as we waited for others to catch up. The setting was pristine and immaculate. For three generations, the hotel and restaurant has been family owned and operated. The food and service attested to the Ziefle family pride – soup, selection from three entrees and two desserts all home made were excellent. The veal steak was truly a steak of Western proportion!

Full and ready to ride we were back on the road. Our golden book was set around scenic routes, countrysides of quaint villages, sheep, goats, and cows. Green pastures, flowering window boxes, rolling rivers, hills, mountains topped with castles like wedding cake ornaments, and the Autobahn – maybe not as scenic, but surely something not to be missed!

To expand on all of the accommodations, meals and sites experienced would literally mean writing a book. It was amazing how just when you thought it “couldn’t get any better,” it did! In your room at night, each day ended with a personalized note from Peter. The planning was impeccable not only from the quality of the experience, but also from the excitement that built anticipating the next event! It felt like Christmas morning as a kid.

Hotel stays were two to four days and gave you the opportunity to idle your engine if needed. There were heated pools, spas and massage services available. Hotel Bad (meaning “Spa”) Schachen in Lindau, Germany situated on Lake Bodensee was a perfect break from driving.

There was a private yacht tour on the brand new “M.Y. Emily” to Rorschach, Switzerland. Its upper and lower decks were auspiciously appointed with mahogany wood, panoramic windows, marble and tile restrooms and full linen service. Recreational biking or walking into Lindau was available as an option that afternoon. That evening the Meeresburger Children’s Orchestra enthralled us with their talent. Rested we were ready to rev it up again. Off we headed to Austria through Innsbruck, a tour of Swarovski and into Saalfelden for our stay at Hotel Brandlhof.

The next few days were a flurry of history, local customs, speed, driving to heights of incredible beauty and frolicking FUN! Grossglockner (a 12,000 foot mountain pass) and Gmünd were testimonial to the precision design behind Porsche’s engineering excellence. Driving the winding, steep inclines of the Alps allowed for full appreciation of a Porsche. Above the clouds temperatures dropped, snow fell and the following day weather advisories announced that tire chains were required.

Salzburg, Austria for a Sound of Music Tour and shopping for a day was a hit followed by Austrian folk culture. We were chauffeured in a modern tour bus through the mountain roads complete with a private showing of the Sound of Music video. Much to our delight a member of our tour group, Peter K., had been an extra in the film! Arriving at hunting lodge setting, we were greeted by the aroma of roasting meats. Lederhosen and dirndl attired musicians and dancers entertained throughout the night with audience participation.

The next day a photo rally and side trip to Berchtesgaden, Hitler’s Eagles Nest. Great pains had been taken to provide a booklet of color photos marking possible points that could be earned for citing the item in the picture. Prizes awaited and competitive spirits soared. Otherwise docile group members became wary and protective of the coveted, hard-earned information in their books. As drivers turned in their books and tallied their points cocktail conversation was clandestine. I had joined Carl for the day who was testing the limits of his new Black Metallic Turbo. His mission wasn’t about tallying points, but seeing how fast he
could take curves! His driving gloves stretched over his taut hands on the steering wheel showed his seriousness. Passionate driver. Soulful, with CD player sounding *Thriller* he showed the physique and skill of a man half his age. “Are you interested in checking off these photos?” he asked. “Not really.” I said. We were off on our own Fast Lane Fairy Tale. We came in last, **only in points**, but not forgotten.

Peter made sure that even the last place winners were included on the prize list! Delicious meals, elegant service, good wine, and dining rooms filled with local, live music nightly along with jokes, story telling and merrymaking ensured there was always something for everyone to enjoy continuously throughout the trip. The Hotel Brandlhof was great, but it was time to head for Stuttgart.

Stuttgart brought us to the Hotel Graf Zeppelin. In the heart of downtown, a mini-Manhatten, but with palaces instead of sky scrapers. After unpacking and getting settled into our rooms we were picked up by bus for a short trip to Götzenburg for a medieval dinner at a castle. Servers and musicians were in period costume and dinner was served in fifteenth century manner. Lots of fun and games embellished the evening.

We were approaching the climax of the trip – an orgasmic experience for Porsche lovers, a trip through the factory and museum culminating in Weissach. The factory tour split us into two groups with a personal guide that not only described manufacturing processes in detail, but also patiently answered our questions about cultural working differences between the American and European automotive industry. The museum shop offered some excellent gifts and keepsake items. Linda thought it WAS Christmas! But she managed to leave a few things for the rest of the group to buy. With shopping and touring done it was time to get back on the bus for Weissach.

The bus was more quiet than usual. I think most of us had thoughts running through our minds about what it was going to be like on the Porsche test track. The mood was serious as Peter explained the guidelines and warned about cameras. No one wanted to spoil this chance of a lifetime and strictly followed his advice. Diligently, leaving bags behind on the bus we lined up like school children on a field trip waiting for our turn. This was no kiddy ride though. What stood in front of us were three brand new Porsches, a Boxster, Carrera and Turbo, manned with skilled drivers who would chauffeur us around the track at speeds most of us had never seen.

In went the first person, off to the smell and sound of screeching tires out of sight, yet the engine’s roar and tires could still be heard. Exhilarating. Adrenalin pumping as we watched. Next car off. Again. We stepped closer. Fear? No, it was a feeling of energy. Sheer nervous energy waiting for release. My turn. I braced myself, stepped in, strapped down and smiled. Gas throttle floored, thrusting me back against my seat, I was held in place by the force. Controlled and confident by the driver’s skillful manipulation, I relaxed and laughed with the joy of the ride. Engine, tires and track connected, a thrill of a lifetime. Sliding to a stop, out I jumped. Back in line, ready for the next ride. Power, speed and craftsmanship combined to make an automobile an art form – Porsche.

That night was the official end of the Porsche Fall Fest. A formal dinner was held with Porsche executives as guests along with renown automotive artists, Andreas Hentrich and Michael Loeb. Peter rounded out the event with awards and “Doc” presented a computer Power Point slide show of digital pictures he had taken on the trip. However, there was one more event to attend on Saturday that symbolized the German appreciation for good beer and fun. The 155th Cannstatter Volksfest. Reserved tables waited along with platters of sandwiches, sausages, sauerkraut, radishes, roasted chicken and ice-cold beer. It is a carnival filled with rides, music and dancing not to be missed. We stayed until dark then took the train back to the hotel. Thanks to the well-seasoned travelers like big Ed, who survived these fests on many previous Porsche trips, we got off at the right stop and joined our new found friends at Amici’s Italian restaurant for dinner.

(continued on page 29)
The JB kart is the fastest indoor machine on the planet. And it will be ready and waiting for you at SpeedRing. Indoor karting feeds your need for more track time. Just get to SpeedRing, jump into your kart, and go! You’ll be pulling over 1G before you know it, racing wheel-to-wheel with other track junkies. And there’s none of the maintenance, time and money of a track event.

SpeedRing is coming soon to Silicon Valley. And we have a special offer for Porsche car club members. For more details on membership packages that include free heats, guest passes and discounts on food and merchandise, visit www.speedring-kartracing.com or call 650-591-2559x4. SpeedRing is the only substitute for Porsche track events. So become a member today.
The North American International Auto Show, better known as the Detroit auto show, is always one of the automobile world’s hot spots for new-vehicle introductions, with many manufacturers setting aside their best offerings for a debut there. The show is still a month away, but news of what will be announced there is leaking out. Porsche, for instance, will present their new 911 GT2, which will take over the reins as the big kid in the 911 lineup.

The GT2 will be a lightweight hotrod based on the 911 Turbo. It will be rear-drive only, and will be about 220 pounds (100 kg) lighter than the Turbo, with an extra 42 horsepower. That’s 462 hp, which makes the GT2 the most powerful series-produced Porsche. The car will be 0.78 in. (20 mm) lower than the Turbo; and, as would be expected, it will sport suspension improvements and aerodynamic tweaks.

The aerodynamic bits include a new-design adjustable rear spoiler and a revised front end. The new nose sports massive air intakes at each side, plus another large opening stretching across the front below the bumper. The combination gives the front end a familiar, sort of 959-ish look. One other visual change up front is a narrow air exhaust slot located between the bumper and the front of the trunk.

Porsche says that changes made to produce the GT2 from the 911 Turbo are philosophically very similar to those that were made to produce the GT3 from the naturally aspirated 911 Carrera. They say that they wanted to end up with maximum performance while maintaining the ability to function well in everyday use.

You might want to think more along the lines of a street-going race car, though. With a weight of roughly 3168 pounds (1440 kg), 462 horsepower and Porsche's ceramic composite brakes, this is going to be a very quick, responsive car. The 0-62 mph (0-100 km/h) time is said to be just 4.1 seconds, with a top speed just shy of 200 mph, at 196 mph (315 km/h). Naturally, the wheels and tires also have been upgraded to handle the extra performance, with 235/40ZR18s on 8.5-inch rims up front and 315/30ZR18s on 12-inch rims at the rear.

The GT2 will go on sale in Germany in May. The price there will be about 339,000 deutsche marks. That’s just over $154,000 at today’s exchange rate. Figure on a US price somewhere just under $180,000.
**For The Record**  Lori Hageman, Secretary

**December Board of Directors Meeting**
The meeting was called to order at 9:02 PM at Hungry Hunter Restaurant in Milpitas.

Board members present were Lloyd DeMartini, James Ohl, Ken Shahoian, Mike Bernamonti and Mary Beth Wilson. Competition Director, Jeff Sykes, Secretary, Lori Hageman, Nugget Editor, Howard Yao, and Webmaster, Susan Angebranndt were not present.

**Approval of the Minutes**
The minutes from the November 1, 2000 Board of Directors Meeting were approved.

**Postmortem of Events**
The November TGIPF was well attended.

GGR Autocross #9 was successful and was another well-run event. Our President elect took TTOD and the 2000 Social Director had TTODL.

Lloyd DeMartini attended the Zone President’s Meeting. The Zone Autocross School was voted the Zone event of the year. Congratulations, Masuo Robinson and Jeff Sykes!

**Directors Reports**

**President, Lloyd DeMartini**
1. 2001 competition and social ads are needed for the Nugget. Nugget input is due to the editor, Howard Yao, by the 10th of each month.
2. The Nugget is now on-line (via the GGR web page). It should be available the first week of the month.
3. Received notification that the GGR had the largest increase in membership.

**Vice President, James Ohl**
1. The GGR Adopt-a-Highway on December 9th will begin at 9:00 AM.
2. Calendar Changes: The time trial scheduled for October 27 & 28 has been moved to October 20 & 21 and will now be held at Thunderhill.
3. Letter sent to the PCA Insurance Chairman indicating that Naughton Insurance intends to pay GGR’s claim, minus the deductible, for the fire at Thunderhill.

**Treasurer, Mike Bernamonti**
1. The club will end the year on a positive financial note. There are still some outstanding events for the year, but the club should complete the year with an estimated profit of $5500.

**Membership, Ken Shahoian**
1. There are 31 new members. Motion to accept these new members was made and approved.
2. Dual member billing is expected to increase.

*Competition, Jeff Sykes (not present)*
1. Masuo Robinson reported that the Rule Book would be finalized at the end of the month.

*Secretary, Lori Hageman (not present)*
Nothing to report.

**Social, Mary Beth Wilson**
1. There are 52 people signed up for the Holiday and Autocross Awards Brunch on the 16th. This event will also collect toys for the Oakland Children’s Hospital. John Seidell is the point of contact for the toy drive.

_Nugget Editor, Howard Yao (not present)_
Nothing to report.

Webmaster, Susan Angebranndt (not present)
Nothing to report.

**New Business**
1. The Autocross Chairperson, John Seidell, requested funds to buy new cones and gift certificates (appreciation gifts). The Autocross series made a profit of $2500. A motion was made to purchase cones, gift certificates, and investigate the purchase of a new PA system. Motion approved.
2. Larry Sharp, 2001 Board President, requested that the new board members provide contact information to him ASAP. The new board will need to decide on meeting locations; plan to rotate location each month. The first 2001 board meeting is scheduled for January 6th, 10:30 AM at Larry’s home.

**Adjournment**
A motion to adjourn was made and approved at 9:50 PM.
**New Members:**

- Jeremy Arnold Bangor 1973 914
- Halvdan Barrett Redwood City 1987 944 Turbo
- Robert Beliveau & Jeanne Dunn Los Altos 2001 Boxster
- DJ Branning San Francisco 1973 911T
- Brian & Anna Cardozo San Jose 1968 911
- Nana Chambers Berkeley 1997 993
- Julio Deulofeu & Patricia Blackburn Palo Alto 1987 911 Carrera
- Paul & Maria Eckinger Los Altos Hills 2001 996
- Eric Elliott San Jose 1987 944
- Louise Felsher & James Mirowski San Carlos 2000 Boxster
- Greg Holmberg & Maria Pratt San Francisco 2000 996
- James & Maria Keenan Palo Alto 1988 911 Carrera
- Soren La Force Mountain View 1980 911SC
- John & Ginna Lazar San Jose 1997 993
- Felipe Lloneda San Francisco 2000 996
- Ryan Martin & Erin Glenn Los Gatos 1999 996
- Lavonne & Terry Mc Carly Woodside 2001 996
- Helmut & Donna Meisl San Jose 2001 996
- David & Thi Ngo Hollister 1978 911SC
- Ron & Vickie Nigh San Francisco 2000 911C2
- David & Christina Schwam San Francisco 1970 911T
- Brandon & Brent Sincock San Mateo 2001 996
- Robert & Todd Telfer San Francisco 1973 911T
- Howard Tsai San Francisco 1970 911S
- Dennis Vogel Foster City 1974 911
- Andrew Watry Berkeley 1969 912
- Kirt Williams Portola Valley 1986 911 Carrera
- Steven & Leslie Wilson Los Gatos 2000 Boxster
- David Zucker Capitola 2000 996

**Transfer In:**

- James Boyden & Lisa Alfke Seattle
- Michael & Richard Paluck Sunnyvale
- Alexander Petrov Mill Valley
- Annette Wagner & Robert O’Brien Los Altos
- Adam & Gabe Wegel Stanford

**Transfer Out:**

- Alan & Susan Brooking Rocklin
- George Douglas III Fort Myers
- Alan Du Boff San Jose
- HM & SA Jones Bainbridge Island
- Mark Perry Auburn
- Norbert John Pohl & Michelle Anne Moen Reno
- Earl & Susan Webster Rancho Santa Fe

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**Official Count**

- New Members: 30
- Transfers In: 5
- Transfers Out: 7
- Total Membership: 1734
44 Year Anniversary
Robert & Kevin Webster

39 Year Anniversary
Dean & Donna Olsen

33 Year Anniversary
Ronald & Molly Olive

32 Year Anniversary
James & Brian Barrington

30 Year Anniversary
Rodney & Regan Chinn
Elizabeth & Susan Klear

20 Year Anniversary
Douglas & Jade Shirachi

15 Year Anniversary
Andrew Blyholder

10 Year Anniversary
Tim Mc Donald
Ken & Kris Moore
David & Susan Thietje

5 Year Anniversary
Dennis Mitsch
Max & Nancy Gisko
Tim & Jennifer Palethorpe
Jack & Clairene Petersen
Joe Guerra
Robert & Rochelle Marx
Carl & Claudia Brinkman
Thomas & Karla Hall
Mary Beth Wilson & Jerry Pretti

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CRAB 28 Entry Form
April 27, 28 & 29, 2001

Mail with a check payable to PCA-SVR to:
Rik Larson, CRAB 28 Registrar
2120 Maddox Ct., Carmichael, CA 95608-5615

Entrant (must be named to participate)

C/O Entrant (must be named to participate)

Address

City/State/Zip

A/C Telephone

Email Address

Register by March 1st and receive a $100 discount!
Couple (incl Sat. dinner & Sun. lunch for 2) $170.00
Single (or add one family entrant) $110.00
Addl guest dinners $60.00
Addl Sunday Lunch (Adult) $15.00
Addl Sunday Lunch (Child) $6.00
CRAB T-shirts (XXL add $2) $16.00
Less $10 if mailed before March 1, 2001

TOTAL ENCLOSED

REGISTRATION DEADLINE — APRIL 10, 2001

I/We plan to participate in the following (please indicate number of participants in each event):

Walking Tour Autocross Rallye
Concours Gymkhana Beer/Brat Driving Tour

Please indicate your group preferences (e.g., 1 as first choice, 2 as second, etc.). We will try to give you your first choice:

9:00-11:00 11:00-1:00 1:00-3:00 3:00-5:00

Request car #. List two choices. If your requested number(s) has already been assigned, the next available number will be assigned.

I will need ______ CRAB T-shirts at $16.00 each. Please indicate quantity and circle sizes below:

S ( ), M ( ), L ( ), XL ( ), XXL add $2 ( )

Call the Lake Natoma Inn (916-351-1500) for hotel bookings. Meunin Porsche Club for our special room rates: Single/Double $89; Suite $289. Deadline for special rate is Friday, April 6, 2001.

Cancellations Deadline — April 10, 2001
(no refunds after that date)
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KEN BENHAMOU

10% OFF FOR GGR MEMBERS
Farewells were bid, addresses exchanged as the Fast Lane tour slowed to a happy ending.

We stayed in Stuttgart for two more days taking advantage of the location, touring the art museum, old palace and castle within the city. The next day we took a twenty-minute train ride with an easy bus transfer to Ludwigsburg. There we visited the baroque palace and gardens before returning to Frankfurt for our trip home to Virginia. For anyone who loves cars, travel, and fun a Porsche Fall Fest is a fairy tale.

FOR SALE - 1967 911 Targa

This car is being sold as a benefit to the Napa Valley Museum. All proceeds from the sale go towards the Museum.

This is a rare softtop Targa with Sportomatic transmission and 103,000 miles. The engine is original and runs well. This car is well kept in highly original orange color with black top. Accepting offers starting from $10,000. This is a great car for a great organization. For more information, please contact Tricia at 707.944.0500 or tricia@napavalleymuseum.org
PORSCHE FOR SALE

1987 911 Targa. Excellent stock condition. Guards red w/ black int. 67K mi. This is a New Mexico/Texas car, driven occasionally. Priced at $21,950. Contact Keith at 415.492.5517.

1991 911 C2 Cabriolet. Cobalt Blue w/ Lt Grey. Tiptronic, Computer, Yokos. New top, battery, brakes, oil lines. 88k miles. $36,000. Contact Richard at 650.575.6080

1983 928. Quartz/Tan, 86k mi. Well maintained. AT, AC, Sunroof. Great Sunday driver. First $10,500 takes it. Contact Bill Fergus at 831.477.7796

1974 914-6 Race Car. The World Famous Tadpole Racing car. TTOD at last AutoX. 2.2S w/dual Webers. Extra set of wheels. $17,000 for car and $2000 for trailer. Contact Larry Sharp at 925.371.2258

1985 911 Carrera Coupe. Guards Red/Blk Leather. 55k mi, CA car. New Blaupunkt CD, sunroof, whale tail, polished 16" Fuchs. Always pampered & garaged. $23,000. Contact Jim at 650.312.8434 or jim@salscott.com

1973 914-2L. Same owner for 11 yrs. Everything new or rebuilt. 60K mi on rebuilt motor/trans. Black ext w/ many extra parts and manuals. $6500 firm. Contact Herb at 925.837.4167.


1983 944. Original owner, Platinum w/ leather, sunroof, CD stereo, 16" forged alloys, sway bar, 5-speed. Dealer maintained. $4200. Contact Mike at 408.996.0157 or mdhuey@flash.net

1972 914-6 Race Car. Fully fiberglass body w/wing. 3.2 engine dynos at 284 hp. 915 trans, BrimTec brakes, very reliable. $22,500 or $24,000 with tandem open trailer w/ box. Contact Rich at 916.725.9828

1970 914-6 GT. A real factory built GT with extensive race history. Featured in Feb 2000 issue of Excellence. Very expensive, will consider trades & $. Contact Llew Kinst at 650.903.4880 or llew@autograph.net.

1970 914-6. Original, stock, restored CA car. 92K mi. Ivory/black, 14" Fuchs, 2.0L/901. PCA Concur winner. $21,500. Call 831.659.0921 or msaylor@redshift.com.

1967 912 Coupe. Zero rust, 5-speed. $5,300 for this sweet car. Contact Barry Rose at 650.327.1356 or barry@webnexus.com

1984 911 Carrera Coupe. Red with Black Int. Sunroof. Excl cond CA car, one owner 15 years. 170K mi, $18,500 obo. Call Fran at 650.493.6318 or strega4u@aol.com

1984 911 Carrera Cabriolet. Black with black top and tan sports seats. Excellent condition, 53,000 mi, polished 930 Fuchs, 200W PPI amp w/ MB Quartz speakers, H-5s. Always garaged and covered, never in rain. Hofco anti-car jack alarm, $30,000. Call Matthew at 415.585.4340, 415.314.9373 or orthm@pacbell.net

1989 911 Speedster. Only 1,300 miles on this totally original show/collector car. Guards Red/Beige leather. Looks, smells and drives as new. Includes collectable literature, cover, bra, maint. records. Everything original except battery, gas and oil! $58,000 obo. Dan Macdonald, 415.898.1331 or dmaia@aol.com

1979 911SC Targa 51,000 original miles. Always garaged. Superb condition. All records. $18,000. 650.322.1311

1968 912. Red w/ black leather int. 5 speed, 4 cylinder. Mag wheels. Stereo. New tires, brakes. Garage kept. In the family for 30 years. $5,500 o.b.o. Call Steve or Nancy at (510) 848-4710 or daetz@aol.com

1967 912. Red w/ black leather int. 5 speed, 4 cylinder. Mag wheels. Stereo. New tires, brakes. Garage kept. In the family for 30 years. $5,500 o.b.o. Call Steve or Nancy at (510) 848-4710 or daetz@aol.com
PARTS & MISC

**993/924S Parts** for sale. 993 blk leather seats $1500 pr; mufflers $300; headlights $300; fog lights $150; steering wheel w/ airbag $500. 924S Phone Dial wheels w/ Pirelli tires $500/set. Turbo Mesh Wheels $200/set. Contact Petar Kostic at 831.469.3956 or kpera@aol

**911 2.2 Engine.** Apart and in boxes, complete motor incl sheet metal, exhaust, heater boxes, etc. Excl condition. If interested, call 925.828.5161.

**1977 2.7 Engine** for sale. Ran very good. $1000 obo. Contact Thomas at 408.238.8023 or motral@yahoo.com

**Used Tires.** Serveral sizes from 15-17". $20-40 each. Paul Canton at 650.579.0836

**Factory Whale Tail.** All rubber in fair cond. Best offer. Other misc parts from 82 911SC, hit on left side. Contact Mike Beckner at 925.930.7762.

**911 Parts.** Koni S struts for early 911 $300. Rear Carrera shocks $50. Pair Duralite 12x16 3 pc wheels $325. Tire grooving tool $35. Contact Gary McNair at 707.252.2363.


**Porsche Gold Necklace Charm & Bracelet.** Great Christmas gift. Only worn at Porsche events. Cost $600, will sell for $400. Doreen at doreen123@mindspring.com

**Kinesis K20 Wheels** for 78-89 911. 8x18 fr & 9.5x18 rear. Fully polished & Michelin MXX3 $2200. **Dual Mass Flywheel & Clutch** from 95 3.6L with under 5k mi $700. Contact Gary Griffiths at 831.454.0308 or griffithsg@santacruzpl.org

**Factory Club Sport Alloys.** 7Jx16 (65mm offset) fr and 9Jx16 (60mm offset) rear with Yoko A008R tires. Used on C2/C4/Turbo/944/968/928. Contact Mike at 408.996.0157

**924/944 Parts.** Pair 7x16 Fuchs $400. 4 924 Turbo "Spiderweb" 6x15 w/ Michelin MXV $500. 924 Turbo Hood, red $300. 944 center console $40. '82 924 Turbo camshaft w/ timing gear $100. Prices negotiable, many other part available! Call Alfred at 415.387.9351.

**Track Trailer.** Used twice. Cost $895 new, 911 Hitch $195. Sell both for $900. Contact John at 415.927.1744 or jteasley@pacbell.net

**911 Turbo Part.** Vented fiberglass nose panel, brand new from GT Racing, $150. Koni double-adj front strut as used on factory 944/951 racers, driver side unit only for $150. 944 Turbo DME, $400. 944 Turbo KLR, $200. Cylinder head, $200. 944 Turbo S turbocharger (K26/8), good cond, $200. Transmission, special S box with integral cooler & special limited slip diff, $1500 obo. 944/951 back seat and bottom cushion, best offer. 993 calipers, $700/set of 4. Michael at 510.713.9248

**WANTED**

**Pair Gotti 5 spoke wheels.** 16"x any size or just centers. Gary McNair at 707.252.2363.

**One 8x16 Fuch Alloy.** Contact Mike Becker at 925.930.7762

Classifieds - Sell or find Porsche products and paraphernalia. Send or e-mail your ad to the Editor before the 10th of the month to be published the following month. Include your PCA membership number or include a check for $10 per ad, payable to PCA-GGR. Ads will run as space permits. Ads may be edited or rejected at the discretion of the Editor. Please inform us if items have sold or ad needs to be revised.
A mishap. It could happen on 280, 680, 101, or at Laguna Seca. It matters not to us. The important issue is that your car leaves our shop as good as new or better. From bent fenders to concours prep and paint we consider your car to be a piece of art and that's how we treat it. We love what we do and it shows. Give us a call.

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