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The NUGGET

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Cover Photo: Don Tevini’s 1959 356 “La Carrera Panamericana” at Time Trial #4 by Tom Pickett

TOURS! TOURS! TOURS! TOURS! TOURS! TOURS!

Enjoy your Porsche and the fabulous California sunshine. See page 23 for information about the GGR New Member Tour hosted by Paul Seidel-Smith. Also coming up is the world famous Agricultural Inspection Tour hosted by the Neidels... page 18 has all the details!

The opinions are those of the authors and probably don’t represent those of the Golden Gate Region PCA. The Editors reserve the right to edit all contributions. Business and classified ads are provided for the convenience of the membership and are not an endorsement from GGR. GGR cannot take any responsibility for the quality of the products or services provided. In addition, there are some people who like to find mistakes. In this newsletter, we try to have something for everyone.

Nugget Advertising Rates: 5 or 10 printed issues and 12 online issues (monthly):

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August 2004
Volume 44, Number 8

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The Nugget
"Hard Decisions – A Car with a Name:

On election night in 1972, I was driving my newly purchased but well used 1968 912 Targa back from Sacramento to the Bay Area. As George McGovern swept to victory in Vermont, Berkeley and Palo Alto and somehow was overlooked elsewhere, I savored this wonderful car.

It had a genuine Blaupunkt AM radio, certainly adequate for gaining election night news. It had 102 tired hp but still vastly superior to the 75 in my much-beloved but departed 1960 coupe and the 54 in my just-sold 1500 normal 1955 speedster. It had disc brakes which were decidedly less dramatic than the drum brakes of my prior Porsches. Its heater seemed fully up to the task of filling the cabin with exhaust fumes and gasoline vapor and, like prior versions, rarely threatened to compromise the enjoyment of such perfumes with unseemly heat.

Within a few weeks it had a name. Our three year old son, George, had heard the “Targa” name and apparently found it lacking in the context of Dr. Seuss and various other kids’ books and stories and soon was referring to the car as the “Taggel-Waggel”. Over time it became “The Waggel.”

The Waggel has always been the poster child of low cost Porsche ownership. In my first 30 years of ownership I put on about 350,000 miles on this my everyday driver car. (As an aside here, think about this number when you look at any early 911 or 912 – It SHOULD have this level of mileage, as unbelievable as it seems. These cars are too enjoyable to NOT drive regularly and 30 years times 10-15,000 miles per year adds up real quickly.) In a typical year my routine maintenance costs have run about $100-150. That buys a set of brake pads ($30) 10-12 quarts of oil and 3 or 4 filters ($35). A set of points and plugs and valve cover gaskets ($30) Wiper blades every 2-3 years, a battery every 4-5 years and a set of those 165-15 Michelin X “big meats” that have 914 owners cowering to this very day every 5 years or so. 912 tire life has always been dependent on tire rotation as the fronts will last literally forever if you have a sense of humor about sidewall cracks.

From time to time there have been cost spikes.

Engines - I did a personal “my hands only” engine rebuild in 1980 for about $450 in parts. In 1983, after 30,000 miles and with a broken crank and oil seeping through a crack in the case, I tried again, this time with Tommy and Bill Shorman at Lukes & Shorman doing the actual work. To date, this Lukes & Shorman engine (which cost all of $1100) has had a do-it-yourself valve grind and a broken valve spring repair (total cost about $100) but is still relatively strong with about 200,000 miles on its lower end. You economists will quickly note that $1100 is a LOT MORE than $450 so my experience proves that obviously, it is WAY BETTER to rebuild your own engines. Enough said about engines.

Transmissions – In the late 1980’s at 200,000-300,000 miles or so the 1966 transmission prematurely developed main shaft bearing noise. This was fixed for $750 but this offended the Waggel in some way because it immediately chewed off its tach drive. Jim Brazeale to the rescue - a transmission so smooth, so quiet and so well synchronized that apparently the factory had ordered it removed it its car to avoid envious comparisons was available for a few hundred dollars at EASY. That transmission has been in place for that last 15-17 years with no trouble.

More importantly, there are numerous systems which have survived notwithstanding my “just shy of mil spec” maintenance program. Suspension, other than two sets of Koni shocks - untouched. CV joints, you know, the ones that the manuals say must be checked and repacked every 250 miles or something - 3 original, 1 replaced. All repacked every 150,000 miles or so whether they need it or not. Brakes - the master cylinder was changed once and one caliper is grabby. All else - lines and even ROTORS (“Wear leemeets, wear leemeets, we don’t need no steenking wear leemeets!”) are original. All proof that if you engineer a 911 for hundreds of hp and 2500-3000 pounds of weight, you’ve built a machine that laughs at the loads a 912 imposes.

Continued on page 14
I was in trail position, behind the lead Bomber, watching for bogeys and dreading the approach to the target. Flying a well-known fighter, my task was to make sure the bombers got through the enemy fighters to the target. Of course after the enemy fighters, the bombers would have to deal with the flak on their own, or so I thought.

It was a night mission, dark and moonless, with only the stars and navigation lights for company. Occasionally the lights of a town would pass by the only reminder of the world around us. It was nearly time for the escorts to pull off the formation, the fighter coverage having been minimal this time. I had pulled up, as was my custom behind the lead to signal a goodbye. Moving within 50 feet of the big machine, the turbulence from its wingtips rocked my small craft.

Suddenly I saw a puff of flak, sparks, and then flame erupt from the lead ship. Shards of metal and pieces of the lead plane flashed by the canopy. I didn’t really know what had happened, I was too busy dodging the shrapnel, banking left, right, diving and then climbing I fought to miss the deadly barrage of pieces from what had been the lead. Several pieces hit the windsheen, and sides of my craft.

Breaking through the debris field, I suddenly was snapped back to reality: I had been following Jim in his car as he towed my car on our trailer on the way Thunderhill. We had blown one of the tires and it unceremoniously disintegrated. The debris was real enough, and one piece of it cracked Jim’s windshield. It all goes to show ya: Walter Mitty still survives... at least on a 3 hour drive at night.

And now... the rest of the story.... That tire was shredded alright, held together by occasional strands of cord connecting the remnants of the sidewalls. Fortunately it was a two axle trailer, so we still had three out of four tires... better than nothing!

With three miles to go to the Dunnigan truck stop at 505 and I-5, we taxied down the shoulder. And when we lumbered into Dunnigan, we were confronted with the New Reality. The concept of the “Service Station” is dead. Nowhere among the acres of semis, gas stations, and fast food joints could we find a place to buy a tire! Nowhere along the next fifty miles of I-5 for that matter!

OK...so it was midnight. Every gas station and truck stop was open, willing to sell fuel (self serve, mind you!) and unhealthy snacks, and beer to quench the thirst of tired drivers.

But service? No way. The sleepy town of Williams looked alive and hopeful as I approached, but .... no service. So, on to Willows. NO SERVICE! There is a message here... and that is... carry a spare fool!

OK ... we said all that to say all this .... there are some great tours coming up - the ever popular New Member Tour, followed by the Agricultural Inspection Tour. Paul Seidel-Smith has crafted a fabulous tour, so all you new members out there (and old one too) - come on out .. and carry a spare...!

The Aggie Tour is great too - and for those of you who don’t know what that is .. well... all we can say is that it involves up close and personal inspection of several vineyards in the Napa Valley, and includes a stop for a picnic lunch. More info on these tours can be found in this issue!

Two for the road... Jim Bauman Tom Pickett

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SAN JOSE
It is time to review, discuss and decide about our rules proposals for 2005. All proposals should have been submitted to me by July 15. These will be posted on the GGR website so all interested individuals can read them over and make any comments they deem appropriate. Please forward any concerns or comments you have on any or all of this year's proposals. Comments can be forwarded to my email docdanracy@sbcglobal.net.

All proposals should be posted to the website by the time you read this or soon thereafter.

This year we are confronted by a complete overhaul of our current competition rules. The adhoc committee headed by David Leong has a very comprehensive and completely new method of classing cars for competition.

Along with their proposals we have the usual massaging of our current rules by several interested parties.

By mid September we should be having an open meeting of the Drivers Event Committee where all interested individuals can come to hear other participants' ideas and concerns as well as voicing their own.

After that meeting the DEC will take the comments of the persons in attendance from that open meeting along with any and all comments we receive by email or phone.

Please plan on attending the open meeting since this is your chance to hear first hand how other folks feel about our rules for 2005.

Porsches were made for driving...do it!
## GGR Event Calendar

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<thead>
<tr>
<th>When</th>
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<th>Where</th>
<th>Who</th>
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<td><strong>August</strong></td>
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<tr>
<td>1</td>
<td>GGR Concours</td>
<td>Carlsen Porsche</td>
<td>Larry Adams</td>
<td>650.345.2232</td>
<td><a href="mailto:oldcarnut@aol.com">oldcarnut@aol.com</a></td>
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<tr>
<td>7</td>
<td>Zone Autocross #5</td>
<td>Alameda Point</td>
<td>Cathy Carlson</td>
<td>831.728.3190</td>
<td><a href="mailto:3carres@redshift.com">3carres@redshift.com</a></td>
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<tr>
<td>8</td>
<td>GGR Autocross #6</td>
<td>Candlestick Park</td>
<td>Doug Ambrisko</td>
<td>650.903.0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<tr>
<td>20</td>
<td>Friday Night Social</td>
<td>Harry’s Hofbrau/Carvery, 1297 Chess Drive, Foster City, CA</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<tr>
<td>28-29</td>
<td>Zone 7 Autocross School</td>
<td>Candlestick Park</td>
<td>Doug Ambrisko</td>
<td>650.903.0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<td>2</td>
<td>GGR Board of Directors Meeting</td>
<td>The Benz’s, 2360 Webster, Palo Alto</td>
<td>Bill Benz</td>
<td>650.328.4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
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<td>11</td>
<td>GGR Autocross #7</td>
<td>Alameda Point</td>
<td>Doug Ambrisko</td>
<td>650.903.0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<tr>
<td>12</td>
<td>Zone 7 Concours #6</td>
<td></td>
<td>Norm Swanberg</td>
<td>209.333-2426</td>
<td><a href="mailto:swan@inreach.com">swan@inreach.com</a></td>
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<tr>
<td>12</td>
<td>Agricultural Inspection Tour</td>
<td>Strawberry Village, Mill Valley</td>
<td>The Neidels</td>
<td>408.225.8103</td>
<td><a href="mailto:gsneidel@yahoo.com">gsneidel@yahoo.com</a></td>
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<tr>
<td>17</td>
<td>Friday Night Social</td>
<td>Harry’s Hofbrau/Carvery, 1297 Chess Drive, Foster City, CA</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<tr>
<td>18</td>
<td>Redwood Region Autocross</td>
<td>Sonoma County Airport</td>
<td>Gary Bayless</td>
<td>707-542-6102</td>
<td><a href="mailto:garybayless@earthlink.net">garybayless@earthlink.net</a></td>
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<tr>
<td>18-19</td>
<td>Zone 7 Rallye #6 - Carrera de Sierra</td>
<td></td>
<td>Rik Larson</td>
<td>916.481.6084</td>
<td><a href="mailto:sysnake@comcast.net">sysnake@comcast.net</a></td>
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<td>25</td>
<td>New Member Tour</td>
<td>See ad on page 23</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<td>2</td>
<td>GGR Zone Rallye #7 - Coyote Run</td>
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<td>Larry or Greg Adams</td>
<td>(650) 345-2232</td>
<td><a href="mailto:OldCarNut@aol.com">OldCarNut@aol.com</a></td>
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<td>3</td>
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<td>7</td>
<td>GGR Board of Directors Meeting</td>
<td>The Benz’s, 2360 Webster, Palo Alto</td>
<td>Bill Benz</td>
<td>650.328.4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
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<tr>
<td>9</td>
<td>GGR Autocross #8</td>
<td>Alameda Point</td>
<td>Doug Ambrisko</td>
<td>650.903.0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<tr>
<td>15</td>
<td>Friday Night Social</td>
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<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<tr>
<td>16</td>
<td>Zone Autocross #9</td>
<td>Millerton Lake</td>
<td>Lee Kramer</td>
<td>559.433.9688</td>
<td><a href="mailto:leeekramer@aol.com">leeekramer@aol.com</a></td>
</tr>
<tr>
<td>17</td>
<td>Zone Concours #8</td>
<td>Blackhawk Plaza, Danville</td>
<td>Frank Cunningham-ham</td>
<td></td>
<td><a href="mailto:gofec@att.net">gofec@att.net</a></td>
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</tbody>
</table>

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  - kenp911@aol.com

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Seeger’s Printing
This month we pay tribute to one of the driver's favorite tools in competition: the excuse. Excuses are great. They are almost magical in fact, because with just a few words one can explain away the passing of many, many seconds on any given lap. Making excuses is an art form, unbounded by reason, logic or scientific explanation.

Excuses at driving events fall into a number of different categories. By far, the most common excuses are based on the car. Here are a few a good ones and their approximate time value on the course. Keep in mind that the type or length of the course is irrelevant in excuse-land. In the space/time continuum of excuses, whether you're running a 30-second autocross course or the Nurburgring, an extra half-degree of camber is still worth "2 seconds":

- **Cat test pipe** - 1 second
- **Aftermarket Chip** - 1.5 seconds (brand unimportant)
- **Extra negative camber** - 2 seconds (degree variation unimportant)
- **Adjustable sway bar(s)** - 1 second (per bar)
- **Mileage on car** - 1 second per additional 50k miles
- **Shocks** - 2 seconds (brand irrelevant - yours are worse - add 2 seconds if your shocks can be claimed as "original")
- **Horsepower** - 1 second per 5 horsepower (relative weight of the cars is irrelevant as long as your car is lighter)
- **Weight of the car** - 2 seconds per 100 lbs. (given that your car is heavier - otherwise it's irrelevant - see above)
- **Weight of the driver** - 2 seconds per 40 lbs. (driver mass is more important, it seems)

(Editor’s note: **Age**: we believe 3 seconds per lap for every decade over 30 is about right!)

- **Wheel size** - 2 seconds (doesn't matter if the wheels are bigger, smaller, wider, etc. - his are better than yours)

**Springs/Torsion bars** - 2 seconds (actual spring rates are unimportant)

**Finding anything broken on the car up to 2 months after an event** - 2 seconds (this can be anything from a sway bar mount to a door handle - it's irrelevant what the part is)

**Tires** - 2 seconds

*Tires are by far the most commonly used excuse, but can be the trickiest of all the car excuses to follow. The base advantage is always 2 seconds for "race" tires over street tires, but there are mod points you can get if you can find additional factors to bring to bear.

For instance, if your tires are very new (or very old), they are slower by as much as 2 or more seconds. If your competitor's tires are very new (or very old), this will also give him an ADDITIONAL advantage of up to 2 more seconds. Be sure to keep these numbers straight and sum them up to get full credit for the disadvantage you have to every other competitor.

Now that we've assigned actual times to excuses, you can compete with other drivers off the course as well as on the course. See how you'd score this interaction between Driver A and Driver B…

A: Hey, good run! You beat me by over 4 seconds, but I'm not surprised given all that extra negative camber you've got.

B: Sure, but since you've put on those 15" wheels, your acceleration must be like a rocket-ship.

A: Yeah, I got a glimpse of what it must feel like to pilot a beast like you've got with that chip and test pipe. What's that, like 20 extra horsepower?

B: On this clapped out old motor? It's got 200k miles on it. I'm lucky it even gets me to the track, especially since I'm a big old fart and not a waif like you.

A: Sure, try running with a full tank of gas like my wife put in my car and see how you do.

Making some assumptions about driver weight, the mileage on Driver A's car and the fuel load for B, Driver A gained 9.5 seconds in this conversation but Driver B gained back 6. So, while B still beat A, it was really only by a half second. That is unless A discovers a broken headlight next week…
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CALL TO ORDER
The meeting was called to order at 7:23 PM on June 30 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Jeff Williams, Andrew Forrest, Claude Leglise, Paul Seidel-Smith, Nugget Editor Tom Pickett and Webmeister Susan Angebranndt. Also present were David Leong, Doug Ambrisko, Bob Petersen and Ruth Benz.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting of June 2004 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. Friday night social was well attended with approximately eight new people.
2. June 5th autocross, joint with the 914 club, was a success.
3. Recent ground school was well-appreciated by the attendees.

C. DIRECTORS REPORTS

PRESIDENT, Bill Benz
1. Nothing additional to report.

VICE PRESIDENT, Jeff Williams
1. Calendar Changes: August Board Meeting Canceled.
2. Insurance for the month of July has been ordered, received and distributed.

TREASURER, Claude Leglise
1. Treasurer's report approved unanimously.

MEMBERSHIP, Chet Bottone
1. Nothing to report.

COMPETITION, Dan Thompson
1. Nothing to report.

SECRETARY, Andrew Forrest
1. Nothing to report.

SOCIAL, Paul Seidel-Smith
1. Plans are well underway for the new member social.

PAST PRESIDENT, James Ohl
1. Nothing to report.

NUGGET EDITORS, Jim Bauman & Tom Pickett
1. Nugget editors will help Paul with new member social flyer.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. An order will be placed for a run of flat ceramic car badges.
2. Andrew will chair nominating committee for new board members.
3. Honoring Carlsen with a 30 years of participation tribute. Ceremony, August 1st.

E. NEW BUSINESS
1. Should GGR pursue facilitating or hosting a major event in the next few years like a Rennsport Reunion or a Parade?

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 8:56 PM. The next Board of Directors meeting will be held September 2nd, 2004 at 7:00 p.m. at the residence of the President, Palo Alto, Calif. Call President at 650.328.4221 to add items to agenda.

Respectfully submitted,
Andrew Forrest, GGR Secretary 2004
Attend the Next Friday Night Social!

When? August 20, 2004
Where: Harry’s Hofbrau/Carvery, 1297 Chess Drive, Foster City
Why? Good food, good friends, and a good time!

Need more information? Call Paul Seidel-Smith at 408.978.7277 or email porsche968paul@earthlink.net
Around the Benz - Continued from page 5

All of this comes to a total “big event” cost of no more than $200-250 per year.

Much of the interior survived until recently when I decided that a repaint was in order and began stripping. That’s where the hard decisions have arisen. I knew the Wagel needed a new floor as a result of personally installing a windshield in about 1985 using an experimental technique designed to collect even the smallest amounts of rain or wash water and direct it to the pad under the floor mat for storage.

The floor replacement was a relatively easy repair. What I hadn’t counted on was rust under the door frame threshold trim and just below the Targa rear window. Both of these are beyond my body-work skill level. The window area is fairly visible. The door frame rust comes at an area of maximum stress and flex in a Targa body. I know that if I try to cut this rust out and weld in new metal the final result will be vastly weaker than the factory shell and likely weaker than the shell in its rusted state.

I could have the repairs completed professionally but this could run several thousands of dollars. This, added to other items in need of repair such as a broken windshield, used up Targa top, shift linkage bushing sloppiness, the afore-mentioned brake calipers, a generator (it’s the “small 12 volt” that costs a lot), a few instruments and say $800 of paint and interior supplies and you quickly have a project that is “underwater” financially. Let’s face it, even when fixed up – the Wagel is a car that’s “been rid hard and put up wet” a few too many times. At best, it may be worth $4500 after $5-6000 worth of work.

Forgetting about the money, discovering the door frame and window rust has had a serious negative effect on the project. Peter Egan, Road & Track’s resident philosopher, has written on this subject in several columns over the years – the arrival of a project-stopping enthusiasm-quenching event.

His examples are things like discovering that you have only 7 of the 8 special bolts for attaching your engine sheet metal with no idea where to get the eighth or discovering a third gear locking key in the bottom of the parts washer after the transmission is all back together and installed in the car. It’s time to leave the garage, go into the house and turn on “Elimidate”, “Iron Chef” or something else more rewarding than the problems in the garage. That’s where my Wagel project stands.

It is interesting to realize how many GGR members have a “Wagel” or its equivalent in their lives. These are faithful cars that have never let us down and always gotten us home safely but somehow are now immobile lumps in our garages. I claim that I want to get my project back underway but seem to be able to postpone any real effort. I hope that in a year or so you’ll see the most ordinary, low speed, plain vanilla, burgundy 912 Targa imaginable at some autocross intimidating John Seidel and his 914 minions. That’ll mean that emotion has overcome reason and the Wagel is back on the road.
Loma Prieta Region and Golden Gate Region Present

Zone 7 Autocrosses # 5 & #6
Saturday & Sunday, August 7 & 8
Alameda Point on West Tower Avenue, Alameda

Morning registration: 7:30 A.M. - 8:30 A.M.
Afternoon registration: 11:30 A.M. - 12:10 P.M
Fee: $30.00 per driver per day - Some loaner helmets available
Exhaust restrictions are 92db @50ft.

For directions, go to: http://www.pca-ggr.org/acvenues.html#alamedapoint. A catering/vending truck will be available at the site for snacks and lunch as well as a sports bar & grill open to the public in the Bladium Sports Center

Lodging in Alameda

Extended Stay America, 1350 Marina Village Parkway; Queen $75.00, King $79.00 plus tax; trailers O.K. 510-864-1333. Walking distance to Chevy’s for the Saturday dinner.

Days Inn Alameda, 1925 Webster Street, Corner Webster & Atlantic; Queen $65.99, King $79.99 plus tax; trailers O.K. 510-521-8400. Approximately 3 minutes to site.

Hawthorn Suites LTD, 1628 Webster Street; Queen & King both $99.00 plus tax; includes breakfast. 510-522-1000.

Saturday Night Dinner

There will be a casual Saturday dinner at Chevy’s, 2400 Mariner Square. Cost is $30.00 per person and includes appetizers, meal, soft drinks/beet/or margaritas. For reservation, send your check, payable to “PCA-GGR” to: Cathy Carlson, 14144 Campagna Way, Watsonville, CA 95076 (831) 728-3190. The deadline for reservations is August 1.

Autocross Chairs
Cathy Carlson (LPR), 831-728-3190 or e-mail 3cacres@redshift.com and Rob Ways at ways@mindspring.com.

Doug and Dana Ambrisko (GGR) 650-903-0652 or e-mail autox@ambrisko.com
On Friday, June 25, I drove down Highway 1 to Monterey for the Speedster 50th Anniversary.

When I arrived in Monterey, the Literature Meet was already underway. To coincide with the event, Big Lake Media, Inc. of Incline Village, NV, published Porsche Speedster Typ 540 Quintessential Sports Car, by Steve Heinriche, Marco Marinello, Jim Perrin, Lee Raskin, Charles A. Stoddard, and Donald Zingg. With the exception of Marinello, all we present to autograph copies of their book.

That evening, bus service was provided to either the Monterey bay Aquarium, or Pebble Beach. I chose to go to the Aquarium where we had full access. There was a bar set up, and dinner was served buffet style. There were two tables of Tuscan fare, and roasted squash and other delicious appetizers. Pasta, ravioli, and pizza were also available, with a large table featuring roast beef as the entrée.

Saturday morning, breakfast was served in a big tent near the lodge at Pebble Beach. The race course from the 1950 Pebble beach Road race was recreated to drive on.

Later that morning, parade laps were offered around Mazda raceway Laguna Seca. This was my first opportunity to drive on this track. Although we did not attain any great speed around the track, those three laps were a wonderful experience.

Saturday afternoon all cars were on display at Quail Lodge in Carmel valley. The featured cars were 356-001 from the Porsche factory, six America Roadsters, and about 300 other Speedsters and Convertible Ds, all arranged by year, model, and chassis number!

The other cars, about 200 strong, were mostly 356s arranged on another field by year and model - a most impressive display!

After dinner on Saturday, entertainment was provided by Gordie Brown. He was billed as a vocalist, comedian, impressionist extraordinaire. And indeed he was! If you can imagine Weird Al Yankovich, Gordie changed the lyrics to a lot of popular songs from the past 40-50 years. Yet, unlike Weird Al, Gordie also imitates the original artists. I can’t remember the last time I laughed so hard and so long. But Saturday evening was not the end of it.

On Sunday morning, a swap meet was held in the parking lot of the Monterey Hyatt. This topped off a truly remarkable weekend.
2004 Agricultural Inspection Tour

Please join us for the Fourth Annual Agricultural Inspection Tour! The tour will include a stop for a picnic lunch.

New this year!
More Great Roads
New Wineries
Meet up with Redwood Region

September 12, 2004 (Grandparents Day)
10:00 am
Starting at Strawberry Village
(other end of parking lot for Sonnen Porsche)

RSVP and More information
George and Shirley Neidel
408 225 8103
gsneidel@yahoo.com

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Classifieds - Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max ad. PCA members only. Ads will run as space permits. Please inform us if items have sold or ad needs to be revised. Ads can also be placed on the GGR Website at: http://www.pca-ggr.org/marketplaces.html

Porsches For Sale

1970 914-6 #9140432289. All numbers match. Recent complete engine rebuild. Original 6-cyl block, all new Porsche factory parts: 2.2T 911 heads, 2.2S pistons/cylinders. Autosport Technology suspension system. $40K upgrades. All records, $22K OBO. Contact Ann West at 650.462.9378.

1978 911 SC Silver with black, sunroof, coupe, 46,000 orig. miles on engine, Sachs clutch, Tensioner update, Alpine stereo, H-4, super clean! $16,800. Contact Gregg Walsh at gsw200@aol.com or 831.662.0504.

1983 944 Mechanically in very good shape. Brown with sunroof. Over $1,500 in spare parts. New rubber SO3. Must sell $1,900 w/spares/OBO. Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.

1985 911 SC Absolutely stunning! 199K, Gray Met./Lt. Gray Full Leather, 72K original miles, Guards Red w/Tail, black int., new door/windows seals, new suspension bushes, new tires. Looks great. Pictures available upon request. $9K firm. Contact Brad Hansen at brad_hansen@amat.com or 408.831.7355.

1986 Carrera 2 COupé with Sunroof. Blue White int. New exhaust, koni adjustable shocks, H&R Springs, Chip, 5 point restraint with brey Krause Truss, Cup Airbox. $32,000 Contact Charles Wege at charlesw1@rcn.com or 650.529.0430.

1987 911 SC Silver with black, sunroof, coupe, 46,000 orig. miles on engine, Sachs clutch, Tensioner update, Alpine stereo, H-4, super clean! $16,800. Contact Gregg Walsh at gsw200@aol.com or 831.662.0504.

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1965 911, 99% restored! black with black, no rust. Lots of new parts, new Imron paint. Fresh engine and rebuilt trans. Always garaged, no semi-annual smog required. $15,000 OBO Stan 650.728.7722 stangardner@sbcglobal.net

1992 964 Euro Carrera Cup 2500 #’s; 270 hp; 18” Speedlines; only 10 hours on complete engine rebuild; 0 hours refreshed gearbox; new Pirelli slicks; new Pagids. $62,500. Contact Graham Lane at ghlane@msn.com or 817.421.0141.

2001 Carrera Cabriolet In perfect condition. xenon, full supple lthr, 18”pwmn wshls, technic pkg, 6CD, prmn stereo, hrd top, wind defltr, more. $65k Contact Dick Gronet at dgronet@netzero.com or 650.529.1716.

1992 Carrera 2 COupé with Sunroof. Blue White int. New exhaust, koni adjustable shocks, H&R Springs, Chip, 5 point restraint with brey Krause Truss, Cup Airbox. $32,000 Contact Charles Wege at charlesw1@rcn.com or 650.529.0430.

1986 Carrera 944 All Weltmeister susp. and bushings; Koni adj. strut bar; 8 Fuchs, 7/8 x 15; 2 computers, 2 throttle bodies; adj. cam gear; Bursch exhaust; and more. $8,000. Contact Bob Petersen at bps944@aol.com or 408.858.3869.

1984 911 SC Absolutely stunning!! 91K, Gray Met./Lt. Gray Full Leather, Sunroof, 17” Cup Wheels, Factory tail, Smoothest running 3.2 ever, Body, Paint ,Interior, & Engine are all Flawless. $25,000 Contact Wayne Weathers at w.weathers@comcast.net or 650.341.2827.

1973 914-2.0 Time Trial and AutoX car (Bi Class). Strong engine, 140 lb springs, 19mm Weltmeister front sway, Konisport, 19mm master cyl, slotted rotors, Panasport. $6500/OBO More info and pictures at http://f1.pg.photos.yahoo.com/ph/fitokoc. Contact Litko Chan at racer_951@hotmail.com or 408.323.9934.

1989 911 Carrera Coupe Absolutely stunning!! 19K, Gray Met/Lt. Gray Full Leather, Sunroof, 17” Cup Wheels, Factory tail, Smoothest running 3.2 ever, Body, Paint ,Interior, & Engine are all Flawless. $25,000 Contact Wayne Weathers at w.weathers@comcast.net or 650.341.2827.

1986 914 4 A rare very finely preserved mature PCA member owned 944!! 102K. All majors done at Kahlers. Needs nothing. Very nice car! Arm injury forces sale. $6850. Contact Steve at FUNCOU- PLEMTZ@MSN.COM or 925.323.2750.

1982 911SC Targa 46K orig. mi., recently smogged, all updates made, exc. cond., new top, lots of extras, new tires, all mech. paperwork, manuals, air compressor, orig. sticker, orig. tool kit. Contact Cheryl Holland at harold@dino.com or 650.340.0360.

1973 911 SC Absolutely stunning!! 91K, Gray Met/Lt. Gray Full Leather, Sunroof, 17” Cup Wheels, Factory tail, Smoothest running 3.2 ever, Body, Paint ,Interior, & Engine are all Flawless. $25,000 Contact Wayne Weathers at w.weathers@comcast.net or 650.341.2827.

1974 911 Race/Tt Car. Fully prepped car for the PRC Toyo class (and VERY competitive) and looks to be great for the new TT series groupings. Contact Stephen Silver at quikstuf@pacbell.net or 831.479.0396.

1984 911 Carrera VIN WP0AB0913ES121045. Turn Key Street Legal Race Car, Red w/Tan Color, 112,144 Miles. Over $55,000 invested All original parts included. $35,000 More info and pictures at http://jeffreylove.com/narw/911.html. Contact Mike Lenke at 310.459.2860.

1992 968 Cabriolet 3.0 litre 16v blue on black 99k miles new water pump, timing belt, new clutch. brake upgrade w/zimmerman crossdrilled rotors 17” boxster wheels power leather seats $16,500 OBO More info and pictures at http://f2.pg.photos.yahoo.com/ph/cobrabb9/. Contact Tony Kristovich at cobrabb9@yahoo.com or 408.839.9891.

1997 914-2.0 Time Trial and AutoX car (Bi Class). Strong engine, 140 lb springs, 19mm Weltmeister front sway, Konisport, 19mm master cyl, slotted rotors, Panasport. $6500/OBO More info and pictures at http://f1.pg.photos.yahoo.com/ph/fitokoc. Contact Litko Chan at racer_951@hotmail.com or 408.323.9934.

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1999 Boxster Have the performance of a Boxster S without the price! 1999 TPC supercharged, with upgraded Boxster S brakes. $25,750 60K miles. Info and pictures at http://www.autotrader.com/. Contact Tom Chandler at chandler986@yahoo.com or 916-645-0600.
1997 Carerra A fine 993 with Varioram, turbo twist wheels and tail. Blue over camel. 73K miles. $35K firm. Contact Barry or Grant at karate1110@aol.com or 510.910.0122.

1972 914/4 2.0L, blue, repainted, good condition; plus spare 914/4 for parts. Both cars in Linden, CA (Stockton). Ron Halfhill, 408.720.9146 or verdant1@pacbell.net.

1986 911 Targa Black on black 911 Targa. California car with 32k miles, excellent condition inside and out. Very well maintained all receipts for service and parts. $26,000 or BO More info and pictures at http://www.vbnn.com/shawng/86-911/. Contact Shawn Gilmour at shawng@vbnn.com or 707.794.0714.

1978 911SC Super clean, silver/black, coupe, sunroof, Sachs clutch, tensioner update, Alpine stereo, H-4, 46K original miles on engine. $16,950. Contact Gregg Walsh at gsw2002@aol.com or 831.662.0504.

1980 911SC Targa Fun car, 2nd owner, 190K total miles, rebuilt engine <20K ago, complete new paint (cept wheels), interior in need of lovin. $12.5 More info and pictures at http://homepage.mac.com/blaine/PhotoAlbum9.html. Contact Blaine Garst at blaine@mac.com or 650.703.8803.

1987 928S4 Cracked cylinder, Have fresh block, heads, crankshaft, etc.enough parts to build a fresh engine call for list of extras, $10,000 OBO. Contact Douglas Corley at dcorley@pacbell.net or 707.315.5957.


1997 Carrera Coupe. Perfect 75K miles one owner car for sale. Has turbo spoiler blue with tan interior. This car has pampered twist alloys. Contact barry shames/grant tab at bshames@shames.com.

Parts & Miscellaneous

993 Twin Turbo 18” wheels 993 C4S or Twin Turbo (2) 18x10 & (2) 18x7.5 polished factory wheels, $1,250 or b/o Contact Cris Huergas at crgrp2@aol.com or 510.219.2667.

Two New Fuchs!! 7X16 still in boxes both for $550. Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.


Litronic Retrofit Headlight Kit, 996/986 Decided not to upgrade, so it's available. New, still in original packing box. $1150 Contact Joe Ramos at TeamRamos@rx7.org or 650.726.3908.

Complete set of 928 Workshop Manuals Complete near perfect set of 9 in original burgundy 3-ring binders. Dealer $1200 - here, only $928 Be a 'guru' and save a small fortune! Contact Ed Ducey at ed.ducey@charter.net or 408.710.7055.

924/944/968 Brey-kraus Harness Guide Bar Stainless steel Bray-Kraus Harness guide bar $200.00 outside and tunnel side Brey-Kraus belt mount kits $80.00 .Sparco six points harness,installed but never used $200.00 Contact Leonel Quinteros at aguila1@pacbell.net or 415.753.5898.

Trailer for Sale 2001 Carson open trailer for sale. White w/wood planks, 16” w/tire rack two 8’ steel ramps. Used to haul my 944. $1,250 takes it. Email WJEK@COMAST.NET for pix, or 510.755.1277.

3.2 & G50 Package 3.2 with G-50 & motronic, no computer; from totalled ’88, 30K on rebuild; $9500/oobo, might swap on late Accord, Camry, etc or 28-30’ RV; can add cash Contact larry moeller at emoze@bigfoot.com or 530.889.8268.

Fresh 914 Racing Trans 80% ZF/LSD, C-GA-O-S-Y, Aluminum intermediate plate,70-71 style trans, s/bронze bushing in side shift, trans cooler setup, temp sender, and much more. $2,500.00 firm Contact Roger Sheridan at rogersheridan@yahoo.com or 805.226.0700.

914 Racing Transmission Fresh 914 racing trans for sale. CHLQU 80% ZF/LSD, 70-71 style trans, 904 main-shaft, aluminum int. plate, and much more $3,000.00. Contact Roger Sheridan at rogersheridan@yahoo.com or 805.226.0700.

17” Sport Classic II Wheels, 2-piece w/Pirellis, Brand new, never mounted, factory BBS with Pirelli P Zero Asimmetrico N3. Fronts: 8x18 ET52, p/n 993 362 13650, 225/ 40-18. Rears: 10x18 ET65, p/n 993 362 14050, 285/30- 18. $2650 Contact Joe Ramos at TeamRamos@rx7.org or 650-726-3908.
Powerflow intake used 15K miles, $150. Contact John Gong at john@johngong.net or 415.699.6202.

**Boxster Tires** Set of new Kumho Ecsta Supra 712 tires: 2 205/50 WR17 and 2 255/40 WR17. Only 10 miles. $350. Contact Ken Short at kens986@aol.com or 415.395.4661.

**Original 912 Seats** Black Leather 1968 912 Seats in excellent condition. Perfect Leather, Good Chrome, Rails included. Cheaper than new covers. $350. Contact Roger Hayashi at rmhayashi@verizon.net or 408.395.4661.

**Fuchs - 7 & 8 x15s** Wheels are in good condition w/ 225/45 & 245/50 Hoosiers mounted, tires are in ok condition, $750 obo. Contact Ken Park at kenp911@aol.com or 510.522.8004.


**Wheels/tires** Set of BBS 3-pc Magnesium 15” racing wheels, newly-restored, early offset, each can be 7”/8” wide, $1100. Set 944S2 7-spoke wheels, white, 16x7&8, with used Yoko-A0032R, $200. Contact Dan Lofgren at dan_lofgren@comcast.net or 408.946.2459.

**Pair Of 996/Boxster Sport Seats** w/factory yellow backs (beautiful!), excellent condition $1500; two Sparco Evo racing seats, one like new $425, one excellent $375 (list $679). Contact Dan Lofgren at dan_lofgren@comcast.net or 408.946.2459.

**Boxster 17” wheels w/Kuhmos** Boxster 17x7(2), 17x8.5(2) wheels with 245/45 17 Victoracers. Would make a nice 2nd set for weekend activities. Some usable tread on the tires. $700. Contact Andy McKee at andrewmckee@yahoo.com.

**2 New Factory Fuchs** 7x16 for 911 - still in boxes, $400 each. Contact Gary Hamilton at ghamilton@ictv.com or 408.364.9233.

**Wanted**

**Saratoga Glass Sunroof for 944 Turbo** Looking for a glass sunroof for 1988 944 Turbo S Contact Ken Rosario at kenrosario@netscape.net or 415.504.6590.

**1976 912E Seats** Looking for new stock seats (black) for my 1976 912E. Contact David Ferlauto at d_ferlauto@yahoo.com or 408.928.5530.

**1967-1990 911 SC Carrera** Have 3.2 & G-50 from ’88; looking for respectable 911 to put it into for use as daily driver. Contact larry moeller at emoze@bigfoot.com or 530.889.8268.

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**New Member Social and Tour!!**

**September 25, 2004**

Everyone Join Us for a Warm Welcome! Meet at Bosco’s in Beautiful Sunol. Please plan to join us for a dinner social at very nice inexpensive restaurant in Dublin after the new member tour (dinner price NOT included!)

Visit a Porsche Boutique, have lunch on Top of the World, wine tasting Too!

Meet at Bosco’s, 11930 Main St in Sunol (near 680/84)

**Time:** 9 AM - approx. 5 PM

**Cost:** $15 per car (Lunch and entry fee)

**RSVP by Sept. 17**

To Paul Seidel-Smith 408-978-7277

Porsche968Paul@earthlink.net
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COMING TO THE PROS

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

SUSPENSION

Your suspension comes from a mid-to-mild street or brutal race. To promote its endurance, let us help you formulate a plan and budget to get you on the track.

WHEELS

We have many different options available for your specific needs. From racing to daily driving, we can help you decide what's best for you.

PADDLE, BRAKES

Your brakes are the foundation of your car. Let us help you choose the right options for your specific needs.

FUEL CELLS

Custom fuel cells & baffling for the ultimate performance. Let us help you choose the right options for your specific needs.

BODYWORK

Simply the best. We are the Porsche factory authorized bodywork supplier to the GT race teams. Available for all Porsche models.

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