Better brakes, better handling suspension, more get up and go. Is it a new model from the factory? No. It’s just what happens when you service your new 996 or 993 at SCAR GO. Whether you bring your car to us for a simple tune-up, or for the latest upgrades, you’ll be amazed at the difference our knowledge and ingenuity can make.

- Turbo brakes for “stock” 993 and 911s
- Lowering springs and big sway bars
- Custom intake and exhaust modifications, Boxster Headers
- Horsepower upgrades

www.SCARGOracing.com
SERVICE for PORSCHE
533 Irwin St., San Rafael, CA 94901
415 485 6026

Check out our new website http://www.scargoracing.com
The NUGGET

Visit the GGR website at http://www.pca-ggr.org or the Zone 7 website at http://vista.pca.org/zone7

Columns

Around the Benz 4
Two For the Road 5
Dan’s Drive 7
GGR Event Calendar 8
Momentary Laps 10
GGR Board Meeting Minutes 17
Membership Report 19
GGR Marketplatz 24

Features

Attention to Detail - Washing Your Porsche 12
GGR Election Results 13
The Spirit of Zone 7 16
DentPro Day! 18
Yosemite Tour ad 21

Cover: GGR’s 2005/2006 Competition Director winds his way through the foggy vineyards at Infineon Raceway.

Cover Photo by Doug Devetter

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):

<table>
<thead>
<tr>
<th></th>
<th>6 Months</th>
<th>12 Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/8 Page</td>
<td>$150</td>
<td>$240</td>
</tr>
<tr>
<td>1/4 Page</td>
<td>$300</td>
<td>$480</td>
</tr>
<tr>
<td>1/2 Page</td>
<td>$450</td>
<td>$750</td>
</tr>
<tr>
<td>Full Page</td>
<td>$720</td>
<td>$1200</td>
</tr>
<tr>
<td>Inside Cover</td>
<td>$900</td>
<td>$1500</td>
</tr>
<tr>
<td>Back Cover (4-color)</td>
<td>$1080</td>
<td>$1800</td>
</tr>
</tbody>
</table>

For more information, see http://pca-ggr.org/pdf/adguidelines.pdf
Around the Benz...

Bill Benz, President

Thirteen months ago James Ohl cornered me with an attractive proposition. “If you run for GGR president you won’t have to do anything difficult. Stay out of the way and everyone else will do the heavy lifting for you.” Looking back, he was absolutely correct. As we come to the end of this year I want to give special thanks to everyone who kept GGR moving ahead. We need to recognize some standouts.

First and foremost - Jim and Tom. When I think of the effort that went into issue after issue of the NUGGET I can’t believe that you actually volunteered for this job. You quietly dealt with late submissions, corrected and dressed up our incoherent rantings and successfully interfaced with the Seeger printing combine and the Neidel distribution network. Your tact, sense of humor and willingness to cover for the rest of us whenever we messed you up was a joy. Your obscuring the face of our distinguished member’s face in the Paris Hilton cover photo led to a prompt dismissal of his libel action and is a great example of the good sense that characterized your co-editorship. A thousand thank yous.

The Neidels. Every month the Nugget gets labeled and mailed. Every rally one family runs some or nearly all the checkpoints. No time trial takes place without one family providing safety workers and volunteering wherever needed. No one is more positive or more committed to Porsche, PCA and GGR. You bring credibility to our region that can’t be measured. Sincere thanks.

Ashley Ambrisko. On behalf of all of GGR’s parents, we can’t believe that you let your parents drag you out of bed time after time to run 9 autocrosses and an autocross school this past year. Autocrossers throughout zone 7 look forward to your excellent flag furling and waving demonstrations. We’re all excited about your quarter midget racing career. Thank you (and secret thanks to your Mom and Dad).

Larry and Greg Adams. My special friends. You’ve crushed me in autocross this season and run interference protecting me from the GT3-peddling Carlson Porsche sales team those times when I’ve been weakening. Ruth and my checkbook breathe a sigh of relief. You’ve put on rallies and concours for GGR. You’ve been a great ambassador for GGR throughout the regions in Zone 7.

Alfred Abken. The Yosemite tour was great. Your effort involved in resurrecting this temporarily lost but not forgotten event was special. Your instructions and guide chart were like a GPS moving map. Who else would think to list five separate landmarks to identify and guide the last 100 yards before the turn off to the lunch stop park in a town of 250? (And would silently watch as a certain eagle-eyed club officer overshot and returned.) People - this is a great event. You owe it to yourself to join us this year.

Time trialers and time trial organizers. Thank you for your commitment to our series. There are too many people here to count. Chet and Lynn, Mike, Dan, Jay, Harold and Ken, and the rest of you. You’ve made our signature series safe and fun. We’re all looking forward to 2005.

These are just a few of the people who’ve done all the hard work and made 2004 a good year for GGR. Of course I have to apologize to those of you I’ve forgotten. I’ll be kicking myself tomorrow. Right now I’m under a lot of pressure to get this column finished and on file this very night. Our editors’ unique policy of ghost writing columns and adding “extra special” facts and “previously unappreciated” pictures of tardy columnists is a very effective incentive to sacrifice quality in favor of timeliness.

ZONE 7 AWARDS BANQUET - JANUARY 15, 2005

Cocktails at 6:00pm, Dinner at 7:00pm. Location: Pleasanton Hilton, 7050 Johnson Drive, Pleasanton, CA. Cost is $35.00/person. Please reserve in advance by calling Tim or Sue Fleming at (916) 985-4142. Make checks payable to “PCA-Zone 7,” and mail to 107 Cobb Court, Folsom, CA 95630.

All checks must be received by January 10, 2005.
You gotta love the CIA. I mean the one in Virginia, across the river from our nation’s capitol, not the excellent restaurant in the Napa Valley.

I decided to call their HR folks and ask about a job posting I saw on the CIA web site. Specifically, a job with a great title, a lot of responsibility, and important to our national security.

The job: “Counterterrorism Analyst.” Now there’s something I can do! Counterterrorism Analysts assess developments related to terrorism worldwide in support of US policymakers. They monitor and assess the leadership, motivations, plans and intentions of foreign terrorist groups and their state and non-state sponsors. The nice lady in Langley asked a few questions about my background, and thought I was a potential agent. This was exciting. Then I asked about the salary. “Our starting salary for a Counterterrorism Analyst is $37,900” she said.

“No,” I asked in eager anticipation. “That’s per annum.” I stumbled for words. “How do you attract the best and the brightest minds who can accurately assess .. uh .. all of those things you mentioned in the job description?” I asked. “My Porsche mechanic makes at least twice that much! All he has to worry about is how to take stuff apart and put it back together without using any of the special tools the Germans in Zuffenhausen claim you “must” have.”

“Sir, our salaries are set by Congress, and are perfectly adequate for the Washington D.C. area, and allow us to provide the highest quality intelligence to our leaders.” Suddenly, I heard mysterious clicks on the line ... the phone went dead...

The recent fate of the airlines in this country is beginning to make me think that maybe my Porsche makes more sense as a way to get from one end of the country to the other.

My wife and I needed to visit my Mother and the rest of my family in Indiana. Our flight from San Jose to Indianapolis lasted about 20 minutes—That was how long it took to announce that the airplane was broken and they were cancelling the flight.

I looked—the wing did seem to sag a bit. We were rescheduled to fly through Denver to Indianapolis. It didn’t worry me when we got on the same airplane to make our new flight. Total time San Jose to Indianapolis: 11 hours. Hmm, similar to the flight time in a DC-7, in 1959.

The return trip started with something new: I was told in advance that my flight was going to “have a mechanical.” Bottom line: the flight is cancelled. You see, they plan “mechanicals” ahead of time to maximize customer service. Remember to bring $15 if you want to eat in the next 12 hours...

This time we were rescheduled on flights through Chicago. The airplane was 5500 Lbs over gross weight. Back to the gate and the gas was removed, and we took off for Chicago and then just to add to the fun, there was an emergency at O’Hare. Holding patterns, and more rescheduled flights. Four hour layovers.

It is a big airport. I have explored all of it.

Total time Indianapolis to San Jose: 10 hours. Isn’t it great that in this modern age we can now equal the travel time on the same route in 1959?!
ACTION TRAILER SALES, INC.
SALES*PARTS*SERVICE
CAR CARRIERS
BE SURE TO ASK GEORGE
FOR THE PCA DISCOUNT
408-288-6236
1346 E. TAYLOR ST.
SAN JOSE
First of all let me say Happy Holidays and Happy New Year to all GGR members and clandestine readers of the Nugget.

This will be my final chapter for the Nugget. By the time you all read this a new Competition Director will be officially elected by the membership and he or she will be sharpening their typing skills to get his or her first installment to the Nugget editors in time for the January 2005 issue.

It has been my pleasure and honor to serve GGR as the competition director for the last 2 years. It has, shall we say, been interesting! Over the last two seasons we have had a big "to do" over the Time Trial Chairmanship as well as the Chief Driving Instructor position in 2003, and this season we have had a rules change proposal that promises to bring more lively discussions and opinions, and a possible complete change to the face of competition in Zone 7.

At this juncture I can only say that I am not in agreement with changing our current rules structure to the proposed points based system. I am good friends with at least a couple of folks that are on the Adhoc committee and we have had some spirited personal discussions. Sorry Larry, Mark and Dean!

I think that the new system needs lots of adjustments before it will be ready for prime time consumption, and I am also sure that the aforementioned feel just the opposite.

Nonetheless, the next Competition Director will have his plate full right off the bat. Be sure to register your AX or TT car on the Adhoc Committee’s website so they can gain as much information as possible for next season. The larger the data base the better for them to make adjustments to their proposal and the more likely it will conform more closely to the requirements and desires of the membership at large.

As of this writing the rule for Fire Extinguishers is being rewritten to more closely conform to the rules and suggestions of other competition organizations as well as Fire Code. The new wording for this will be available on the GGR website very soon. This should be my last official act as GGR competition director.

All members need to contemplate the future of competition events in GGR and Zone 7. Irrespective of the rules changing, the face of track events in the Zone is changing. SVR is now sponsoring DE events at least once or twice every year; as many of you already know, MBR and LPR joined together this year to put on two DE track events. Coastal Driving School is looking forward to the day they can get enough dates and participants to put on a Time Trial series of their own.

Does Zone 7 have enough Time Trialers and DE participants to support 3 different series? At present I would say, NO! But I could be wrong, since I have been in the past. :-)

Maybe the Zone presidents need to get together and agree not to step on each other’s toes. Otherwise none of the regions may come out of this in a financially positive way.

Maybe it is time for all competitive events to be put on under the Zone 7 umbrella just like the current Zone 7 AX series. That way one entity would have control of the complete competitive calendar for the year and this would discourage any scheduling conflicts like occurred this season. Each region would continue to sponsor individual events, but all would be Zone events. What do you think about that?

Many regions across the country currently put on their various competitive events in just this manner.

Continued on Page 23
<table>
<thead>
<tr>
<th>When</th>
<th>What</th>
<th>Where</th>
<th>Who</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>December</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>2004 Time Trial and Autocross Series Awards Party - 10:00 am</td>
<td>Blackhawk Automotive Museum</td>
<td>Paulette</td>
<td>510.537.3717</td>
<td><a href="mailto:yuma_st@sbcglobal.net">yuma_st@sbcglobal.net</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td>3700 Blackhawk Plaza Circle Danville, CA 94506</td>
<td>Johnson</td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Zone 7 Awards Banquet</td>
<td>Pleasanton Hilton, Pleasanton</td>
<td>Tim Fleming</td>
<td>916.985.4142</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Activities Day</td>
<td>TBA</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td>porsche96@<a href="mailto:paul@earthink.net">paul@earthink.net</a></td>
</tr>
<tr>
<td>22</td>
<td>Time Trial Technical Inspection, 8:30 - 11:30</td>
<td>David Loop European, 160 Calle Del Oaks, Monterey</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.com">jcalzia@usgs.com</a></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Time Trial Technical Inspection, 8:30 - 11:30</td>
<td>Kahler's, 6117 Dougherty Rd Dublin</td>
<td>Jim Calzia</td>
<td></td>
<td><a href="mailto:jcalzia@usgs.com">jcalzia@usgs.com</a></td>
</tr>
<tr>
<td>February</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Time Trial Technical Inspection, 8:30 - 11:30</td>
<td>RennWerks, 1911 Plymouth St Mountain View</td>
<td>Jim Calzia</td>
<td><a href="mailto:jcalzia@usgs.com">jcalzia@usgs.com</a></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Time Trial Ground School 10:00am to 4:00pm</td>
<td>Paradise Pizza, 46600 Mission Blvd., Fremont</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>19-20</td>
<td>Time Trial #1</td>
<td>Infineon Raceway</td>
<td>Ken Park</td>
<td>(510) 530-3996</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
</tr>
<tr>
<td>March</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>GGR Autocross #1</td>
<td>TBA</td>
<td>Doug and Dana Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
</tr>
<tr>
<td>12-13</td>
<td>Yosemite Tour</td>
<td>Yosemite</td>
<td>Alfred Abken</td>
<td>415.387.9351</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Time Trial Ground School 10:00am to 4:00pm</td>
<td>Paradise Pizza, 46600 Mission Blvd., Fremont</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>April</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-10</td>
<td>Time Trial #2</td>
<td>Thunderhill Park</td>
<td>Ken Park</td>
<td>(510) 530-3996</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
</tr>
<tr>
<td>16</td>
<td>GGR Autocross #2</td>
<td>TBA</td>
<td>Doug and Dana Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>GGR Autocross #3</td>
<td>TBA</td>
<td>Doug and Dana Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
</tr>
<tr>
<td>June</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Time Trial Ground School 10:00am to 4:00pm</td>
<td>Paradise Pizza, 46600 Mission Blvd., Fremont</td>
<td>Gary Dorighi</td>
<td><a href="mailto:gdorighi@comcast.net">gdorighi@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>GGR Autocross #4</td>
<td>TBA</td>
<td>The Ambriskos</td>
<td>650-903-0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
</tr>
<tr>
<td>25-26</td>
<td>Time Trial #3</td>
<td>Buttonwillow</td>
<td>Ken Park</td>
<td>(510) 530-3996</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
</tr>
</tbody>
</table>

**Time Trial Chair, Ken Park**
510.414.8004  kenp911@aol.com

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

**Time Trial Registrar, Lori Hageman**
2723 Hillcrest Ave.
Antioch, CA 94509
925.252.0206  GGRRegistrar@aol.com

**Goodie Store, Mike Lee**
408.249.1017  mike.lee@detailingdynamics.com

---

December 2004
Rennwerks finishes 3rd Overall at the 24 Hours of Daytona!

- Street service & repair
- 4-wheel alignments
- Suspension Upgrades
- Engine Dyno Testing
- High perf upgrades
- State-of-the-art four wheel alignment machine
  and Dynapack dyno
- PCA tech inspections
- Authorized Tire Rack installer

Visit us at
www.Rennwerks.com

Hours: Tues-Fri 8 am - 6 pm

1911 Plymouth Street, Mountain View, CA 94043 - Tel (650) 965-1574

STRASSE
Your Avenue to Porsche Parts and Accessories
From bumper to bumper, stock to high performance, Strasse carries all the parts you need. Car covers, bras, car wash and waxes, mats, sheepskins, torsion bars, springs, shocks, performance chips, brake conversions, OE and aftermarket restoration parts, and so much more.
With 19 years of Porsche parts and high performance experience, Gabe and Robin Szalay are confident they can deliver the best service at the right price.
Call, fax, email or stop by our showroom Monday - Friday 8:00 am to 5:00 pm.

Toll Free (877) 944-9911
Local (805) 460-2565
Fax (805) 460-2580
5915 Entrada Avenue, Atascadero, CA 93422

Seeger’s Printing
210 North Center St.
Turlock, CA
(209) 667-2750 * (800) 559-2750
FAX: (209) 667-0775
Every once in a while many different factors will conspire together to make an event particularly special. This Halloween weekend in Sonoma, Mother Nature, NASA race officials, a few of vintage F1 car owners, the Porsche Racing Club and 100+ Porsche drivers all worked together in perfect harmony to create a Zen-like Porsche track weekend. When we arrived at the track very early Saturday morning, I pulled up one of the pit-garage doors while trying to find our spot. There sat Gerhard Berger’s 1995 Formula 1 Ferrari. Somehow, I just knew it was going to be a good weekend.

Masuo Robinson, Jeff Stevenson and Hayden Burvill of the Porsche Racing Club, and Jerry Kunzman of NASA Pro Racing organized a full weekend of mostly Porsche track DE and racing. The docket included two run groups of Drivers Ed, 2 PRC Porsche racing groups and a racing group for vintage Formula 1 and Formula Atlantic cars.

The weather was perfect the entire weekend, including a surreal fog early in the morning Saturday that afforded Doug Devetter and other photographers some pretty cool photo-ops as the colorful race cars crested turn 2 with a hazy halo. Be sure to check these out at http://photos.devetter.com/

The DE groups were run using NASA’s HPDE3 and 4 rules. This format was a little different from what the GGR track junkies are used to, as the HPDE3 passing rules relax throughout the day towards open passing while the HPDE4 group is fully open passing all day long from the first lap.

While Laura and I have run on the track with several other clubs that allow open passing in the advanced run sessions, the HPDE4 group had a very different feel. This group is typically filled with would-be racers in training, or is used as an extra practice or test and tune session for many of the racecars during a typical race weekend. I found myself on the track with a lot of familiar faces from GGR Time Trials such as John Beck, Warren Walker, Neil Yonk, Mike Schuster and Evan Williams in the Benz-Mobile (Bill Benz-Mobile, that is!) just to name a few. I also found myself out there with a handful of GT3 Cup Cars which I could hear well before I could see. It was rewarding to drive side by side through turns with other drivers I trusted, and exciting to approach and pass (or be passed by) cars and drivers I was unfamiliar with.

Another difference was the mandatory download meetings after each run session. This is standard NASA protocol and most drivers I spoke to really like the idea of getting together for a few minutes after each session to talk about any incidents or just discuss conditions, lines, etc. This is something that Harold and Warren have introduced to the GGR TT series for the Novices, but it seems like there is applicability even in the more advanced run groups. Perhaps this is something we can try in the future.

The vintage Formula cars were a blast to watch, but perhaps even more fun to hear. Vintage in this context means anything from 10-40 years old, apparently, as the cars varied considerably in age and ability. They differed even more in sound - from a low growl of some of the older cars to the high-pitched scream of the Ferrari at 14,000+ rpm.

PRC racing is great for spectating, as there are multiple classes in each of the two race groups. This makes for a lot of passing and excellent racing. It’s entertaining to see 911’s, 914’s and 944’s out there mixing it up. Also interesting is seeing the home-built, 70’s-bodied race cars going after the Porsche factory built GT3 Cup Cars.

While I really do enjoy the DE and TT-only days with GGR, it was a neat change of pace to mingle with the wheel-to-wheel racers. I think I’m ready to own a proper racecar and begin to mix it up wheel-to-wheel. Santa, are you listening?
Car < Precision > Care

Uncompromising advantage. Equipment you won’t find anywhere else. The top mechanics. 3 months old, or 30 years new, your car will love it. Enthusiasts, yes. Fanatics, positively. Guten tag Sonnen Porsche.

< Beissbarth Alignment Station

Real Time Measurement
All Suspension Angles
4-Wheel Simultaneous

MAHA Diagnostic Lanes
4-Wheel Alignment
Brake Effectiveness
Complete Suspension
Visual Inspection
Headlamp Alignment

900 Redwood Highway
Mill Valley CA 94941
Tel 415 380 8000
Fax 415 380 0540
Toll Free 866 - SONNEN - 1
Visit Us Online at
www.sonnenporsche.com

Sonnen > Porsche
ATTENTION TO DETAIL

by Mike Lee (GGR Member) and Matt Zakarian (New York Metro Region Member)

Washing Your Porsche

Last month, we cleaned our wheels and now we move to the next step of washing your Porsche. You’d be surprised at how well you can preserve your car’s finish just by washing it properly. On the other hand, improper washing can dull, deteriorate and scratch your car’s paint.

First, we need to choose an appropriate car wash shampoo. Most of the over-the-counter soaps to stay away from contain solvents, sodium, or harsh detergents that will erode the wax. Dishwashing and laundry detergents are inappropriate because of their high alkaline content (I still have people insisting that it’s ok to wash their car with Dawn every week. My reply to that is "Would you wash your dishes with car wash?).

The finest shampoos are biodegradable, pH balanced, and will not strip your car’s wax nor dry its vinyl and rubber. Some of the better shampoos also contain natural oils to reduce the possibility of minute scratches by suspending small particles above the surface and water softeners to prevent those dreaded water spots. Even microscopic dust particles take on the characteristics of sandpaper when rubbed across your car. Realizing this, by the way, should dispel the old-timer belief that it is best to wash using only plain water (in the "old days" some hot rodders put a few drops of vegetable oil in the car wash to give it lubricity). A quick way to test the lubricity of a shampoo is to rub a small amount of it between your fingers - it should feel very slippery.

When we were formulating our exclusive DyNA Paintwork Shampoo™, we tested it under the strictest conditions - back then we were offering mobile detailing services and were washing black cars in the high noon August sun. It was then that we perfected the perfect blend of lubricants and water softeners.

Second, we need to choose the correct washing accessories; the choice of which is just as important as selecting the right shampoo. Dust and dirt particles become embedded in synthetic sponges and wash mitts. This grime buildup eventually causes serious surface scratches that are often blamed on other sources. We strongly suggest that you use (in order of preference) only the highest quality natural sea "wool" grade sponge, genuine sheepskin mitt (not ones made with polyester - to check if it’s genuine sheepskin just turn the mitt inside out and it should be leather) or 100% chenille cotton mitts. When using a natural sponge, use the softer flat side for your paint while the curved side can be used for glass.

Third, we need to employ the correct procedure:

- If possible, always wash your car in the shade.
- Rinse the surface very thoroughly before shampooing to remove as much dirt off the paint as possible before touching the car (and please don't rush this critical step). If you have a pressure washer it will come in very handy for this purpose (just make sure to not use one with more than 1,250 psi). This step will dramatically decrease the amount of spider webbing your paint will develop from washing as time goes on.
- Also always work from the top down.
- You are better off using too little soap than too much, which will leave a residue if not rinsed off completely.
- Use lots of water and leave the dirtiest parts of the car, the front bumper and behind the wheels, for last.
- When washing a panel, load the sponge with shampoo and squeeze it out over the panel. Then gently wash with no downward pressure in straight lines (no "Karate Kid" wax on, wax off motion here).
- Remember never to press or try to rub something out when washing your car. When the paint is wet you can't see if you're scratching it in any way until you dry your car and have a heart attack seeing what you've just done. Remember to let the chemical do the work. If the shampoo doesn't remove something, use the proper chemical later, but don't try to make the car wash shampoo do a task it wasn't designed to do.
- Use at least two (2) sponges/mitts - one for the tops and another one for the dirtier bottoms. In our shop we actually use three (3) different sponges/mitts. In addition, if you want to go a little nuts, use two (2) pails. Use a DyNA Pro Wash Bucket for the shampoo and a plain bucket filled with clean water.

Continued on Page 14
GGR Election Results

GGR’s Secretary Andrew Forrest reports the following results from the GGR elections:

- Vice President: Susan Angebranndt
- Membership Director: Louise Sousoures
- Competition Director: David Leong
- Social Director: KC Sharpe

Please join Andrew in congratulating the new board members-elect and in thanking the Granthams for assisting with the ballot counting.

Charles Wege
Realtor
180 El Camino Real
San Bruno, CA 94066
650-246-3523

www.charleswege.com

Neil Jackson at Infineon
Photo by Dave Leong
Attention to Detail (from page 12)

- Before reloading your sponge with clean soap, rinse it in the water to prevent contaminating the shampoo with dirt off the car. This step will also decrease the spider webbing on your paint.
- Contrary to popular opinion, we do not rinse each portion of the car after shampooing it because if it's hot, the water will begin to dry and we run the chance of developing water spots. But if the shampoo is on the paint, its water softening agents will prevent that.

Lastly, we need to dry the car. Make sure you hand-dry your car immediately after washing. Cod-oil-tanned chamois, synthetic chamois or the new DyNA Superior Drying MicroWeave™ Towel (which we prefer) are the best choices. These new MicroWeave™ towels are safe and will not leave streaks like other synthetic or natural chamois. If you own a drying chamois, you may certainly continue to use them but always make sure they are clean. Then use a window towel (we recommend a microSuede specifically made for windows) to finish your windows to prevent streaking and spotting. The secret to getting a "wow" car wash is to go over the paint with the DyNA Liquid Gloss™ or an equivalent instant detailer spray with a cotton microfiber to remove any remaining water marks and to bring out the shine. The Liquid Gloss™ also contains a solution of our DyNA Brilliance™ paint sealant so it will prolong the protection of your paint and is great for in between waxing.

Summary of Steps:

- Fill the DyNA Pro Wash Bucket half way with clean water.
- Add one to two capfuls of DyNA Paintwork Shampoo™ and stir.
- Rinse entire automobile thoroughly with water.
- Start washing from the top of the car by loading up the sea sponge or sheepskin wash mitt with shampoo and squeezing out over each panel. (For convertible rag tops, use a safe natural horsehair brush with the shampoo).
- Gently wash in straight, back and forth motion with no downward pressure.
- Rinse the sponge or mitt in a separate pail of clean water after each panel, load the sponge with shampoo and repeat.
- Rinse thoroughly with cold water and dry with a natural chamois, synthetic chamois, or MicroWeave™ drying towel.
- For a stunning shine and added protection follow with Liquid Gloss™ spray.

Washing your car should be a pleasurable experience and done at least weekly for a regularly driven car. Now here I go with some preaching. Customers always ask me to share the "one big secret" of how to keep their cars looking pristine.

Well, hang on to your fuzzy dice; here it is: Do not take your car to a car wash! I don't care if it's brushless, touchless or uses holy water. Don't do it!

Continued on Page 16
Many car washes use odorless ammonia or phosphate-based soaps with very hot recycled wash water. You not only risk swirls, spider webbing, scratches or chips on your car, but also it removes your wax. So, wash it yourself or employ a professional detailer you trust to hand wash it. If however you live in an urban area (such as Manhattan) and don’t have a place to wash your car yourself and go to a hand carwash, at least take your own sponge and drying towel for them to use. This way they won’t be scratching your car with someone else’s dirt.

As always, should you have any questions or comments, please feel free to contact us at (408) 249-1017 or email at tech@detailingdynamics.com.

May the wind be always at your back and may you achieve your pursuit of detailing perfection!
The Spirit of Zone 7

by Terry Zaccone
Golden Gate Region Past President

This story is hard to believe, but true. Brad Zucroff and I drove down for the Zone Autocross weekend at Millerton lake in October, he in his 2002 Turbo, and me in Marcel, a 1968 911L Targa. Friday afternoon at about 4 P.M., as we were crossing Shaw Avenue in Fresno, I felt a CV joint go. I was able to coast to the left turn lane in the middle of this busy main street. Brad helped me push Marcel across and park (Yes, I know, lots of people have pushed Marcel across America).

Brad took me to the hotel and I called all around, looking for an axle assembly. Of course, nobody has on hand an axle assembly for an old short-wheelbase 911. So there went the weekend. Two Autocrosses. Rats! Then we went to dinner with a group of other Zone 7 folks. As I was bemoaning my misfortune, Kevin and Debi Molineaux looked at me and said: “Don’t worry, we’ll take care of it after dinner.” It turns out that Kevin has a shop and he just happened to have an axle assembly from the race car he was building! So, after dinner, I had AAA tow Marcel to Kevin’s shop where he installed the axle. I was in bed by 11:30! I was able to Autocross and drive Marcel home.

I don’t know about you, but I find that incredible. Even more impressive was the fact that, for Kevin and Debi, it was no big thing. It’s just the way they are. Kevin and Debi are the finest example of the quality of association you get in Zone 7.

Thanks to everybody who helped, and thanks, Brad, for helping with the rain (but that’s another long story)

Attention to Detail (continued from page 14)

Many car washes use odorless ammonia or phosphate-based soaps with very hot recycled wash water. You not only risk swirls, spider webbing, scratches or chips on your car, but also it removes your wax.

So, wash it yourself or employ a professional detailer you trust to hand wash it. If however you live in an urban area (such as Manhattan) and don’t have a place to wash your car yourself and go to a hand carwash, at least take your own sponge and drying towel for them to use. This way they won’t be scratching your car with someone else’s dirt.

As always, should you have any questions or comments, please feel free to contact us at (408) 249-1017 or email at tech@detailingdynamics.com. May the wind be always at your back, and may you achieve your pursuit of detailing perfection!
CALL TO ORDER
The meeting was called to order at 7:18 on November 4, 2004 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Jeff Williams, Andrew Forrest, Dan Thompson, Claude Leglise, Paul Seidel-Smith, Nugget Editors Jim Bauman & Tom Pickett and Webmeister Susan Angebranndt. Also present were Ken Park, Larry Sharp, Louise Sousoures, David Leong and Doug Ambrisko.

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

B. POSTMORTEM OF EVENTS
1. Zone President's Meeting
2. Final Autocross this past month: well attended (93 on Saturday), 113 at the autocross on the 9th.
3. Friday Night Social.

C. DIRECTORS REPORTS

PRESIDENT, Bill Benz
1. Zone President's Meeting, covered below under New Business.

VICE PRESIDENT, Jeff Williams
1. Time Trail Dates set. See the GGR Calendar on Page 8.

TREASURER, Claude Leglise
1. Autocross had 29% more participants this year than last.
2. Nugget advertising collections almost complete.
3. Treasurer's report approved unanimously.

MEMBERSHIP
1. Moved that the board declare the seat of Membership Chair vacant under Section 6 of the Bylaws. Duly seconded and carried unanimously.
2. Moved that Louise Sousoures be appointed interim Membership Chair. Duly seconded and carried unanimously.

COMPETITION, Dan Thompson
1. We will forego printing a full set of miniature rulebooks and instead have it available electronically from which a few full-sized reference copies may be printed and made available for event administration.

SECRETARY, Andrew Forrest
1. Ballots were printed, stuffed (into Nuggets!), Nuggets are arriving to the membership and votes are accumulating at the Benz's.

SOCIAL, Paul Seidel-Smith
1. Joint Board Social: Dec 11th, cocktails at 6:00, dinner at 7:00 at Bamboo Island Restaurant in Pleasanton, CA. RSVP required by December 4th.

PAST PRESIDENT, James Ohl
1. Nothing to report.

NUGGET EDITORS, Jim Bauman & Tom Pickett
1. Nothing to report.

WEBMEISTER, Susan Angebranndt
1. Successor being courted.

D. OLD BUSINESS
1. Thunderhill Track Rights Payment: Board asked to consider whether to proceed and also what factors should influence the terms we seek.
2. Red Book revisions continue.

Continued on page 22

The next Porsche Parade is in Hershey, Pennsylvania, June 25 to July 1, 2005.

Registration is now available online at http://www.pca.org/parade2005/
DentPro Day!!

by Joe Ramos, GGR Member

It was a beautiful day to get out those nasty old door dings and minor dents in our beautiful cars. Great to get that sheet metal back to its pristine condition. Once done, the bright sun reflected off smooth door panels and hoods, and unmarred quarter panels.

Over the past 12 years, it has been my privilege to work with Roger Scala of DentPro, San Jose. I’ve arranged these DentPro Days for the Bay Area RX-7 Club of which I was a member until this year. In May, I sold my ’93 RX-7, purchased a ’96 911 Turbo (993), and joined the Golden Gate Region of the PCA.

Having the need for Roger’s services, I decided to organize a joint-club, two-marque event for the Golden Gate, Diablo and Loma Prieta Regions of the PCA, and for the Bay Area RX-7 Club. This was held on Saturday, November 6th. We had an excellent turnout of 17 cars.

For those unfamiliar with DentPro, they provide an excellent alternative to body repair shops. Taken to a regular body shop, a door ding can be an expensive proposition requiring not only the body repair, but also a likely repaint of the damaged panel. We’re talking hundreds of dollars here. With DentPro, it’s $90 for the first dent, and $45 for any others. (And at the event, we received an additional 10% off.) In most cases, no repaint is needed. In my opinion, it’s well worth the time to visit a DentPro shop to see if they can do the repair.

I arrived at Roger’s new facility at 3700 Thomas Rd., Santa Clara, just at the 9 AM starting time. There were already 3 cars in the bay being scrutinized by the DentPro crew. I am always amazed how meticulous these guys are. You will bring the car in for the one or two door dings that are apparent. When done, the seven or eight dings that were on the car will have been repaired. Joe, the head technician, is dedicated to providing the best service possible.

I won’t describe all the repair activity of the day, but the highlight was the repair of George Vacaro’s (sp?) 1967 912. This unrestored car with its original paint has been seen at many local concours. It is a beauty. George is the original owner having taken delivery at the factory. He was there to meet a friend with no intentions of having his car worked on.

However, he had previously considered using DentPro, and after a group of us gathered around his car in the parking lot, Roger came out to see what all the excitement was about. He talked with George, and convinced him to give it a shot. When George left after getting 8 dings taken out of the car, he was a very happy camper. His original beauty was that much closer to perfection!!

Everyone with whom I spoke was quite pleased with the quality of repair, and for the hospitality Roger showed us. To start the day, he had provided bagels and smears. He also had drinks to soothe our throats as we bench-raced and told lies about our cars. At noon he provided a tasty lunch of tri-tip and hamburgers. Some made sandwiches; some just ate the meat along with the potato salad and chips. Cookies were available for dessert. And a Starbucks is right next-door for the caffeine-addicted.

I want to thank all those who participated for making the event a success, for your cars and for Roger’s business.

Extreme Makeover - Racing Edition

The Nugget has obtained this exclusive photo of Dale Earnhardt Jr., Rubens Barichello, and Michael Schumacher just before filming a recent edition of “Extreme Makeover.”
Membership Report

New members: 4
Transfers In: n/a
Transfers Out: n/a
Total Membership: 1,771

New Members
Jim Guido
San Jose
1969 911 E Burgundy
Lynn Roberts
San Francisco
1974 911 Yellow COUPE
Eric Russell
Sunnyvale
1999 Boxster S Navy Blue
Jeff Saccullo
Livermore
1983 911 SC Black CAB

Anniversaries
Rich Bontempi
REDWOOD CITY
30
David E Colman
SAUSALITO
30
John H Teasley
CORTE MADERA
25
Michael J Lourdeaux
LOS ALTOS
20
John Rice
VALLEJO
20
Yau-shing Lee
Sunnyvale
15
Charles K Krause
PALO ALTO
10
Anson Pang
SUNNYVALE
10

Yosemite Tour Coming Soon!

Well, if the $35.00 per couple Ahwahnee Hotel rate didn’t get your attention, nothing will! This is the Nugget ad that was published way back in 1968, and as excited as our Tour Organizer Alfred Abken would be if he could promise this rate ... well ... he can’t. So while the cost has changed over the decades, the beauty of Yosemite hasn’t. Experience it yourself with GGR this March - see page 21 for more details!
To our Sponsors of the 2004 Golden Gate Region Time Trial Series

Thank you for supporting us and making our season so very special.

Carlson Porsche - John Yovino and Dealership
David Loop European - David Loop
Devek - Marc and Susan Thomas
GD Racing - Gary Dielacher
International AutoBody - John Jr.
Jerry Woods Enterprises - Jerry Woods and Rich Walton
Kahler’s Werkstatt - Denny Kahler
Partsheaven - Al Uejo
Porboys - Joe Zeiph
Prudential California Realty - Charles Wege
Reitmeir's Werkstatt - Jeff and Stacy Reitmeir
Rennwerks - David Standridge
Richard Petty Electric - Richard Petty
S-Car-Go Racing - Rob King
Smart Racing Products - Craig Watkins
Sport Haus Motor Cars - John McClure
State Farm - Chuck Davis
T & D Performance - Brad McClure
Whitman’s AutoBody - Craig Whitman

Happy Holidays to all!

Sincerely,
GGR Members
Announcing the Return of the Yosemite Tour
March 12-13, 2005

Once again, we will be staying in the Curry Cabins, with bath. After a beautiful Saturday drive to Yosemite Valley, we’ll all enjoy a Buffet Dinner in the Curry Village Glacier Point Room.

Sunday Morning, a Naturalist will lead us on a tour of Yosemite Valley.

Space is limited! Payment in full by January 28, 2005 will hold your reservation. Sorry, no refunds can be made after February 11, 2005.

Cost per couple (or single): $275.00

If there are more than two people in a room, please add $12/person, per room. In addition, please add $45.00 for each additional adult dinner, or $11.00 for each child dinner.

Make your check payable to PCA/GGR, and mail to Alfred Abken, 555 24th Ave., San Francisco, CA 94121-2977. Questions? You can phone Alfred before 9:00pm at 415.387.9351.

Name____________________________________________  Adults in party _________

Address _____________________________________________________________________

Evening phone Number __________________________________ Children in party _________
GGR Board Minutes (continued from page 17)

D. OLD BUSINESS (continued)

1. Consideration to changing the Fire Extinguisher rule. A proposal: “Fire extinguishers must be tagged annually by a certified inspection agency or have proof of purchase demonstrating the extinguisher is less than one year old.” It was moved that this issue be delegated to the competition director so that full discussion could continue without the need to wait until the new year for a board meeting. This motion was seconded and carried with Claude Leglise abstaining.

E. NEW BUSINESS

1. Roster update suggestions.
2. Zone 7 President’s Meeting: Bill updated the board on the status of next year’s zone autocross school, the "Marque Madness" event, and a multi-day, multi-interest event in Santa Rosa next year.
3. Consideration to who should receive GGR’s annual awards was given.

ADJOURNMENT

There being no further business to come before the Board, a motion to adjourn was approved at 10:09 PM. The next Board of Directors meeting will be held concurrently with the Joint Board Social, December 11th, 2004 at 7:00 p.m. at the Bamboo Island Restaurant, Pleasanton, Calif. Call President at 650.328.4221 to add items to agenda.

Respectfully submitted,
Andrew Forrest, GGR Secretary 2004

2004 Time Trial and Autocross Series Awards Banquet

Black tie? No! Blackhawk Museum!!
3700 Blackhawk Plaza Circle, Danville, CA 94506

Sunday December 12, 2004
10:00am to 2:30pm

You are cordially invited to attend the 2004 Time Trial and Autocross Series Awards banquet on Sunday December 12th from 10:00am to 2:30pm. A fabulous brunch will be served, and there will be a no-host bar. Cost is $40.00/person.

RSVP to: Paulette Johnson, 19464 Yuma St., Castro Valley, CA 94546 (510.537.3717) Payment must be postmarked by December 3, 2004. If you would like confirmation, please include your email address with your check.
Dan’s Drive (continued from page 7)

Maybe it is time for Zone 7 to consider a change in the way it and all of the regions do business.

One other thing to consider is this: does GGR want to make a larger contribution to charities next season? I would like to see many if not all of our competitive events to be charity events and raise large amounts for local charities. I feel this is a better use of our dollars than putting on elaborate parties or dinners and buying ourselves trophies that go languishing in the AX or TT trailers.

Maybe it is time to act like the non-profit entity that we are! Hope to see all of you time trialers next season at the track.

I will be continuing my position as Chief of Communications at the time trial events. I will also continue to compete at the region autocrosses in my current Porsche. Still looking for a really clean and straight 914, any out there?

Again Happy Holidays.

Porsches were meant for driving... do it!

“Ken Park Hard at Work”

“Drain plug.. gotta remember the drain plug...”

This is one of those photos that just screams for a clever, witty caption.

Send your clever witty captions by December 12th to nugget-ed@mindspring.com, and we’ll publish all the ones we like in the January issue...
**GGR Marketplatz...**

**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/marketplaceads.html

**Porsches For Sale**

**1985.5 944 Like New Condition!** 69K. Extremely clean. 9.5 Exterior. 9.5 Interior. Turbo swaybars. SO3s. Recent H2O pump, timing belt. $7500 obo. More info and pictures at http://f1.pg.photos.yahoo.com/ph/litkoc/album?.dir. Contact Litko Chan at racer_951@hotmail.com or 408.323.9934.

**1974 911 Coupe No Sunroof** Fantastic TT, AX, Race. Built and maintained at JWE, 3.2L, cage, fuel cell, fire system ready to run. Toyo Cup class PRC. Pics/Build Sheet available. Contact Stephen Silver at quikstuf@pacbell.net or 831.295.2871.

**1973 914 2.0 FI**. Runs well, needs minor work and cosmetics (some rust). New clutch and some performance parts. Plus 1975 project 914. All there, in pieces. $2500/obo Contact Matt Griffith at mygriff@sbcglobal.net or 775.829.0575.

**1969 912 Maroon/black interior. 116,000 original miles with 27500 mi. on rebuilt engine. Carbs, Brakes, Starter rebuilt or replaced. car always in garage, exceptionally clean $8400 firm. Call for appt. Contact Richard W. Blanz at 707.874.3538.


**1979 911SC** Perfect Red Wine Metallic w/ Cashmere interior. 158k miles. Cold AC, CD, Rebuilt 5 spd Transmission, Good Tires, Clutch, Brakes, Rewrapped steering wheel. Repainted 4 years ago, never wrecked, new window seals, headliner, floor-mats. Serviced by Sportech in Campbell. No Electrical or Mechanical issues. $15,000 or reasonable offer. Must See. Contact Skipp Harvey at harvey@nhkint.com or 408.234.4381

**1991 C2 964** Will trade for early model plus cash. RS Euro-look, chrome BBS wheels, sway bars, Alpine, tiptronic, 88K miles. Contact Grant Tee at karate1110@aol.com or 925.337.2329.

**1988 Carrera Cabriolet** Red/Linen, new top end, suspension, wheels, AC. Very clean CA car. New tires, stereo, all records. Excellent driver and a must see Porsche. Contact Todd Provines at todd@magnasales.com or 650.941.8370.

**1973 1/2 911T Coupe (CIS)** 9113102802. Sepia brown with brown interior. 84,000 miles, two owners. Unmodified car with a rebuilt engine, repaint to very high standard, and immaculate interior. $12,750. Contact Steve Midgett at skmidgett@aol.com or 610.296.7479.

**2004 911 GT3** Speed Yellow, Black Leather, Blk Mats w/ Lettering, sport seats w/ylw stitching. Added 3M full mask, race seats, 5pt belts, rollbar, Halon system. Private $104,000, at S-Car-Go San Rafael, CA Contact David C. Smith at jcmcdcs@aol.com or 415.924.5251.

**1999 C4 Cab** Perfect C4 cab, Black/an. 17k miles, tip, with hard top, cd stacker, new tires, $50,500. Contact George Jansen at grjansen@hotmail.com or 408.309.7756.

**1999 Carrera Targa.** GP White / black. 90K miles. New clutch, valve guides, Bilsteins, targa top + much more. Lowered. Very nice 7 & 8x16s. 993 in-dash CD, all new speakers. Meticulously maintained, VERY nice. Have all records. $24,000. Contact David Stomp at 415.613.8042 or dstomp@shb.com.

**1974 914 2.0 Bi Class TT Car.** Brand new engine by Ken's Sport Tech. Full suspension, oil cooler, tow bar. Pics avail. $5,500/obo. Contact Joe at joe944@earthlink.net or 831.685.2791.

**1969 912 Original SF Area Owner!** Garage kept. Excel condition White w/black interior. OEM, 5 spd, 75k engine rebuilt by area mechanic. No accidents-major repairs. Tuned-up. Pictures $12,500. Contact William Harlow at mcleantmw@aol.com or 925.708.3803.

**1970 914-6 $9500 OBO, some spares available Contact Jeff Williams at jeff_williams@maxtor.com or 831.688.3385.**
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. $18K OBO. Contact Ann West at 707.894.2875.

1991 964 Turbo Coupe 67K Miles. Black on Black. Dealer Serviced. This car is located in Arizona. Asking Price $39,900 Negotiable Contact Dr. Eleazar Santiago at Babsdds2002@aol.com.

1987 911 Carrera Targa Stunning '87 Targa with Venetian Blue exterior and Linen interior. Only 56K miles on former PCA Concours car. All original with all records. More info and pictures at http://www.cars.com/go/search/. Contact Wyatt Weeks at waweeks@comcast.net or 303.475.1086.

1995 993 Coupe. Midnight blue / tan very clean. new brakes, alpine stereo, just serviced. 29,000 obo Contactwayne vannorsdall at weirw@msn.com or 510.773 2081.

2001 996 Turbo Seal Gray/black, 6 speed, full leather, navigation, digital sound, many options, excellent condition. $79,000. Contact Scott McKay at 925.944.3582.


1991 911 Carrera 2 VIN# WP0AB2962MS410312 Lots of TLC: New Goodyear F1’s. Recent valve adjustment service/new spark plugs/distributor vent kit. New brake pads. Brand new Clutch. Email for pictures. Contact Patrick Stanton at patrickstanton@yahoo.com or 408.422.2222.

1986 944 Turbo Guards Red/Black Leather, 100K miles, excellent condition, new clutch and steering rack. Have all records and factory service manual set. Very nice car. Email for pictures. $9,500. Contact Brian Medford at casinoashes@hotmail.com or 707.569.7530.

1970 911T Non-sunroof. 3.0L taken to 3.2L electromotive Tec2, 245hp @6300 to ground, 2300 pounds, suspension, brakes. Contact Scott Fraser at alwaysracing@yahoo.com or 650.722.3335.

89 Carrera Cabriolet 74k, Silver, ‘Linen’ interior., colormatched fuchs, blk top. Outstanding physical and mechanical condition. everything works. prem sound, alarm, clear bra. Denver, CO More info and pictures at http://www.cars.com/go/search/. Contact Wyatt Weeks at waweeks@comcast.net or 303.475.1086.

Parts & Miscellaneous


928 Car Cover High quality, good condition car cover for 928. Tan color, $90. Contact John at jsa58@hotmail.com or 650.581.1088.


17” Boxster Sii Wheels & Tires From a '03 Boxster. 7”x17” fronts & 8.5”x17” rears. More info and pictures at http://there.dino.com/harold/index.cgi?page=bwheels. Contact Harold Williams at harold@dino.com or 650.340.7017.

914-V8 Conversion Reference! With 100 pages and 250 pictures on 'how-to' convert a 914 into a 914-V8, this comprehensive reference is a good read. $49.14 Contact Ed Ducey at ed.ducey@charter.net or 408.710.7055.

17” Boxster or 911 OEM Wheels with Kumho R Tires. A few scratches on them but otherwise sound. Mounted tires are Kumho Ecsta V700, shaved/heat cycled, 235/40-17. Used for 10 autocrosses. $750/offfer. Contact David Rowney at daver@berkeley.edu or 510.524.1589 home, 710.1291 cell.

Stainless Steel Phase 9 Race Mufflers Pair of stainless steel phase 9 race mufflers. 2 1/2” in and out. $350 + shipping Contact J.P. Legras at j.p.legras@igt.com or 775.771.3818 or 775.448.0508.

Black Leather Sport Seats from Porsche 930. Fits many models, Good condition, $700 OBO. Contact Keith 408.799.9789 Yargk@pacbell.net pictures available.

DAS Roll Bar for 993 Selling a used Das Roll bar for a 993 sunroof. It's been painted black and is in pretty good condition. Selling for a quick sale. $600. Contact Mark at mSchop@comcast.net or 650.941.1378.

944T Engine Long block, rebuilt 7,500 miles ago, meticulously maintained, all records, etc. You can hear it running in car. Will be removed shortly. $2200. obo. Contact Kevin Mann at kevinnmann@comcast.net or 650.520.3191.

GT4 Race Motor Low hours GT4 Race Motor, 2.8L, 12.5:1 compression, 231 RWHP, 194lbs/torque, webers, 8k RPM redline, Phase 9 headers/exhaust, $10.5k Contact Ching at ching_lee@comcast.net or 202.262.8889.

1975 2.7 911s Engine For Sale. $250.00 0BO Ji class winning motor, buy some speed for your own car. More info and pictures at http://forums.pelicanparts.com/showthread.php?s=0&threadid=188379. Contact Larry Sharp at larrysharp@comcast.net or 925.413.8388.
86 930 (911 turbo) Parts  Black whale tail $500, Tan leather seats, fair $400, Lower front valance with spoiler, fair $100, New tie ties, reproduction $75. Contact John Vandervoort at spitfiremk1@mindspring.com or 408.999.0202.

G50 Short Gear Box  G50 Gear Box- GF-2 Limited Slip, Power Haus II short Gears and ERP Billit Side Cover Plate. $5,500. FRESH - Buyer Pays Shipping. Contact Steve Alarcon at RedlineRay@aol.com or 310.991.3930.

Free Tire. BF Goodrich G-Force TA KD!  Free tire size 285/30ZR-18 with 4/32 center thread depth, was mounted on right rear. Only catch is that you have to get it in Santa Cruz. Contact Gary Griffiths at grifithsg@msn.com or 831.247.4359.

993 Parts  Rear quarter door glass RS door panels (no hardware) complete heat and ac system air pump (smog) 3rd brake light cruise control parts electric window regulators. Contact wayne vannorsdall at weirw@msn.com or 510.773.2081.

993 Parts / Tires  Fabspeed cat bypass pipes. Two yokohama AVS 2254018 with some tread. Aluminum bumpers (under outer bumper shell) with shocks. Make an offer on any part Contact Wayne Vannorsdall at weirw@msn.com or 510.773.2081.

Open Carson Trailer  2001 black dovetail 17 foot trailer with Warn Z3500 winch. 7 foot ramps, drop axles, extra wide. Spare, removable fender, electric brakes - $2650. Contact Peter Venturini at pventuri@sprynet.com or 916.445.0650 Days.

Porsche 906 Owners Manual Kit  Porsche 906 first edition owners manual (maroon binder), parts manual, FIA certs, Werkfotos, U.S. ad 'slicks'. package only. additional info or pix on request. Contact jerry haussler at pcaggr01@zephyrblau.com or 650.377.1213.

911 Engine and Racing Parts  New Mahle 98mm P&C hi-comp, new 935 body set, new set Gotti 3 piece wheel 12x16, 14x16 with rain. Lots of racing parts. Contact Steve Young at speedmotion@yahoo.com or 650.740.8631.

15" Fuchs  Four 15" Fuchs for sale -7s & 8s - $700 Contact John Jefferies at pca@opalcliff.com or 831.476.5329.

Sport Design 18 Inch Wheels  Factory Sport Design lightweight 2 piece 7.5+9 x 18s 50mm front 52mm rear offset. Very good used condition includes center caps new tires $1750 Contact Michael Whelan at porsharacer1@aol.com or 916.783.9447 x 104.

Autopower Roll Bar  New autopower roll bar for 993 coupe only. has bolt in harness bar and cross brace. make an offer Contact wayne vannorsdall at weirw@msn.com or 510.773.2081.

996 Hard Top  Never used, seal grey, black liner. Defroster and protective cover. $1200 obo. Contact Dick Gronet at dgronet@netzero.com or 650.529.1716.

List of Advertisers
Action Trailer Sales, Inc.
Cars Dawydiak
Charlie Arolla (Storage for Porsches)
Charles Wege (California Realty)
Deutsche Performance
DEVEK
European Autotech (Chris Murad)
GD Racing (Gary Dielacher)
HCP Research
High Performance House (Rich Bontempi)
Jerry Woods Enterprises
Porboys
Parts Heaven
Palo Alto Speedometer, Inc.
Racer’s Group
RennWerks
Roger Kraus Tires, Inc.
S Car Go Racing
Seege’s Printing
Strasse
T&D Performance, Inc. (Tom Amon)
Tony & Bros. Auto Repair

Wanted
Fuchs Alloy Wheels  8 J x 16, offset 10.6, forged aluminum alloy (black star). Feel free to email or call. More info and pictures at http://f21.ebayimg.com/02/i/02/c3/2f_2.JPG. Contact Rob De Hart at avnow1@aol.com or 831.459.8876.

Engine—I’m looking for some options:  Engine: 3.0, 2.4 or 2.2, Engine Case 2.2 or 2.4 Contact Kurt Krueger at kurtiskrueger@earthlink.net.

1969-1973 911 Looking to buy a 1969-1973 Porsche 911 Coupe. Must be in very good shape, no projects, no dealers. Please, only reasonable prices. Contact Dan Tsuchiya at dan_tsuchiya@amat.com or 408.483.5224.

Fuchs 7 x 15 I am looking for a set of really nice 7 x 15 Fuchs wheels with silver spokes. Contact Jon Wactor at jonwactor@ww-enlaw.com.

911 SC 78-83 Coupe-NO Targas  5-speed, any color but white, prefer black or Blue. Cosmetics secondary to mechanical condition, but obviously the cleanest car available. Contact JC at xrtt750@yahoo.com or 415.518.6911 9 to 6 PM ONLY.

Black Interior for an ‘81 911. I want to buy a black interior from 911 sc or Carrera. I am also looking for a momo steering hub for 81 911. Contact Paul Canton at 650.346.9316.
Rich Bontempi’s

High Performance House

*Now that Automotion is gone, rely on us for all your local parts needs.

*Providing service and performance modifications for all Porsche models since 1976.

*Huge new and used parts inventory.

(650) 364-6234
2431 Spring St., Redwood City, CA 94063
http://www.highperformancehouse.com
WINNER LE MANS 2002 AND 2002/2003 ROLEX 24 AT DAYTONA

STREET...

From the '80s to the '90s, we have the experience and qualified staff to help you with all your parts and service needs. No job too big, no job too small...we can do it all. There is no reason to wait for race. Go for the best price, service on your street car needs. We are the leaders in 911 Turbo and 996 Turbo upgrades, accessories and engine development. Our engine building facilities are first rate, with all services under one roof. Our 800 miles dyno can handle all of your engine development & testing needs.

DRIVERS EDUCATION, VINTAGE & AUTOCROSS

Building competitive tracks requires experience. THIS IS WHAT WE DO! WPE class wins and overall victories at many of the major club races. The Racers Group is simply THE BEST selection for preparing your car. Save time, save money and go fast. We also offer arrive and drive services with no hassles or headaches. We can customize your weekend to include both pro & just race prep, transportation, last minute racing and individual or corporate hospitality. There is no substitute for experience.

CLUB RACING...

Since 1995 we have been one of the leading independent professional race teams. Let us help you get to the top. We can pick, crew or transport your club racer for race or for an entire season. Driver coaching, pit crew training and evaluation are also available. Let one of our The Racers Group professional drivers or crew help you get where you want to be.

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 Racers 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?

OUR FACILITY includes
- Service workshops andover 10,000 sq. ft. right in the
- Parts department of Sears Point Raceway.
- We have two transport trailers to allow you to arrive on time, fully prepared, in style and worry-free.

SUSPENSION
- Paga, Hawk, PFC,
- Brakes, Air differential
- AP. A full line of brake kits up to 15".
- We have all.

BRAKES
- Paga, Hawk, PFC,
- Brakes, Air differential
- AP. A full line of brake kits up to 15".
- We have all.

BODYWORK
- Simply the best. We have the Porsche factory authorized bodywork facility equipped with the GT race teams. Available for all Porsche models.

FUEL CELLS
- Custom fuel cells &
- Refueling equipment
- for all applications.
- Fuel cells are in stock from 150 to 996.

WHEELS
- 996 & 993 & 997 & 998 & others. Correct
- Wheel build with good
- Price. Tires are also available.

THE UNSTOPPABLE programmable
- Light years ahead of
- A standard chip.

THE RACER'S GROUP PROFESSIONAL PORSCHE RACING

29181 Arnold Dr.
Sooma, CA 95474
Tel (707) 935-3999
Fax (707) 935-5860
th@racer'sgroup.com

CHECK OUT OUR WEBSITE >> theracer'sgroup.com