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 S CAR 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
Event Calendar 8
Momentary Laps 10
Board Meeting 12
Membership 17
GGR Marketplatz 21

Features
2004 Time Trial Tech 14
Zone 7 Banquet 15
A GGR Member Writes from Phoenix 15
Letter from the 2004 GGR Board 18
Avoiding Trailer Trash 20

Cover: Time Trial Number One at Infineon Raceway was 2004’s first event directed by Chairman Ken Park (L) and Chief Instructor Harold Williams.

Cover Photo by Jim Bauman
Additional Infineon TT#1 photos by Pam Park

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
This coming weekend my wife, Ruth, will be missing the fun of GGR’s first time trial. She’ll miss shivering in the fog in the early morning, lying under a car searching for a source of that “GRAUNNNCH!” sound that appeared so dramatically coming out of the carousel, and listening to irate 914 drivers whining about being held up “all the way from 2 to the exit of 6.”

She’ll be “at the Spa” with a friend. “The Spa” is The Roman Spa in Calistoga where she will be experiencing such indignities as “Ah, Madame, Rafael is here for your massage” “Please, let me adjust the temperature in the hot tub so it will be extra special good for you, Madame” and “Great news, we have just received an unexpected shipment of extraordinary Ethiopian water hole mud that will make your total body, karmic mood reorientation immersion unbelievable!” The best part (or worst part, depending on your point of view) is that much of this is relatively spontaneous. It sort of just happens and in the end it seems like a super value and a wonderful experience.

Give me a break! As someone who “isn’t comfortable with being touched by strangers”, you know like by huge Aunt’s when you were a kid, this spa thing doesn’t really ever get out of first gear, for me.

On the other hand, I have no doubt that one of life’s great delights is to send your car off to a “spa” to be pampered. Next time you drop off your race car at certain magical shops such as are hidden away in the nooks and lanes of Campbell, California leave the following instructions: “If you see anything that you think would be fun to upgrade or change, and it seems like it is more or less reasonable idea, do it.” Great things happen!

How else is your car going to experience such self-confidence building additions as: a 3 inch diameter oil pressure light, a one inch welded extension to its shift lever (to compensate for the 1 ½ inch smaller steering wheel), a 0.70 inch rear brake master cylinder to replace the 0.75 inch one that was a little off in terms of front-rear balance when adjusted, welded on brackets for the brake fluid reservoirs, a same speed dual belt fan drive, a distributor ventilation system and, of course, repositioned swing arm pick up points.

All of these might seem frivolous at first blush to wives and others with an incomplete understanding of matters automotive. But, to those of us in the know, upon reflection for a few seconds (or less) all of these are “must have” essentials. And the best part is, they’re reasonably priced, way below the value they deliver in terms of faster times and bragging rights!

This same magic can be experienced with nonrace cars as well. If you leave your 356 with Norbert Nieslony for a day or two of brake work, when you pick it up the handbrake works for the first time in years, the popping in the carburetors has stopped, the flat spot at 2500 rpm is gone and the smell of leaking gas is a thing of the past. And the turn signals work! When you ask how this happened you get an ambiguous answer that makes it clear that this was a special secret between Norbert and the car and that it’s not really for you to know.

As they say at the Roman Spa, it’s a total body rejuvenation and its well worth it. Just ask your car.
Car magazines. There was a time when you could count the sports and race car related periodicals on one hand. Road & Track. Car and Driver. Motor Trend. Autoweek, and a couple of others. Now there are so many, we have to categorize them into “glancers,” flip-throughs,” and “read ems.”

The glancers are the ones that we see on the rack, and decide after glancing at the cover that we have absolutely no interest in reading further. The flip-throughs hold some interest, but the articles are either too long or too complicated to really grab us. Then there are the read-ems. Content so interesting or intellectually stimulating that we absorb every word and every photograph. My favorite Porsche read-em is Flat 6 - a French publication. Actually - that would have to be a flip-through, because I don’t read French all that well. C’est la vie!

I was digesting one of my favorite English language read-ems while waiting for a snow storm to pass through Chicago’s O’Hare airport. There it was on page 78 in the March issue of Sports Car International. The sentence read “The head has had some work done and there are different cams, but the block is original.”

A typo!! Even they have them! Suddenly I felt like the Nugget had reached a new publishing plateau. All those fractured sentences, misspellings, calendar mishaps, and even last April’s issue, were worth the effort! I think I’ll elevate the Nugget from my flip-through pile to the read-em stack.  

Time trialing is fun. It’s a chance to drive your Porsche like a race car, but without the same risk as a race. There is an element of risk to doing this, you can get hurt, or you can hurt your car.

Serious car problems are not likely because you drive the vehicle within its limits. If you do something unsafe, you get the black flag. When you get the black flag you must proceed to the pits to have a talk with the time trial steward.

When I saw a black flag pointed at me at an event at Thunderhill, for a moment I was confused. The flag was pointed at me while I was passing turn 3. I kept wondering what I had done. I had no one in front of me, so I figured whatever I did, I would at least enjoy the next 12 turns.

At Turn 7 there is a black flag station. It was there that I received the dreaded meatball. The meatball is not intended to conjure up memories of “All in the Family,” but rather something more along the lines of Pearl Harbor, or maybe Dunkirk.

The meatball, or mechanical black flag, has an orange circle in a black field. It probably represents your engine exploding or something like that—I don’t know. But I do know it has an immediate affect on your driving. You slow down.

You know the plane that looses a dogfight in a WWI movie? Goes down with smoke trailing? That was me. I had no parachute, but I did have a big oil leak dripping directly on the catalyst converter. “Curse you Red Baron!”

Two for the road...

Jim Bauman
Tom Pickett

GD Racing
Gary Dielacher
1168 Montgomery Ave
San Bruno, CA 94066
Tel: 650-742-9322   FAX 650-742-0869
http://www.gdracing.com

The Nugget
Infineon TT#1: Race central with Lynn Martin and Dan Thompson
Well race fans we finally got back to Infineon Raceway (Sears Point). After a 6 year hiatus we finally returned to a track that everyone wants to drive! The response from the Time Trial community was great. We had over 115 entrants to challenge the 12 testing turn track.

We arrived in the early afternoon on Friday to a light intermittent rain. We all had expectations of a dry weekend but it was not looking good. Fortunately we awoke to clear skies on Saturday morning. With my new duties at the track I awoke at 5 AM to get ready. The track gates opened at 6 AM to a line of eager time trialers. When we opened the track to driving activities at 8 AM there were still some wet spots in several turns from the previous day's rains. Within a half hour the track was looking great!

The rest of Saturday's driving was uneventful in that we had no major incidents...the usual spins and such but no damage to cars. Our only mishap was a blown oil thermostat that ended up putting down about 11 quarts of oil on the track. With the fast work of the Infineon Safety Crew and the GGR safety crew we were able to take our lunch break while the track was being cleaned. We resumed our runs after lunch and were able to finish the days runs on time. Sunday was looking a little "iffy" early in the morning but the rain held off.

Again our day was going extremely smoothly until we got to timed runs. We were able to complete the first half of timed runs unscathed until about 2:15, then the rain started. It continued for about 15 minutes. We sent out "street cars" from the paddock to dry the line. We started the second group of timed runs and things were looking good. Then it happened...another motor expired and left a trail of synthetic motor oil from turn 7 all the way thru turn 8 and then the oil caught fire. Full course red and send out the fire crew. Luckily the fire was minor but the oil on the track was major. Synthetic oil does not clean up very well. After about 30-40 minutes of "oil dry and sweeping with brooms and the track sweeper we were ready to try again.

Unfortunately the rains resumed and we had to call it a day. The only downside to not being able to complete timed runs was that all of the participants were looking forward to the chance of being able to set and hold track records for Infineon, I guess we will all have to wait until next year for that.

Everyone I talked to was just happy that we had gotten in all of our practice sessions in with no rain or incidents. And we had again been able to enjoy the challenges of Infineon Raceway. Overall it was a successful event and lots of happy faces could be seen even when we had to call it off due to weather.

Our new crew of Ken Park TT chair, Harold Williams CDI, Chet Martin Chief Steward, and myself as Chief Communicator were happy that we had a safe and fun first event of the 2004 season. We are all looking forward to our next event at Buttonwillow on March 13 and 14.

On another subject we will be starting our Auto Cross season this month on Saturday March 6 at Candlestick. Doug and Dana Ambrisko are this year’s new AX chairpersons. We are all looking for continued success of the series. Auto crossing is a great way to get into performance driving and we are always looking for the next fast Porsche pilot. Porsches were meant for driving...do it!
## GGR Event Calendar

<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>March</td>
<td>GGR Board Meeting</td>
<td>The Benz’s, 2360 Webster St. Palo Alto</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
</tr>
<tr>
<td></td>
<td>7:00 PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>GGR Autocross #1</td>
<td>3Com Park</td>
<td>Doug Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
</tr>
<tr>
<td>6</td>
<td>GGR Time Trial #2</td>
<td>Buttonwillow Raceway</td>
<td>Ken Park</td>
<td>510.414.8004</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
</tr>
<tr>
<td>13-14</td>
<td>Friday Night Social</td>
<td>Harry Hofbrau’s Carvery, 1297 Chess Drive, Foster City, CA</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
</tr>
<tr>
<td>19</td>
<td>GGR Yosemite Tour</td>
<td>Yosemite</td>
<td>Alfred Abken</td>
<td>415.387.9351</td>
<td>N/A</td>
</tr>
<tr>
<td>20-21</td>
<td>Zone 7 Autocrosses 1 and 2</td>
<td>Sonoma County Airport</td>
<td>David Bunch, Gary Bayless</td>
<td>707.766.8839 707.542.6102</td>
<td><a href="mailto:dbunch@msn.com">dbunch@msn.com</a></td>
</tr>
<tr>
<td>27-28</td>
<td>GGR Board Meeting</td>
<td>The Benz’s, 2360 Webster St. Palo Alto</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
</tr>
<tr>
<td></td>
<td>7:00 PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>GGR Board Meeting</td>
<td>The Benz’s, 2360 Webster St. Palo Alto</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
</tr>
<tr>
<td>3-4</td>
<td>GGR Time Trial #3</td>
<td>Thunderhill</td>
<td>Ken Park</td>
<td>510.414.8004</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
</tr>
<tr>
<td>10</td>
<td>GGR Autocross #2</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>
</tr>
<tr>
<td>16</td>
<td>Friday Night Social</td>
<td>Harry Hofbrau’s Carvery, 1297 Chess Drive, Foster City, CA</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
</tr>
<tr>
<td>May</td>
<td>GGR Autocross #3</td>
<td>Golden Gate Fields</td>
<td>Doug Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
</tr>
<tr>
<td>1</td>
<td>GGR Board Meeting</td>
<td>The Benz’s, 2360 Webster St. Palo Alto</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
</tr>
<tr>
<td>6</td>
<td>Zone 7 Concours #1</td>
<td>Fresno</td>
<td>Rocky Taylor</td>
<td>559.658.2175</td>
<td><a href="mailto:taylor@sierratel.com">taylor@sierratel.com</a></td>
</tr>
<tr>
<td>16</td>
<td>Friday Night Social</td>
<td>Harry Hofbrau’s Carvery, 1297 Chess Drive, Foster City, CA</td>
<td>Bill Benz</td>
<td>650-328-4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
</tr>
<tr>
<td>21</td>
<td>GGR Time Trial #4</td>
<td>Thunderhill</td>
<td>Ken Park</td>
<td>510.414.8004</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
</tr>
</tbody>
</table>

### Infineon TT#1: Future racers

**Timing Crew:**
- Kristy Soo Hoo
- Kevin Crozier
- Karen Neidel
- Pam Park

**Contact Information**

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

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

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

- Goodie Store, Bob Peterson
  - 5323 Cribari Glen
  - San Jose, CA 95135
  - 408.528.9284
  - bps944@aol.com

---

**March 2004**
Rennwerks finishes 3rd at the 24 Hours of Daytona and 1st at the Six Hours of the Glen

- Street service & repair
- Four Wheel Alignments
- Suspension Upgrades
- Engine Dyno Testing
- Brey Krause Harness Bars
- Cold Air Intake Systems
- Race Car Preparation
- PCA Tech Inspections
- Red Line Oil
- BBS & Fikse Wheels

Visit us at
www.Rennwerks.com

Hours: Tues-Fri 8 am - 6 pm

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

Infineon TT#1
Newly certified drivers...

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
www.STRASSEUSA.com
sales@strasseusa.com
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
It's here! The GGR 2004 Time Trial season has finally arrived! The most eagerly anticipated, heatedly discussed and downright controversial at times Time Trial series kicked off this Valentine's weekend at Infineon Raceway.

Along with the start of a new racing season comes the time to ask those all-important questions...Does my helmet smell? Should I have washed my driving suit? Am I mentally ready for this? Well, of course you are. You've been doing your homework in the off-season by watching track videos and reading turn-by-turn analyses of our venues in order to improve on last-year's performance, right? Perhaps you've even participated in non-P-car Club track events in order to keep those skills sharp. Eggscellent.

The last time most GGR folks visited Sears, it was either A) an appliance and domestic improvement store, or B) a racetrack actually referred to as "Sears." For this reason, an informative "chalk talk" was provided two weeks prior to the event in order to reacquaint drivers with or introduce them to this wonderful track. Many drivers and instructors had not driven this venue for several years or at all, and the open discussion with accompanying video footage of the track was a helpful primer, thanks to Gary Dorighi and Dean Thomas.

It is always a blast seeing familiar faces/cars/RVs from the prior season and catching up with friends at the year's first time trial. Sometimes those familiar faces have altogether different cars/RVs to show for themselves. Chuck & Chris Kolstad have joined the 911 contingent, Harold & Susan have added a new race 911 to their stable and a fancy new wing sits atop the rump of the now-lighter Pickering 914, just to mention a few changes.

First thing Saturday morning, the empty track beckoned instructors' cars at low speed and mimic their lines in hope of introducing the track and line with students behind the wheel of their own cars.

The Valentine gods (or Cupid - whichever) delivered spectacular weather and lots of practice laps for all drivers on Saturday. Lap times improved as the day went on, and after predicting their lap times for the following day's timed event, everyone enjoyed some fine beverages, hors d'oeuvres (including chocolate fondue!) and sparkling conversation (i.e. smack-talking) at the evening's social.

Sunday started out brilliantly, with participants getting their final two sessions in to work out any final kinks prior to timed runs. Certificates for 2nd-time students were presented at the drivers' meeting, sponsors were once again thanked, and soon the timed runs were under way. The first group of time trialers set times ranging from very respectable to utterly blazing, but the clouds could not contain themselves any longer and let loose on a grid full of eager drivers from the second group, ending the opportunity for timed runs for the weekend.

All in all, this event has cast a very positive light on the new TT leadership and has set the tone for a fun, safe and well-run season! Hope to see lots of new and returning drivers throughout the year!
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.

MAHA Diagnostic Lanes

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

< Beissbarth Alignment Station

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
Board Meeting...

Andrew Forrest, Secretary

GOLDEN GATE REGION
Porsche Club of America
Board of Directors
Meeting Minutes

CALL TO ORDER
The meeting was called to order at 7:20 PM on February 5, 2004 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Jeff Williams, Andrew Forrest, Chet Bottone, Dan Thompson, Claude Leglise, Howard Yao, past president James Ohl, and Webmeister Susan Angebranndt. Also present were Louise Sousoures, Harold Williams, Ken Park, Alfred Abken, and Doug Ambrisko.

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

B. POSTMORTEM OF EVENTS
1. Activities Day was very well attended.
2. Joint (with LPR) Tech-session at RMG, well attended and informative (20-25 people).
3. Howard to relay signed insurance waiver forms for RMG tech-session to Jeff.

C. DIRECTORS REPORTS
PRESIDENT, Bill Benz
1. Did attend Activities Day. Was very pleased to receive a Teddy Bear.

VICE PRESIDENT, Jeff Williams
1. Insurance ordered for Infineon time trial and autocross school.

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

MEMBERSHIP, Chet Bottone
2. There were 20 new members January; transfers in, 1; transfers out, 7. Motion to accept New Members was approved unanimously.

COMPETITION, Dan Thompson
1. Rule books are published and on line, as is the new PAX Index.
2. Attended Kahlers and Rennwerks free car tech sessions.
3. Attended Infineon Chalk Talk, Dean Thomas prepared a wonderful video of each corner showing good and bad lines and their outcomes. Capacity Attendance.

SECRETARY, Andrew Forrest
1. Nothing to report.

SOCIAL, Howard Yao
2. Shared results of investigation of our Insurance and Liability situation.

PAST PRESIDENT, James Ohl
2. Presented all observer reports to competition director, adopt-a-highway files and list of 2003 award winners to secretary.

NUGGET EDITORS, Jim Bauman & Tom Pickett
1. Tim Fleming asked that we cross-advertise with other regions within zone 7.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. Alfred Abken presented Claude with checks for 23 cabins for the Yosemite Tour.

E. NEW BUSINESS
1. Unanimous approval of all 2003 board appointments.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:47 PM. The next Board of Directors meeting will be held Thursday March 4th, 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
What do all these fine companies have in common?

ARMOR GLOVE
CARLSEN PORSCHE
DAVID LOOP EUROPEAN
DEVEK
GD RACING
INTERNATIONAL AUTO BODY
PAINT & DETAILING
JERRY WOODS ENTERPRISES
KAHLER’S WERKSTATT
PARTSHEAVEN
PORBOYS

PRUDENTIAL CALIFORNIA REALTY
REITMEIR’S WERKSTATT
RENNWERKS
RICHARD PETTY ELECTRIC
S-CAR-GO RACING
SMART RACING PRODUCTS
SPORT HAUS MOTOR CARS
T & D PERFORMANCE
THE RACERS GROUP
WHITMAN’S AUTOBODY

They are proud sponsors of the GGR 2004 Time Trial Series!!

Time Trial #2: Buttonwillow
March 13-14 2004

Time Trial #3: Thunderhill
April 3-4 2004

GGR’s Louise Sousoures (center) representing both GGR and Zone 7, presents a check to representatives from Child Advocates of Santa Clara and San Mateo Counties. The GGR funds were raised from the Carlsen Swap Meet and Taste of the Track. Zone 7 funds were raised from the Club Race at Mazda Raceway Laguna Seca, with special thanks to Tim Fleming and Masuo Robinson.
Time Trial
Tech 2004

Thanks to:
David Loop
Kahler’s
Porboys
Rennwerks

Gene Kindred and George Neidel

Pat Kindred (R) checks Bob Peterson’s 944

Georg Aigeldinger’s 1981 911SC undergoes TT inspection

Steve Casaletto and Kevin Mitz from Rennwerks with Jim Calzia
Zone 7 Banquet: An Evening To Remember

In Porsche Club of America, the zones originated as a means for coordinated communications with the National organization. In zone 7, the combination of various regions was an opportunity to leverage the rich resources of the west coast, whether it was for a west coast Parade or our renowned competitive series. On January 17, we honored some very special individuals who have selfishly worked in the Porsche and PCA world over the last 30+ years, bringing recognition and pride to Zone 7. It was my privilege to be part of this inaugural effort.

For those of you that missed the event, it truly was a special evening. Most everyone was able to attend, swapping stories and revisiting many of the successes that have brought us where we are. The following individuals, with very partial descriptions of their achievements, made up the inaugural class of the wall of fame:

- Bruce Anderson, longtime PCA tech chair, author
- Bud and Mary Ann Behrens, former zone reps, instructors, and active in the zone
- Brian Carleton, long-time zone activity and member of the Garretson LeMans teams
- John Clever, distinguished rallyist and member of the Garretson LeMans teams
- Bob Garretson, distinguished driver for world endurance championships
- Gene Gilpin, former zone rep and Parade chair
- Rik Larson, distinguished rallyist and Parade Chair
- Hank Malter, former PCA national president
- Milt Minter, distinguished road racing driver
- Dwight Mitchell, distinguished enthusiast and driver (road racing/autocross)
- The Neidel Family, they do it all
- Burt Propp, former PCA National President
- Tom Provasi, distinguished autocrosser and PCA national leader
- Duane Spencer, well known author for 356 and 912 performance
- Hank Watts, distinguished driver and respected author
- Larry Wilson, long time zone and national activity, including newsletter chair
- Terry Zaccone, long time zone activity and distinguished autocrosser

If you see these individuals or other longtime contributors to Zone 7, please extend our collective thanks. Through their volunteer efforts and enthusiasm, the club has grown and thrived.

A GGR Letter from Phoenix

Hi Bay Area Folks,

What a treat to see my photos from the 1968 Yosemite tour in the Nugget (see the Yosemite tour ad in the December Nugget)! It sure brought back fond memories of the great times we had. I joined the club early in 1968 so the second annual Yosemite tour was one of the first events I attended. I was part of a "sub group" that all bought 912's in 1967 (Gary and Sharon Evans; Bill and Pat Weitzel etc.). We were sort of outsiders because many of the GGR members thought 912's weren't "real Porches" (sound familiar?).

We formed our own tour and social group and refused to be split up by the club officers and tour directors. I think they were worried that we were going to split off and form our own region so they left us alone. Soon after that a group spun off and formed the Loma Prieta Region for similar reasons.

Anyway, I am still a member of GGR and live in Phoenix. My '59 Conv'D (Sweet Pea) is running great and we make the local 356 Outlaws club events every month. If any of you have Gary Evans' phone number or email address I would like to get in touch with him.

Thanks,

Jim Fleming

Want to Be a Concours Judge?

Attend the Zone 7 Concours Judging School on April 18, 2004 (11am to 3pm)! The school, to be held at Sonnen Porsche in Redwood City, will teach you about concours judging, car preparation, concours rules and procedures. Learn the difference between the different concours classes, mistakes made by competitors, “unwritten” rules, and a whole lot more!

Cost of the school is only $15.00, and includes lunch and refreshments. Contact Dean Tanaka, the Zone 7 Concours Chairman at 650.638.9270 or email dgutanaka@aol.com. Please RSVP by April 5th.
EXCLUSIVE OFFER

FOR

PCA Members, Family, Friends & Relatives Across the U.S.A.
From a Fellow Member and Driver

NO Points
NO Origination Fees
NO Junk Fees
NO Pressure

For Green Flag or Black Flag Credit

Real Estate Loans For
Purchase ▼ Refinance ▼ Debt Consolidation
Racecar or Home Improvements

"Pole Position"
For Our Fellow Member
Racing Friends

Get on the PCA V.I.P.
Fast Track!!

This is just our way of helping our fellow PCA family, friends, and relatives
Visit us online www.BankersExpressMortgage.com

or

CALL Kevin O'Shaughnessy

Toll Free (888) 845-8888
Local (818) 860-4444
Cell (818) 726-8353
Fax (818) 889-0182

This offer is not for public use. Offer valid only for persons mentioned above.

This offer is available only in the following states:

2003 Zone 7 Autocross School
Membership...

Chet Bottone, Membership Director

Report for January

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>New members</td>
<td>20</td>
</tr>
<tr>
<td>Transfers In</td>
<td>1</td>
</tr>
<tr>
<td>Transfers Out</td>
<td>7</td>
</tr>
<tr>
<td>Total Membership</td>
<td>1734</td>
</tr>
</tbody>
</table>

New Members

<table>
<thead>
<tr>
<th>Name</th>
<th>City, State, Year</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>James B Holmes &amp; Susan Peete</td>
<td>Santa Cruz, 914</td>
<td>1973</td>
</tr>
<tr>
<td>Robert &amp; Dominique Barnes</td>
<td>San Jose, 930</td>
<td>1977</td>
</tr>
<tr>
<td>Ralph L Ligons</td>
<td>Antioch, 964</td>
<td>1993</td>
</tr>
<tr>
<td>Daniel E Stea</td>
<td>Oakland, 996</td>
<td>2000</td>
</tr>
<tr>
<td>T Marc Jones</td>
<td>San Francisco, 996</td>
<td>1999</td>
</tr>
<tr>
<td>Ken E Short</td>
<td>Corte Madera, 988</td>
<td>1998</td>
</tr>
<tr>
<td>Patrick Cowell</td>
<td>San Mateo, 911</td>
<td>2002</td>
</tr>
<tr>
<td>Leonel E Quinteros &amp; Ami Hartley</td>
<td>San Francisco, 944</td>
<td>1987</td>
</tr>
<tr>
<td>Joseph T &amp; Beverly Pacheco</td>
<td>Hillsborough, 911</td>
<td>1985</td>
</tr>
<tr>
<td>Jeffrey J &amp; Rachel Lokey</td>
<td>Menlo Park, 993</td>
<td>1996</td>
</tr>
<tr>
<td>Victor T Koo &amp; Sharon Xu</td>
<td>San Jose, 911</td>
<td>1989</td>
</tr>
<tr>
<td>David G &amp; Elizabeth Cole</td>
<td>Fairfax, 911 T</td>
<td>1972</td>
</tr>
<tr>
<td>Justin N &amp; Aimee Myers</td>
<td>Los Gatos, 988</td>
<td>1998</td>
</tr>
<tr>
<td>Kevin H Burr</td>
<td>San Jose, 993</td>
<td>1997</td>
</tr>
<tr>
<td>Michael K &amp; Kimberly Marcellini</td>
<td>Sunnyvale, 911</td>
<td>1984</td>
</tr>
<tr>
<td>Ted &amp; Dayna Floyd</td>
<td>Walnut Creek, 911</td>
<td>1989</td>
</tr>
<tr>
<td>Olivia S &amp; Oren Teich</td>
<td>San Mateo, 911</td>
<td>2001</td>
</tr>
<tr>
<td>Andrew J Spence &amp; Rebecka Rosenquist</td>
<td>Berkeley, 944</td>
<td>1987</td>
</tr>
<tr>
<td>Thomas J &amp; Susan M Bondur</td>
<td>San Jose, 911</td>
<td>2000</td>
</tr>
<tr>
<td>Michael W &amp; Marlene Nettleton</td>
<td>Anderson, 944</td>
<td>1989</td>
</tr>
<tr>
<td>Thomas Englesiepen</td>
<td>San Jose, 911</td>
<td>2004</td>
</tr>
<tr>
<td>Michael B Wolfe</td>
<td>Los Gatos, 911</td>
<td>2003</td>
</tr>
</tbody>
</table>

Transfers In

<table>
<thead>
<tr>
<th>Name</th>
<th>City, State, Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim &amp; Susan Housman</td>
<td>Sebastopol, 941</td>
</tr>
</tbody>
</table>

Anniversaries

<table>
<thead>
<tr>
<th>Name</th>
<th>City, State, Year</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charles Forge</td>
<td>Los Altos</td>
<td>35</td>
</tr>
<tr>
<td>Carolyn R Lusk</td>
<td>Henderson NV</td>
<td>30</td>
</tr>
<tr>
<td>Lester &amp; Janice A Slusser</td>
<td>Los Altos</td>
<td>25</td>
</tr>
</tbody>
</table>

The Next Friday Night Social is March 19th 6pm - 9pm Where: The Carvery/ Harry’s Hofbrau San Mateo, CA Need more information? Call Bill Benz at 650-328-4221 or email wmhbenz@aol.com

Infineon TT#1: Susan Geiss waves the Lithuanian flag for John Manelis while he’s on track.

Infineon TT#1: Masuo Robinson gives the chalk talk.
Letter from the 2004 Board of Directors

Dear GGR members and Time Trialers,

As many of you know, your GGR Board of Directors has been wrestling with serious issues surrounding the Time Trial series since the beginning of the year. This note is intended to inform you of the recent developments, and to ask for your support in continuing to run and improve our great series.

For background, you will recall that, five months ago, the 2003 Board of Directors elected Ken Park as Time Trial Chairman to replace Chris Murray who has served GGR so well in that capacity for the past three years. Ken in turn selected Harold Williams as his Chief Driving Instructor. Since then, Ken and Harold have been hard at work preparing for this coming season which is off to an early start on February 14, as GGR returns to the Infineon Raceway at Sears Point for the first time in six years. They have also been planning a number of changes to the instructional program for the series.

On Thursday January 8, approximately 50 members attended the regular Board of Directors meeting at Bill Benz’s home, some to present a petition, all to discuss the future of the Time Trial series. The petition expressed concerns about the direction of the TT series and asked your 2004 Board to reconsider the previous decision. The discussions that Thursday were intense, healthy and constructive. It was clear that all the attendees have the best interest of GGR at heart.

In the past three weeks, the Board has received a large number of inputs from well over 100 members of GGR, expressing various points of views. This is another sign that many members hold the series near and dear, and are committed to its success. We have held four meetings in the past three weeks to discuss the situation. After much discussion amongst ourselves as well as with the concerned parties, we have decided to reaffirm the Board’s support for Ken Park and his team to run the 2004 Time Trial series.

To reach this decision, we considered several aspects of the upcoming TT series:

1. GGR’s ability to have a TT series in 2004: Ken has secured five dates already. The volunteers are in place to run a fun and successful series. From what we can see, the logistics are off to a good start.

2. The strength of the instructor corps: As of this writing, there are over 30 instructors signed up to teach new and experienced students at our Time Trial events. In addition, several experienced Time Trialers have applied to become instructors. The established procedure will be used to verify their qualifications. We feel that the instruction program is staffed sufficiently and on the right track.

3. The financial health of the series: Time Trials help fund many of the activities of the club, such as The Nugget, so this is an important topic. While it is too early to predict how many cars will attend each event, many of you are anxious to get back in the groove and the instructors stand ready to initiate new drivers to the wonders of safe high speed driving. All in all, the series is well positioned to be financially successful this year again.

4. Safety on the track: All the TT series participants are committed to making our series safe above all. Ken and Harold have implemented several changes such as the return of the “3 spins and you are out” rule. Further, Dan Thompson, in his roles as Competition Director, GGR Safety Chairman and assistant to Chief Steward Chet Martin, will attend each Time Trial and monitor the safety program with the keen eye of an experienced track driver.

5. Finally, it is particularly encouraging to see that many instructors who signed the petition and expressed reservations about the direction of the series have signed up to teach at the first event at Infineon and are taking an active part in helping develop the instructional program for 2004.

There are obviously a number of different ways to run a Time Trial series, other PCA regions and other clubs have their own approaches. Ken and Harold’s program will be similar in many ways, and different in some aspects, from the program Chris and the previous chief driving instructor, Hank Watts, implemented over the past years. The GGR Time Trial series is one of the most respected among all the PCA regions. We believe that the 2004 season will continue our club’s long tradition of safety, fun and speed at the track. We ask for your active participation and support to make it another great Time Trial series.

Your 2004 Board of Directors
Follow us to...

GGR Autocrosses #1 & #2

3Com Park - Saturday, March 6th
Alameda Point - Saturday, April 10th

For information visit the GGR website at http://www.pca-ggr.org
or contact Doug or Dana Ambrisko - Autocross Co-chairs
autox@ambrisko.com or 650-903-0652

Want even MORE Autocrossing?

Redwood Region and Zone 7 Present

Zone 7 Autocrosses #1 and #2
Saturday and Sunday, March 27 & 28, 2004
Charles M. Schultz Sonoma County Airport

Registration - 8:30 A.M. to 9:30 A.M. • First car out at 10:00 A.M.
Fee: $30.00 per driver • No open exhaust, 92-decibel limit strictly enforced

See the Calendar on page 8 for more information...
Avoiding Trailer Trash

by George Morris, Action Trailers and GGR Member

Your car is ready, your ready for the new season of autocrossing and time trialing... HOW ABOUT YOUR TRAILER?

Did you know any trailer with a gross vehicle weight (GVWR) of 3000 pounds or more is required to have brakes?

When you have a new trailer or a trailer with new brakes, they need to be adjusted after the first 200+ miles and every 3000 miles thereafter. Wheel bearings should be packed every 12 months or 12000 miles (don't forget to replace seals).

While you are checking brakes and bearings, be sure to check tire pressure. ST tires run best with 45-50psi. If you have electric brakes check the breakaway battery with your test lamp or volt meter. If you don't have a bright light or 12volts, charge it (preferable less than 2amps).

If you are towing with a short wheel base or light duty vehicle, a weight distribution hitch will be a big help. Remember every time you tow:

• Check tire pressure
• lug nuts
• cross safety chains
• oil ball
• check all lights and brakes.

If you would like a copy of a CAR TRAILER OPERATION & INSTRUCTION MANUAL that Roxanne Graas helped me put together, please call and/or come by Action Trailers.

Our number is 408-288-6236...Thanks and enjoy the trip.

“Thank you Howard”

A note from Bill Benz, GGR President

I am sad to report that Howard Yao has resigned as GGR’s Social Director.

Howard’s enthusiasm and hard work for GGR was reflected by his wonderful service as NUGGET editor where he was instrumental in starting the elevation of our newsletter to the high standards it now enjoys.

As Social Director, he rekindled enthusiasm in our new member events and other social activities. I will miss his good counsel and support. I am saddened that on my watch the Board has faced unusually weighty and difficult to reconcile issues.

I hope that as we move forward Howard will make himself available to GGR. We need him!

Time Trial Tech 2004: Dan Thompson, Harold Williams, Ken Park, Tim Fleming, Tom Bobbit (PCA National President) and Chet Martin at Kahler’s.
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

1979 911 SC This is a street legal race car with no track time. 240 hp, race spec suspension, roll cage, recently tuned, ready to race. More info and pictures at http://www.higherstandard.com/911. Contact Bryan at bryan@higherstandard.com or 650.726.0113.

1974 914 2.0 Excellent cond. new paint, balanced and blueprinted motor, street legal, set up for time trial and auto cross, over $15,000 invested. Best offer. Contact Rick Jeffery at RJJEFF5176@sbcglobal.net or 510 719 0281 cell 925 552 5836 home.

1985 944 Guards-Red/Black. 122.k. Recent clutch, alternator, valve refresh, new radiator, timing belts, water pump. Price: $5,500. $6,000 AutoX/TT ready with competition alignment, Koni-Sports, turbo-swaps, extra-wheels, 5-pt-belts, K&N, Momo-wheel. Contact Ray Scruggs at raystrax@yahoo.com or 415.459.3527.

1982 911SC Coupe Blk/blk, 10k on new engine, new paint, 7&9’s, 993 elec seats, H-4’s, Carrera front valence, many upgrades, smogged/DMV renewed. $19k b/o. Contact Vince Dattoli at cenzo@pacbell.net or 650.302.1914.

1980 911SC EURO white on black 97,000 mi. good to very good cond $12,000. Contact Dean Posey at rdeanposey@yahoo.com or 559.297.0897/559.930.3753.

1973 914 2.0L car with 1.7 motor/44 mil webbers close ratio 901 set up well for A/C and TT extra motor and many parts. $8000 includes trailer. Contact Dean Posey at rdeanposey@yahoo.com or 559.297.0897/559.930.3753.

1974 914 2.0 This is a street legal race car with no track time. Fresh motor, race spec suspension, 5-point belts, recently tuned, ready to race. More info and pictures at http://www.higherstandard.com/914. Contact bryan at bryan@higherstandard.com or 650.726.0113.

1999 carrera 4 Red/black. Excellent condition. Rare C4 AWD Tiptronic. DVD Navigation. Impeccably maintained. Asking $54k obo. Contact Will at xkpmsg@yahoo.com or 408.373.5841.

1983 911SC Coupe. 7,992 miles & $64,226.68 later it's for sale. Streetable, Class KP winning 911SC - Email me for a complete list and pics - $33,000 Contact Fred Nelson at Fred.Nelson@comcast.net or 415.457.8470.

1972 911 Race Car Mat Lowrance Special. 1875 lbs. Fresh 3.6 slide valve, Haltech, 370 hp. PCA Club Race class winner Thunderhill, Portland, Willow. Numerous PCA GGR lap records. Contact Ray Dicius at ray@trisummit.com or 949.757.0941.

1979 911SC Awesome Track-Car! Full-cage, 3-sets wheels, sway&torsi bars, mono-wheel, race seats, oil-cooler, phase9-exhaust, bullet-proof rebuilt eng/trans, more. Very reliable&fast. Race/TT/DE car. $21,000. Contact Ray Moshy at moshys@aol.com or 925.766.4459.

2001 996 World Challenge Spec Cup Car Race and pole winning cup car. ~440 hp, short gears, SACHS adjustable shocks, setup by Criag Watkins. Pics available on request. $125k obo Contact Van Overbeek at johannes@lizardms.com.

1992 968 Cab Blue on Black, 6 spd, 16 valve, new water pump and timing belt, brake upgrade w/ X-drilled rotors, OEM 1997 Boxster wheels, dual pwrx seats, leather, power top, 98K miles, 17.5K. Tony 408.839.9891, or 408.720.0111.

2002 carrera 2 coupe Silver with black interior. Full leather, technics and comfort packages. GT-3 coiloers. Not a track car. Perfect. $62K Contact Tom van Overbeek at tvanoverbeek@shoretel.com or 425.985.2139.

1962 356 Late B Coupe VIN 120323. For honest evaluation, call or email. $5K minimum bid. Contact Harry Hulse at hulseha@concentric.net or 650.851.4831.

Parts & Miscellaneous

Dual Distributor Belt Replacement (belt replaced, bearings checked,cleaned and lubed ). 225.00) you send me yours and I will rebuild. 250.00 exchange (saves you downtime). add 150 if you want new caps and rotors. Contact Mark Cohen at markc123@bellsouth.net or 770.365.1601.


Tires - 18" Comp Sticky - autocross only - balance issues at high speed. 225/40-18 & 265/35-18 Kumho Essta V700. $50 for all 4. Contact Brent DiGeronimo at 650.477.6672 (voice mail, anytime).

CD Changer & Bracket Porsche OEM model CDC3 for Boxer or 996. Missing cartridge. Call for pictures. $50 Contact Brent DiGeronimo at 650.477.6672 (Voice mail, anytime).

911 Wheels 4 Fuchs 6s&7sX16". Blk spokes, with painted center crest. Almost new BFGoodrich TA KDs. Rims near flawless. Buy all for $950.00. Contact Rob Butler at butlerb@sbcglobal.net or 510.427.8989.

Headers for 914/6 Excellent Condition - 914/6 Headers 1 5/8" diameter $600.00. Contact Ferdie Huergas at luv2hoop@sbcglobal.net or 510.865.3838.
1973 RS Factory Gas Tank Original ’73 RS Factory Plastic Gas Tank. Excellent Condition. $1,500.00. Contact Ferdinand Huergas at luv2hoop@sbcglobal.net or 510.865.3938.

911 Parts Blk/anodized Fuchs 7&8’s - $850; Sparco Professional Belts, red, as new, $250; Weltmeister Strut bar, $100; 2.5lb chrome Halon, $75. Contact Vince Dattoli at cenzo@pacbell.net or 650.302.1914.

Wheels One set 16” fuchs 6’s @7’s excellent condition one pinhead size dent on one wheel anodized @ black $600.00 Contact Dean Posey at rdeanposey@yahoo.com or 559.930.3753.

Rear Bumper Guards One pair brand new OEM S/C rear bumper guards $400.00 +/shipping Contact Dean Posey at rdeanposey@yahoo.com or 559.930.3753.

2.4 E Spec Motor I have a recently rebuilt MFI 2.4 E spec motor for sale. $4000 OBO. Contact Felmir Singson at cynnfel@msn.com or 650.329.9799.

911 (964) 16-inch Wheels A full set of rims and tires for 1990 964 Carrera 4. Wheels: 16” factory 5 spoke. Air condition, no curb rash. $750 ono... More info and pictures at http://marcus.batcave.net/photos/porsche/Porsche%20-%20%20wheels%201jpg.html. Contact Giles Lowe at glowe@apple.com or 408.839.8382.

911 (964) Electric Mirrors Factory mirrors directly from 1990 (964) Carrera 4. Fully electric with all parts present, currently in Silver. Great condition, no stone chips. $300 ono. More info and pictures at http://marcus.batcave.net/photos/porsche/Porsche%20-%20%20mirrors%201jpg.html. Contact Giles Lowe at glowe@apple.com or 408.839.8382.

Euro 2.7L Motor Euro 2.7 Liter Mechanical Fuel Injection (MFI) 220HP. It has 130,000 miles, running. Asking $3,000.00. Contact Emil P. Cristobal at luv2hoop@sbcglobal.net or 510.825.8020.

911 Autocross wheels/tires. 7/8 x 16 C2 Cup wheels with partially used 225 and 245 Hoosiers. $650 Bob 408.733.0776.


Rare RSR OEM Fuchs 8&9x15 with AVS tires 911.361.020 42 & 03 8jx15 and 9jx15. Very rare and all 4 are polished/restored. Not chromed or welded. $1975.00. Sacramento. More info and pictures at http://members.accessbee.com/carrera/9set.jpg. Contact Derek at carrera@accessbee.com or 916.798.5573.

Competition Belts G-Force 5-point Camlock Belts. Red Pull down (2001 date), $50. Pull up (2002 date), $75. AX/Time Trial. Contact Mike Mitchell at Mahler9th@aol.com or 510.713.9248.

Whale Tail & Christophorus. 80’s Style Whale Tail. Good rubber, no decklid. Perfect for retrofitting an SC or Carrera-$250. Free Christophorus magazines. 3/92-6/98. Contact Robert Sasaki at rsasaki@aoptix.com or 510.928.8401.

911 series OEM Fuchs 16x8’s/Tires2 wheels/tires. Perfect condition, with 75% worn Kumho’s. $950. Contact JC at xrt750@yahoo.com or 415.518.9611 9AM to 6PM Only please.

Wanted

Sell Your old 2.4 and 2.7 Engines Sell those old motors that you never got around to rebuilding. Send me an describing what you have and what your asking price is. Contact Felmir Singson at cynnfel@msn.com or 650.329.9799.

1965 to 1973 911 Looking for an early 911 (pre ’73 mod-els, Will consider any car in decent shape (repairs/cos-metics needed OK)."Willing and able" buyer. Contact Marc. at cbodea@aol.com or 714.724.1066.

1965-1973 911 Looking for Porsche 911 from 65-73, please call or email me. Contact Ian Fitz-Simon at early911guy@comcast.net or 925.570.1770.

List of Advertisers

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

The Nugget 22
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 LEMANS 2002 AND 2002/2003 ROLEX 24 AT DAYTONA

STREET...

Drivers education, vintage & autocross

Building competitive track cars requires experience. This is what we do! With class wins and overall victories at many of the major club races, The Racer's Group is simply the BEST. Whatever your goal is, for preparing your car, lessons, money and go-fund, we also offer test and drives services with no hassle or headaches. We can customize your project to include both professional prep, transportation, driver coaching, 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 inspect, prep or transport your club racer for use or for an entire season. Driver coaching, engineering and shop services are also available. Let one of The Racer's Group professional driver or crew help you get where you want to be.

Let our results speak for themselves. Winning a grueling race like the ROLEX 24 or finishing with 2 cars in the top 10 doesn't happen by luck. It all begins with understanding your car, engines, competition, and the equipment you race with. Let our experience guide you.

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, experience and 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 offers performance from mild street to full race, we have it all.

DRAG RACING

We have engine, chassis & shock dyno in house. Let our engineers build it for you.

WHEELS

We have 996 & Boxster spec. brake kits. +50% +44 Custom swag bars. +50% +44 Complete oil cooler kits starting at $295 +50% Roll bar & cages starting at $195 +50% Moto-Motive interlocking floor tiles, from $2.69 +50% All OEM parts — PARTS LIST +50% +44 Custom swag bars. +50% +44 Complete oil cooler kits starting at $295 +50% Roll bar & cages starting at $195 +50% Moto-Motive interlocking floor tiles, from $2.69

CHECK OUT OUR WEBSITE >> theracersgroup.com

Presort Standard
US Postage Paid
Perm No: 775
San Jose, CA