The very best just got better.

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 & 911s
- Lowering springs and big sway bars
- Custom Intake and Exhaust Modifications, Boxster Headers.
- Horsepower upgrades, Custom Intake and Exhaust

SCARGORacing
Service for Porsche
533 Irwin St., San Rafael, CA 94901
415 485 6026

Check out our new website http://www.scargoracing.com
The opinions expressed are those of the authors. The Editor reserves 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. Caveat emptor.

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

<table>
<thead>
<tr>
<th>Ad Size</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
Visit the GGR website at http://www.pca-ggr.org
or the Zone 7 website at http://vista.pca.org/zone7
AROUND THE BENZ

BILL BENZ, PRESIDENT

It's said “never start with an apology” but I do owe one to John our NUGGET editor for the lateness of this column. It would be somewhat face-saving if I had some sort of excuse such as being kidnapped by our rogue former NUGGET editors who, rumor has it, have slipped back into the Bay Area. But no, actually Ruth and I were having a wonderful time, thanks to GGR.

We spent the last two days on the GGR Yosemite Tour, put on by Alfred Abken. It was great in any number of ways. First, after the rainy winter we've had, getting to drive in the sun through the hills of California when they are in that unreal bright green color accented with poppies, mustard and blossoms was really moving. Ruth and I got to see a way cool bobcat and super bright stars and a spectacular crescent of moon against a pitch black nighttime sky.

We took the back roads out of Livermore and went into Yosemite via Route 140. Alfred had cleverly littered his driving instructions with specific information (to the nearest hundredth of a mile) concerning speed traps. We did see others, who apparently chose to rely upon obviously inferior electronic speed trap detection, pulled over exactly where Alfred predicted. It had to be confusing to other drivers and to Officer Friendly to see a line of Porsches moving along at a good clip, slow dramatically and pull into the right lane at selected passing lanes. It certainly worked.

We were a nice collection of cars, including a new turbo cab and seemingly every wing and aerokit ever available for 996's and 993s. We even had a Ferrari 328 in our midst. This car was allegedly bought because of reliability issues with a Boxster! You forget how cool our cars are until you saw storeowners and others getting out their video cameras to film us when we stopped for breaks.

Speaking of breaks, I learned a fundamental difference between men and women, which it appears all women fundamentally understand and which is seemingly lost on all men. Women share information concerning the availability of superior rest stop facilities (for example, the HOME DEPOT on North Livermore Street) with one another and it appears virtually all take advantage of this information. This may prolong certain stops but is far superior to the totally disorganized free lance, every male for himself, any time-any place approach which we men live by.

The time in Yosemite was wonderful. Alfred had contracted with the park to provide us dinner in the Curry Village campground. A booking conflict arise and the park asked if they could move us to the Grand Hall of the Ahwahnee Hotel. The hotel could not have been more gracious, offering us their renowned food and ambiance at the original campground price. It was an unexpected bonus.

From the point of view of serving our membership, Alfred, you did us proud. We had about fifty people in our party. We ranged in age from six to maybe even eighty. We had at least six hard core time trailers. More importantly, six people mentioned to me that they had belonged to PCA for from four to eighteen years and that this was the first GGR event they had taken part in. At dinner, Terry Zaccone thanked Alfred on behalf of the group. He said, and he is certainly in a position to know, that this Yosemite tour was as successful as any tour in GGR history. All of us who were able to take part absolutely agree.
2005 Yosemite Tour

If you have not been to Yosemite, you need to know it is the most spectacular place on earth, and that includes the Grand Canyon. That's not just my opinion, that's a fact.

Imagine 22 Porsches, mostly 911s, winding their way from Livermore along little known roads all the way to Yosemite. The only freeway we went on was about a mile of Highway 99 by Merced.

This is the second year in a row that Tour director Alfred Abken has taken us on roads that Judy and I have never been on. I don't know how he does it, but I know he spends the time to find the roads and try them out. We really appreciate Alfred's efforts in giving us this wonderful tour.

We left Livermore the back way and went up Mines Road, among others. No traffic, just driving as fast as we dared on the narrow, twisty roads. We came out at Patterson, went under I-5 and continued into the valley past Crows Landing. We crossed the San Joaquin River and, immediately after, the Merced River. The Merced River is Nevada and Vernal Falls and runs through Yosemite Valley. I always wondered where it ended up and now I know, thanks to Alfred.

We had lunch at Indian Flat Picnic Grounds, about 8 miles from Yosemite, and then continued into the valley. People dispersed to sight see until check-in time at Camp Curry and then dinner. All the falls were running, including Ribbon. Yosemite has the largest number of waterfalls concentrated in the smallest area in the entire world. It was simply spectacular.

Alfred had to inform us that we got booted out of the Curry Pavilion for dinner because of a big charity function. They offered to have our dinner at the Ahwahnee and we grudgingly accepted! Have you ever been to the Ahwahnee for dinner? Words cannot describe it, you had to be there.

Going back to the cabins was enjoyable because the sky was crystal clear and the stars were bright and all around were the grey granite features that we know so well.

The next morning, some people went to the world famous Ahwahnee Brunch. We were still stuffed from the big picnic lunch (people brought desserts to share) and the sumptuous dinner at the Ahwahnee that included both trout almondine and prime rib. With two or three bottles of wine each, it made for a serious banquet. So, we went to the Yosemite Lodge for pancakes and coffee. After that, we toured the Ansel Adams Center and redeemed the coupon Alfred had arranged for each of us. On the way out, we had lunch at Wildcat Falls and then made our way home.

We all made Alfred promise to put this on again next year, so watch the Nugget for the announcement this fall. Like the Parade this year, the Yosemite Tour was sold out, so you will need to get your application in as soon as you see it.

Again, many thanks to Alfred Abken for putting on the 2004 Yosemite Tour. We're ready to next year's tour, Autocross or not.
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

GD Racing
Gary Dielacher
1168 Montgomery Ave
San Bruno, CA 94066
Tel: 650-742-9322 FAX 650-742-0869
http://www.gdracing.com
Spring is in the air, and as I write this, sneezing and wheezing, I can barely see the keyboard through watery eyes. This article is a 2005 milestone, as it is the first article where I get to talk about actual competition events. Both the Autocross and Time Trial series are fully underway, but ironically, one of our topics will be a non-competitive event.

The very first competition event of the year was TT #1 at Infinion Raceway, and it was a great weekend. It was rainy most of the weekend, which kept speeds down, but I think a lot of drivers who have not experienced rain, got to learn quite a few valuable lessons. Stop and smell the roses, is a term that is very applicable to track driving, only in our case, it is more like slow down and see the line. Slow laps are a great way to learn a course, but not many have the patience and self discipline to do so in the dry. The garages were fully utilized by those that were not equipped to pit in the wet, and it was a great place to stay warm, dry, and hang out with your friends. Sunday, we almost had timed runs, in the rain, but it would've been a last minute decision, that many were not prepared for, and the majority of drivers felt that it would be better to forgo timed runs for this event. Maybe next time, with advanced planning and notice, we'll have our timed runs rain or shine. Instead, the skies cleared for the hearty souls who stayed all weekend, and they were treated to the driest and best conditions of the weekend.

Not exactly a competition event, but the first Autocross event of the year was the Beginner's Autocross School at Candlestick Park. A sold out group of drivers left a bit of rubber and a few dead cones as a legacy of their presence. (Don't be on the waitlist next year. Get your applications in early)

Newer cars dominated the event this year, including GT3s, 997s, 996s, and the demo 2005 Boxster S sent over by Carl森 Por.sche. This is a healthy omen for the series, meaning lots of new blood, and a new generation of racers. Some of those cars handle so well, it was difficult to make the skidpad lessons meaningful. If you missed this event, or want even more, be sure and get your applications in for the Zone 7 Autocross School in June. Also, don't forget, you can still participate in a regular season Autocross, with no experience, and these schools are not a requirement to enter a regular series autocross.

Autocross #1 is our most recent event, and was also held at Candlestick Park. Over one hundred drivers were treated to a great Paul Smith designed course. I was not able to attend this event (more about that later), but I hear that everyone got 8 runs, and as many fun runs as they could handle. Congratulations to Andrew Blyholder in the blue Smurfmobile for taking Top Time of Day. It looks like your AX Chair Dana Ambrisko took T T O D Ladies, in her Carrera, while Dave McGuigan, was the king of the PAX hill in his Carrera.

Both the TT and AX were the debut of the new season of running the points proposal along side of the current class rules. While we didn't run for times in the TT, we did get a lot more cars classified and you should be able to make a good comparison of how you think the cars stack up. The AX results are not out as of this writing, but should be by the time you read this. There was a lot less compliance in the AX group, but maybe by the time you read this, we'll have most of the cars entered into both systems, and some meaningful comparisons and evaluations can be made. If you haven't gotten your car classified in the points system yet, I highly encourage you to do so, regardless of whether you plan to compete for trophies or not. It's very easy to do online at http://sandbox.visualproduce.com/rulcomm_cs/web/rulcomm_evalform.php. This is your chance to compare the two systems side by side...
side, and I encourage you to take the time to do so.

Speaking of trophies, the reason I was not able to attend the first autocross, was because I was with another group of GGR members on the Yosemite tour. Alfred Abken put on an excellent tour to Yosemite, and since this is one of my favorite places on earth, I couldn’t pass it up. I did manage to steal the apex from more than a few victims on the way to the buffet line in the Ahwahnee. I mentioned to some people that this was the first GGR event I have ever participated in, where a trophy was not involved. They responded “that may be true, but I see you still had to be first!”. And yes I was, as I got volunteered to be a group lead, and decipher the directions down some great Porsche roads on a truly Porsche only route to Yosemite. My son was the navigator, and we only took one (my fault, not his) wrong turn. It was so much fun, I am planning on trying this direction finding thing where trophies are involved, so I hope to see many of you at the next GGR rally in October.

Be sure and visit our various sponsors, let them know you appreciate their support of GGR, and we’ll see you on course.

BEGINNER’S AUTOCROSS SCHOOL

Some drivers barely noticed the presence of their instructor....

...while others were engrossed in trying to “Go THAT way!”

“No, I’m sorry car number 24; I can’t let you cut in line. Despite his clever disguise, I know Howard is watching my every move.”
The refreshments provided served equally well as appetizers...

...or as dessert.

Some cars were exceptionally well prepared for the long, sweeping turns.

“Yes, I already have a number. No, I’m not going to change it. It came with the car.”

“Thats right: it has every option except an instructor.”

**Body by Porsche**  
**Attire by Jane Russell**

Follow us to...  

GGR Autocrosses #2 & #3

Alameda - Saturday, April 23  
Alameda - Saturday, May 14

Check www.pca-ggr.org for registration times  
No pre-registration needed  
Fee: $30.00 per driver

For more information go to the GGR web site (www.pca-ggr.org) or contact Doug or Dana Ambrisko  
Autocross co-chairs: autox@ambrisko.com or 650-903-0652
April is going to be a strong activity month for Zone 7. Sacramento is going to have their first Autocross in awhile at Stockton Fairgrounds on April 2. Zone 7 National instructor training day is going to be conducted at Thunderhill Raceway Park on April 8 followed by a GGR Time Trial on April 9 and 10th. Gary Lieber our Zone 7 Concours Chair is putting on a Concours School on April 9th. The first Zone 7 autocrosses of the year will happen at Redwood Regions great site at the Santa Rosa airport on April 16 and 17th. All of these events look to be great fun. On a National point of view PNCA has promised a big surprise announcement at the Hershey 50th Parade so stay tuned for further details. If you want to drive to the Hershey parade and want company along the way contact Bud Behrens or Terry Zaccone. They are planning a trip out there as we speak. Hopefully by now everyone who is planning to go to parade has their confirmations. It is a sellout so its going to be a great Parade its looking like.

See you on the Road

---

Attention Porsche Owners
Are you driving your car to its maximum potential?
Would you like to have better car control?
Would you like to meet fellow Porsche owners?
Would you like to push your Porsche to its limit, safely?
Would you like to have a really great time?
Reserve your space now at the Golden Gate Region

2005 Zone 7 Autocross School
For Beginning and Intermediate Autocross Drivers
June 18 & 19 at Candlestick Park, San Francisco

Sponsored by Akkurat Performance Group, Inc. and Carlsen Porsche

Two full days of friendly and expert instruction • Individual attention; instructors ride in your car
Two people may attend in one car and will still get full track time

$130 per person

Fee includes a copy of Secrets of Solo Racing, a 192-page autocrossing handbook and two days of driving. You must be 18 years old to attend. (Persons 16-17 years of age please call or e-mail for more information.) Preregistration is required. All Porsche drivers welcome: you do not have to be a PCA member. For further information and preregistration, call Dana Ambrisko at 650-903-0652 or e-mail z7axsch@ambrisko.com

More information can be found at http://www.ambrisko.com/ax/z7axsch.html
Redwood Region and Zone 7 Present

Stompin’ at the Schultz

Saturday and Sunday, April 16 and 17, 2005
Charles M. Schultz Sonoma County Airport
Santa Rosa

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

Directions: Take Shiloh exit, a few miles north of Santa Rosa on Hwy 101 and proceed west for 1.5 miles. Turn left on Windsor Road and continue for 1.2 miles to the rear gate to the airport. Please drive safely and quietly so as not to upset the local residents.

Saturday evening drinks and dinner at Charlie’s Grill
at nearby Windsor Golf Club

The following local hotels/motels offer discounts to Porsche Club members; be sure to mention PCA when making your reservation:
• Courtyard by Marriott, 175 Railroad St., Santa Rosa; (707) 573-9000; $109.00; trailer parking in back
• Dry Creek Inn, 198 Dry Creek Rd., Healdsburg; (707) 433-0330; $89.00
• Flamingo Resort, 4th St. and Farmers Lane, Santa Rosa; (707) 545-8530; $99.00
• Fountain Grove Inn, 101 Fountain Grove Parkway, Santa Rosa; (707) 578-6101; $139.00 (includes breakfast)
• Vintners Inn, 4350 Barnes Rd., Santa Rosa; (707) 575-7350; $260.00 (includes breakfast)

For info, contact:
Gary Bayless
(707) 542-6102
garybayless@comcast.net

Loma Prieta Region and PartsHeaven Present

Zone 7 Concours d’Elegance #3

All Porsche Swap Meet

Sunday, June 5, 2005

No Fee for Spectators and Buyers
Food concession by Loma Prieta Region

Concours
8:30 A.M. to 2:00 P.M. • Judging starts at 10:30 A.M.
$20.00 per entry

Swap Meet
Registration: 6:30 A.M. to 7:30 A.M. • $20.00 per stall (10’X20’)

Preregistration is recommended

For concours information & preregistration, contact Bob Morgan at, 408-410-3209 (cell) or e-mail rjmorgan@achr.com. For swap meet information and preregistration, contact Jim Bryant at 408-937-5469 (home) or e-mail jjbryants@hotmail.com. Visit the Loma Prieta Region home page at http://lpr.pca.org

23694 Bernhardt St. Hayward, CA 94545
Telephone: 1-800-767-7250 or 510-782-0354
FAX: 510-782-0358
www.partsheaven.com
info@partsheaven.com
## Calendar

<table>
<thead>
<tr>
<th>DATE</th>
<th>WHAT</th>
<th>EVENT</th>
<th>LOCATION</th>
<th>CONTACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fri Apr 8</td>
<td>drivers ed</td>
<td>Zone 7 Instructor Training</td>
<td>Thunderhill</td>
<td></td>
</tr>
<tr>
<td>Sat Apr 9</td>
<td>concour</td>
<td>Concours Judging School</td>
<td>Stevens Creek Porsche</td>
<td>Gary Lieber</td>
</tr>
<tr>
<td>Sat Apr 9</td>
<td>drivers ed</td>
<td>High Speed Driving School</td>
<td>Thunderhill</td>
<td>Ken Park (510) 530-3996</td>
</tr>
<tr>
<td>Apr 9-10</td>
<td>drivers ed</td>
<td>Time Trial #2</td>
<td>Thunderhill</td>
<td>Ken Park (510) 530-3996</td>
</tr>
<tr>
<td>Fri Apr 15</td>
<td>social</td>
<td>Friday Night Social, 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat Apr 16</td>
<td>autocross</td>
<td>Zone #1</td>
<td>Santa Rosa Airport</td>
<td>Gary Bayless</td>
</tr>
<tr>
<td>Sat Apr 16</td>
<td>social</td>
<td>Boxster Brunch</td>
<td>10am at Alice's Restaurant, Hwy 35 &amp; 84, Woodside</td>
<td>George Grialou 650 363 1211</td>
</tr>
<tr>
<td>Sun Apr 17</td>
<td>autocross</td>
<td>Zone #2</td>
<td>Santa Rosa Airport</td>
<td>Gary Bayless</td>
</tr>
<tr>
<td>Sat Apr 23</td>
<td>autocross</td>
<td>AX#2</td>
<td>Alameda</td>
<td>Doug/Dana Ambrisko 650-903-0652</td>
</tr>
<tr>
<td>Apr 29-May 1</td>
<td>social</td>
<td>US Sportscar Invitational</td>
<td>Laguna Seca</td>
<td></td>
</tr>
<tr>
<td>Thu May 5</td>
<td>ggr</td>
<td>Board Meeting, 7 PM</td>
<td>The Benz's</td>
<td>Bill Benz (650) 328-4221</td>
</tr>
<tr>
<td>Sat May 7</td>
<td>maintenance</td>
<td>Dyno Day (tentative)</td>
<td>Mt. View</td>
<td>Joe Ramos</td>
</tr>
<tr>
<td>Sat May 14</td>
<td>autocross</td>
<td>AX#3</td>
<td>Alameda</td>
<td>Doug/Dana Ambrisko 650-903-0652</td>
</tr>
<tr>
<td>Sat May 14</td>
<td>rally</td>
<td>Zone Rallye #3</td>
<td>Vacaville</td>
<td>Phillip Marks</td>
</tr>
<tr>
<td>Sun May 15</td>
<td>concour</td>
<td>Zone Concours #1</td>
<td>Fresno</td>
<td>Rocky Taylor</td>
</tr>
<tr>
<td>Date</td>
<td>Type</td>
<td>Event</td>
<td>Location</td>
<td>Organizer</td>
</tr>
<tr>
<td>------------</td>
<td>--------</td>
<td>--------------------------------------------</td>
<td>----------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Fri May 20</td>
<td>social</td>
<td><strong>Friday Night Social,</strong> 6-9pm</td>
<td>The Carvery in Foster City</td>
<td>KC Sharp</td>
</tr>
<tr>
<td>Sat May 21</td>
<td>social</td>
<td>New Member Social</td>
<td>TBD</td>
<td>Louise Sousources</td>
</tr>
<tr>
<td>Sun May 22</td>
<td>concour</td>
<td>Zone Concours #2</td>
<td>Modestro</td>
<td>Norm Swanberg</td>
</tr>
<tr>
<td>Thu Jun 2</td>
<td>ggr</td>
<td>Board Meeting. 7 PM</td>
<td>The Benz’s</td>
<td>Bill Benz (650) 328-4221</td>
</tr>
<tr>
<td>Sun Jun 5</td>
<td>concour</td>
<td>Zone Concours #3</td>
<td>Parts Heaven, Hayward</td>
<td></td>
</tr>
<tr>
<td>Sun Jun 5</td>
<td>swap meet</td>
<td><strong>Swap Meet</strong></td>
<td>Parts Heaven, Hayward</td>
<td></td>
</tr>
<tr>
<td>Sun Jun 5</td>
<td>social</td>
<td>Vintage Races</td>
<td>Infineon Raceway</td>
<td>Kurt Fischer 415-883-4900</td>
</tr>
<tr>
<td>Sat Jun 11</td>
<td>autocross</td>
<td><strong>AX#4</strong></td>
<td>TBA</td>
<td>Doug/Dana Ambrisko 650-903-0652</td>
</tr>
<tr>
<td>Sat Jun 11</td>
<td>time trial</td>
<td>Ground School</td>
<td>Round Table Pizza, Fremont</td>
<td>Gary Dorighi</td>
</tr>
</tbody>
</table>

**GOODIE STORE GOODIES**

- 4” patch $6.00
- 3” patch $4.00
- Car badge $23.00
- Name tag $11.00

[http://www.pca-ggr.org/goodie.cgi](http://www.pca-ggr.org/goodie.cgi)
RennWerks
Silicon Valley’s newest high-performance tuning shop for BMWs and Porsches

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

10% Discount to all Nugget Members
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.

- Real Time Measurement
- All Suspension Angles
- 4-Wheel Simultaneous

< Beissbarth Alignment Station

MAHA Diagnostic Lanes

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

Sonnen > Porsche

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
• Service while you are away!
• Specializing in complete maintenance for 911, 944, 914, and 928.
• Try our free drop-off service to Oakland Intl. Airport!
• Restoration of 914s and 911s.
• Misc. vintage 914 and 911 parts available.
• UPS Daily, Visa/MC

3640 East. 9th St., Oakland CA 95601
510-437-9400
DETAILING-DYNAMICS
FOR THOSE WHO EXPECT THE BEST!

Detailing Products & Services Designed for Your Porsche

- Custom Detailing Services
  - Exterior, interior, hand wash, engine detail...
- Detailing Products:
  - The Exclusive DyNA Paint Reconditioning System
  - The finest Car wax, polish, compound, detailing chemicals, detailing kits...
- Detailing Accessories:
  - Applicators, brushes, buckets, microfibers, sponges, wash mitts...
- Detailing Equipment
  - Orbital Polishers, polishing pads, brushes, tools, kits...
- Gift Certificates

Matt Zakarian & Mike Lee- Proprietors
Shop Online at http://www.detailingdynamics.com
info@detailingdynamics.com  408.249.1017  Santa Clara

New Redwood City Location
22,000sqft Porsche Service, Parts and Sales

DEVEK

Independent Porsche Service  Proven Power Solutions  World Record Success  Technical Support

• Performance Upgrade Solutions
  Bilstein, Moton, JRZ, Ohlins, Fabspeed
  Cargraphic, TechArt, Recaro, Kinesis...
• Aero kits, Tequipment, Porsche Motorsports
• Track Services & Paddock Support
• Ask about PCA-GGR member discounts

Telephone 650 369 3383
Mon-Fri 8:00-6:00, Sat 9:00-2:00

DEVEK trusts your wheels with the state of the art
Artiglio Master Wheel Changer
Proudly Sponsoring:
• Golden Gate Region Time Trial '04
• www.rennlist.com
• www.6speedonline.com
ATTENTION TO DETAIL

Cleaning Windows: Always a Pane

This month, we'll cover an often frustrating job: cleaning windows. You too can banish the bane of a Porsche perfectly clean and shiny except for the windows!

Besides being unsightly, dirty and smudged windows are a safety hazard, especially when driving with the sun in your eyes. Window exteriors are exposed to acid rain, insect fluids, sprinklers, industrial fallout and atmospheric contaminants. Left on, some of these can etch the surface of the glass. The interiors collect deposits of smoke, off-gas film (new car smell) and oily hazing from some interior dressings/conditioners.

As with every aspect of detailing, using the right chemicals, tools, and techniques makes a world of difference. Glass cleaners are of three types: ammonia, vinegar and alcohol. Avoid vinegar based cleaners; they do better on salads than on windows. Ammonia and alcohol based cleaners are ideal, but not all are equally effective, and concentration makes a difference. Also, test first when using ammonia based cleaners on after-market tinted windows because many of the older films may cloud or separate from the glass. For tools, we use a fine microfiber suede towel assisted by a spatula-like something to get into tight corners. I would also suggest using window-cleaning towels exclusively for that purpose and washing them separately.

The two-towel method works best: one to apply and work in the cleaner and the second to buff the glass out. Always spray the cleaner on the towel and wipe versus spraying the cleaner on the glass. This avoids creating spots on your dash components. When the second towel becomes damp, switch to a new one. And don't be afraid to use pressure when cleaning.

Occasionally, specialized products are needed. The exterior windows often collect mineral deposits (a.k.a. water spots) and insect residues. Most people's cars get water spots while parked next to sprinklers. Water spots usually can be safely removed from glass or paint with a microfiber spot-dampened with distilled white vinegar. Avoid abrasives because they can scratch and affect the optical clarity of the glass. For insect residue, use a soft scotch-brite pad (or a similar sponge designed for your non-stick cookware) with a glass cleaner or a good pre-wax paint cleaner (especially a citrus based one) to remove it.

Now that your windows are sparkling clean, you may want to protect them with a "hydrophobic glass treatment" to repel water and some dirt. The most popular product for this is Rain-X, which was originally developed to be used on the cockpits of military fighters (I guess wipers don't work that well at Mach 2).

Now that the patent has expired, a many similar products are on offer. They greatly protect the glass from the effects of sprinklers and contaminants and make them easier to clean. We're currently testing many of these new products and have gotten good results in the snow/ice storms in the northeast. We'll have a verdict soon on which ones work best.

A few final notes: remember to clean the corners of the windows. Yes, that means behind the rear speakers on your Carrera and underneath the rear wiper motor of your 944 and other hatchbacks. Also, be careful with the de-frost grid on the rear windows. I recommend you refrain from using those "anti-fog" treatments on the inside of your windows. (If you've ever applied them, you know why.) Finally, remember that it's much easier to keep windows clean if you keep up with them.

As always, should you have any questions or comments, please feel free to contact me at 1-408-249-1017 or email me at tech@detailingdynamics.com. May the wind be always at your back and may you achieve your pursuit of detailing perfection!
Please email your questions to NugetQA@sbcglobal.net. We will answer questions of general interest on a space available basis. You can also try the Topica discussion list on the GGR website.

Note to the Readers: in the four-day interval between receiving March in the mail and needing to send April to the printer, we've not received any questions. However, we really do have Porsche folks standing by to answer them, so please send them along! In the meanwhile, I've asked Scott to talk about the most common issues he sees with Porsches.

**SERVICE RECORDS**

Very few people maintain a file of service records, much less a chronological file. This is the single biggest thing you can do to assist your mechanic in servicing your car, and it makes a huge difference when you sell your car. Do it!

**CHECKING THE OIL**

Sounds simple, but with an air-cooled Porsche, it's not. These cars are designed to have the oil checked with the car idling at operating temperature. This means you have to warm the car up for 10-15 minutes before checking the oil and leave it running while you do so. That's because these cars have a number of thermostatically controlled oil valves which only open when warm. To get an accurate reading, you need to have all the oil valves open and oil flowing through all the various cooling loops.

The dipstick for checking the oil is located in the filler opening. This is in the engine compartment on the right (except 1972's have an outside door on the right side). When inserting the dipstick, make sure it goes into the slot for the it and not just somewhere in the hole.

When adding the oil, do so in half-quart increments. If you add too much, the oil will seep past the valve guides and smoke in the exhaust. In one extreme case, a customer hydraulically locked his car: the excess oil drained into the cylinders and stopped the engine when the pistons tried to compress the oil on the upstroke.

Boxster's, 996's and later cars have remarkably accurate computer-controlled oil sensors and countdown timers for checking the oil level. You can rely on them, or still check the dipstick. Starting in 2002, Porsche eliminated the dipstick altogether. However, oil still needs to be added in half-quart increments.

**TIRES**

Make a huge difference. Especially because Porsches tend not to be driven in bad weather, you need to be disciplined about checking the pressure once a month or so—even though a nice day has finally arrived and you just want to take the car out.

Good tires are the single biggest opportunity for improving your car's handling. Buy a good set before you start to figure out how else to change or tune your suspension. The best tires for Porsches vary by model and year, so check the Internet forums for opinions regarding your car.

Unfortunately, the better gripping, softer compounds also tend to wear faster, so checking tire wear is a must. Crank your wheels all the way to the right, check the wear bands, then repeat for the left. The wear bands go across your tires and when the tread is wearing down to the level of the bands, it's time for new tires.

Lastly, when the road is wet, do back off. Your car isn't glued to the road; it just feels that way in dry conditions!
BOARD MEETING

Golden Gate Region
Porsche Club of America
Board of Directors
Meeting Minutes

CALL TO ORDER
The meeting was called to order at 7:21 PM on March 3rd, 2005 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Susan Angebranndt, Andrew Forrest, Louise Sousoures, David Leong, K.C. Sharp, and Nugget Editor John Celona. Also present were Doug Ambrisko, Harold Williams, Tom Van Overbeek, Larry Sharp, Howard Yao and Ruth Benz.

A. APPROVAL OF MINUTES
1. The Minutes from the Board of Directors Meetings February 2005 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. The autocross school was well attended and very enjoyable.
2. The ground school was extremely well attended (45 people).
3. Annual Tech the same day, was also very well attended.
4. Friday night social was attended.
5. Despite rain, the High Speed Driving School and Time Trial were well attended.
6. “Boxster Brunch” was inaugurated.

C. DIRECTORS REPORTS

PRESIDENT, Bill Benz
1. Nothing to report separately.

VICE PRESIDENT, Susan Angebranndt
1. All insurance is ordered.

TREASURER, Claude Leglis
1. The Inineon Time Trial HSDS was a successful event, Time Trial sponsorship is going well and our taxes have been paid.
2. Motion to approve Treasurers report was itself approved unanimously.

MEMBERSHIP, Louise Sousoures
1. There were 25 new members this month; 5 transfers in, 5 transfers out, total: 1749. Motion to accept New Members was approved unanimously.
2. May 21: New Member social budget submitted. Motion, seconded and unanimously approved that the budget be accepted.

COMPETITION, David Leong
1. Autocross: Beginner’s school completed.
2. Autocross: Plan to hold DEC election at autocross #2 (candidates: Terry, Boris and Dan.)
3. Autocross: 22 students out of 90 for Zone school signed up so far. About half the instructors are signed up now too. An appeal will be directed to time trial instructors to serve as autocross school instructors.
5. Autocross: “How to become an instructor” text being written for the GGR web site.
6. Autocross: Instructor List being removed.
7. Time Trial: Inineon was a successful event; Woody and Steve from MSI gave a chalk talk on Friday evening that was well received. They’ve agreed to come to one of our Thunderhill events. The HSDS was very successful (21 signed up, 10 or 11 were accepted and 10 attended) even though ground school was a requirement, that appears to be no impediment.

SECRETARY, Andrew Forrest
1. Nothing to report.

SOCIAL, K.C. Sharp
1. Nothing to report.

PAST PRESIDENT, James Ohl
1. Nothing to report.

NUGGET EDITOR, John Celona
1. Jim and Tom to decide about selecting a 2004 issue for submission to the Regional Newsletter Competition.

WEBMEISTER, Tchie Tao
2. Nothing to report.

D. OLD BUSINESS
1. Zone 7 LLC Proposal: GGR was unable to obtain in a timely fashion the assurances it required to proceed. Additionally, the question of why Zone 7 cannot form an LLC by itself was raised. A motion to accept the Zone 7 LLC proposal was made but failed to vind a second.
2. PCA National has sent anniversary info.

E. NEW BUSINESS
1. Surveys: Tom Van Overbeek has offered to run a survey about Time Trial goals given the understanding that the Board will give the results serious, if non-binding, consideration.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:59 PM. The next Board of Directors meeting will be held March 31st, 2005 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 2005

MEMBERSHIP REPORT

Membership Report, Mar 3, 2005

New Members: 25
Transfers Out: 5
Transfers In: 5
Total Membership: 1749

New Members:
Andrew Demas & Brian Rutkin Los Altos, CA
Kevin Widmer San Carlos, CA
Hari & Susette Urmeneta San Jose, CA
John Hamer & Teresa Parli San Francisco, CA
Scott Duncan Los Altos, CA
Ken Schroeder Los Altos, CA
Christopher Ingram Hong Kong
Carol M. Nama San Mateo, CA
Frederick M. Crea San Francisco, CA
Aziz & Malal Virani Pacifica, CA
Michael & Katherine Sherman Half Moon Bay, CA
Herb Cunitz Menlo Park, CA
Jefferson Lilly San Francisco, CA
Patrick & Margaret Wong Sacramento, CA
Matthew & Linda Kellett San Jose, CA
Henry & Susan Gomez San Jose, CA
Thomas From & Leigha Davis Oakland, CA
John Glennon San Jose, CA

Anniversaries:
10 Years
Henrik Eriksson
Carol & Richard Francoz
Chris Lanzatella
Laurie & Neil Yonk

15 Years
Martin McGuire
Nazanin & Pirooz Tooyserka
George & Sharon Von klan

20 Years
Bill & Ruth Benz

30 Years
Dale & Neda Dorjath

35 Years
Arthur & Catherine Brenes

LOUISE SOUSOURES
MEMBERSHIP
Roy Sasaki
Ingrid & Paul Lang
Roberta & Charles Reid
Marilyn & Robert Burn

R. Lauffer
George & Shirley Neidel
Karl & Susan Keller
Frank & Norma Nocera

TIME TRIAL #1

It rained.

But everybody had fun that day. Everybody Wang chung that day.

Think of it as a Classic Car Timeshare.
Club Sportiva owns, stores, maintains, and details them all, for the price of your cell phone bill.

www.drivingescape.com
415.978.9900
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

Orig. Owner of a 1998 Boxster (14k miles) with a 5-speed and would like to trade for a similar Boxster with a tiptronic, Garaged. M int. Ideas???? Contact Jeff Sellman at jksellman@sbcglobal.net or 510 530 6648.

1986 944 NA Coupe Bad 2nd Rod Bearing. Upper end engine rebuild 3 months ago. Great project, fun autocross car. Call if interested in car or parts. Contact Sturdy Mckee at sturdy@rocketmail.com or 415 350 3663.


1995 993 3.6L 6-speed, W hite with black interior, 18" turbo twists, CD player, New pirelli P-Zero tires, new brakes and drives perfect, excellent condition, 105K $27,995 Contact Edward Holley at ted@h-hmotors.com or 408-369-0123.

1970 Orange Porsche 914-6 and 1975 red Porsche 914-4, many extras (contact for all details). Both are beautiful cars, exquisitely cared for. Offered together only; $25,000 firm. Hawaiian Relocation prompts sale. ‘6 Fahrer’ at matterhorn@lanset.com.

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 Blanz at 707.874.3538.


1999 Carrera Cab original owner. Silver/black 55k mi. hard top, alum. package, 18in. color crest wheels, 6 disk. custom bra. showroom cond. no dings, nicks, no smoke. all records. new tires 9.04. all original. $45k Contact jeff wolfe at jpwolfe@sonic.net or 707-568-7500.

1997 911 C4S, Polar Silver/Custom Red Interior. 7500m. Collectors dream- 104k msrp, Original Window Sticker/all records, never driven rain, $68,000. Contact Pat Lin at 917-445-0103.

1971 914 Great car for resto. Body is excellent 18 w/ side shift runs strong needs TLC. Daughter drove for years but has let sit since she was married. $1500 obo. Contact Dean Posey at ggphoto@sbcglobal.net or 559-930-3753.

1973 914-6 Conversion Fiberglass flares, bumpers & rear spoiler. Mexico blue. 2.7L 7R. 901trans with Quaife. 911SC front end. 930 brakes. 16 x 9 Fuchs. $15,000 OBO. Contact William Thorp at bt9146@mac.com or 760-451-1151.

1987 944 Stunning Polo Red Beauty. Great shape and well maintained. 144k. Recent belts, rollers, pump, and cooling system. Always covered and garaged. will email Photos. $5k. Contact Eric O ringdulph at eoring@excite.com or 209-957-4872.1989


1989 911 Targa White w/blk 91K miles. Fantast condition. New top, clutch, valve guides, Bilsteins, 930 tie-rodS. & 8x16s. Lowered. Updated factory (993) in-dash CD & speakers. Have records. $22,000. Contact david stomp at dstomp@shb.com or 415-613-8042.

1976 934/5 Factory 934 converted to full 935 specs by GAACO in 1980 . 962 motor. Lemans twice, Daytona 24 . FIA , IM SA . $225,000.00 Contact Van Zannis at race935@aol.com.

1997 993 C4S. Great car with no issues. 38K mi; silver/black; leather; dual power seats; motor sound; full service records and Carfax available; always garaged; non-smoker. $52,500. Contact Gary Britton at gcbritton@sbcglobal.net or 650-269-9801 or 650-324-8711.

1984 Carrera coup slate blue/navy blue. 75,000 mi on rebuild. 275,000 k total miles. No accidents, no rust, original paint. Used as daily driver. Asking $12,000. Contact Paul Czopek at p.czopek@worldnet.att.net or (209) 531-1942.
2003 Boxster S Lapis Blue with Blue top, Gray Leather heated seats, PSM , trip cmptr, Xenons, 18 in Turbo Look I I wheels. O nly 1,800 mi. $46,000/B est O ffer Immaculate. Contact Charlie Arolla at carolla@scu.edu or 408 554-4161.D ays.

1965 356 Coupe Chassis 217127, Trans 83835, Engine 716514. E cel CA car, signal red ext., beige int., N ardi wheel, luggage rack, W eber carb., chrome rims. $25,000. Contact Reinhard Riedel at riedel@infostations.com or 530-878-1027, Fax: 530-878-2498.

2004 GT 3 Perfect condition. $600 miles. Speed yelow leather, sports seats, 3M full front mask, H alon system and removable rollbar. M ust sell $99,000 obo. Contact D avid C. Smith at jcmdc@aol.com or 415-924- $251.

1996 993 C4S Red/grey leather. 43k miles. Lowered, no carbon problems, big new red brakes, new tires, second owner. $55K obo, email for photos. Contact J effrey Novick at jeffreynovick@aol.com or 408-448-4465.

1976 911 Carrera 3.0 Targa, all in good condition. 911SC prototype with less weight. 132,457 miles, motor overhaul on 5/16/01 @ 97,574 miles. $15K/o ffer. Contact B utch M eyner at gmeyners@trane.com or 408-481-3746.

2002 Carrera 4S Silver/black, 20k miles, loaded, immaculate, unique vehicle with $15k in extras: 19” Chamon rims, turbo sport exhaust, premier sound. Pics via email. $79,000 obo. Contact A drian T heron at adriaantheron@yahoo.com or 925-998-7215.


1986 Carrera Coupe M int! O riginal, unmo lested, 124K . 1%-2% leakdown. N o oil consumption. Rebuilt 915. Leather like new. I ris Blue / Blue. $20K / obo. Contact P ete H. at ivoryy@yahoo.com or 310.771.3462.

1974 911 Coupe No Sunroof Fantatic T T, AX , Race. B uilt and maintained at JW E, 3.2L, cage, fuel cell, fire system ready to run. Toyo Cup class PRC. Pics/Build Sheet available. Contact S tephen Silver at quikstuf@pacbell.net or 831.295.2871.

**Parts & Miscellaneous**

Recaro “Pole Position” racing seat for sale. 4 years old in very good condition. It is very light and FIA approved. Check Recaro website for pix.$600 new. I am selling for $350. Contact B ill K elly at wiek@comcast.net or 925-383-0766.

Misc Racing/Track Stuff 2 Sparco Pro2000 seats, roll bar, pair of 6 point harnesses, 2 helmets, neck brace, N ady intercom, video camera mount. Contact D oug M artin at djmartin@lanset.com or (530) 885-8465.


Clifford Alarm New in the box! I ntelliguard 850, with valet bypass, proximity sensor, power up, dual-zone omnisensor, two 5 button transmitters. Lifetime Warranty. $400 Contact C lay D. Reding at d-gilber@swbell.net or 972-248-1755.

Fire suit, r i ts -510”, CSR , rated 3-2A/5, Porsche patch, $135. Simpson racing gloves, large, $30.

Contact E dward W ilson at dr.ed_wilson@yahoo.com or 650-654-4407.

Used set of Mahle 69 911S 2.0L pistons & cylinders ( w/wristpins) in very good condition. $1,225. Contact E d D ucey at ed.ducey@charter.net or 408.710.7055.

Black 914 seats from a 73 in near perfect condition. $450. Contact E d D ucey at ed.ducey@charter.net or 408.710.7055.

Ultima GTR purpose built for the racetrack with Porsche engine and transmission. M ore info and pictures at www.millerteamracing.com. Contact Ed D ucey at ed.ducey@charter.net or 408.710.7055.

6- 79 3.0 95mm cylindlers-mahles; 5- 79 3.0 95mm pistons-mahles; 6- 32L H igh compression mahle pistons; $600 for all-in good condition. Contact J im G uid o at sujim@comcast.net or 408-265-1383.

74 Carrera 2.7 long block w/o injection, fan assembly, alternator, shroud. 3 or 4 head studs loose. Sitting 8 yrs. apx. 75k miles since total rebuild. $1,500. Contact J im G uid o at sujim@comcast.net or 408-265-1383.

Autopower roll bar fits 911 targa 69-89. I O Port camera mount, M omo steering wheel spacer, & more M ore info and pictures at http://there.dino.com/harold/. Contact H arold W illiams at harold@dino.com.
951 tranny w/60k miles. From 1986 Turbo which has desirable cooler. Perfect condition -removed to install LSD tranny. $550. Located in SoCal but can deliver to NorCal. $50 discount for local pickup. Contact Jerry at fast18@sbcglobal.net or 650-270-9102

Set of four one-piece BBS wheels. 7j X 16H 2 (224ET23 – K BA) & 8j X 16H 2 (225ET11 – K BA). Polished lips, gold centers, BBS center caps. Recently refinished. $500/obo plus shipping Contact Sergio Meza at sgmeza@sbcglobal.net or 925-833-8545.

Pair 996/Boxster Sport-seats, black leather, Speed Yellow backs(beautiful!), $1600. Two Sparco Evo fiberglass race seats, black, one perfect $400, one w/slight use $350 ($600+ new). Contact Dan Lofgren at dan_lofgren@comcast.net or 408.946.2459.

AS Sport roll bar, x-brace, $1000. For a non-sunroof 996 race/truck car. I can a functionally fine, just doesn’t look good enough to put in my street/truck GT3. Contact Joe Ramos at jmramos@gmail.com or 650-726-3908.

Boxster 17” Track or AX wheels Porsche 5 spoke 996/Boxster 17x7 and 17x8.5. Great backup set. Straight. Clean. Not Concours. $450. Contact Ken Jones at aloha02@earthlink.net or (925) 372-6273.

Corbeau red 3” 5-point harnesses, driver and pax, camlock, SF1 Spec 16.1, Aug 03. $225 O BO. Contact Joe Ramos at jmramos@gmail.com or 650 726-3908.

996 (3.6L) Engine For Sale Our conversion project isn’t happening. Complete, like new engine! Currently at Heyer Performance, in Mountain View, CA. Engine # M96/03664.14589 M ileage: 10,752 $7,500 O BO. Contact Michael Golub at mikelgolub@hotmail.com or 650.322.3603.

Parting out 1986 911 Cabriolet. Engine with 7k miles, can be test driven; Porsche sports seats, Full leather interior, Front fenders, need very minor straightening, Set of 15” 7s and 8s, Set of 16” 6s and 7s, Rear Carrera flares, Carrera brakes, Front and rear bumpers, L & R doors, Euro brainbox for 3.2 engine, Catalytic converter bypass (for offroad use only, of course). Contact Dan Dennis Power at dmpower@museumca.org or 510-501-3564.

356 ZF limited slip remanufactured bullets 718.332.525.00 $28.00 ea plus shipping. 356 Towbar $60.00 Other 356 engine and trans parts available. Contact Reinhard Riedel at riedel@infostations.com or 530-878-1027 Fax 530-878-2489.

964 3.6L pistons and cylinders from a 93 RSA 3.6L 70k on parts. Make offer. Contact Mary Beth at merb_wilson@pacbell.net.

TechArt Aero Parts for 996 front splitters $600, replica skirts $550 (both for $1000) Contact Joe Ramos at jmramos@gmail.com or 650-726-3908.

Painted Crest Center Caps p/n 993.361.303.10, $150. Contact Joe Ramos at jmramos@gmail.com or 650-726-3908.

993 engine & race parts from TWO 993 engines: rods, P/Cs, cam towers, chain housings, head, G T100 cams, Elgin cams, valve covers, 3.6L, etc. D M E harness, Carillo 3.6L rods, Pauter 3.0L rods. Contact Jeff Stevenson at jeff@porscheracingclub.com or 707-331-4443.

996 hardtop, unused, with a cover and side mount stand $1200 B/O. Contact Grant Tee at karate1110@aol.com or 510-910-0122

Wanted

1954-57 Porsche Speedster to purchase. Any color, any interior, no replicas. Contact: Nick Gallo (626) 281-1113 gallos@sbcglobal.net

4 7x15 3-Piece BBS wheels. Finish is not important they just need to be straight. Contact Erik O sny at eostly@ostly.com or 408-718-2924.

Porsche 912E. Running or not. Bad engine or transmission O K. M ust have straight body, no rust and good paint. Contact Ken Holladay at jacquiken@verizon.net or 408-842-0616.

1965-67 911/912 A/C parts Looking for a mounting bracket (or possibly the entire A/C unit) to fit an original ‘65-67 911/912 Tecumseh Air Compressor. More info at http://912registry.org/restore/912air.htm. Contact Gary Schultz at garyzhome@sbcglobal.net or 925/639-0210.

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 kurtkrueger@earthlink.net.
Richard 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 Street
Redwood City, CA 94063
http://www.highperformancehouse.com
WINNER 2002 ROLEX 24 AT DAYTONA

DRIVERS EDUCATION, VINTAGE & AUTOCROSS

Building competitive track cars requires experience. THIS IS WHAT WE DO! With our drivers and overall dedication at every corner of our effort, The Racer's Group truly lives up to THE BEST. You get the best care for your car at no more cost than elsewhere. We offer the services you need to give your car the best chance to compete. Our services include setting up your car and your schedule. We can compete in your race if you wish.

COME 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. As The Racer's Group, we offer a winning combination of top quality parts, professional assembly & engineering, years of experience, quality service and just plain good advice. We'll keep our promises & deadlines and we probably even have it in stock and ready to ship the same day. Our prices are always competitive so why, really, why go anywhere else?

OUR FACILITIES INCLUDE:

- Front & Rear Suspension Components
- Bodywork
- Engine
- Transmission
- Complete Power Systems
- Brakes
- Complete Engine Components
- Complete Suspension Components
- Complete Electrical Systems
- Custom fabricated parts

CHECK OUT OUR WEBSITE >> theracersgroup.com