



Prieta POST

Mar/Apr 2024

The Official Publication of the Loma Prieta Region, PCA



Loma Prieta Visits Vets at VA Hospital in Palo Alto



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Prieta POST

MarApr 2024



Pg 18 Loma Prieta Visits Vets at VA Hospital in Palo Alto

What started as a suggestion by Ed Dugan to visit with Vets at the VA turned out to be a total "feel good" event for those who had the honor of attending.



Pg 22 BRracing Technical Sessions

Bruce Todd (the "B" in BRracing) hosted local auto enthusiasts for two technical sessions. LPR members availed themselves of the offer to attend. Now you can read all about it.



Pg 26 LPR Technical Corner

A first for recent Prieta POST issues: A technical discussion. Read how an LPR member had to repair his headlights and how he had them done!



Pg 28 Racing: Is not JUST about Porsches

An introspective look at being a Porsche Fan-boy AND watching all sorts of auto racing, even non-Porsche cars/ classes!

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Sponsor provided and installed logo on LPR AX trailer: \$250/yr.

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Back Story The Prieta POST Cover Photo

Photo by: Don Chaisson
Camera: iPhone 12

The photo is of a 911 "RSR 3.8" owned by Mike Koozmin and displayed at the VA visit (see story in this issue). The car started as a 1970 911T but had a massive RSR inspired Jerry Woods conversion and painted Polo Red by Dave Dunwoodie, but now owned by Mike Koozmin.



Just a few highlights of the build: 3.6 1998 993 engine w/3.8 Carrillo pistons, Steve Wong chip, headers, 915 transmission with Quaife LSD, RSR pressure plate, Smart Racing Products suspension, monoball front and tubular/adjustable torsion swaybars, 993 turbo Big Red brakes, brake bias valve, RSR carbon fiber fender flares, fiberglass hood and carbon fiber RS3.8 decklid and spoiler, 8 point welded-in roll cages tied to front and rear suspension, Kinesis 3 piece forged wheels, Lexan side and rear windows, Recaro racing seat, Sparco passenger seat, 20 gal 964 gas tank and is street legal, registered and smog exempt.

But the best part is explained by Mike:

"I'm super excited that Dave was willing to sell me this car. I've been racing against Dave and this car for over a decade. We have chased each other for TTOD all season for many years. I'll bet it was 10 years ago that I said "If you ever decide to sell that thing I'd love to be first in line". Dave and I have built a wonderful friendship and have traveled long and far racing our Porsches together. It's truly an honor to take over and continue the story of the legendary RSR we so lovingly call "The Maraschino".

Mike Koozmin"



Porsche Club of America

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Loma Prieta Region



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Miscellaneous Rambling and Back Story

Don Chaisson, Prieta POST editor.

If you recall last issue's editorial, I looked for inspiration in magazines such as Panorama and Excellence. Panorama continued to shine an inspirational light as the January 2024 Design Issue of Panorama appeared in my mailbox.

Panorama's first Design Issue dropped in 2020. The issue was done in the midst of COVID and defiantly asserted that the magazine could provide interesting and relevant content during the pandemic. It was an instant revelation to me then and I wasn't even trying to build a PCA Region e-zine back then.

The current and fourth Design Issue continues to show the linkage of Porsche, art and graphic design, highlighting automotive Porsche design elements in particularly special dramatic settings. To put a cherry on top, the issue highlighted two of my most favorite Porsche models: the 906 Carrera 6 and the GT1 Strassenversion.

The cars are beautiful and dramatic, but the hero shots for their articles just make my jaw drop. Take a look at the start of the article for the 906. The "kicker" of the shot "THE DESIGN STILL LOOKS FUTURISTIC



NEARLY 60 YEARS LATER" portends the composition of the photograph. The red 906 in contrast to the gray but futuristic location looks equally futuristic. The hero shot for the GT1 (below) matches the silhouette of the white GT1 against the silhouette of the Olympic building in contrasting white and gray colors. Both are dramatic in their own elements.



These beautiful graphic layouts drive home the point that while I have a camera and the InDesign layout application I have a long way to go to bring Loma Prieta members such quality in the Prieta POST.

The Region didn't have many traditional activities in the opening months of 2024, other than a Thirsty Thursday at Beer Thirty in Soquel early Feb. But the region did get an invitation to show our cars and spend some time with veterans at the VA Hospital. I'm not sure who got more out of the meeting, the vets or our attending members. You can share in the experience with the feature article "Loma Prieta Vists Vets at VA Hospital in Palo Alto" on Page 18.

The other feature articles sort of ramble around Porsche technology and racing in general. Thanks to Bruce Todd and BRacing for putting on/hosting two all day tech sessions at their shops. Quite a few LPR members spent their Saturdays at these informative sessions. You can read all about it on Page 22 of this issue.

We also have a contributed article by Peter McMillan on how he had to replace front headlights on his Porsche. The article was from Peter's blog where he shares how he economically repaired his headlights, page 26.

One of the things that the BRacing sessions brought home was that there are a number of Porsche enthusiasts who put their cars on the race track for competition or Driver's Education, aka Track Days. Honestly, most of these PCA'ers reside in the Golden Gate Region, though we do have some LPR members who raced in Spec Boxster or participated

in track day events. I was one of the guys that did track days over the last 12 years or so, though only a couple times a year. Former POST editor Kat Hsueh does 3 to 5 times as many a year!

LPR definitely has more of an autocross focus for many of its members with Dave Dunwoodie and his team putting on 9 LPR events this year alone. Hopefully, the Prieta POST can put a bright light on these activities for their enjoyment or to entice more LPR members to come out and try the discipline.

I've devoted some pages to racing in general. Needless to say, we tend to focus on Porsche Motorsport for good reason. Our favorite marque has racing in its DNA, whether it is competing and winning at LeMans or IMSA, single spec series (e.g. GT3 Cup racing in its many forms) or local club racing. But I think that we might be missing an important point. Motorsport racing is fun to watch. I didn't say Porsche racing, but motorsport racing. That includes F1, Indy cars, endurance racing such as LeMans, Daytona, GT cars, other spec series racing, you name it. Heck, I even went to a NASCAR race in Southern California a few years back.

As my avatar for this column shows, I like different sports, enjoy participating in both auto/Porsche and golf. I enjoy watching all levels of each sport. Now and then I even check out what's happening in bicycle racing, though less often after being disappointed by Lance Armstrong.

But that is another story!

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Driving with Friends

by Dana Drysdale, photo by D. Drysdale

Thank you Board, Chairs and Volunteers – Some days it just hits me how great we have it in LPR, thanks to our Members, Volunteers, Chairs and Board. Amazing and always improving! Looking forward to more Fun and AX in 2024.

Z7 Awards – LPR – Special Recognitions for LPR Z7 AX Series Wins and Honors are a highlight of March 2nd Zone 7 Dinner and Celebration. Incredible venue, too (see picture), **thanks Brian Adkins, Zone 7 Rep. Details next Prieta POST.**



LPR actions for Members - LPR has a new Auto-cross (AX) trailer! Our old trailer is 22 years old and needed \$\$\$ repairs. Thanks **Dave Dunwoodie** and his trailer team – **Mike Koozmin and Peter Ridgway** – for shopping the best trailer and presenting to the Board. Pictured, **Mike Koozmin and Bill Charon** at work on new trailer. (editors note: more on this next POST)



More Actions for Members - Waiver of Basic Tour Fee (\$5) for 2024 – Thanks to **Hugh Calvin, Tour Director** for the idea and **Andy Ward, Treasurer** for analysis.

PCA on the Road – Visit? Checked out Lone Star Region's website and found a Cars and Coffee, welcoming PCA members, and - a tour of **Alara** (Alara Garage – Houston Luxury Car Storage). So, if on the road and interested – check websites.

Detailers Tip of the Day – Simple Green – sometimes diluted, is a great cleaner for grimy parts of our cars – muck in the wheel wells, on chassis parts, etc. Careful around fabrics, vinyl, and auto glass. Thanks, **Les Schreiber!**

Driving with Friends – it's not just the cars, it's the people! Happy drives to all!

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Loma Prieta Coming Events



Loma Prieta Board Meeting Tuesdays: Mar 12th, Apr 9th 7:00 PM

The meetings are either totally virtual or a hybrid, with a physical meeting and with others joining via ZOOM. Contact President Drysdale if you would like to attend. You are WELCOME to attend and we would love to see you there!



LPR AutoCross #1 Mar 10th Crows Landing

LPR's AutoX series kicks off at Crows Landing. Sure it can be a bit chilly in March, but the wide open spaces make for a great experience. If you are new to AutoX make sure you request an instructor to help with AutoX techniques. Watch for details on registration in the LPR email blasts!



Campbell Easter Parade Mar 30th Downtown Campbell

Join in the actual Easter Parade in downtown Campbell with your favorite Porsche as your "float". It's for the kids, so dressing up is recommended. Or at least show off some stuffed bunnies.



SRO GT Racing at Sonoma Raceway Sat/Sun April 6 and 7th.

This will not be a formal tour, just show up at Sonoma Raceway for Sat or Sun, or both days for some really good GT racing. There will be GT3 and GT4 classes along with TC and Toyota Gazoo GR Cup support races. Prices are low, the track is fun to watch and the racing exciting regardless of the class and cars! Contact Don at "prieta-post-editor@lprpca.org" for more information.



Cars and Coffee at Fremont Porsche Apr 21st 8-10AM

Porsches ONLY. Sponsored by Fremont Porsche and Loma Prieta Region Space may limit number of participants. For more information, contact: Peter Ridgway at technical@lprpca.org or Elita Gamboa at EGamboa@porsche Fremont.com



Thirsty Thursday March 7th @ Kelly Brewing Company Morgan Hill

Join members for an informal gathering, enjoying munchies provided by the LPR. The beers available are top notch, and Carpo's Window for a rotating menu is limited. .
No need to register, just SHOW UP!



St. Patrick's Day GTG Mar 16th

An annual tradition hosted by the Morgans. Since the venue is the Morgan's house, attendance will be limited. But if you can get on the list you will likely be treated to great food, games and fun. The best part, you don't have to be "Irish" to join in.
Watch for details on registration in the LPR email blasts!



LPR AutoCross #2 Apr 6th Salinas

LPR's AutoX series continues and returns to Salinas Municipal Airport, 30 Mortensen Ave, Salinas. Turns come fast at Salinas, so if you are new to AutoX make sure you request an instructor to help with AutoX techniques.
Watch for details on registration in the LPR email blasts!



Ken Iles Memorial You Turn Tour April 13th -to 14th

Mark your calendars for this event where we'll enjoy lunch and an afternoon GTG hosted by Debbie and Kevin Bennett followed by dinner in a local eatery. Sunday we'll tour Fresno's underground house and the Fresno Zoo.
Watch for details in our email Blasts!



Want to celebrate St. Patrick's Day without spending a hat full of gold?



Come party with the Morgans!
Saturday
March 16

You know that spring is just around the corner when Bob and Karen open their home again for a celebration of the wearin' o' the green. So dust off your leprechaun topper, dig out and don your Irish attire, then join your friends for some corned beef and cabbage and some good old LPR socializing.

RSVP to Bob by March 9 at
bobbo408@comcast.net.

Plan on bringing an appetizer, salad, side dish or dessert to share.
The cost is a mere \$15 per person.

The good times can be found at:
6068 Marla Court
San Jose 95124

Campbell Easter Parade



March 30, 2024
We will meet and decorate our cars on Orchard City Drive near Railroad Ave. at 11:00 a.m. The parade starts at noon.

To sign up, call Honore D'Angelo at (646)925-7982 or e-mail at honore.siri@addisongroup.com by March 23, 2024.



After the parade, lunch will be in Campbell at a restaurant to be determined. Complete details will be emailed to participants on March 23.

Ken Iles Memorial You Turn Tour

Join us for a visit to the Central Valley and Fresno, California's fifth largest city, where we'll enjoy lunch and an afternoon GTG hosted by Debbie & Kevin Bennett, followed by dinner in a local eatery. Sunday we will tour two of the city's tourist attractions.

Saturday, April 13-14



We will rendezvous in Gilroy on Saturday morning for the drive to

Fresno. Lunch will be provided by the Bennetts; they ask that you provide your own beverages. Ten rooms have been reserved at the Hampton Inn. RSVP quickly for instructions of where to meet and how to book a room in the reserved LPR block. Sunday a.m. to tour the Gardens {less than \$25}; then p.m., the zoo (20 bucks).

RSVP to Peter Ridgway at fastpeedr@outlook.com no later than March 30

Membership Corner

New Members

James Williams	Scotts Valley	2023 911 Carrera
Mark Wilson	Soquel	2023 911 Targa 4 GTS
Ryan Dong	Santa Cruz	1985 911 Carrera
Andreas Jung	Friesach, Burgeland	1973 911 Carrera RS 2.7
George Kopinsky	Santa Cruz	2006 Cayenne

Transfer "In"

Mark Flowers	from Golden Gate	2021 Macan
Alton Fong	from Golden Gate	2025 Boxster
Jon Witkin	from Golden Gate	911 Targa 4S

Membership Numbers

Primary Members: 378

Affiliate Members: 231

Grand Total: 609

Anniversaries

10 years:	Ralph Foster James Serrano	20 years:	Walter Andrews Fred Kanzaki Richard Agnoletti
25 years:	Ken Rodrigues	30 years:	Michael Vadvilavich Steven Harper

Would you like to participate in a new Prieta POST column??

I'm looking for new members to participate in a light heated interview for the POST. The idea is to use a questionnaire to help region members get to know you better. It won't take much of your time, and if you like, I can meet you to do a photo shoot of you and your Porsche!

Interested: contact: prieta-post-editor@lprpca.org



CY2024 in Review Events for Loma Prieta, PCA National and Local Racing



Loma Prieta Regional Events.

- 3/07/2024 – Thirsty Thursday – Kelly Brewing Company – Morgan Hill
- 3/16/2024 – St. Patrick's Day GTG
- 3/30/2024 – Campbell Easter Parade
- 4/13-14/2024 Ken Iles Memorial You Turn Tour
- 4/21/2024 Cars & Coffee: Porsches Only at Fremont Porsche
- 5/02/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 6/06/2024 – Thirsty Thursday – Kelly Brewing Company – Morgan Hill
- 6/16/2024 – Forest Bathing Tour
- 7/13/2024 – LPR Summer Picnic – Roaring Camp
- 8/01/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 8/03/2024 – Dana's Club GTG – Details to come
- 9/05/2024 – Thirsty Thursday – Kelly Brewing Company – Morgan Hill
- 9/14/2024 – Jacobs Heart Tour
- 10/03/2024 – Thirsty Thursday – Beer Thirty – Santa Cruz
- 10/12/2024 – Octoberfest Tour (a joint LPR and MBR event)
- 11/02/2024 – Ole Amigo's Tour
- 12/01/2024 – requesting a change of date from 12/15/2024 – Toys for Tots Tour
- 12/07/2024 – Awards Banquet – BackNine Restaurant in Pasatiempo

Note: Dates are subject to change: Please check the LPR enews email blasts, the POST and website for updates



National PCA Events

- 3/1/2024 Werks Amelia Island
- 4/21/2024 – 4/25/2024 – Treffen Wine Country, Fairmont Sonoma Mission Inn, CA
- 6/09/2024 – 6/15/2024 – Porsche Parade, Birmingham
- 8/16/2024 Werks Reunion, Monterey
- 9/29/2024-10/2/2024 Treffen Mt Washington, Omni Mount Washington Resort, NH



Loma Prieta AutoCross Events

3/10/2024	Crows Landing
4/6/2024	Salinas
5/5/2024	Salinas (a Zone 7 event)
6/8/2024	Salinas
7/21/2024	Salinas
8/10/2024	Crows Landing
9/15/2024	Crows Landing
10/12/2024	Crows Landing (a Zone 7 event)
11/10/2024	Crows Landing

Note: Dates are subject to change: Please check the LPR enews email blasts, the POST and website for updates



Professional Racing Events

at local raceways

4/5/2024-4/7/2024	SRO GT Racing: Sonoma Raceway
5/10-2024-5/12/2024	IMSA WeatherTech Sportscar Championship Motul Course de Monterey, Laguna Seca
6/23/2024	NTT Indycar Series, Firestone GP of Monterey, Laguna Seca



PCA Club Racing - DE/Track Days

at local raceways

4/5/2024	HPDE* hosted by Diablo Region	Thunderhill Raceway
4/6/2024 - 4/7/2024	Club Racing plus HPDE hosted by GGR	Thunderhill Raceway
6/28/2024	HPDE hosted by Diablo Region	Sonoma Raceway
6/29/2024 - 6/30/2024	Club Racing plus HDPE hosted by GGR	Sonoma Raceway
8/3-4/2024	Club Racing plus HDPE hosted by GGR	Thunderhill Raceway
10/11/2024	HPDE hosted by Diablo Region	Thunderhill Raceway
10/12/2024 - 10/13/2024	Club Racing plus HDPE hosted by GGR	Thunderhill Raceway

* HPDE: High Performance Drivers Education

Loma Prieta Visits Vets at VA Hospital in Palo Alto



Story by: POST editor
Photos: POST editor, Dana Drysdale

The veterans enjoyed it,
but it was our pleasure to

This event doesn't fit into the usual formats of PCA organized activities. It wasn't a tour, it wasn't a speed event, it wasn't a concours or even a Cars-n-Coffee meeting. It was more of a community service to our veterans.

It all started with Ed Dugan, a vet who had several Porsches when his eyes were great, suggested the idea of a Porsche Car Show for veterans at the VA Hospital in Palo Alto. Dana has seen photos of his SC which he describes as an awesome looking beast. It all fits with his email that starts with ed911sc!

The idea was to have a car show with our cars and have a talk with some of the veterans at the hospital. Pulling the VA side of the event together was Teresa Boehm, the coordinator for the Western Blind Rehab Center.

As we arrived at the hospital, we parked our cars in the lot that security had set aside for us. Not unexpectedly, the cars looked wonderful. Teddy Frahein of BR Racing brought his recently purchased Cayman GT4RS to show and talk about. It was the press release car that Matt Farah test drove for Road & Track at the Monticello Motor Club, NY. Yes, it is in Racing Yellow, my favorite color.

But I digress. The star(s) of the event were the veterans who came down





see their smiles!

from their rooms to roam around, some on foot, others with mobility assistance, taking in the cars and talking to LPR members. We were cautioned to respect their privacy, so while we talked to them, we didn't press them for their names or their military experience, but some offered a bit about themselves. Their interest in the cars was definitely allowed. And yes, they were "car guys" through and through.

One fellow who said he was a mechanic in the Air Force talked about his 600HP Nissan that he built up in spare time and his over the top motorcycle. I think he was in rehab for a motorcycle accident given his neck brace, but we didn't talk about his injury. He knew what he was talking about for sure and was very knowledgeable about Porsche. He was able to spot differences in the front clips of the various Caymans on display (GT4RS to S models).

One of the fellows was very talkative about his history with cars, car people and his experiences. He proudly said his name was "George Clarke, that's with an 'e'". The first car he talked about was a silver 250 GTE Ferrari that he bought for \$10K (yes this was a while ago) from an engineer who parked it every day, open to the weather in the parking lot. The leather seats were cracked and in disrepair, so George lovingly treated them with Lexol for months until they regained their suppleness. After he worked the car into good shape he entered it into a Concours and he won. He had found memories of the car and didn't dwell on "if only I had kept that car..." Just for fun I Googled a recent sale of a Ferrari 250 GTE at a 2023 Bonhams auction; it went for \$351K.



Greetings Porsche Club of America,

On behalf of the Veterans at the Western Blind Rehab Center and all of those that you served at the Palo Alto VA today, we would like to thank you from the bottom of our hearts for taking the time to give us such an impactful, positive and incredibly beautiful experience today. It was truly such a special day, and very fun new leisure opportunity. We appreciate your guys' valuable time, your willingness to bring your beautiful Porsche cars to us, share your stories, kindness, compassion and serve the people that served our country. We all had a wonderful time and will keep this day as such a fun memory. We welcome all of you back anytime.

With lots of gratitude,

Teresa, Lindsay & the WBRC

That wasn't his only interesting car. George related the story of how he got a General's specially spec'ed Corvair when serving in Army HQ in Heidelberg, Germany. The General was a friend so he got it at a good price. The General had modified it with suspension and motor upgrades with a special set of exhaust headers. George had a blast driving that beast all around Germany and Switzerland while he was stationed in the EU.

Back in the states, his link to cars continued. His wife's uncle was JC Agajanian, the Motor Sports Hall of Fame car owner who was a fixture at the Indy 500 races in the 1950's and 1960's. His drivers, Troy Ruttman and Parnelli Jones won the Indy 500 in 1952 and 1963.



Peter Ridgway, Teresa of VA, Leon and John and Honore D'Angelo

George settled down and served as a photographer at the Black Hawk Auto Museum for a few years. He brought along a few of his photos from the museum. One was of a Porsche Spyder Hillclimb racer and was autographed by Vic Elford! While at the VA, George gets around with his walker — aptly a black DRIVE Nitro Euro Style walker.

At lunch, Teresa said that our visit was really important to the vets. One fellow wasn't having a very good day, but after hanging around the cars and LPR folks his outlook took a 180 degree change for the better.

Other vets just wanted to get out and talk to us Porsche folks. Each of them was interesting and seemed to enjoy every minute of the interactions.

That was the best part of the visit!

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BRracing Technical Sessions

Story and Photos: Post Editor

A rainy Saturday brought our first opportunity to attend a tech session at the race shop of BRracing. The session was led by Bruce Todd (the "B" in BRracing) and covered brakes, rotors, pads, suspension, alignment and a look underneath a 992.1 GT3 Touring, a 992.1 Cup Car and a 991.2 Carrera Turbo. BRracing kindly provided a continental breakfast and a taco lunch for attendees.

jian, Peter Ridgway, Dana and Doug Ambrisko, Bob Hogan, Bob Morgan, Bill Weir, Hugh Calvin, Joe Hartman, Don Minami, Russ Britschgi and Don Chaisson. Special shout out to Dana Ambrisko for supporting Doug's need for Technical time!



Bruce Todd, Peter Ridgway and Zone 7 Rep Adkins in background

The event was open to anyone interested, not just LPR. But there was a large number of Loma Prieta people in attendance: **Dave Dunwoodie, Bill Charron, Ed Tefank-**



Dave Dunwoodie, Bill Charron, Ed Tefankjian (back to us)

Other attendees ranged from far and wide with a whole lot of GGR folks as well as a few BMW pilots! Zone 7 rep, Brian Adkins was also there enjoying seeing so many happy faces.

If you have not talked to Bruce Todd, you are missing a fun time. Not only is he a fountain of technical information but as they say, he has stories to tell.

How he got involved with his race and service shop is an interesting story. With an engineering degree from UCLA and working in industry sectors of services, voice mail development and network servicing, he had the chance to dwell in his lifelong passion for speed. That got started with karting with his son, Rob, (the "R" in BRacing) when Rob was only 12 years old, gathering a lot of experience and many victories. Bruce and Rob hooked up with Steve Dinan of BMW fame and raced for Dinan for 9 years while getting to know a lot about BMWs. Then Bruce got a call from a friend to help him install some parts on his BMW at Bruce's house. One installation led to another until his neighbors started complaining about all the cars at his house. Time to open a shop, which he did in 2008. The service shop morphed into customer support for track days, and in 2010-11 he formally started supporting customer racing (BRacing Motorsports). This facility is where the first Tech Session was held.

First topic was BRAKE FLUID. Bruce could have just said, "... Porsches need their brake fluid changed every two years, or more often as needed" and that could have been it. But Bruce went into amazing detail on the ins and outs of this seemingly simple fluid. DOT 1, DOT 5.2, glycol based to silicone based (avoid this DOT 5 product) dry boiling point, wet boiling point, to why racing teams often change their fluid every day! Bruce addressed selecting the correct fluid for your application, easy driving, aggressive street driving, track days, racing campaigns, steel rotors, PCCB rotors and their temperature ranges. And as was the case all day, Bruce backed up every technical data point with a story, making the presentation interesting and attention grabbing.

Then onto BRAKE PADS. Again, he could have just said, "... Pads should be replaced with Porsche OEM parts when the pad wears to X number of mm." Instead he illustrated when to change brake pads is based on pad material left and intended usage (easy driving to aggressive driving to track driving), again with offhanded stories of what could go wrong! Pearls of wisdom just flowed throughout the morning. Did you know that it is quite acceptable to swap the inner and outer pads as they wear? I surely did not know this as I meticulously kept track of inner/outer pads when I swapped street

pads with track pads for DE events. Rotor cracking was also discussed — warning that if a crack extended to the edge of a rotor, time to change them STAT — which is sooner than ASAP, like NOW!

Next was the black art of suspension and alignment. Bruce made understanding bump steer concepts easy but acknowledged that getting it right is in the black magic realm.

Among the more interesting stories were those that gave attendees a peek into the dollar levels of the slippery slope to going really fast. There was the story about a customer that balked at the high cost of replacing his PCCB rotors in a newly acquired GT3. Bruce took him to a track day where a Ferrari was being used to bed in pads on its ceramic rotors — over a half dozen sets of them in advance of a racing sea-

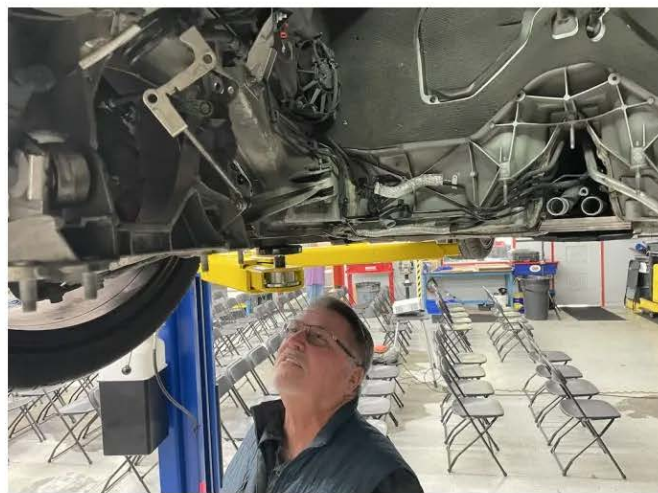


son. Now that is 8 to 10 sets at \$50,000 each. Ouch, that's expensive, but put Bruce's customer more at ease!

After lunch, Bruce did a tour underneath the three cars on the lifts, going over details and modifications.

Speaking of getting underneath cars, BRracing had an interesting GT4 up on the lift for the second Tech Session.

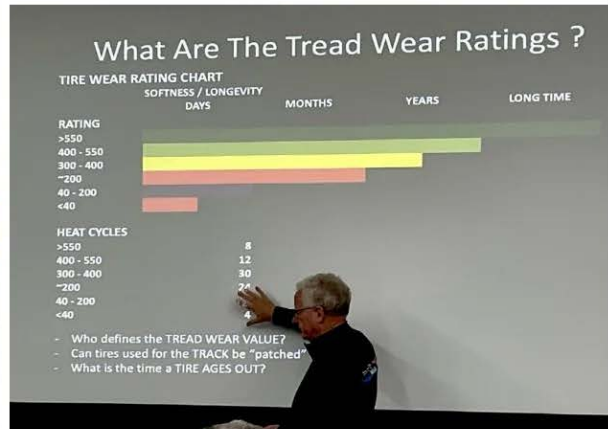
LPR's AutoX chair, **Dave Dunwoodie** was particularly interested in the car as he also has a 981 GT4. The one on the rack didn't have a motor in it though. Dave enjoyed inspecting the wonderfully elegant suspension castings and hook ups as he said, "I've never seen this much of the engine bay in my car."



But the granularity highlights the depth of involvement drivers and team managers go into to eke out a few tenths of seconds in lap time. THAT gave everyone a new sense of what professional teams go through and explains why there are so many engineers looking at so many computer screens in professional garages during major races.

The rest of the session focused on TIRES. Tires are sometimes underrated in their impact to car performance, but not by the knowledgeable auto engineers. Bruce started by explaining Tire Wear Ratings and other information located on the sidewalls of your tires.

Treadwear rating is an indication of softness and how long the tire will wear. The higher the number, the harder the tire and the longer it will wear.



Bruce discussed the reason for the empty GT4. Seems that the owner blew cylinder #5 while at a track day. The off-handed comment sparked a bit of interest in this as a potential problem for non-track day usage of the GT4 and other 981 Caymans. Bruce said that it doesn't happen very often, but somehow, to me, that wasn't enough assurance!

The second tech session wasn't really focused on this GT4 but on DATA SYSTEMS for evaluating driver/car performance on dedicated racing tracks. These data systems marry video with a dizzy array of information ranging from basic needed information of car position, timing, speed, lateral and longitudinal acceleration with other desired information such as RPM, throttle position, brake pressure, steering angle, wheel speeds, and vehicle health data such as coolant temperature, oil pressure and temperature, and tire pressure and temperature.

Frankly, the detail in examples was almost overwhelming.

The lower is just the opposite. My Michelin Pilot Sport 4S has a rating of 300, so it is in the middle of the chart with good stickiness and longevity.

Other important information is the tire specification number. My tire is NO, meaning it is the first iteration of this tire's specification. The next would be N1. Don't mix tire specifications if at all possible. Also, the date manufactured is shown as a 4 digit number. Mine is 1722, meaning it was manufactured on the 17th week of 2022. Tires timeout after 6 years so it would be important to change tires after 2028.

There was enthusiastic discussion on what is the best tire for me. LPR member, **Ed Tefankjian**, regularly pulled the discussion back to autocrossing since Bruce was so track focused. Good for Ed!

Bruce admitted that Michelin Pilot Sport tires are a very

good all around tire for both wear and performance. Bruce included Bridgestone RE-71RS (Treadwear 200), and a cult favorite Nankang CRSv2, also Treadwear 200. Frankly, I never heard of Nankang tires before and, apparently, they are not widely available.

Ed continued. What are the best wheel/tire size for AutoX? Bruce opined that the smaller wheeled tires are good for AX because they are better to change speed and transitions than larger wheels. So, my GTS 20 inch wheels may look great, but 19 inch wheels would perform better in AutoX. Oh well.

The information just kept coming!

Bruce reminded everyone that suspension alignment is critically important for both track and AX. He admitted that cars are seldom delivered with perfect alignment, so it is really important to get your car's alignment adjusted and confirmed to where you want it. It is also important to make sure the shop doing the alignment is expert enough to get it right! That doesn't mean that they need the latest in laser alignment. For example I had my car aligned by Migliore Motorsport using the older fashioned string method. You can have the car weighted on all four wheels to



get an idea of corner balancing. My car has stock struts so it cannot be adjusted for corner balance.

Finally, the subject of tire repair came up. Bruce was firm: tire patch/plugging is a liability issue. Some shops may repair by plugging if the defect is far from the sidewalls, but only for street use. NEVER for speed usage, and that's on the road or track.

LPR is blessed to have Bruce and his expertise so available to us. Thanks to Bruce and his staff at BRacing.

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Loma Prieta

Technical Corner

Welcome to a new feature in the Prieta POST; the Loma Prieta Technical Corner. This feature will try and bring to POST readers technical information about their cars. We will attempt to have technical content in each issue but that will depend on various contributors to provide their expertise for the good of the region.

The first contribution is from LPR member: Peter McMillan, titled "Autocross and Headlights". Enjoy.

Back in June 2023, at LPR's Autocross #5 at Salinas Airport an interesting thing happened.

As I went into full brake at the finish of my first run, the driver's side headlight shot out of the car. I'm sure it gave



the timing station quite a start as it bounced across the tarmac. The lights on this car were already starting to show a lot of crazing, but they were not chipped or deeply scratched. This kind of incident makes your gut sink when it happens. A replacement headlight is \$2,500 and then of course you need 2 so they match...

I had come across *Lightwerkz.net* via one of the Porsche Facebook groups I follow. I reached out to them and they responded the same day. I waited until the end of the 2023 season to get them removed and packed up for shipment.

The lights were sent to Lightwerkz for lens and bulb replacement. The lens replacement job is \$800 for both headlights. I had two new lamps installed for \$200 since they were likely original to the car and 10 years old.

Shipping from the UPS store with insurance, box, etc., was \$300. Lightwerkz shipped them sent back via UPS 3-day for \$147. Here's what the newly re-lensed headlights look like.



Lightwerkz did a fantastic job packaging and sending them back. I should note that they used some pool noodle foam to pack them; I should have done that for their outbound trip but instead I used a roll of bubble wrap we had here at the house.



Here is some closeups of some additional repair work Lightwerkz did on these lights. The tabs were likely damaged during the disengagement during AutoX or it may have been with an early owner of the car. In any case Lightwerkz made some repairs to make sure the tabs and ballast were sealed and secured.

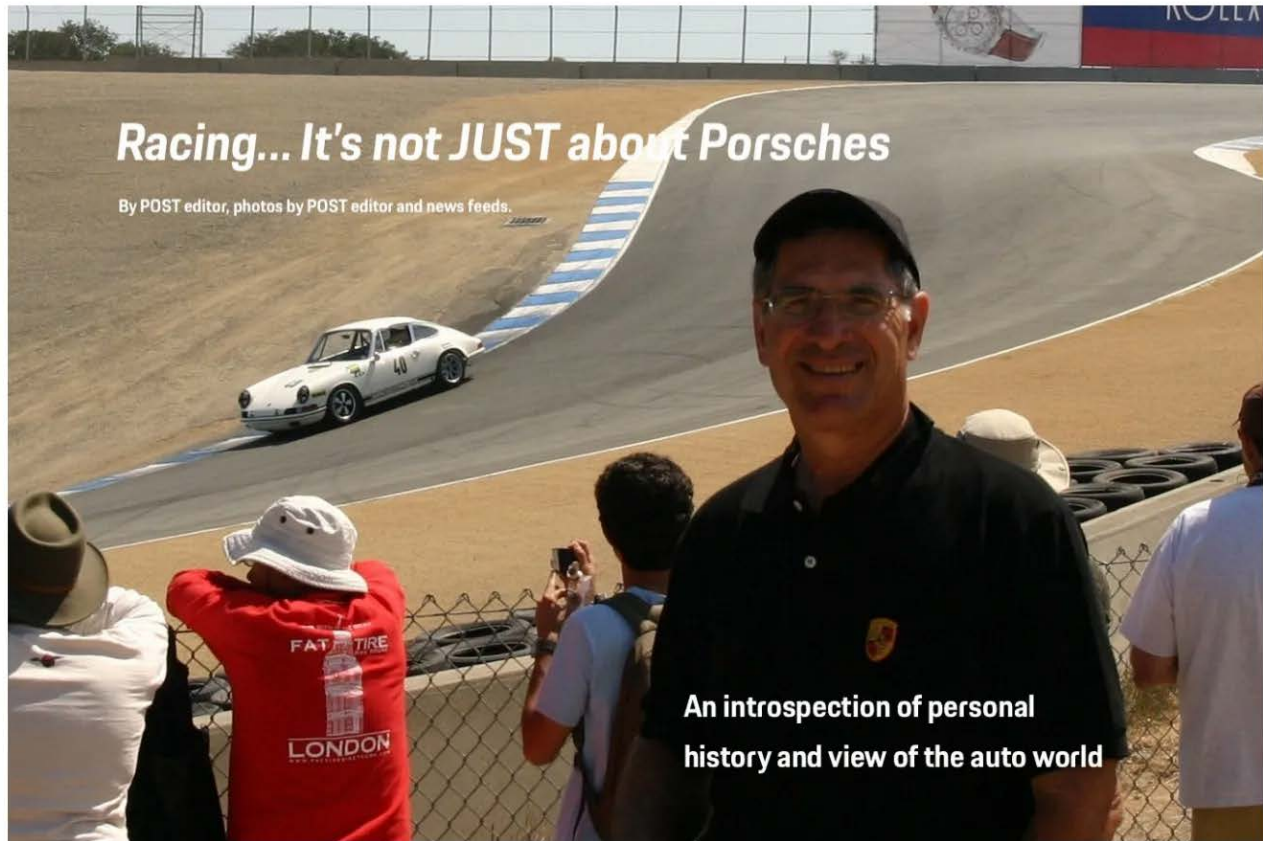


I'm pleased with the vendor, their work and expense. Next, I'll look into some PPF for the lights to keep them protected.

As to root cause of why it wasn't secured? I have to take responsibility. I had taken a rock hit to the radiator at a track day last year. Had the radiator replaced by a vendor. Later I installed some grill guards to protect the radiators. While I had the bumper off I realized that the car was missing the body clips that hold the bumper to the car and that non-standard screws had been used in a few places fastening the liners to the bumper. I replaced all that with OEM parts. Anyway, I had the bumper off last and must not have cranked that headlight tightening screw down hard enough. Now, I'll add that to my tech list for events.



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The title is a bit, well, racy given that it leads to an article that is in a Porsche-PCA region's newsletter/e-zine, but I ask you to bear with me. I will explain.

Let me begin by saying that I am a "Porsche Fan Boy", have been for a long while whether waiting to one day buy a Porsche or more recently after ownership of my Cayman GTS. This started with my first ride in my supervisor's 912 in 1970.

Also, I always was a race fan. In undergraduate college, my buddies and I would make the pilgrimage to Laguna Seca for the CanAm races to watch the orange McLarens dominate in the hands of Bruce McLaren and Denny Hulme until Penske and Mark Donahue showed up with the Sunoco Porsche 917-30. They didn't call that 1500hp car the "Can-Am Killer" for no reason.

I even got to live the dream though to a much lesser level by buying/building a GP Spitfire and racing it at Laguna Seca, Riverside (RIP), Willow Springs and Sears Point (now Sonoma Raceway). I was still in the Army Reserves so I painted my ride camouflage as inspired by Alexander Calder's painted airplanes. It wasn't a great paint job as I shot the car in my

garage. But it did get looks. It was during that time frame that I met Bill Charron — yes the one and same Bill Charron that is a longtime LPR member and autocross guy! Bill ran an MG back then. Small world! While attending SCCA races, either as participant or course worker, I saw Porsches racing but thought that no way could I afford racing a Porsche. Not much has changed in 45 years! But racing was racing.



I even flew down to Long Beach to see the first F1 Race there. When I moved to Southern California, catching the Long Beach GPs was easy. I enjoyed watching the TAG-McLaren cars with Alain Prost and

Niki Lauda driving in 1984 and 1985. The TAG-McLarens were so dominant that they sometimes lapped the field. Turned out, one reason was a Porsche engine in the cars! Since they didn't show Porsche on the livery I didn't realize that Porsche was instrumental for their constructor championships. My world of enjoying racing and Porsche continued without me even knowing it.

I bought my first Porsche in 2007. Now I could fully come out of my Porsche fan closet and marry being a race fan and a Porsche fan in the open. At this time in my life, full fledged racing was not an option, and racing a Porsche was way out of my league. But I still enjoyed watching racing, both in general and now outwardly cheering for Porsches. The RS Spyders were just on the scene and doing quite well in ALMS (American Le Mans Series) in the LMP2 class, even taking overall wins now and then, for example at the 2008 12 Hours of Sebring. Love that car!



Then there was the the 2009 ALMS race at Laguna Seca when the Porsche Flying Lizard with Bergmeister at the wheel and the Corvette Racing with Magnussen as pilot had a protracted duel to the end. Magnussen bumped the Porsche at the last corner of the last lap only to have Bergmeister take the Corvette to the inside wall down the pit straight. Bergmeister took the win while Magnussen's Corvette crossed the finished line in pieces. Magnussen was unhurt but tempers flared!



Screen shot from YouTube/SPEED telecast

So, I hope you get the picture that I love Porsches and like to go to the races!

Looking forward to 2024, we've already seen some amazing Porsche Racing at the **Rolex 24 Hours at Daytona**. The 911 RSR now a part of Porsche history was replaced by GT3 based sports car racers in two classes, GTD and GTD Pro. The cars are spec'ed the same, but the Pro cars are driven only by professionals, while the GTD must have a team with both silver pros and amateur drivers. A GTD Pro Porsche prepared by AO Racing took pole. You can't miss it with its toothy grin painted on the car's front (nicknamed REXY). After 24 hours, REXY finished second, though a lap behind the Risi Competizione Ferrari.



Photo: AO Racing

The main event was much, much more interesting. Throughout practice the standouts were the Cadillac V-series R and Porsche 963. All total, there were four Porsche 963s on the grid, two for Porsche Penske, one for JDC-Miller Motorsports and one for Proton Competition Mustang Sampling (who came from running Cadillac's for the last several seasons). On pole was the Whelen Engineering Cadillac with the Cadillac Racing entry filling out the front row. Second row had Porsche Penske 963 with Nasr taking the first stint. The BMW M Team RLL Hybrid V8 filled out the second row. The other Porsche 963s started at P7, P9 and P10 (Porsche Penske, JDC-Miller and Proton Mustang Sampling respectively).

I recorded every minute that was offered for the race. Now, I didn't watch ALL of those minutes, but I caught a lot of the opening. On the first lap, the #7 Porsche 963 passed the 01 Cadillac Racing car so that the Whelen Engineering Cadillac, # 31 and the Porsche Penske

963 #7 were P1-2 after one lap — definitely an omen of things to come.

Watching a full 24 hours of racing is something that mere mortals cannot do. At least that is what I told myself. But after the first hour, I got back to the evening hours racing and a couple night time hours (always fun because the sights are completely different than what you can see in sunny daylight.) I caught an hour of the morning hours and saw that at 20th hour, the #7 Porsche and the #31 Cadillac were still P1/2. This continued though 23 hours. I damn sure was going to watch the last hour.



Photo from IMSA website.

That last hour was some of the best racing I had seen in a while. In the end, the checkered flag dropped at 23 hours, 58 minutes and 24 seconds (OK, a bit early) with the #7 Penske Porsche with Felipe Nasr at the wheel taking first place, a mere 2.112 seconds ahead of the #31 Cadillac. Now that is 2 seconds over 24 hours of racing. I call that tight competition.

But as exciting as the last hour of this year's Rolex 24 hour, the tightest racing didn't involve a Porsche at all, just the lowly Mazda RX5 Cup cars. The RX5 Cup cars are equal to a fault. During the race #1 (they do two races of

about 20 laps each) cars were up to 4 wide in turns and could be seen touching "boot-to-bonnet" going down the straights, sometimes 4 cars hooked up that way!

The winning margin was 0.060 seconds, that's one tenth of a blink of an eye! The Porsche Penske #7 winning margin of 2.1 seconds separated P1 and P2, while half of that time separated 11 of the RX5 cars at the flag! Race #2 of the week was almost a walk away with the margin a whole 0.428 seconds or one eye blink.

From a race fan's perspective, BOTH races were exciting, both were captivating yet they were as different as they could be. Yet the Porsche 963 customer car can be had for \$2.9 million while a new RX5 Cup car only costs \$80,000. But racing is racing.

So, how to watch some great racing locally?

April 6 and 7th you can catch two days of outstanding and entertaining racing at Sonoma Raceway with the SRO GT races. Ticket cost for the weekend is \$50, and you can get there without needing a hotel, unless you want to be there for both days at dawn!

If you think this is a bit too much of minor leagues, then wait a couple months to make the pilgrimage to Laguna Seca for the IMSA races May 10-12th. You'll get to see the GTP Porsche Penske 963's in action with the other GTP cars from Cadillac, BMW and Acura doing battle. The GTD and GTD Pro will also be on the track in numbers with the GTP cars. Watch how the faster GTP cars navigate that traffic jam!

AND you can enjoy two races of the Mazda RX5 Cup cars. I wonder how many drivers will try the corkscrew three wide? The Porsches won't try that!!!



Daytona finish: RX5 Cup Race 1 IMSA website

In The Zone

with Brian Adkins

Hello Zone 7,

Hope this finds you well and coping with this rain ...one thing I do know, we all are going to have some beautiful picturesque GREEN photos from upcoming events.



Your Region and Zone are busy building schedules including events, tours, autocross, DE and more, and it is exciting to see what's coming up. If you want to be involved and busy you are in luck. With many events in or very close to our Zone we will be looking for Volunteers to help at events. This could be at a PCA Hospitality Tent or area, Corral parking and other needs at Carweek, hospitality Tent at Laguna Seca, Werks Reunion, Rennsport Reunion VII Hospitality & Corral. More info to come. It IS true, that PCA is "Fueled by Volunteers." You volunteering helps make these events a success. As those needs are known I will be reaching out and would be thrilled to have you be a part of the PCA team.

Zone 7 Events

Zone 7 Awards Dinner, March 2 ,2023 5pm at Guadalajara Grill, Concord CA all information on the MSR registration link. <http://msreg.com/Awards-2023>

CRAB 38, Sacramento Valley Region, April 21-23, 2023 msreg.com/CRAB38 for additional information and to register for the event. Registration is open.

Shasta Region Zone 7 Tour, June 8-12, 2023, msreg.com/2023ShastaRegionZ7T for additional information, Registration opens on February 1, 2023

Schedule updated - 2023 Zone 7 Autocross zone7.pca.org/autocross/ for information on the Zone 7 Autocross schedule.
2023 Zone 7 Concours Series – at zone7.pca.org/concours/

Brian

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One Last Look....



The PORSCHE display at the Silicon Valley Auto Show. Diane Chaisson was about the only person at the display Friday morning. There was a 992 GT3 alongside the two Taycans on display. That was it. **But on the other hand, the Tesla CyberTruck display was standing room only. (UGH!)**



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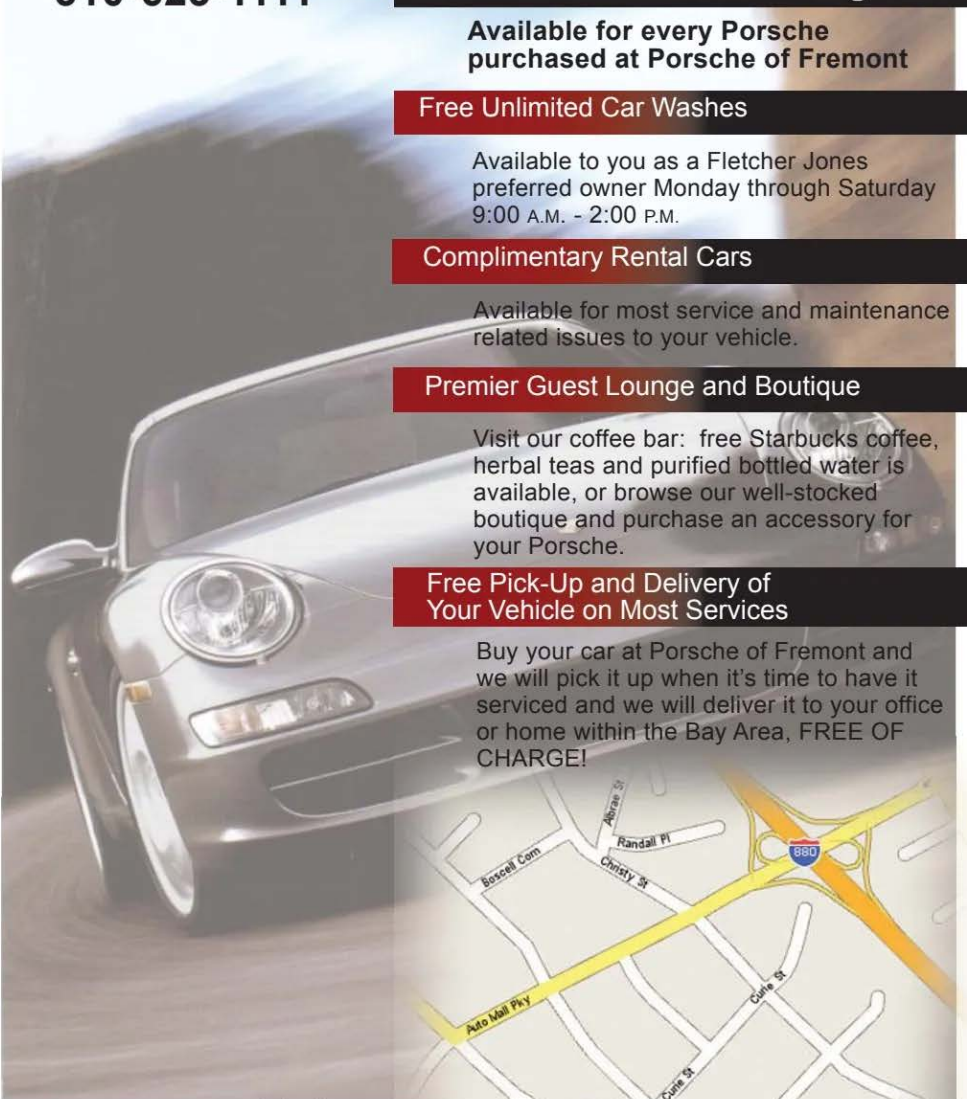
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