

March 1999

The Nugget

Golden Gate Region • Porsche Club of America

Inside

The Blackbirds
Service Problems II
Another Chronology

This Nugget was a scramble to put together, everything arriving in the last five days. Lots happening in March with the first Time Trial, first Autocross, first Zone Concours, and the High Speed Driver School.

Last month I mentioned the feedback I received about the lack of front engined Porsche coverage. This month we see some of the results of that correspondence. John Anderson sent some pictures of

the BlackBirds, and John Pohl wrote a great chronology of the front engined Porsches. Thanks to everyone for your contributions this month.



Keep the shiny side up.

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Lloyd's commentary

The past two months have flown by way too fast! The Calendar meeting was held last month and this year's schedule is now carved in wet cement (suggestions are still being accepted.) We have 5 Time Trials, a Club Race, 8 Autocrosses, 1 Tour, 2 Rallyes, 2 Concours, 2 Tech Sessions, a day at the races, 5 dinner meetings, and a NEW YEAR'S EVE party on the calendar this year, phew! You want more!? The Board is working on more efficient ways to get the word out to our members for upcoming events. I will be mailing a flier this month to get feedback on our New Year's Eve party. In addition to the New Year's Eve reply, I am trying to compile a list of members email addresses. If we succeed in developing an email database, we will be able to better inform you of upcoming events. You can send your replies and be included on the email database by register-

Lloyd De Martini, president

ing in our guest book at:
<http://www.pca-ggr.org>.

I'm making an appeal for "HELP" to anyone out there who might know of someone willing to speak at our dinner meetings. We are in the process of assembling a list of guest speakers who have a presentation regarding, but not limited to, Porsche related topics that members would be interested in listening to at a dinner meeting. I am also soliciting help for a Nugget Ad Manager (contact Tim Gallen or Dave Dunwoodie.) If you have any leads or suggestions, let me know. Until next month...



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Volume 39, No. 3

Cover: The annual Devek Performance 928 gathering featured a chance for owners to dyno their cars. Shown is a stock '94 928 GTS impressing the crowd with 302 HP at the rear wheels.

Photo by John Pohl

Braking news

Louise Piech-Porsche Dies (PCA Editors News Service)

VIENNA, Austria, February 10 -- Louise Piech-Porsche, co-founder Porsche AG, died Wednesday in the family's vacation home in the Austrian mountain resort of Zell am See, according to Porsche Holding, the Salzburg-based car importer and dealer. She was 95.

Together with her brother Ferry Porsche, who died last year at age 88, she founded the Porsche construction company in Austria in 1947, which made 53 cars before moving to Stuttgart in 1950. Piech-Porsche also established Austria's main importer of Volkswagen cars, now known as Porsche Holding, creating one of the country's most successful private companies.

The daughter of automobile pioneer Ferdinand Porsche, Piech-Porsche was an early car enthusiast, racing cars in the 1930s. "First I drove my father's car, then my brother's sports cars and now my son's," Piech-Porsche was often quoted as saying.

She was born in Vienna in 1904 and married Viennese lawyer Anton Piech in 1928 with whom she had four children. Her son Ferdinand Piech is chairman of Volkswagen. Like other family members, Piech-Porsche owned 10 percent of both Porsche Holding and Porsche AG.

A "Must Have" Book for Wrench-Twirlers by Ray Calvo, Allegheny Region (from RUNDSCHAU)

I just discovered a "must-have" book available from Porsche for all (well, maybe some) of you who occasionally get some grease under your fingernails. This is a nice, neat technical reference book entitled, The Porsche Parts and Technical Reference Catalog. This is a nice easy-to-read reference which includes great blow-up diagrams and all the part numbers for the more popular parts you may be repairing or maintaining on your Porsche. Running over 100 pages, this great reference includes not only most part numbers and blow-up diagrams, but some handy tech tips and the all important Porsche-issued Technical Bulletins for your vehicle. Best of all, the reference will only set you back \$10 at your friendly Porsche dealer!

There are two different manuals currently in print. One reference covering 1974 to 1989 911 cars, and another covering all water-pumpers through 1988. I am hopeful that Porsche will add others to cover the many other Porsche models as well as the newer models in the near future.



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by Jay Barry, Northeast Region
(from NOR'EASTER)

In this second of a series of service problems, here's what can happen when you get too close to a problem.

THE CAR: 1986 Porsche 911 Carrera with 35,000 miles. The car is in "near perfect" condition.

THE PROBLEM: Car idles and performs badly up to 3000 rpms, then runs well. In addition, the car belongs to someone in the Porsche Service Business.

All of the following work is performed at their shop. The mechanic is well-founded in all Porsche repair and service issues. He begins, as always, in establishing that the basic settings of the car are within spec. Valve adjustments are set. Compression test is performed. Ignition systems examined. Lastly, a cylinder leak-down test is performed.

Step One: One of the most common problems on the 911C is that the cylinder-head sensor fails at about 40K miles. This is an easy test. With a wire attached to the sensor and then to the electrical ground, the sensor tells the control unit that the engine is fully warmed up and eliminates any intermittent problems that the head temperature sensor might have.

Step Two: Speed and Reference sensor. Both of these parts are common to the 911 Carrera and 944. They consist of a very fine winding of wire around a magnetic core. They are located next to the flywheel. As the flywheel spins, the speed sensor counts the teeth machined on the flywheel. The reference sensor looks for one special pin for all its information. This information is sent to the control unit. If either sensor loses count or signal, the control unit does not know how fast the engine is turning or where in the firing cycle it is. This test can easily be performed with an oscilloscope or a spe-

Service Problems - Part II

cial neon test bulb. Less commonly failing parts are checked at the same time and found to be fine.

The car still runs poorly. With the car up and running, the amounts of hydro-carbons are checked. This differs from the CO2 percentage. It is also one of the exhaust output emissions done at the time of the required State Safety Inspection. This car would have failed the Safety Inspection.

Unlike running rich where too much fuel is being burnt, this problem is fuel not being burnt efficiently enough in the combustion chamber. Fuel from somewhere is getting into the engine and back out without being burnt.

On this engine, there are six places where fuel can enter the engine: the six fuel injectors. The injectors are electromagnetic valves controlled by the control unit. Each is told when to open and for how long, thus delivering the correct amount of fuel. Injectors can LEAK fuel or be given the WRONG instructions from the control unit. Disconnecting each injector's wire shuts that individual injector down. After checking all six injectors in turn, the problem is found in the #1 cylinder. The fuel is entering, but not being burnt appropriately. The raw fuel is exiting the tailpipe as hydro-carbons.

This car happens to be the Pride & Joy of the owner of the shop. In attempting to resolve the problem quickly, even slightly suspect parts are replaced. Head temperature sensor, six injectors, new speed and reference sensors, ignition cap and wires, idle stabilizer, etc. Think the problem disappeared? Nope! Even our own Porsches can be conundrums.

A vacuum leak can cause this problem by letting too much air into the engine. This is air not previously measured by the air flow sensor or controlled by the throttle valve. Too much air makes the air-fuel mixture too lean.

It will not explode properly in the combustion chamber. The conventional way to check for a vacuum leak is to spray carburetor cleaner (remember carburetors?) at and around the suspected areas. With the engine running, this aerosol is sucked into the engine causing the engine to speed-up or slow down depending on which brand is used. No leaks can be found.

When you become too focused on a problem, the time comes to have a fresh perspective. Ask for help.

Again, this is where a relationship with your peers in the industry is priceless. After a long telephone call, we decided it was best for us to see the patient. Here's a car in perfect condition, with mostly new parts and still the problem. Hours were spent rechecking the basics.

Still the car runs poorly. It must be a vacuum leak SOMEWHERE. Even more carburetor cleaner was brought to bear. (At this point, there has been so much cleaner sprayed on the car, it should win a concours.)

Because this is an air-cooled engine, the fan blows a lot of air over the top of the motor. Disconnecting the engine fan-belt stopped the breeze. Now, without the flow of the fan effecting the test, a leak was discovered. RESULTS!

Numbers 1 and 3 cylinder intake manifold gaskets had been partially sucked into the intake port. The problem(s) is too much air in these two cylinders. Fuel will not burn and is expelled out the tail-pipe. Such an odd thing to happen on a 911 Carrera, but one that happens ALL THE TIME in a 944.

Just the engine cooling air blowing by the top of the cylinder heads where the top of the intake manifold is bolted was enough to mask normal testing procedures. With the gaskets replaced, the car runs fine. Aren't you glad this wasn't YOUR Porsche?

Mary Beth has a word

**Mary Beth Wilson,
social**



We have a number of social activities lined up for the year. Specific details will be published as the events are finalized. As Lloyd mentioned in his commentary in the January issue of the Nugget, we have several dinner meetings planned for the year. The first one is being organized by Shirley Neidel and will be in conjunction with Cinco de Mayo on May 8th. I'm looking for help in organizing the August dinner meeting. Please contact me if you are interested.

TGIPF (Thank God it's Porsche Friday), (formerly known as the Friday Night Social) still meets the second Friday of each month. Harry's Hofbrau in Mountain View has a room set aside for those who want to socialize, drink, eat and, of course, talk about their cars. Consideration is being given to rotating the location of this gathering on a quarterly basis (this was a sug-

gestion from the Activities Day in January). I welcome your feedback and thoughts on this.

Two swap meets are scheduled for the year: the Automotion sponsored one, May 23rd, and the Carlsen one in August. Karen Neidel is our point of contact for the first swap meet (reference her article for more details).

We will pass a long more details as the activities we have scheduled for the year get closer. I think we will have a fun year, and I'm looking forward to meeting more of the GGR members!

GGR—Automotion Autocross Time!

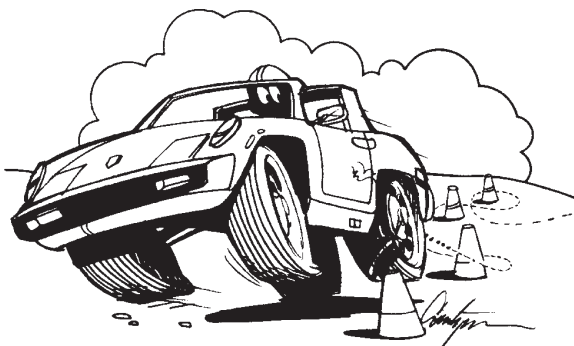
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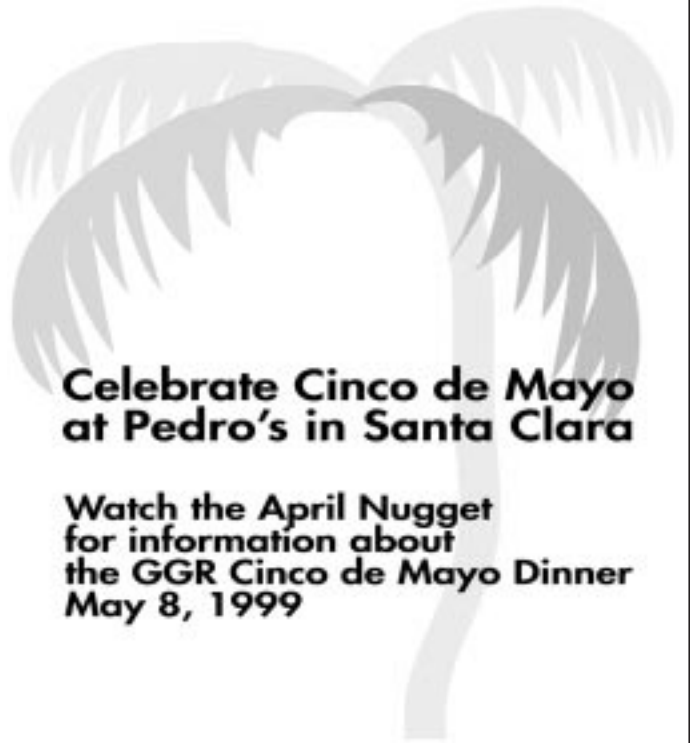
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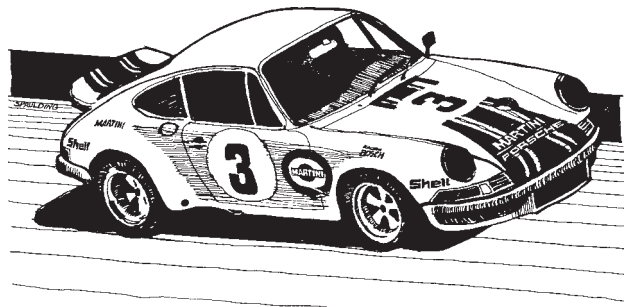
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for information about
the GGR Cinco de Mayo Dinner
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A Chronology of Front Engined Porsches

By John Pohl

In the early seventies, several factors started to pressure Porsche engineers to develop more practical and efficient vehicle designs. OPEC was driving the price of oil through the roof, causing the need for more fuel efficient vehicles. New restrictions on noise, especially in the US, along with higher safety standards signaled the need for extensive changes in vehicle design. New regulations forcing car manufacturers to adhere to stricter and stricter emission requirements had many carmakers scrambling to design cleaner burning engines that still had interesting performance. Many thought that these factors would mean an end to the high performance “sports” car. Porsche engineers saw it as a challenge.

1971: Concept for a front engined, liquid cooled, rear transaxle car is outlined. This will eventually be known as Project 928, the first all new, fully Porsche designed car. The general design points include a low profile V8 with dual overhead cams and extended service intervals. Twin transverse links, front and rear, 5-speed manual or automatic transmission.

1972: Planning begins on development project EA425, a collaboration between Porsche and VW/Audi. Originally destined to be an Audi sports car designed in collaboration with Porsche, the EA425 becomes the 924 when Audi decides that economic factors point against marketing a sports car.

It is decided that the car will be an attempt at an affordable, entry level Porsche, designed from off the shelf parts from VW, Audi and Porsche. Front engine, rear transaxle design is chosen for practical reasons of weight distribution, and to give the car some technical uniqueness. This feature will be incorporated in every front engine Porsche car.

1975: Porsche buys out the rights, plans and tooling for the 924 for 40 million, but contracts with Audi to produce the car at their Neckarsulm plant, with Porsche supervising quality control. First cars are delivered to German market.

1976/77: Delivery of 924 begins. US version originally has 95 hp versus 125 for the rest of the world. As US sales soar, the 77.5 model is released with 110 hp. 924 Martini edition is released to commemorate Porsche’s victory at the World Championship of Makes.

—First generation 928 is released to an amazed world. Utterly unique design is rife with cutting edge technology, first time technical triumphs, and a profile that dropped jaws a block away. Technical firsts include a sleeveless, 240 hp. all aluminum engine made from a high silica alloy. The silica offers a low friction surface for the piston to slide against after a thin layer of aluminum is etched away.

The Weissach axle, which keeps the car stable under braking by automatically adding more rear toe-in.

First car designed with lightweight, plastic gas tank. First extensive use of lightweight, aluminum body panels. 0-60 mph in 7.0 seconds.

—Planning begins on a model to plug the price and performance gap between 924 and 928.

1979: 924 Turbo (931) debuts, featuring an extensively redesigned 2.0 liter engine bringing 170 hp, 181 lbft to the table. Lowering 0-60 times to 7 flat helps the 924’s lackluster image, but unfortunately doesn’t help sales as much as Porsche expected. Sebring special edition 924 is released.

1980: 924 Carrera Gt is released with 210 hp, 400



Photos by
John Pohl

built for the street. The LeMans version takes 6th place in the 24 hr race.

—928 S released to Europe, 300 hp 4.7ltr drops 0-60 time to 6.2 sec.

1981: 100,000th 924 is produced. Porsche builds 59 examples of the 924 GTS to allow the 924 GTR to race at LeMans in group 4 class. The GTS is a 1 step removed race car with 245 hp to the GTR's 375.

—The 924 GTP, a 16 valve prototype to the 944 Turbo finishes 7th at LeMans.

1982: Europe gets the new 944. Designed as a replacement for the 924, care was given that this car would be perceived as 'all Porsche'. A 2.5 liter, 4 cylinder, all aluminum engine designed by Porsche puts out 163 hp,(143 US). Coil springs with McPherson struts up front and torsion bar rear suspension combined with an almost perfect 50/50 weight distribution make it one of the best handling cars in the world.

—924, no longer sold in US market, can still be bought in Europe through 1985.

1983: US receives 944. We are pleased!

1984: 928 S series 2 is released with 4 valves per cylinder head and 310hp. Top speed now 158 mph.

1985/86: US gets 928 S2 with slightly less hp. Record for flying mile and flying kilometer are broken by a stock 928 with Catalytic converter. The car managed 171 mph.

—924 is reborn in an S model sporting the he 944's 2.5 liter engine, although slightly detuned to keep it slower than its higher priced bother.

—944 Turbo (951 factory designation) is released, raising the bar for the rest of the world once again. 217 hp and 243 lbft of torque combined with world class aerodynamics give the car a 0-60 sprint of 6.1 seconds and a top speed of 158. After much experience with racing turbocharged 924's, Porsche has addressed and solved most of the problems inherent with unnaturally aspirated production cars. In an effort to ensure long turbo life, engineers use a water-cooled core unit with a pump that circulates coolant after engine shutdown. Placement of turbo on opposite side of engine as exhaust manifold further aid heat problems, as does the use of hollow, sodium filled exhaust valves. Advanced engine management electronics with knock sensor and electronically controlled wastegate,



make the 951 as docile around town as it is wicked on the autobahn.

1987: 944 S released with 16 valve version of the 2.5 four cylinder boasting 190 hp.

—Porsche produces its 300,000th 4 cylinder, water-cooled car. Cash reserves from highly successful line will help Porsche survive the lean years to come.

—928 S4, a 5.0 liter, 4 valve, 317 hp monster revives excitement for Porsche's flagship. Enhanced aerodynamics and aesthetics result from extensive bodywork. Top speed is now 165 while 0-60 drops to 5.7 sec. Luxury additions also raise vehicle weight to 3600 lbs.

1988: 951 is first production car to come standard with dual airbags.

—Porsche releases 951 Turbo S in a run limited to 1000 cars (or maybe 1600, who's counting). Taking lessons learned from racing 951's in the European "Turbo Cup" racing series, Porsche infuses the 951 with more power, tighter suspension, larger brakes from 928 S4, standard ABS, stronger gearbox, stiffer bodyshell, standard limited slip differential, forged alloy rims with bigger tires, and every other option under the sun. Price is now topping 50,000 US.

—924 S passes on, 139,000+ examples of different 924 models made.

1989: 951 now comes standard with the performance enhancements pioneered on the Turbo S model. 247 hp, 258 lbft of torque moving just under 3000 lbs generate 0-60 times of 5.5 seconds, with a top speed of 162mph.

—A 3 liter, 16 valve 944 appears, the S2, setting all time record output for a 4 cylinder NA engine at 208.

Continued on page 10

A Chronology of Front Engined Porsche Cars.
Continued from page 9

The S2 shares the enhanced body style of the turbo, and much of the brake and suspension improvements as well. 0-60 time is 6.9 seconds.

—928 GT released, 330 hp on tap and slightly less weight. (3450 lbs)

1990: 951 retired from US market.

—944 S2 released in cabriolet version after 5 years of development. An immediate critical success, the cab was only made for 2 short years.

1991: A small number of 951 Cabriolets, 250 or so, are made. None imported to US market. : (

1992: It's the end of the line for the 944 and 951 worldwide. Replacing them is the highly updated version of the 944, the 968. Extensive body redesign makes a bold attempt to recapture waning market share. The 968 shares styling traits with the 928 and the 944, with some uniqueness of its own mixed in. A variable valve timing, 3.0 liter 4 cylinder rebreaks the record set by the S2 by putting out 240 hp. It is also the first NA production engine to exceed 75 ftlbs of



torque per liter. A cabriolet version is offered right away. Car is available with 6 speed manual, or 4 speed "Tiptronic" automatic.

—The pinnacle of the 928 line, the GTS debuts. Now up to 5.4 liters, the GTS pumps out 350 hp and a huge 362 ftlbs at 4200 rpm. Quad overhead cam 32 valve engine and a restyled rear end are featured

1993: 968 Club Sport offered in Europe. A ready to race version, stripped of luxuries, 110 lb lighter.

The lucky "rest of world" market could also order the 968 Turbo S, a scorching 369 ftlbs of torque made this the fastest 4 cylinder Porsche of them all.

1994/95: 968 Sport offered only in UK, a reluxurified version of the club sport.

Final year for both 928, and 968, bringing the end to the front engined line.

1996/Present day: While the front engined, water cooled cars fade from the factories memory, enthusiasts all over the globe continue to discover the incredible performance, practicality and pride of ownership to be found in them. While Porsche engineers have moved on, many talented aftermarket developers continue to push the design envelopes so thoughtfully placed far beyond what the cars were originally asked to do. 951's regularly put out 350 hp with reliability. In August, 1998 a 6.0 liter, street legal 928 engineered and driven by Marc Thomas from Devex Performance, was clocked at 205 mph at a Nevada road race. That's a car driven daily and to and from that event. In the 1999 Daytona 24 hour race, a virtually stock 951 placed 13th in its class, finishing the 24 hours ahead of half the field.

Noone knows how far these cars can be developed further by the aftermarket enthusiasts, but as long as there are still races to run every weekend, you can bet you'll find some front engine Porsches mixing it up with whatever is currently coming out of Stuttgart.

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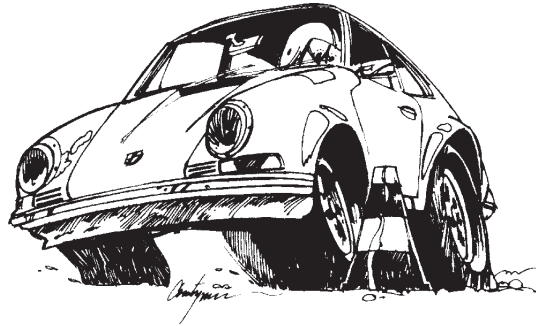
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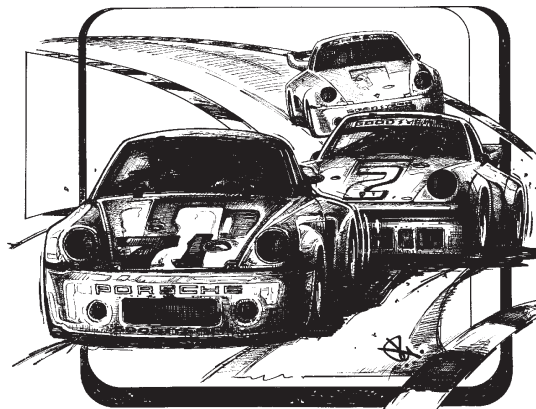
The GGR Schedule (subject to change)

March 20	GGR Autocross #1	3-Com
April 10	GGR Autocross #2	Oakland
May 30	GGR Autocross #3	3-Com
July 10	GGR/Zone AC #4	Oakland
August 22	GGR Autocross #5	TBA
October 10	GGR Autocross #6	TBA
November 6	GGR Autocross #7	TBA

GGR - TIME TRIAL SERIES

Who's Who - Information and Advice

Masuo Robinson - GGR Time Trial Chairperson
(916) 427-9690 - masuo@ix.netcom.com
Laurie Yonk - GGR Time Trial Registrar
(510) 769-2123 - Yonk911@aol.com
Hank Watts - World's best schedule
(408) 245-4040 - hank@CAMDesigns.com
Bill Benz - GGR Competition Director
(650) 328-4221 - billb@burnsdoane.com
The GGR website - <http://www.pca-ggr.org/>



The GGR Schedule (Subject to Change)

March 5	Thunderhill High Speed School
March 6/7	Thunderhill Time Trial
April 17/18	Buttonwillow Time Trial
June 11	Laguna Seca Practice Day
June 12/13	Laguna Seca Time Trial
July 24/25	Thunderhill Time Trial
September 18/19	Club Race Thunderhill (Tentative) (Possible Time Trial Practice Session)
October 9/10	Thunderhill Time Trial

GGR & Zone 7- RALLY SERIES

Who's Who - Information and Advice

Bob & Maryanne Gardner - GGR Rally Chairpersons
(408) 943-0946

John Clever - Zone 7 Rally Chair
(209) 835-4100 - jrclever@pacbell.net

Bill Benz - GGR Competition Director
(650) 328-4221 - billb@burnsdoane.com

The GGR website - <http://www.pca-ggr.org/>



The Zone 7 Rally Schedule (Subject to Change)

February 14	Diablo Region from Kahler's
April 30	Sac Valley CRAB
May 8	Sac Valley Spring Flowers
June 13	DR/YR Summer Solstice - Stockton
July 25	DR Pic-Tour
September 25/26	Sac Valley to and from Bear Valley
October 2/3	Zone7/8 California Challenge Rally
OCTOBER 24	GGR TOO CLUELESS

GGR & Zone 7- CONCOURS SERIES

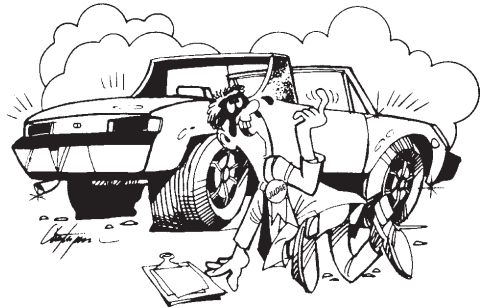
Who's Who - Information and Advice

Dick Cottrell - GGR Concours Chairperson
(650) 692-2100

Roger Wiersema - Zone 7 Concours Chair
(510) 843-6166 - roger@musicannex.com

Bill Benz - GGR Competition Director
(650) 328-4221 - billb@burnsdoane.com

The GGR website - <http://www.pca-ggr.org/>



The Zone 7 Concours Schedule (Subject to Change) (With Additions)

March 28	SVR at Niello Porsche, Sacramento
April 30	SVR CRAB
May 16	Silicon Valley, San Jose *Porsche Marque*
May 23	GGR at Automotion
May 30	Auto Enthusiast, Danville
June 20	Palo Alto Concours *Porsche Classes*
June 27	LPR Partsheaven
July 18	MBR TBA
August 1	GGR at Carlsen's Porsche-Audi
August 27	Concours Italiano
September 19	Yosemite Region, Lodi
October 2/3	Zone 7/8 Challenge, Bakersfield

The BlackBirds

By John Anderson

On the way to my "So Cal Pizza" meet in Willow Springs, three of us, owning two black 951's and one black 944S2 stopped at the Airforce Museum where they had a couple SR71 BlackBirds. We pulled into the lot, and began lining

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H e t o o k t h e
c h a i n s d o w n
a n d l e t u s d r i v e

o u r c a r s u p t o t h e p l a n e s t o g e t t h e s h o t s.....!!! F a n t a s t i c . W e d i d a n a r r o w f o r m a t i o n w i t h t h e P o r s c h e s l i n e d u p i n f r o n t a n d u n d e r t h e S R 7 1 ' s . W e d i d a f e w a n g l e s , l o w ... h i g h ... d o o r s a n d h a t c h e s o p e n a n d c l o s e d e t c ...

Photos provided by John Anderson

From L-R, Robert House' 944S2, John Anderson's '87 951, and Mark's '87 951.

Editor's note: For more info on the "So Cal Pizza Meet", visit John Anderson's excellent website at;
<http://home.san.rr.com/myzone>





**Yosemite Region and Zone 7
Presents
Zone Autocrosses
#1 & #2**



Saturday & Sunday April 24th & 25th
San Joaquin Co. Fairgrounds Parking Lot
1658 S. Airport Way, Stockton, CA

Registration and tech open at 7:30 AM. Fee is \$20.00 per driver. Score cards must be completed and car must be run-ready before entering the grid for tech. Helmets must have a 1980 or later Snell sticker. Loaner helmets available. All drivers are required to run and work per the schedules listed below to earn series points. Course walk times are approximately one hour before the first run group and before the third run group.



Yosemite Region
Chairman:
Pat Ikeda
209-473-4628

Zone 7 Autocross
Chairman
Glen Brooksby
916-484-7257
e-mail:

gbrooksbymd@attns.net

April 24th	Run/Work Sequence	April 25th
White/Green	Grid Times	Red/White
Green/White	Inverted*, closes at 8:45 AM	White/Red
Blue/Red	Inverted*, closes at 8:45 AM	Green/Blue
Red/Blue	Opens 11:30 AM, closes 12:30 PM	Blue/Green
	Opens 11:30 AM, closes 12:30 PM	

Classes in Run Groups:

Red: All Super Production, Profilled, Street Modified, Modified and Exhibition
White: L, Ll, Lp, M, Mi, Mp, N, Ni, Np, T, Ti, Tp (all 84 and on 911, 930, 993, Bxstr)
Green: A, Al, Ap, B, Bl, Bp, F, Fl, Fp (all 356, 912, 914, 914/6, 924)
Blue: C, Cl, Cp, D, Dl, Dp, E, El, Ep, G, Gl, Gp, H, Hl, Hp, J, Jl, Jp, K, Kl, Kp. (All others)

* Inverted grid opens after grid area is established. First car on grid parks at rear of grid.
Successive cars line up in front of first car. Last car on grid runs first.

Directions:

From Highway 5: Exit east on Charter Way in Stockton. Proceed to Airport Way. Entrance to fairground parking lot on right past Airport Way.

South on Highway 99: Exit west on Charter Way in Stockton. Fairgrounds entrance on left past Mariposa Rd.

North on Highway 99: Exit west on Mariposa Rd. in Stockton. Left on Charter Way, Left at Fairgrounds entrance.

Local Motels with Adequate Trailer Parking:

Best Western Stockton Inn: 4219 E. Waterloo Rd. off Highway 99 Ph: 209-931-3131

Super 8 Motel: 2717 W. March Lane off I-5 Ph: 209-477-5576



In the Spirit of Vintage Racing.

Two years ago, the Porsche Unlimited Group (PUG) was formed by several veteran Bay Area Time Trialers interested in safe, fast and fun wheel-to-wheel racing in their Porsches. PUG runs under rules similar to vintage racing, which do not tolerate unsafe or overly-aggressive driving.

The Porsche Unlimited Group is pleased to announce an expanded schedule for 1999, which includes events with the SCCA vintage group and NASA. For the events run with NASA, we'll provide the added thrill of "mixing it up" with a select group of BMW Club Racers-- a Porsche-BMW exclusive!

For more information on the Porsche Unlimited Group and our racing requirements, or to become a PUG member, please contact one of the persons listed below.

1999 PUG Schedule of Events

April 4th	Laguna Seca International Raceway (w/ NASA)	CALL NOW!!
July 4-6	Special Event with NASA at <u>Treasure Island!</u> (w/ NASA)	
October 9 and 10	Sears Point International Raceway (w/ NASA)	
October 30-31	Laguna Seca International Raceway (w/ SCCA)	
December 5	Thunderhill Raceway Park (w/ NASA)	

1999 PUG Event Co-Chairpersons

Ted Phillips
(510) 482-1249
twpmgp@value.net

Scott McKay
(925) 944-3582
scomckay@jps.net

PUG Membership

Lloyd De Martini
(925) 606-8543

The Racer's Group

The Racer's Group is proud to announce the formation of its new full-time Racing and Service Department. We have been prepping the professional cars for years and now have a limited schedule and openings available for your street and racing needs.



Visit our Facility conveniently located at Sears Point Raceway. We install everything we sell. Some used parts available including the new "Hot Sheet" containing select "Take Off" parts from our Race Cars.

Go to the "Professionals"

**SERIOUS PARTS
FOR SERIOUS
PORSCHES**



We are located in the Paddock at Sears Point Raceway. (You can't beat that for R&D)
29181 Arnold Drive
Sonoma, CA 95476
TELEPHONE: (707) 935-3999
FAX: (707) 935-5889



February Board of Directors meeting

The meeting was called to order at 7:07 P.M. at Buttercup Pantry restaurant in Pleasanton. Board members present were Lloyd DeMartini, Tim Gallen, Mike Bernamonti, Ken Shahoian, Lori Hageman, Bill Benz, Mary Beth Wilson, Dave Dunwoodie, and Len Ott. Also in attendance were Past President Larry Sharp and Masuo Robinson

Calendar changes:

The New Member Social has been moved to April 24th.

Postmortem of events:

The Time Trial Tech Sessions were held at multiple locations and were well attended.

Director's Reports:

President: Zone Presidents meeting was held and lists of Zone representatives were handed out to Board Members. Several rule changes were discussed; most of which involved Rallye Master Points. There were no changes made to the number of Zone autocross events held. The only other changes made involved grid workers. The President's budget was submitted and approved unanimously.

Vice President: The calendar has been determined based on discussions at Activities Day and has been published on the web at "www.Gallen.com/PCA/calendar.htm"; a link to this site will be made from the GGR Website. Sponsor letters for the Time Trial Series went out to 16 companies, four have accepted so far. Nugget advertisers are now being tracked on a spreadsheet. Information on potential advertisers should be directed to the Vice President via his E-mail – Tim@gallen.com or Kim@gallen.com. The Vice President will meet with Past President Larry Sharp regarding this committee.

Treasurer: The actual budget for 1998 was submitted to the Board. The California Board of Equalization forms have been completed and mailed. Insurance for the Region has been paid.

Membership: Due to a technical difficulty with National, there is no membership report for this month. The membership roster will be printed during the first 1/3 of the year. The GGR Website will indicate where rosters can be obtained. Membership sub-

mitted a Budget for 1999 and it was submitted unanimously. The budget will include the same dollar amount for the New Member Social. Dealer Boards will be updated in the near future, and will be a permanent fixture on these boards, and will encourage registration directly on the PCA National Website.

Competition: The Time Trial Chair submitted the budget for the 1999 "Flashback" Time Trial Series. The entire series is expected to show a profit based on 110 drivers per event. An increase in the number of drivers is expected to bring a larger profit. These figures include withholding money for an end of the year party and for trophies. The Time Trial Budget was approved unanimously. Only one Club Race is planned at this time, and will be held in September at Thunderhill Raceway. The possibility of sharing sponsoring the event with Sacramento Valley Region was discussed, and Time Trial Chair agreed to discuss the possibility of a 50:50 split of costs and profits with SVR. Time Trial Chair has decided to give up the possibility of a test date at Sears Point Raceway due to high costs and likely poor attendance. The possibility of a date in July/August was discussed, and if a date becomes available. It was also recommended that Time Trial Chair start working with Sears Point to acquire a date in 2000, possibly around the time of Parade. The Autocross Chair obtained a written agreement between LPR and GGR to share the timing trailer for Autocross events. The Autocross Chair submitted the budget for the Autocross series and was unanimously approved. The Rallye Budget was also submitted, providing for one Rallye event, and was unanimously approved. The Concours Budget was submitted, including a recommendation for a permanent trophy called the "Dick Cottrell Best of Show Award." The trophy would be permanently on display at Carlsen's Porsche. The Budget was accepted unanimously.

Secretary: Secretary's budget was submitted and was nearly identical to that of Past Secretary's 1998 budget, and was accepted unanimously. Contents of the storage unit were inventoried and copies of the inventory made available to Board members.

Social: Concerns over the loss of Friday Night Socials have been expressed to the Social Chair. The Board is concerned over the decreased attendance at these events re-

fecting poorly at the National Level. The Board decided to monitor attendance over the next couple of months and postpone any permanent decision. There is a social planned for after the first Autocross event, details to follow. Social submitted a budget for 1999, which included expenditures for the New Year's Eve party. Due to the expense of the single event, the budget was unanimously approved with the exclusion of the New Year's Eve party, pending further investigation into costs and interest in such an event.

Nugget Editor: Budget for 1999 was submitted to the Board and was approved unanimously. Editor reports that has been new interest in advertising in the Nugget and passed on interested parties to Vice President for contact.

Webmeister: Budget postponed until March meeting to allow familiarization with procedures and inspection of last year's budget. Back-up software will be needed to protect the Website; Webmeister to investigate options and report back to board. The switch to the new ISP has been completed, with only a few erroneous links remaining. The rulebook will be added to the Website when an electronic version of the RuleBook is made available to the Webmeister.

Old Business: PCNA has no official position/recommendation on Boxsters participation in Time Trial/High Speed Events. Golden Gate Region will therefore make no recommendations other than to classify them as open cars and regulated as such.

New Business: Secretary discussed delivering Minutes and Open Action Items via E-mail. Some Board Members had difficulty opening the files due to software incompatibility. The Board recommended attempting E-mail one more time and then determine future policy.

Meeting was adjourned at 9:35 P.M. The next Board of Directors meeting will be held on March 3, 1999 at 7pm at Buttercup Restaurant in Pleasanton. Call Lloyd at 925-606-8543 to add items to the Agenda.

Members

Ken Shahoian, membership

GGR members celebrating anniversaries with PCA in February:



New members

Please join us in welcoming our newest members.

<i>Official Count</i>	
New Members	?
Transferring In	?
Transferring Out	?
Total Members	?

Transferring in

Transferring out

Marketplace

VEHICLES

1963 356B Coupe. Needs tender loving care. \$3,450/BO Ron (650) 593-4908

1968 Targa Classic originally owned and driven by Mr. Carlsen of Carlsen Porsche Inc. It has been said that this rare Targa was one of only 200 of its kind sold in the United States. This Targa has been fitted with Webber Carburetors, K and N Air Cleaners, Recaro Seats, mag wheels Pirelli Tires, Blaupunkt Stereo, custom mats, and 1850 cc over-size bore cylinders and pistons. Extras include original manual, spare mag wheels, Solex Carburetors with air cleaners, and other spare parts. Note: Semi-Annual smog tests are no longer required on this vehicle! \$8,450 Ron (650) 4908

1972 911 non-sunroof Coupe "race car". Currently setup for SCCA Pro Solo & Solo II A Street Prepared rules. 24K mile 1988 3.2 w/ 40mm webers, SSI exh., Pressler muffler, Electramotive HPV-1 Crankfire, RSR flywheel, fresh 7:31 updated trans w/ Quaife, Carrera rear brakes & trailing arms, 22/29 torsion bars w/ 22 f/r sways, Bilstein custom valved rear shocks & RSR valved front shocks, 9x16 & 11x17 wheels, strut brace, momo wheel, short shift, Corbeau seat. Road race gear Not installed on car: RSR front spoiler w/ cooler/lines, Carrera struts/brakes, rollbar. I have over \$40K invested and 3 seasons of sorting (for AX), will sell all for \$24K. Call Scott at 925-820-4116

1972 911S Coupe. White w tan leather. Stock, no-sunroof, no-electric windows. Motor & trans just rebuilt Including new P&C's, valves & springs. Numbers match. \$17,500 May trade on 930 or turbo look. Keith Pester (916) 482-1801 (916)565-2350 wk day.

1972 911T 2.8 MFI twin plug motor (est. 250-260hp) Ltd slp, race suspension & brakes. Stock body w 225/50 R1's on vintage "Minilites". Kirkey race seats/roll bar. \$12,000. May trade on 930 or turbo look. Keith Pester (916) 482-1801 (916)565-2350 wk day.

1975 914 1.8 Original paint (Bright Orange) w/near flawless interior (Beige). Factory mirrors, Pedrini wheels, new gas/vacuum lines, clutch, 19mm master brake cylinder, front rotors/pads, clutch/speedo cables, and tires. Service records & owners manual. \$6,000 OBO. Sergio Meza (925)823-3145 (w), (925)833-8545 or sgmeza@msg.pacbell.com

1978 911SC Coupe, Platinum Gold. Has sun roof, electric windows, Alpine alarm. Maintained from new by Dwight Mitchell and Autosport Technology. \$10,995. Greg Peart 916-684-6678

1979 911SC Coupe, Cashmere Beige, lowered suspension, European pre-muffer, turbo tie-rods, custom Bilstein shocks, deluxe \$2K component stereo, extra set of 15" wheels (7s & 8s). This vehicle has been prepared and maintained by Dwight Mitchell for his daughter to drive. 115k miles. \$12,950.00 Tony or Jill Taylor 916-726-1501

1980 911SC Targa, VIN91A0140653. White/Black. Turbo spoiler & wing. (PCA class Kp) Bolt-in 6pt cage, Corbeau seats, 5pt harness, Weltmeister suspension & tower bar, Bursch exhaust (CA legal w/ included original exhaust) front oil cooler, brake cooling ducts, etc, \$14,995/obo Jeff Kost 408/542-0573 day, 925/417-0790 eve, jkost@sandisk.com (CA).

1984 944, bronze/brown leather, rebuilt head with new valve guides, new timing belt and balance shaft belt, cold A/C, Panasonic CD, very

nice exterior-no accidents, Fusch alloys, non-smokers car with regular maintenance, reliable and economical located in Los Gatos. \$4,000 Firm. Please call (408) 356-7114.

1984 944 Coupe - light bronze metallic (gold) with beige interior, leather inserts. AC, PS, PB, PW, 5 speed manual, sport suspension, 7" & 8" wheels, Blaupunkt am-fm cassette radio, excellent condition. Complete maintenance records, 146k, original owner, \$5300. Dick Petticrew 602-899-1347

1984 911 Carrera Coupe. Black w/ Taupe full leather interior. Factory options include: Sunroof, rear tail, front spoiler, short shift, limited slip, sport shocks, 7&8x15 fuchs. I have added: Weltmeister chip (~3000 miles ago), 6pt harnesses, shoulder belt bar, Momo steering wheel, turbo rear sway bar, cat pipe, and had the car lowered to euro spec's and weight balanced. The car has had one owner before me and has been well cared for. It has 125K miles on it and the clutch and trans were done at 93K miles; it has never been in an accident and has original paint. I have run 4 drivers ed events in it and am reluctantly selling it to fund some house projects. \$17,500 to good home only. Call Scott at 925-820-4116

1986 911 Carrera Cabriolet 57K miles, excellent condition, Factory tail, Alarm, Bra etc. Red with tan leather interior Dan Klang 408-358-2405 Email klangeng@ccnet.com

1991 911 C4 Coupe, 77,000 miles, black with black full leather interior, excellent condition, CD Player, WPOAB2961MS410091, \$34,900 Jim in Mountian View Ca at 650-965-2128 or boland.jim@ssd.loral.com

1992 968 Midnight Blue Cabriolet with Autopower Rollbar, Upgraded Alpine stereo with 12 disc CD changer, Potenza SO-2's, maintained at T&D Performance in Campbell, New shocks, brakes, rotors, clutch, exhaust, oil and water pumps, and new radiator. Valentine One radar detector, 90K miles - asking 28K. Contact Michael at 408-487-9373 or coogan1@ix.netcom.com.

911 ex IMSA GTU race car, big brake, all cage, new extra wide 993 carbon fiber body, 915 short gear with LSD, 10X16 front and 12X16 rear, ran Y class in PCA club event, very competitive car, all new paint, GT2/3 carbon wing, front camber box, rear camber box, delrin bushing, adj. sway bars, de-bump steerfront and rear, \$35K or best offer or trade? call for more details. Steve Young 408-859-4930 or email sssyoung@msn.com.

PARTS & MISC

For Sale: '72 2.4T MFI complete engine and accessories. Engine runs good. Questionable mileage. Small oil leak. In car, can hear and drive. \$1800. Todd (408)782-2858

Boxster Aerokit - Includes front airdam spoiler and side skirts, rear spoiler with integrated third brake light and extended luggage compartment lid. Parts are in original carton and have never been used. Invoice is available. Retail price \$3,995; asking \$2,500. Terry Serek at (510) 891-4516.

Racing Headers - set of anti-reversion racing headers for 911 to 3.0 liters, with extension pipes, as new. \$300.00 or best offer, buyer pays shipping. 1 set of 911 "Early" Aluminum Trailing Arms, '76 to '80. \$250 OBO. Peter Gaudette pager (888) 473-8994

Porsche Factory 17" Alloy 'Cup' Wheels, 7" front and 9" rear offset.

Triple Plated Chrome finish. Great condition, Great Price:\$750.00 Call Frank at 408 739-7772 or email:flozano@flash.net

WHEELS (911/944/928). Set of BBS Autocross \$750. Set of 15 inch Phone Dials with mounted snow tires \$400. Both sets for \$1000. Call Kevin 408-448-1113 or email Hillton1@AOL.com.

Wheels and Misc. 911 hardware. (2x) 10 x 16 and (2x) 12 x 16 Ronal 3 piece Racing wheels, \$1050.00 (call for offsets). 911 Headers (Jet Hot Coated), \$300.00. Retractable seat belt kit for updating early 911 front seats, \$125.00. 1 pair of Phase 9 mufflers (Never used), \$350.00. 1 Stock muffler early 911 (2 in/1 out) \$200.00 (used once). Plus other misc. small parts. Matt Orovitz 831-623-2231 or OROVITZ@US.IBM.COM

Parts & Misc. for sale: Stereos and strut brace. From 1996 911 – factory Becker CR-210 AM/FM stereo cassette and speaker system \$250/obo. New Sony XR-C350 35Wx4 AM/FM stereo cassette - \$150/obo. New Performance Products strut brace for 993/911 \$100/obo. Dennis Mahoney 650-654-2789.

For sale: one set of Yokohama A008RS racing tires in the standard Carrera or SC sizes: 2 fronts 205/55 R16, 2 rear tires 225/50 R16. Tires used for 2000 gentle street miles and 2 autocrosses. Plenty of meat still on them. Tires only, no wheels attached. \$160/OBO. Please call 650-322-3294 evenings or leave a message.

Parts for sale: '71 911s 901 gear box, 914 gear box, and 915 gear box. all excellent condition. offer: PORSCHE 911 early Al. Case, all mod. for racing are done : squirters for underside of pistons, bearing shell for intermediate shaft, oil by-pass, deck, bore for 90,91,92 mm Pistons and cylinders, lighten intermediate shaft with new gears, 70.4mm crank and rods balanced and polished, twin plugs heads, ported and polished, all parts have never been run since re-done. Many other parts, Call Steve Young 408-859-4930 or e-mail sssyoung@msn.com

911 parts - 964 wheels 16" w/Porsche crest center caps and A008R autocross tires, 205x55 front and 225x50 rear (60% tread); 911 harness bar with Autopower 5 point belts; Andial front strut brace; factory service manuals C2/C4. All like new, best offer on each. (925) 518-0411, or email def411@msn.com

'69 911E engine case, \$150. Early 911 heat exchangers, 1 rusty, 1 fair, \$10. '77 911S CIS camshafts, \$50. Ron. (408)720-9146

Wheels, 2 - 7 1/2 X17, 2 - 9X17 Borbet C2 wheels polished. \$900. 408-234-1295 or 408-255-9338.

Forged Wheels Set of (2) 7 x 16 and (2) 8 x 16 forged Flat Style wheels (no tires mounted), in near concours condition. Wheels are polished & were stock on my 1987 944 Turbo. I just purchased over \$200 in hand painted crested caps. \$550 for all 4, including caps. Update or enhance you late model 944 or at this price use them on the track! Call Michael 415-499-8143 or Porsharacer@earthlink.net

Storage Space for rent in Sears Point Raceway, you get discount for testing in the world famous race track. 24 hrs. security, please call Steve Young 408-859-4930. or email sssyoung@msn.com

914 Parts for Sale. Factory metal rear valance \$60, Beige interior (seats/back panel/center pad) and 1.7 long block (with heads and oil cooler) \$150. Sergio Meza (925)823-3145 (w), (925)833-8545 or sgmaza@msg.pacbell.com

For Sale: 2.4T, MFI complete engine with carr. tensioners, runs but will need some work, \$1,600. 40IDA Webers, manifolds, K&N, linkage, just rebuilt, look and perform like new, \$850. 35mm intake manifolds, \$125. (2) 6x16 Fuchs \$175. Klaus Ludwig 530.993.4611 klschs@psln.com

WANTED

I am in the market for a 1964 or 1965 cabriolet any condition any color. I would be interested in one or more. Please e-mail me at qpind@aol.com or phone 510 739-5222 weekdays and 408 356-8686 weekends or pager anytime 408 289-6947. Mark Hacker

Wanted: Sport seats for '84 Carrera Targa. Prefer leather in stock taupe interior color, but willing to consider other if reupholstery required. Please call Dale at 408-354-1965 (H) or 408-554-4679 (O).

Wanted 86-89 911 factory rear sway bar (21 mm). George (408) 927-7778 gsuwala@cisco.com

Wanted: Set of wheels for 914, either 5-1/2 x 15 or 6 x 15 (4-bolt pattern). Also looking for a passenger seat for 914. Call Tina Tucker at 831-662-8556, or e-mail to thegoddess@juno.com.

Wanted, 914/6 original steel rear valance. Ron, (408)720-9146.

Wanted; 914 Steering Wheel and Front and Rear bumpers for 1973-74 model. Randy at (650) 964-8462.

Wanted for 1964 Porsche Cabriolet: Correct Blaupunkt or Becker radio, rear view mirror (screws to top of windshield), front grills (below bumper), turn signal lever, knobs for rear quarter windows in lift-off hardtop, complete cabriolet top assembly. Larry Anderson, 650-949-1237.

Wanted, 226mm small fan and housing for 78-79 911 SC engine, one damaged 3.0 or 3.2L cylinder head, one 97mm 930 piston and one 3.2L piston for cut-away models. Six 97mm 930 cylinders only in excellent used condition. Six 3.0 or 3.2L cylinders to bore out, bore can be scratched or gouged but not cracked. Valve spring tester to set up valve spring installed height & pressure, good old Sun distributor tester, good used TIG welder with water cooled torch. Victor Ofner (415)239-0398.

Wanted 914 Roll Bar, bolt-in, 5 point seat harness. David (O)(415)788-6677 (H) (415)931-7377

Classifieds - Sell or find personal Porsche products and paraphernalia. Your typed or printed ad must be received by **The Nugget, 875 Encino Drive, Morgan Hill, Ca 95037** or Fax **(408) 779-9073**, or email me @ **ddunwood@garlic.com** by the 5th of the month to be published the following month. Include your PCA membership number and we'll run your ad at no cost for two months. Non-PCA members must include a check for \$10 per ad, payable to PCA-GGR. Ads may be edited or rejected at the editor's discretion. Call **(408) 779-0389** or email me to cancel sold items.



GGR & Zone 7 Events Calendar



Latest on GGR events: **GGR Hotline 1-800-799-4767**

March

- 3 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 5 Fri **GGR High Speed Driving School** - Thunderhill. For info and questions, contact Masuo Robinson, (916) 427-9690 or email him at masuo@ix.netcom.com
- 6-7 Sat/Sun **GGR Time Trial and Driver's Education #1** - Thunderhill. For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
- 12 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 20 Sat **GGR-Automotion Autocross #1** - 3-Com (Candlestick) Park. Call Bert & Ann DelVillano (650) 592-0673 for details.
- 27 Sat **LPR Autocross** - 3-Com (Candlestick) Park. For info call Dirk Bergstrom at (415) 903-9660.
- 28 Sun **SVR Zone 7 Concours #1** at Niello Porsche, Sacramento. Contact Kent Brandon 916-652-4406 for more info.

April

- 3 Sat **SVR Autocross**. Mather Field, Sacramento. Contact Glen Brooksby 916-484-7257 for more info.
- 7 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 9 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 10 Sat **GGR-Automotion Autocross #2** - 3-Com (Oakland Coliseum). Call Bert & Ann DelVillano (650) 592-0673 for details.
- 11 Sun **LPR Autocross** - 3-Com (Oakland Coliseum)
- 17-18 Sat/Sun **GGR Time Trial and Driver's Education #2** - Buttonwillow. For info and questions, contact Laurie Yonk, (510) 769-2123 or by email at Yonk911@aol.com
- 24 Sat **Yosemite Region Zone 7 Autocross #1** at San Joaquin County Fairgrounds, Stockton. For info, call Pat Ikeda at (209) 473-4628 or Jim Bridges at (209) 478-6055.
- 25 Sun **Zone 7 Autocross #2** at San Joaquin County Fairgrounds, Stockton. For info, call Mary Ann Behrens at (209) 477-6496.
- 30-2 Fri/Sun **CRAB 27** hosted by the Sacramento Valley Region. Contact Mike & Sue Ambrozewicz (916) 965-4542.

May

- 1-2 Fri/Sun **CRAB 27** hosted by the Sacramento Valley Region. Contact Mike & Sue Ambrozewicz (916) 965-4542.
- 5 Wed **GGR Board Meeting** - 7:00 p.m., Buttercup Pantry Restaurant. 5331 Hopyard Road. Pleasanton.
- 8 Sat **GGR Adopt-A-Highway**. Call Jean Ohl at (650) 341-9020.
- 8 Sat **GGR Cinco de Mayo** social at Pedro's in Santa Clara. Call Shirley Neidel (408) 225-8103 for details.
- 14 Fri **TGIPF Friday Night Social**, 6:30 p.m., Harry's Hofbrau, 399 W. El Camino Real, Mountain View.
- 15-16 Sat/Sun **Zone 7 Autocross School** - 3 Com. For more information contact Masuo Robinson, 916-427-9690
- 22 Sat **SVR Autocross**. Mather Field, Sacramento. Contact Glen Brooksby 916-484-7257 for more info.
- 23 Sun **Automotion-GGR Swap Meet**
- 29 Sat **LPR Autocross** 3-Com (Location tentative)
- 30 Sun **GGR-Automotion Autocross #3** - 3-Com (Location tentative) Call Bert & Ann DelVillano (650) 592-0673 for details.



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