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

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- Lowering springs and big sway bars
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The NUGGET

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

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Cover: All of covers from 2003... including this one!

NOVEMBER NUGGET MISSING? Sorry ... the post office lost all the Nuggets destined for zip codes 950xx and 951xx. See it online at http://www.pca-ggr.org

The opinions are those of the authors and probably don’t represent those of the Golden Gate Region PCA. The Editors reserve the right to edit all contributions. Business and classified ads are provided for the convenience of the membership and are not an endorsement from the GGR. GGR cannot take any responsibility for the quality of the products or services provided. In addition, there are some people who like to find mistakes. In this newsletter, we try to have something for everyone.

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

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For more information, see http://pca-ggr.org/pdf/adguidelines.pdf
This is a hard article to write, as this is my last submission to The Nugget as a member of GGR’s Board of Directors. I have been a member of PCA since 1984 and have served on the GGR Board of Directors 11 times -- Treasurer in 1987 & 1988, Vice President in 1990, 1998, 2000 (partial), & 2001, and President 1992, 1993, 1997, 2002, & 2003. But, I retired in June and Jean retired in October. It is time to step down and become just a regular active member. A hearty Thank You to all the members of GGR and especially other Board members that supported and helped me over the years.

Being an active member of PCA has been a rewarding experience and has generated many fond memories, almost all of them concerning GGR people and events. Jean and I have formed enduring friendships. We explored many diverse parts of California on GGR events such as Yosemite, Mother Lode, & Death Valley and tasted agricultural products on the various Agricultural Inspection tours. Jean’s first trip to Yosemite was on a GGR tour. Our trips to Parade allowed us to explore America. I first autocrossed at CRAB 1985 -- would you believe 4th gear in my 944 at the old back lot of Cal Expo; I was hooked. I began to time trial in 1990 and discovered that my fellow 914 drivers nurtured a close & competitive group.

Two last official reminders. GGR will be printing the Membership Directory later this year. We use the membership data from PCA National to generate this directory. Please make sure the PCA National (dtringali@pcanational.org) has your correct and current address, telephone number, and email address. Activities Day 2004 will be January 18th. Please come and volunteer to be an event chairperson and put on an event.
Two for the road...

This is the second year in a row I’ve had to endure Tom’s Christmas poem. I suppose I can suffer through one more ... if he does it next year!

This issue, the December Nugget, marks the 14th newsletter we’ve published, and we’re still having fun! Regular readers of this column (we’re up to 8 now!) will recall that in our first issue back in November 2002 we announced our search for the next new Nugget editor! Well, let me renew the call .... we know you’re lurking out there somewhere .... and we have the next year to find you!

So what a snafu with the November Nuggets, eh?
The San Jose Post Office lost ALL of the Nuggets destined for zip codes 950xx and 951xx - pretty much all of San Jose and Santa Clara, all the way to Gilroy. They are nowhere to be found.

It all started innocently enough. My wife Margy and I went over to the Neidels and helped a whole gaggle of people stick labels on the Nuggets and stuff them with ballots for the GGR election. It was quite a production - it was our first time witnessing this event. The Neidels turn half their house into this production line, directed by Shirley. George’s responsibility is giving tours of the house (it’s a GGR memorabilia museum!) and keeping the pizza hot and the beer cold!

At the end of the evening, all the Nuggets were labeled, stuffed, and bundled into all the appropriate piles, ready for delivery. But ...

Look for an update in the November 2023 Nugget when, suddenly, all these missing Nuggets start appearing in mailboxes!

T’was the night before Christmas and all through the house,
Not a creature was stirring, not even a grouse.
The Carerra was hung by the chimney with care,
In the hopes that new disks soon would be there.
And Mamma in her balaclava, and I in my cap,
Had just settled in for a nice winter nap.
When out on the grid there arose such a clatter,
I knew Dean and Laura’s* valve-train must be the matter!
Away in first gear I flew like a flash,
Slipped out on the clutch, the gears were a mash.
The apex on the breast of the new-fallen snow
I spun, flinging mud on the objects below.
When, what to my wandering eyes should appear,
But a miniature sleigh, and eight tiny Boxsteer.
With a little old driver, so lively and tan,
I knew in a moment it must be Doc Dan*.
A poet I’m not, a week on this poem I frought.
The iambic pentameter I hoped to achieve,
I utterly failed—which leaves me aggrieved.
Forgive me for butchering this lovely old poem,
Next year I promise, I’ll just stay at home!

Season’s Greetings

**Dan Thompson, GGR Comp Chairman and, Dean and Laura Thomas, our Momentary Laps columnists...
Our competition has come to an end for 2003. Our last autocross of the season was held in the Pad-dock of Infineon Raceway on Nov. 9th. It was a slightly rainy, drizzly day so the street tired group did very well. The real zoomy cars had a tough time in the wet. This was David Leong’s swan song, he is stepping down as autocross Chair and is being ably replaced by Doug and Dana Ambrisko. I am sure that the series will continue to grow and be profitable for the club. It is nice that the Time trial series does not have to underwrite at least one of the other club activities.

Our Time trial series for next season looks to be interesting on several fronts. First, we will be returning to Infineon Raceway for the first time in about five or six years. This will be the first time at this venue for the majority of our current time trialers. Unfortunately we will need to be kind to the weather gods since we will be going to Infineon in mid February. Secondly we have almost a completely new crew for the Timetrial series next year. Ken Park will be Time trial chair, Harold Williams will be Chief Driving Instructor, I personally will be working with Chet Martin at the head of grid, keeping an eye on all of the boy and girl racers. Returning for next season will be our Time trial registrar Lori Hageman-Dean, and Jim Calzia our Timetrial tech Chairman. This will be a season for change for many of us since it will be the first time for many participants and instructors to be under the guidance of a new Chair and CDI.

I am hoping that all timetrial participants will be ready for the season both mentally and physically. As we move forward there continues to be much more pressure on the track dates and availability. Because of this great demand for track time, the various tracks continue to raise there rental fees, not to mention that just getting a decent date is getting tough, even at tracks we have been attending regularly for 10+ years.

This same story holds true for the Autocross series. Be prepared to visit some new sites along with some familiar ones next season. The rules have been approved by the DEC and the Board and will be posted hopefully by the time this reaches you. Porsche were made for driving....do it!

HAVE YOU BEEN TO SEARS LATELY? HOW ABOUT INFINEON? JOIN GGR’S RETURN TO INFINEON RACEWAY!

GGR 2004 Time Trial #1 Infineon Raceway February 14 - 15, 2004

Applications will be made available late December. Please check the GGR website or signup for the email announce-ment list via the GGR website.

New ruling for 2004:

Boxsters and 996 cabriolets will be allowed to run in the Stock and Improved classes with only factory rollover protection. No additional rollbar extensions will be necessary in either of these categories.
## GGR Event Calendar

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<th>When</th>
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<th>Who</th>
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<tr>
<td>December</td>
<td><strong>GGR Board Meeting</strong> 7:00 PM</td>
<td>The Ohl Residence, Foster City, CA</td>
<td>James Ohl</td>
<td>650.341.9020</td>
<td><a href="mailto:jamesohl@comcast.net">jamesohl@comcast.net</a></td>
</tr>
<tr>
<td></td>
<td><strong>Friday Night Social, 6-9pm</strong></td>
<td>Harry’s Hofbrau - The Carvery, San Mateo, CA</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<tr>
<td>January 2004</td>
<td><strong>GGR Board Meeting</strong> 7:00 PM</td>
<td>The residence of the new President</td>
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<td></td>
<td><strong>Time Trial and Autocross Awards Banquet</strong>, 6:30 PM</td>
<td>Harbor Bay Club, 200 Packet Landing Road, Alameda</td>
<td>Howard Yao</td>
<td>650.652.5775</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<tr>
<td></td>
<td><strong>Zone 7 Presidents Meeting and Award Banquet</strong></td>
<td>TBD - check the GGR web site for an update</td>
<td>Tim Fleming</td>
<td>916.985.4142</td>
<td><a href="mailto:TRFleming@comcast.net">TRFleming@comcast.net</a></td>
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<td></td>
<td><strong>GGR Time Trial Tech Day 1</strong></td>
<td>See page 19 of this issue for details</td>
<td>Jim Calzia</td>
<td>TBA</td>
<td><a href="mailto:jcalzia@usgs.gov">jcalzia@usgs.gov</a></td>
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<tr>
<td></td>
<td><strong>GGR Activities Day</strong></td>
<td>TBD - check the GGR Web Site for details</td>
<td>Jeff Williams</td>
<td>831-688-3385</td>
<td><a href="mailto:littlerascal@rattlebrain.com">littlerascal@rattlebrain.com</a></td>
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<tr>
<td></td>
<td><strong>GGR Time Trial Tech Day 2</strong></td>
<td>See page 19 of this issue for details</td>
<td>Jim Calzia</td>
<td>TBA</td>
<td><a href="mailto:jcalzia@usgs.gov">jcalzia@usgs.gov</a></td>
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<td></td>
<td><strong>GGR Time Trial #1</strong> Infineon Raceway</td>
<td>Ken Park</td>
<td>510.414.8004</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
<td></td>
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<tr>
<td></td>
<td><strong>Beginner’s Autocross School</strong></td>
<td>See Page 20 of this issue for more information.z’</td>
<td>Howard Yao and John Seidel</td>
<td>TBA</td>
<td><a href="mailto:howard@aberrance.com">howard@aberrance.com</a></td>
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<td><strong>GGR Autocross #1</strong> 3Com Park</td>
<td>Doug Ambrisko</td>
<td>650-903-0652</td>
<td><a href="mailto:autox@ambrisko.com">autox@ambrisko.com</a></td>
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<tr>
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<td><strong>GGR Time Trial #2</strong> Buttonwillow Raceway</td>
<td>Ken Park</td>
<td>510.414.8004</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
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<td></td>
<td><strong>GGR Yosemite Tour</strong></td>
<td>See page 17 of this issue!</td>
<td>Alfred Abken</td>
<td>415.387.9351</td>
<td>N/A</td>
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**GGR Time Trial/Autocross Awards Banquet!!!**

Join your fellow motorheads at the Harbor Bay Club, 200 Packet Landing Road in Alameda, JANUARY 10th 2004. Easy access from Highway 880 taking the High Street Exit. Cocktail hour starts at 6:30pm, with a fabulous buffet dinner at 7:30. Reservations should be sent by December 18, 2003. Cost is $35.00. Make checks payable to PCA-GGR, and send them to: Patty Stark, 45 Hacienda Circle Orinda, CA 94563. Phone 925-258-9385 for more information. Stories! Awards! Photos! Movies! Great view! Door Prizes! Be there!

---

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

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

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

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

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8 December 2003
Want details about the Yosemite Tour scheduled for the weekend of March 20, 2004? See page 17 of this issue of the Nugget!
Having the first autocross at a new venue is always interesting. You're never quite sure what you're going to get. What sort of grip will the surface offer? Will the neighbors complain about the noise? Is the lot bigger or smaller than you remembered it? (It's always smaller, by the way). Will there be shipping containers, abandoned race cars, trailers and RV's parked all over the middle of the lot?

Well, at our first autocross held in the paddock of Infineon Raceway this last scenario was realized early Sunday morning. As the appointed course designer, I arrived at the track well intentioned, with course map in hand, to see two large shipping containers sitting where the apex of the first sweeper was supposed to be. Scanning the rest of the lot, I saw two race cars with open trailers, two encampments of Legend racers complete with RVs and enclosed trailers, four or five additional race truck and trailer combos and then another group of RV's at the far end. Time for some ad hoc course design!

I contemplated a slalom between the containers. I even thought about a ramp over some of the RVs, monster truck style. I wondered what the Legend drivers would think when they woke up in the middle of an autocross course?

In the end, all but the shipping containers were moved and the course design was pretty simple. The lot is smaller than our usual 3Com, GGF or Alameda course, resulting in top times being in the mid 30's instead of the now normal 60+ second range. There were several right-left-right combos that one could compromise (or not) and a big sweeper that provided a lot of room for creative driving lines. Driving lines were made even more creative by the weather. With Swiss watch precision, the skies opened up and dumped tons of rain during each and every run session. The rain was kind enough to stay away during the course set up and drivers' meeting but came on strong in the middle of the first run group. The worker switchover saw a moment of sun, but then the rain started up once the cars were under way.

Some drivers in the morning were reporting their best times while the rain was coming down the hardest. I believe this was due to oil and other fluids that are inevitably left behind in a race track paddock eventually being washed away.

Larry Sharp took TTOD honors. Rounding out the top five were Chris Murray making a guest appearance in the meanest sounding "Improved" car I've ever heard, Pax year-end winner Mark Powell demonstrating that smoothness counts for something, Andrew Blyholder representing for the 914 crowd and Hayden Burvill driving a variety of Racer's Group monsters.

I'd like to thank Dave Leong on behalf of the competitors for all of the hard work he's put into the autocross series for the past two seasons. He's brought a tremendous amount of energy and discipline to the series, ensuring that without fail, drivers got a maximum number of runs. He's left the series in very good shape and in good hands with the Ambriskos. Be sure to thank Dave personally the next time you see him.

I'd also like to say one final thanks in 2003 to the series sponsors - Strasse, Windrush and Rennwerks!
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CALL TO ORDER
The meeting was called to order at 7:20 p.m. on November 6, 2003 at the residence of the President, Foster City.

Board members present were James Ohl, Jeff Williams, Louise Sousoures, Dan Thompson, Ken Park, Howard Yao, Nugget Editor Tom Pickett and Webmeister Susan Angebranndt. Also present was Bill Benz, Andrew Forrest, David Leong, Claude Leglise, Doug Ambrisko, Harold Williams, Jeanne Ohl.

A. APPROVAL OF MINUTES
The Minutes from the Board of Directors Meeting October of 2003 were unanimously approved as written.

B. POSTMORTEM OF EVENTS
1. October 11 rallye; zone event, well attended.
2. October 17 Friday night social, well attended.
3. October 18 & 19 Time Trial, very well attended.

C. DIRECTORS REPORTS
PRESIDENT, James Ohl
1. PCA submitted national rebate.
2. PCA submitted national membership rankings to all board members via email.
3. Received messages from Zone 7 representative regarding Wall of Fame recipients.

VICE PRESIDENT, Jeff Williams
1. Calendar Changes: None.
2. Insurance ordered for autocross at Infineon Raceway, November 9.

TREASURER, Ken Park
1. Submitted report.
2. Treasurer's report approved unanimously.

MEMBERSHIP, Chet Bottone
1. Nothing to report.
2. Status of membership directory (via President): Working with Steve Kuhn who has templates.

COMPETITION, Dan Thompson
1. Discussion ensued regarding outstanding instructor incentive certificates. Motion made and duly seconded that per list Hank Watts has made, all certificates will be redeemable, as per expiration date, until June 30, 2004. If two are redeemed at the same event and amount exceeds cost of entry, difference is sacrificed. Motion approved unanimously.

2. Year end party budget approved online by all board members.

3. Rules committee members met at Thunderhill but did not have quorum to vote; subsequent email vote was had.

4. Motion to approve rule changes duly seconded and passed with a four to one vote.

SECRETARY, Louise Sousoures
1. Nothing to report.

SOCIAL, Howard Yao
1. Nothing to report.

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

WEBMEISTER, Susan Angebranndt
1. Submitted revenue from ads on web sites; non-members only

D. OLD BUSINESS
1. 2004 budgets submitted to Treasurer from some board members.
2. Budget from Infineon Raceway Time Trial, February 14 & 15, 2004 submitted. Buttonwillow Time Trial is scheduled for March 13 & 14, confirmed, Central Coast Region has booked the track the day before. Time Trial #3 at Thunderhill is scheduled for April 3 & 4. 2004 Time Trial Chairman is awaiting word from Laguna Seca for a date later on in the year.

3. Annual techs scheduled for Saturday, January 17 at Kahlers, Loop; January 31 at Rennwerks and Porboys.
4. Motion made and duly seconded to approve budget for Infineon Raceway Time Trial, approved unanimously.

E. NEW BUSINESS
1. Joint board social: December 6 at 5:30, board meeting held during the social.
2. According to Nugget mailing crew, the Post Office has lost all Nuggets (with ballots enclosed for election) in the zip codes 950XX or 951XX. Webmeister to send email out to general list regarding this.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 9:40 PM. The next Board of Directors meeting will be held December 6, 2003 at 5:30 p.m in San Mateo at the Joint Board Social.

Call the President at 650.341.9020 to add items to agenda.

Respectfully submitted,

Louise Sousoures
GGR Secretary 2003
Know thy Engine!

by Mark Thomas

Dynamometer (Dyno) testing of internal combustion engines was developed at the turn of the 20th century, when the automotive and aircraft industry was in its infancy, to help engineers and developers understand and characterize an engine's power. Traditionally, these dyno testing technologies have primarily been available to engine manufacturers and testing labs. Now, dyno testing technology is available to anyone wanting to know more about their vehicle and its engine's performance.

Advancements used to test engines have evolved over the last 100 years, and recently, with the advent of chassis dynamometers such as DynoJet and others, we Porsche owners now have the ability to easily and quickly know how much horsepower and torque our engines produce. With convenient and cost-effective dyno testing, we can now answer the age old question: How much power do I have? This allows a better understanding of our engines' health, changes that are realized after a "performance" rebuild and the benefits or drawbacks of the performance enhancements we decide to install on our Porsches.

Why use a dyno at all? There are lots of reasons! For example, if "Dave" is wondering why his stock 1988 911 is faster from 0-60 mph than "Steve's" exact same model and year 911, they can find out if it Dave's engine really is more powerful, or if it is the reduced acceleration as a result of Steve's addition of the enormous 100 lb stereo system that he installed recently! Did the aftermarket exhaust system Dave installed really make a difference in the power output of the engine? Or maybe Steve's engine has a simple "miss" under load because he never replaced his spark plug leads? The dyno can answer all these questions and more.

Dynos can be broken down into two categories: dynos that your engine directly mounts onto when it is out of the vehicle, or engine dynos, and those that you can literally drive to the dyno shop, strap your vehicle down, make some "runs" and then drive home with a "dyno sheet" showing horsepower and torque through the range of rpms. For this article, we will discuss the latter, which are typically called chassis dynos.

A chassis dyno works by providing resistance in the form of a 5700 lb inertial weight in a heavy rotating drum which is driven by your vehicle's wheels, as in the case of a DynoJet Chassis Dynamometer, one of the most common and widely used dynos today. There are two wheel and four wheel variants, capable of measuring up to 1500 horsepower. Most dyno's use large fans to simulate air flow for cooling. There are simple methods of converting a four wheel drive Porsche for use on a two wheel dyno.

Here is how the chassis dyno works: Once your vehicle is strapped down, the engine, via the drive-line and wheels, accelerates (rotates) the heavy drum, much as it accelerates your Porsche on the road, only the engine and tires are moving through the rpm range, and you are going nowhere fast! In fact, you remain strapped to the dyno! Don't worry, vehicles are strapped down securely. I have worked through thousands of dyno sessions and no vehicle has ever "launched".

Chassis dyno output provides the owner with "rear wheel horsepower" or rwhp, and engine dynos provide the owner with "crank" horsepower, or chp. These are often confusing terms. To keep it simple, the rwhp is how much power is available to be put down to the ground, after the losses associated with the transmission, differential and tires, commonly referred to as "drivetrain power loss". Chp is how much power is being produced by the engine crank and before drivetrain power loss. Rear wheel horsepower will always be less than crank horsepower by some percentage. I will leave this "percentage" for another discussion as it is a much debated and hot topic!

Dynos also output horsepower and torque in differ-
ent standards such as SAE, DIN, STD, Uncor-
corrected, etc. In general, the best one to use is SAE (Society of Automotive Engineering). What does this mean? Basically, each standard has associated correction factors for temperature, altitude, baro-
metric pressure, humidity, etc. and each standard has different formulae for applying these correction factors. SAE is the most common standard in use today. Correction factors are used to equalize out-
puts so that if you dyno the same vehicle in Death Valley with a -200 ft altitude on a 100 degree day, and then at Lake Tahoe with a 6,200 ft altitude on a 40 degree day, the uncorrected or actual hp may differ considerably, but when corrected to SAE the variables are taken into account and the resulting output will be nearly identical.

The typical output from a chassis dyno session is a series of graphs depicting horsepower and torque output on the y axis and the rpm on the x axis. Below are two graphs, the one on the left from a slightly modified 944 Turbo, and the other on the right from our very highly modified 210 mph 928. The 928 graph also traces the air fuel ratio, a very important piece of added information (for discus-
sion in a later article). (see the dyno charts at the end of this article).

Getting a baseline is the first step in dyno testing and tuning a vehicle. The above graphs are of modified Porsches and to keep the graphs uncluttered, their baselines are not included. It is very important to know the starting point, and as such, I strongly suggest making three back-to-back runs and using the second run as the baseline, even though it may not be as strong as the first, or as low as the third, due to engine heat increasing on a per run basis. Once you have a base line, you can now monitor your engine's performance over time and quantify the benefits of each modification you add to your Porsche. It is critical to keep good records for reference.

It is important to remember that despite all the tech-
nology available, these dynos are machines and as such, have tolerances. You should expect to be able to measure changes that are greater than +/- 2 or 3%. If you make a 100 hp pull and then go to lunch and make another pull, at the same engine condi-
tions, and only make 98 hp and nothing changes, don't worry about it, everything is fine. However if by the end of the session, you are down to 93 rwhp, something has changed, either with the tuning or with the engine itself.

How do I get my Porsche dyno tested? Often, organ-
ized "dyno days" are available for groups of own-
ers. Usually it is a Saturday ½ day session, and costs around $75-$100 per vehicle. Or you can schedule a session and find a local DynoJet by going to www.DynoJet.com and searching for a dyno near you! If there is enough interest, I would be happy to arrange a dyno day locally for Golden Gate region members.

Participating in a dyno session has many benefits to the Porsche owner:

- You can get a baseline that can be used to determine the health of your engine on an annual basis and with annual testing, determine when your engine is nearing the rebuild stage
- If you are a racer, knowing the engine's power curve can help you determine the best shift points, transmission gear matches, areas need-
ing improvement, etc.
- A dyno session can help identify an "under load only" condition or problem that is difficult if not impossible to diagnose otherwise.
- Once you have a base line for your engine, you can now determine the benefit of that port and polish option on that recent engine rebuild, or the gains from the addition of a chip, set of headers, intake modification, etc.
- Having a dyno sheet can help add value to a vehicle when it comes time for sale.
- To date, no one has been given a ticket for "dyno racing" to see whose Porsche is really faster in a drag race!

In the next article in this series, I will be discussing how to use the dyno results to match driving style, performance expectations and modifications, with some more specific dyno results from various models of stock and "mostly" stock Porsche vehicles.

Happy Dyno'ing!

Marc Thomas is one of the principals of Dyno-
TECH Motorwerks and DEVEK. He is a lifelong automotive enthusiast with an engineering back-
ground and a love of all Porsches and automotive technology in general. DynoTech Motorwerks has been in the Bay Area for 8+ years providing service, repair, modification and tuning for all Porsche vehicles.
PETER87.001  55.3 °F  30.02-0.19 in. Hg  22 ft.  CF=0.95  RPM-MPH=48
Max POWER = 327.4  Max TORQUE = 317.2

PETER87.031  59.3 °F  29.92-0.26 in. Hg  22 ft.  CF=0.96  RPM-MPH=48
Max POWER = 329.8  Max TORQUE = 322.9
OFFSET 106

944 Turbo

210 mph dyno run
The Yosemite Tour is Back!!  
March 20 - 21, 2004

Enjoy a drive through California’s Central Valley and the historic Gold Country. A reception and dinner will be held in the Curry Village Glacier Point Room. Accommodations will be in Curry Village, and feature cabins with private bath. Space is limited!!

The cost of the two day event (room, reception, dinner, and special presentation) is $210.00 (single or double). Payment in full will hold your reservation, and MUST be received by February 6, 2004. Additional costs for more than two people: $11.00 per person per room (kids under 12 are free), $42.00 for additional adult dinners, $10.00 for each child’s dinner.

Make checks payable to PCA/GGR, and mail with the following information to: Alfred Abken, 555 24th Ave. San Francisco, CA 94127-2977

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2003 Zone 7 Autocross School
**Membership...**  Chet Bottone, Membership Director

**Report for November**
- New members: 5
- Transfers In: 4
- Transfers Out: N/A
- Total Membership: N/A

**New Members**
- Don J & Elena Miraglia, Redwood City, 1974 911
- Eric Filseth & Tina Peak, Palo Alto, 1971 911i
- Joel S & Silvia Rosenbaum, San Jose, 1983 911 Sc
- Michael J & Jenik Mallinger, La Selva Beach, 1977 911
- Gordon K & Diane Reynolds, San Francisco, 1980 911 Sc

**Transfers In**
- Grant Tabuchi & Jon Sycip, Fremont, 1991 911
- Jeffrey S Keyzer, Mountain View, 1972 914
- Dennis & Anne Kao, Berkeley, 1988 92864
- Erik M Moe, San Francisco, 2002 Boxster

**Anniversaries**
- Walter E Vendley, Palo Alto, 35 Years
- Carl A & Meredith Cilker, San Jose, 20 Years
- Andy & Dolores Hospodor, Los Gatos, 15 Years
- Mario S & Krysia Musto, Woodside, 15 Years
- Hideki Taura, San Leandro, 15 Years
- Ron P Atilano & Karen Selven, Menlo Park, 10 Years

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**NEED YOUR REAR-END CHECKED FOR THE 2004 TIME TRIAL SEASON?**

*Come to the GGR Time Trial Technical Inspection conveniently scheduled at a PORSCHE DOCTOR near you!*

**January 17, 2004**
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  - 6117 Dougherty Road
  - Dublin, CA 94568
  - (925) 829-2050

- David Loop European
  - 160 Calle Del Oaks
  - Dey Rey Oaks, CA 93940
  - (831) 393-9995

**January 31, 2004**
- Time: 9:00 - 12:00
- RENNWERKS
  - 1911 Plymouth Street
  - Mountain View, CA 94043
  - (650) 965-1574

- Porboys
  - 3640 East 9th Street
  - Oakland, CA 94601
  - (510) 437-9400

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*The Next Friday Night Social is December 19th 6pm - 9pm
Where: The Carvery/ Harry’s Hofbrau
San Mateo, CA
Need more information? Call Howard Yao at 650-652-5775 or email Howard at: howard@aberrance.com*
2004 Beginner’s Autocross School!!
Sponsored by Porboys

It is that time of year to start thinking about all of the great Porsche driving opportunities in 2004. On Saturday, February 21, 2004, John Seidel and Howard Yao will once again run this famous school. It is really for beginners or people who have autocrossed only a few times.

If you have ever wondered what it is like to experience driving your Porsche on the edge (but safely in control) then this is for you. This is a good safe place for guys and especially gals to learn about the handling of their Porsche in a non-competitive environment.

The school will be in the large parking lot of Candlestick Park. The day begins at 7:30 AM with registration, teching cars, and then a driver's meeting at 8:15. Then students will walk the course with their morning instructors. After that, students will be driving on skidpads in order to learn the feel of an oversteering and understeering car.

It is a lot of fun!! The day will proceed with students running the Autocross course with their instructors while half of the students learn to work the course. As a special treat this year Larry Sharp, who is a famous course designer, will make up the course for this year's event.

After the lunch break we continue to run cars in hour long sessions until 5 PM. It is truly a fun day with lots of learning and driving. One of the best parts is that students get a few rides in their instructor's car. We try as best we can to have instructors that have had experience with cars similar to the students. You will also have different instructors in the morning and afternoon.

The school is sponsored Joe Zieph, the owner of Porboys German Automotive Service. They are located at 3640 East 9th Street in Oakland. Joe and his technicians are experts in all German makes but they specialize in the maintenance and repair, including complete rebuilds of 911, 944, 914, 928, and Boxster cars.

If you sign up and pay the $85 fee, you get:
1. Instruction from the best and most experienced instructors in the west!!
2. A complete lunch included, with sodas and water.
3. A Porboys T-shirt.
4. A knowledge of how an Autocross is run and how to work different jobs.
5. A basic knowledge of car control and you will learn how to handle your car.
6. You will drive home with a big smile on your face!!!!

OK, I'm sold!! How do I register?
If this sounds really good then email Howard Yao at howard@aberrance.com to register or you can call him at 650.652.5775.

If you have questions you can also call John Seidel at 925.938.9531 or e-mail at johnseid@aol.com. We do limit the number of students to 46 so that there will be plenty of driving time for everyone.

See you there!!!!!!!
GGR Marketplatz...

Classifieds - Send or e-mail your ad to the Editor before the 10th, to be published the following month. 35 words max ad. PCA members only. Ads will run as space permits. Please inform us if items have sold or ad needs to be revised. Ads can also be placed on the GGR Website at: http://www.pca-ggr.org/marketplaceads.html

Porsches For Sale

1965 356C Cabriolet Black with hard top. “Top Gun” car. Driven into storage in ‘85 and covered. Car located in SF, CA. $20,000 or highest bidder. Contact Robert Wong at rawff@hotmail.com or 916.632.7527.

1974 914 2.0 Liter Project Car Aqua Blue Garaged 23yrs, no rust, factory mag wheels. Includes spare Garretson Enterprises 1.8 liter motor w/modifications and additions. 4 Fucci wheels/tires, +misc parts. $5,000.00 takes all Contact Keith Cauble at keith@coulterconst.com or 408.446.2043.

911 Parts Blk Carrera Wing/decklid $600; RollBar w/ removable crossbar and diagonal, $400; 5lb Halon w/ tranny cover plate, $50; HotLap timer, small display, as new, $125. Contact Vince at cenzo@pachell.net or 650.302.1914.

1970 914 Open Cockpit Race Car w/Trailer Fully prepared and modified 914 race car. Everything on the car is new. Includes a 2002 Dargo dual axle trailer - $14,500. Contact Mark Arnold at maarnold@cisco.com or 650.740.5580.


1968 912 No engine or transmission. Original seats, rims in good cond. Interior rust at back windows. $500. you haul Contact Eugenie Thomas at eugenie959@yahoo.com or 925.313.9067.

1989 911 Targa Guards Red/Black. 90k mi. 2nd owner (4 yrs). Well maintained. Many extras. Very clean and in excellent condition. $21,000. Contact Ken Jones at aloha02@earthlink.net or 925.372.6273.

1989 944S2 All original, excellent condition white S2, immaculate midnight blue interior, 2 owners, always garaged, 121K California miles, 120K service done with new belts, tires. Must sell. $9,800. Contact Earle Beveridge at earle@sbcglobal.net or 415.359.5982.

1985 Carrera Red w/new tan leather sport seats, carpet. Limited slip. Great car AC works New targa top. 130k miles/w receipts CD $17,500 Contact Mark Anania at mark.anania@prodigy.net or 510.728.0815.


1986 944 Turbo Bugundy/black. Time trial ready (category DI #777). Every option needed to qualify for the top of the DI. Street legal. 89k miles. $9,995. Contact Lynn Pennington at lpdci@sbcglobal.net or 831.475.2343.

1989 944 Turbo S 300 hp! Velvet red, linen leather. Freshly rebuilt K27, Tial, MBC, chips, 115K miles. 32K in receipts. Recent rebuilt head, valve grind, belts, H20pump. $14,500 Contact John James at johnwelljamess@hotmail.com or 801.243.2881.

1990 Carrera 2 Coupe White with grey interior. Sunroof, Recent engine rebuild, brakes, clutch, stereo, new tires on Porsche OEM 17 inch 5 spoke wheel. $27,500 obo. Contact Scott Freiermuth at sfreierm@yahoo.com or 650.369.2106.

1967 912 Factory electric sunroof, rear wiper, foglights, S gages, swaybars, 5spd. New psi/cy/lrings/CrankAu-tosintl. Bahama yellow in89, polished fuchs, eurometrics 40p11 and 48IDAs, receipts ‘89on. $5999 Totally negotiable, offer. Contact Edmund Fanslau at fanslau@sbcglobal.net or 408.204.6700.

1997 993 C4S Blk/tan, 30K, H&R susp, HRE wheels, 6 speaker +subwoofer sound system, laser jammer+ radar detector, front brake ducts. Sunroof, tinted windows, a/c. 0 accidents. $56,000 Contact Jeffrey McClanahan at drjeff@cliniskin.com or 408.871.8525.

1997 911 C4S Blk/tan, 30Kmi, H&R coil over, HRE wheels, hand built 6 speaker +subwoofer sound system, laser jammer with radar detector, euro lights, front brake ducts. Sunroof, tinted windows, a/c. No accidents. $56,000 drjeff@cliniskin.com.

1992 American Roadster Tiptronic; triple black; 42K miles; mint; garaged; all records; premium stereo; Cup wheels; brand-new top; asking $47,000. More info and pictures at http://www.bayipi.com/porsche.htm. Contact Barbara J S McKee at bjsmckee@yahoo.com or 650.740.5580.

1967 912 Factory electric sunroof, rear wiper, foglights, S gages, swaybars, 5spd. New psi/cy/lrings/CrankAu-tosintl. Bahama yellow in89, polished fuchs, eurometrics 40p11 and 48IDAs, receipts ‘89on. $5999 Totally negotiable, offer. Contact Edmund Fanslau at fanslau@sbcglobal.net or 408.204.6700.

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1992 American Roadster Tiptronic; triple black; 42K miles; mint; garaged; all records; premium stereo; Cup wheels; brand-new top; asking $47,000. More info and pictures at http://www.bayipi.com/porsche.htm. Contact Barbara J S McKee at bjsmckee@yahoo.com or 415.290.4074.

1969 911E TARGA 130,000 MILES. Mechanically strong, runs well. could use some cosmetic attention. red, original, complete, blaupunkt, very restorable $5,500 / OFFER Bruce Bettencourt, 18474 Grizzly Rock Rd, Los Gatos. Ca 95033 408.354.5661, babettenco@earthlink.net

1981 SC 87K miles Platinum Metallic. Ton has been done, lotsa mods done by S CAR GO. Email for more. Why buy it and then do it when it’s already done. $19,000
Contact Brad Yantzer at BYantzer@aol.com or 415.221.6963.


Parts & Miscellaneous

1979 911SC Parts 6&7x16 Fuchs/BFGoodrich TA KDs excellent condition $1350.00. Cat bypass $45.00. Fuel dist.$200.00 Front valance&chin spoiler $200.00. Contact Rob Butler at butlerb@sbcglobal.net or (510) 427-8989. 2003 Le Mans Racing Video Shows Racer’s Group team on track, in pits, and in car throughout 24 hour race. Includes narrated incar lap of 8.5 mile circuit. More info and pictures at http://www.bluecoastfilms.com. Contact Ron Rogers at bluecoastfilms@earthlink.net or 415.924.6111.

Black Recaro Seat with mounting bracket. Excellent condition. Asking $350.00; Contact T&D Performance, Inc. at fast914gtr@yahoo.com or 408.369.1911. Pictures and more info at http://www.t-and-d-performance.com/recaro_blk.htm.

Early 2.0, 2.2, 2.4 Engine Cases I am looking for early 2.0L, 2.2L, 2.4L engine cases that are rebuildable. Aluminum 2.0L cases are a big plus. Please feel free to call/email me. Contact Chad Plavan at chaplavan@hotmail.com or 209.606.1696.

1973 914 5000 miles: 2.0 fuel inj, upholstery, carpets, paint, rubber, 180# struts, Koni shocks, brakes drilled for cooling, oversized disc pads, custom header. $5500 firm Contact Eugenie Thomas at eugenie959@yahoo.com or 925.313.9067.


1996 Cabrio Hard Top Blue for sale $1500. Contact Ivica Tolich at Ivica_Tolich@amat.com or 408.563.2542.

Dunlop tires In very good condition, 205-55/16 front, 245-45ZR 16 rear. $175.00 Firm Contact Paul Canton at tonacorpam@webtv.net or 650.346.9316.

911 SC Track Wheels Looking for a set of TT wheels for my SC. Preferred size is 6&7 x 16. I am calling them track wheels because cosmetics is not important. Contact Stan Thomas at stan.thomas@hp.com or 650.857.2228.

911 Cabrio Hard Top Blue for sale $1500. Contact Ivica Tolich at Ivica_Tolich@amat.com or 408.563.2542.

Assorted Parts Lightweight battery. 12v, 380 CCA. Small, weighs 20 lbs. Great for AX or TT cars. $40. 935-style boost gauge, $100. Contact Mike Mitchell at Mahler9th@aol.com.

Wanted

Glenn Wolfham’s Whereabouts. Anyone knowing how to contact Glenn please contact me. And if Glenn reads this, please call. You have disappeared, and no one knows where to find you. Ron at verdant1@pacbell.net or phone: 408.720.9146, or come by my office in Sunnyvale please. Thanks.

DAS rollbar for 993 Cab Seeking DAS removeable rollbar for 993 Cab. Preferably used. Contact Jos Stella at jnstaella@yahoo.com or 415.305.3284.

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