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Cover: Elisabeth Aigeldinger of Livermore helps dad, George, work on his 911SC engine. Read George’s article about his engine repair adventures starting on Page 25.

Cover Photo by George Aigeldinger

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

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June/July 2004
Volume 44, Number 6/7

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Cover: Elisabeth Aigeldinger of Livermore helps dad, George, work on his 911SC engine. Read George’s article about his engine repair adventures starting on Page 25.
Just when I thought I was all "used up" on nonserious "fluff" NUGGET articles our esteemed editors said "Write about your earliest Porsche experiences." What an attention grabbing subject! Great idea! Unfortunately for you NUGGET readers, I do remember those first moments clearly. It was a snowy February afternoon in Cleveland in 1966. I was hours away from completing a master's degree at Case-Western Reserve, which was to be followed by a 1450-mile drive to my first real job in Houston, Texas in my Alfa-Romeo Giulietta 1300 Veloce Spider. (I love to say that name, it's a lot more romantic and exotic than say "356A 1600 normal coupe" or "219 Sedan", other cars of the era.)

Recognizing that I might be out of sight of an authorized Alfa service center at least for a few miles on this trip, I was visiting my local Alfa dealer, Stoddard Imported Cars in Willoughby, outside of Cleveland to pick up some road supplies. Stoddard's was the home of Charles E. "Chuck" Stoddard. Chuck Stoddard, who would later take on legendary status in the world of PCA and Porsche generally, was one of two or three drivers in Ohio who actually raced at Sebring and Watkins Glen. He was national champion in an Alfa 1300 and regularly beat all Porsches except the rare Spyder that showed up and "Terrible Tom" Paine's obviously cheaper Carrera Speedster from Michigan.

My plan was to load up a fan belt or two, radiator hoses and some 45 watt replacement bulbs for my nonsealed beam Lucas headlights and spare 35 watt bulbs for my Lucas "Flame-thrower" driving lights. These latter lights were fairly remarkable. Even at a mere 35 watts, they drew enough power to immediately overload the generator and drain the battery and did this without providing ANY noticeable illumination. Just the ticket for a drive through the wilds of Arkansas and Texas!

I laid out my plan to my all-to-regular acquaintance, Bill, the "Stoddard parts guy". He pointed out that he knew my car from its many visits. He suggested that a generator, a voltage regulator, a fuel pump, two Weber rebuild kits (with floats), four exhaust valves and a "valve grind" gasket set would be at the top of his list if he was going more than a few miles. He mentioned my plan to the service manager, whose giddy glee when he heard of my semi-transcontinental adventure seemed to be more of the "laughing AT" variety, rather than the "laughing WITH" type.

Soon, Howard, the sales manager (and Stoddard's sole salesperson) joined the conversation and pointed out that the $500 I was about to part with for the pile of spares on the parts counter plus the $800 trade in he was eager to give me for the Alfa virtually paid for the $2000, 31,000 mile, 1960, 1600 Super Porsche coupe he had just finished detailing. Its silver with black interior color scheme plus sunroof and signal seeking Becker radio (with Marine Band, something invaluable for a trip through the heartland of America) made this seem like a plan with real potential. I was weakening. What's this, Howard has just checked with "Chuck" and since I was a repeat customer the price was now $1875. Not a good sign.

Bill and Howard decided that a test drive was in order. I looked out at the snow and realizing that I was out of effective defenses, demurred. Not a problem, "Chuck" was available to demonstrate the car for me. The next few minutes were a blur as Chuck slid around snow-covered corners, dove underneath a semi trailer or two, and casually outbraked the world.

Chuck was a man of few words. I remember only two or three sentences. "Don't be afraid to use the accelerator with this car." And "Don't ever lift in a high speed turn, it'll come around and you'll crash." Obviously this was just what a 23 year old needed to hear, especially from Mr. Charles E. "Chuck" Stoddard, to assist in making a rational car-buying decision.

As they say, the rest was history. I was back the next day with the Alfa title, and one day thereafter headed off to Texas. The car never missed a beat. I probably didn't use the accelerator to a Stoddard-adequate level but the car didn't come around on that trip and I never crashed. So I guess I sort of passed my first Porsche test.

Around the Benz...

Bill Benz, President
The Nugget

One of the joys of writing a monthly column is having the ability to embarrass oneself on a continuing basis. This month is no exception.

Recently I tackled a new mechanical task – the front brake caliper rebuild. Now brake calipers are simple things really. Brake fluid under pressure pushes on one or more pistons which push brake pads against a spinning rotor. So, to begin, simply disconnect the incoming fluid line, remove the brake pads and the two bolts holding on the caliper, and off it comes! So far so good.

Next, use air pressure to remove the caliper’s pistons, clean everything thoroughly, put in the new seals, assemble the calipers, and back on the car they go. Well ... that’s where things went seriously wrong. Everything seemed to go back together as planned, but when the time came to bleed the brakes, there was just NO WAY. No matter what I did, I could not get a good pedal. All the air seemed to be out of the system – there were no more bubbles in the fluid. But no pedal either. I even borrowed a pressure bleeder. Still, no pedal.

To make a long story short ... did you know that the right caliper on a 3.2 911 can mount on the left side, and vice versa? And when you do that, the fluid lines screw into the calipers just fine. But, those pesky little bleed screws will be at the bottom of the calipers, not at the top where they belong! Any air trapped in a caliper is going to stay there and never leave! So no wonder I had no pedal. I won’t tell you how long it took to figure that out. That is the embarrassing part.

Moral of the story? None! Gimmee a brake...  

Being the editor of a newsletter brings with it other advantages. You have a creative outlet that can save you from the day to day drudgery of professional writing, and most of the time it’s just plain fun.

But then there is the downside: the monthly column. Trying to find a subject that will interest both readers of the Nugget, while satisfying your urge to do something different, can be problematic. Of course this is also a problem for the others on whom we rely each month to produce their column so that we have all the space available covered with appropriate material.

But Jim and I make money writing, and we aren’t supposed to be challenged by it; “500 words on how to sharpen a pencil? Hey no problem!” Or, “150 words on what you did with your Porsche last week while it sat under a car cover and you drove around in an ‘83 Mercury station wagon?” Oh, come on now!

You spend weeks looking for a subject to talk about, sometimes you can’t think of anything at all; and other times you come up with proposals such as, “The Art and Zen of Time Trialing,” or “Ducktails: Gourmet Food or Race Car?”

You can always do a technical column. For instance: “How to improve braking by installing calipers backwards and upside down while drinking beer.” “hmm, we may have done that one, already. Or maybe, a column on how difficult it is to write columns.

(Bauman comment: I recall nothing about beer...)

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SAN JOSE
Long time members James and Jean Ohl have moved to Vancouver Washington. I am sure they will be deeply involved in their new Region as soon as they are settled in. We will miss their attendance at many of our social and driving events. Good luck, James and Jean.

We are well into our competitive seasons for both Autocross and Time trial. Hopefully Laguna Seca is a fond memory for all of those that attended our Time trial there on May 30 and 31.

We will be hosting the Zone AX school this year at Candlestick Park in August. I am sure there will be some ads out about this great event very soon. This is a great 2 day opportunity to take your Porsche out and learn how to drive it in a very safe environment.

Zone 7 has some of the best autocross instructors in the entire country...Period! Lots of experience for you to glean some nuggets about driving from. We have 3Com/Candlestick reserved and have some key areas covered.

We can use help with loaner helmets, getting instructors, getting students, and sponsorship. If we could get some door prizes from supporters of Porsche related products that would be great!

Finally we’re looking for course designers for the two autocross courses. Contact Doug Ambrisko at autox@ambrisko.com.

Rule Changes! Please plan on forwarding your concerns or suggestions for rules changes for next season. We are nearing the time when I will need these to be submitted so the DEC can discuss them and hold our annual open meeting with all concerned GGR members. Please plan on attending even if you don’t submit a proposal because someone that does make a proposal might affect you and your car’s classing.

Please submit your proposals to me at docdanracy@sbcglobal.net.

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To register, go to http://www.ambrisko.com/ax/z7axsch.html

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The Nugget 7
## GGR Event Calendar

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<td>3</td>
<td>GGR Board Meeting</td>
<td>The Benz’s, 2360 Webster St.</td>
<td>Bill Benz</td>
<td>650.328.4221</td>
<td><a href="mailto:WMHBENZ@aol.com">WMHBENZ@aol.com</a></td>
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<td>5</td>
<td>GGR Autocross #4</td>
<td>Candlestick 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>
<td>6</td>
<td>PCA Hospitality</td>
<td>Infineon Raceway - Vintage Races</td>
<td>Kurt Fischer</td>
<td>415.883.4900</td>
<td><a href="mailto:truk50@ix.netcom.com">truk50@ix.netcom.com</a></td>
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<tr>
<td>6</td>
<td>Zone 7 Concours #2</td>
<td>Parts Heaven, Hayward, CA</td>
<td>Bob Morgan</td>
<td>408.410.3209</td>
<td><a href="mailto:rjmorgan@aehr.com">rjmorgan@aehr.com</a></td>
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<td>6</td>
<td>Parts Heaven Swap Meet</td>
<td>Parts Heaven, Hayward, CA</td>
<td>Jim Bryant</td>
<td>408.937.5469</td>
<td><a href="mailto:jjbryants@hotmail.com">jjbryants@hotmail.com</a></td>
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<td>Zone 7 Concours #3</td>
<td>Sacramento</td>
<td>Kent Brandon</td>
<td>916.652.4406</td>
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<td>18</td>
<td>Friday Night Social</td>
<td>Harry’s Hofbrau/Carvery, 1297 Chess Drive, Foster City, CA</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<tr>
<td>26</td>
<td>Zone 7 Rallye #4</td>
<td>Summer Solstice</td>
<td>Jim Cooper</td>
<td>209-239-9465</td>
<td><a href="mailto:xdecman@comcast.net">xdecman@comcast.net</a></td>
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<td>30</td>
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<tr>
<td>3-4</td>
<td>GGR Time Trial #5 and Driver Education Event</td>
<td>Buttonwillow Raceway</td>
<td>Ken Park</td>
<td>510.414.8004</td>
<td><a href="mailto:kenp911@aol.com">kenp911@aol.com</a></td>
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<td>4-10</td>
<td>Porsche Parade</td>
<td>Fort Worth, Texas</td>
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<td>Harry’s Hofbrau/Carvery, 1297 Chess Drive, Foster City, CA</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<td>17</td>
<td>GGR Autocross #5</td>
<td>Alameda</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>
<td>24</td>
<td>New member Social</td>
<td>TBD</td>
<td>Paul Seidel-Smith</td>
<td>408.978.7277</td>
<td><a href="mailto:porsche968paul@earthlink.net">porsche968paul@earthlink.net</a></td>
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<td>GGR Swap Meet</td>
<td>Carlsten Porsche</td>
<td>Larry Adams</td>
<td>650.345.2232</td>
<td><a href="mailto:oldcarnut@aol.com">oldcarnut@aol.com</a></td>
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<td>5</td>
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<td>7</td>
<td>Zone Autocross #5</td>
<td>Alameda Point</td>
<td>Cathy Carlson</td>
<td>831.728.3190</td>
<td><a href="mailto:3cacres@redshift.com">3cacres@redshift.com</a></td>
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<td>8</td>
<td>GGR Autocross #6 Zone Autocross #6</td>
<td>Candlestick 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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<td>28-29</td>
<td>Zone 7 Autocross School</td>
<td>Candlestick 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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### Contact Information

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

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

- **Time Trial Registrar**, Lori Hageman  
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  Antioch, CA 94509  
  925.252.0206  
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The members of GGR who compete in autocross or time trials have an important decision to make later this year. A small committee of avid GGR competitors has spent the last two years building a new car classification system (let's call them "rules" to save Nugget space) that will drastically change the flavor and level of competition for most drivers if the new rules are adopted for next year.

I'll state up front that I'm on this committee, so you may see some bias in my words. I'll try to state my arguments as clearly as possible and ask that you consider what you, as a member of GGR, want from the driving competitions our region hosts, and then express your opinion to as many Driver Events Committee (DEC) members as you can find.

In the current system, we have a total of 138 different competition classes for autocross (AX). Time Trial (TT) has just 17 fewer, as there is no "stock" category. For 2003, there was an average of 1.9 drivers per class per event. Even if you look at year end results, an average of only 4 cars competed per class in any event that year. From my perspective, if we want to call what we are doing "driving competition," something needs to change.

A clearly stated goal of the Evolution Committee that created the current rules back in 1994 was to make sure that no competitor felt his car was uncompetitive. They divided the cars along natural lines, keeping the performance potential as well as the performance characteristics (this is important) extremely narrow within each class. This accomplishes their primary goal - show up with your stock car, and you'll only be competing with cars that are very similar to your own. Layered on top of these classifications are steps (let's call them categories) of allowed modifications.

The categories (improved, production, modified, etc.) are designed to help guide participants along a well thought-out modification path - start with a strut brace, a chip and some sticky tires and you're in improved. Stiffen the suspension and you move to production. This makes perfect sense.

However, there are two inherent issues I believe disenfranchise many competitors. First, the grid approach of classes and categories spreads out the 100 cars that show up at each event across about 50 different classes on average, so you are just as likely to be competing against only yourself as even one other person. How well did you drive today compared to others? Who knows? Just assume that all the other classes have a higher performance potential and pat your self on the back, or assume all the other classes are slower and kick yourself for being so slow. The PAX index attempts to provide this information, but it can only muster a half-hearted effort.

The second inherent issue is that a single modification can put you into a class where you cannot be competitive without thousands of dollars of additional modifications. Even if you're on street tires, go just a little too big with your new wheels or install an aftermarket wing and you find yourself in Street Modified category where most competitors have full race suspensions and lightened flywheels. Good luck!

The point system approach that the committee will propose later this year attempts to take both of these issues into account. The way it works is simple enough - your car, based on the stock model and year, gets a certain number of base points. The greater the performance potential of the car, the more base points. Then, you consult a list of about 100 possible performance-enhancing modifications, each with a small number of points associated with it that correspond to the relative amount of additional performance potential the modification provides. Add the modification points to the base points and you have your point total.

What you end up with is a list of all the cars, sorted by total points. The car with the highest number of points should have the highest performance potential while a bone stock 356 will have the lowest number of points in the field with the lowest performance potential.

To make competition classes, simply divide the cars at certain point plateaus. Let's say there is a new class at each 50 point increment.

(continued on page 21)
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Board Meeting...

Andrew Forrest, Secretary

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

CALL TO ORDER
The meeting was called to order at 7:12 on May 6, 2004 at the residence of the President, Palo Alto.

Board members present were Bill Benz, Jeff Williams, Andrew Forrest, Dan Thompson, Claude Leglise, Paul Seidel-Smith, Nugget Editors Jim Bauman & Tom Pickett and Webmeister Susan Angebranndt. Also present were Nancy Bishop, David Leong, Shirley Neidel, Harold Williams and Doug Ambrisko.

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

B. POSTMORTEM OF EVENTS
1. Friday Night Social at Harry's Hofbrau
2. Autocrosses: Alameda was extremely well attended with 117 participants. Golden Gate Fields was fun for the 84 people attending as they got 10 runs each.
3. GGR was well represented at Crab.

C. DIRECTORS REPORTS
PRESIDENT, Bill Benz
1. A plan was proposed to have a backup mechanism for obtaining mailing labels for the Nugget in case they are unavailable through the usual channels for whatever reason.

VICE PRESIDENT, Jeff Williams
1. Calendar Changes: September 11th Autocross moving to Alameda from Candlestick; August 29th, 30th Zone Autocross School is now official.
2. Insurance ordered for everything but dyno day, pending confirmation of event.

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

MEMBERSHIP, Chet Bottone
1. Nothing to report.

COMPETITION, Dan Thompson
1. Advised board of PCA endorsed on-track insurance availability. Notice and link to be placed on web site.
2. Attended successful Coastal Driving School event at Thunderhill.

SECRETARY, Andrew Forrest
1. Nothing to report.

SOCIAL, Paul Seidel-Smith
1. Date and location for Annual Joint Board Social Meeting was discussed.
2. A one day tour for new members was discussed. Tentative dates include July 10th or some time in August.

PAST PRESIDENT, James Ohl
1. Nothing to report.

NUGGET EDITORS, Jim Bauman & Tom Pickett
1. Nugget was published on time.

WEBMEISTER, Susan Angebranndt
1. Nothing to report.

D. OLD BUSINESS
1. We have decided not to obtain a post office box.

E. NEW BUSINESS
1. It was decided that a formal mid-year review should be held at the next regular board meeting.

ADJOURNMENT
There being no further business to come before the Board, a motion to adjourn was approved at 8:46 PM. The next Board of Directors meeting will be held Thursday, June 3rd, 2004 at 7:00 p.m. at the residence of the President, Palo Alto, Calif. Call President at 650.328.4221 to add items to agenda.

Respectfully submitted,
Andrew Forrest, GGR Secretary 2004
What do all these fine companies have in common?

STATE FARM INSURANCE
(Chuck Davis, Agent)
CARLSEN PORSCHE
DAVID LOOP EUROPEAN
DEVEK
GD RACING
INTERNATIONAL AUTO BODY
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JERRY WOODS ENTERPRISES
KAHLER’S WERKSTATT
PORBOYS

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

They are proud sponsors of the GGR 2004 Time Trial Series!!
This is 2004’s Last Time Trial
It is also a Driver’s Ed event!

Time Trial #5: Buttonwillow
July 3-4, 2004
Grand Ohl Party!

In early May, ohld friends of James and Jean Ohl got together at Chevy’s in Foster City to say goodbye. After 20 years in GGR, the Ohls have retired and are moving to the beautiful Pacific Northwest. James was active in GGR as President, Vice President, and Treasurer, and participated over the years in autocross and time trial in GGR and Zone 7. Jean ran Adopt-A-Highway from early 1990s until it’s demise in 2003. Both were active in Zone 7 and other PCA regions and attended many Parades. They were very active in socials, rallyes, tours, and just about any other PCA event you can name! We’ll miss them - but at least they won’t be too far away!

Below, GGR Treasurer Claude Leglise presents James with a certificate declaring James and Jean Ohl as lifetime members of GGR.
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CHRISTMAS IN FLORIDA, IN APRIL

by Claude Leglise, GGR Treasurer

- 9 winners of the Daytona 24 hours
- Porsche diesel tractor
- Over 500 racers
- Porsche Number One
- Vic Elford, Jacky Ickx, Derek Bell
- Carrera GT
- 908/03 winner of the Targa Florio
- 917-23 winner of Le Mans
- Roger Penske’s 917/30

All these, and many more, were at the Daytona Speed- way the last week-end of April for Rennsport Reunion II. Organized by Porsche and Brian Redman with PCA’s assistance, this event was to Porsche fans what Christmas morning is to a 6-year-old. Eyes wide open, running from one surprise to another, incredulous at being able to finally touch the objects of so many dreams.

It all started last Thanksgiving with a blurb announcing the Reunion on PCA’s national web site. It caught my eye because it was to be held on my birthday (I am now 29, with many years of experience), and it turned out that I had too many miles in my United account anyway. So Cindy and I decided to go spend the week-end in Florida and check out Daytona.

Friday morning, April 23, we arrive at the Speedway to pick up our pit passes. A friend of ours from New Hampshire is driving his IMSA 962 for the week-end, and we get to be his ‘crew’. The passes let us roam around everywhere, except the track itself. Next time I’ll get Nugget credentials and ask for a press pass.

As we emerge from the tunnel under the oval, we hear the screaming sounds of Porsches practicing at 200+ MPH in turn 3. We drive in, and, there on the right hand side, Porsche has set up a dirt area to test drive Cayennes in their natural habitat. The line is short; let’s go. Cindy and I both get our turns behind the wheel and crawl through whoops, a turn banked at 30 degrees, a creek and an impossible ramp steeper than Nob Hill. All the differentials are locked, the transmission clings, clacks and whirs, but we get around the course very smoothly. Truly impressive. Good thing there is no salesman at the exit; otherwise we would have driven home. Gotta talk to Santa Claus about a Cayenne; I hear it makes a nice tow vehicle, too.

Next we walk through the paddock which, at first, has the same feel as any GGR time trial week-end: 914s, 911s, 944s, a few 996s, plenty of E-ZUPs. A racing team is about to raise a GT3 with compressed air. I make Cindy wait to watch the feat, secretly hoping she will be so impressed when the car rises a foot off the ground, she will tell me to buy one. We keep walking. All of sudden, we spy a black 356 holder of the world speed record, with the Bonneville hub caps still on. And here is Alois Ruf with a beautifully prepared bright yellow 996 turbo. Over here on the left, a brand new looking silver GT1 with license plates (!) on top of a transporter. This red contraption put-putting around the paddock is a squeaky clean Porsche Junior Diesel tractor, a single cylinder engine model. The sprightly gray haired couple driving it are probably only a little older than their machine. And here is the Rothmans 959 with which Jacky Ickx won the 1986 Paris-
Dakar rallye, though somebody has washed off the sand and dust. A Mark Donohue CanAm car under a tent sparks Cindy’s memories of serving as a pit photographer for a privateer at Laguna Seca in 1973. We finally make it to the garages, and this red short tail 917 looks awfully familiar. The sign says it won Le Mans in 1970. It was the first year Porsche won Le Mans outright. I remember; I was there! Back then, it was the first long distance trip my high school friends from Paris and I made on our 49.9cc mopeds. Our parents were scared to let us go alone. We slept in the dirt near the Dunlop curve dreaming of screaming V12s, but that’s another story.

We are surrounded by serious hardware. Four 908s, two of them in 908/3 configuration and wearing the Martini Racing colors. This model won the Targa Florio and finished third at the Nürburgring in 1971. The white and green 908 long tail next door won at Spa in 1969 with Brian Redman behind the wheel. 956s and 962s are everywhere. Chassis number 956-117 now belongs to Joest Racing. It won Le Mans twice and scored 35 top 3 finishes in its day. Chassis 962-121 won Sebring twice. Three identical 962Cs are displaying the Shell and Dunlop colors. Number 19 was driven by Mario, Michael and Jeff Andretti. In the “old cars” section, we see the 550 Spyder that Hans Hermann drove to win La Carrera Panamericana in 1954. Nearby is comedian Jerry Seinfeld’s silver Gmünd coupe. The aluminum body was hammered by hand on wooden bucks. And so it goes, on and on and on. At every turn a Porsche celebrity.

Our feet hurt and we are hungry; let’s go find some dinner. All I have to say is that if Hooter’s is your idea of a major culinary experience, then Central Florida might be for you. For native or adopted Northern Californians, there is one decent joint north of town in the form of an English pub. The Guinness is served warm and the steak cooked to perfection. Call us if you need the address.

Saturday, Day 2, the action is on the track. The best part is that Porsches are meant to be driven, and all these beauties we saw yesterday, young and old, are in perfect running condition. There are five groups qualifying for Sunday’s races, and everybody gets a chance to get out on the famous Daytona oval: RSKs, 356s, 911s of all stripes, 935s, GT1s, CanAm turbos, and more. You would think that the drivers would be extremely careful with their old rides, but no, these guys are RACING! We witness a couple of 962s spinning on the exit of a turn, 911s missing the braking zone, and a 904 on a mowing expedition. Awesome!

At noon, it’s time for the PCA parade. A German 911 police car, complete with flashing light and siren, leads 40 911s, one model for each year of production of this emblematic car. We can all see that the design has evolved, but the essence is still the same. Right after that, a brand new black Carrera GT opens the way for the exhibition of Porsche’s history. Klaus Bishof, director of the museum in Zuffenhausen, drives Porsche Number One, a beautifully restored 356 open-top roadster built in 1948.

Kevin Buckler is here too with the 996 that won Daytona last year. After a few laps, all the race cars are lined up in the pits for the Concours d’Elegance. It is not your typical Meguiar’s and Q-tip event. Instead the judges look for authenticity, and how closely the cars match the configuration they were in during their racing heydays. The judges are folks like Norbert Singer, Brian Redman, Peter Falk, Bobby Rahal and Hurley Haywood. Now is the chance for the spectators to see all these beauties lined up, and to mingle with famous drivers. A crowd forms around Jerry Seinfeld, graciously signing autographs in his driving suit. Hey, that guy in the blue shirt, that’s Sir Derek Bell! He’s on assignment for Speed TV, which will air a Rennsport Reunion special on July 9. Get your Tivo ready.

At the end of the afternoon, we get to walk on to the steeply banked oval near the start/finish line for a major photo op: 9 winners of the Daytona 24 hours
in a single shot. Then we walk over to the PCA dinner under a big tent in the paddock. We meet many members from Florida, New Jersey, Southern California, Texas and other exotic states, and “I could not stop taking pictures!” is an often heard sentiment. After dessert, Porsche Cars North America has organized a panel discussion with Peter Falk (former driver and head of racing development), Hans Mezger (developer of the 908, 911 and 917 motors), Valentin Schaffer (builder of race cars), Norbert Singer (father of Moby Dick) and Alwin Springer (former president of Porsche Motorsports). We hear many stories about developing turbo technology for racing, finding loopholes in FIA rules, and some words of hope about Porsche’s future involvement in world racing. With such a distinguished panel, the evening ends much too early.

Sunday, Day 3. Our plane back home leaves early, so we will have miss the races. However, the Speedway is on our path to the airport, so we go back for more of the same. It is impossible to overdose on historically significant Porsches.

The talk in the paddock is that Porsche Cars is thinking of organizing a third Rennsport Reunion in three years.

I hope you can experience the excitement then, but realistically I probably won’t have enough United miles to fly all the GGR members across the country. A far better solution is to start lobbying now for a venue closer to us, maybe Laguna Seca or Sears. Send your letters to PCNA, PCA, Brian Redman, Kevin Buckler, SpeedTV, anybody you can think of. Write early and write often. It will all be worth it. Christmas should come to Northern California.
Report for March

New members 19
Transfers Out 1
Total Membership 1756

New Members
Harry P & Kim Roussard Foster City 1999 911
Jim Maroudas San Jose 1986 911
Thomas Mortensen San Jose 1969 911 E
Josh O Silberman San Francisco 1986 911
Mark R Savarese & Joan Cragun San Jose 1965 911
Evi Alford Campbell 1977 911
Brian G Lay & Sarah Foss Sunnyvale 1986 911
Campbell V Webb San Francisco 2003 996
Robert & Kiska Icard San Francisco 1987 928 S4
Steve Lau & Kai Weller San Jose 1987 944
Michael H & Cindy Casey San Francisco 2000 Boxster
Robert E Houlihan Mountain View 2001 Boxster S
Chip Laub San Jose 1985 944
Russ Vander Sluis Menlo Park 1998 911
Bill & Indiana Kerr Daly City 1992 911
Frederick T & Thomas Grieb San Francisco 1992 968
James M Yang San Francisco 1999 996
Randolph L Townley San Jose 2001 996

Anniversaries
Norbert H L & Margrit E Nieslony San Carlos 40 Years
Dennis E & Harriet J Neely Danville 35 Years
Mark G Mc Laughlin & Linda Deasy Menlo Park 25 Years
Robert E & Elizabeth Owen Saratoga 25 Years
Joseph A & Diane Rossi Scotts Valley 25 Years
Richard Conway Oakland 20 Years
Conrad A & Leslie Hauser Saratoga 20 Years
Brent W & Valerie Harnish San Mateo 15 Years
Scott & Terry Robertson Livermore 15 Years
Waymond & Alexander Ho Fremont 10 Years
Gary H & Jill Matuszak Fremont 10 Years
Rich & Margarita Slevin Los Altos Hills 10 Years
Michael K & Debra Whelan Roseville 10 Years

The Next Friday Night Socials

June 18th/July 16th 6pm - 9pm
Where: The Carvery/Harry’s Hofbrau
San Mateo, CA
Need more information? Call Paul Seidel-Smith at
408.978.7277 or email porsche968paul@earthlink.net

Candlestick Saturday June 5th & Alameda Point Saturday July 17th

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

For more information, go to the GGR web site (www.pca-ggr.org) or contact
Doug or Dana Ambrisko, Autocross co-chairs.
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MO LAPS (Continued from page 10)

This will greatly reduce the total number of classes and therefore should increase the average number of cars in each class while still managing the range of performance potential in each class. This will definitely foster a much more competitive spirit at the events. Also, as the points for each modification are relatively small, no single modification will make your car uncompetitive. You want to put an RS 3.8 wing on your otherwise stock 912? Go for it. Of course, it is possible to collect a series of modifications that don’t add up performance wise to the point total if they don’t work well together. For instance, there are points “built into” the fender flare modification because it assumes you’ll go to wider wheels. To build the MOST competitive car, you’ll still want to choose your modifications wisely.

One of the big questions that many people have is, “can a 911 be ranked fairly against a 944?” or “can a 996 be competitive in the same class with a heavily modified 914 given that the performance characteristics are so different?” The answer is - only time will tell. Of course, there are tracks that reward handling over power and others that reward power over handling, but I believe that we run events at enough different tracks that those slight (and I do believe they are slight) differences will come out in the wash by the end of the season.

We are approaching the point where the rules will either be approved or rejected based on the desires of the general membership and a vote by the DEC. Before then, I ask you to consider the idea that at our club level, driver ability and experience are by far the biggest variables. If you want to win, chances are that you’ll be more successful working to improve your own driving capability rather worrying about the 20 points you are giving away to a competitor in your class. Then, decide if you are willing to accept small performance differences in a class in order to foster genuine competition. Don’t forget to tell a DEC member how you feel, as they will be voting on your behalf.

30th Annual CARlsen PORSCHe CONCOURS

Presented by Golden Gate Region Porsche Club of America

Sunday, August 1, 2004 • 8:00 A.M. to 3:00 P.M.
Carlsen Porsche Dealership, 3636 Haven Avenue, Redwood City, CA

Entry Fee: $20.00 per Car (Proceeds to Charity)
Placement from 7:30 A.M. to 8:30 A.M.
Food: Hot Dogs, Chips, Cold Drinks, Etc.

Directions: From Highway 101, exit East onto Marsh Road and turn left onto Haven Avenue. For Information, call Larry or Greg Adams at (650) 345-2232 or e-mail OldCarNut@aol.com

The Nugget 21
Are Your Nuts Rough? by Terry Zaccone, GGR Past president

Does it seem as if it takes 200 foot-pounds to screw them on and off? I have the answer. You can buy a new set of aluminum lug nuts for about $200, or, you can buy Snap-on tools TRT-14150 and TR14150 for about $6. TRT-14150 is a rethreading tap and TR14150 is the rethreading die. Unlike regular taps and dies, these are not sharp and do not cut metal. They have extra clearance and rounded edges so they straighten threads rather than cut them. I just did this on Marcel, dressing both the studs and the nuts. I cleaned them off, greased them up, and they work beautifully!
May 8th and 9th was exciting as always. In the Group 1 Sprint, Masuo Robinson came from behind in traffic to catch Gary Boss and hang on for the win. Seven of the top 11 were all GGR members. Mat Lowrance won the Group 2 Sprint, despite a spin while leading.

Photos: Ron Leppke (top) and Dave Leong
Sacramento Valley Region Presents

Zone 7 Concours #3
Shriners Hospital for Children
Stockton Boulevard and Y Street, Sacramento

This concours has become the largest car show in Sacramento and draws entrants from all over California and several other western states. It is a significant fund-raiser for the Shriners Hospital for Children. There will be a PCA sponsored Hospitality Tent with seating and free refreshments.

Saturday, June 12, 6 P.M. to 11 P.M.
Grand Marshall’s Banquet at the Coca Cola Plant on Stockton Boulevard
Honoring Bob Garretson, Grand Marshall of Shriners Concours
Banquet Fee: $30.00

Sunday, June 13 - PCA Zone 7 Concours #3
7:30 - 9:00 A.M. - Car Placement • 9:30 A.M. - Gates Open to the Public
10:00 A.M. - Judging Begins • 1:00 P.M. - Parade and Awards Presentation
SVR Zone 7 Concours only: $25.00 • Shriners Concours only: $25.00
Shriners Concours and SVR Zone 7 Concours: $40.00
Display only: $15.00 (Includes Shriners Concours Admission)
PLEASE: Bring a new, unwrapped TOY for the children!

Registration deadline for PCA SVR Concours is Sunday, June 6, 2004. Contact Jeff Kinder at (916) 765-2801 or Kent Brandon at (916) 663-1702. Make checks payable to “PCA SVR” and send to Jeff Kinder, 4320 Fremont’s Loop, Rescue, CA 95672. For Shriners Concours Registration, contact Marie Woods at (916) 685-1615 or www.shrinersconcours.com

Yosemite Region Presents

Summer Solstice 2004
Saturday, June 26

Please join us for the 31st running of this TSD rally.
Registration at 9:00 A.M. • First car out at 10:01 A.M.
All makes of cars are welcome.
Cost: $20.00 per car or $15.00 if preregistered prior to June 20

Directions - Start and finish will be in Stockton at the Marina Center on Benjamin Holt Drive, just west of I-5 in Stockton. From northbound I-5 in Stockton, take the Benjamin Holt exit and turn left; from southbound I-5 in Stockton, take the Benjamin Holt exit and turn right. Registration will be set up behind the McDonald’s.

Preregistration - To preregister, save yourself $5.00, and receive a copy of the general instructions, send a self-addressed stamped envelope and your check, made payable to “Yosemite Region - PCA” in the amount of $15.00, to:

Jim Cooper • 9109 Lathrop Road • Manteca, CA 95336
Telephone (209) 239-9465 • E-mail xdecman@comcast.net
Preregistration deadline is June 20.
It's funny how a time trial can bring out the best in a driver, but the worst in a car. I knew my 23 year old 911 SC wasn't perfect - whose is? And I won't claim that there weren't any leaks before that first time trial in Buttonwillow. But boy, those slow drips I had at the autocrosses turned into the hundred year flood after the first run session of time trial! I have heard Bill Benz say that oil is cheaper than having leaks fixed, but even Bill will agree, if your unit of measuring oil leaks is gallons per event, it is time to do something about it.

There wasn't just one leak or two: Everything was drenched on both sides of the engine. The oil had made its way up to the inside of the deck lid, the fan had sucked it in and blew it over the cylinders - a whole new definition of "oil cooling."

Probably the best idea would have been to simply give up and slowly drive it to the next Porsche shop and drop it off for a complete re-seal. That would have been quickest, but there was the budget to worry about! Moving my young family to the Bay Area and purchasing a modest house put a big monthly leak - called a mortgage - into our wallet. Ever since, large auto repair check writing is verboten! I could have a dry, sealed engine quickly but would be so broke I would miss time trial 4 at splendid Laguna Seca!

Soon after I got the car last year, I was curious to learn about its legendary flat six. Now I've turned my share of wrenches on American V8s, but now own what I call a "180 degree V6" with a modular all aluminum construction, all news to me! Luckily, I attended the Jerry Woods/Bruce Anderson's engine overhaul class last fall. The 4 day class was great fun and very educational, the classmates all Porsche nuts, the food rich and plentiful - I just wouldn't have dreamed that I would need the knowledge so soon!

After examining my leaks, the easy to fix locations weren't the issue. The culprit appeared to be a rocker shaft leaking to the outside world. But worse, both cam end plate o-rings that seal the chain housings to the cam housings were leaking, showing their 150k mile life. That's what likely slung oil all over the place. To comfortably repair and clean this all up, an engine drop was on order - and I was going to tackle this myself! I was going to turn things around - the worst of the car was going to bring out the best in the mechanic!

Dropping the engine is a daunting task in itself, but at least there is none of that yucky green stuff called coolant. Once I had the car up in the air, gravity was on my side - and very helpful was a tech article from the Pelican Parts website describing an engine drop on a 911SC identical to my car. Besides the mandatory Bentley manual most of us have, I had purchased Wayne Dempsey's outstanding book on "How to rebuild and modify Porsche 911 engines", rounding off my theoretical knowledge about the machinery I was going to tackle.

Once I removed the engine and separated it from the transmission (an honest 5 hour job), I needed a special yoke adapter for the engine stand. I got one through EBAY from a retired Porsche mechanic - at a much reduced cost. My trusty V8 engine hoist was probably amused when lifting that featherweight flat six from the dolly to the engine stand. I was ready to dig in!

Next, the muffler had to go, and so did the engine tin which surrounds the flat six so nicely, that it held and cooked all the spilled oil. You can’t clean things or do much with the tin in place. But I did decide to leave the K-jetronic injection system alone, even though it supposedly can be removed as
a unit. The backside of that system - nicely out of sight when the engine is installed - looks very unorganized for a piece of machinery von meinem Vaterland. I wanted nothing to do with it! I also resisted the temptation to replace the heat exchangers with high dollar stainless exhaust and simply left it all in place.

After I removed the valve covers, my suspicion of a rocker shaft leak was confirmed on cylinder 1. Upon further inspection, things progressed very quickly away from the oil leak issue. The right cam’s intake lobe on cylinder 4 showed ugly pitting as you can see in the photo.

Once a cam reaches that point, it will wear quickly and shavings will spread throughout the crankcase. We always hope for the oil filter to do its job, but this may be enough to actively refute that "bullet proof" reputation the 3.0 has received over the years. The cams had to be refurbished. As on any cam, lifters or followers have to be refurbished or replaced to make sure thing mate properly. Old rockers on a new cam would potentially run the cam flat within a few thousand miles. And instead of having them refurbished and lose valuable time, I opted to buy all new rockers. And that, my friends, is where it started. I figured I "might as well!"

To get to the cams and o-rings, more things have to come off: Chain housing covers, tensioners, idler arms, sprockets and chains. And there it was already, the next "might as well." My tensioners were the original 1981 models! I had learned in my engine class, in 1980 the idler arms on the flat six had gotten a wider base and a bronze bushing. The idler arm now would not bind any more and this greatly reduced chain tensioner failure.

If you combine the wider idler arm base with collars that mechanically prevents total collapse of the old style tensioners, there isn't anything that can cause the chain to jump the sprockets and lead to terminal failure. The only thing left would be to check the tensioners about every 40k miles. All was fine, I was all set, but after taking those covers and old tensioners off, was I going to put them back? I don't think so! How about the carrera chain tensioner upgrade? *Might as well!*

Taking things apart is always easiest. However, to get the chain sprockets off, you will need cam holder tools. These are mandatory, and there is no shade-tree way around it. The way the sprockets are held on changed in the early 80s, from a nut to a bolt. Different tools are in order depending on your style of cam. After consulting the books, I had ordered the late style holder.

You guessed it, when I opened the chain housing covers; I found early style cams in there! *Might as well* keep the new style holder for future use on other club members' engines (Jim and Tom are gonna need rebuilds soon...ed.) and order the correct early tools. In 1981 the style of cams you end up with probably depended on what side of the engine assembly room your engine was put together. At least it looks like they could agree to put the same style cams in both sides of one engine!

Once the cams were refurbished, I could start reassembling. It never hurts to be generous with assembly lube, even though engine oil will suffice, if you are sure you will run the engine soon after assembly. To time the cams, only the intake valve rockers on cylinder 1 and 4 are installed. The procedure is probably the most complicated job on the flat 6 assembly and it is described best in Dempsey's rebuild book.

A metric dial indicator and a Z shaped holder are something you *might as well* get for this task. I tried to use my magnetic base from the American V8 tool-chest to hold the indicator, only to notice that there isn't a piece of magnetic material anywhere on the flat six to attach it to! Also, you need to resist the temptation to use your English unit dial indicator; this wouldn't be the first catastrophe resulting from unit conversions.

During the timing procedure, I first made sure the chains were firmly tensioned. I was able to hold the left side idler with vise grips or a C clamp.
But for right side, I figured I *might as well* buy the inexpensive special tool "P204" in order to do a professional job. The photo shows how this little helper holds the idler to ensure precise timing.

Once the cams were timed, I installed the chain tensioners. My engine class started to pay off again. Jerry Woods uses a special tweak to limit travel on the oil fed tensioners. According to Jerry, oil fed tensioners can see very rare failures caused by oscillations if an engine runs at very high rpm and then abruptly drops to low rpm. Timing can jump and this can lead to terminal engine damage.

While I do not run my engine at very high rpm, keeping it under the factory rev limit, I remembered "long high rpm runs." That part sounds awfully familiar, and opted to play it safe and do the mod. For this modification, I disassembled the chain tensioners as shown in the photo below.

I removed the tensioner again and limited the total available travel to 1/8" by installing a piece of tubing into the bottom of the tensioner that is 1/8" shorter than the measured total travel. The tubing has to be 5/8" outer diameter and about 1.5 mm wall thickness. Hydraulic tubing is a good choice but I had found bronze bushings at the hardware store that had the perfect dimensions.

The photo below shows the assembly with the bronze tubing on the bottom of the tensioner piston, before the assembly goes back together.

With the spring removed, I installed the tensioner, and then measured the total travel between the collapsed tensioner and the fully tensioned idler arm as shown in the following photo.

You *might as well* throw away the grenade pin and the C clip retainer because they will not fit with the limited travel, and are not needed once the tensioner is installed. If you ever have to take apart a Woods assembled engine, you will notice that the tensioners have the c-clip missing and the tensioner piston travel is limited.
According to Jerry, all his engines (even the stock rebuilds) *might as well* get this final tweak to race proof chain tensioners. I am paraphrasing and am unsure if he really used the words "*might as well*" but you can tell, I may have company!

So after I installed the tensioners, it was time to put in my new rocker arms. The factory installations rely on the shafts being pressed against the bore by tapered bushings. RSR race cars got a seal installed in the groove that separates the enlarged section from the part of the shaft that holds the rocker arm. These seals are available and recommended as a safety cushion to avoid future oil leaks. You guessed it, I jumped on this cheap insurance! *Might as well!*

So with the rockers installed, I set the valves at 0.1mm clearance, an easy job with the engine out of the car!

Finally, I reinstalled the distributor using a new distributor o-ring and then sealed everything back up with the respective covers and gaskets.

Now it was time to invite friends over and hand them a beer, various brushes and generous amounts of engine degreaser. I remember thinking “*I might as well* make sure the fluids don’t get mixed up!”

Here’s a picture of my 3.0 restored to its former glory, with the chain tensioner upgrade installed!

I have since installed the engine back in the car, the cams and rockers are broken in.

After a fun test drive up Mines Road in Livermore, the car is now back up on jackstands! You know, after cam break in, you need to change the oil. *Might as well* upgrade the tube oil cooler loop to a Carrera radiator while the oil is out of the lines.

**Boxters at Golden Gate Fields**

*I might as well* spend all the money I saved on doing all the work myself!!!

But seriously, money aside, the satisfaction and fun I had over the last six weeks did indeed bring out the best in the mechanic! My 911 is in the best shape now since I have owned it. It’s probably in its best shape since a decade. And now it’s ready to get the best out of its driver at the next time trial at Laguna Seca. *Might as well see you there!*
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Contact George at geo.aigel@netzero.net or 925.443.6975.

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