

WINDING ROADS

VOLUME 10
ISSUE 9

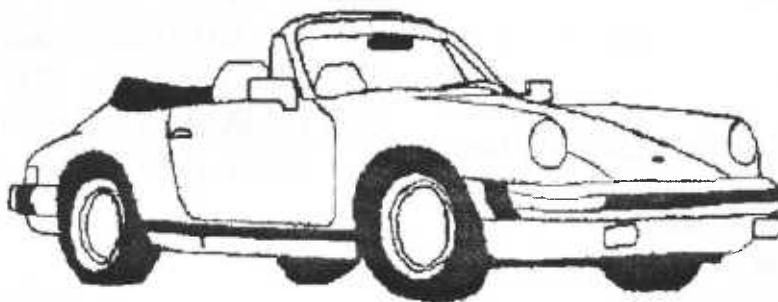
OCT 1995



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PORSCHE *Club* OF AMERICA

WINDING ROADS

Cal-Inland Region
Mike Forest/Editor
256 E. Ave. P-1
Palmdale, Ca. 93550



SCOTT LLOYD
614 E. AVE. J-5
LANCASTER, CA. 93535

ZONE 8 REPORTER

2

OCTOBER

SOLVANG '95

11 CAL-INLAND MEMBERSHIP MEETING!

BAKER'S SQUARE RESTAURANT,
PALMDALE BLVD. JUST WEST OF
A.V. FREEWAY. 7:00 P.M.

BE THERE

OR

BE L7

OCTOBER

- 7 Z8 Concours, San Gabriel Valley, San Dimas
Tom Sisson, (818) 331-4666
8 Z8 Rally, San Gabriel Valley
8 Z8 Autocross, Silver State, Las Vegas,
Stan Stanton, (702) 458-6595
14-15 Zone 8 PCA-POC Time Trial, Arizona Region
P.I.R. Phil Ryan 602-386-2763.

NOVEMBER

- 4-5 Phoenix Flight, Arizona Region, Sue
Herrmann 602-831-1840
4 Zone 8 Concours
5 Zone 8 Sialom
18 Zone 8 President's Meeting, Palm Springs.
18-19 Historic car races, Palm Springs.
TBA Zone 8 Time Trial, San Diego.

DECEMBER

- 2-3 P.C.A. Club Race, P.I.R.
9-10 P.C.A. Club Race, Los Angeles Region,
Willow Springs. Bill Bohn.

JANUARY

- 13 Z8 Awards Banquet, Presidents' and Editors'
Meeting, Anaheim

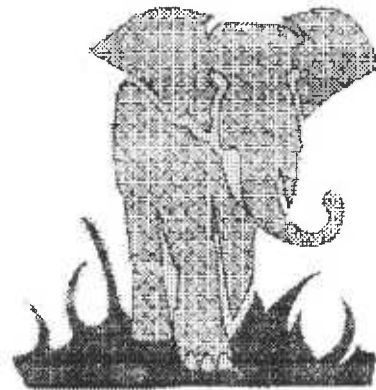
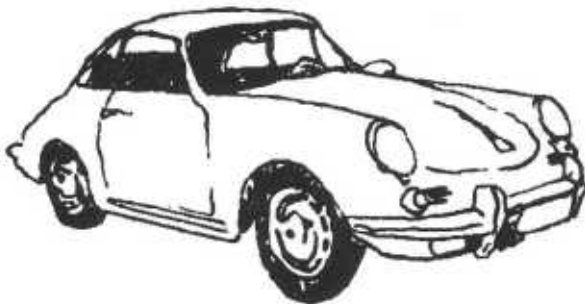
THE SOLVANG TOUR HAS BEEN
CHANGED TO A ONE DAY TOUR.
THE TOUR WILL TAKE PLACE ON
SATURDAY, OCT. 21st.

DUE TO LACK OF HOTEL SPACE, THE
CHANGE WAS NEEDED.

PLEASE SEE THE PREVIOUSLY MAILED
FLYER FOR ALL THE DETAILS OR CALL
MIKE FOREST AT (805) 273-2690



DON'T MISS THE E-BAR TOUR



928 TECHNICAL ARTICLES

Following is a list of technical articles printed in Porsche Panorama concerning the 928 Porsche. These are problem solving and how to fix it articles only. Information on cleaning, waxing, alarms and such can be found in the previous articles I have done on the 911, 912, 914 and 356 models.

<u>DATE</u>	<u>PAGE #</u>	<u>SUBJECT</u>
NOV. 1987	46	FUEL PROBLEM
APR. 1988	34	WHEEL SPACERS
JUL. 1988	38	INTRODUCTION TO FUEL AND IGNITION SYSTEMS
OCT. 1988	68	CIS PROBLEM
FEB. 1989	40	DUST COVERS AND QUIET TIRES
MAR. 1989	22	STANDARD TRANSMISSION
MAY 1989	60	CIS PROBLEM REVISITED
	62	HIGH MILEAGE SERVICE
OCT. 1989	78	CLUTCH PEDAL BREAKAGE
MAR. 1990	66	TIRE WEAR
APR. 1990	30	"S" SPOILERS
AUG. 1990	89	LEAKING STEERING RACK
NOV. 1990	72	COMPUTER CHIPS
FEB. 1991	72	BRAKE ROTORS
APR. 1991	68	STAINED ALLOYS
JUN. 1991	34	WATER-COOLED UPGRADES
NOV. 1991	48	TRANSMISSION
DEC. 1991	80	BALL JOINT BOOTS
NOV. 1992	27	STARTING PROBLEM
		INTERIOR
JAN. 1993	54	TIRE WEAR
MAR. 1993	66	LOWER GEARING
APR. 1994	42	VEHICLE JACKING
MAY 1994	64	BRAKE FLUID DAMAGE
AUG. 1994	28	COOLANT LEAK
	30	HOT START PROBLEM
MAR. 1995	82	ANTIFREEZE
	83	STIFF SHIFTING
APR. 1995	16	TIGHT DRAIN PLUG
MAY 1995	74	AUTOMATIC TRANS. UPGRADE
AUG. 1995	65	IDLE SPEED STABILIZER

928

BEAT THE HEAT TOUR

On Saturday, August 20th, five beautiful Porsches from Cal-Inland Region left the Vincent Hill park and ride lot for a tour through the San Gabriel mountains to the community of Wrightwood. The main idea of this tour is to get away from the heat of the valley floor in mid-August and enjoy some great roads and even greater company. The tour took us up Angeles Forest highway south-east to Angeles Crest highway. We were blessed with rock-free roads for the most part but did get into some areas where we had to do some large (basketball size) rock avoidance maneuvers. The temperature gradually dropped as we climbed to the highest point at Dawson Saddle on Angeles Crest highway. The elevation there is 7909 feet if I remember correctly.

By this time the sky had turned quite gray and the threat of rain seemed very real. Although we did experience a few drops, those of us without tops never had to install them. Traffic was light and for the most part very polite in that they would pull over and let us by at their first opportunity.

The cool air was a welcome relief from the heat and unlike last year it remained that way once we got to Wrightwood.

Once again, the Yodeler restaurant was our choice for lunch. The food is always good and the atmosphere is very friendly. We shared the grounds with a large group of Harley-Davidsons and their owners and I must say there were some very nice looking bikes in the bunch. With only five cars in attendance, we didn't look very impressive when parked down the middle of the main street and for that reason did not take any pictures. (Oh, yeah! I also left my camera at home.)

After eating lunch, each of us pretty much did our own thing in getting back to our places of residence. I was not real eager to get back to the heat, so the trip back was pretty casual as far as speeds were concerned.

I was a bit surprised to see old friends Dave and Alane on the tour. We haven't seen them for awhile and the reason is the earthquake was not kind to their business or their home. Their house was in the process of being remodeled and luckily? not all the work was done when the shaker hit.

Welcome back Dave and Alane.

Our next event is the tour to Solvang. You should already have received the flyer updating you on the changes to the tour. This has always been a lot of fun. Please join us on this one.

Editor

E-BAR TOUR

All of you pilots who have flown into Santa Barbara airport will recognize the name above. The Elephant Bar (E-Bar for short) is a popular place among pilots and locals alike. The food is good and they have an excellent Sunday brunch.

There are only a few roads leading to Santa Barbara and we have picked out a nice, winding route that will take us through Gorman, Frazier Park, Ojai and finally to the airport. It should take about 2 1/2 hours to get there. Unless we have a real early winter, the roads will be just fine.

We will meet at the Sizzler restaurant in Palmdale. It is located on the north-east corner of Palmdale Blvd. and 10th. st. west about one mile west of the A.V. freeway. Meeting time is 9:00 a.m. and we will leave at 9:30 a.m. Please arrive with full tanks and ready to go. The event will take place on Sunday, November 12th. 1995. For more information, please call Mike Forest at (805) 273-2690.

QUIZ

1. How many eight cylinder 914s did the Porsche factory produce?
 - A. 6
 - B. 0
 - C. 2
 - D. 8

2. What kind of car was James Dean driving when he was killed?
 - A. 356 Speedster
 - B. 550 Spyder
 - C. Gmund Coupe
 - D. '55 Chevy Nomad

3. When talking about the Porsche 356A, what do the words "uppie" and "downie" refer to?
 - A. Oil filter hoses
 - B. Front horn grills
 - C. Inside rear-view mirror
 - D. Rear license plate light

4. What year was the 912E produced?
 - A. 1976
 - B. 1977
 - C. 1969
 - D. 1980

Answers on next page.

FOR SALE

1993 3.8 RACE CAR. Has won 15 of 16 Porsche Club races entered. Placed 5th in IMSA Super Car competition at Sear's Point 7/15/95. The best of everything..BF Goodrich ad car. P.C.A., I.M.S.A., S.C.C.A. and race ready. \$86,500. Monte Smith 801/745-0905(MST).

1974 914 body only, Great for race car or project car. Body only; \$250.00. Rolling chassis; \$500.00
Mike Forest 805-273-2690.

1970 914/6. One-owner Las Vegas car since new. Serviced exclusively by independent Porsche-only repair shop for 20 years. 50K miles on car, 13K on complete engine rebuild. Numbers match. Original interior/factory foot rest. Mostly original faded blue paint. No accidents but some door dings. \$14,000. May consider combination cash and interesting trade.
Carl Young (702) 876-7982

WANTED

PORSCHE 1964 or '65 356 SC Sunroof Coupe. Numbers must match. Color not important. Car must be in concours or near concours condition. No junk. Serious Buyer.
Jeff Rogers (408) 867-0173

A short tech tip on spark plugs. Please credit as shown.

Sparklers

by Jim Pasha, Diablo Region

I've been reading a little on the Internet about spark plugs. Interesting. Here's a few cents for you PCAers who want a little more from your plugs.

Try indexing your plugs (I know you'll try it, read on). This involves using some spacers and marking your plug for the direction of the ground electrode. Indexing is used by ALL the major engine builders.

The plugs in all Porsche engines are angled toward the piston rather than directly vertical with the crown of the piston. Thus, when the plug is screwed in and stops against the head, the open-end of the ground electrode (extending from the side of the plug) may point in any direction depending on the random match of the threads in the head and the threads of the plug as the plug revolves into the head. If the open-end of the ground electrode points away from the piston crown, the gap between both electrodes (where the spark ignites the fuel) is partially shrouded from the top of the piston by the back-side of the ground electrode.

The idea is to ensure that the open-end of the ground electrode "points" toward the piston face. The spark-ignited fuel is at the face of the piston as the gases are compressed, and having an un-shrouded spark igniting the mixture assures a more complete burn.

I have used this method while testing spark plug combinations and, for my own cars, I can tell the difference. I have a device that I can screw the spark plug into to see how the electrodes are aligned. They usually are not. In a given set you may find only half that will point in the right direction when torqued in the head. The others point in directions you do not want. This is where the spacers come in. They come in thicknesses that allow for 60 degree adjustments. Some plugs are so far out that I just keep them for an oddly threaded cylinder. Generally, I can get plugs aligned within a 30 degree spread.

I mark the plug base so I can observe the location when torqued. For 911s and engines with shrouded plugs, I have a set of extensions and spark plug sockets that are marked. I put the plug in with the marks aligned. Of course, if you have the head(s) off for any reason, you can readily see how the gaps on each plug will align with the piston. Once you "index" each plug, you'll want to mark it to indicate which cylinder it goes in.

My opinion of the plugs available? I have tried all of the popular configurations. Split-fires work, but not according to their instructions. They have poor sealing rings and cost too much for what they deliver. My preference in Porsches, turbo or otherwise, are Bosch Silvers. They last and rarely foul. My opinion of Platinums isn't very high unless we are talking about the old style and are running all day on the Autobahn. Follow the Factory recommendations on plug gap unless you are a mechanic of the Vasek Polack or Andial caliber.

Most of the indexing components, calibration fixture, spacers, etc., are available from speed shops or certain engine builders. It is worth the trouble to do if you are going to track events with your vehicle.

(Editor's note: Jim Pasha writes technical articles for many national magazines including EXCELLENCE and PANORAMA.)

□

ANSWERS TO QUIZ

1. C.
2. B.
3. D.
4. A.

**MEMBERSHIP MEETING
OCTOBER 11, 7.00 P.M.
BAKER'S SQUARE, PALMDALE**

**SILVER STATE REGION
PRESENTS**

**ZONE 8 AUTOCROSS
in cooperation with
LAS VEGAS SCCA**

October 8, 1995

Oval Track at Las Vegas Speedway Park

Accommodations: BARCELONA HOTEL, 800-223-6330 for reservations -- ask for PCA rate. 5011 E. Craig Road, Las Vegas, NV 89115 (across from Nellis AFB, two miles from track). Or call Las Vegas Reservation Bureau, 800-826-3010.

Tech Opens: 7:00 a.m. First Car Out: 8:30 a.m. Timed Runs Begin: 12:30 p.m.

Call Stan Stanton (702) 458-6595 for more information.

\$30.00 per entry PCA members

Name: _____

Second Driver: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: _____ Region: _____

Car: _____ Class: _____ Club: _____

Send Completed Registration to: AUTOCROSS, Stan Stanton, 4087 Montoya Avenue,
Las Vegas, NV 89120.

Zone 8 TIME TRIAL October 14-15, 1995

Policy: This will be a PCA Zone 8 event. POC points will also be assessed. **Accommodations:** Comfort Inn in Goodyear, \$60 single/\$65 double occupancy. Call 932-9191 and mention the Porsche Club for reservations. **Tech:** Pretech will be required of all vehicles within a 50-mile radius of the pretech location. A late tech charge of \$30 will be assessed to anyone who does not pretech that falls under the exceptions stated above. **Run Groups:** There will be four run groups: yellow/student, white/novice, orange/intermediate, and red/fast. Entries will be limited to 100 drivers. **Run Order:** White, yellow, orange, red. **Practice Runs:** 15 minutes in length. **Safety Equipment:** Snell 85 or better helmet, 10BC fire extinguisher mounted securely within reach of the belted driver, 5-point harness, fire suit or all cotton clothing with long sleeves, leather shoes, driving gloves. PCA student drivers in stock class may use stock 3-point harness. (Yellow group only.)

Deadline for receipt of entries is October 8. Entries will be considered on a date received basis. This form must be complete with your class. If you have an official car number, please indicate. You will get a tech form at tech. Bring the approved form to registration at the Friday night pretech at the hotel or Saturday morning. You will then get your run group assignment and wrist band. Please complete and sign this form.

Make your check out to **AZ/PCA** and mail to: Phil Ryan
 22051 W. Ripple Rd.
 Buckeye, AZ 85326

For questions about registration, contact Phil at (602) 386-2763 (evenings).

TIME TRIAL EVENT ENTRY

Location: Phoenix International Raceway
 Date of Event: October 14 & 15, 1995
 Name _____
 Address _____
 City _____ St _____ Zip _____
 Driver's Lic.# _____ St _____
 Tele: Day _____ Eve _____
 Club: PCA _____ POC _____ Other _____
 PCA Membership # _____
 Instructor: Yes _____ No _____ Student: Yes _____ No _____ Rookie: Yes _____ No _____
 First Time at this Track: Yes _____ No _____ Car Model _____ Year _____
 Last 3 Events _____
 Signature: _____ Date: _____

Run Group _____
 Car # _____
 Class _____
 PCA/POC members: \$130
 Second Driver, same car: \$100
 Non Members: \$140
 Late Registration Fee: \$ 30
 Late Tech Fee: \$ 30
 TOTAL FEES: _____

CAL-INLAND 1995 OFFICERS

PRESIDENT

IVOR SHEPPARD 619-249-5214

VICE-PRESIDENT

TREASURER

DONNA SHEPPARD 619-249-5214

SECRETARY

MIKE FOREST 805-273-2690

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INSTRUCTOR

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RALLY CHAIRMAN

JOE BOUCHER 805-964-2113

SLALOM CHAIRMAN

BEV FROHM 714-997-3341

RULES COMMITTEE

CHAIRMAN

AL SCHLEGAL 619-755-8838



Give us your ads, your articles, your stories and your items of Porsche interest, but please give them to us by the 15th. of the previous month for inclusion in the next issue.

Statements appearing in "Winding Roads" are those of the author and do not constitute an opinion of "Winding Roads", PCA, Cal-Inland Region, it's officers or editorial staff. We reserve the right to edit as necessary all material submitted for publication.
