COVER STORY

GGR MEMBERS SEE OUTSTANDING COMPETITORS IN PORSCHE TRIPP

21 physically handicapped kids from the Life Experience Foundation showed us all what fine competitors they are during GGR's first annual Porsche Tripp held Saturday, October 23. The children participated in time trials, and a wheelchair event, then wrapped it up with a picnic in Fair Oaks Park for a full day of activities.

Each GGR member was teamed with a child who served as navigator for a timed trip through a pylon course; the GGR member then cheered his navigator through the wheelchair pylon course. Trophies were awarded in each event for each of three ability groupings, plus an overall top-time-of-day trophy. President Ray Blow presented the Life Experience Foundation with a microwave oven on behalf of GGR, for use in the Foundation's sheltered living facility.

I'd like to share with all of you a story I heard after the Porsche Tripp was over. I think all of us there noticed one little girl who was remarkable for the way she laughed, cheered her friends, and competed to the limit of her abilities. What none of us knew was that her family or her friends had seen that little girl smile in the entire six months she's been in the Foundation. I'm sure all of us there would agree that all the work in the entire event was worth it just for that smile alone.

I want to say thank you one more time to all the GGR members who worked so hard to make the Porsche Tripp a success.

Rosemary Humphreys
Chairman

A few months ago, the Board of Directors decided to stage our first Community Involvement Project. Rosemary Humphreys accepted the challenge to chair this "first" for Golden Gate Region knowing full well the problems of organizing such an endeavor. Faced with time limits and site location delays, Rosemary still managed to bring it off; and a fantastic event it was. Those of us who were fortunate enough to have the opportunity to share that day with the kids from the Life Experience Foundation can testify to that. The following letter might serve as a rather nice tribute to a lot of Porsche people with big, big hearts.

Ray Blow

Hi Gang,

Here is a picture of the Fleming tour to Oregon, old yellow towed the funny limey car all the way with no problems. Sweet Pea is bringing up the rear (Behind the Mayflower van) on October 26.

Miss ya all.

Jim & Claudia

October 28, 1976

Ray Blow
Porsche Club President
1021 Ruby Drive
Sunnyvale, Ca. 94087

Dear Mr. Blow:

On behalf of the Life Experience Foundation, I would like to express our appreciation for giving so many of our youngsters on of the most memorable day of their lives on October 23rd.

The drivers and members of the Porsche Club demonstrated such understanding and warmth towards the children, that as one of the parents present, I was deeply impressed. You were all just great.

Your gift of the beautiful Micro Wave oven will surely be a great asset to the students that train to become independent and self-sufficient, at the L.E.F. apartment. Thank you.

Watching the day's event, I was reminded of something I once read. "In giving, a man receives more that he gives; and the more is proportion to the worth of the thing given." I hope you all derived as much joy from the kids as they did from being in your company.

They all expressed the hope that in the near future, you will again ask them to co-pilot your beautiful Porsches.

Sincerely yours,

Marian Ventura
L.E.F. Treasurer

Hi Gang,

Here is a picture of the Fleming tour to Oregon, old yellow towed the funny limey car all the way with no problems. Sweet Pea is bringing up the rear (Behind the Mayflower van) on October 26.

Miss ya all.

Jim & Claudia

Editor

The Board of Directors is pleased to announce the appointment of Tom and Linda Foster to the position of Nugget Editors.

Because of the holidays, the deadline for the January issue is DECEMBER 13. Material to be submitted should be submitted to the Fosters, 895 Melville Ave., Palo Alto, 94301. Phone: 326-3646.
As I approach the end of my term as your President, I can't help but reflect on the many aspects of this past year. I remember the hectic "Committee Week" in January when most activity dates and event chairpersons were selected for the coming year. For a "First Term" Board Member, it was most encouraging to witness all the enthusiasm and cooperation that took place at these meetings; not to mention the total willingness of all to take on the work involved in supporting the many activities to follow, i.e., John Lee, Rallye Chairman; Ron Trehan, Autocross Chairman; Kay Matthews, Social Chairman; Sue Brooking, New Members Meetings; Elaine Wells and Marge Forster, Pit Crew; Tom and Linda Foster, Tour Chairman; Roberta Winter, Mailing Labels; Paul and Carol Scott, Nugget Mailing; Stan Frisbie, NCSCC Rep., GEGEN die UHR; Bill Wells, Membership Roster; George and Shirley Neidel, Historians; Al and Barb Berens, Nugget Editors and Goodie Box Chairmen, and all the individual event chairmen.

I take this opportunity, on behalf of the Board, to thank all those many individuals who worked so hard to bring you a great fun year of Porsche Potpourri.

It has been with a great deal of personal pride that I have served on a Board with Directors who were so totally dedicated to the benefit of others. Their many hours of service on your behalf epitomizes the meaning of caretakers of the Region's business and activities. My personal thanks go to Pat Walden, Vice President; Len Peterson, Secretary; Bill Patton, Treasurer; Linda Mitchell, Membership; Sharon Neidel, Technical; and Sue Atlee, Activities.

Finally, thank you all for a beautiful year. Have a happy holiday season.

Ray Blow, President

POP TOP CAMPAIGN ENDS

The backers of the pop top collection have ended the program because of the overwhelming response. They weren't expecting so many good Samaritans. We, in GGR, collected about 4800 pop tops; that was enough for 80 people to receive a free hour on the kidney machine. Our thanks to those of you who contributed.

Paul & Faye Troutner

MANY THANKS

As this is my last issue of the Nugget, I would like to extend my thanks to those who have helped me this past year. Thank you to the Board members who have gotten their material to me on time, to the Atlees who have provided most of this year's photos, to the Greens who have provided autocross coverage for both series, to my wife, barbara, without whose many hours of work there would have been no Nugget. Finally thanks to all those who contributed in any way.

Al Berens

Board Meeting of November 12, 1976

1. Old business included reports on our recent acquisitions, including three brooms, 2 tables, some chairs, a floor jack, a rallye clock, portable PA system, a first aid kit, and some dealer boards. Also included was a status report on the rubber check.

2. The saga of our battle with the IRS continues, and anyone knowing the whereabouts of GGR's original by-laws, tax exemption letter, and corporate charter would prove helpful at this time.

3. The Board selected the winners of the Matthews and "Event of the Year" awards, as well as appointing Tom and Linda Foster 1977 Nugget Editors and Marge Forster Pit Crew Chairperson.

4. The Board deferred selection of a new Goodie Bag manager pending knowledge of the first "volunteer." Would someone please volunteer for this honor, so the Board can finalize selection at its next meeting?

5. Correspondence received included a thank you letter from the Life Experience Foundation (text on opposite page) for the microwave oven we presented to them, and a notice that Gegen will be held October 30, 1977.

Submitted by Len Peterson
Secretary

Dear Fellow Members:

As a new GGR member, I exercised every member's right to attend a Board Meeting last month. I was impressed by the amount of planning and work that must take place to ensure the events run smoothly, something I had previously taken for granted.

For the most part, our Board seems well run; board members strike a difficult balance between the dissenters and the majority, between detail and progress. Since it is election time, I'd like to suggest that more members visit Board meetings; I think you will leave the meetings with a greater appreciation for how much hard work our Board members put in to make our events successful.

Whether or not you attend a meeting, I hope you'll join me in expressing our appreciation to the Board members who put in a great deal of time and effort so that we can all have fun at the events.

Sincerely,
Johnny Humphries

Tech Stuff

Going to the Parade? Plan on attending the January 22nd tech session on concours preparation put on by Parade Concours Winners Harvey and Linda Smith. Details in the January Nugget.

Sharon Neidel
The stock 911S class had been tight all year. The battle between the two Rays. By the last event Ray Blow had pretty much secured first place over Ray Mascia, who has driven better this year than ever before. Stan Friesbrie has driven very well at year's end to take a close third place over Gary Myers. This class will take on a different character next year, with Ray Blow moving into class 5 in his 914-6 and Ray Mascia possibly returning to his 1966 911.

Improved 4 cylinder class proved to be one of the most confusing for untangling points standing and who had to do what to end up where. Glad I didn't have to say that. Bob Wilcox (912), Brian Carleton (speedster), and Rudy Pretti all had a shot at first overall trophy for the class with the others catching a second and a third. The day went nip and tuck (more technical talk!), with the results always within a seconds range. At the conclusion Rudy is the winner this year--and Bob and Brian tied for second place! Anice touch. A frustrated driver has to be Guy Beyrouth. Everyone spells his name wrong, and few pronounce it correctly. Ask him not me. And there has been little or no competition for him and his improved 914. Guy likes most of us need the competition in order to turn those elusive fast times. Rumor has it Guy may move classes to get into a populated class.

Bob Daves, Tom Green, and John Milledge went into the last event with 6 points separating the three of them and the first place trophy open to any of them. The day was never in doubt as Jon put in his first TTOD run. So Jon was assured a first place trophy. Tom and Bobby fought the rest of the day with Tom getting the edge, to tie Jon for first place--and with Bobby trailing these two by one point! Three people at years end--80 points, 80 points and 79 points. Now that is an easy class, for the likes of Houdini or Capt. Marvel, maybe. We either have to get Guy (how do you spell that again?) to move to Ron Trethan's class or visa versa. Ron took TTOD of the day many a time this year and this ran fast enough, often enough to win the big first place in his Carrera. The car is sold now and Ron will pierce and plot (something like stab & steer?) in a new class next year.

Modified class was won this year by Gary Kanawyer, driving the Garretson Enterprises monster 914/4. It's embarrassing to say he is a novice at autocrossing, since he has raced for years, and was rookie of the year driving a Garretson powered buggy at Pikes Peak this year.

Now back to the stock 356 and 912 class. Bobbee Nylander put a smile on many a 356 owner's face when she continued to put her speedster ahead of the 912's. Susie Atlee drove superbly all year and took second place. You thought other classes were tight and sometimes confusing? Boing into the last event, Pat Walden will win the year if (a) she beats Linda Mitchell, regardless of position; or (b) Linda beats Pat, but someone else beats both of them so that Linda edges Pat by less than three points. Confusion reigns as Terry Rosatelli lead the class most of the day and Julie Bontempi and Sandi Candlin continue to threaten with very quick runs. Linda puts in a zinger run at the end of the day to assure
a first place position, but Pat is unable to bear Terry's fast time to gain a tie for first and takes a second for the year. Julie gets third, and Terry's time breaks a tie with Sandi Candlin to win her fourth place. There is no let up. Now we have Kay Williams and Judy Zaccone going head to head for year-end trophies. This class has been jumping all around this year with LaQuita Hills, Barbara Berens, and Stephanie Morgan hotly contesting the class as well. Judy went into the day in fourth place. Her sensational run and Kay's third place run netted a first place tie between the two for the year. If there are any superlatives I have not used on Dwight, Ray, Jon or others, they go to Sonja Blow. Sonja won every GGR event this year. A class without a last-minute points crunch? First place is sewed-up but Sue Mascia and Kay Matthews are spot even! Another pressure situation, and Kay won to beat Sue by three points.

D'Anne Carleton and the pretty red speedster won the improved 4 cylinder class this year. It was already won before this event, and D'Anne did a fine job all year long. Marj Green had also already won her class before today's event. Maybe this case of pressure explains the fantastic runs she pulled off all day long. She is one fast lady, and she loves to run for TTOD in her 914/6 as well as for a class win. Only Jon's super run prevented her from snapping up the TTOD this day and she was gleeful with her fast times. Sharon Trethan is another of the quick women. Driving a Carrera, she too runs for TTOD as well as class wins. Sharon won her class again this year and has put in many a very fast run. Ron and I share the task of beating our wives as well as our fellow competitors. We don't always succeed at both. The monster 914/4 again shows up in the winners circle. Barbara Rose won each event she attended and did a great job mastering a difficult car.

The season's closing event was chaired by Terry Zaccone, who put on his first GGR autocross. Everyone had a great time and wants Terry to do it again next year. While thanks are the subject, our region owes a very big thanks to Ron and Sharon Trethan for another great series. Like so many people in our club, Ron and Sharon have given to the club members more than the club will ever be able to repay. This is what makes our club so great. Thanks, you two.

Tom & Marj Green

AUTOCROSSERS TRY LADY LUCK AND EVERYONE WINS

On October 30th the Greens provided what we felt was the best autocross of the season, even if it wasn't for points. It was a beautiful day, with a relatively light turnout of cars, so everyone got five runs.

The course itself was a modified figure eight which could be run in either direction. Of course there was a catch. The direction of travel was in the hands of Lady Luck. Upon entering the start box, each driver was directed to spin the wheel to determine if he would go left or right. Arguments went on all day as to which side was the fastest, but the results proved as inconclusive as the arguments since there were ample winners in either direction.

With the pressure of competition off everyone seemed to run a little better. As the day wore on the times really seemed to tumble. Especially after one o'clock when the Gorilla urged Tom Green to stop the monkey business with the spinner and let everyone choose the direction they wanted to go.

Having completed the day we drove off to party at the home of Mike and Patricia Hoffman, where the arguments about the fastest side continued and where the proof was ended out in the form of trophies. Ten class winner went to the left, while only 5 class winners went to the right. But whether left or right, the day was all right!

Al & Barbara Berens

Class     Driver
1         John Breedlove (L)
2         Johnny Humphreys (L)
3         Dwight Mitchell (R)
4         Ray Blow (L)
5         Terry Zaccone (L)
6         Denny Kahler (L)
7         Rudy Pretti (L)
8         Ray Larimore (L)
9         Jon Milledge (R)
10        Gary Walton (R)
11        Susie Atlee (L)
12        Linda Mitchell (R)
13        Sue Mascia (L)
14        Kay Matthews (R)
15        Stephanie Morgan (R)
16        Barbara Rose (L)

December 10th is the night to go Christmas Caroling with GGR. Dress warm and bring a flashlight because we'll be caroling around the grounds of the Children's Hospital at Stanford. The ability to carry a tune is not as important as your smiling face to these kids. It will be loads of fun and is sure to get you into the Holiday Spirit. Pizza and beer will round out the evening. No reservations are required, and except for the pizza afterwards, the cost to you is absolutely nothing.

Merry Christmas.

WHEN:     Friday, December 10th, 7:00 p.m.
WHERE:    Children's Hospital at Stanford
           Administration Building Lobby
           520 Willow Road, Palo Alto
           opposite Bullock's

DIRECTIONS: From 280 take the Sand Hill Rd. East Exit, and follow signs to Stanford University - Sand Hill becomes Willow Rd., and the hospital is on the left just before Bullock's.
           From 101 take the Embarcadero Rd. West exit. Cross El Camino, and follow the signs to Stanford Medical Center and Children's Hospital. Turn to the left around Bullock's - the hospital is on the right.

For More Info: Give us a call.

Doug & Reata Price
(415) 483-0769
TECH TIP

CHAIN TENSIONERS & VALVE TIMING - AGAIN? ...

While the excellent article in Pano (January 1974 pg. 17) by Chuck Stoddard covers many of the fine points of Chain Tensioners, here is some more information - basic and otherwise.

This article will not debate the pros and cons of mechanical vs. hydraulic chain tensioners, see above article. It is assumed that stock Porsche chain tensioners are used.

You've just diagnosed that rattling sound emanating from the rear of your machine as a failed chain tensioner. What next? (assuming you are a garden variety do-it-yourselfer).

Tools you will need:
- 10 mm socket
- 13 mm socket
- 6" extension
- 1/2" drive breaker bar
- 1/2" drive 0-150 ft-lb torque wrench
- 1 new chain tensioner (latest part #901. 105. 049. 03 price 69.95) or
- 1 rebuilt chain tensioner (rebuild kit part #911. 105. 901. 00 - price 2.00)


Dial gage, range 0-1" in thousands with 1" extension rod

P208 pulley tool (in tool kit)
*P202 camshaft holder - plus pipe about 2' long
*P207 dial gage holder
*Camsnut tool - 46mm crowfoot
*P212 camshaft sprocket pin remover
*above available from Performance Products Van Nuys, P202-$15.95, P207-$16.50, 46mm crowfoot-$19.50, P212-$1.70.

1. Remove muffler and engine rear shrouding sheet metal. If you have an extractor exhaust installed it will probably be necessary to remove only the engine shrouding.

2. Remove timing chain cover nuts (10 mm), both sides if you have not determined which side is the culprit. On failed side usually idler sprocket will be moveable and chain slack.

3. Remove tensioner 13 mm nut, remove chain tensioner.

4. Install new or rebuilt tensioner. New tensioners have a wire holding down the plunger to facilitate installation, tensioner should be put in place before removing wire. For rebuilding see above Pano article, tool P214 facilitates installation of rebuilt chain tensioner.

5. Remove intake valve covers.

6. Make sure syl. #1 and #4 intake valves are adjusted to .004".

7. Check valve timing. The small punch marks which are at the 12 o'clock position on the camshafts with engine set at TDC for cyl. #1 are only rough align-

ment marks. Exact valve timing is only possible with a dial gage. In checking valve timing you are measuring intake valve lift at overlap top dead center, which is the amount of valve lift when the crankshaft has been rotated 360° from top dead center. For cyl. #1 with engine at TDC for #1 (crankshaft pulley at Z1, rotor pointing to #1 plug wire) set dial gage holder on stud next to intake valve #1 and place dial gage probe on valve spring retaining collar (use outer section since collar bevels down towards valve stem). Pre-load dial gage by at least as much as the maximum valve lift of the particular engine you are working on, .5" will give you enough room for all. Note dial gage reading.

8. While tensioning chain with screwdriver or wedge such as cold chisel between tensioner piston and sprocket carrier, rotate fan pulley and thus crankshaft pulley 360° clockwise to TDC for cylinder #4 (same mark as cyl. #1-Z1).

9. Note dial gage reading. Subtract from previous dial gage reading, the difference is intake valve lift at overlap TDC.

10. Compare that to the specs below. If it is within tolerance you're set, just replace the valve covers, timing chain covers, sheet metal and muffler.

11. If not, or if you're a perfectionist and want it exact, read on. With the 46mm crowfoot remove camshaft nut and washer. Locate metal dowel pin in one of the sprocket holes, remove same with screw.

12. With tool P202 rotate camshaft slowly to desired valve. (I have found that on a 911 T I rotate the camshaft to get the high side of the tolerance and upon tightening it comes out right on the money).

13. Replace the metal dowel in the one chain sprocket hole that lines up with a hole in the flange. There are 17 holes in the sprocket and 16 in the flange.

14. Replace washer and camshaft nut and torque to 101 ft-lb (14 MKP) - easier said than done. The pipe noted in the tool list may come in handy on the camshaft holder.

15. Rotate crankshaft pulley 720° (2 turns) clockwise and recheck valve lift. Repeat steps 11 to 14 if necessary. During this rotation you can also see if you are getting maximum valve lift; if not, it may indicate a worn camshaft lobe.

16. Button up as per step 10.

My last chain tensioner replacement was the right side and on checking the valve timing the right was within spec but the left side was out of spec, just a hair — Hmmm. So, it pays to check both sides. Procedure is the same for cyl. #4, just start out at TDC for cyl. #4.

Admittedly about $55 for the tools is not cheap but with today's $25+/HR. Porsche labor rates you should still come out ahead. As has been stated before it is not a bad idea to have an extra chain tensioner handy with you on long trips.

Tom Luciano

Those GGR members interested in attending the 1977 Porsche Parade in San Diego should contact either Ted Atlee or Bill Patton, our Parade activity co-ordinators.
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<p>| INTAKE VALVE LIFT AT OVERTURE TDC MAX INTAKE VALVE LIFT |</p>
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**TECH SESSION**

The October 356/912 Tech Session was a success with many souls converging on Sharon Neidels home to learn the finer points of tweaking the ol' four. The program began with Rick Bower delivering a lecture on tune-up process. Rick, I learned is known as "Dr. Motah" and blended an in depth knowledge of the subject with a rare ability to present thoughts clearly.

During lunch intermission, George and Shirley Neidel treated us to wine from their collection. George has a mean Zinfandel.

We subsequently assembled back at the machine work area to practice what the Doctor taught us. It was encouraging to have experts available for either helping out or tutoring. My 912 ran much better in the return to San Francisco than it had earlier that day.

This exercise was very rewarding and I would advise everyone to attend these sessions regardless of the type Porsche you own. There is always something to learn besides being afforded the opportunity to come in contact with good people. Thanks to Sharon and her entire staff.

Cliff Jarrard

The Driver's Events Committee meeting scheduled for December 9th at the Tretians has been canceled as Ron feels the matter under discussion can be handled at the regularly scheduled January activities meeting.

**1977 RALLYE SERIES MEETING**

**WHAT?:** To Discuss next year's rallye series, including what to do to prepare for the San Diego Parade.

**WHO?:** Anyone with IDEAS, opinions, and a willingness to help.

**WHEN?:** Wednesday, December 8th, 7:30 p.m.

**WHERE?:** Bob & Judy Curran 4219 Skymont Drive, Belmont, Ca.

**R.S.V.P.:** Bob or Judy Curran @ 345-1286 OR Chris Lee @ 665-0083

**INSTRUCTIONS:** From I-280 take the Ralston Ave Exit turn left at signal, onto Ralston Ave. Immediately left 1st opp. at Christian Continue onto Marsten, turn left onto Skymont, to 4219 Skymont Dr.

**P.S.:** The names of those interested in being Rallye Chairmen for 1977 will be noted at the meeting.
DINNER MEETING

HOLIDAY GREETINGS!

Hope your Spirits are High, your Dancing Shoes on, and may Santa leave a new TURBO under your Christmas Tree.

You’d better be ready for this one 'cause it's going to be another hot time in Hayward, December 18th.

The Pit Crew and your Veep have planned another outstanding Christmas party for you. Besides the traditional Awards Presentation, Badge Exchanges from out-going to in-coming Board members, and Gift Giving, there will also be Special Awards Presentation, a Talent Show and 4 hours of dancing your --- off to the "Ivory Tower".

THE DATE: Saturday, December 18th
THE PLACE: The Elegant Ranch
22865 Atherton Street
Hayward (415) 886-7200
(see map for directions)
THE TIME: 6:00 p.m. for Holiday Spirits
8:00 p.m. for Holiday Stuffing
THE DINNER: Boned Rock Cornish Game Hen @ $9.50
OR
Broiled Top Sirloin Steak @ $9.75

Pat Walden, 20253 Northcove Square, Cupertino, Ca., 95014. (415) 255-9431

Anyone interested in staying in Hayward after the Christmas Party, the Vagabond Motel has rooms available. For reservations call (415)785-5480. Rates are Single $19.00 + tax; Double(Queen) $22.00 + tax; 2 Doubles $24.00 + tax 2 people $3 per person over 2. 20455 Hesperian Avenue, Hayward.

The Market Place

WANTED

1. A restorable 356 A Speedster, mechanical condition not important. 2. Carrera 1600cc pistons and cylinders 3. Carrera 4 cyl throttle linkage
Harlan Halsey 948-1646 or 326-6200 x3943
* * * * * * * * * *
Carrera Engine ... 1500 or 1600 or 2000 cc in running or rebuildable condition. Will also accept in basket. Also wanted any Factory literatures, Christorphorous Panoramas.
Eddy Tan, 3304 Shelborne St., Victoria, B.C., V8P SY1 Canada. (604) 598-1721
* * * * * * * * * *
Weber Carb. set up for any 911, 0.2 - 2.7; 906 cams; 904 mainshaft & gears (914-6 conversion); '67-’68 911S mint condition; tilt bed trailer for 911/914 (light weight)
Corey McMills, 721 Distel Dr., Los Altos, 94022,
415-941-5962, 415-329-3640
* * * * * * * * * *
2 914 steel wheels '74 or later style.
Rich Bondinelli - 415-369-1364
* * * * * * * * * *

FOR SALE

Super90 crankshaft (early but counterbalanced), just magnafluxed & micropolished, excellent condition $250. / or offer; 2. 4 S clutch disk, pressure plate, flywheel & throw out bearing (new) $200.; ’67 912 transmission case & misc. shafts $100; misc. 912 pistons & barrels $5 each hole.
Corey McMills, 415-941-5962, 415-329-3640
* * * * * * * * * *
1. 1974 914 1.8 white w/ Black interior, very low miles chrome bumpers, sway bar, fog lights, etc. $5,800. ;
2. 2 - 8'' Factory 911 Alloys, Black & Silver, $600.;
3. 1, 7 914 engine $250.; 4. AM/FM/Stereo Radio with digital clock, brand new, $85.; 5. used 914 chrome bumpers $75. ea.; Set of 4, 914 2 litre alloy mags$300.
Rich Bondinelli - 415-369-1364
* * * * * * * * * *
1 early 356B hood. Never used. $200. /offer; 1 Colgan bra, new cond. With pouch $25. ; Five '67 stock alloy wheels, size 4 1/2 x 15. Excellent cond. Asking $350. or best offer.
Bob Schanielc - 935-0888
* * * * * * * * * * * * * * *
You really should never miss a Halloween Dinner Meeting even if you come as yourself. This year as in the past, it was an outrage. The costumes were clever, unique, and in many cases required a lot of work.

Bill Wells who came as a 290 lb. baby in diapers even brought a nurse. Highlights of Bill's costume were his three pacifiers. One tied around his neck like a necklace. The other two hung around his date's neck. Speaking of babies, Chiangs have a new one.

Jim Pasha who came as Jim Pasha said he was going to come as Ted Atlee but couldn't rent enough hair. I keep expecting Ted to show up as a gorilla.

According to Chuck Tracy, "the guy in the pig mask came as swing flu".

Rosemary Humphries, who came as a "brick s---t house," looked soft in spite of her costume. Where was big bad wolf Giffin when we needed him most?

Some of the costumes so well disguised their occupants that it wasn't until very late that we realized the Kelez and Jim Giffin weren't there.

The trouble with costumes is that they are much too hot and uncomfortable but Dave Walden says "Linda Mitchell wasn't hot in hers" (again). Or was she?

Rob Meli, who came as "The Tooth Fairy" (who else?) didn't get any action as his makeup ran. Didn't win a door prize either. The only door prize Lenny Peterson won was the lovely lady who won first prize for best costume, and promptly climbed into Lenny's lap.

Pat Walden came as what I wanted to take home with me. (Again).

Ray Blow recorded Evil Maslowski's laugh and contin-
No Sour Grapes

Super Tour

15 cars gathered at the Marin Civic Center on October 31st for the Nosetup-Neldaw & Erin Wine Tour. Coffee and doughnuts were thoughtfully provided by our leaders, along with a little crossword puzzle to keep us busy between wineries. We stopped first at Sebastiani for a tour and the opportunity to see the extraordinary wood carvings throughout the winery. As it was still early, tasting was brief but buying was brisk. We then drove over the Oakville Grade in fine Porsche form, only to find speeding cows in the road, parallel with the cars. Anonymous leader on C.B. (L.P.) "Those guys must run in the stock class". Aagh!! Reaching Christian Brothers, there was a short tour and time to taste more wine, including a great port. Traveling quickly down the other side of the Oakville Grade, we found Ingelnook Winery, in time for a leisurely picnic lunch on the lawn and a quick 40 winks in the sunshine. Our tour leader took us out to the vineyards to learn more about the grapes, then on into the winery to look at some spectacular antiques and taste more wine. Doug and Reata Price won first, with Malcolm and Diane Macrodray a close second in the puzzle quiz. Welcome Jim and Peggy Corbett, new PCA members, despite your problems on the tour.

We were then on our own for a leisurely trip home on one of the most beautiful fall afternoons of the year. Thank you, Petersens, Waldens, and especially Erin, for a perfect day.

Harvey & Linda Smith

Women's Tech Session

Saturday, December 11
10 AM
Reitmeir's Werkstatt
309 First Street, Los Altos

Over the past year I have noticed that very few women ever come to Tech Sessions. The usual excuse is that they don't know enough about the car and they are afraid they won't understand. Well Ladies, here's your chance. This tech session is for you, even those who don't know anything about the car. We're going to start with the basics and hopefully teach you a little something about the car and stimulate your interest to learn more.

I would suggest it for all the ladies, but it's a must for those who plan to autocross. We'll cover basic roadside emergencies, flat tire, etc., as well as preparing your car for an autocross tech. I really hope to see a lot of you out there, remember you're not going to feel like a dummy, because we're all in the same boat.

Please make reservations by December 8.  225-8103.

Sharon Neidel
Tech Director

P.S. Men are welcome too.

Rally Notes

"The Year of the Beginner" Rally Series was concluded on Sunday, November 7, 1976, with a T & D Rallye. It was a beautiful, sunny November day (you could even see the hills). All of the "old-timers" who have diligently participated throughout the season appeared, but even more impressive was the fact that we also had new members willing to test their skills.

We gathered at Carlens Porsche+ Audi in Palo Alto and found our way to Skyline Dr. where at the first checkpoint, many of us requested "dead time" due to an auto accident. We continued our second leg on Skyline Dr. which is really very beautiful this time of year with the trees being in autumn bloom. The roads were great, although a bit congested at times because of those other crazy Sunday drivers! There were no gimmicks and some of the newcomers now realize that "Not a Through Street" does not exist and also that they can't trust that Porsche ahead of them!

After three checkpoints, we arrived at our destination of Shakey's Pizza Parlor, where we had the opportunity of drawing for a free pitcher of beer. The lucky winners of the suds were: Tony Reid/Heidi Hollstein, Terry/Beth Rosatelli, and Peggy/Jim Corbett. Free beer was also given to checkpoint workers: John/Chris Lee, Alan/Susan Brooking, Ted/Susie Atlee, Harvey/Linda Smith, Sharon/Karen Neidel, and Hank/Robert Redmond. After a brief interlude of being serenaded by an unexpected guest (I think in his condition that he forgot to read Pizza when he saw Shakey's Parlor:) Dick presented the awards "too...too deep"... Anyway, the results are as follows:

Equipped Class

<table>
<thead>
<tr>
<th>Place</th>
<th>Driver</th>
<th>Navigator</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>John Clever</td>
<td>Curta VonHalden</td>
</tr>
<tr>
<td>2</td>
<td>Len Cutler</td>
<td>Greg Cutler</td>
</tr>
<tr>
<td>3</td>
<td>Linda Mitchell</td>
<td>Dwight Mitchell</td>
</tr>
<tr>
<td>4</td>
<td>Susie Atlee</td>
<td>Ted Atlee</td>
</tr>
<tr>
<td>5</td>
<td>Ray Pitts</td>
<td>Jim Manning</td>
</tr>
<tr>
<td>6</td>
<td>Hank Redmond</td>
<td>Robert Redmond</td>
</tr>
</tbody>
</table>

Unequipped Class

<table>
<thead>
<tr>
<th>Place</th>
<th>Driver</th>
<th>Navigator</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Tony Reid</td>
<td>Heidi Hollstein</td>
</tr>
<tr>
<td>2</td>
<td>Paul Troutner</td>
<td>Faye Troutner</td>
</tr>
<tr>
<td>3</td>
<td>George Neidel</td>
<td>Shirley Neidel</td>
</tr>
<tr>
<td>4</td>
<td>Jerry Woods</td>
<td>Jeff Rosatelli</td>
</tr>
<tr>
<td>5</td>
<td>Terri Rosatelli</td>
<td>Beth Rosatelli</td>
</tr>
<tr>
<td>6</td>
<td>Jim Corbett</td>
<td>Peggy Corbett</td>
</tr>
<tr>
<td>7</td>
<td>A. Cole Cameron</td>
<td>Suzanne Abbott</td>
</tr>
<tr>
<td>7</td>
<td>Terry Spooner</td>
<td>Teri Dibble</td>
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<td>8</td>
<td>Ron Hopkins</td>
<td>Jennifer Jones</td>
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<tr>
<td>9</td>
<td>Michael Tozzi</td>
<td>Debbie Fraga</td>
</tr>
<tr>
<td>DNF</td>
<td>Harvey Smith</td>
<td>Linda Smith</td>
</tr>
</tbody>
</table>

Our thanks to Rallyymasters Dick and Mary Wallace and the checkpoint workers for a pleasant day of Porsche fun. We are looking forward to next year's season.

Faye & Paul Troutner

Credits: Cover photos by Alan Brooking. Drawings by Carolyn Paterson.
ALL ABOARD FOR A FUN TIME!!

The FUN TRAIN for RENO leaves from Oakland on Friday, March 4. The return is on March 6. Your prepaid fare includes your round trip ticket so you don’t have to worry about losing all your money and being stranded in Reno. We’ve worked this event around Christmas, CRAB, and Yosemite, so all of you can go.

DATE: Leaves March 4 (6:30pm) Oakland - arrives at Reno (1:30 am) March 5. Return trip arrival in Oakland @ 6 pm March 6.

RATE: Double occupancy - $70.00 per person
Single occupancy - $90.00 per person
Includes round trip railfare on Amtrak, two nights stay at Sands Motor Casino (4 bilks from Harrah’s); three breakfasts, one lunch-noon buffet, complementary cocktails and nickel rolls at several lounge show and casinos, etc, etc, etc.

TRIP: Bring your ice cheats full of food and booze for the trip up and back - gamble, dance (to a band!), sightsee, watch for snow, watch Barbie Berens watch the snow, etc, etc, etc.

SIGN-UP: Send your $5.00 deposit (per person) to me by December 15. Balance of fare will be payable to me by January 20, 1977.
Remember – we only have a limited number of openings – they will be filled on a first-come, first-served basis. Cancellations (if there are any) will be filled by the person next in line on the waiting list.

BONUS: If we fill one car (only 40 passengers) we will have a drawing on the way to Reno for one free trip.
Just think how long you can play the slots with 1400 nickels!!! We’ll also organize a dinner show for those who want to go. DON’T HESITATE – Get your deposit in NOW to:
Ted Atlee (408)257-1593
1309 Aster Lane
San Jose, Ca 95129

FOR SALE

1965 912/5, #350144, fact painted dash, zero rust, recent paint, many extras, 2nd oldest in U.S., $6000.

From ‘67 912: set disc calipers, $25; km speedo, $25; seats, $100/pt.; pedals with master cyl., $25; other exterior and interior parts.

Wayne Sanford, 1076 Reed #76, Sunnyvale, 94086
(408) 247-5975

Ray Anlberg (Niki)
71 Kingston Rd.
Kensington, 94707
525-8858 ’65 356C

Michael Costa (Arlene)
1550 - 142nd Ave.
San Leandro, 94578
357-4915 ’72 911T

Jacqueline Hartmann
4120 Maybelle Ave
Oakland, 94619
530-0466 ’70 911E

Beverly Johansen
4462 Shearwater Ct.
Pleasanton, 94566
846-8576 ’76 912E

Tom Kessler (Karen Fliger)
568 Heathertree Ln.
San Jose, 95129
257-1565 ’65 911

William McGillivray
567 S Frances ST.
Sunnyvale, 94086
732-3582 ’76 911S Targa

Norman Ozaki (Mary)
25 Behr Ave.
San Francisco, 94131
566-4248 ’65 356C

NEW DUAL MEMBERS

Donn Murphy (Geri)
101 Cherry Blossom Ln.
Los Gatos, 95030
356-5566

As of 11/11/76, membership (incl. 28 duals) = 611

Pit Crew

The Pit Crew invites you to get into the Christmas Spirit! Come to Susie Atlee’s (257-1593) December 7, 7:30 p.m., to get things together and get some spirit and/or spirits.

Many thanks for all the help given at the November meeting. Hope to see you again at Susie’s.
MARGE FORSTER
737-0861

P.S. We are in great need of large Pine Cones about 10” high. Please call me to donate.
Comin'g Attractions

DECEMBER

3 Joint Board Meeting - closed to the general membership
7 Pit Crew Meeting - Susie Atlee - 7:30 pm*
8 Rallye Committee - Bob Curran - 7:30 pm*
10 Christmas Caroling - Doug & Reata Price
11 Women's Tech Session - Sharon Neidel
18 Christmas Party - Pat Walden

JANUARY 1977

8 Practice Auto-X - Pleasanton
10-14 Activities Planning Week
22 Tech Session - Concours Preparation - Sharon Neidel
Dinner Meeting - Pat Walden
29 Zone 7 Awards Banquet

A GOOD CHRISTMAS IDEA

For those Christmas stocking stuffers try something from the Goodie Box. T-Shirts, car badges, decals, and jacket patches are among the items available. Contact Barbara Berens, 803 Corvus Lane, Foster City, 94404 or phone (415) 574-4189.

PORFSCHE

CHANGED YOUR ADDRESS?

Notify the Following:
The NUGGET: Linda Mitchell
12769 Rodoni Court
Saratoga, CA. 95070

The PANORAMA: PCA Executive Office
5616 Clermont Drive
Alexandria, VA. 22310

Please include phone number with area code in all address change information.
DO NOT SEND CHANGE OF ADDRESS TO THE EDITOR