COVER STORY

European automobile journalists are very excited over introduction of the new Porsche 924. It is the first really new Porsche in seven years, and it promises to be one of the prettiest Porsches assembled.

Major changes are the water-cooled, front engine, rear transaxle combination. The engine started life as the Audi 100GL unit. Bore diameter has been increased from the 84mm to 86.5 to give a displacement of 1984cc. Inside the block (a new term for Porsche owners) sits a crankshaft supported by 5 main bearings. Atop this resides an aluminum head with a compression ratio of 9.3 to 1, and a single overhead camshaft. The unit is mounted at an angle of 30 degrees for a lower hood line and for easier maintenance on the K-Jetronic mechanical fuel injection. This injection was added for ease of repair (good news for do-it-yourselfers). The package puts out 125 HP at 5800 rpm and 121 lbs. torque at 3500 rpm. These statistics may vary with California cars.

Much acclaim is noted by the journalists on the rear transaxle and its advantages. It allows the engine to sit rearward in the engine compartment, producing one of the better balanced Porsches - 48% weight front and 52% rear. The driveshaft connecting the transaxle to the engine rides in ball bearings inside a driveshaft tube. This allows use of a lighter driveshaft and produces very smooth and positive gear changes. With a separate clutch housing and a driveshaft that can be unbolted and moved rearward, clutch replacement will be easier and quicker. Gear charts show that there are 4 forward speed gears. This will be a disappointment to performance-oriented Porsche owners. And there is talk of offering an automatic transmission later!

Many parts bins were dippled into to provide the suspension components. Front suspension is MacPherson strut from the VW Golf, with the stronger lower a-arm from the Scirocco. This will be the first production Porsche with front coil springs. The Golf unit offers the advantage of 'outboard scrub radius', giving not only good steering feel and correction during hard braking, but also very little understeer in hard corners. Golf also provided the rack and pinion steering unit. Rear suspension is a return to torsion bars activated by semi-trailing arms (basic 911). The torsion bars came from the VW Beetle and the driveshaft from the 'Thing'. Brakes are disk up front and drum in the rear. These are servo-assisted (another first) and originated from the VW K70. Anti-sway bars are standard for both ends. 165-14 tires are standard, with 185-14 being optional.

Body style is basically 2+2; 14.5 gal. tank; heated rear window; standard Porsche gauges (redline 5500); the interior now contains a 'sports car type' console dividing both the front and rear seats; it contains the driveshaft. Assembly of the 924 will be at the NSU plant at Neckarsulm. This is considered a good move, since this plant is accustomed to specialty car assembly, and quality should be very high.

Oh, yes, the cooling system takes 12 pints of WATER.

Tom & Marj Green

UPDATE

ACTIVITIES CALENDAR

Please make the following changes, additions or deletions to your Activities Calendar for 1976:

MARCH
29 Pit Crew - Marge Forster - 7:45

MAY
19 Solo I Tech - Dave Bottom

JULY
24/25 Napa Valley Wine & Sleeping Bag Tour---Sharon Evans & Jim Fleming

SEPTEMBER
4/5 Sports Car Olympics
18/19 Santa Barbara West Coast Weekender

OCTOBER
9/10 GGR Enduro @ Pleasanton - Ron Trethan

If you need a date for a meeting or are contemplating chairing an event and are wondering about any open calendar dates, please contact and clear it through me.

Thanks,
Susie Atlee
Activities Director

CREDITS: Cover - Al Berens; Photo pg. 11 - David Colman; other drawings - Al Berens. Nugget deadline March 15 - FIRM.
President Reviews Busy Schedule

A PCA National Board of Directors Meeting was held in Atlanta, Georgia on January 17. Each Regional President is a member of this Board and as I was unable to attend the meeting, Ted Atlee, at the request of GGR’s Board of Directors, was willing and able to attend and vote on our behalf. Ted’s report appears elsewhere in this issue. His extra effort is an excellent example of why Golden Gate Region thrives and grows.

About a week after the Directors Meeting, I had the privilege and the pleasure of attending my first Zone 7 President’s Meeting in Castro Valley. Dwight Mitchell, Zone Representative, gave a brief summary of the National Board Meeting, and reviewed various Zone subjects. Some of the subjects discussed were:

1. A Zone Car Badge
2. Santa Barbara Region’s West Coast Weekender scheduled for September 17-18
3. Zone Auto-X Series and site problems
4. Zone 7 Awards Banquet date for 1976 Series
5. Reminders of CRAB 76, Carrera de Sierra Rally/Tour and Zone Solo-1 Events

As Golden Gate gets more involved in Zone activities it becomes more difficult to fit all this into an already busy regional schedule. The success of melding these two schedules is due, in a large part, to our Activities Director, Sue Atlee.

At first, it was suggested we cut back on some of our events as to allow for a more relaxed and slower pace in 1976. Then came Committee Week and all thoughts of slowing down or having fewer events went by the wayside. With the high level of participation and enthusiasm that all types of activity are receiving it simply was a matter of finding an open date and filling it. The cooperation of all Activities Committees in picking these dates was most gratifying and obviously very helpful to the Board in it’s endeavor to set the calendar for 1976.

Although scheduling around some Zone events has been a problem, GGR’s participation in Zone 7 business and activities has been of obvious benefit to ourselves and all other Zone 7 regions. Instead of the old image of “Big Brother” telling all others what to do, we’ve become a fellow member of the group. Our ideas and suggestions are valued and our contributions appreciated. The greatest advantage, of course, is the opportunity to discover and enjoy even more new friends and share in our common interest …….. Porsche.

Ray Blow
President

NATIONAL BOARD DECISIONS

The National PCA Board Meeting was held on January 17, 1976, in Atlanta, Georgia. Dwight Mitchell represented Zone 7, and Golden Gate Region was represented by Ted Atlee. Some of the important points covered are listed below:

1. The Porsche 924 will be released June 1, 1976, with a price less than $10,000. This car will carry only the Porsche marque.
2. Porsche-Audi Division has reorganized into 3 zones, each with 3 regions to be more responsive to Porsche-Audi owners.
3. Bob Cornell is collecting data to substantiate true value of Porsches for insurance reasons.
4. No formal bids received for ’78 Parade; Rocky Mountain Region has bid for ’79 Parade.
5. Target of 500 cars for Parade at San Diego in 1977.
6. West Coast Weekender set for Santa Barbara on September 17 & 18.

The 1976 PCR issues voted on:

7. 1.1, 7.1.2 - voted out - (points awarded for percentage of original paint and upholstery)
8. 2.5, 6 - voted out - (non-elastomer bushings allowed without penalty points)
9. 6.2 - added - (host region(s) must have suitable means to ensure inspection carried out per PCR regulations)
10. 8.2, 51 - upheld - (mounted spare tire must be carried in car)
11. 2.3 - upheld - (must participate in same registered car in each event counted towards overall)

Ted Atlee

By-Laws Finally Amended

The last and final proposed amendment to the GGR By Laws was approved 124 to 6. As one of the most deserving, the Board is glad to have Jim Fleming, past President, back this year (actually he never went away) as a non-voting member. And now I hustle off to the printers with newly revised draft clenched in tightly-fisted hand, only to return next month with copies, hot off the press, for one and all….

Len Peterson
By-Laws Committee
Chairperson

I GOOFED !!
My apologies to the membership and Board of GGR.
My judgement took a momentary lapse when I signed the Chronicle letter with reference to PCA.

Bill Patton
Meeting held January 30th at the Mitchells. 
Reported by the ever inconspicuous Len Peterson, Sec'ry. 
1. Correspondence included a Valentine received from 
   Rob Melti with postage due. Board voted 4-3-1 not to 
   accept delivery, after deciding he was just mad for not 
   having won any door prizes at recent dinner meetings. 

2. President Ray Bower delivered a stimulating mono-
   logue covering the recent meetings of the National Bored, 
   Zone 7 Presidents and the last 3 fires to which he's been 
   invited. PCR changes include: 
   a. plastic bushings now cost 4pts or 2 sixpacks to judge 
   b. 1 pt tariff for each missing 356 bumper 
   c. same car must run all events (with driver, presumably) 

Other fascinating details include PCA car badges are now 
$12.00; National members total 11, 705; GGR is now 2nd 
in size to Potomac Region; and P-A rep. has declared 
924 is a model Porsche. 

3. LPR's Seca Solo II set for Sept. 4 - 6. SBR is having 
a West Coast Weekender (sometime this year). New and 
Notable '77 Parade may include a "non-competition" 
social registration as well as the usual games people play. 

4. Treasurer's report was as follows: "I ain't got no 
   physical report again, but Sharon didn't get away with 
much last year." Whereupon the Board thanked "Hedda 
von Whatshisface" for his astute observations and prompt-
ly pointed out "that it ain't Sharon we'er all worried about, 
man!" 

5. Th Board also thanked Ron Trehan for his contribution 
to the excitement at our monthly 'yellin' contest' as we 
approved his 2 day Endurocross Oct. 9 & 10, and worked 
out other neat calendar conflicts. 

6. Sharon's April 10th Tech Session at SJCC will be held 
   April 3rd somewhere else. I sure wish she'd keep these 
   things straight. 

7. A Funny Thing Happened To Dave Bottom on The Way 
   To The Meeting and he didn't make it so the Board assumed 
   our Solo I event is comin' along fine.

FUN TRAIN LIVES UP TO ITS PROMISES!!! 
The Reno Fun Rain certainly lived up to its name. We 
met at the Oakland train depot miraculously early (not so 
miraculously hungry) and finally boarded the train at 6:20 
on Friday evening. Before the train could start trackin', 
the drinks were poured, the buffet set out, and we were 
partying. The huskier members of the group lead by Bill 
Wells figured out how to turn the seats around so we had 
cozy little foursomes. Our car was all Porsche People 
until we reached Sacramento. By that time good spirits were 
in all of us. Barb Berens' enthusiasm for seeing 

snow and passing trains had rubbed off on everyone. We 
walked to the back of the train to see the red light glowing

and to the front until stopped by a private car and a big 
porter. 

In Sacramento the Hinkley group entered our car. They 
didn't seem to appreciate our cheers or songs, but we 
were able to get across that Porsche is a two syllable 
word. When the band began playing in the car adjacent to 
ours, we all went in; but we were disappointed by their 
selections as well as execution. Boy can Linda Foster 
dance! As the evening wore on, the drunks passing through 
our car became funnier and their songs crazier. Clever 
John teased every man with a beard about being a 'beard-
ed hippy', but they got back at him on the trip home Sun-
day when they all pulled his beard. 

We arrived in Reno at 2 am and found 2 inches of snow on 
the ground, lots of gals with open-toed shoes, and not a 
taxi in sight. Under the able(?) navigation of Ted Atlee 
and Dick Wallace, we reached our hotel. After depositing 
our bags and the sack rats (Mitchells), we charged out into 
the world of sin to claim our first free breakfast. Barb 
Berens' beginners luck struck. She put one quarter in a 
slot machine and was awarded $25. With ham and eggs 
under our belts, we tried out some of our free drink tic-
kets. Troy Powell and Bob Zulkowski watched the Black-
jack dealers whiss away their dollars. 

After another free breakfast Saturday morning, Tony Mas-
lowski gave out the tickets to Harrah's Auto Collection and 
we hopped aboard a double decker bus for the trip to Sparks. 
A free buffet at the Nugget seemed like a good idea to many 
before attacking the auto exhibit. Harrah's collection is 
huge, complete, and shiny - but lacking Porsches. No one 
really saw all of it. 

A quick change of costumes found us seated at the Nugget's 
dinner show watching Rowan and Martin plus elephants 
Bertha and Tina. Rowan and Martin were funnier and more 
risque than on TV. Bertha, with all that weight, could still 
skip better than Lenny Peterson. After the show we tried 
some gambling. Picture the operator teaching the Zulkow-
skis, or Sue Brooking, white knuckled and steely-eyed, at 
the craps table. Ted and Susie Atlee continued to pull the 
slot machine levers. John Cleven found a broken machine 
that kept paying off. In the end there were no big winners 
or losers. 

Another breakfast on the house Sunday morning, and it was 
'all aboard' for Oakland at 11 am. The train ride home 
was beautiful through the snow covered mountains. We 
entertained ourselves and the people passing through with 
two blackjack tables and the Sunday crossword puzzle. We 
had to move to accomodate the drunks lurching down the 
aisle. One fondly known as 'old green' had trouble neg-
ociating the straight path and bathed Kay Matthews in burbon. 
It's not Kay's favorite fragrance, but it did evaporate quick-
ly. When John Clever attempted to assist Kay by obtaining 
paper towels from the men's john, he got no help from the 
female member of our group who was using the facility and 
thought Clever was just pranking as usual. Dick Wallace 
managed to sleep like a baby in spite of the partying around

4
hım. All too soon we were back in beautiful Oakland. A special thanks to Ray and Sonja Blow for originating the trip and carrying it through. We had a great time. Let's do it again!

Dick and Mary Wallace

WELCOME NEW MEMBERS

Richard Bulifant (Barbara)
1951 Camino de los Robles
Menlo Park, 94025
323-5298 1968 912

Robert Fairbank
4091 Alpine Road
Portola Valley, 94025
854-1588 1966 911

Robert Hall
300 Constitution Drive
Menlo Park, 94025
329-4444 1976 911S

George Madera (Barbara Ramer)
P.O. Box 2246
Stanford, Ca. 94305
323-6340 1970 911

Daniel James Murray
Michele Kay Bogoslovsuki
215 Winona
Pacifica, 94044
355-5250 1958 356A
1969 912

Edward P. Shimer III
1133 Foster City Blvd. #2
Foster City, 94404
575-5471 1969 911S targa

C.R.A.B.

Sacramento Valley Region presents the 5th C.R.A.B., April 24 & 25. Autocross, gymkana, dinner dance, and rallye. A must event for all Zone 7. This event fills up fast, so get your application in early.

For Applications contact: Your Regional President or Dave Neukom (C.R.A.B. V)
4400 Francis Court
Sacramento, Ca. 95822

1975 Rallye Series Results

<table>
<thead>
<tr>
<th>DRIVER</th>
<th>NAVIGATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st John Clever</td>
<td>Ted Atlee</td>
</tr>
<tr>
<td>2nd Sue Atlee</td>
<td>Sharon Neidel</td>
</tr>
<tr>
<td>3rd George Neidel</td>
<td>Shirley Neidel</td>
</tr>
<tr>
<td>4th Jim Fleming</td>
<td>Chris Lee</td>
</tr>
<tr>
<td>5th John Lee</td>
<td>Leta Evans</td>
</tr>
<tr>
<td>6th Toby Evans</td>
<td>Roberta Winter</td>
</tr>
<tr>
<td>7th Keith Mcmahon</td>
<td>Karen Neidel</td>
</tr>
<tr>
<td>8th Dennis Winter</td>
<td>Elaine Parry</td>
</tr>
<tr>
<td>9th Bob Curran</td>
<td>Judy Curran</td>
</tr>
<tr>
<td>10th Gene Parry</td>
<td>Myrna Bachrach</td>
</tr>
</tbody>
</table>

*Trophy Winners

The Market Place

FOR SALE

2 165 HR15 Continental radials less than 2000 miles on them. Make offer. Also 1 165 HR15 Semperit radial with less than 5000 miles.
Bob Sherry 443-9288 tue-thu eve's.

73 Targa used parts...vent windows latch set, black/red coco mat (passenger's side only) stock leather covered steering wheel, black driver's side) door pocket, series 900 front protector (bra), vent windows latch set, horn grill set, stock shift knob(5spd), burch muffler.

Make offer.
Alex Gaston 573-6871

1 Chrome top rack 911 or 912 $25. 2 rebuilt VWV6 eng. 1-1600 1-1500 $250. exchange. 1911 work shop man. $40.
Karl Beckle 593-5243

914 factory front 16mm sway bar with hardware. $30. 911 targa factory ski rack $25. 4 very sticky Pirelli CN36 slicks (185/70VR15) great for stock class auto-x $40/44. 2 Koni rear shocks for 914 $20.
David Colman 383-6171

4 bumper guards supports (1958) front & rear, steering wheel '58, 1-1600 super sign-new, 4 Porsche sign-new, 3 hub cap emblems, 4 hub caps with emblems, rear license plate light assembly, new, 356B factory shop man. new w/ supp., 10 issues of Panorama from early 60's.
Charles Sullivan 771-3179

Front OEM Boge shocks from '74 Carrera $1000 mi. $35. 911/914-6 factory sport muffler, exc. shape, $100. Rear chrome '70/71 914 bumper, like new $165. Front 914 signal lens $46 pr. 914 car cover, tan hypalon $30, 914 rear sway bar 22mm from Metalcraft $25.
Bruce Fong days 391-9656, evens 994-2376
San Mateo Fog-A-Cross

The annual practice autocross started late, with all the fog and a new site to adjust to, but the usual GGR enthusiasm quickly got everything underway. Everyone was eager to try their new car or the new modifications made during the 'off season'.

At 8 a.m. we could not see further than 30 feet and blindly layed out the course. Soon the sun broke through, and heaps of club members piled in to set up the Ron Trethan-Tom Green-Ray Blow course design. By mid-day, it was T-shirt weather, and we all found San Mateo County Fairgrounds to our liking. The course area is large, the facilities clean, and the personnel friendly.

Many Super-Zoomies showed up to clear the cobwebs from their big mother Weber carburetors. Zulkowski, Grimsmans, Nylanders, and Gary Steele, all brought out their monster cars - it is always exciting to see these monster cars perform. So much of the warm day was spent seeing old friends, looking at the new competition, and watching the super-zoomies battle for the coveted Top-Time-Of-Day honor. Dennis Grimsman won the honor in his 'little old 2 liter' 911 with a sensational run.

Congratulations also go to Ron Trethan, the event chairman. Not only was Ron instrumental in securing this site for us, but he left his Carrera home to work the event the entire day, a very successful day.

Tom & Marj Green

Something New - Something Old

It is all the same but somehow different. The site is new, and it is filled with countless new faces, new Porsche, some running in new classes - but it still is the same game. Nice to know you can count on some continuity in today's world! And so GGR's Bicentennial year autocross series gets underway.

New Site: We are still adjusting to San Mateo, and Dave Walden's general layout was an improvement over our initial use of the site (but let's get rid of the low gear corners!).

New Classes: Class 3 for 912 E and 914 1.7 and 1.8 is an instant success - 10 drivers. Shows it was a good idea to create the class. Dave Walden's super-prepared and beautiful 912 E won the day, but this is going to be a tough class. Tom Drew and Craig Peterson ran a few events last year, but the rest of the class is new and eager to win. New Class 13 for women's stock 356 and 912 was won by Bobbie Nylander, after Gary replaced a cracked cylinder much earlier that morning. Marge Forster is the only novice in the class, but she gave notice that she is going to be quick, as she beat husband Doug this day.

New Faces: Too many to list. Winner Rick Bower in the stock 912 class, beating last year's winner Ted Atlee. Then we see Tim Clark, Rich Bulifant, and Gary Sanders all ahead of Bill Newlin, last year's second place man. John Clever (not a new face), driving a new class for him, won the improved 914-4 honor. John drove the Evan's Limited Edition Special on street tires, beating Gary and class - when are people going to learn to not loan their car to John; he'll beat you every time!

Class 15, stock bore 911, came alive with new people. Some of them started last year, but it is still a beginner class. Like we said last year: Carolyn Paterson and Barbara Berens are at the head of the class. Connie Muzinich and Kay Williams were close enough, however, to keep everyone honest. Going to be another great class.

You wouldn't think we'd see a relatively new face taking home the TTOD honor! Gary Kanawyer, one of the West Coast's hottest off-road racers, but new to autocrossing, did the trick. But the story needs more telling. First, Bob Garretson, in the Garretson Ent. 25 914, takes TTOD with a steaming 31.98. Next up comes Gary in the same car to cut just one itty-bitty one-hundredth off Bob's time with a 31.97. That is all the official stuff, but there is more to the story, for there is another driver in the car who is fun-running. Bruce Anderson buckles up, and gets the green flag and charges the course. At the checker, Bruce gets a 31.96! Unofficial, but very real all the same. So the three top drivers, all in the same car, ran within a shorter time than you can blink.

The Old: Dwight Mitchell, Sonja Blow, Marj Green, Ray Blow, Bob Dave, Linda Mitchell are still winning. Sharon and Ron Trethan still battle it out to see who is the fastest in the Carrera, pushing themselves well up into the top ten.

More Old: It was a great day; more new people getting involved with our club activities; and Dave Walden putting on a super event.

Tom & Marj Green
GOLDEN GATE REGION
Autocross Results
February 1, 1976

TOP TEN

1. Gary Kanawyer 12 31.97
2. Bob Garretson 12 31.98
3. Ron Trehan 11 32.19
4. Sharon Trehan 19 32.31
5. Barbara Rose 20 33.11
6. Bob Zukowski 12 33.16
7. Gary Steele 12 33.49
8. Bob Daves 10 33.77
9. Tom Green 10 33.80
10. Dwight Mitchell 4 33.86

CLASS 1
1. Gary Nylander 35.02
2. Bill Wells 37.40
3. Doug Forster 41.08 (1)
4. Jerry Mueller 41.96

CLASS 2
1. Rick Bower 35.28
2. Ted Atlee 37.07
3. Tim Clark 37.09
4. Rich Bulifant 37.39 (1)
5. Gary Sanders 37.47
6. Bill Newlin 37.60
7. John Breedlove 39.20
8. Darryl Coe 40.30

CLASS 3
1. Dave Walden 37.51
2. Tom Drew 37.75
3. John Touryan 39.00
4. Chuck Jarvie 39.00
5. Lennie Orr 39.17
6. Wayne Stidolph 39.86
7. Craig Peterson 40.02
8. Steve Smith 40.32
9. Paul Trounter 41.27
10. Gary Sprader 41.47

CLASS 4
1. Dwight Mitchell 33.86
2. John Johnson 35.74
3. Rich Bontempi 35.99
4. Rick Thiele 36.81
5. Robert Kilburn 38.78
6. Steve Poncirol 39.39

CLASS 5
1. Jon Milledge 35.81
2. Jerry Woods 38.48
3. Robert Shelden 38.64

CLASS 6
1. Bob Paterson 34.99
2. Terry Zaccoone 35.08
3. Rob Courand 35.76
4. Bob Biddle 35.93
5. Randy Salveson 36.18
6. Troy Powell 36.22
7. Glenn Hills 37.08
8. Bob Stiver 37.33
9. Pete Kemling 37.88
10. R.C. Copeman 37.92

CLASS 7
1. Ray Blow 34.08
2. Ray Mascia 34.51
3. Gary Myers 33.27
4. Stan Frisbie 35.42
5. Ellis Blevins 35.54
6. Len Peterson 36.01
7. Winston Stiu 36.45
8. Alfred Siu 36.71 (1)
9. Ernie Nelms 37.47
10. Gary Sheid 40.04
11. Eugene Parry 41.38

CLASS 8
1. Brian Carleton 34.84
2. Bob Wilcox 35.15
3. Rudy Pretti 35.80 (1)
4. Bruce Sherry 38.14
5. Bob Sherry 38.41

CLASS 9
1. John Clever 34.77
2. Gyu Beyrouati 35.34
3. Gary Evans 35.54
4. Bert Wall 37.82

CLASS 10
1. Bob Daves 33.77
2. Tom Green 33.80
3. Bruce Fong DNF

CLASS 11
1. Ron Trehan 32.19
2. Dennis Grimsman 34.08

CLASS 12
1. Gary Kanawyer 31.97
2. Bob Garretson 31.98
3. Bob Zukowski 33.16
4. Gary Steele 33.49
5. Ken Mack 37.08

CLASS 13
1. Bobbey Nylander 35.90
2. Sueie Atlee 37.94
3. Elaine Wells 39.25
4. Marge Forster 39.80
5. Becky Newlin 40.24

CLASS 14
1. Linda Mitchell 35.55
2. Julie Bontempi 36.15
3. Pat Walden 36.67
4. Terry Rosatelli 37.76
5. Sandi Candin 38.09
6. Ruth Peterson 39.40
7. Jonnie Poncirol 39.59
8. Ginny Drew 42.71

CLASS 15
1. Carolyn Paterson 37.38
2. Barbara Berens 38.06
3. Connie Muzinich 38.30
4. Kay Williams 39.23
5. LaQuita Hills 42.09
6. Donna Sheldon 43.43
7. Heidi Hollstein 43.56

CLASS 16
1. Sonja Blow 34.93
2. Kay Matthews 36.80
3. Sue Mascia 37.92
4. Elaine Parry 38.43
5. Karen Myers 39.43

CLASS 17
1. D'Anne Carleton 36.02
2. Sharon Evans 38.37
3. Peggy Wall 39.25

CLASS 18
1. Marj Green 35.66
2. Sally Daves 35.89

CLASS 19
1. Sharon Trehan 32.31

CLASS 20
1. Barbara Rose 33.11
2. Gloria Zukowski 35.49 (1)

CLASS X
1. Bruce Anderson 31.95
2. Clark Anderson 33.80
3. David Colman 34.60
BREAKER, BREAK LOOKING FOR A CB?

By now most of you have heard of or perhaps own a CB unit. Not only is it fun to talk to other CB’ers, but it can be a great help when an emergency arises. Just switch the selector to channel 9 and break for a REACT monitor. You can go all out and spend $350 on up and get a single side band unit increasing the number of channels to 46. I have a Pace 144 with an Antenna Specialist antenna. Installation isn’t very difficult, much like installing your tape deck. Buying and installing a set would be a nice evening project.

I drive a 914-6 which may present peculiar problems. One of which is engine static. Fortunately, I am not plagued with too much interference, but with the antenna in close proximity to the ignition, I do encounter a very slight whine, the pitch in proportion to the revs.

My antenna is located on the trunk lip in the center adjacent to the engine lid grill. Do not mount the antenna on the grill as it is aluminum and produces a poor ground plane. Even though 14’s and 11’s are very much alike, each installation will produce different transmission and reception results. This occurs even if the same components are used.

You can maximize transmission and reception by ‘matching’ your stainless steel antenna. What you need is an SWR meter which measures the antenna’s state of tune. Ideally, you want to achieve a 1:1 ratio across the entire 23 channels. This procedure requires a little bit of patience. "Matching" is accomplished by hooking up the SWR meter between your CB unit and the antenna cable. Using the set screw on the antenna, moving the whip up or down a 1/16" or more will produce the correct matching ratio. You may even have to cut a very small portion off the bottom of your whip to get the best ratio. Be sure to pick a nice open field or parking lot, away from buildings and metal fences before you attempt to match your antenna as this will alter readings. When adjusting antenna heights, mark it beforehand with one of those all purpose markers, that way you can judge how much you’ve moved the whip. By the way, matching can be done only on S/S antennas, supposedly, fiberglass an-
tennas are prematched. You can also purchase automatic matchers which produce pretty much a 1:1 ratio, but this accessory consumes wattage and will decrease transmission and reception. The only maintenance I perform on the set-up is check the cables and connectors for damage and keep the antenna clean with steel wool.

When shopping for a CB and antenna, check around, bargains are to be found, even at the "chicken shack." Prices of brands vary from dealer to dealer.

If you’re traveling through San Francisco or Daly City, break for the "Blue Dragon" on channel 17 or 20. Well, I don’t want to tie up the channel, good numbers to you, this is KZS 5637, we’re out.

Bruce Fong

Achtung! GGR CBers
As the Blue Dragon’s article indicates, a number of Golden Gaters have purchased CB units and are flooding the airways with Porsche-talk.

Ralph Sahagan and I would like to coordinate all GGR CB’ers, so here’s what we propose: Send us your name, your handle, your call letters, area you normally broadcast in, and your favorite broadcast channel, along with a stamped, self-addressed envelope and we’ll send you a list of all the names, handles, etc.

We would also like to assign breaker identities PCA 1, PCA 2, etc., so we can all find each other on the airways.

Good broadcasting and good listening.

Al Berens
"Blue Streaker"
803 Corvis Lane
Foster City, Ca. 94404
574-4189

Mini Tech Tip:
When purchasing a fire extinguisher for your car, be sure to stick to well known brands (America La France) and look for metal nozzle/trigger assembly. The usual plastic type does not hold air, upon recharge, for a very great duration of time.

Bruce Fong
PATTON'S PLACE

RENT $200
With 1 Fox  $400
With 2 Foxes $600
With 3 Foxes $800
With 4 Foxes $1000
With 1 Lv TROUBLE
Mortgage Value $0
Foxes cost plenty
LWs even more.

DER FUHRER LAUNCHES ATTACK ON POLAND

This year's rally series looks like a gas. Emphasis on enthusiasm and low key. About time. Get out early or you'll miss the first check point.

At January's dinner meeting Ray Doakes (Blow) brought new member Mike Fright but didn't have a chance to introduce him. Maybe next month. Sue Brooking wore her pajamas "just in case anything came up". What could possibly come up? I sat next to Larry and Char Jacobsen who said absolutely nothing worth repeating. (They clammed up.) I did, however, find out that they are amateur child psychologists. Suggest immediate appointments for Dwight Mitchell, John Clever, and Lenny Peterson. Tooth Fairy Rob Meli donated a filling as a door prize. The winner was worthy of having more than her tooth filled. I volunteer to hold the drill. Tony Maslowski presented Dwight and Linda Mitchell with an "appreciation" plaque. Dwight cried. Stan Frisbie, referring to this column, wanted to know who "afore-mentioned" is and why they appear so often. Will the aforementioned Stan Frisbie please take note of the fact that the aforementioned "afore-mentioned" is my favorite word. Hank Malter's "Uncle Charlie" sure belongs to a "Mickey Mouse outfit".

I don't know who the hell Evil Maslowski is, but she showed up at my table with 70 pounds of Don Rickles material. Claimed her family background was so low that she thought she was marrying "up in class" when she married "The Pollack". Says that San Joaquin Region is the "culture region". "Agriculture". Tells that Tony has been President of SJR for two years in a row because he is the only one in the region stupid enough to take the job. Indicates she promised Tony she wouldn't drink at dinner meetings anymore if he were elected President. She must have been referring to a third term. Evil says that Tony was recently arrested for vagrancy. For 3 hours he sat in his car outside the local house of ill repute. Waiting for the light to change. Another star is born.

Only Dwight Mitchell has the nerve to tell a Polish joke while flanked by Zułkowski and Maslowski.

Bill Patton wants you all to know that there is no way Felix Mancinez could have finished ahead of him in Autocross Class 6. Also, how could someone named Karen Breedlove finish 15th in any class?

I don't know who this Len Peterson Secretary is, but his "Mini Minutes" is an outrage. How can we allow a responsible position breakdown into a degenerate, slanderous attack on general membership of this organization. Let's get back to reality and fair play and quit calling each other names. You jerk!

Taking Sam Linville's lead, I am advertising for a "Pit Crew". Lots of overtime, no pay, on the ground floor, sincere, dependable. Position offers benefits and pleasure galore. Free entry, food and beer. Toothbrush supplied. All interested "Pit Crew" persons call for an appointment.

Oh Brother! Our first lady "Goodie Bag" manager has renamed it "Goodie Box"?

Der Fuhrer

Der Goodie Box (Barb Berens)
Porsche Paraphernalia for the Discerning Porsche Buyer!
3rd Annual Coors Classic Bowling

WHAT: GGR's annual low-keyed, high-spirited, Pro-Am "ball rolling 'n' pin banging" competition.

WHEN: Sunday, March 7th, from 2 p.m. 'til we're all winners.

WHERE: The brand new Brunswick Bowl in Cupertino. Take Hwy 101 to Hwy 85, take 85 south 4 miles to Homestead Rd. exit & turn left, go 1 mile (3rd signal) & turn right on Stelling. Brunswick is on left at corner. OR - from Hwy 280 take Saratoga-Sunnyvale Rd. exit & turn left, go 1/4 mile (1st signal) & turn left on Homestead Rd. & go to 1st signal (1/4 mile) & turn left on Stelling Rd. Alley is on left.

WHY: To Suck Suds, roll a few, (3 lines), drink beer, eat some pizza, consume some "Colorado Coolade" discuss past scores and other B.S. and tip some tall cool ones.

WHO: You ALL come! Especially first timers and non-bowlers. Bring a friend, spouse, kid, or any other pet you're willing to be responsible for.

HOW: Get on the horn and call Len Peterson (378-8539) OR Al Brooking (269-1914) and let them know you want to, so they can get Brunswick to reserve a spot for you. Try to get your reservation made by Friday, March 5th.

Come one, come all, even if bowling's not right up your alley, the beer, pizza, and other festivities will be. Lots of Coors memorabilia, furnished by our local distributor for your treasure collection. Everything's at good deal, groupie discount prices, and everyone's a winner! If you come, you'll be one too!

LOMA PRIETA REGION
"The Good Timers"
Present the First, Finest, and most Exciting Auto-X for 1976

THE BAY MEADOWS SPECIAL

TIME: Saturday, March 13th
Run Groups:
Stock 4 cylinder, men & women 9 am - 11:30 am
PREGRID CLOSES 9:15 am
Stock 6 cylinder, men & women 11:30 am - 2 pm
Improved & modified, men & women 2 pm - 4:30 pm

PLACE: Bay Meadows / San Mateo County Fairgrounds
Take Highway 280 or 101 north or south to hwy 92, leave 92 at the Delaware Street exit, south on Delaware to Gate H at the Fairgrounds. Watch for the LPR sign.

CLOSED EXHAUST DUE TO NEARBY HOUSING ! ! !

TOMMY TURBO'S TOUR

In March there are two tours. The weekend of 20/21 is the Yosemite Tour, but the week before, on Sunday, March 14, is the tour of tours, Tommy Turbo's Tidy Tour. This is another in the Golden Gate Region's beginning rally series designed to show you some basic rally knowledge and at the same give you a fantastic GGR party. Normally, rally instructions might fool you, but because they will be fully explained, even giving you all street names, you will not get lost. You will find out when a tee intersection is not a tee intersection, why turning left may be the same as going straight, what an "opp" is and is not, and other rally terms. This rally/tour will
again end at a member's home where we can revel, cavort, and make general merriment. Unfortunately, the price has gone to $6.00 per car (which is approximately $3.00 per person) because we lost money at the $5.00 price.

The Basic Facts are:
NAME: TOMMY TURBO'S TIDY TOUR

DATE: SUNDAY, MARCH 14, 1976 at 12:30 p.m.

PLACE: FABER PLACE, PALO ALTO
(next to Carlson VW)

DIRECTIONS:
Take 101 to Palo Alto and take the Embarcadero road exit, continue toward Embarcadero Road East and to Carlson VW. Faber Place is the street on the east side of Carlson's

MORE INFO: Call John Lee (Rally Chairman)
415-665-0083

OR

Susie Atlee (Activities Director)
408-257-1593

OR see me at your local Porsche Dealer.

REMEMBER: TOMMY TURBO'S TIDY TOUR;
TRY IT. YOU'LL LIKE IT ! ! !

Tommy Turbo, Rally/Tourmaster

---

DINNER MEETING

Dinner Beneath the Trees

Yes, that is where the March dinner meeting will be. Again, as in years past, the Annual Yosemite Tour will include our monthly dinner meeting. There will be a fun-packed evening in store for you. See Gary Evans' article on the Tour for more details.

Our April dinner meeting will be a Potluck dinner on April 10, at the apartment complex of Bill and Debbie Fay. See the April Nugget for details.

---

PORSCHE
Pat Walden
Vice President

GRAND PRIX WEST

Join the F-1 action in Long Beach as the Grand Prix West gets underway March 27 & 28.

Orange Coast Region will be having a dinner March 27 to which GGR members are invited. The price is $8.00.

For details contact:
George V. Mc Clelland
President - OCR
11301 Euclid Avenue #18
Garden Grove, Ca
or call (eve's.) 714-534-9643

---

YOSEMITE TOUR

A last minute reminder - Don't miss the 10th annual Yosemite tour - two days of super Porsche fun !!!

Registration Deadline - March 5th (Firm)
Call Gary or Sharon Evans 408-225-2855
Coming Attractions

MARCH

5  Board Meeting - Sue Atlee - 7:30 p.m. *
6  GGR Auto - X #2 - Bob Paterson - SMFG
7  Coors Classic #3 - Brookings & Petersens
13  Zone 7 Auto - X #1 - LPR - SMFG
14  Rallye - Tommy Turbo
20/21 Yosemite Tour - Gary Evans
27/28 Long Beach Grand Prix
29  Pit Crew - Marge Forster - 7:45 p.m.*

APRIL

2  Board Meeting - Pat Walden - 7:30 p.m. *
3  Tech Session - Solo I - Sharon Neidel
   Hare & Hound Rallye - Karl Keller
10  Dinner Meeting - Pat Walden
11  Zone 7 Auto - X #2 - Yosemite Region
17  GGR Auto - X #3 - Steve Ponceiri &
   Bill Newlin - Pleasanton
24/25 CRAB - Sacramento Valley Region

MAY

1/2  Camel GT - Laguna Seca

* Meetings open to the general membership. Please notify the designated host if you plan to attend.

GOLDEN GATE REGION/ PORSCHE CLUB OF AMERICA

President
RAY BLOW  1021 Rubis Drive  Sunnyvale  94087  738-1494
Vice President
PAT WALDEN  1025 Capuchino Ave.  Burlingame  94010  348-0304
Secretary
LEN PETERSON  127 Old Adobe Road  Los Gatos  95030  378-8539
Treasurer
BILL PATTON  2101 Shoreline Drive #425  Alameda  94501  265-7063
Activities
SUE ATLEE  1309 Aster Lane  San Jose  95129  257-1593
Technical
SHARON NEIDEL  5880 Lean Avenue  San Jose  95123  225-8103
Membership
LINDA MITCHELL  12769 Rodoni Court  Saratoga  95070  255-6640

The NUGGET
Published Monthly by Golden Gate Region PCA

Editor
AL BERENS  803 Corvus Lane  Foster City  94404  574-4189
PAUL & CAROLE SCOTT  Mailing & Posting

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