Wha's Happen'n?

Several times during the past few months I have been involved in conversations concerning the financial position of Golden Gate Region and the attitudes that control our finances. I feel it is appropriate to explain this subject to the Region, in the hope that the erroneous information that is being passed around will be eliminated.

The Board of Directors operates within the parameters of the Regional by-laws and a document called, "Statement of Policy." The Statement of Policy is passed from Board to Board and thus creates an operational continuity.

The major area of financial concern is our various activities and events. The Statement of Policy currently states that all events must "break even." In the case of a series of events with year-end trophies, each individual event must proportionally cover the cost of the year-end awards. Assuming all events "break even" (sometimes they don't), the remaining concerns are the ongoing operating expenses of the region and sufficient income to cover these costs. A brief breakdown of the expenses is shown below:

**EXPENSES**

<table>
<thead>
<tr>
<th>Expense</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nugget production and mailing</td>
<td>$3500.00</td>
</tr>
<tr>
<td>Family picnic</td>
<td>300.00</td>
</tr>
<tr>
<td>Membership directory and mailing</td>
<td>1500.00</td>
</tr>
<tr>
<td>Board expenses (stationery, year end awards, postage, phone calls)</td>
<td>800.00</td>
</tr>
<tr>
<td>Christmas party</td>
<td>450.00</td>
</tr>
<tr>
<td>New member meetings</td>
<td>350.00</td>
</tr>
<tr>
<td>Equipment replacement</td>
<td>250.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$7150.00</strong></td>
</tr>
</tbody>
</table>

**INCOME**

<table>
<thead>
<tr>
<th>Income</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dues rebate from National</td>
<td>$3750.00</td>
</tr>
<tr>
<td>Advertisers in Membership Directory</td>
<td>3200.00</td>
</tr>
<tr>
<td>Interest from savings account</td>
<td>350.00</td>
</tr>
<tr>
<td>Goodie Bag</td>
<td>600.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$7900.00</strong></td>
</tr>
</tbody>
</table>

We currently have $3,000 in our savings account, which is referred to as emergency money. For example, this money would be used if we needed legal counsel, or for large advance deposits if we were to host a "Weekender" or similar event.

We also have around $3,000 in our checking account. This is our operational money. For example, we must pay for the dinner meetings the night they occur, which is in advance of the income deposit from the event. Driver's schools (Sears Point, Laguna Seca) require sizeable "up front" money for track deposit and advanced advertising. This money comes from the operational funds.

Based on our projections, the 1977 Board plans to end the year with the $3,000 in the savings account and around $3,800 in the checking account, provided there are no significant surprises. We are considering the purchase of a new autocross equipment trailer. If we purchase the trailer, the aforementioned dollars in the checking account will be reduced considerably.

I sincerely hope this brief explanation will clarify some of the misconceptions regarding the region's financial status. If anyone wants to discuss this issue privately, or at a Board meeting, please contact me.

Gary Evans
President

Hey! Are you still out there?

You will get out of this region more than you put into it, no matter how little or much you put into it. But if you put nothing into it, you get nothing. There's a kind of justice in that, but it's really too bad that there is a sizeable group of you out there that gets nothing more than your monthly Nugget; this organization has more than that to offer you.

Both you and the collective "we" are the losers as a result of your inactive membership. You have a Porsche, and your interest in it is great enough to make you want to join PCA. That makes you our kind of people. And it makes you a potential asset to this region. With that kind of interest, we know that you are occasionally tempted by some of the excellent driving events, tech sessions, or gathering of Porsche-people you see in your Nugget. And there's more to this region than just Porsche-related events. This is not a "car club" in the usual sense of the phrase, it's a "people club."

We're convinced that we'd like to get to know you; we constantly lay the opportunity to meet us before you. Reciprocate. Show up and give us the opportunity to meet you. We're almost certain to like each other. Of course there's the discomfort of getting to know new people; but that doesn't last long, we already know what we have in common.

Besides, this year's Board is a hard-nosed lot. Because it is the editors' responsibility to promote events, they are holding us directly responsible for attendance at events. We narrowly escaped a censure vote at the last Board meeting. Please help us. Show up at an event this month.

Editors

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Mini Minutes

The March Board Meeting was held in my home. All Board Members, Nugget Editors, six guests, and Bill Patton were present.

Ton Trehan cares, so we will have a semi-official representative to the NCSCC. When Gary Evans contacted the NCSCC to let them know that we wouldn't be putting on Gegen die Uhr this year they said, "no problem," they didn't have us scheduled for an event.

GGR's Solo event at Sears Point in May appears to be progressing nicely. Alan Brooking presented the financial picture to the Board in Gary Nylander's absence. Gary and Bobbie were on their way to Sebring to run the 12-hour race in their 911.

Bill Patton got out of his sick bed to present his questionnaire to the Board. The questionnaire, called "Patton's Foil," is designed to determine what changes could be made to improve the region and to stimulate a larger percentage of the membership to participate in the club's events and organization.

The question of liability has come up again as a result of another car going through the fence at Pleasanton. PCA National had a $100 deductible policy covering public liability and property damage. The question is, who is responsible for the rest since most of our personal policies exclude coverage at competition events? We are contacting Bob Cornell, PCA National's legal advisor, for a reading on these liabilities and we hope to have an article for the Nugget explaining who is responsible for what in the near future.

There has been an event added to the calendar - a day of jogging and volleyball put on by Dave Walden and Sharon Evans, the club's physical fitness nuts. Due to the water shortage in Northern California, Knobby Knight will have to be called something else - a night at San Jose Speedway? As always, Porsche owners and guests are welcome at all of our events; they may have to join to get our trophies, but they can come play with us for the price of admission.

John Clever has come up with a crystal ball look at the club's cash flow picture for 1977 and actually projects a profit. With $9.50 dinner meetings and $8.00 rallies we had better show a profit. Actually, if all events at least carry their own weight we may be able to reduce the price of some of the events that have been generating excess profit. See, the autocrossers actually do support the club! John is still after the one Roster advertiser who has not paid his bill. John is working on taking the deadbeat to court for our $55.00.

Respectfully submitted,
Bruce Anderson, Secretary

APRIL

Dinner Meeting

The April Dinner Meeting will be at the San Jose Hyatt House. In addition to a superb dinner there will be dancing. Bob and Carolyn Paterson have agreed to teach the entire region the "Hustle." The bar will be open until MIDNIGHT. Come, help us roll up the Hyatt House rug and make a night of it! We call it a dinner meeting, but it's really going to be a party.

Get your reservations in early, we are limited to 120 people at the Hyatt House. The way dinner meetings have been going this year, those 120 available places will go quickly. The absolute deadline is April 19th, call or postmark your letter by that date.

The dinner is $9.50 per person, which includes tax and gratuity. For that, you not only get dinner, but a full evening of splendid entertainment. Make your check payable to PCA-GGR, write your entree selection on the check, and send it to Chuck Tracy.

* SALAD BRASIL
* Entree choice of BROILED FILET OF COLUMBIA RIVER SALMON served with LEMON BUTTER, or a generous slice of ROAST CROSS RIB OF BEEF served with a delicate MUSHROOM SAUCE
* POTATOES ANNA
* BROCCOLI POLONIASE
* APRICOT CHIFFON CHEESE CAKE
* COFFEE or TEA

San Jose Hyatt House, 1740 N. First Street,
PLACE: (take the First Street exit off Highway 101.
Enter through the main lobby - no cars please.)

WHEN: Saturday, April 23, Cocktails 6:30 PM, Dinner 8:00 PM

CALL: Chuck Tracy, 1165 Berkshire Dr., San Jose
CA 95125 267-3460
Volleyball & Jogging

Get rid of the winter blues and the reminder of your hibernation fats. Come join the Porsche group in a day of invigorating exercise.

The morning will start with a jog through the 2-1/2 mile Par Course which includes 18 exercises along the way. Bring your whole wheat and bran muffins and your carrot juice, or whatever it is you eat for lunch, and we will exercise through exercise and purge our little bodies of the bilious humors accumulated throughout the winter.

PLACE: DeAnza College Athletic Field

WHEN: Sunday, April 3. Jogging at 10:30 A.M., volleyball at 12:00 noon.

CALL: Sharon Evans (days) 255-2855
      Dave Walden (evenings) 255-9431

10 Years ago this month:

John Clever's Rally School was a great success. The Nugget promotion for the school stated that John had been rallying for 10 years. In 1967, yet!

Paul Scott had his clapped out red Speedster for sale. Wonder if he found some turkey to buy it or if he just covered it over and held it together with silver paint? We'll investigate this in future issues.

20 Years ago this month:

Rumors flying about the factory were confirmed: 1957 would be the last production year for the Speedster. Marketing surveys indicated that Californians, the marketing target of the Speedster, were becoming soft and demanded a sportscar with amenities. A ladies convertible (Convertible Damen) was slated to replace the Speedster. Competitions Engineer Karl Metzler and Assembly Line Foreman Fritz Kuester packed their belongings and prepared to leave 42 Porschestrasse for ever. Many engineers and craftsmen prepared to leave with them. The crises was averted when Dr. Ing. H. C. F. gave his personal promise the Speedster would be produced one more year. Thus, there are 1958 Speedsters and the sissies had to wait for the Convertible D. Bless you Karl and Fritz.

Incidentally, this is the only line in this issue that you can be sure is straight.

Pinnacles Tour

The morning fog chilled the air as Thirty Porsches and one black VW awaited the signal to depart upon the 1977 Pinnacles Tour.

The sixty people who attended did not suspect what lay ahead; they were at the mercy (so to speak) of tour chairpersons Lorin Guy and Kathy Magee.

All went according to plan until the parade reached the gates of Pinnacles. It seems that, by some strange coincidence, Washington's Birthday was scheduled on the same weekend; hence the park was full and by no stretch of the imagination could we fit in thirty Porsches and one black VW.

Thirty-one U-turns later we were winging our way to sunny San Juan Bautista with Joe Reitmeir's new Turbo Carrera in the lead. San Juan offered us a grassy picnic spot, a high school rodeo, and wine tasting (ask Ray Blow about the crystal). All things considered, we feel the tour was a success.

Kathryn and I would like to thank those who attended, and a real big thanks to the Neidels for all their help. We hope nobody was too disappointed, but on what other tour could you travel such Porsche roads? Twice?

Lorin Guy

Cover Checkpoint workers at the "Windy Road" rally that was run in March. Not one car came by.

Photo by Joe Padermderm.

Credits Pinnacles and Rally photos by Alan Brook- ing. Reno Train Tour photo by Bruce Anderson.
Zone 7 Auto-X

Our good friends of the Redwood Region are going to put on the April Zone 7 Autocross. They term it the usual Redwood unsurpassed event. And they have an added attraction: Johns for all.

The event is open to all PCA members and guests (membership cards will be checked). SCCA-approved helmets allowed, no loaners. Closed exhaust required. All cars must be through tech and on grid before grid closing time, only run group A may tech before 9:15 A.M. Entry fee, $4.00.

RUN GROUPS GRID OPEN GRID CLOSED
A Improved/Modified 9:00 A.M 9:15 A.M
B Stock 4-Cylinder 11:00 A.M 12:00 Noon
C Stock 6-Cylinder 1:00 P.M 2:00 P.M

Place: Solano Community College, rear parking lot, Suisun Valley Road, Fairfield. Take I-80 to 1 mile west of Fairfield and take Suisun Valley exit, proceed north 1 mile on Suisun Valley Road to College.

When: Sunday, April 24

Call: Emmett Wilder, (415) 472-1653 (For information only, reservations not required)

Time Trials

If you were there last year, you're sure you will be there again this year. If you missed the fun last year, don't this year. The time trials will be at Sears Point May 28th and 29th, mark it down on your calendar. See your May Nugget for details; or, for more information, call one of the event chairman.

Also, we need volunteers to take charge of various areas of the event.

PLACE: Sears Point International Raceway
WHEN: May 28th and 29th
CALL: Gary Nylander, 851-0568
Dave Bottom, 733-4019

LAGUNA SECA PORSCHE PARK FOR MAY 1 IMSA RACES
Our good friends of the Monterey Bay Region will sponsor another Porsche Park for the May 1 IMSA Races at Laguna Seca. There will be fenced and guarded parking for your Porsche, and a parade lap on Sunday. When it is established, send the advance ticket price along with $1.00 to cover costs and a self-addressed and stamped envelop to: Laguna Seca Porsche Park, 75 Highgate Road, Santa Cruz, CA 95066.
Reno Train Tour

Twenty-five happy Porsche Club members partied their way to Reno and back on the Reno Fun Train March 4 through 6. The 7-hour trip featured a buffet coordinated by Susie Atlee, and entertainment included a club car, a dance car, and lessons in slaying upright on a swaying train. We understand Tony Reid danced all the way to Reno.

Coffee, tea, or milk?

Once in Reno, Stephanie Homes promptly disappeared in a row of slot machines, even passing up a super dinner at the Riverfront in favor of exercising her right arm. Her diligence paid off with a large jackpot on Saturday; Stephanie was last seen dragging a bag of nickels and looking for liniment. Speaking of nickels, ask Lois Ballentine how she managed to take a sip from a cup full of nickels. Troy Powell passed up dinner Saturday night too... he took a nap and slept through the whole evening. Perhaps Steve Kirby should have slept through it too, he holds the current club record for winning and losing the most in one evening. Bob Zulkowski and Ted Atlee somehow managed to use up every drink ticket in their coupon books and still survive the weekend. Of course, that doesn't count the coupon they tried to leave for a tip at dinner Saturday night; the waiter was not amused. Ted also managed to alienate the porter with his version of "Pardon me Boy, is this the GGR choo-choo?"... or something like that.

Many members visited Harrah's museum and were highly impressed with his extensive collection, in spite of the fact he hasn't a single Porsche in the collection.

Saturday night's excitement included a super Mini Burlesque show at Harold's. Johnny Humphreys was spotted clutching the edge of the stage, mumbling something about 'those talented dancers.' Meanwhile, Bill Patton and Sylvia were busy knocking them dead at the crap table, and Lynn Tracy was busy acquiring shrapnel wounds from Chuck until Ted explained that in Reno relief is spelled, "Twenty-One."

The trip back Sunday afternoon found a considerably quieter group, but they perked up a little when Kay Matthews started dealing blackjack. Al Brookings busily photographed everyone who fell asleep. Watch out for blackmail later. Several members were seen making book on how many cars would still be intact at the Oakland Railroad Station; fortunately, we all won that bet!

Our thanks to the Atlees for organizing a super trip!

Rosemary Humphreys

Tech Tip

An often overlooked maintenance item on 914's, 911's, and 912's is overhauling the rear axle constant velocity joints (CV's) every 30,000 miles. If the CV's are in good shape, just repack them with MoS2 lubricant (molybdenum disulfide - known as "moly grease") and reassemble the axles, retorquing the CV bolts tight. If you're not sure about analyzing the condition of the CV once you've disassembled it, check with your local Porsche garage. If the CV race is good but the balls are pitted, you can buy American stainless steel balls from a local bearing house. If the whole CV joint is bad, a new one can be purchased from a Porsche parts store without having to buy the whole axle. While you're overhauling the CV's, check the axle boots to ensure that there are no holes in them.

CV's make a clunking noise when they start to go bad. You can verify that the noise is coming from the CV's by determining whether you can still hear it with the clutch depressed, or with the car in neutral, and rolling down the road. The noise will match your road speed, not your engine RPM's. When CV's break they tend to do quite a bit of damage, allowing the axle to flail about and perhaps destroy the starter motor and transmission case. Taking the time to do the maintenance work is by far the cheaper alternative.

Marj Green
General Mgr.
Garretson Enterprises
April brings not one, not two, but three tech sessions, all of them relating to tune-ups. We are attacking the subject a little differently this year. Before the hands-on session that will be conducted on a Saturday, there will be two theory sessions that will be conducted on weekday evenings. We are privileged to have Jim Wellington, of Rennsport Werke, to conduct the theory sessions; one session on carburetion and one on ignition. Now we will learn what really happens when we adjust our carburetors or tweak our ignition timing.

Armed with all that background information, you will be prepared for the Saturday hands-on session. Rick Bowers will conduct the session for 356's and 912's, Rich Bontempi will conduct the session for 914-4's, and Ray Mascia will conduct the session for early 911's (pre-CIS). Don't miss any of the sessions, it is a carefully planned and well-rounded program intended to make you a well-rounded tune-up expert. There's plenty of room, so bring a Porsche friend.

**THEORY SESSIONS**

Monta Vista High School, Cupertino. From Hwy 280, take Saratoga-Sunnyvale Rd. exit. Go south on Saratoga-Sunnyvale to Stevens Creek Road. Go west on Stevens Creek to Stelling. Go South on Stelling to McClellan. Go west to 21840 McClellan, about a mile from Stelling, to Monta Vista High.

**PLACE:**

**WHEN:**

Tuesday, April 12, 7:30 P.M., Carburetion Session. Thursday, April 14, 7:30 P.M., Ignition Session.

**CALL:**

Ted Atlee, 257-1593 (Only if you have a question, reservations not required for theory sessions).

**HANDS-ON SESSION**

Call the individual instructor for a reservation and he will give you the time and the location of the session.

**PLACE:**

**WHEN:** Saturday, April 23

**CALL:**

356/912 Rick Bowers, 854-2430
914-4 Rich Bontempi, 369-1364
911 Ray Mascia, 941-5698

*These campers sure take the fun out of country roads!*
The Reno Fun Tour had all the earmarks of the hysteria present in the movie, "Cassandra Crossing." Things got off to a rolling start when the conductor asked for tickets. Chuck Tracy promptly tore the cover off his ticket book and handed it to the conductor. Oops, try again. We had no idea Lynn Tracy was crazy, though we thought Stephanie Home might be. Seems both are. They joined up with the train's band as tambourine players and disappeared for hours marching up and down the train entertaining (?) the passengers. Stephanie disappeared several other times over the weekend but was always found with bulging pockets near a 5¢ slot machine. Ask her how she avoided a brush with the IRS by 11-1/2¢. She even missed dinner at Reno's finest restaurant because she found a "hot" one that wasn't hot. Or was that a smoke screen? (Tony Reid was missing too.) Stephanie now resembles a cigar store Indian saluting. This from 18 hours of handle pulling. Bruce Anderson (in Stephanie's absence) tried all weekend to get a photograph of Ted Atlee with one arm extended over his head gorilla style. Just missed several times.

BSH Humphreys was the first to fall down (good side up in my lap, yum) and also broke the record for 1) most drinks spilled, 2) most drinks spilled in someone's shoes, 3) most apologies for drinks spilled, 4) most failures to apologize for drinks spilled, and 5) most dirty looks received.

Kay Williams threw some doubt on Troy Powell's sexual preferences (or prowess) when she said, for all to hear, "I'm trying to get him to go straight."

Sylvia Fuhrer had played nine consecutive hands of hearts without taking so much as a single point. Bob Zulkowski then decided she needed help and began counseling her. She promptly got zapped. Confirmation of Bob's heritage. Sylvia, who had never played craps, was uncanny. Drew crowds to the tables by throwing hard six, hard eight, eleven, seven. Unreal.

Jim Giffin spent the entire weekend spilling things on the front of his pants, then recruited attractive young ladies to assist him in wiping them off. Giffin also nearly threw away a full bottle of wine. He'd been trying to pour it with the cork still in and thought it was empty. He and BSH can really do some obscene things with a wine bottle as a prop. Jim finally got around to sending a self-addressed envelope. Ask him what he got in return.

Someone stole my notes for this column and added the following, "getting the wrinkles out of the bumper sticker." Sounds interesting.

Captain Canada had everybody (especially me) fooled. Seems his real name is Andy Greenlay but he entered Zone 7 autocrosses in both names, accumulated enough points to trophy but had them split in two names. Captain Canada finished 17th and Andy Greenlay 19th.

Your editors have forbidden me to talk about —— in this column. Therefore, in the future —— will be coded by colors. Blue will mean a four letter word beginning with B and ending with W. Red will be a five letter word, and so on. The Blows will understand this one: Yellow will be a four letter word beginning with B and ending with W.

Message to Terry Zaccone (the unfortunate recipient of Glenn Hills' badgering): Send us a cashier's check and we promise....

Bob Kilburn, our resident watch dealer, has a "very, very grello 914, which I hope will beat Dwight in this year's autocross series." Bob can't remember his date's last name, so don't ask for an introduction. Definition of an alcoholic: Someone who sucks the spilled wine out of the napkin. Right Len? Glenn Hills, our resident taster, tasted (read this, devoured) over 100 green alcoholic desserts at the Zone 7 autocross banquet.

Miscellaneous remarks re March Nugget. Read page 2, "Slow down." Message to Bruce Anderson - don't start fending with me. You'll lose. Also, I have no action shots of the Garretson car, but would you take one of Peggy Corbett? Don't forget the 9th Annual "Event of the Year" is only a few months away. Who the devil is Joe Pachynderm and why is he putting flame jobs on random selected vehicles? Billy Timely's ad is. After perusing the Mart the last few months, it has become obvious that Rich Bontempi is running "midnight auto supply" or has been spending a lot of time in Ron Ferreira's garage. Obituary: Too late, Byron Hight froze to death. Will Klaus Braunschweiger please shove it.

Final note: Last year's treasurer (who will be protected by remaining nameless) was so inept that the 1977 treasury ends up with $300.00 more than....(I can't tell the rest.)

der Fuhrer
Der Hitzeluft reports that at least one of the 944 test cars had a novel pedal arrangement. There were only the conventional clutch pedal and a combination brake/accelerator pedal on the floor. The driver's right heel fits into a smooth trough with the foot against a rather long-stroke, plunger-like pedal with a cup for the toe of the shoe. Depressing the pedal activates the brakes and lifting it activates the accelerator, with a smooth transition between modes. It is lightly double-spring-loaded to return to idle. Blipping the engine for downshifting is accomplished by quickly lifting the pedal. Observers said that the car equipped with the combination pedal made a much smoother acceleration-to-braking-to-acceleration transition going through the esses at Weissach.

The 8-cylinder engine is said to be a derivative of the 911 engine rather than the small-bore, opposed 8-cylinder engine built by Porsche in the sixties. The displacement is not known. Some observers insisted that one of the test cars had a 12-cylinder engine, judging from the crisp sounds it made going through the gears.

The most surprising revelation in the article was the indication the 944 will not only be homologated, but will also be available in some form for the street. Since the induction system is the same as the current Turbo, it is reasonable to expect the 944 to get EPA approval and be seen on US highways. You're sure to recognize it, because instead of the traditional Arabic numerals, the model designation is written across the deck lid, "neun-hundertundvierzigvier," in six-inch-high, lower-case, Germanic script.
Rally Rap

As you probably know, turnouts for rallies this year are having a good time. April showers, and this don't pout! May will bring us Rally Rap I.

The Rally Committee has scheduled an evening for a rally rap session. It's your chance to ask the questions you've been afraid to ask, tell war stories of past rallies, prepare for the rally in June, discuss Parade-type rallies, or just meet new friends. The session will be at the Neidels, 7:30 P.M., May 24. Set the date aside and look for further details in your May Nugget.

Bob Curran
Rally Committee Chairman

New Members

Gino Musolino
Lynn Jorgensen
1645 Alma
Palo Alto, 94301
328-5247  1969 911E
Tech

Marta Newcomb
1544 Easington Way
San Jose, 95126
295-6666  1972 914
RN

Tower C. Snow Jr.
5906 Bruns Ct.
Oakland, 94611
392-1122  1974 911S
Attorney

Nicholas Ward (Anne)
440 Adobe Pl.
Palo Alto, 94306
493-2491  1974 911
Controller

John Wilson
38850 Farwell #4K
Fremont, 94536
796-5206  1974 Carrera
CHP

Richard Martinez
Peggy Komara
890 Burbank Dr. #8
Santa Clara, 95051
248-0545  1972 914
Quality Inspector

Joseph Altieri, Jr.
525 No. El Camino Real #301
San Mateo, 94402
344-7464  1968 912
Retired

Clay Buckley (Gloria)
1964 Deodara Dr.
Los Altos, 94022
967-8072  1971 911T
Civil Engineer

Frank Focha
190 No. 26th St.
San Jose, 95116
292-8778  1959 356A
Student

Andre Green
3005 Senter Rd.
San Jose, 95111
578-4808  1973 914
Salesman

We've Moved

Don Arnold, 244 Belgian Dr., Danville, 94526

Colleen Booth, 547 56 6949, Box R, APO New York, 09757

Dan Christensen Jr., 3650 Buckley Ave. #122, Santa Clara, 95051 249-8610

Allan Dodge, 980 Leighton Way, Sunnyvale, 94087

Ed Ellefsen, 3746 Park Blvd. Way, Oakland, 94610

James Garrison, 6610 Cutting Blvd., El Cerrito, 94530

George Harrison, 4525 Loch Ln., San Leandro, 94578

Dr. Richard Henning, 10925 Northview Sq., Cupertino, 95014

Cliff Jarrard, 163 17th Ave., #4, San Francisco, 94121

Paul Lugo, phone change, 851-7216

Steve Poncirolli, 403 Dayton Ave., Santa Clara, 95051, 244-3083

Tony Reid, 192 Bernardo, Sunnyvale, 94086

Gary Shweid, 6 Corte Camellia, Millbrae, 94030

John Wilson, 38850 Farwell #4K, Fremont, 94536, 796-5236

Diane Wilson, 9673 Tareyton Ave., San Ramon, 94583, 828-0912

Sandra Bove, 10380 Lockwood #A, Cupertino, 95014
The Mart

The Mart is available to PCA members only. Sorry, we cannot accept ads from businesses. Mail (do not phone) your ad to the Nugget Editor.

FOR SALE

1959 Cabriolet. A charter member of GGR is selling the totally original and well-cared for Porsche that he brought back from the factory in 1959. His extensive collection of Christophorus, Nuggets, and Panoramas will go with the car. Call the Neidels, 225-8103, for further information.

1975 metallic green 914 2.0. Lowered and aligned for autocrossing. Bilsteins and stiff springs, 22,000 miles, three-point belts, AM/FM stereo radio. 924 on the way. Rare 1973 Corona Wagon, AM/FM, air, mags, radials, 4 spd. Great autocross car (hauls tires), 36,000 miles, Al Berens, 574-4189

1972 914-4 Autocross/E Production race car. Built from new car. Has less than one hour on new engine. Excellent condition, perfectly balanced, sharp appearance. This well-known "four-banger" has been continuously competitive since winning third overall at the 1972 Parade autocross competition. Proof of this car is in its performance record (log available upon request). This car may not have all the popular trick items but it runs with cars that do. Complete package, $7,000 or trade. For details write or call: The Guthrie's, Bob and Gloria (SVR-PCA), 414 Safflower Place, West Sacramento, CA 95691. (916) 371-0501 evenings or weekends.

1976 911S, India red with blackout trim, electric sunroof, air conditioning, Becker stereo, 8-track stereo tape deck with 4 speakers, leather sport seats, special leather steering wheel, power windows, fog lights, XWX Michelin radials; special suspension package including Koni shock absorbers, heavy duty adjustable antiaxisway bars front and rear, 22mm front and 26mm rear torsion bars; and Carrera 7-inch wheels with black-out centers. The car is in absolute showroom condition. Assume existing lease or purchase outright. Bob Paterson, 851-2304

Used, but like new, factory sport muffler. Used 911S leather-covered steering wheel. Two factory megaphones for 911. Four new 11-inch factory alloy wheels, four new 9-inch factory alloy wheels, and four new 7-inch factory alloy wheels with black spokes. Five used factory alloys for 914, with hubcaps and lug nuts. Joe Reitmeir, 941-4331 (days), 961-4009 (evenings)

1975 911S Silver Coupe, Serial No. 9115200775. Silver Anniversary Model No. 397. 5-speed, AM/FM 8-track, sport steering wheel, Michelin XWX, lowered. This collector's car is brand new and sealed in a dust-proof box. Make offer. Shown by appointment only. Joe Reitmeir, 941-4331 (days), 961-4009 (evenings)

1973 914 2.0 engine, complete, 51,000 miles, 3000 miles on valve job, $950. 914 front hood, $110. Dave Bottom, 733-4019 or 928-0222

1969 911S Coupe 2.0 ltr. Serial No. 119300847. White with black interior. 39,000 original miles. AM/FM signal-seeking radio. Roll Bar, long-range fuel tank, and car cover. New tires, new muffler, and new batteries. It is in a like-new condition. $8,990. Shown by appointment only. Joe Reitmeir, 941-4331 (days), 961-4009 (evenings)


Four 4-1/2x15 drum brake wheels, painted, $20. Four 7x15 disc brake chrome wheels, full polish (centers and backs) with Pirelli CN36's 185/70VR TL ST, chrome valve stems, balanced, never run; would cost over $700 to duplicate, $550. One 7x15 disc brake chrome wheel, $30. One 6x15 disc brake chrome wheel, $25. Four Pirelli 185/70VR15 CN 36's TL ST tires, never run, $350. Pirelli P7's, CN36's, inquire. B/C Model bumper, stripped, minor work needed, $50. B/C Model bumper, new factory primer, $95. B/C Model front/rear bumper guards, good used, offer. Two A Model seats, disassembled, good for rebuild/parts, $60. One A Model tool kit, concours, original, and correct, offer. A/B/C Model carpet material, tan, $25 yd. Dan Wharton, 293-1877 or 289-9267

1975 Carrera $19,750. Bill Patton, 981-0600 (days) 482-2849 (evenings) (Passenger not included.)

"Ersatz" Porsche watches, $20.00. Accurate within reason (ask Bruce Anderson), depending on whether you are late for a date with Farrah or early for your IRS audit. Bill Patton, same as above. (Passenger not included.)

WANTED

AAA-cell battery for the penlight I carry in my pocket. Bill Patton, same as above. (Passenger not included.)

356C Factory Workshop Manual and/or 356 A/B/C Parts Catalogs. Buy, borrow or rent. George Large, 254-2117

Good used 741 transaxle from 356 C, complete with disc brakes intact. Also 3E and 4C gears, set of 6-1/2x15 miniilite wheels, and used gumball tires for sizing only. Ren Walker, 527-1357, 606 San Miguel Ave., Berkeley, CA 94707

Driver for Parade Rally. Please call or write Chuck Tracy, 267-3460.
COMING EVENTS
APRIL
1  BOARD MEETING - CLEVER (AT FOSTER'S)
3  VOLLEYBALL - WALDEN, EVANS
9  GGR AUTO CROSS - JOHNSON, WALDEN
12  TECH SESSION - CARBURATION, WELLINGTON
14  TECH SESSION - IGNITION, WELLINGTON
16,17  CRAB VI
20  PIT CREW - ATLEE
23  TECH SESSION - TUNE UP
DINNER MEETING - TRACY
24  ZONE 7 AUTO CROSS - RR

MAY
6  BOARD MEETING - BROOKING
7,8  ZONE 7 AUTO CROSS SCHOOL
11  TECH SESSION - ELGIN' S
14  GGR AUTO CROSS - FRISBIE
15  TOUR TO I O NE - HILLS
16  PIT CREW - MATTHEWS
21  DINNER MEETING - TRACY
22  ZONE 7 AUTO CROSS - SJR
25  SILK SCREENING - TRACY
28,29  SEARS POINT TIME TRIALS - NYLANDER

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