Gift Certificate

One 1978 Porsche; any color, any model, any combination of options.
The above is from the cover of the Nugget 12 years ago this month. Many of the members who received that Nugget are still in the region; for instance, the 1965 President is still actively serving the region (you'll find his name on the back cover) and the repro copy for this issue was left on the desk of a charter member who has assured the printing for many years. That says something for Porsches, or for the members of this region, or both. Let's hope we are all enthusiastic, loyal members in December 1989.

**Wha's Happen'n?**

As year end nears, I would like to wish each of you a Happy Holiday Season. 1977 was a very constructive year for Golden Gate. I'm sure 1978 will be even better.

I would like to thank all the 1977 Board members for their outstanding contribution to the region. Many hundreds of personhours were committed attending to the business of the region. Not one Board member complained or failed to participate. Thank you Chuck, Bruce, John, Alan, Linda and Ted.

I was very pleased and proud to be President of Golden Gate Region. I would like to thank everyone who made this opportunity possible. I hope in some way I have contributed to the continuation and growth of the all-time PCA region.

*Seasons Greetings*

*Gary Evans, President*

**Cover**

Those thumbs belong to the half of the editorship whose long-held secret desire has been to be on the cover of a Nugget. Tee Hee.

**RIGHT NOW**

The next to the most effective way to get the most out of this region is to participate - go to events. The most effective way is to put on an event. It is time, right now, to plan for next year. Especially if you want to put on an event that requires groundwork, like a tour or a rally. Pick two or three acceptable dates and be prepared to sell your idea to a committee. It's next to the most fun you can have...

We hope you enjoy 16-page Nuggets as much as we enjoy putting them together. The next two or three issues will have 12 pages; it's our slow time of the year and that extra folio is expensive.

**Editors**
Mini Minutes

The November 3rd Board meeting was held at Tom and Linda Foster’s home with all Board members, the Nugget Editors, Bill Patton, our Zone 7 Rep, Pit Crew Chairperson, and several guests in attendance.

The awardees for the Don Matthews Award and the Event of the Year Award were selected and will be awarded at the Christmas Party. The Don Matthews Award is presented annually to the new member(s) who most represent the enthusiasm and spirit of Don Matthews in whose memory the award is presented. In order to be eligible for the award, the member(s) must have become a member subsequent to October 1 of the year preceding the date of the award. The Don Matthews Award and the Event of the Year Award are selected by nomination and vote of the Board.

There was something of a flap over the signature space provided on the ballot. The bylaws state: Section 5(b)(4) "There shall be space provided on the ballot for the signature of each voting member." However, the bylaws do not explain what is to be done with this space or its purpose.

Bill Newlin not only presented an outline for preparing the Membership Directory, but offered to produce the Directory in 1978. Rebecca Newlin and Marge Forster attended the meeting to show off the GGR Cookbook and start the sales rolling. Sales were brisk, and if you don’t have yours yet be sure to get one and congratulate the Pit Crew on the fine job.

Dave Walden reported on the Sears Point Time Trial, saying that it all went well in spite of a few accidents. The event was profitable, even after the expenditure for new timers. Due to the popularity of time trials, three are tentatively scheduled for 1978: Sears Point on Memorial Day, Laguna Seca in August, and Sears Point again in the fall.

Ted Atlee requested funds to update the club’s technical manual library. No tech session will be held in the month of December with the Zone 7 928 tech session in January.

Invitations were sent out to all members of the northern half of the region inviting them to attend one of three social/rap sessions. The socials will go on as scheduled in spite of the fact that Bill Patton will not be able to attend the one at his home. The purpose of these socials is to encourage people in the outlying areas to participate in the activity committee meetings in January and plan an event in their area. All of the events for the calendar year of 1978 will be scheduled at these meetings, so this is the time to do something about shifting the center of activities further north. Outlanders, now is your chance! Put on an event in your neighborhood and make the South Bay crowd travel for a change.

Bruce Anderson, Secretary

Carolining

Come, join us for a fun night of Christmas caroling. Get into the Christmas spirit in a very special way. We will be caroling to the Children at Stanford’s Children’s Hospital, followed by a visit to the Veteran’s Hospital in Palo Alto. After the caroling there will be a Cookie Swap at the Mitchell’s (see page 4 for details).

Children’s Hospital at Stanford Administration Building Lobby, 520 Willow Road, Palo Alto (From Hwy 280, take Sand Hill Road east exit and follow signs to Stanford University. Sand Hill becomes Willow Rd, and the hospital is on left just before Bullock’s. From 101, take Embarcadero Road west exit, cross El Camino, and follow signs to Stanford Medical Center and Children’s Hospital. Turn to left around Bullock’s - the hospital is on the right).

PLACE:

WHEN: Friday, December 16th, 7:00 PM

CALL: Doug & Reata Price, 483-0769 (only if you have questions, otherwise just show up)

Tech Tip

There is no reason a Porsche owner would need this tip, but a 2-foot length of garden hose makes a good tool for locating squeaks and rattles. Hold one end to your ear and direct the other end around a car that’s briskly truckin’ down the road until the unwanted and obtrusive noise is isolated. It might be necessary to have the driver poke his finger in your other ear. You could learn to enjoy looking for squeaks and rattles.

(Ed.)
Cookie Swap

OK, all you latent Cookie Monsters, here's your chance! Here is how it works. Everyone makes a minimum of 3 dozen of their very favorite cookies and several copies of the recipe. Bring the cookies and recipes to the Mitchell's after the Caroling, along with an extra container. One dozen of the cookies is offered up as samples and the remaining 2 dozen are traded for someone's cookies whose samples caught your fancy. With 30 or 40 dozen sample cookies in the offering and a chance to fill your bag with several varieties of cookies, not to mention recipes, even a Cookie Monster should be able to gorge until well-sated.

The Mitchells
PLACE: 12769 Rodoni Ct.
Saratoga
WHEN: Friday, December 16, after Caroling (8:30, or so)
CALL: Linda Mitchell, 255-6640 (so she will know how many to plan for)

Directory

If you didn't get a Membership Directory, and want one, call Linda Mitchell. If you didn't receive it because CCCR doesn't have your correct address, you get to pay $1 to cover the return postage and remailing.

Any additional corrections for the Directory should be sent to Linda Mitchell.

10 Years ago this month:

Election results were announced. Newly elected were Gary Evans, Gordon Knight, Lou Marable, Barbara Rose, and Jack Tedford. Brian Carleton and Dwight Mitchell were returned to the Board.

5 Years ago this month:

There was a report on an event at The Opry House at Old Almaden. Those who were there will never forget it! It was an outrageous melodrama accompanied by altogether too much beer.

Ray Blow and Bob Zulkowski had put on the final autocross of the 1972 season.

Gift Suggestions

It's that season again, and you have a Porsche person on your gift list. And, although you give your Porsche a monthly allowance, you really should choose and gift wrap a nice accessory for your Porsche; after all, it's as much a member of the family as anyone else.

There are belt buckles, hats, sweaters, silkscreened T-shirts, and jackets of all prices and descriptions that will proclaim the loyalty of even the most ardent Porsche-ophile. They are available from your friendly dealer, from the parts and accessories outlets you see advertised in your Membership Directory, and from advertisers in Panorama.

A Porsche book is always nice, and there are three recently published books that are especially nice. At the top of the list is the newly-published Porsche - Excellence was Expected, by Karl Ludvigsen. It is an 8-1/2-by 9-1/2-inch, 870-page, 1100-photo tome that has finally arrived after being rumored for the past two years.

Every model and every race is covered. The very deluxe edition is *$59.95 and the leather-bound edition is $85.95 (same leather as Turbo upholstery and it's signed by Karl). Just call Automobile Quarterly, (215) 683-8352, and they will get one in the mail to you. Not quite so recent is 100 Years of Porsche, a facinating and well-published book that you can pick up and read from either end or the middle. It's available from Classic Motorbooks for $20.95 (includes shipping); call toll free 800-826-6600 at any hour and ask for order number P165. Finally, every Porsche library must include We at Porsche, Dr. Ing. h.c. Ferry Porsche's autobiography. Send $10.75 (includes shipping) to Road & Track, RWP-9, P.O. Box 5755, Terre Haute, Indiana 47805. Other suggestions are: a subscription to Christophorus, the factory-published magazine; the 1978 Porsche factory calendar, Porsche commemorative stamps; and the new Upfixen volume and the Golden Gate Region Cookbook that are available from our own Goodie Bag Manager, Bob Sherman.

*You can get it for $45 if you are a member of the 356 Registry.
You should have no problem finding a gift your Porsche will like; its needs and desires are insatiable. Anything from dingleberries to hang in the windows to Pirelli P7's and BBS modular wheels to hang on the hubs. Consider a radar detector or CB radio to keep you out of trouble. Or a leather steering wheel cover and those fantastic sheepskin seat covers to keep your hands and bums comfy on these cold, winter mornings.

Your dealer parts department, or the proprietors of the parts stores that advertise in our Directory, can make several suggestions in any price range you wish. You and your Porsche have a Merry Christmas.

Tech Tip

If the drain opening under the fuel filler neck clogs on later 356's (those that have the filler cap outside the trunk), water will run down the tubing that houses the fuel filler cap cover release cable and into the interior of your Porsche. Big mess! Failing to drain off into the interior, water will fill up that little well where your gas cap hides and then run into the fuel tank. Big trouble! Keep the area around your fuel filler cap clean and occasionally, while washing your Porsche, check to insure that the drain is open. You can see the drain opening at the rubber boot by looking under the right-front fender. Normally, the drain can be cleared with an ice cream stick or some equally exotic tool. If it's really clogged, it may be necessary to loosen the clamp that secures the bottom of the rubber boot to the filler neck.

(Ed.)

Some have noticed that it is the Speedster that the editor always cartoons. The reason, of course, is that the Speedster is the quintessential Porsche. To prove we've no prejudices, however, here's a 914-6 (which also captures the essence of Porsche).

Casino Royale II

As 1977 heads for the finish line, Golden Gaters still have one more chance to excel. The 1977 rally series will end with Casino Royale II - a Monte Carlo Rally. Since this will be the last chance to roll a winner, the Casino has been especially prepared to meet the needs of all who enjoy their car as well as the company of fellow Golden Gaters. Only one speed change per leg and (believe it or not!) only one route instruction (that's right... only one route instruction). This year's Casino Royale will challenge the high rollers as well as satisfy the tourist. With the deck stacked in favor of fun, you can't lose.

San Mateo County Juvenile Facilities (the juvie, for short) 21 Tower Road, Belmont (From 280 take Belmont exit onto Hwy 92. Take Ralston exit and then right at signal onto Polhemus, left onto Tower Rd. From 101 take Half Moon Bay Exit, follow 92 West, take Ralston exit, bear right onto Polhemus and left onto Tower Road)

WHEN: Sunday, December 11 First car out 12:00 noon.

CALL: Bob Curran, 345-1286
Tony Luce, 471-0624 (if you have any questions)

Credits

Autocross photos by Bruce Anderson, Ryde photos by Alan Brookings and Bruce Anderson, Mutha photos by Bruce Anderson and Jeff Lateer, Patton Place photos by Alan Brookings, and the photomontage centerfold by Alan Brookings and Bruce Anderson. In this, the last issue of 1977, we would like to state how much we appreciate the many photos that have been made available to us. Alan and Bruce have supplied us with literally hundreds of photos. We have also received photos from Susie Atlee, the Forsters, Glenn Hills, Paul Troutner, the Newlins, and Gary Sanders. The photographers know how much we appreciate it; we'd just like everyone else to know.
Hey Patton, you listening? You missed the Event of the Year! That's right - and so did everyone else that missed the Mutha Lode Tour put on by Johnny Johnson and Sandi Candlin. It started Saturday morning at the San Jose Hyatt where many shining Porsches met to begin a fantastic weekend. The first leg of the tour led us through

Cleverland (Tracy) and other such metropolis' on our way to a picnic lunch stop at an unlake, outside Escalon. Reports of chilly weather ended the picnic stop a little early but our blood warmed on some fun Porsche-country roads. Soon all arrived at the Poker Flats Inn followed by a Plymouth. Who in their right mind would take a Plymouth on a GGR PCA tour? Anyhow, after settling into our rooms it was time for no-host cocktails on the balcony - the Fascinini clan brought their own winery.

After many stories and no-hosts, it was off to the Sierra Railroad's dinner train, complete with steam engine, bar cars, live band and 340 people.

GGR members promptly piled on and anchored themselves in "their" car, much to the delight (dismay?) of our fellow passengers. More no-hosts accompanied by many antics led swiftly to dinner - a delicious prime rib feast. After dinner back to our car where antics

quickly resumed. Really, you'd think that grown adults could find something better to do than play charades! Ask John Clever, he was going to check into chimney sweeping lessons. Remember all that wine earlier? It caught up with more than one Fascinini.

Sunday morning found GGR en masse enjoying breakfast at the lodge (great food), then off to Columbia for a day of old west culture, history, and a trip to every saloon in town.

Everyone had a grand time, and we want to express that to John and Sandi - thanks again!

P.S. (We'll never drive a Plymouth again!)

Jeff and Barbara Lateer
Leaky valve cover on your 356 or 912?
Replace the cork gasket.

1. Jack up the side of the car that leaks. Remove the rear wheel on that side of the car. Place something substantial under the car so that it can’t fall - just in case.

2. Unseat the heavy grommet from the valve cover and pull it downward. (You might have to coax the grommet out of the groove with a screwdriver.)

3. Rotate the open side of the cover upward, as it is removed, to catch the small amount of oil that does not drain back to sump. (Small amount of oil make big spot on driveway.)

4. Rinse cover with solvent.

5. Scraper old gasket off cover with a putty knife or old screwdriver.

6. Clean old gasket cement off cover with methyl alcohol or lacquer thinner.

7. Clean the valve cover bonding surface thoroughly. (A good method is to clean the entire cover with very hot water and detergent and then wipe dry with a clean cloth.)

8. Apply a thin, even coat of 3M rubber trim cement (available at your corner automotive supply store) to the bonding surface of the gasket. (The rubberized cork gasgaskets are best; they are a tad wider and much more durable.) Be sure you are applying the cement to the correct side of the gasket - the valve covers are asymmetrical.

9. Lay a 1/8-inch bead of 3M rubber trim cement down the middle of the valve cover bonding surface. Do not spread the bead. Allow adhesive to set for a few minutes.

10. Starting at one end, gently position gasket on cover. Careful, you can’t move the gasket around once contact has been made.

11. Press gasket down only enough to ensure that it will not move around when the cover is installed.

12. Immediately position cover on head and secure with bail. Allow cover to set for a couple of hours so that gasket and cement will conform to the mating surface of the head as the bond cures.

13. Install wheel, remove substantial object, and lower car.

The 3M trim cement is a little more difficult to remove than gasket cement; use lacquer thinner or acetone instead of methyl alcohol.

Still leaks?
Tighten the valve cover bail. After years of moving the bail on and off with a screwdriver, the bail will relax somewhat.

1. Jack up car, remove wheel, and remove valve cover.

2. Pull bail out of socket at rear of engine.

3. Push bail against heat exchanger and remove from socket at front of engine. It may have to be manipulated a bit, but it will come out.

4. Place center of bail over a block of wood and bend it so that center will be closer to engine when it is installed.

5. Step 4 will tend to move the ends of the bail outward, so put a piece of pipe or tubing over an end of the bail for leverage, and then bend it inward a little. Do the same on the other end.

6. Reinstall bail in front socket and then in rear socket.

7. Reinstall valve cover, rear wheel, and then lower car.

COOKBOOK

Rebecca Newlin and the Pit Crew put a lot of work and a lot of hours into the GGR Cookbook, and it shows. It’s over 100 pages, a delight just to read, and the recipes are great. There’s a limited number of copies and they are selling well. The prices are as follows: one book $3.50 plus $.40 postage, two books $7.00 plus $.45 postage, three books $10.00 plus $.50 postage. Make your check payable to PCA-GGR and mail it to Marge Forster, 1572 Bedford Avenue, Sunnyvale, CA 94087.

Pea Soup

There’s an upcoming winter tour that will give you a chance to warm your innards in the middle of January. In more ways than one. The Kellers have organized a luncheon tour to Pea Soup Andersons in Los Banos and there will be wine tasting afterward. See your January Nugget for details.
Yes, it was a vintage year.
And 1978 will be even better!
SEASON'S LAST AUTOCROSS

The Greens chaired the last GGR autocross of the year with a cross-over course that kept course workers busy setting up pylons. The threat of rain held off and everyone enjoyed the friendly sun.

The Beckle family continues to dominate the stock 356 class with Karl Jr. leading Dad and the rest of the class by 3 seconds. The tightest class going into the last event was stock 914 1.7 and 1.8. Paul Troutner, Johnny Humphreys, or Lorin Guy could have won the series. This was Johnny's day, as it seemed this course was made for him. Johnny led Paul and Lorin by 3 seconds and won the year-end trophy. Dwight Mitchell won the stock 914 2.0 class by a mere 4 seconds, and easily proved fastest of all on street tires. Steve Ponciroli put in his best run of the year to take a well-earned third place behind Bob Kilburn. Jerry Wood also did well at his first GGR autocross this year.

Ray Mascia brought out his newly-purchased 911S and promptly took first place. Scott Campbell from Yosemite region put in a hot run to take second in this very competitive class. Ken Mack brought his 914-6 around fast enough to win his first autocross ever. Another first-timer was Matt Ballentine, who beat Johnny Johnson in his prepared Carrera.

Becky Newlin flew through the course to win women's stock 912 class. Her time was only 0.01-second behind husband Bill, who won his class. Jannie Ponciroli took an early lead in stock 914 2.0 class and held it most of the day. With the sun already behind the hills and everyone ready to close the course down, Terry Rosatelli cut enough time off her time to nip Jannie for a first in class. Barbara Berens, in her stock 911, beat LaQuita Hills for the first time this year and Kay Matthews continues to win the 911S class.

Dave Walden blazed in a time that took the improved four-cylinder class and won his year-long battle with Guy Beyrouiti.

After the pylons were all put away, everyone went over to Ron and Sharon Trethan's house for some friendly Porsche talk and elbow bending. A relaxed way to end another great autocross year. The GGR winners will be printed in the January Nugget.

Tom and Marj Green

---

GENERAL GUIDELINES FOR APPLYING TORQUE TO METRIC FASTENERS

This table gives torques recommended by a leading German manufacturer of fasteners. For specific torque values, refer to your little Porsche Spec book (if you don't have one in your toolbox, get one). The table assumes the use of a good high-pressure thread lubricant under nut and on threads. If you use engine oil or grease (not recommended), increase torque on the table by 20%. Never torque bolts dry. Reduce torque by 20% if new cadmium-plated bolts are used.

Also, the values on the table are for standard thread fits; interference fits will cause greater run-down resistance, which should be added to the value on the table.

<table>
<thead>
<tr>
<th>Grade on Head of Bolt</th>
<th>5D</th>
<th>8G</th>
<th>10K</th>
<th>12K</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Tensile Strength (psi)</td>
<td>71,160</td>
<td>113,800</td>
<td>142,200</td>
<td>170,679</td>
</tr>
<tr>
<td>Bolt Head Diameter (mm)</td>
<td>6</td>
<td>9</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>10</td>
<td>5</td>
<td>6</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>14</td>
<td>6</td>
<td>9</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>17</td>
<td>7</td>
<td>10</td>
<td>13</td>
<td>16</td>
</tr>
<tr>
<td>19</td>
<td>8</td>
<td>10</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>22</td>
<td>9</td>
<td>10</td>
<td>13</td>
<td>16</td>
</tr>
<tr>
<td>24</td>
<td>10</td>
<td>12</td>
<td>14</td>
<td>16</td>
</tr>
<tr>
<td>27</td>
<td>11</td>
<td>13</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>32</td>
<td>12</td>
<td>14</td>
<td>16</td>
<td>18</td>
</tr>
<tr>
<td>36</td>
<td>13</td>
<td>15</td>
<td>17</td>
<td>19</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bolt Head Diameter (mm)</th>
<th>Torque (foot-pounds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td>12</td>
<td>8</td>
</tr>
<tr>
<td>14</td>
<td>10</td>
</tr>
<tr>
<td>16</td>
<td>12</td>
</tr>
<tr>
<td>19</td>
<td>14</td>
</tr>
<tr>
<td>22</td>
<td>16</td>
</tr>
<tr>
<td>24</td>
<td>18</td>
</tr>
<tr>
<td>27</td>
<td>20</td>
</tr>
<tr>
<td>30</td>
<td>22</td>
</tr>
<tr>
<td>32</td>
<td>24</td>
</tr>
<tr>
<td>36</td>
<td>26</td>
</tr>
</tbody>
</table>
Dave Walden was hamming it up on each lap past a group of photographers at the last time trial. Result: Dave spun out and the photographers got plenty of shots but none of his grin. The '50's party put on by our own valiant Valiant driver was a gas. Bill and Rebecca Newlin and Chuck Tracy himself looked like they had really lived through it, although we all know that Newlins were the '60's and Chuck the '40's. The games were hilarious with Len Peterson proving to be particularly adept at string eating (and he wasn't even blindfolded).

Scott Campbell confesses a lifelong ambition to appear in this column (me too, Scott, that's why I write it) and says he hasn't made it because he never does anything stupid (that was stupid), so he submits this item. L.Q. Hills left her jacket at Souza's house in Stockton the day before the Zone 7 autocross. They spent Saturday night at the Campbell's, so called Souzas asking them to bring the jacket to the autocross. Souzas returned the jacket to L.Q. at which time she discovered that she had also left her purse at the Campbell's, an hour away. Back to Campbell's to get it. Campbells returned home Sunday to discover that L.Q. had picked up her purse but left her hat behind. Campbells are afraid to check the bedroom to find what L.Q. left there.

Scott also advises that he gets credit for designing the autocross course that Sylvia beat me on. What Scott doesn't know is that everyone designs a course that Sylvia beats me on. But then, she's got rhythm. If Sylvia doesn't make the next dinner meeting it's because she's still walking home from Stockton. What is particularly amazing about Sylvia's autocrossing is that she only drives that car at autocrosses and never otherwise operates a standard transmission automobile.

L.Q. Hills showed up at Blow's for a Pit Crew meeting. Sonja answered the door in bathrobe wondering what's going on. Wrong night L.Q.? Where's your purse? Would you like some of Len's string for your finger?

Remember the Name Game? From October's Nugget New Member and We've Moved listings the following. Abbott 3 years ago Lee, Scott and Irwin, who were identical Triplets, decided they Woodbury a Young Swan near the Mesquit bushes where they had buried the old Hawkins, who had died of a Bracken Hart. Irwin who was a tinSmith brought his Spada. Scott, a Baker, Borovkoff a shovel from his friend Voyles. They wouldn't all Fitts into one car so they took two. Lee hollered as they left, Hey, Scott, if you can't keep Pace I'll Pasha and get there first. While looking for a Butterfield for the burial they found it necessary to Wade across a shallow stream and were Lucky (Pantages) to find a Hotzakergian going on at a secluded beach. The participants were Lesiaking and Rollin(g) (Sekigahama) all over the place in a spirited game of Sonntag. Soon Espinosa and they all went home with a brief stop at MacDonals for Kochs and Big Malms. Thanks for Reed(ing) this and if you can figure out how to use Polonitza please let me know.

The first "hinterland social" has been held and went well with a lot of input. May I encourage those of you in the Northern part of the region to attend the 3rd session at my house on December 9th. Please show up and be counted.

der Fuhrer
Ticket to Ryde

Beginning on a beautiful Saturday morning, 20 Porsches, a VW bus, and a Mercedes awaited The Tour, not knowing they would soon fall prey (or patsy) to the team of Patton/Peterson. Have you ever tossed tennis balls out your driver's window, over your car, into a paper bag? We did. Only to try and steal those same tennis balls later that day? We did. Did you ever eat at Juanita's with an old Henway, grotesque monkeys, and Patton? We did. Have you tossed darts at a tree with Jim Giffin yelling, "Aim for the crotch, Jan." I did. We've now been on tour one hour.

It was a day combining every kind of Porsche trip possible. By 12:15, Jan Kelez and Teresa Neidel were taking aspirin; Milledge and Giffin teams imbibing wine; and Peterson/Patton team still going strong. They didn't have to count the white storage tanks in Martinez (41), spell Porsche with blocks, or put the numbers all in a row. We did.

At 1:20, P&P decided to split up the tour, only no one told Patton. He left his lost flock basking in the hot sun to go find the way. Around 2:00, down, dejected, and delirious Patton said, get lost - (I think he meant find Peterson) and meet me 12 cranes, 2 bridges, 1 town later at the silo next to the cattails first right after the sign.

There Shirley met you with chagrin and another test of skills. The daffy dual met you with a Pan Am Rally. Lenny said go, Sylvia said when, Bill said stop, and the CB failed to give any of the messages to anyone. So I left the "other half" of the Italian Battalion to further muck up the works. On the rally, Sue Mascia was a bit angry, "Pretty damn fast to get up here in 4 minutes." Ray was angrier when he found out they made it in two minutes (Sue counted each revolution on the stop watch as a minute). Scott thinks their Carrera goes great. "WE OWE" soon became,"We...Ohhh!!" when an 18-wheeler was seen passing the VW bus in We Oh's lane. WE OWE recovered with a beer; Susan Brooking and I with an aspirin. As for the Pan Am Rally, Sharon Neidel, shall we say, "all's well that ends well"?

Sharon Evans lost her bASS in Rio Vista. Ray Mascia almost backed into Nick's Turbo and this friendly tour finally arrived at the hotel.

The Hotel...a splendid, forty-room hotel, one bath. The entertainment...our own beloved Gary Evans stood speechless playing Dummy, what a natural. We found out Stephanie Home is not his wife and Alan Brooking can't snap pictures when in hysteric. Nick Kelez hulas with charm and Gary Sanders Tahitians with unrelenting rhythm. Shirley and Sylvia get first place for trophy designs; Patton, the booby prize for MC; and Lenny every door prize, EXCEPT ONE...the grand finale and prize was awarded to our one and only Jon Milledge...last seen laboring to his room handcuffed to a red door, carrying a German helmet, with a poodle nipping at his heels, muttering something about door prize tickets.

It was a weekend none of us will forget - great fun, great food, great company. All because we had a ticket to Ryde.

Jannie Ponciroli
Cadmium

The older Porsches came with many parts plated with cadmium. Cadmium is metallic white in appearance (a good example is a 356 engine compartment sheet-metal screw). Cadmium plating is restricted mostly to fasteners in newer Porsches and is gold-colored (called cadmium 2 or alodyne by platers; see a 911 engine compartment sheetmetal screw for an example of cad 2). Because cadmium erodes rather quickly, restorers of Porsches truck a lot of parts to the plater to replate parts with cadmium.

Acute poisoning can result from ingestion of cadmium-contaminated food. Food can be contaminated by direct contact with cadmium-plated parts or by indirect contact, such as handling of food with hands which have not been washed after working with cadmium-plated tools or parts.

Cadmium oxide (CdO) fumes are produced when cadmium-containing alloys are heated. At the melting point of these alloys, the concentration of CdO fumes pose a serious threat to the health of anyone performing brazing operations without benefit of adequate local exhaust ventilation and respiratory protection. The effect of cadmium poisoning may not be felt until several hours after exposure. Fatal poisoning has been reported as a result of exposure to CdO fumes.

High-strength alloy steel bolts, studs, or nuts that are cadmium plated and used under high stress conditions are susceptible to intergranular cracking caused by cadmium embrittlement. The occurrence of cadmium embrittlement is accelerated by temperatures above 205° C (400° F). Furthermore, unplated fasteners in contact with other cadmium-plated parts are exposed to the migration of cadmium and can be similarly subject to failure due to cadmium embrittlement.

Cadmium-plated parts in contact with fuel, lubricating oils, greases, and oil-based hydraulic fluids promote oil deterioration by the formation of cadmium oleate and other organic salts of cadmium. These products form a waxlike sludge coating on parts which may result in premature failure of the affected component.

Harv Smith suggests electroless nickle as an alternative to cadmium. The appearance is similar and it is longer lasting. If you are not a purest, chromium is an alternative, but stressed parts must be baked to avoid hydrogen embrittlement.

If you absolutely must restore the part to its original configuration, replate with cadmium and then take reasonable precautions when handling the newly-plated parts.
Enduro

The second annual Oregon 6-hour race found our GGR racers Bobbee and Gary Nylander and Sharon and Ron Trethan ready to run partly in daylight and partly at night. The final results read like a Porsche Parade. At the end of 6 hours an RSR finished 1st, a 910 second, 3rd and 4th were two more RSs, the Nylanders 5th in their 2.5 911, a 914-6 6th, and the Trethans in 7th in their 2.5 911. Both cars ran like clockwork and the four racers had nothing but praise for the event.

This was the second year for Bobbee and Gary and they had little trouble persuading Sharon and Ron to join them for the 1977 race. Chances are that the Nylanders and Trethans will be leading a parade north next October.

Porsches also dominated the 18th annual running of the Racing Drivers Club 4-hour enduro at Sears Point. Harold Kirberg won in an ex-Vasek Polak 906. In 3rd place, just behind a FAR Performance 280Z, came Bobbee and Gary Nylander in their 2.5 911S. In 6th place in a 1.7 914 came Dave Merz from Redwood region. Jon Milledge co-drove with Darrel Overstreet in Darrel's 914-6, and after a long pit stop of 6 minutes to replace fiberglass, they ended up in 7th place. This was Jon's return to racing after a retirement of 2 years, and by the second turn behind the wheel he had the car down to 1:50 and might have had a second place without the difficulties. Head gasket problems kept Troy Powell and Bob Zulkowski out of the running. Steve Grant co-drove with Reinhard Reidel in his Speedster and the car was well-placed until mid-point when it came in for a final pit stop.

That ends the local race program for another year. We think it was an outstanding year for all the racers from Golden Gate region and we look forward to watching them next year.

Thanks to Dave Coleman for results of the Sears Point enduro.

Tom and Marj Green
Nugget Race Reporters

New Members

Many of us met Allan Bremner of Campbells Bay, Auckland, New Zealand at the 1977 Parade and decided immediately that this guy is a Golden Gater, regardless of where he lives. Well, your editors recently received a carbon copy of his letter to PCA national requesting transfer to Golden Gate Region. Not only that, he plans to make it to some dinner meetings and tours. A very special welcome to you, Allan, our first member in New Zealand (but our second from Auckland, if you count Bill Patton).

Virgil Place (Chris Allen)
49 Showers Dr. #468
Mt. View, 94040
941-3377 1977 924
Physician

Donald Smith (Kirsten)
10285 Parkwood Dr. #12
Cupertino, 95014
255-5386 1974/75 914
Attorney

Edmond Wasterlain (Debbie)
20800 Valley Green Dr. #458
Cupertino, 95014
1959 356A
A.V.P.

Lynn Norman
(Katherine Criddle)
830 W. Benjamin Holt Dr.
Stockton, 95207
(207) 951-0510 (dual)

Paul Simpson Jr.
140 Arguello Blvd.
San Francisco, 94118
Transfer (Northeast)

Barry Devincenzi (Mark)
3350 Broderick St.
San Francisco, 94123
921-3767 1971 914
Guard

Harry Hewitt (Aina)
2830 Waverly St.
Palo Alto, 94306
321-0148 1970 911T
Electronic Engr.

Ted Mamaros
(Julie Forebore)
2341 College Ave.
Livermore, 94550
443-5863 1968 911

Edward O'Shea (Marilyn)
3032 Arguello Dr.
Burlingame, 94010
697-2029 1976 Carrera Marketing

Patrick Loos (Bonnie)
408 Holiday Hills Dr.
Martinez, 94553
Transfer (San Diego)

Gary Hart (Trudy)
67 Ramona Rd.
Danville, 94526
Transfer (Southern Arizona)

Tech Tip

Forget the sacrificial pennies, the messy petroleum jelly, and the greasy felt pads. We now have a positive cure for battery terminal corrosion. A yearly application of any of the new moisture dispersants will keep your cables and terminals clean. WD-40, Armite 12/34, or CRC 2-26 not only lasts about a year, but will clean a terminal that doesn't have too much corrosion products. The waxy types, such as CRC 3-36 and LPS Type 3, are not so readily available but will last up to three years.

(Ed.)
Tech Tip

When did you last lubricate that ball joint on the far end of your gear shift. If you haven't done it, it probably hasn't been done.

Proceed as follows: Gently pull the rubber boot up on the shifter (careful, don't get grit on the ball joint), press down on the gearshift knob to get clearance between the ball and socket, apply a tad of grease to the ball, and replace the boot. Suppress the temptation to waggle the shifter to smear the grease around; it's not good for your Porsche to waggle the shifter when its not running. (Ed.)

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.

PERSONALS

Montara Region is now accepting applications for new members. Must be a resident of Montara, own at least two Porsches, and believe there's no such thing as fog. Contact: Montara Region, P.O. Box 911, Montara, CA 94037

Henry the Eighth,
Prince of Friskers,
Lost five wives
But kept
His whiskers.
Sharon

FOR SALE

1969 911S. Omni blue, black interior, stereo tape, '73 style front spoiler, 7-inch ATS alloys, autocross tires mounted (negotiable), under 1000 miles on totally rebuilt engine including new pistons/cylinders, clutch, flywheel, pressure plate, valve job, crank and cams checked and reworked, injection pump redone by Bosch, etc; All else on car is very good. $7500. Two 8-1/2-inch Centerline wheels, make offer. Gary Nylander 851-0568

1977-1/2 924, brocade red with tan interior. AM/FM Blaupunkt, alloys with Pirelli CN-36's, rear window wiper, headlight washers, floor mats, and car cover. Less than 8,000 miles. $1,400 and assume lease. Bert Wall, 996-3575 (days) 295-6666 (evenings).


1974 Carrera factory tail. Fits all 911's and some 912's. White in color. Give your car that R.S. look. $75. Todd Lee 828-4041 (days) 462-1371 (evenings)

1970 914-6, 60,000 miles. White with black interior, Michelins, wood dash, electronic alarm system, 916 front, full rear reflector, bra and cover, new paint, new clutch and extractor exhaust. Never raced or autocrossed. Upholstered trunks. $6700. 911 shop manual, hardbound. $70. Lee Graybeal, 933-4967

Goodyear race tires, 22.5 x 7.5 x 15. Raced once last season; gobs of sticky tread left. Stored covered. $150. Tom Foster 326-3646 (evenings)

1976 911S, white with black trim, extras, good buy, must sell. Targa-type ski rack, factory, new, $30. Judy or J.P. 255-7083

1969 911T engine, complete, very strong, clean, 37,000 miles. $1500, or best offer. Four 5-1/2 x 15 factory alloys, very nice condition, $350. 1966 to 1973 911 muffler, semi-gutted, $65. Bill Newlin 728-5351

911 competition motor parts: new 87-mm pistons and barrels and matching flowed and ported S heads with new guides and seats, all for $800. Four 23-8.5 x 15 and 24-8.5 x 15 Bluestreaks on 7 x 15 steel rims for 911/912, $200. Rick, 845-0701 (evenings or weekends)

Autocross tires and wheels for 911; four 7-inch steel wheels with mounted Crews recap. 4/32nds (just getting good). $200. Jerry Freitas (916) 485-8163

1972 914-1.7, Serial Number 4722 7 71, silver with black, appearance group, mags, CN36's, Konis, sway bar, extractor. Under 30,000 miles. $5000, or best offer. Mike Kilgore 264-9585

Four 7 x 15, late-model, Centerline wheels, $350. Four Traction Tire recap, used once, $100. Matt Ballentine 595-1195

Four 356 A & B Super-type hub caps with ceramic crest, $80. Steve Madsen, 225-4538 (evenings)

356 A, B, C, and 912 engine parts, 644, 716, and 741 transmission parts; 356 A&B front and rear brakes, lower front factory panel for late B and C, includes torsion bar carrier assembly, battery box floor, walls, and side and vertical side rails from front to firewall, new. Best offer. Harry Pellow, 446-1565.

WANTED

Chimney swept. John Clever

For a 901 gearbox, an O fourth gear. Gary Nylander 851-0568
COMING EVENTS

December
2  JOINT BOARD MEETING
3  CHRISTMAS PARTY - Tracy
9  EAST BAY SOCIAL - Patton
11 RALLY - Curran, Luce
16 CAROLING - Price
16 COOKIE SWAP - Mitchell

January
6  BOARD MEETING
9-13 ACTIVITIES WEEK
21 TECH SESSION
21 DINNER MEETING
22 TOUR - Keller
28 ZONE 7 AWARDS DINNER

Golden Gate Region
Board of Directors

President  GARY EVANS
12650 Larchmont Ave  Saratoga 95070  255-2855

Vice President  CHUCK TRACY
1165 Berkshire Dr  San Jose 95121  267-3460

Secretary  BRUCE ANDERSON
209 Waverley St  Palo Alto 94301  326-0122

Treasurer  JOHN CLEVER
Box 691  Tracy 95376  209-835-9090

Activities  ALAN BROOKING
1814 Schooldale Dr  San Jose 95124  269-1914

Technical  TED ATLEE
1309 Aster Ln  San Jose 95129  257-1593

Membership  LINDA MITCHELL
12769 Rodini Ct  Saratoga 95070  255-6640

The Nugget

The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Articles or ads must be received no later than the 15th day of the month preceding the month of publication.

Editors  TOM & LINDA FOSTER
895 Melville Ave  Palo Alto 94301  326-3646

Mailing  PAUL & CAROLE SCOTT
Send address changes to the Membership Chairman, and to P C A Executive Office, 5616 Clermont Drive, Alexandria, VA 22310. Do not send address changes to the editor.