Wha's Happen'n?

The Parade is rapidly approaching and I really feel the enthusiasm growing within GGR. Cars that were completely disassembled for concour preparation are beginning to appear normal. People are asking each other, "What day are you leaving for San Diego?" The energy level is increasing event by event. It hope each GGR member who attends the Parade has a good time, and especially hope we compete successfully. Let's bring home the gold, or at least most of it.

Ed Rasmussen (our man in charge of the Goodie Bag) advised me he is terribly busy at work and cannot find adequate time to attend enough events to give the Goodie Bag sufficient exposure. After some discussion, we agreed to find a replacement. Bob Sherman was approached and has accepted the position for the remainder of the year. Many thanks to the Rasmussens for a super job - I hope they will find time to become more involved in the future.

The Board has had two special meetings dealing exclusively with the questionnaires. Many of the questions are being computerized to give us statistical data. The more subjective questions, which cannot be computerized, are being sorted into categories of similar responses. Our next step is to review the computer data and thrash on the remainder so that we can begin to draw some conclusions. Changes will be suggested and implemented at the end of our study. We will most likely have an enlarged edition of the Nugget to present the survey results. This should enable the entire membership to become acquainted with the results, and understand the reasons behind any changes that come about as a result of the survey.

Have a nice Parade
Gary Evans
President

Cover That's one corner of the Hunt's class-winning Continental coupe at the Hillsborough Concours. Ray Hunt calls the color of the car Golden Gate Bridge rust - the bridge should be painted so good. Actually, it's an authentic, but very unusual, Porsche color. Many GGR well-wishers were on hand to celebrate the victory. Between Nugget deadline and mailing, GGR was represented at the Palo Alto Concours by the Hunt's Continental and the Forster's B coupe. Your next chance to see these and several other concours-prepared Porsches is the West Coast 356 Holiday and the Parade in San Diego. The next local SCCA concours is in Lafayette on July 17, and you will find GGR people there competing. Go to a concours and support our members, you'll enjoy it. Cover photo by Alan Brooking.

Guest Editorial

An Open Letter from Mr. Hare

I've been asked to explain Hare & Hound. There's no explaining the caprice of hounds, of course, but I'll try a brief description.

All the hounds meet at a staging area where they mill about as hounds are wont to do, sniffing, scratching, and marking trees, posts, and the corners of buildings. Then, each hound has his odometer reading recorded, is handed a sealed panic envelope (which tells the way to the finish, in case his sniffer is off tune), and is instructed to the starting point. The chase is on!

At intersections where I leave my sign (actually, it's a white mark instead of droppings, I can't eat that many pellets in one day), the hounds must guess which way I went. If a hound guesses correctly, he will find my confirmation mark 0.1 mile down the path. If not, he must retrace his steps back to the intersection and guess again. Since the hound whose odo reading is nearest mine at the finish is declared the winner, wrong paths are to be avoided like fierce fleas.

Now hounds are not noted for cooperative effort; every hound for himself, so to speak. Often, when a hound takes a wrong path he will hide or otherwise make the hounds loitering about the intersection think he has found a confirmation mark, thus enticing them into the same error. I suspect there are hounds who make the chase for the express purpose of luring others into errors, with no intent to win.

Only the Great Hare knows why, but hounds have an uproarious good time at this simple game, so I indulge them once a year. The panting hounds appear to enjoy the finish most of all, where they loll about with their tongues hanging out, grinning from ear to ear, hugely enjoying tales of their fellows errors.

Every hare has his day, as the old saying goes, and mine is on August 12. See your August Nugget for details, Hound; if you've never tried it, you've a new, fun experience in store for you.

Sincerely,

Mr. Hare

Credits Picnic photos by Bruce Anderson and Alan Brooking. Time Trial and Gluttony photos by Susie Atlee.
Mini Minutes

The June 3rd Board meeting was held at the Atlee's home with almost all Board members present; John Clever was off winning and almost winning races with Walt Maas. Also present were Nugget Editors, past President Ray Blow, and eight guests. Ray has been attending with more regularity now that I am remembering to send him the minutes and he has found out that he can't trust us. There was some concern over Bill Patton's absence, he had also missed the special meeting earlier in the week dealing with the questionnaire. We were afraid he didn't like us anymore, but it turned out he was just sick; so sick, in fact, that he lost 8 pounds - you won't recognize him.

Bobbee and Gary Nylander attended the meeting to present the results of their Sears Point Time Trial. As you all know by now, the time trial was a great success thanks to chairpeople Bobbee and Gary Nylander and Dave Bottom, timing by POC, and sponsorship from R.S. Taylor Porsche-Audi. Such a success that Dave Walden and Jim Garrison were in attendance to request permission for a second Sears Point Time Trial - Permission Granted. Dave and Jim's event will be at Sears October 1st and 2nd with Garretson Enterprises and Automation as sponsors.

The Board has had two special meetings to review the questionnaires. The objective questions such as, "How many events do you attend each year?" are being computerized for further analysis. The subjective questions such as, "What specific criticisms have you of the region or its events?" are being dealt with one by one in an effort to draw meaningful conclusions. When the study is completed, the results will be published for our amusement and others' amazement!

Jim Garrison is the new GGR Dealer Representative to R.S. Taylor Porsche-Audi in Vallejo. Roberta Winters is retiring as master of the GGR mailing list and little ol' label maker. Anyone with access to a computer and a couple of free nights a month want to volunteer as her replacement? Wonder what Roberta is going to do with all her free time? Sonja Blow will report the results of her Nugget expansion study at the July Board meeting. Gary Evans said that he would like to take direct steps to affect the transformation during this Board's term. The Safety Committee was tabled until next meeting.

The meeting was adjourned at 12:33. Not a very exciting meeting, but at least no one went to sleep.

Respectfully submitted,
Bruce Anderson
Secretary

July

DINNER MEETING

It's going to be a grand social event at the home of Bob and Carolyn Paterson. A catered affair; and the caterer is "Ollie," one of the finest on the peninsula. Enjoy a Saturday afternoon swimming, talking, listening, dancing and drinking followed by a late afternoon buffet dinner. Reservations are required, and you better get it in early, because reservations are limited.

Bring your own lawn chairs if you don't wish to eat picnic-style. BYOB or BYOSD (bring your own soft drink).

Menu:

Salad (spinach with eggs, bean sprouts, bacon and water chestnuts) Mmmmm!
Chicken Salad Crepe Entree (two dinner-size crepes per person with a filling of chunks of chicken with cashews, grapes, mushrooms, and fresh vegetables in a sour cream dressing and topped with a wine and cheese sauce) Mmmmmmm!
Vegetable (honey-orange carrots)
Rolls and Butter
Dessert (bread pudding with a whiskey sauce) Mmmm!
Coffee

Reservation deadline is July 8. Sorry, no cancellations after the July 8 deadline. Price of dinner is $8.50 per person.* Make your check payable to PCA-GGR and send it to Chuck Tracy.

Bob and Carolyn Paterson's, 3660 Tripp Road, Woodside (from 280 take Woodside exit, follow Woodside through town, bear right onto Tripp Road, it's the first house on the left. From 101, take the Woodside exit, follow Woodside Road, passing under 280 and through town, bear right onto Tripp Road, it's the first house on the left.)

PLACE:

Saturday, July 16 (The party starts at 1 PM. Dinner starts at 5 PM.)

CALL:

Chuck Tracy, 267-3460
1165 Berkshire Drive
San Jose, CA 95125

*Meal cost: $5.75 entree, $1.32 staff, $0.46 tax, $0.86 gratuity, $0.11 coffee.

FUTURE DINNER MEETINGS

August - Sunsweet Hall, Campbell; September - Pleasanton Hotel, Pleasanton; October - Open (any suggestions?); November - Sunsweet Hall, Campbell; December - Hs Lordships, Berkeley.
WORD ORGY III

Now back by popular demand (?) is Word Orgy III, the premier GGR gimmick-coursemarker rally. Word Orgy is my annual episode of mind-boggling deviousness where innocent and not-so-innocent rallyists decipher and follow rally instructions, the goal being to stay on course by solving a series of gimmicks along the rally route. When a gimmick is solved you will see a course-marker; by correctly interpreting your instruction, you will solve every gimmick and get a perfect score. Fat chance! At the finish, a local pizza parlor, a critique will be distributed to all contestants detailing the correct route. This is not a time-and-distance rally, so average speeds are not of concern. I'll even tell you where the finish is located so you won't miss out on the golden amber fluid (Coors, of course).

PLACE:
Faber Place, Palo Alto (Exit 101 onto Embarcadero Road and follow signs onto Embarcadero Road East. Faber Place is on your right past Carlsen VW.)

WHEN:
Saturday, July 9 (start opens 12 noon and closes at 1:30 PM)

CALL:
Graham Chloupek 493-4000, Ext 2608 (days) 965-3949 (evenings), if you have questions.

Gluttony Unlimited

It was a terrific tour for folks who love food, wine, and touring. It was a beautiful morning as 27 cars embarked from the San Jose Hyatt House in two groups. For entertainment on our drive through the Mother Lode, we tested our awareness and eyesight on a photo identification hunt. Most of us found we were not nearly aware enough, because out of fourteen photos we averaged five or six in correct order; that is, if we happened to see them at all! We had one couple who managed to shatter our averages with all photos in correct order; Ted and Sue Atlee.

Our picnic lunch at Angel's Camp was short and sweet with the exception of a heroic act by Ray Blow and Katie Hammill as they rushed to the rescue of an elderly man experiencing what they thought to be a heart attack. At dinner they were both awarded for their 'good deed for the day.'

After lunch, the D'Agostini Winery was the next stop on our schedule. All had their fill of the Burgundy Reserve. After awhile it tasted so delicious they rushed in to buy cases of the stuff. Jim Corbett demonstrated his skill for the second outing in a row by getting into Paul Troutner's locked up Porsche, keys inside. Now if anyone ever gets their Porsche ripped off, go to Jim! Don Arnold said he would sell Jim the pictures he took. Ione proved to be quite a swinging town. What we were looking for were antique shops to browse around in, instead we piled into a local saloon, drank beer and some of the members demonstrated their abilities at shuffleboard. The bartender interrupted the fun when he blew his whistle. He thought we were too rowdy. Who us?

Four Rowdies

Steve Kirby was undoubtedly the Glutton of the Day. He managed to shovel down 24 pieces of chicken and whatever else was on the table. There was quite a turnout of new members. Just goes to show you what people really go for. Two new candidates to help with a new tech session might be Rick Johnson and David Holmwood who kept Heidi Hollstein's '66 911 running all day. Ted Atlee presented LaQuita and Glenn with a bottle of Boone's Farm Country Quencher to compliment them for their ingenious organization of a glutonous fun-filled day. Quite appropriate wouldn't you say?

A real big thanks to the Hills for putting on such a great tour.

Peggy Corbett
Attention Paraders

There will be an informal planning session at the Brookings for Parade goers. Such things as departure times, transport of material, how to find each other in San Diego, groupie organization for those who like the security of traveling in clumps, and much more will be discussed. Don't depend on someone telling you what was decided; they'll all stand around with squinty eyes and pinched lips after the meeting. Besides, you wouldn't want to miss the chance to enjoy the region's prima hostess hospitality.

PLACE: The Brookings, 1814 Schooldale Dr. San Jose.
WHEN: Friday, July 15, 7:30 PM
CALL: 269-1914 (so they will know how many to plan for and if you don't know how to get there)

COOKBOOK

Rebecca has received some fantastic recipes and is in the process of kitchen-testing every one of them. She had one at the after-autocross party in June. Would you believe that svelte Bill is beginning to look like a dirigible? Well, not quite; but he has been eating well lately.

Did you fail to mail your recipe to Rebecca immediately upon reading last month's Nugget, and then forget about it altogether? Do it right now, or you'll miss your chance to have your own favorite recipe printed in a very slick and desirable publication. Send that recipe to Rebecca Newlin, P.O. Box 911, Montara, CA 94037.

GOOD RUMORS

It now seems certain that Porsche will be at Indianapolis Speedway for the 1978 500 with a tubular frame car fitted with a 2.65-liter, 900-horsepower, turbocharged, flat six-cylinder Porschemotor. No, it's not a 944-type hoax; it's for real. The early rumors had Mario Andretti strongly involved in the development program in much the same manner Mark Donahue aided the factory. Current rumors have Jochen Mass the driver. We would prefer Mario, but Jochen is a fine fella too. Can you imagine the lovely sounds that Porschemotor will make compared to those USAC flutterbangers? Could GGR or Zone 7 charter a flight to Indy? We understand the Indy promo people handle the details. Won't someone please organize us?

The following rumor was gathered with one foot on the brass rail and leaning against the Carlsten Porsche-Audi Parts Bar. There's a long line of 924's at the factory with wide BBS wheels, burped fenders, and a contoured stripe extending over each rear fender with negative letters that spell out "TURBO." Yessireebob, 924 Turbo! Doesn't that have an appealing logic to it? Our source isn't the horse's mouth, but it's credible. While you're in there checking out the rumor, insist that Parts Manager Rich Pasquali sell you one of those beautiful, under-the-counter posters showing every type of competition Porsche. Throw a temper tantrum if he says he doesn't have them.

Pit Crew

Only God can make big flowers; the Pit Crew won't attempt that. They can make big fake flowers, though, and they're gonna do it at the next Pit Crew meeting. Only God and the Pit Crew knows why. If you want to know be there!

They will also be conducting some important business. The Swap Meet and the GGR Cookbook will be under discussion, as well as the idiosyncrasies of those who are not present. If you don't want your quirks to be put on the agenda as new business, be there!

PLACE: The Fosters, 895 Melville Ave., Palo Alto (From 101 take University Ave. exit west, continue on University to 2nd light, turn left onto Lincoln and continue to Channing. Turn left onto Channing, drive 5 car lengths, and turn right onto Melville. It's the brick house on the corner.)
WHEN: Wednesday, July 13 at 7:30
CALL: Linda Foster 326-3646 (so she'll know how many to plan for)
FAMILY PICNIC
As last year's Treasurer, I have received a letter from Crocker Bank soliciting more bank business. The letter is addressed to "Porsche C. America," and begins "Dear Mr. America." At least they got that part right. If you don't do as Gary Evans wishes he'll "whack ya on the..." I can't finish. At May's dinner meeting, Jim Corbett, as host, got two scoops. I'd have loved either of them if they were the ones sitting next to Shirley Peterson. According to Chuck Tracy, a protest committee is being formed for the policing of rules governing door prizes. About time! Rumor has it that the Blows are acting as chaperones on the honeymoon of close friends; most of the material developed on this item was rejected by Hustle but almost made it here. The Board turned it down 4 to 3. Gary Evans and Julie Jones have submitted their famous "Snapper" recipe to the cookbook committee. Follow this recipe closely for some "stirring" excitement. Susan Brook- ing tells me that Paul Newman's eyes are bluer than Brian Carleton's and mine put together. Brian says "hogwash." I say "so what."

Notes while reading my Nugget: Sonja Blow is interested in the A.B. machine, but first she'd like to know whether it'll fit in her den. Thanks to "Members in the Outback" for acknowledging my existence. Oakland thanks you too! "Special Guest" may, however, be taking things too far. Thanks to Lug Knutz for his beautiful poetry. Are you any relation to new member, Petersack? Don't forget that there are only a few months until the '22nd Annual Event of the Year.'

Thanks to those of you who responded to Patton's Folly. Taking into account the number of criticisms of this column, it would appear that the questionnaire was properly named.

Late notes on Crab, which was, as usual, sensational. Headquarters, according to Terry Zacccone, were at the "Red Line" Motor Inn. Terry, at autocross time, drove to the nearest service station to put air in his tires only to discover that they were over inflated and he had to let air out. How much time did you spend with that, Terry? Did you use your credit card? Patton made the grid on time but forgot to get teched and was therefore scratched; but with a boat frame mounted atop his car, he probably wouldn't have done well anyway.

Good Time Gran Prix
As you can tell by the title, it's a Loma Prieta event, and it's an ambitious weekender. It will be on Labor Day weekend, Sept. 3 and 4. Two driver events: an autocross, and two three-lap runs on the Formula Raceways USA course in an open-wheel formula car. A Pan Am rally, in which they give you a map, the location of the checkpoints, the perfect times, and you find your own way. Awards for 30% in each class. An all-the-steak-you-can-eat-and-all-you-can-drink dinner followed by a hayride. Single $18. Couples $33. Sixty car limit. Hurry, you need a flyer. See Dwight Mitchell or Alan Brooking, or call John Reed, 371-1965.
GGR's Time Trials

Chairpeoples Dave Bottom and Gary Nylander gave us all a great event. Sponsored by R.S. Taylor Porsche-Audi, the Time Trial ran on time, had no accidents, had great weather, and everyone involved in staging the trials was efficient and friendly.

Dwight Mitchell, Glenn Hills, Ted Atlee, Bob Sherman, Hank Malter, Pete Ackerman, Ray Larimore, Laura Williams, Bobbee Nylander, Jim Gaeta, Dick Meathrell, Donn Beardslee, Denise Hagen, and LaQuita Hills and many more put in a great effort for Golden Gate's Time Trial. Dwight deserves special mention for his great organizing ability and for giving so much of his time to the club.

Only Golden Gaters are mentioned in the results. Here are some additional notes. Of the 34 classes, GGR won one-half, 17 classes; more than ever before. GGR women won one more than the men, 9 to 8. Of these, 10 won their first time trial - Dan Breene, Rosemary Humphreys Dave Walden, Pat Walden, Bob Kilburn, Barb Berens, Steve Brandt, Joan Sanders, Johnny Johnson, and Sandi Candlin. Great going. By way of a plug for a worthy organization, seven of the winners recently graduated from Bob Bondurant's driving school.

<table>
<thead>
<tr>
<th>CLASS C</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Bowers (1)</td>
<td>2:09.36</td>
<td></td>
</tr>
<tr>
<td>G. Sanders (2)</td>
<td>2:09.85</td>
<td></td>
</tr>
<tr>
<td>B. Newlin (4)</td>
<td>2:11.76</td>
<td></td>
</tr>
<tr>
<td>J. Breedlove</td>
<td>2:18.30</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS CL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Newlin (1)</td>
<td>2:16.95</td>
<td></td>
</tr>
<tr>
<td>K. Breedlove (2)</td>
<td>2:21.72</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS D</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>T. Schoop (2)</td>
<td>2:23.73</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS E</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>D. Walden (1)</td>
<td>2:13.13</td>
<td></td>
</tr>
<tr>
<td>G. Beyrouti (2)</td>
<td>2:14.90</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS ES</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>P. Walden (1)</td>
<td>2:15.96</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS ESL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Berens (2)</td>
<td>2:30.64</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS FS</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Brandt (1)</td>
<td>2:16.69</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS FSL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>J. Sanders (1)</td>
<td>2:32.03</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS GS</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>L. Peterson (1)</td>
<td>2:10.62</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS XL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>L. Robison (3)</td>
<td>2:16.26</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS Z</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>P. Kelmle (4)</td>
<td>2:16.27</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS X</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>L. Robison (5)</td>
<td>2:18.25</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS M</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>G. Nylander (2)</td>
<td>1:52.17</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS N</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Trathen (2)</td>
<td>1:56.79</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS P</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Nylander (1)</td>
<td>1:54.26</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS Q</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Nylander (2)</td>
<td>1:52.17</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS T</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Trathen (3)</td>
<td>1:52.49</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS U</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Trathen (3)</td>
<td>1:53.60</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS V</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Daves (2)</td>
<td>1:56.49</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS W</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Daves (3)</td>
<td>1:56.49</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS Y</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Trathen (5)</td>
<td>1:56.79</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CLASS Z</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>J. Reitmeir (2)</td>
<td>1:58.03</td>
<td></td>
</tr>
</tbody>
</table>

Was it a good event? Everyone thought so; especially Dave Walden and Jim Garrison, who have volunteered to put on another time trial October 1, 2 at Sears. I'm ready and eager, et vous? Thanks again Gary and Dave, it was great!

Tom & Marj Green

(Driver event space was preempted by time trials this month; comparison of the published times will be of value to participants after the upcoming October time trials. We'll run the photo-reduced autocross results experiment after the next autocross. Editors)
TECHNICAL

TECH PANEL: if you have a question, call between 7 and 9 pm; 356, Brian Carleton, 912, Rick Bower; 916-4, Rich Bonfield; 914-6, Jon Milford, 911 to '72, Ray Mascia; 911-73 on, Jerry Woods.

UNDERSTEER & OVERSTEER

This is part one of a two-part tech article on suspension tuning and how to prepare a Porsche for better road handling.

There are three terms often used to describe the overall handling characteristics of a car. UNDERSTEER: the car feels like it is under-responsive to the inputs you have given the steering wheel. Often called plow or push, understeer gives the driver the sensation that the car will continue straight ahead, and that the wheels have not been turned enough to make the corner. The initial response is to turn the wheels more. OVERSTEER: the car wants to over-respond to the inputs you have given the steering wheel. The rear of the car feels very light, the driver feels that it is the rear of the car that is controlling the direction of the car, and a spin may be forthcoming. NEUTRAL: the car is neither oversteering or understeering; it is more responsive to steering inputs and the driver is both more comfortable and confident.

Once you have decided which stage your car is in and made up your mind that changes are necessary for faster and more enjoyable driving, the chart below will give you some direction. Two cautions before you begin. First, in order to evaluate a change to the suspension, it is necessary that only one change at a time be made. If multiple changes are made, you will not be able to determine what made the car handle better or worse and not know what next to change or to return to its original setting. Secondly, there will always be exceptions that are not always explainable at first, and thus we like to state that this chart will cover your suspension characteristics 95% of the time. The chart is simplistic in its approach, but your car’s suspension is quite complicated. The interrelationship of suspension components in a dynamic situation is very complex, and any change or adjustment of one component will effect the attitude and functioning of the others.

<table>
<thead>
<tr>
<th>Suspension Component</th>
<th>Less Understeer, More Oversteer</th>
<th>More Understeer, Less Oversteer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front spring rate</td>
<td>Lighter (smaller dia. torsion bars or spring wire dia.)</td>
<td>Heavier (larger dia. torsion bars or spring wire dia.)</td>
</tr>
<tr>
<td>Rear spring rate</td>
<td>Heavier (larger dia. torsion bars or spring wire dia.)</td>
<td>Lighter (smaller dia. torsion bars or spring wire dia.)</td>
</tr>
<tr>
<td>Front sway bar</td>
<td>Thinner or move adjustment to lengthen arm.</td>
<td>Thicker, or move adjustment to shorten arm.</td>
</tr>
<tr>
<td>Rear sway bar</td>
<td>Thicker, or move adjustment to shorten arm.</td>
<td>Thinner, or move adjustment to lengthen arm.</td>
</tr>
<tr>
<td>Weight distribution</td>
<td>More rearward</td>
<td>More forward</td>
</tr>
<tr>
<td>Front shock setting</td>
<td>Softer</td>
<td>Harder</td>
</tr>
<tr>
<td>Rear shock setting</td>
<td>Harder</td>
<td>Softer</td>
</tr>
<tr>
<td>Front wheel camber</td>
<td>More negative</td>
<td>More positive</td>
</tr>
<tr>
<td>Rear wheel camber</td>
<td>More positive</td>
<td>More Negative</td>
</tr>
<tr>
<td>Front tire width</td>
<td>Larger</td>
<td>Smaller</td>
</tr>
<tr>
<td>Rear tire width</td>
<td>Smaller</td>
<td>Larger</td>
</tr>
<tr>
<td>Front tire pressure</td>
<td>Higher</td>
<td>Lower</td>
</tr>
<tr>
<td>Rear tire pressure</td>
<td>Lower</td>
<td>Higher</td>
</tr>
<tr>
<td>Front track</td>
<td>Wider</td>
<td>Narrower</td>
</tr>
<tr>
<td>Rear track</td>
<td>Narrower</td>
<td>Wider</td>
</tr>
<tr>
<td>Front Spoiler</td>
<td>Smaller, or less</td>
<td>Smaller, or more</td>
</tr>
<tr>
<td>Rear Spoiler</td>
<td>wing angle</td>
<td>wing angle</td>
</tr>
</tbody>
</table>

An additional hint: when professionals are preparing a new car for the track, there is a general sequence they follow. First, the proper spring rate, followed by balanced sway bar and sway bar settings, the correct shock setting, then spoilers and wings, and finally the tire pressures. The other components pretty much fall into place after this. Now with all of this in mind... go to it!

Tom Green
Automotion

Swap Meet

There are a lot of you out there who have Porsche parts stashed away that won’t even fit on the Porsches you currently own. Haul those parts out of the interstices, clean ‘em up, and bring them to the August 21st GGR swap meet. Exchange them for parts you can use, or parts you can stow away as spares for your current Porsche. Get ready.
Zone 7 Auto-X
Monterey Bay Region will present the Airport '77 autocrross on Sunday, July 10, at the Salinas Airport. Take 101 south to Airport Blvd. and proceed east to the gate. Registration and tech is from 8 AM to 2 PM. The entry fee is $4.00.

RUN GROUPS  GRID OPEN  GRID CLOSE
A - Improved/Modified  9:00 AM  9:15 AM
B - Stock 4-cylinder  10:30 AM  11:00 AM
C - Stock 6-cylinder  1:30 PM  2:00 PM

Cars must be through tech and on grid prior to grid closing time. Course walk is at 8 AM, 11 AM, and 2 PM for run groups A, B, and C, respectively. Only run group A may tech prior to 9:15 AM. SCCA approved helmets; no loaners available. Open to all PCA members and guests - membership cards will be checked. Open exhausts allowed. Braaaaap! Call Bob Biddle, (408) 688-9022, if you have questions.

Gasgebene II
(STEP ON IT)
The GGR Zone 7 autocross will be Saturday August 20. Your help is needed to make the event a success. The worker chairpeople are:

Welcoming - Niedels  Announcing - Marj Green
Publicity - Glenn Hills  Grid - Karen Breedlove
Course - John Breedlove  Posting - Kay Matthews
Tech - Gary Sanders  Timing - Barb & Al Berens
Flags - Tom Green  Timing slips - Sandi Candlin
Registration - Jannie Ponciroli

Please contact any of the chairpeople if you would like to work the event. Remember, you don't have to drive to work. If you haven't been exposed to the other Zone 7 regions, here is your opportunity to meet some new friends.

Ted Atlee & Johnny Humphreys

10 Years ago this month:
The dinner meeting was a pool party and dinner at Rickey's Hyatt House in Palo Alto. The program included "...nine statuesque gals modeling miniskirts and bikinis." Are you reading this, Chuck? Miniskirts and bikinis!

New Members

P. R. Evans
3340 Coventry Ct.
Fremont, 94536
796-4342 1972 911T
Manager

Willard Norberg
2001 - 20th St.
San Francisco, 94107
647-5876 1961 356B
Attorney

Gary Fishback
4225 Geary Blvd.
San Francisco, 94118
751-1442 1977 911S
Dentist

Jerry Foster (Janet)
1285 Gloria Dr.
Pittsburg, 94565
439-2284 1968 911T
Chemical Engr.

Robert Freeborn
1037 Ranere Ct.
Sunnyvale, 94087
736-7638 1964 356C
Student

Ralf Gester
2148 Stewart Ave.
Walnut Creek, 94596
934-5631 1960 356B
Carpenter

Forton Christoffer (Carla)
2754 San Carlos Dr.
Walnut Creek, 94598
Transfer (Yosemite)

Wallace Smith Jr.
(Jane Erickson)
10419 Mary Ave.
Cupertino, 95014
446-0781 1964 356C
Banker

Richard Brown
4223 Loch Ln.
San Leandro, 94578
357-5357 1974 914
Mechanical Engineer

Don Callahm
P.O. Box 3185
San Leandro, 94578
357-6142 1976 912E
Insurance Agent

William Gilker, Jr.
3002 Ironside Ct.
San Jose, 95132
259-6872 1968 911
Orchardist

Thomas Collins, (Susan)
12150 Scully Ave.
Saratoga, 95070
255-2056 1977 924
Elec. Engineer

Don Phelps
20153 Northcrest Sq.
Cupertino, 95014
257-2682 1972 911E Targa
Mgr. Corporate Planning

Jerry Stein (Ruthie)
2811 Jackson St.
San Francisco, 94115
921-9781 1972 911
Physician

Steve Swenson
436 Paco
Los Altos, 94022
948-4191 1968 912
Engineer

Jeffrey Hammill (Vickie)
1062 W. Iowa
Sunnyvale, 94086
Transfer (Loma Prieta)

Grover Hartman (Beverly)
2470 Westpark Dr.
San Jose, 95124
Transfer (Loma Prieta)

Rick Toms
(Larry Kiser)
331 Krismer St.
Milpitas, 95035
262-3064 1959 356A
Asst. Mgr.

Gerald Harrison (Ann)
2470 Sanderling Dr.
Pleasanton, 94566
846-1864 1977 911S Targa
Sales Mgr.

Robert Haubold
3315 Vale Ave.
Oakland, 94619
261-7317 1959 356A
Electrician

Stan Kirchem (Matty)
3048 Reynolds Ct.
Fremont, 94536
791-1234 1962 356B

Al Lowenstein (Shari)
1612 Shreen Ct.
San Jose, 95124
267-1418 1970 911T
Sales Engr.
We've Moved
William Addison, 84 Wilburn Ave., Atherton, 93309
Sandi Candlin, phone change 287-5281
Robert Friestad, 205 Irwin St., San Rafael, 94901
Ronald Hopkins, 10329 Mary Ave., Cupertino, 95014
446-4196
Phil Horvath, 101 Scotia Ln. Novato, 94947
Ken and Jerry Jones, phone change 933-3281
Brian Keller, phone change 341-2103
Walt Maas, 21231 Sullivan Way, Saratoga, 95070
867-1738
Name change; John Nichols to Linda Nichols—new address:
400 E. Remington Ave. F264, Sunnyvale, 94087
Name change; Barbara Rose to Barbara Maas—new address:
21231 Sullivan Way, Saratoga, 95070 867-1738
Frederick Stubbins, 11 F Brook Hill Ln. Rochester,
N.Y. 14625 (716) 423-3145
Dick Wallace, phone change 948-9203

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
The oil-drain-plug-installation tech session is on. Jerry
Woods will give it. He’s been practicing mopping up oil
for the how-not-to-portion of the session. Ratonya

I would like to thank all those who responded to my ads
for a rally driver, autocross driver, and concours Por-
sche for the Parade and to tell everyone else to quit call-
ing because my needs are filled. Chuck Tracy

FOR SALE
1976 911S Targa. Metallic Ice Green, special leather
interior, rear window wiper, special rear speaker,
FM/AM cassette stereo, black trim, performance group,
leather wheel, fog lights, 7-inch mags, air conditioned.
In show room condition. Bill McGillivray, 732-3582

1972 911T/5 Targa. Silver with Black, 46,000 miles,
factory air, alloys, AM/FM, no dents. Serial 9112110881.
This Porsche is near perfect; the owner to too old, so....
Purchased by me in Oakland, garaged in Rossmoor, Wal-
nut Creek. $9000. N. Tuttle, 376-1664

Bill Falis, 345-5616

1976 white 911S, cork interior, alarm system, fire ex-
tinguisher, mags, AM/FM, black trim. Porsche dream!
7000 miles, Buying new car. J.P. or Judy, 255-7083

1970 1.7 914 engine. Runs great, strong. $400. Ralph
Sahagun, 583-4383

1965-73 911 Covercraft bra, $20. Four 5-1/2x15 Ameri-
can mags for 914, excellent condition, $400. Two 911
torque-thrust, 5-spoke American mags, $180. Used 911
2-pipe sport muffler, low miles, $100. From 2.4 911S
engine - heater boxes, $300. pair; fuel injection, com-
plete, $400; carbs, $200; package deal possible. 911
gears: 2GA, $100; 2H, $100; 30, $50; V, $100; X,
$100. Tom Green, 961-2777 (days) 249-2723 (evenings)

1957 356A Carrera 1500 GS Coupe. Serial Number 100
913, engine number 90816. Body, engine, interior, me-
chanical in very good condition. GT seats, 80L tank,
plexiglass windows, Carrera brakes, new Semperits and
Konis. $7,500/offfer. Bob Gilbert, 333 South Green St.,
Palmyra, Penn. 17078 1 (717) 838-4234

1976 914-2. Cassette, stereo, alloys, etc. 10,000 miles.
Immaculate. $8,000. 941-5698 (evenings)

Used, but like new, factory sport muffler for 911. New
22mm and 26mm torsion bars. Four used 185 70VR15
XWX tires (two have approximately 1/8-inch tread, other
two approximately 1/16-inch tread). Four 185 70VR15
Traction Tire recap's (used once). Math Ballentine, 595-
1195 (evenings)

WANTED
Restaurant for October 15 dinner meeting. Seating for
125 people, dinner price not to exceed $7.25 excluding
tax and gratuity, choice of two entrees. Prefer East
Bay or San Mateo areas. Chuck Tracy 267-3460

46 IDA, 3-barrel carburetors and 906 or 911R manifolds.
Tom Green, 961-2777 (days) 249-2723 (evenings)

1974 Carrera coupe. Used 1-1/2-ton floor jack. Chuck
Tracy 267-3460
COMING EVENTS

JULY
1  BOARD MEETING - EVANS
9  GGR RALLY - CHLOUPEK
10 ZONE 7 AUTOCROSS - MBR
13 PIT CREW - FOSTER
15 PARADE MEETING - BROOKING
16 DINNER MEETING - TRACY
24-30 22nd ANNUAL PORSCHE PARADE

AUGUST
5  BOARD MEETING - MITCHELL
6  FERRY PORSCHE TOUR - CLEVER
12 HARE & HOUND - NEIDEL, FOSTER
14 BEACH PARTY - EVANS, COE
16 PIT CREW - BROOKING
20 ZONE 7 AUTOCROSS - GGR
21 SWAP MEET - WELLS
27 DINNER MEETING - TRACY
27,28 AUTOCROSS SCHOOL - HILLS

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  95125  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.