Prez Sez

The first 1978 Board meeting went well and several things were accomplished. The region's Statement of Policy was reaffirmed and Jeff Lateer was appointed to the editorship. He is qualified and enthusiastic to continue in the GGR tradition. Tom Foster has accepted the GGR Historian position and will start collecting material for the region's scrapbook immediately; send any photos or memorabilia you can spare to Tom. Bill Patton will assume the newly-created position of Coordinator of "From the Regions" Articles, so that we can avoid submitting more than one article to Judy Young in any given month. Clear any "From the Regions" articles with Bill, all other Panorama material will be submitted as in the past.

There are three upcoming events that I would like to encourage members, particularly new members, to attend. First, the Yosemite Tour, now in its 12th year, was recently named the Zone 7 Annual Social Event; it will be even a bigger event this year. The article appears elsewhere in this issue; get your reservations in to Gary Evans, the long-time Yosemite Tour Leader. Secondly, having attended the last three CRABS, I can tell you that we are fortunate to have a neighboring region that hosts this fantastic event. Get your reservations in for CRAB 7 early. All Golden Gaters are invited to our room before the Saturday dinner for social adjustment; please come by and say hello. And third, the 23rd Annual Porsche Parade will be in Aspen, and we anticipate the best Parade ever. Nothing will involve you more in PCA and your region than the "national gathering of the Clan." GGR Parade applications will be coordinated by Bill Patton again. The deadline for your postmarked entry is February 8; call Bill or myself for information. Go to each of these three events. Join in, let's make this the year for you to remember.

I heard from only a couple of you last month. If you have an idea, or just want to voice your opinion, call before 9 PM. I'm listening.

Glenn Hills
264-1822

Swan Song from Lame Ducks

Your Nugget comes to you through the cooperation and help of several people. We've had all the cooperation and help we've needed. The articles from the President and the Secretary were always on time and, more importantly, were always couched in positive terms. Bill Patton's articles were always on time and, more important, he restrained himself to the extent we were not sued.

It has been said that "Willing workers get to do all the work." Here's a couple of cases in point. When it became apparent that there was a general interest in our members who race Porsches, and that there was a growing interest in time trials, we asked the Greens to report on those areas; they readily agreed, and the articles came in as regular as clockwork all year. Sonja Blow, being her energetic and enthusiastic self, volunteered to conduct the Nugget expansion study. Feelings, pro and con, ran high on the advertising issue. It was a huge task, she approached it without bias, and she did a thorough job. As a result of that study, and the initiative of the Board, your new editor will have the prerogative to add a folio when he has substantive material to fill the four pages. That means autocross results, rally results, and time trial results can all be printed in the same issue. It's a step forward.

Staff photographers, Bruce and Alan, outdid themselves. They were everywhere. If you didn't see yourself in the Nugget last year, you probably weren't around.

We thank the above people; the members of the 1976 Board, who appointed us; the members of the 1977 Board, who confirmed the appointment and supported us; the members of the 1978 Board, who have tolerated us these two months; and especially all of you, who have refrained from stoning us. The tenure of our editorship has been, far and away, the most enjoyable of several very enjoyable years in Golden Gate Region. But thank God we're getting out now, our relationship couldn't survive another Nugget.

Cover A few of the Porsches on a fantastic tour last year. Can you guess which one? Would it help if you were told that that is the great Pacific in the background? Probably not. Another fine photo by Bruce Anderson.

Credits Yosemite photo by Joe Padermderm. He and Ray Blow run to the top of the highest peak in sight every year and take a photo.
Mini Minutes

The January Board Meeting was at the home of our new President, Glenn Hills. Present were all regular Board members (though some were late), Past President, Nugget Editors, Goodie Bag Manager, several official guests, a cast of thousands, and Bill Patton.

The 1978 Board appointed Jeff Lateer as the new Nugget Editor, replacing the Fosters. At the Fosters urging, the the board also set up a Nugget Doomsday Committee. The committee will function only in the event of an emergency when the editor is unable to perform his job. The Board will act as the Doomsday Committee, and for 1978 Tom and Linda Foster have volunteered to edit any emergency issues of the Nugget. Bob Sherman was reappointed Goodie Bag Manager, so we can look forward to another year of an available, well stocked GGR store. Tom Foster was appointed Club Historian (replacing the Neidels). Bill Patton was appointed our Panorama reporter again for 1978. For this year he will have a new title and job description. The title is Reporter/Coordinator.

Sponsors for the first two time trials have already come forth: RS Taylor for the Memorial Day Time Trial at Sears and Garretson Enterprises/Automotion for the Laguna Seca Time Trial in August. The Region's Statement of Policy will be revised to include time trials under the Activities Director.

There will be a concours series in 1978. Doug Forster is the chairman of a loosely-formed committee under Social Chairman, Bill Patton. The concours series will offer something for everyone, from the casual street class to the full-blown, wacko concours class.

Ted Atlee is the head of our PCR Recommendations Committee, and, as such, will need our inputs for changes we feel should be made. Any changes will become effective in 1979. This year's family picnic will be in the East Bay on June 4th at Kennedy Grove above Orinda. Chairpeople are Patton, Doug Price and Toby Evans. At Al Berens urging, we will have an event at which we will honor our dealers for their support of the club this year.

Bob Garretson made a request, via me, for club members willing to put up some English gentlemen in their homes just prior to the Parade. Six to eight of Bob's friends are planning to attend the Parade this summer and would like the opportunity to spend some time in California.

At John Breedlove's suggestion, the club is going to buy name badges to identify prominent tech and activities people such as: 914 Tech Advisor, Autocross Committee Chairman, Pit Crew Mistress and what not.

Respectfully Submitted,
Bruce Anderson, Secretary

February

Dinner Meeting

Borel's

Everyone who was there last time said that they enjoyed it and wanted to go back. Here's your chance. Dinner will include Cornish game hen, French onion soup, spinach salad with bacon and mushrooms, sourdough bread with butter, fresh seasonal vegetable, tea or coffee, and sherbert. There is a limit of 100 people, so get your reservations early. In any case, the absolute deadline for reservations is Valentine's Day (February 14). Dinner is $9.11 per person; send a check to Rebecca Newlin, Box 911, Montara, CA 94060.

Borel's 2951 Campus Dr. San Mateo (From Hwy 280, take Hwy 92 east, turn right onto Hillsdale Blvd., and turn left onto Campus. From Hwy 101, take Hwy 92 west, turn left onto Hillsdale Blvd., and turn left onto Campus.)

PLACE:

Saturday, February 18

WHEN: No-host cocktails - 6:30
Dinner - 8:00

CALL: Rebecca Newlin, 728-5351

* Cost breakdown: dinner, $7.45; gratuity, $1.21; tax, $.45.

Mitchells

Contrary to reports to the contrary, the Mitchells are not deserting us. They promise that we will see them often. They are moving to Sacramento, however. If you've been around for several years, you know that GGR's relationship with the surrounding regions has changed vastly for the better. That came about largely through the efforts of the Mitchells, and their efforts in that direction started long before Dwight became the Zone 7 Rep. That change came about slowly, so that there was no point at which one could say "thanks" for a job well done. But lots of us know and appreciate it. All of us know that the Mitchells have devoted a lot of time and effort to this region for many years. Thanks, Dwight and Linda, the region appreciates it.

The Mitchells and Jon Milledge are starting a motorsports related business in the Sacramento area, so you can expect those upper-delta turkeys to be going faster in the future.
Winter Wine Tour
Take the BRM Cure

Here's a cure for your February blues. Drown them in wine! We will start in the vicinity of Los Gatos, visit three wineries, see some local color, and end it with a no-host spaghetti feed at about 5:30 PM.

Winter wine tours are the best kind: cozy in your Porsche and cozy by the winery fireplace. And the 1974 cabernets are now available at the wineries; by all accounts, it's a better vintage than even 1964 and 1968. (Remember the wet winter and hot summer of '74?)

February 19

The tour is limited to 25 cars, so get your reservation in early. Call 269-1914 or 266-9904 between 6 and 9 PM for a reservation and to learn the starting place.

Susan Brooking
Tony Reid
Kay Matthews

CRAB 7

Headquarters are at the Red Lion Inn again and it's a full weekend that starts Friday, April 7 and goes through Sunday, April 9. It will feature lots of laughs; an autocross; a gymkana; an all-you-can-eat crabfeed with spaghetti, fresh french bread, wine, and lots of crab; dancing; awards; door prizes; a rally/tour; and finished with a beer and bratwurst feed. At $45 per couple and $30 per single, it's a bargain. Get an application form from Ted Atlee, 257-1593. Hurry, there's a 130-car limit.

NEW YEARS RESOLUTIONS. Glenn Hills: "I'll never again run for office without a complete investigation." The '77 Board: "If we ever run again we'll ban Patton from all meetings." The '77 Board: "Next time we'll hold our first meeting in June instead of waiting 'til August." Susan Brooking: "I will, at all times, wear ear muffs." John Cooper: "I will not renew my membership." Bill Wells: "I will prepare my date, in advance, for the inevitable 'I'll-never-forget-our-weekend-in-Carmel' routine." The Berens: "Next time we'll let the club courier deliver our Parade application." Al Berens: "I'll never volunteer for anything (3 years in a row)." Lynn Tracy and Steph Home: "We'll never drink on a train." Bruce Anderson: "Stephanie will never again drink on a train." Steve Ponciroli: "If I ever find it I'll keep my tool kit to myself and out of sight." Jannie Ponciroli: "I will never drive on holidays which feature cuddly mascots." Marge Forster: "This year I will get into serious concouring." Doug Forster: "I'll acquire a gallery of photographs of the entire Porsche family and familiarize Marge with all of them." Ray Blow: "I'll never get a haircut the day of a dinner meeting, I'll never wear all black clothing to a dinner meeting, I may never go to another dinner meeting." Bill Patton: "I'll forget about rallying and autocrossing and start concouring, but if Sylvia buys a Porsche I'll quit that too." Jon Milledge: "I'll never steal again, even from a friend as a joke, and I will certainly never attempt to give the Dummkoph away again, at least not publicly. I'll just keep it and take my medicine."

At their first meeting, the '78 Board gave Bruce (maximouth) Anderson the authority to submit feature articles to Panorama just any time his little heart desires. Also, Glenn Hills gives signs of being just as articulate as past presidents Gary Evans and Ray Blow.
The 1st Annual Zone 7 Social Event

The 12th Annual Yosemite Tour

Look closely; you can see all 70 cars of the 11th Annual Yosemite Tour. There they are, just entering the valley at the upper right. Hear that? Its a ’74 S, with sport muffler, blipping for a downshift, followed by a long succession of quick blips as each Porsche approaches the same turn. Such a gathering of briskly-driven Porsches is enough to give you the chillshudders. Your Porsche was made for roads like this, and it deserves an outing. Send your Porsche to the 12th Annual Yosemite Tour.

We'll start in San Jose and meet the other Zone 7 regions along the way as we tour to the picnic site in the Sierra foothills. After a picnic lunch, we will drive over one of the best Porsche roads in the world to arrive in Yosemite at midafternoon. There we can bike, hike, or relax. The Sierra snowpack is tremendous this year; the falls will be thundering. The Yosemite Lodge rooms are good and the dinner is always excellent; ask anyone who has been on a Yosemite Tour. The party that follows dinner is never less than an outrage, and usually a good deal more. And, for most, there is a quiet breakfast at the Ahwahnee Hotel the following morning.

The cost per couple is $59. Send your check to Gary Evans and he will send you an information sheet that will tell you where we will meet, at what time we will meet, and will answer any questions you might have.

GARY EVANS, 12650 LARCHMONT AVENUE, SARATOGA CA 95070

Its March 11 & 12. Make your check payable to PCA/GGR.

Our Dealers

The Porsche dealers in our region have supported us in many ways. We've said it here before, and we say it again: thanks! But dealers don't often read the Nugget. It would mean more if you, as an individual, would write a note to your own dealer thanking them for their support of PCA and your region. Its small return for what they've done for us.

To get a close estimate of the horsepower required to overcome air resistance, cube the MPH and and multiply that by the frontal area (front silhouette) in square feet; then divide by 150,000. Dwell on that when you hear about the speeds at the 1978 LeMans.
Tech Session
Care and Upkeep of Exterior

This is a tech session that is applicable to all Porsches. It's the first of a series devoted to restoration. We will discuss the best methods of washing and polishing your Porsches. Then we will discuss the rust problem in relation to each Porsche model and where to look for it. We'll discuss what to do about it if you discover rust. The session will end with an informal question and answer period.

Come, learn how to make the exterior of that Porsche look better and how to keep it looking better for years to come. Besides, you never know what kind of big-mutha honkin' race Porsches you'll see sitting about Garretson's. There's always something. Reservations required.

Garretson/Automotion
1932 Old/Middlefield Way
Mountain View (Going south on 101, take Rengstorff exit, go south on Rengstorff to Old Middlefield, turn left onto Old Middlefield; Garretson/Automotion is on your left. Going north on 101, take Middlefield exit and follow signs to Old Middlefield; Garretson/Automotion is on your right.)

PLACE:

WHEN: Saturday, February 18, 10 AM

CALL: Doug Forster, 961-2777

Legislation

It is in your own selfish interest to call the local office or write a letter to your congressman to tell him that you don't want to buy a $300 air bag, or pay $600 to reinstall a deployed bag, because you have and use seatbelts that are proven more effective.

Rep. Burton (5th) 1714 Longworth Bldg (415) 566-1333
Rep. Burton (6th) 2454 Rayburn Bldg (415) 566-4862
Rep. Miller (7th) 1531 Longworth Bldg (415) 231-5791
Rep. Dellums (8th) 1471 Longworth Bldg (415) 763-0370
Rep. Stark (9th) 1034 Longworth Bldg (415) 635-1092
Rep. Edwards (10th) 2329 Rayburn Bldg (408) 292-0145
Rep. McCloskey (12th) 313 Cannon Bldg (415) 326-7383
Rep. Mineta (13th) 313 Cannon Bldg (408) 984-6045
Washington, DC 20515

It is in the interest of Porsche for you to tell your Senator that the proposed mileage minimums are too stringent. Porsche AG has its future invested in the 928; the new law could ban it from this country. Porsche has done its part for you. It's time for you to support Porsche.

Senator Cranston, 229 Russell Bldg (415) 556-4840
Senator Hayakawa, 6217 Dirksen Bldg (415) 556-8686
Washington, DC 20510

Time Trials

1978 will be a good year for time trialers; we have three good events and good people to chair them (see 1978 calendar on page 9). We will have meetings to insure that tech inspections, forms, and attitudes are consistent throughout the year. The 1978 Time Trial Tech Chairman is Bob Sherman. Registration will open about 2 months before each event.

Many have asked for specific, permanent numbers; I will honor written requests for permanent numbers that are received on or after February 10 on a first-come, first-serve basis. Any requests that are received before February 10 will not be honored until February 20, to make it fair for those who were not at the Time Trial Committee meeting.

Some changes from last year's rules are:
1. No magnetic signs will be allowed.
2. The late tech fee will be $25.
3. All signals must be out of driver's side window.
4. All helmets must have a 1970 Snell Sticker, or equivalent.
5. There shall be no numbers on windows and class designations must be on all sides of car.
6. There is no muffler requirement.
7. The 924's can run 6-inch rims without penalty.
8. As a result of the new IMSA rules, IMSA GTU cars are placed in C and D Production class.
9. The 911SC is placed in K class.
10. Further body limitations were established for X and M class.

We will establish permanent time trial workers so that we will have competent, experienced people running the events. If you would like to work time trials, contact me or an event chairman.

Time Trial Chairman,
Dave Walden, 462-0892

Metric Equivalents

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<tr>
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<td>10 - 18 boy</td>
<td>1 attaboy</td>
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<td>10 - 12 door</td>
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<td>10 dents</td>
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Rally Rap

The first rally event of the year will be a rally rap session. Don't just stand there with your clipboard and Steven's calculator, come and find out how the experts do it. Its BYOB. Call Shirley Neidel so she will know how many are coming and to get directions on how to get there.

PLACE: The Neidels
WHEN: February 26 at 1:00 PM
CALL: Shirley Neidel, 225-8103

Autocross Equipment Trailer

Your region needs a new autocross trailer. If you've helped stow equipment, you know that the present one is too small. The optimum would be a 6'-by-10-foot, low-axle trailer with a 4-foot maximum height (so that side mirrors on the tow vehicle will not be necessary). It has been suggested that we convert a pop-up camp trailer so that we can use the fiberglass top as a hinged, weatherproof cover. If you have any leads or an idea about a trailer, call Ron Trethan, 846-7717. He is trying to hold the cost to less than $500 (and as much less as he can).

Show and Sell

Bud Hart Racing's second Annual Swap meet will be held in conjunction with the first of a series of GGR concours. This will be a street concours for the more relaxed Porsche owners. Drivers who use their cars as daily transportation are encouraged to enter. Only the upper body work and the inside of the car will be judged. Enter, it's your chance to say you are driving around in a concours car.

Come to the Swap Meet in any case. One lucky devil walked off with a Recaro Sportseat for $5 last year. How would you like to hear that you missed a deal like that? Bring out those Porsche parts you have salted away.

PLACE: Bud Hart Porsche Racing, 744 Aldo Ave., Santa Clara
WHEN: March 5. Opens at 9 AM, concours judging at 1 PM.
CALL: 988-1565 (only if you have questions)

Q Autocross School

What the world needs is more fast women!

It's an autocross school by and for women. If you've wanted to autocross and didn't know how to get started, this is for you. If you've been afraid instructors would yell at you, this is for you. If you've hesitated because you didn't want to be the only one going so slowly, this is for you. We will have the most qualified women instructors around and lots of time on course.

Get your reservation in early, it's a Zone 7 event and the enrollment is limited to 50 women. Send a check for $7.50 payable to PCA-GGR to Marj Green, Automotion, 1932 Old Middlefield Way, Mountain View, CA 94040 along with the following information:

Name
Address
Phone numbers (work and home)
Car description
Street or race tires

PLACE: Alameda County Fairgrounds, Pleasanton
WHEN: April 22
CALL: Rosemary Humphreys 984-6100, Ext. 250 (day)
574-5221 (evening)

1978 RALLY SERIES

There will be a total of seven rallies, with the two lowest scores not counted; therefore, five rally scores will count for year-end awards and you can work out your own strategy according to what you consider your strong points. You can pass up a couple of the T & D rallies if you like, or pass up the gimmick rallies, or run them all and play it safe. There will be one Pan Am, three gimmick, and three T & Ds (one of which is a DITY).

There will be two classes for year-end awards, Driver Class and Navigator Class. Points accumulated in either class count for year-end totals (i.e., if, during the year, you accumulated 100 points as a driver and 50 points as a navigator, your year-end total would be 150 points). All rallies will be weighted equally for points. First place earns 10 points, second earns 9, third earns 8, etc. The rallymaster earns first place points plus 5 points. Checkpoint workers earn 5 points (equal to a sixth place).

Each rallymaster will give out critique sheets, so we can learn from our mistakes. The minimum rally fee will be $4, which will be used for rallymaster expenses, year-end awards, and possibly event awards.

Jerry Woods
Rally Chairman
Pit Crew

Come to the first Pit Crew meeting of 1978. The meeting will be at the Ponciroli's; you can depend on Jannie to start the season off with a bang. One topic of discussion will be whether or not to have a charity event, what kind of event if we do, and where to place it on our very full calendar. Come, and bring your ideas with you.

The Ponciroli's,
PLACE: 403 Dayton Ave.
Santa Clara

WHEN: Wednesday, February 15, 7:30 PM
CALL: Jannie Ponciroli 244-3083

Tech Tip

The following is technical fallout from the space programs. Tests confirm long-held suspicions: even under static conditions, a newly tightened nut and bolt lose some amount of prestress during the first few hours. Procedures now call for retorquing critical fasteners after a 12-hour rest period. This is sometimes repeated as many as four times. Secondly, a fastener subjected to vibration always loosens before the nut actually rotates on the bolt; in other words, the loose nut is an effect, not a cause. Worry about that.

(Ed.)

Concours

You've said "yes," so there will be a concours series. Refer to the calendar of events on page 9 for the dates of the events and to the article for the first concours of the series on page 7. There will be year-end awards for the top three cars in each class: 1) full concours, 2) street, and 3) competition cars.

In addition, we Porsche People have been asked to display our street cars at the SCCA Palo Alto Concours on June 25. Last year, Ferrari was the featured car and 110 of them showed up. Porsche Pride will not allow us to less than double that number. Look for details in a future Nugget.

Tech Tip

Apply a very small amount of heat-resistant antiseize compound to the threads of replacement spark plugs before installation. The metallic types (copper, lithium, and lead) are more heat resistant and work best, but excessive amounts can increase the heat transfer from the plug to the head to the extent the plug will foul. A little dab will do ya.

(Ed.)

CAROLING

Golden Gate's carolers doubled their efforts in 1977. We started at Stanford's Children's Hospital. After viewing the always fantastic doll collection, and (led by choirmaster Doug Price) tuning up in the lobby, we went to several of the wards to entertain (?) the children. Judging by the number of requests we received, we must have sounded pretty good! After leaving some Porsche Christmas cards for the kids, we splashed our way to our cars to tour over to Veteran's Hospital, where we performed for the patients in a new ward for the blind. After we sang a few numbers, the men asked us to join them in a few songs. It seems they were preparing to go out to entertain the community of Palo Alto in a few days. The piano player, who accompanied the combined groups, showed us just how far off-key we were, however.

After wearing out our voices, we gathered at the Mitchell's to ponder our vocal abilities and exchange cookies and recipes for the same. Thanks to Doug and Reata Price for another rewarding way to enter into the Christmas season. If you haven't caroled with GGR yet, don't miss it this year!
Meters and Flexible Drive Cables

A speedometer that indicates nothing until about 10 MPH and then suddenly springs to life probably has a tad of oil on the stop peg which sticks to the needle until the magnetic force is great enough to overcome it. Remove the bezel and clean the peg and needle with alcohol on a Q-tip. If you are lucky, an erratic, jumping speedometer (or tachometer) needle can be cured by lubricating the cable (jeez what a mess), but chances are the cable must be repaired or replaced. The tiny wires in the coiled-wire cable wear, break, and then catch on the inner wall of the cable housing.

If you buy a special speedometer cable lubricant at your corner parts store, it will be a light graphite grease. The expert at the speedometer shop will tell you to never use graphite grease; the graphite will eventually work its way into the instrument and then wear away the relatively soft metal gears. Speedometer shops use a light white (lithium complex) grease and the factory uses their nearly universal MoS2 grease. The editor does what the factory does.

Those expensive mechanical tachometer drive cables can be refurbished. And rather reasonably too. Speedometer shops have the coiled-wire cables in big rolls and a tool to square the ends. If the plastic sheathing on the cable housing is damaged, you can repair it yourself. Cut away any loose or cracked sheathing and then clean the exposed flexible metal housing thoroughly. Get a length of black shrink tubing at your friendly electronic store that will just barely fit over the knurled end-fitting and will overlap onto firm sheathing at least 3 inches on both sides of the bare portion of the housing. Disconnect the end fitting at either the tachometer or the engine, position the shrink tubing, and then thoroughly shrink the tubing with your wife's hair dryer to make a water-tight seal. The above applies also to speedometer cables, of course.

Want a precise check of your speedometer? Multiply engine RPM by the rolling radius of the loaded rear tire (remove hub cap and measure from the center of the axle to the ground) and divide by 168 times the overall gear reduction of your particular Porsche. That gives you MPH; for KPH, divide MPH by 0.62137.

(Ed.)
AUTO CROSS

The first series autocross of 1978. Denny Kahler has designed a course to check your skills on cold asphalt. All of you fair-weather drivers come out and see what you can do.

PLACE: Alameda County Fairgrounds, Pleasanton

WHEN: February 11, first car out at 9 AM

Autocross Rule Changes

Registration and tech will open at approximately 6:30 AM; both will close at 8:30 AM, sharp. The driver's meeting will commence at 8:45 and the first car will go out at 9:00 AM. Registration and tech will reopen at 11:00 AM and close finally at 12:00 noon. The events will end at 5:00 PM.

The following are the only class changes: the 911 2.0's will go from classes 6 and 17 to classes 7 and 18. The 911 3.0, 911 Turbo, and the 928 will also go into classes 7 and 18, but a new class is pending.

Ron Trethan
Autocross Chairman

Jig's Up

Although we have worked quietly in our attempt to bring the best of the remaining 914-6's into the region, the jig is up; easterners are aware of the concentration of that model in the Bay Area. We must now prevent what happened in the late sixties when the insatiable eastern Speedster hunters learned that the Speedsters out here were not corroded. The poor, used-up Speedsters that those unscrupulous hunters took back are now pitiful, rusted hulks of their former selves and are occasionally seen advertised in Pano as "California cars." The hunters boasted that they "brought 'em back alive," but killed them after all. We did well last month; we brought in four 914-6's and prevented an excellent specimen from escaping. Keep up the good work, we owe it to posterity to prevent these "Speedsters of the Seventies" from becoming iron oxide in an eastern junk yard.

New Members

Richard B. Graber
P.O. Box 1234
Los Gatos, 95030
354-4648
1967 912 Targa
Mech Designer

Larry Blazek
775 W. Valley Dr. #1
Campbell, 95008
371-2825 1973 911S Targa
Banker

Leigh A. Hodgdon
(Catherine)
10112 Adelheid Court
Cupertino, 95014
1975 911S Targa

Edward Martin (Susann)
P.O. Box 66867
Scotts Valley, 95066
1965 356SC

Oliver Bryk
P.O. Box 3800
San Francisco, 94119
Transfer (Potomac)

John Johnson
(Sandi Candlin)
1033 Delna Manor Lane
San Jose, 95128
287-5281 1974 911 Carerra
Service Manager

Norbert D. Witt (Judy)
284 Belblossom Way
Los Gatos, 95030
356-0866 1977 924
Exec. V.P.

A.C. Bremner
(Ian Johnson)
204 Beach Rd., Campbells
Bay, Auckland 10
New Zealand (Transfer)

Carl W. Krause (Mary Kae)
1617 12th Ave.
San Francisco, 94122
Transfer (Nord Stern)

James W. Pate (Tatiana)
1307 Audubon St.
Montara, 94062
Transfer (North Florida)

We've Moved

George Bailey, 87 Coglan Ln., Atherton, 94025
Dale Bates, 2169 University Ave., Mt. View 94040
Marci Kittrell, 1503 Julie Ln., Los Altos, 94022
969-4995
Phil Mullen, phone 825-1969

Koorosh Shafa, 55 Sutter St., Suite 38, San Francisco,
94104 834-5205
Rene Robles, 5682 Hollyleaf Ln. San Jose, 95128 267-9934

Jim Boughter, 1055 E. Evelyn #17 C, Sunnyvale, 94086
Hank Redmond, 191 Giddings Ct., San Jose, 95139
Joan Sanders 2142 Avy Ave., Menlo Park, 94025
Neil A. Johnson, 1353 Elsona Ct., Sunnyvale, 94087
Bob Zulkowski, 4573 Ross Gate Way, Pleasanton, 94566
462-6791
The Mart

Send all material for the March Nugget to Jeff Lateer, 2743 Joseph Avenue #5, Campbell, CA 95008.

FOR SALE

1972 911T. Immaculate condition. Tangerine orange, factory alloys, AM/FM Stereo/Cassette in dash, full canvas cover and mask. Newly rebuilt fuel injection system, two new batteries, recently tuned. Mechanic reference available. Truly a clean automobile! $9000 or reasonable offer. Dave Lesiak, evenings, at 881-1254. (Note: moving late January. If phone service is out when you can please try again in a few days.)

May the downforce be with you! Winning wing for improved or modified 911 class. 1974 RSR glass whale tail, black lacquer finish. Slightly used, $150 (saves you $100 over new) or trade for stock 911 tail. Chuck Fauvre 867-3366.

AC power supply to make mobile into base station (cost $60), $30. Super Penetrator base antenna (cost $55) $30, including 100' coax and connectors. For mobile use, Palomar 100-watt Bilinear amplifier for AM and/or SSB (cost $190) $100. Other accessories, including mics, SWR meter, mobile antenna, etc. Gary Shwed, 621-8242 (days) 697-2360 (evenings)

1955 Porsche Continental Coupe #53295. Color Terrakotta. Very rare car, only a limited number imported. Completely restored to original factory specs mechanically and cosmetically. 8 miles on engine and car since restoration. Car was 1st Overall at West Coast Holiday and 1st in Class and Division at San Diego Parade. An excellent car for the discriminating collector. Car is priced accordingly so serious inquires only.

1965 SC Coupe #222073 Ruby Red. 70,000 miles, past consistent concour winner. 8,000 miles on new engine. All original, with konis, compensator, 185x15 Semperits on 5-1/2 inch chrome rims. One of the best in country; always garaged, never driven in rain. Complete and near-perfect car. Ray Hunt 829-3670 (days) 846-8666 (evenings)

1973 914 2.0, grello, appearance group, black interior, coco mats, AM/FM stereo, factory alloys. Ready for street, autocross, solo, and concours, and has done well at all. Many extras and spares that are not listed. Bob Kilburn 327-1442

Two used 185 70 VR 15 XWX's, $15 each. One used 185 HR 14 XAS with tube, $8. Carbooks 914/4 1970 to 1972 shop manual, $4. Used Marelli distributor cap ('70 911T), $2. 1974 911 fuel pump, electrical not working, $6. Gene Parry, 252-2340

New vinyl tonneau for Speedster, including snaps. Never used, $50. Audiovox AM/FM radio with slide mount, 12V converter included, Very small, takes little space, $50. Bill Patton, 543-9360 (day) 482-2849 (evening)


One set (5) 5-1/2x14 factory alloys. (original 914-6/912 equipment), $800. Hank Redmond 629-8191

914 top w/moon roof, $200. XWX's, good for Auto-X, cheap! Stock 914 seat belts, $25. Lorin Guy 248-2690 (after 3:30 PM)

Blaupunkt AM/FM Stereo radio (Frankfurt model), antenna, and speakers, $120. Two pair of Simpson shoulder harness belts for 914, $12 per set. Al Berens 574-4189

Two AMCO consoles, $55 each. Two 185X70 CN 36's, $115 pair. Two semperit V 600 185X70, $100 pair. Four Riveria mags, $120. Four ATS 7-inch mags (painted and polished by Metal Craft), $400. One factory leather steering wheel, $45. These units will fit in the dash of 911, 914, 924: One new in the box Blaupunkt #4095 (AM/FM recorder cassette), $140. One Craig #3516 (AM/FM pushbutton cassette), $140. One Craig #3510 (AM/FM cassette), $50. One Pioneer #8000 (AM/FM cassette) $140. One Blaupunkt #4091 (AM/FM 8-track), $125. One Blaupunkt (AM/FM radio), $90. These parts fit 914's: New rotors, F & R, $70. Textar brake pads, F & R, $20. Two AMCO Porsche shift knobs, $4 ea. One set front turn signal lenses, $8. One pair Bosch rectangular fog lights, $40. one ignition wire set, $12. One rebuilt starter, $40. Call 351-1586 between 10 AM and 12 noon, ask for George.

WANTED

Front hood for early 356B. Jim Richardson 254-6648

A new autocross trailer (see article on page 7). Ron Trethen

PARADE REGISTRATION DEADLINE IS FEBRUARY 8. CALL BILL PATTON, OUR PARADE REGISTRATION COORDINATOR, NOW!
COMING EVENTS
FEBRUARY
9 Board Meeting - Rebecca Newlin
11 GGR Autocross 1 - Denny Kahler
15 Pit Crew Meeting - Janni Ponciroli
18 Tech Session - Doug Forster
18 Dinner Meeting - Rebecca Newlin
19 Wine Tour - Brooking, Matthews, Reid
26 Rally Rap Session - Jerry Woods

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MARCH
2 Board Meeting - Bruce Anderson
4 GGR Autocross 2 - Hammill Brothers
5 Swap Meet/Concours - Bud Hart, Doug Forster
7 Pit Crew Meeting - Susan Brooking
11, 12 Yosemite Tour - Gary Evans
18 Zone 7 Autocross 1 - LPR
19 Rally
22 Tech Session - John Breedlove
31 Board Meeting - Sandi Candlin

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