miscellaneous mumblings

I find myself writing my second message to the membership in my new role as president before 1979 has even begun. But by the time you read this, we will have had two board meetings, a very busy activities week, an autocross, a pit crew meeting, a dinner meeting, a tech session and a Zone-7 awards banquet. This article will appear in the second expanded issue of the Nugget which, of course, is why my article must be written at this early date. Our editor tells us that to produce a quality publication, he must have all articles in to him thirty days prior to publication date i.e. the first day of each month. I urge all of you who have input to be published in the Nugget to honor our editor’s deadline. I also ask for you patience at the outset of this new publication. As soon as we get a regular cycle going and are accustomed to the new procedures and deadlines, we will fully benefit from our ‘new’ publication.

This issue contains a calendar of events for the entire year. I’m certain there are activities that are of interest to almost everyone. Please participate as much as you can and I guarantee you’ll be rewarded with fun times and good conversation with a great group of people.

Sandi Candlin
President

Impressions

You’ve had a chance with this issue to see the new expanded Nugget twice. In this issue you’ll find the first “real” Autocross results in over a year, and will also find the first feature article written especially for the new Nugget format. Its time (already) for you to let the Board of Directors know how you like this expanded format. Please take the time to stop and write a postcard indicating your feelings about the expanded Nugget and mail it to myself, or one of the Board Members. Your input as a member of the club is being asked for, please respond!!

I would also like to turn your attention to Keenan and Donna Jean Casady, the Nugget Advertising Managers. Without this couple the expanded Nugget would have been far more difficult to bring together. They did a fantastic job in selling and collecting ads. Next time you see them, thank them for the incredible amount of work that they have done for you.

Once more, please indicate your comments on the Nugget to the Board, either by card or by phone, or best yet, by talking to them in person at one of our next events!

Jeff Lateer
Nugget Editor

COVER — Photo by the Editor. The practice autocross at P-town was the stage.

CREDITS — Photos by the Editor. Many thanks to Bruce Anderson for his incredible work on his Porsche history article, to the various committee chairmen for articles on the activities planned for your enjoyment, and to Barbara for her help with the “grunt” work.

The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Any questions concerning display advertising should be directed to the Nugget Advertising Managers, and any further questions regarding the Nugget should be directed to the Editor. All address changes should be sent to the Membership Chairman for the Nugget, and to the PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310. Anyone desiring information on membership may contact any of the officers listed on the back cover.
A MYRIAD OF MINUTES

The January and first meeting of the '79 Board was held at the Candlin home at Checkpoint #1. In attendance were all regular Board Members, Past President Glenn Hills, Nugget Editors Jeff and Barb Lateer, outgoing Autocross Chairman Ron Trethan, incoming Autocross Chairman Ted Atlee, North-East Bay Coordinator Doug Price and a myriad of hecklers and season ticket holders, some mentioned below. Bruce Anderson was not in attendance.

Resolution of the refund to Alex's for Time Trial sponsorship was tabled until the February meeting in the hope that Gary Myers could reconstruct the original details of our agreement with Alex's. Gary, by letter, reported that a significant amount of sponsorship money has been committed by various sponsors for various events. Gary also tendered his resignation as Club Advertising Manager. The Board accepted the sponsorship money and will ask Gary to write the sponsors letters of thanks.

The following appointments were made for 1979:

a) Nugget Editor: The Lateers were silently confirmed which means we all feel they are doing a superlative job.

b) Panorama Reporter: After a highly successful 3 years, Bill Patton tendered his resignation. Sally Buckthal was unanimously approved — though it was acknowledged she has a hard act to follow.

c) Goodie Bag: Bob Sherman resigned to take on new duties. Al Berens and Stephanie Home were nominated. Stephanie will handle the Goodie Bag in 1979. Al Berens will handle the Goodie Box (at least occasionally).

d) Keeper of The Archives: After a lengthy and heated debate, The Neidels were coerced into volunteering and were unanimously confirmed.

e) Nugget Advertising Manager: The Casadys (bless their hearts) would like to continue and were unanimously confirmed.

f) Nugget Mailing: The Scotts will continue (thank God).

g) Safety Chairman: This position will continue to be held by the Activities Director with delegation to Committee chairpeople as necessary to be effective.

The following positions are vacant, and volunteers are being solicited:

a) Preparer of the Scrapbook.

b) Club Advertising Manager.

Bob Sherman reported that Pattersons have arranged the Family Picnic at Lake Vasona Park. The Board approved funds to reserve the park. Jerry Woods requested, and was granted, $180.00 for year-end Rallye Awards for 1978. Doug Forster requested, and was granted, $100 for year-end Concours Awards for 1978. Jerry Woods requested the Board consider finances for 1979 Tech Quiz Awards. This item was tabled until Jerry can present a format, presumably to include budget. The Board supported the idea as a good one. Jerry asked the Board to consider acquiring tools for use by the membership. The Board tabled this item pending more input relative to financial impact, controls, and effect on our business and insurance status.

Patton's Folly I was revisited at the request of Patton who requested that all Board members continue to support the needs of members living in the outlying areas, particularly North and East areas of the region. Patton's Folly II was revisited. Patton suggested that the election results on the election issue were inconclusive, and that the Board should consider presenting the issue to the membership again. This time in the form of a bylaws change. Patton also informed the Board of the existence of a committee prepared to petition the membership by a bylaws change dealing with this issue. The Board tabled this item pending a report from 'the committee'. Patton raised the issue of more support for our high-profile sponsors. This matter was resolved by requiring that event chairpeople give proper recognition to sponsors by way of the Nugget.

Bob Buckthal reported that he would be researching to determine whether inactive members cost the club money. If his research concludes they do, he will pursue an action item calling for a solution. This item will be continued. The Board unanimously agreed to change the dates for meetings to the last Friday, rather than the first Friday of each month, for the purpose of being more sensitive to the Nugget in terms of editorial deadlines.

Ted Atlee asked the Board to approve the concept that advertising in the printed version of the Autocross Code be considered part of the series sponsorship package. The Board approved. Alex's is the sponsor and will receive benefit of this decision. Ted requested funds for printing of the code. They were approved. Ted will report on any equipment needed to run the series at the next meeting. Ted is a nice guy.

Marge Forster requested funds to reserve a restaurant for the Christmas party. The funds were approved, but not without a heated debate and a working over of 'Roberts Rules.'

The President reported that she had appointed Ted Atlee as Zone 7 Autocross Representative. Plaudits. The Sierra Nevada Zone 7 Weekender is on. The ninth region of Zone 7 has been formed and will be known as Shasta Region. Most Nugget advertisers are paid well in advance. Sandi specifically requested that visitors to Board meetings bring their own refreshments, as sometimes this can be an expensive item for a host Board member. Besides, you'll all want your own bottle to throw. Sandi requested all Board members to be prepared to discuss the Policy Guide changes at the next meeting.

Vice President Marge reported that the Christmas, January and February dinner meetings are arranged, and the others moving along nicely. At this moment, she is hoping to have twelve dinner meetings in '79.

Secretary — contributed nothing.
Treasurer Bob Buckthal passed out Sandi’s last report and then tried to take credit for it. To Sandi’s credit, the club made $569.00 in interest last year; $119.00 more than was budgeted. You deadbeats who are bouncing checks had better be aware that these checks are now being deposited almost immediately.

Membership Director Sharon Neidel reported on the New Member meetings and presented 14 new members for approval. They were . . . ?

Activities Director Bob Sherman red-eyed and unshaven, threatened to resign, he also distributed C.R.A.B. 8 applications.

Tech Director Jerry Woods reported that the January session will go as planned, and that plans for February’s session are well underway.

Nugget Editor Jeff Lateer reported on a ‘myriad’ of excuses why the January issue is late and the February issue will be. Jeff, was however, enthusiastic about the results as are we, the Board. And, Jeff, we love you madly, for a myriad of reasons. Jeff singled out Gary Walton, Bruce Anderson, and Jerry Woods for special recognition in helping to get the first issue off the presses. Jeff requested funds and got ‘em.

Goodie Bag — no report.

The meeting was adjourned in record time at 10:48:22 (Ted Atlee says 10:49:02) and in my opinion was a well-run, orderly, efficient and successful meeting. Next meeting will be January 26th at Forster’s home. Bring your own refreshments.

In selecting support positions, Chaplain was considered, but the only nominee was John Clever, and the Board decided it really didn’t need a Chaplain anyway. Bob Buckthal voted negatively on every single issue involving expenditures indicating ‘fiscal responsibility’ as the reason. We silently wondered what plans he has for the money.

NOTE: The Board unanimously voted to allow the President, Sandi Candlin an unlimited expense account with respect to travel, postage, and wardrobe. Additionally she will be allowed 17 cents a mile. There were six abstentions.

Howzat Bruce?

Respectfully submitted,
Bill Patton

Dinner Meeting

‘The Stolen Porsche’. Our Guest speaker for the February Dinner Meeting is Mr. Lee Cole. He will inform us about ways to keep our Porsches securely ours and, hopefully, theft proof. He will answer questions and present a slide show for our entertainment.

WHERE: The Black Angus 477 9th Avenue San Mateo 342-6336 From US 101 take the 3rd Avenue West exit. Remain on 3rd until you reach Delaware then turn left. Take Delaware to 9th Avenue, and turn right. The Black Angus is one block up on the right.

WHEN: Saturday, February 17th 6:30 PM - No host cocktails 8:00 PM - Dinner

COST: $7.75 per person for Chicken Teriyaki, or 9 oz. Ranch Steak. Cost includes salad, vegetable, rice (with chicken), potatoes au gratin (with steak), rolls, dessert, and coffee. Also includes tax and tip, which is 21% (Ouch!!)

Make your check payable to PCA-GGR, indicate meal selection, and mail to: Marge Forster 1572 Bedford Avenue Sunnyvale, CA 94087 or call 737-0861. Deadline for reservations is February 13th. If you make a reservation, you are responsible for the price of the dinner(s) if you cancel and proper notification is not given.

P.S. The Black Angus has a disco dance every night, with a dance floor so afterward we can boogie!!

PARK
DEFENSIVELY!
# ACTIVITIES — 1979

## MARCH

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<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>3</td>
<td>GGR Auto-X No. 2 - Al Berens</td>
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<td>4</td>
<td>Swap Meet/Concours - Bud Hart, Joe Hartman</td>
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<tr>
<td>10</td>
<td>Tech Session - Jerry Woods</td>
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<td>18</td>
<td>Zone 7 Auto-X No. 1 - Monterey Bay</td>
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<td>20</td>
<td>Pit Crew - Shirley Neidel</td>
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<td>23</td>
<td>Board Meeting - Bob Buckthal</td>
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<tr>
<td>24-25</td>
<td>Yosemite Tour - Glenn &amp; LaQuita Hills</td>
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<td>31</td>
<td>Scavenger Hunt Rally - John Johnson</td>
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## APRIL

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<tr>
<td>7</td>
<td>GGR Auto-X No. 3 - Tom &amp; Mari Green</td>
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<td>8</td>
<td>Zone 7 Auto-X No. 2 - Redwood</td>
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<td>9</td>
<td>Pit Crew - Barbie Berens</td>
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<td>14</td>
<td>Tech Session - Jerry Woods</td>
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<td>Dinner Meeting - Marge Forster</td>
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<tr>
<td>20-22</td>
<td>CRAB - Sacramento Valley Region</td>
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<tr>
<td>24</td>
<td>Time Trial School Tech - Bob Sherman</td>
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<tr>
<td>26</td>
<td>Board Meeting - Bob Sherman</td>
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<td>28</td>
<td>Time Trial School Tech - Bob Sherman</td>
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## MAY

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<th>Date</th>
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<tr>
<td>1</td>
<td>Time Trial Ground School - John Johnson</td>
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<td>4</td>
<td>Time Trial School Tech - Bob Sherman</td>
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<td>5</td>
<td>Time Trial School - John Johnson</td>
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<td>8</td>
<td>Tech Session - Jerry Woods</td>
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<tr>
<td>12</td>
<td>GGR Auto-X No. 4 - Dave Blanchard</td>
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<td>13</td>
<td>Wine Wander Tour - Jeff Lateer, Susan Brookings</td>
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<td>15</td>
<td>Time Trial Tech - Bob Sherman</td>
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<td>16</td>
<td>Pit Crew - Linda Foster</td>
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<td>19</td>
<td>Time Trial Tech - Bob Sherman</td>
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<td>20</td>
<td>Dinner Meeting - Marge Forster</td>
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<td>22</td>
<td>Zone 7 Auto-X No. 3 - San Joaquin</td>
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<tr>
<td>22</td>
<td>Time Trial Ground School - John Johnson</td>
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<td>25</td>
<td>Board Meeting - Jerry Woods</td>
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<tr>
<td>25</td>
<td>Time Trial Tech - Bob Sherman</td>
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<tr>
<td>26-27</td>
<td>Time Trial Sears Point - John Johnson</td>
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## JUNE

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<th>Date</th>
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<tr>
<td>2</td>
<td>GGR Auto-X No. 5 - Ken Mack</td>
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<tr>
<td>3</td>
<td>Family Picnic - Don &amp; Dinah Patterson</td>
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<td>9</td>
<td>Unknown Rally - Lug Nuts</td>
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<td>10</td>
<td>Nut Tree Tour - Brian &amp; Marsha Keller</td>
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<td>12</td>
<td>Pit Crew - Faye Troutner</td>
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<td>16</td>
<td>Tech Session - Jerry Woods</td>
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<td>16</td>
<td>Dinner Meeting - Marge Forster</td>
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<td>21</td>
<td>Board Meeting - Sharon Neidel</td>
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<td>23</td>
<td>&quot;The Untour&quot; - Jim Pasha</td>
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<tr>
<td>24</td>
<td>Zone 7 Auto-X No. 4 - Sierra Nevada</td>
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<td>30</td>
<td>Opry House - Barbara Laterre</td>
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## JULY

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<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>1-7</td>
<td>1979 Porsche Parade (25th Anniversary Parade)</td>
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<tr>
<td>7-8</td>
<td>Summer Mud Tour - John Meunier</td>
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<td>10</td>
<td>Time Trial Tech - Bob Sherman</td>
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<td>11</td>
<td>Pit Crew - Susie Atlee</td>
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<td>14</td>
<td>Time Trial Tech - Bob Sherman</td>
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<td>15</td>
<td>T &amp; D Rally - John Clever</td>
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<td>17</td>
<td>Tech Session - Jerry Woods</td>
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<td>18</td>
<td>Time Trial Ground School - John Johnson</td>
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<td>20</td>
<td>Time Trial Tech - Bob Sherman</td>
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<tr>
<td>21-22</td>
<td>Time Trials Sears - John Johnson</td>
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<tr>
<td>27</td>
<td>Board Meeting - Marge Forster</td>
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<tr>
<td>29</td>
<td>Almost Anything Goes - Mean Green Machine</td>
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## AUGUST

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<tr>
<th>Date</th>
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<tbody>
<tr>
<td>3</td>
<td>Hare &amp; Hound Rally - Linda Foster</td>
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<tr>
<td>4</td>
<td>Beginner’s Auto-X School - Glenn &amp; LQ Hills</td>
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<td>7</td>
<td>Tech Session - Jerry Woods</td>
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<tr>
<td>10-17</td>
<td>Westcoaster - Sierra Nevada/Bob Walker</td>
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<tr>
<td>19</td>
<td>Great America Day - The Fascinini Brothers</td>
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<td>21</td>
<td>Pit Crew - Joan Sanders</td>
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<tr>
<td>23</td>
<td>Board Meeting - Bill Patton</td>
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<tr>
<td>25</td>
<td>Zone 7 Auto-X No. 6 - Golden Gate</td>
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<tr>
<td>25</td>
<td>Dinner Meeting - Marge Forster</td>
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<tr>
<td>26</td>
<td>Swap Meet/Concours - B. Anderson, D. Forster</td>
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## SEPTEMBER

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<tr>
<th>Date</th>
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<tbody>
<tr>
<td>7</td>
<td>Night Rally - Ron Ferreira, Jim Pasha</td>
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<td>8</td>
<td>Tech Session - Jerry Woods</td>
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<td>9</td>
<td>Alcatraz Tour - Ron Trethan</td>
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<td>15</td>
<td>Zone 7 Auto-X No. 7 - Yosemite</td>
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<td>18</td>
<td>Time Trial Tech - Bob Sherman</td>
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<td>19</td>
<td>Pit Crew - Stephanie Home</td>
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<td>21</td>
<td>Board Meeting - Bob Buckthal</td>
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<td>22</td>
<td>GGR Auto-X No. 6 - Dale Dorjath</td>
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<td>22</td>
<td>Dinner Meeting - Marge Forster</td>
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<td>23</td>
<td>Time Trial Tech - Bob Sherman</td>
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<td>25</td>
<td>Time Trial Ground School - John Johnson</td>
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<td>28</td>
<td>Time Trial Tech - Bob Sherman</td>
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<tr>
<td>29-30</td>
<td>Time Trial Sears Point - John Johnson</td>
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## OCTOBER

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<tr>
<th>Date</th>
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<tr>
<td>6</td>
<td>Charity Day/Concours - T. Rosatelli, J. Hartman</td>
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<tr>
<td>7</td>
<td>Coors Classic Bowling - Judi Witt, Karen Pasha</td>
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<td>9</td>
<td>Pit Crew - Reata Price</td>
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<td>13</td>
<td>Tech Session - Jerry Woods</td>
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<td>13</td>
<td>Dinner Meeting - Marge Forster</td>
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<td>14</td>
<td>Word Orgy V - Graham Chloupek</td>
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<tr>
<td>20</td>
<td>GGR Auto-X No. 7 - Bob Sherman</td>
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<tr>
<td>21</td>
<td>Zone 7 Auto-X No. 8 - Sacramento Valley</td>
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<tr>
<td>26</td>
<td>Board Meeting - Bob Sherman</td>
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<tr>
<td>27-28</td>
<td>Occidental Tour - Faye &amp; Paul Troutner</td>
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## NOVEMBER

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<tr>
<th>Date</th>
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<tbody>
<tr>
<td>3</td>
<td>GGR Auto-X Fun Day - John Johnson</td>
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<tr>
<td>4</td>
<td>Picture Rally - Witts &amp; Atlee</td>
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<td>7</td>
<td>Pit Crew - Sharon Neidel</td>
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<td>10</td>
<td>Tech Session - Jerry Woods</td>
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<td>10</td>
<td>Dinner Meeting - Marge Forster</td>
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<td>11</td>
<td>105th Annual Event - Bill Patton</td>
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<td>16</td>
<td>Disco Night - Jannie Ponciroli</td>
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<tr>
<td>17</td>
<td>Auto-X Rules Meeting - Ted Atlee</td>
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<td>18</td>
<td>Time Trials Rules Meeting - John Johnson</td>
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<tr>
<td>30</td>
<td>Joint Board Meeting - Marge Forster</td>
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## DECEMBER

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<tbody>
<tr>
<td>1</td>
<td>Swap Meet/Concours - Joe Hartman</td>
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<tr>
<td>4</td>
<td>Pit Crew - Dinah Patterson</td>
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<tr>
<td>8</td>
<td>Tech Session - Jerry Woods</td>
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<tr>
<td>9</td>
<td>Christmas Tour - Doug &amp; Reata Price</td>
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<tr>
<td>14</td>
<td>Christmas Caroling - Doug &amp; Reata Price</td>
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<tr>
<td>15</td>
<td>Christmas Party - Marge Forster</td>
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## JANUARY

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<th>Date</th>
<th>Event</th>
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<tr>
<td>5</td>
<td>Board Meeting</td>
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<tr>
<td>6-11</td>
<td>Activities Week</td>
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<td>19</td>
<td>Dinner Meeting - Marge Forster</td>
</tr>
<tr>
<td>26</td>
<td>Tech Session - Jerry Woods</td>
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</table>
Join The Winning Combination.

CAR EVALUATION.
Thinking of buying a used Porsche? Perhaps restoring one you already own? Have Garretson Enterprises evaluate the car — engine, transmission, body, suspension, brakes, etc. $29.00 COMPLETE.

TECH TIPS.
Protect your Porsche! If you need to call a tow truck, insist on "cradle" tow service. The cradle picks up the car underneath the wheels. It's the best way to insure that your car won't be damaged during towing.

BOSCH AIR HORNS.
New maintenance-free compressor design gives these air horns a real blast. Wake up those semiconscious drivers that wander into your Porsche's path. Regular price $37.50 SALE $27.50

COLEMAN AIR PUMP.
For emergency or auto-crossing, this pump puts out 150 PSI for quick tire inflation. Also handy for around the home. Complete with compact case. Regular $42.00 SALE $32.00

HEAD WORK.
Whether you need a valve grind, new valve guides and seats, or repair of cracked heads, Garretson Enterprises does it all. Call or stop by for advice and prices

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60 pages of outstanding quality Porsche parts and accessories. Just call or write for your copy and we will mail it FREE!

Garretson Enterprises
1932 Old Middlefield Way, Mountain View, California 94043
Service & Machine Shop (415) 967-2858
Parts & Catalog (415) 961-2777
Wine Wander

It will soon be Springtime, and with this lovely time of year come the wildflowers, the warm sun and clean clear skies, Targa-top-in-the-country days, and a chance for all of you wine fanciers to limber up your taste buds for a Wine Wander. The wander will take you to three wineries in the fantastic Santa Clara Valley, with a chance to drive some great Porsche roads on the way. We will visit with some rather unusual winemasters, and stop for a picnic amongst the vines. A most important thing to remember is that reservations are required in advance for this tour, which will occur Sunday May 13th. We will finish the day at a local restaurant for dinner and discussion of a day that will surely stand out as one of the most memorable in many a Porsche year. Only 25 cars will be allowed to participate in this event and there will be an extraordinary surprise for those attending the event. For reservations or more information contact tourmasters Jeff Lateer (732-1433 days, 371-4558 evens.) or Susan Brookings (269-1914 evens.) now, while there is still space available. Don't miss it !!!!

CRAB

CRAB 8, a weekend of hilarity, fun, and friendship put on by Sacramento Valley Region is approaching April 20, 21, and 22. Featured will be a tour, autocross, Crab dinner, and a Rally. For more information contact Bob Sherman or CRABMasters Mike and Vicki Willis at 916-366-1911.

TIME TRIALS

This year we are looking forward to a great time trial season. Unfortunately we were not able to rent the Laguna Seca track, but Sears Point has made their track available to us for four dates in 1979. Our licensing program will begin first with a ground school on May 1st followed by a one-day driving school on May 5th.

Our first time trial/school will be on May 26/27. This event will be sponsored by R.S. Taylor Porsche/Audi in Vallejo. R.S. Taylor has sponsored this event for the past three years.

Our July event will be the 2nd weekend of July, sponsored by Jeff Lateer.

Our December event will be at Sears Point, and will be held on December 9/10.

Rules for the 1979 Time Trial Series will be printed and distributed by March 1, so there will be time to prepare your car by the May 5th school.

With four great events at Sears Point and our fantastic sponsors we should have a highly enjoyable year of schools, time trials, and high speed driving in your Porsche.

John Johnson
Time Trial Chairman

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The EDUCATED Road Driver

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SCHOOL OF HIGH PERFORMANCE DRIVING
Sears Point International Raceway
Sonoma, Calif. (707) 938-4741
HELP!

The Board of Directors is looking for volunteers to fill the following positions for 1979:

1) Club Advertising Manager - Sponsorship
2) Club Scrapbook Chairman

Both of these positions have been very competently handled in 1978. Gary Myers, Club Advertising Manager, has done an outstanding job in 1978 and has already lined up a great slate of sponsors for 1979. Our thanks go to Gary at this time for all his work and successful efforts. Gary will assist the new appointee in this area to insure the continuity of his efforts. The Nugget Advertising will continue to be handled (exquisitely) by Keenan and Donna Jean Casady.

Tom Foster has compiled a beautiful scrapbook that was submitted to National for consideration of GGR as region of the year at the 1978 Parade at Aspen. The scrapbook will be treasured by the region as it depicts a pictorial history of the region. Thanks, Tom! The Board of Directors would like to see an ongoing effort to maintain this history of the region whether we plan to submit the region for consideration for the "Region of the Year" award or not.

Anyone interested in either of these positions please contact any of the Board members - names, addresses, and phone numbers are listed on the back cover of this issue.

Sandi Candlin

Pit Crew

How about trying the Pit Crew on for size this year? You'll fit right in being a new or an old member. It's a good chance to meet other Porsche Pusher's in a friendly atmosphere. Bring your scissors and we'll make sure the Pit Crew fits you, just right!

Marsha Keller
Pit Crew Chairperson

WHERE — Len and Lynn Levine's
375 Altamont Drive
South San Francisco
From US 101 North, take the 380/San Bruno exit to 280 North, exit at Avalon Drive/Westborough, or from 280 North exit at Westborough Blvd. Continue straight onto Junipero Serra, and turn right at the third signal which is King Drive. Continue on King and turn right at the second opportunity which is Altamont Drive. Levine's is the third house on the right.

WHEN — Tuesday February 13th
7:30 PM

CALL — The Levine's (415-588-7182) so they will know how many to plan for.

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SANTA CRUZ, CA 95065

NUGGET/9
The Christmas party was its usual success combining the new, old, and the same old faces. The entertainment was in the form of seven brief skits depicting the Christmas gifts which should have been given to the 1978 Board members, six of whom are departing. For this routine John Clever played a sympathetic and fumbling Santa Claus equipped with all the right lines.

The first gift was given to Steve Ponciroli sitting on Santa's knee as departing Secretary Bruce Anderson. Steve is: Bruce after saying "Howdo" to Santa was gifted with a years supply of "No Doz" and a twenty pound eraser. The former to get himself through those Board(ding) meetings and the second to correct all his mistakes. (I want mine now!) Next recipient was Rebecca Newlin, played perfectly by Sally Buckthal, who wearing the famous pink Aspen cowboy hat, explained why she had such a difficult time not misplacing her name badge, jacket, and bathing suits belonging to others. She was gifted with a massive name badge hung around her neck with a chain. Glenn Hills, played by Ray Mascia, received a can of brown paint so he could compete with The Gorilla on the autocross and time trials tracks. Glenn also received a revised copy of Robert's Rules of Order to assist him in his next presidential effort. The Yellow Brick Road Autocross Society? Alan Brooking, was depicted by Johnny Johnson complete with a Brooking fashion shirt, and his hair combed over the wound, as the fun loving race photographer that he is. "I don't care what race they are, as long as they're between 16 and 66 and have a curve or two." Nick Kelez's routine as a pipe smoking John Breedlove was a classic. John was portrayed as an absent minded professor type with a special talent for explaining why he missed last month's board meeting. "I forgot", "I didn't think you needed me", "I didn't wanna come". He was gifted with a massive calendar, the Board Meeting dates circled in neon, a huge copy of the PCA Insurance Policy (about 40 feet long, "these are the only exclusions") and a fire extinguisher to put out his furniture and pants fires. Ted Atlee, aped to perfection by Bob Buckthal, received a copy of "The World's Worst Gorilla Jokes." Stanley Candlin, our new President, played by Jan Kelez received "Dale Carnegie's Guide to Public Speaking", and the poor joke of the year, a free excursion from the Jim Jones Travel Agency complete with complementary grape Kool-Aid served on the way flight.

Other entertainment included a group of men from Marge Forster's zany Pit Crew who doffed their shirts, marched on stage, and raised their arms in public style salute to display "Pit Crew" spelled out under their arms. So much for modern advertising. Bob Sherman made a familiar move when he came onstage on a tricycle and his version of the now famous Steph/Rebecca topper over and fall.

Fashion plate of the evening was Gary Sanders who arrived in his fireproof Nomex black tuxedo with Maverick shirt. Norb Witt showed up similarly attired but somehow it wasn't the same. Other notables of the evening: Marge Forster dumped wine in Doug's lap then proceeded to dance with everybody but Doug "cause he was all wet". Susan Brooking tore up pieces of green wrapping paper and styrofoam beads and put them in John Clever's salad. John, thinking they were lettuce and croutons didn't notice. John received a rather complicated watch in the gift exchange and while trying to decipher the lengthy and difficult instructions was advised by Bob Garretson to read them like rally instructions. Sylvia and I had the pleasure of sitting with Bob and Sue Garretson at dinner, who attempted to bait us into a tennis doubles match. Sounded like a hustle to me. Sue gave me a lot of advice on how to care for my tennis elbow but refused to help me with my backhand. Lorna Lunch showed up with a new date who was astonished by the brazen antics of some of her admirers.

Later the annual awards were distributed. Glenn Hills made the mistake of allowing me on stage during this portion of the ceremony. Recognizing the Board's failure to make an award to the "Event of the Decade" I seized the opportunity to award it to yours truly and Len Peterson for their phenomenal "86th Annual Event of the Year." Since there was only one trophy Len came on stage, broke it in half and presented me with one of the pieces, keeping the other half for himself.

Ilie Nastase and Dick Workman jointly shared the "Patton Place Favorite Subject for 1978 Award" but since neither was there to accept it, the award was make to Gary and Sharon Evans for their hilarious contribution to this column. Fittingly they had finished as runnerup or honorable mention in several other years.

The 1979 Board of Directors had a practice session to decide such important issues as whether they would use "Robert's Rules of Order" or "Howdy Doody Time" for their meeting guidelines. Howdy Doody won. This strange group promises to provide much material for this column in '79. If any of you are concerned, one new Board member promises to replace John Breedlove perfectly the sans pipe. Hank Malter showed up at this meeting to display his new multi marque racing jacket and give us a few tech tips. He also introduced new Zone 7 rep Paul Bates. Paul wasn't there but Hank brought a recent photo and a lengthy resume.

If you haven't figured it out yet it was the Blows who sent you that weird card that when you solve the puzzle says "WET SLOB." I haven't been able to figure out what the "H" is for.

Luv Fuhrer
Silent (?) Night

A good time was had by all who joined to spread good cheer at Kaiser Hospital in Hayward on December 15th. After an unusual warm-up/tune-up sing in the parking lot, we unleashed our voices on our unsuspecting audience. Christmas favorites were sung through the halls of the wards with "Big Red" (Doug Price) leading the chorus. Doug's voice had a great, full sound with a wonderful echo effect (singing into one of the empty tub rooms), and carried the tunes for the likes of John Clever.

After finishing our singing, we invaded one of the local pizzeria's for pizza and cold beer to soothe those tired throats. As new members, we enjoyed this experience, and found it to be very heartwarming.

Dan and Marie Baisley

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AUTOCROSS

At the Zone 7 Autocross Awards Banquet, held January 27th at Willow Park in Castro Valley, Golden Gaters were on hand in force to collect the “gold” for continued outstanding performances on the Zone circuit.

GGR drivers wrapped up 19 first places, as well as 15 seconds, and a measure of thirds. Hearty congratulations, and a healthy “thank you” for representing the members of Golden Gate so well.

TROPHIES

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<tr>
<th>CLASS 1</th>
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<th>George Neidel</th>
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RALLY

There will be a meeting of the Rally Committee on Tuesday February 6th, at 7:30 PM to discuss the 1979 rules, scoring, and awards. Contact Paul or Faye Troutner for further information or directions to the meeting at 408-923-6251 (6 to 9 PM Please!).

This is the year you have been waiting for!!! Have you wanted a rally series where you could kick back, take your shoes off, and tour to a party afterwards?

That's just what GGR is giving you this year. There will be more just-for-the-fun-of-it rallies, easy T&D rallies, and great companionship. Each rally will have enough intrigue to keep you interested, but more importantly, you are going to want to come to the next one. What more could you ask for?

See you at our first event, February 25th!

Paul Troutner
Rally Chairman

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Rich Bontempi - owner

NUGGET/ 13
# GGR AUTOCROSS SERIES

The 1979 GGR Autocross Series, sponsored by Alex's Porsche House, will be made up of seven autocrosses, five of which will count for year-end awards. The format remains the same as 1978, which will allow you to drop your 2 worst scores, or even miss 2 events. In addition, we'll have a Beginner's School and a Fun Day. The schedule and the Chairpeople of each event follow:

<table>
<thead>
<tr>
<th>Date</th>
<th>Function</th>
<th>Chairpeople</th>
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<tr>
<td>Feb. 10</td>
<td>GGR #1</td>
<td>Jim Pasha</td>
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<td>Mar. 3</td>
<td>GGR #2</td>
<td>Al (Fascinini) Berens</td>
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<td>Apr. 7</td>
<td>GGR #3</td>
<td>Tom &amp; Marj Green</td>
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<td>May 12</td>
<td>GGR #4</td>
<td>Dave &amp; Becky Blanchard</td>
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<td>June 2</td>
<td>GGR #5</td>
<td>Ken Mack</td>
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<td>Aug. 4</td>
<td>School</td>
<td>Glenn &amp; LaQuita Hills</td>
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<td>Aug. 25</td>
<td>GGR/Zone 7</td>
<td>Matt Ballentine &amp; Roger Ryan</td>
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<td>Sept. 22</td>
<td>GGR #6</td>
<td>Dale Dorjath</td>
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<td>Oct. 20</td>
<td>GGR #7</td>
<td>Bob Sherman</td>
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<tr>
<td>Nov. 3</td>
<td>Fun Day</td>
<td>John Johnson</td>
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The new Autocross Code Book will be available at GGR #1. And, this year, thanks to Marj Green, we have a 'How To Do It' handout for the autocross workers, describing all the duties of each worker assignment, such as Grid, Course, Timing, etc. We've also set up a list of supervisors who will be responsible for the smooth running of each of the worker assignments throughout the year. Any questions about that worker's job responsibilities should be directed to:

- **Announcing**: Glenn Hills 264-1822
- **Course Safety & Design**: Tom Green 249-2723
- **Course Workers**: Terry Zaccone 257-6575
- **Flags**: Bill Newlin (415) 728-5351
- **Grid**: John & Karen Bredlove 854-2879
- **Instructors**: Marj Green 249-2723
- **PA & Timer Set-Up**: Ray Mascia 941-5688
- **Posting**: Kay Matthews 266-9904
- **Registration**: LaQuita Hills 264-1822
- **Timing**: Karen Hawkins (415) 359-0542

PLEASE NO PHONE CALLS AFTER 9:00 PM

Jim Pasha has volunteered to make a new worker board, and Doug Price is heading up a crew to provide us with new equipment storage boxes.

A clarification was made to a rule which affects the Prodified Category. Racing tires allowed in this Category must not exceed 9.25 inches casing (section) width as published by the manufacturer when mounted on a 7” rim.

Thanks to all of you who attended the meeting and to all of you who 'volunteered' to put on events and be the Course Worker Supervisors.

Ted and Susie Atlee
Autocross Chairpeople

---

# Yesterday's Nugget

'Yesterday's Nugget' is the February, 1971 issue, and it contains the tentative calendar for the 1971 activities. Scheduled were 59 events, including 6 events for women only, tours to Mt. Hamilton, Yosemite, Occidental, Fremont Peak, plus assorted wine tours, 4 'Football Series' dates, 5 rallies, and 9 social/picnic dates.

Articles included: 'Porsche Personality', a history of a particular car, this month on Jim Wellington's 1965 901; A write-up on a tech session held at Porsche/Audi West; Year end awards for autocross and rally series (Stock, Prodified, and Modified classes, Bruce Anderson was 1st in the Modified class. Rally results saw John Clever in 1st!); a dealer evaluation report on a flat tire service; and results of a GGR Tech Quiz (Take note, Jerry!).

The Board consisted of Chuck Tracy as President, Linda Mitchell as VP, Dick Spear as Secretary, Paul Scott as Treasurer, Bruce Anderson as Activities, Dick Osgood as Tech, and Marshall Peeples as Membership. Nugget Editor was Charmayne Salter, with Burt Propp as Assistant.

The cover photo was by Dave Loop, and the Mart contained a '59 Cabriolet hardtop at $2200.00, a 1964 Carrera 2 GS Coupe at $4100.00, and the featured 901 Production-race car for $5250.00. Now if I could just spend 1979 dollars in 1971... . . .

---

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Did 'Ja Know

Did 'Ja Know ... Susie Atlee has always — I means always — been into cars? Susie even 'had one before she was 16' and to the reverse of most Golden Gaters, actually bought her car so she could join PCA! Now that's enthusiasm!

After listening to so much Porsche praise (the Scotts and Hancocks were old friends), the Atlees 'got rid of that piece of English junk — in those days we thought the MGB was a sports car — and literally stole' their first of many, a red '66 912. Like a mother expressing love for her first born, Susie says 'its our baby, our first, I hope to never get rid of it."

Wonder what the folks back in Richland, Washington would say if they could see her now? Would they believe their shy little Susie — Kiwanis Student of the Month, National Honor Society Member and Pep Squad leader — was really a 'fast freak' in disguise? 'Always a race fan', Susie learned the ropes of racing serving on Steve Kirby's pit crew (how many remember Super Tub?) and was soon out tearing up the track on her own. Her very first year of autocrossing, Susie proudly captured 4th place in the GGR series and took 2nd at her very first Parade. Other autocrossing trophies include a 1st in Zone and 2nd in GGR in 1976; 1st in both Zone, GGR and her class at the San Diego Parade in 1977; and 1st in both Zone and GGR in 1978! Susie encourages new autocrossers by advising, 'If you stick with something long enough, you're bound to trophy it in it (Susie does not consider the Snidley L. Whiplash a trophy, however).' Her success may be attributed to her philosophy — 'I have no fear for myself, just for my car' (word is out though, Susie is scared silly of butterflies) and the fact that she is 'very competitive — I have achieved more personal satisfaction in competition — I like the competitive aspect and its never gotten in the way of having fun.'

The 'Gegen Die Uhr' ('Against the Clock') in 1973 was the Atlees very first GGR event and since that day, their calendar has read like the list from Activities Week! 'Auto-crossing and time trials are our favorite thing but we've also enjoyed the Bowling Tournaments (they originated this annual event), pit crew, the picnic potlucks, co-chairing a Sears Point Time Trial, and putting on the 'Spieltag Playday', Reno Train Tour, and most recently, the 'Gorilla's Gimmick' rally. The only thing we haven't tried yet is concoursing and we may do that soon, the 'Red Baron' is essentially restored.'

The Atlee's other cars include 'Swifty', a '63 356B and 'Gorilla', a brown '73 911T. Susie would love to have a '74 Carrera with a 2.7 engine and her 'Fantasy Porsche would be a street 935'. Fast freak for sure!

Susie believes in giving to PCA, as well as taking. She's served GGR as Vice President in 1975 and as Activities Director in 1976. Don't ask me where she finds the time, but Susie also 'works part time, dabbles in crafts (silk screening, crochet, and needlepoint just to mention a few), attends classes at De Anza, plays tennis, cooks gourmet meals, and has a latent interest in archeology.' Susie's future includes 'enjoying the house — we haven't had enough time to enjoy the pool and spa (Hint to new members: Be sure and go to meetings at the Atlees, their jacuzzi is super!), hanging out at the King Tut Exhibit, and hopefully, traveling to Germany.' Susie claims it's to see the land of her ancestry ('I'm full German, my maiden name is Dill'), but with her penchant for pretty Porsches, I think the Red Baron, Swifty and Gorilla should start moving over. It would be just like Susie to find a home for another one of Stuttgart's finest!

Donna Jean Casady

Did 'Ja Know ... Roger Ryan's parents got him interested in cars at a very tender age. He and his dad went go-cart racing quite often. The youngest of three children, Roger recalls his dad looking at a brand new '55 Corvette on the showroom floor. 'He really wanted that car, but couldn't fit my mom and us three kids in it.' Even today, his mom sports a white 914 around town. Well, the inevitable happened. Roger became a Corvette freak, as so many present day Porsche pushers were at one time or another. Growing up in the East Bay, 'I remember seeing Ron Trethan and his friend Christiansen tooling around town in their 'Vettes.' Roger also became a proud owner of a 1966 427 and a 1968 Corvette Roadster. The dark blue '68 had him baffled at first because once he got into it he couldn't find the door handle to get out. He spent two years in that 'Vette!
Did 'Ja Know - Continued

As an idea of his versatility, he and a buddy also owned a '29 Model A that they were restoring. That must've been quite a car!

Although Roger lived most of his life in this area, he joined the Marine Corps at 18 and was sent to Vietnam, where he stayed for 2 years. He really grew up in that short time. After coming home, he turned his thoughts to his studies and enrolled at Chabot College, where he majored in Mathematics. He moved briefly to Laguna Beach, got married, and he and his wife, Char, moved back to the East Bay to live. They had a white 914-6 and even joined PCA once before. Does that make Roger an old 'new' member or a new 'old' member? Now single, Roger has an 'even better' silver-grey 914-6 which he has just started autocrossing this year, and while 1978 was a year of adding to his pyion collection, he's ready to try it again. 'Maybe even some Time Trialing eventually.'

Roger presently works as a glazier in a glass company in San Jose, working on high rise buildings, but was originally 'into' building, refurbishing, and redecorating homes, and would eventually like to build a house up north. A one-room, 6 car garage would be great, wouldn't it?

Favorite Porsche? For Roger that would be a red Speedster (Oh Brian?). Hasn't owned a Speedster yet, but he did have a Sportster (a tricked out Harley Davidson motorcycle with an extended fork). Another side of Roger perhaps?

Oh, and in case you didn't know it, at 31 Roger's acting career just got off the ground. For those of you who attended the Christmas party, Roger played the part of a ' — ' in 'PCA—GGR' and of a 'C' in 'PIT CREW'! You should've been there . . . .

Rodney Roadster's Rural Ramble

Tour — Rally — Party??

It's all three! Yes, a tour, rally, and party all in one event. The tour will consist of a leisurely drive through the beautiful countryside and Porsche roads in the south part of Santa Clara County. The rally will require you to follow a set of very simple instructions. We'll end at a private home for a BYOB party, a rally rap/bull session, and some of that famous Porsche comraderie. Its all there for you to enjoy! Please join us.

Where: Almaden Plaza
Blossom Hill Road and Almaden Expressway
San Jose

When: Sunday, February 25th
Registration opens at 11:00 AM
First car out about 12:00 Noon

Call: Rodney Roadster (But since he'll probably be out of town, try Jeff Lateer 732-1433 days, 371-4558 eves, or Bob Sherman 249-3787 eves for more information.)

Remember, its a Tour, a Rally, a Party. All three are fun. Be there and enjoy.

Numero Uno

The first Autocross of GGR'S 1979 season is right around the corner. Come on out and get a good early start in the new season. An interesting and fun course is planned to challenge and entertain you. Be there!

Where: Alameda County Fairgrounds
Bernal Avenue off Hwy 680
Pleasanton

When: Saturday, February 10th
Early registration closes at 8:30 AM,
first car out at 9:00 AM. Late registration
open from 11:00 AM to Noon.

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PORSCHE: The Car .... Then Until Now

Porsche as a car began with Porsche No. 1, a prototype of the 356 series. No. 1 was an open two-seater with mid-engine, tubular frame and a handmade aluminum body. The prototype was completed in the Spring of 1948 in Gmünd, Austria. In late summer of 1948, the first sales' brochures for the 356 were printed in Vienna in German, English and French offering the coupes for $3,750 and $4,250 for the convertibles. The first 356 was shown at the Geneva International Motor Show in the Spring of 1949. The first coupe had movable wing windows, a feature that didn't return until the 1960 356B model coupes. Less than 60 of these aluminum bodied 356's were built in Austria from 1948 until the Spring of 1951. Of these, 6 were Swiss Reutter Brothers bodied convertibles, 2 were Porsche bodied convertibles and the remainder were Porsche bodied coupes. Porsche saved four of these coupes for future competition purposes, the cars were later known as the Porsche Type 356 SL-GT.

In November of 1949, Porsche ordered 500 steel coupe bodies to be built by Reutter and Porsche production was moved to Stuttgart, Germany in space rented from Reutter in Zuffenhausen. In 1950, Porsche built 298 356's and by March of 1951 the 500th 356 had been completed. In the early 1950's, some convertibles were built by Gläser of Ullersreith from steel panels supplied by Reutter. The first Reutter built Cabriolets were available by the end of 1950. The Cabriolet was Porsche's deluxe model convertible which along with the coupes were built continuously until the 356 series was discontinued in 1965. Approximately 10% of the 356 series production was built as Cabriolets and the last official 356C model built was a white Cabriolet built in September, 1965.

The history of Porsche has always been closely linked with racing. The first official factory entry into racing was in 1951 at Le Mans where one of the light-weight aluminum coupes was entered. The car was capable of about 100 mph with a 1100cc engine of 44 hp and front and rear wheels fully enclosed with fender skirts. The car won its class at Le Mans and placed 20th overall. Several of these light-weight Austrian coupes were raced around the world over the next few years by both Porsche customers and the factory. John Von Neumann, a California VW-Porsche distributor, had one of these cars which he cut the roof off to make it a roadster. Von Neumann then raced it in the SCCA under 1500cc modified class, where it wiped out enough of the British competition to become known as 'the Porsche that made MG's obsolete' in road racing. Golden Gate member, Chuck Forge, still owns this Von Neumann modified Austrian-built aluminum bodied Porsche having purchased it in 1957.

In 1952, the 1500cc super engine was produced for customers who wanted to race their Porsches. To go with these engines, another aluminum bodied car was introduced in April of 1952, the American Roadster, which was the forerunner of the Speedster. The American Roadster bodies were built by Gläser and twenty were made between April and November of 1952. The replacement for the American Roadster, the Speedster, was introduced in 1954. The Speedster was steel bodied built by Rüdiger and was a cross between the American Roadster and the Cabriolet. The Speedster was built at the insistence of Max Hoffman, the American Porsche importer who requested a lower priced sporty model Porsche to compete with the Austin Healy, Triumph and Corvette. The Speedster was produced from 1954 through 1958 and approximately 3,820 cars were made, which is about 18% of the cars produced during that period. There were also approximately 20 Speedsters built for racing purposes in 1959.

In 1958, a hardtop was offered as an option to the Cabriolet's equipment. Hardtops had been available for the Speedsters in the form of California made Glaspal tops since 1955. In 1957, Porsche approved the Glaspal top and offered it for sale through Porsche distributors. The Speedster was replaced in 1959 by the Convertible D with its body made by Drauz in Heilbronn, north of Stuttgart.

In 1960, the T5 series body was introduced for the type 356B. This was the year of the new look and they now called the Convertible D the Roadster. In 1961, both Drauz and D'Ieteren frames in Brussels, Belgium built the Roadster bodies for Porsche. During 1960 and 1961, 2,652 Roadsters were built. In 1962 with the introduction of the T6 series body with its squared-off hood, external gas filler and twin grills, only 200 Roadsters were built. This was the end of a period in Porsche history where more body styles were available than ever before or since. Reutter made the Coupe and Cabriolet models plus the Cabriolet with its removable hardtop. Roadsters were available from both Drauz and D'Ieteren and the Carrera Abarth GTL coupes were being made by Zagato in Turin, Italy. Karmann of Osnabrück built the Hardtop Coupe model, a fully enclosed model patterned after the detachable Hardtop. Only 1,746 of these Karmann Hardtops were made before the Karmann production was switched to regular coupes.

In 1963, Porsche purchased the Reutter Karosseewerk. The 356 was again revised in 1964 with the introduction of the 356C. Significant changes for the C model were disc brakes and new engines, the C with 75 hp and the SC with 95 hp 1600cc engines. Production of the 356C ended in September 1965 with 16,668 356C models being made, bringing the grand total of 356's made to 76,303.

Porsche started building cars specifically for competition in 1953. These cars were the forerunners of the very successful Spyder series. The prototypes were tubular framed mid-engined cars patterned after the successful Glöckler-Porsches. Two ran at the 1953 Le Mans race winning their class with 1500cc pushrod engines. Several other prototypes were built in 1953 using the Fuhrmann-designed 547 4-cam spyder engine. In 1954 and 1955, production versions of the 550 Spyder were made and over 100 sold to customers. The 550A model was introduced in 1956, the changes were from a ladder type frame to a steel tube space frame which made the car both lighter and stronger. The brakes were improved, the suspension revised with a low pivot swing axle in the rear and a sway bar in the front. A five-speed transmission was also added but first gear was only a starting gear.
Porsche: The Car . . . Then Until Now - Continued

The Spyder series evolved through the Model 718/1500 RSK in 1958 and 1959 and Models 718/RS60 and RS61 with continuous improvements to the engine, chassis and body throughout the series.

The success of the Spyders in an occasional Formula 2 race in 1957 and 1958 got Porsche side tracked into building cars specifically for Formula racing. The Spyders racing in the Formula 2 class won at Rheims and Avus in 1958. Encouraged by their success, Porsche started to build open-wheeled Formula cars in 1959 with an eye towards the 1.5 liter Formula 1 series starting in 1961. In the Formula 2, Porsche's Stirling Moss won at Aintree and Zeltweg and Jo Bonnier won at Nürburgring and Modena in 1960. Porsche continued to develop the four-cylinder Spyder derived formula car for the 1961 Formula 1 series and started work on the new eight cylinder 804 Formula 1 car. Dan Gurney won the French Grand Prix at Rouen and Speyer and the Solitude Grand Prix in 1962 with the Porsche 801 which used the type 753 4 overhead cam flat-eight 1.5 liter engine. The fantastically complicated Type 753 engine took 220 skilled man-hours to assemble. At the end of the 1962 season, Porsche retired from Formula 1 racing, their official reason for giving up Grand Prix racing was lack of support from German components manufacturers.

The Carrera, named after the Carrera Panamericana race in Mexico where Porsche won the 1500cc class in 1954, was introduced with the 356A Models in 1956. The 1498cc Fuhrmann-designed 4-cam engine was available in the Coupe, Cabriolet and Speedster. For 1957, the Carrera was offered as GS deluxe model with 100 hp or as a GT with 110 hp. The GT version having aluminum doors, front hood and rear hood. GT Coupes also had plexiglass side and rear windows with a leather strap replacing the window winder mechanism in the doors. Various GT versions were built throughout the life of the 356 model with both Carrera and pushrod engines. In 1958, the displacement was increased to 1600cc and the GS had 105 hp and the GT 115. By the end of 1959, 700 Carreras had been built.

In 1960 the Carrera was replaced with the Super 90. However, for racing, they built 40 light-weight 1600cc GT's, some Carrera powered and some powered by Super 90 engines and 18 to 21 Carrera Abarths in 1960/1961. The Abarths started as 1600cc Carrera's but many of them were recycled receiving different body work and different engines including the 2 liter Carrera engine. In the Spring of 1962, Porsche introduced the Carrera 2 intending to build only 100 so that the 2 liter version could be homologated. The Carrera 2 was so successful that Porsche finally built 436 cars, 310 as 356G's and 126 as C models.

The last and the fastest 356 Carrera was the 2000 GS/GT of which only two were built. The bodies were patterned after the revised 718 RS61 build in 1962, the front end of these cars looked similar to the 904. They debuted at the Targa Florio in 1963 placing third overall and winning the GT class. The cars nicknamed the 'Scrapper' were faster than the Abarths and many Porsche customers hoped a series of the 2000 GS/GT's would be built to replace the Abarths, instead the 904 replaced both the Abarth and the 2000 GS/GT.

One of the last race cars to use the venerable Fuhrmann four-cam engine was the Elva Porsche. The Elva Porsche was a joint effort between Porsche who supplied special flat-fan engines to the British Elva company who made 15 Mark VII models in 1963 and 1964. The factory used one of these cars for hillclimbs, however, theirs was fitted with a Type 771 2 liter eight-cylinder engine. The Type 711 engine was the sports car version of the Type 753 Formula One engine used in the 804 Formula One car. From 1962 at the Targa Florio, two 718 Porsche coupes and the W-RS Spyder used the Type 771 flat-eight engine.

The last of the race cars built with the four-cylinder four-cam engine was the much loved 904 or Carrera GTS introduced in 1964 and first raced at Daytona and Sebring winning the under 3000cc prototype class at Sebring. As a homologated GT car the 904 won overall at the 1964 Targa Florio. The 904 was the first of the 'plastic' Porsches with bodies made of fiberglass by Heinkel Flugzeugbau in Speyer. The factory built six 904's for themselves, to be used with four, six and eight cylinder engines and 100 customer cars with 2 liter four-cylinder engines. Four additional cars were built from parts originally intended as spares so there were at least 110 904's built.

At the Frankfurt International Auto Show in September, 1963 Porsche introduced the Type 901 which is the 911 still with us today as the 911SC. Production was started in September 1964. In 1967, the Targa model was introduced. For the 1969 model year, the wheelbase was lengthened and fender flares were added. 1970 and 1971 had larger 2.2 liter engines. 1972 model year saw another displacement increase to 2.4 and in Europe there was a 2.7 Carrera. For 1974 model year displacement was again increased to 2.7 and in Europe there was a 3.0 Carrera RS. In 1978 the 911 became the 3.0SC for a world-wide market. The body and interior appointments have continuously changed through the years with the most significant appearance change being the bumper change in 1974.

The 912 was introduced in April of 1965 and production lasted until 1969 when the 912 was discontinued. The 912's had a slightly detuned SC engine installed in a 911 type body. In 1976, Porsche tried to hide a Volkswagen in a 911 body in the form of a 912E. The car had a modified version of the 914 2 liter engine which had Bosch L Jetronic fuel injection rather than the D Jetronic unit used by the 914 2 liter.

For 1966 Porsche built a series of 50 906 (Carrera 6) race cars using a specially developed version of the 901 engine. The factory installed the Type 771 flat-eight engine in four Carrera 6's which they raced in the prototype class while customers ran the series cars in the GT class. The 910 was an evolutionary successor to the 906 appearing in 1967. Porsche intended to only run the 910's as factory entries but at the same time they only ran brand new cars in important races, so many cars were sold to customers. In all, 28 910's were made, most of them with the 6 cylinder type 901 engines. In 1968, the requirement for homologation was reduced to 25 and the 910 replaced the 906 as the GT class winner. The factory ran some 910's with the Type 771 flat-eight engine with the displacement increased to 2.2 liters.
Porsche: The Car . . . Then Until Now - Continued

The 907 appeared mid-season in 1967 and was different from the 910 only in that it had a more aerodynamic body and right-hand steering. The 907 also used both the Types 901 and 771 engines, the eights produced more power than the 901 six but were not as reliable. In 1968, the 2.2 liter was producing 270 hp and had achieved enough reliability that the factory ran them in the 907 at Daytona and Sebring winning both. A single 909 Bergspyder was built in 1968 for hillclimbs. It ran only two events and didn't win. The significance of the 909 was that the transmission was between the engine and the differential which shifted much of the weight and the driver forward in this 948 lb car. The 909 was the fore-runner of the very successful 908/3.

The 908's first appeared in April of 1968 at the Le Mans trials. The cars looked very much like the 907's. The Type 908 engine was essentially a 901 engine with two more cylinders tacked on. The four overhead cams were chain driven just as in a 901 engine. The cam drive was derived from the 916 engine built for the 910 and 911R in 1967.

In 1969, a spyder body was developed for the 908/02 which was revised later in the year with another flatter spyder body with less drag. It was with the 908 that Porsche finally won the World Sports Car Championship in 1969 with Jo Siffert and Brian Redman winning five races. Planning to race the 917 in 1970, Porsche sold the 908/02 cars to private teams at the end of the 1969 season. Porsche developed one additional 908 variation for their own use at Targa Florio and Nurburgring, two courses where they felt the 917 would be too unwieldy. This new car, the 908/03, used the technology gained from the Type 909 Bergspyder having driver, engine and transmission in front of the differential. The light (1201 lb) agile Type 908/03 was a successful car for Porsche who only raced them at four races in 1970 and 1971 winning the 1970 Targa Florio and the 1970 and 1971 Nurburgring. Some of these 908/03's are still being raced by private teams with turbocharged 901 engines.

The fabulous Type 917 was introduced at the Geneva Motor Show in March of 1969. By the end of April the 25 cars required for homologation had been built. When it was introduced, the 917 was powered by the Type 912 12-cylinder 4.5 liter engine which produced 560 hp. The 917 got a slow start, winning only one race for the factory in its first season of racing, fortunately the 908's carried the load winning the World Championship of Makes in 1969. In 1970 the 917 brought Porsche the victory at Le Mans that they had been after for nearly 20 years. Porsche again won the World Championship of Makes in 1970 and 1971 with the 917's with a little help from the 908/03's. In 1970, the rules for World Championship racing were changed and the 917 was no longer eligible. In 1969, 1970 and 1971 Porsche won 24 of the 31 World Championship races — the 917 winning 15 and the 908 9.

In 1969 Jo Siffert had bought a roadster bodied 917 to the U.S. to compete in the Can-Am series. The car did not win any races, but it was reliable and showed promise placing fourth in the championship. In 1971, Siffert returned in a special version which was the fore-runner of the 910-10 which was to dominate the series in 1972 under the guidance of Mark Donahue. Mark was injured in an accident early in the season and George Follmer substituted for him as driver and won the 1972 Can-Am Championship. For 1973 the 917-30 was developed for Mark to drive in the Can-Am series. Mark dominated the 1973 Can-Am season with this 5.4 liter, 12-cylinder 1100 hp monster. For 1974 a fuel limit of 73 gallons was imposed on the Can-Am. This ruling effectively made the 917 uncompetitive so Porsche withdrew from the series. The 917-30 was entered in one Can-Am in 1974 at Mid Ohio where Brian Redman won the heat race and placed second in the main event. In all 43 of the Type 917 family had been built — probably the greatest racing car ever built.

For the 1970 model year a new production, Porsche was introduced — the VW-Porsche 914. The 914 was a joint venture between Porsche and Volkswagen marketed everywhere but in the U.S. as the VW-Porsche. In the U.S. it was sold as a Porsche by the newly formed Porsche-Audi distribution system. Initially there were both four- and six-cylinder models with the fours using the Type 4 Volkswagen engine and the sixes using the 1969 2.0 liter 911T engine. The 914-4 was a commercial success with 115,596 being built between 1970 and the Spring of 1976 when the model was discontinued. The 914-6 was offered from 1970 to 1972 during which time 3,360 were built and 1,788 were sold in the United States.

A 914-6 GT version was produced to Group 4 rules for racing and rallying. The 914-6 was not as successful in sales or competition as Porsche had intended. In 1970 a 914-6 GT won the GT class at Le Mans and placed sixth overall. In 1971, Peter Gregg and Hurley Haywood won the IMSA GT Championship driving a 914-6 GT. In 1976 and 1977 Golden Gate Region's, Walt Maas successfully ran his 1971 914-6 GT in the IMSA GTU series winning 12 races and the 1977 GTU Championship. A number of 914-4's have been raced in SCCA racing but without the success of the old 356A Speedsters.

The 916 was to have been a civilized street version of the 914/6 GT, but the project was killed by the accounting department at Porsche. Eleven prototypes were built in 1971/1972, they had the 2.4 liter 190 hp 911S engine, larger wheels and deluxe appointments. The Porsche family kept 5 of the prototypes and sold the other 6 to Porsche friends.

In 1973 the 914 2.0 was offered as a replacement for the 914/6 and in 1974 the 1.7 was up-sized to 1.8 liters...The 914 series was to be replaced by the new 924 in late 1976 as the low priced Porsche. In 1976, to fill the gap between the end of production of the 914 and the availability of the 924 Porsche came out with the 912E to protect the low priced end of the market.

To protect the high priced end of the market, Porsche introduced the Type 930 Turbo at the Paris Motor Show in October 1974. A show car called the 911 Turbo had been shown at the Frankfurt show in September 1973 to test the market potential of such a car. The type 930 was originally placed on the market in Europe in 1975 to gain homologation for Group 4 and Group 5 cars which Porsche intended to race in 1976. The original intention was to produce the 400 required for homologation, but the car
Porsche: The Car . . . .Then Until Now - Continued

has been a tremendous commercial success and is now in its fifth year of production. 1979 could well be the last year of all 911 derived cars (SC and 930) and, as is usually the case, the last of any model is usually best of the model; i.e., 1959 A model, 1963 B model, and 1965 C model are all considered the best of their lot.

In 1974, Porsche raced a pair of extensively modified Carrera RSR’s with turbocharged 911 engines in the prototype class. This was done as preparation for the upcoming ‘silhouette formula’ for Group 5 cars to begin in 1976. In 1976, Porsche produced three new race cars, two based on the 911 chassis (934 and 935), and the 936 prototype which is a blend of the 906/03, the 917/10, with the engine from the 1974 Carrera RSR Turbo. The 934 was a homologated Group 4 car sold to customers for GT racing. The 935 was a Group 5 car with which the factory would win the 1976 World Championship of Makes. The 936 was a last minute creation for the Group 6 World Sportscar Championship which they also won in 1976. The 936 also won at Le Mans in both 1976 and 1977.

For 1977, Porsche produced a special series of IMSA prepared 934’s which had many 935 mechanicals. They also produced a customer version of the 935 for Group 5 racing. Porsche again won the World Championship of Makes. For 1978, Porsche built another series of customer 935’s and let their customers defend the World Championship of Makes.

Porsche updated both the 935 and the 936 in 1978 to defend their Le Mans victories, and unfortunately lost to Renault. However the 935/78 they created for this race is surely the ultimate racing 911, the culmination of many successful years of racing many various 911 derivations. The 935/78 was only raced 4 times, winning only at Silverstone. Again in 1979, Porsche is planning to let their customers defend the World Championship of Makes.

The 924, introduced in November of 1975 in Europe for production beginning February of 1976, was the first (modern) Porsche to break with the rear engine air cooled tradition. Available in the US since the summer of 1976, the 924 has been a tremendous success commercially. By April of 1977, 50,000 had been produced, they have now made 63,000 so the 924 will very soon surpass the total 356 production of 76,303.

The 924 has yet to be tested in competition aside from some limited showroom stock racing last year. The car is supposed to be homologated into SCCA D Production for 1979 so we should see some 924’s racing this year. 1979 is also a year for change for the 924 with the addition of the Porsche 5 speed transmission as standard equipment, and the introduction of the 924 Turbo. The 924 Turbo was introduced in Germany in November, 1978 with production for Europe starting February 1979. The US version will be available at the end of summer as a 1980 model.

The 928 was introduced to the public in the Spring of 1977 at the Geneva Automobile Salon just 28 years after the first Porsche 356 had been introduced at the same show. Production began in August of 1977 of the car heralded as ‘the sports car of the 80’s’. Introduction in the US was in the Fall of 1977 and deliveries started in the winter of 1978. After conditioning us to front engined water cooled sports cars with the 924, and high priced luxury cars with the 930 Turbo, Porsche has produced the ultimate in luxury sports cars with the 928. The car has yet to enter competition, but with the Porsche racing tradition we can be sure that it will and when it does it will be a winner.

What of the future, who knows? With the Porsche heritage we can be sure that the Porsche future will be exciting on both the road and the track. The 924 and 928 will probably be with us for many years and continue to be as exciting as the 911 series has been the last 16 years since its introduction in 1963. In racing, the sport dedicated to approaching limits which cannot be applied to the road, Porsche will continue testing the limit, whether it be with GT cars, sports cars, formula cars, or Indy cars. Porsche’s racing efforts will have one thing in common with their road cars - both will be fun!

Bruce Anderson
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The 1979 Autocross season started out with a great practice event. Ron Trethan tried the Don’t-Plan-Ahead-Just-Throw-The-Pylons—Out-Of-The-Trailer school of course design, and came up with a challenging, fun to drive course. The rainy days before the autocross and the weather reports of rain to come kept attendance down and gave those who showed up plenty of track time.

Golden Gaters had not been idle during the winter autocross break. Bill and Becky Newlin really went to work on their 911 to get it ready for the small-bore 6-cylinder Prodified class, finishing with an eye-catching pink and purple paint job by Jeff Hammill. Ted and Susie Atlee turned their stock 911 into a Prodified car sporting big fenders and a big whaletail. Jim and Karen Pasha and Norb and Judi Witt must have made a private deal - they both traded their 924's for 914's (the Pasha’s a 914-6).

As the day progressed, it became clear that there are going to be some good battles this year. Sue Atlee and Karen Hawkins had a great fight, at times being separated by only one one-hundreth of a second. Chris Lewis (driving John Millege’s Prodified 914-6) and Becky Newlin traded positions all day long. The battle for top-time-of-day for stock cars involved Walt Maas, Terry Zaccone, Ray Mascia, and Rich Schroebel, with Walt finally coming out on top with 2 spectacular runs that had the race-tire drivers shaking their heads. Bud Hart really turned it on, besting John Hawkins and Ted Atlee.

The best battle of the day was for top-time-of-day. The lead changed with practically every run through the grid. Bill Newlin, Tom and Marj Green, and Jon Millege all grabbed the top spot at least one, if not two or three times during the day, with Jon finally winning when the event was over.

Many new and novice drivers like Phil Almon (914), David Swift (914), George Warden (911), and Beth Bates (911) decided that 1979 will be the year to learn how to autocross. 914-6’s showed the largest growth of any Porsche model with Rich Schroebel, Bob Briggs, Pete Theussen, Dave and Becky Blanchard, and the Pasha’s joining the Green’s and Milledge.

By 4 o’clock everyone had taken five runs so it was decided to pack it up and head for the Trethan’s for some serious beer drinking and chip nibbling.

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WHERE — Bud Hart Porsche Racing
744 Aldo Avenue
Santa Clara

WHEN — Sunday March 4th
Cars must be in place by 11:00 AM
Judging to begin at 1:00 PM

General Rules

1. Awards given 3 deep in every class.
2. All points earned count toward year end awards. Entrants will drop the lowest score if all events are entered.
3. Entrants from classes 1, 2, and 3 will have the opportunity to judge cars in a lower class than they are entered in.
4. After winning a class twice you are automatically bumped to a higher class.
5. A car once entered in high class cannot be placed in a lower class for other events. (Example - Car entered in Class 2 in the 1st or 2nd event cannot later enter in class 3 or 4).
6. Cleanliness is stressed in all classes.

Classes

Class 1 Full Concours - Interior, exterior, storage compartments, engine and undercarriage, 250 possible points, cleanliness and originality stressed.

Class 2 Interior, exterior, storage compartments, and engine, 200 possible points, originality not stressed, cleanliness stressed.

Class 3 Interior, exterior, and storage compartments. 150 possible points. Cleanliness stressed.

Class 4 Interior and exterior, 100 points possible, cleanliness stressed.

Class 5 Competition Cars

Questions? Call Joe Hartman at 265-4623.
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5. Eugene Parry, 1718 Ridgewood Road, Ft. Collins, CO 80526
6. Tom Pratt, 26070 Adams Road, Los Gatos, CA 95030
7. James W. Ratcliff, 15970 Cerro Vista Court, Los Gatos, CA 95030
8. Robert D. Sewell, 700 Coleman Ave., #8, Menlo Park, CA 94025
9. John Seymour, 38027 Stenhammer Drive, Fremont, CA 94536
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**FEBRUARY**

- **6** RALLY RULES MTG. – TROUTNER
- **10** GGR AUTO-X NO. 1 – PASHA
- **13** PIT CREW – LEVINE
- **17** TECH SESSION – WOODS
- **17** DINNER MEETING – FORSTER
- **23** BOARD MEETING – PATTON
- **25** RALLY – RODNEY ROADSTER

**MARCH**

- **3** GGR AUTO-X NO. 2 – BERENS
- **4** CONCOURS/swap – HART, HARTMAN
- **10** TECH SESSION – WOODS
- **18** ZONE 7 AUTO-X – MONTEREY BAY
- **20** PIT CREW – NEIDEL
- **23** BOARD MEETING – BUCKTHAL
- **24 - 25** YOSEMITE TOUR – HILLS
- **31** SCAVENGER HUNT – JOHNSON