ALEX'S

SALES LEASES SERVICES

PORSCHE HOUSE

3303 S. WINCHESTER BLVD.
CAMPBELL, CA  374-5920
miscellaneous mumblings

1979 is half over and looking at the region’s accomplishments and progress this year brings a few comments to my mind.

Our calendar has offered the membership a large variety of events to attend with the promise of even a more activity-filled calendar for the last six months. Overall our attendance is down a slight bit from last year, due (I’m quite sure) to the fuel crisis situation. Every event chairman has been asked to consider the gasoline situation when planning their event and to inform the membership of gasoline availability if possible. With careful planning on your part, as well as the event chairman’s, we can all continue to have successful events.

Our membership rolls list GGR as having in excess of 750 members. Recently we were pleading for corner workers for our Time Trial School and Driving Event. Our pleas brought a very limited response from GGR members and we were forced to make phone calls to members of other regions and ask for their help. We got their support but it was an embarrassing situation to say the least. We need everyone’s support in all activities to continue to operate successfully.

Whether you attend a few or a great number of GGR activities, think about a way in which you could help the club. There are various tasks that must be completed within the administration of the club and/or its events. I know each one of you has something to offer the club. Remember, every one of us involved in this club is volunteer. The satisfaction you get by volunteering some of your time and making our events successful is rewarding. YOUR CLUB NEEDS YOU!!!

Sandi Candlin

P.S. Thanks to all of you volunteers who have come forward and helped us this year!

COVER - Foster’s Speedster, and Maas’ 928 mirror traditional and contemporary Porsche philosophies. Photo by the Editor. The setting is the Richert and Sons Winery on the recent Wine Wander.

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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.
CLOSE BUT NO CIGAR

Fantasy Racing placed 2nd, 8th and 9th at the 47th running of the 24 Heures Du Mans, where placing second was almost like winning. Nineteen GGR members, three regular crew members, a renta-crew, four Porsche 935's, 12 drivers and friends went to Europe to take on the best on their home court and almost pulled it off.

PRE RACE PAGENTRY

The GGR contingent arrived in Paris the Friday night a week before the race. We spent two nights in the Hotel Vermont and saw what you can see of gay Paree in two nights and one day. Those of us who enjoy eating discovered right away that this was a nice place to be. We took a city bus tour, walked a million miles, and had a picnic in a park near our hotel where the hookers ran an afternoon trade. While we were all enjoying Paris, Team Manager, Gary Evans, with Brian Carleton and Mike Mota, the truck driver, went to La Havre to pick up 'Big Red', the car transport, and the race cars.

EARLY RACE PIT STOP

Sunday morning the rest of us headed south to Le Mans with a stop for sight seeing at the Cathedral of Chartres. The Cathedral of Notre Dame de Chartres is considered to be one of the greatest masterpieces of Gothic architecture. Built in the 12th and 13th centuries it has magnificent facades portraying the Kings and Queens and 13th century stained glass windows generally considered to be the finest medieval windows.

After our sight seeing tour we were on to Le Mans and the race track to work on the cars. 'Big Red' was awaiting us in the pits when we got there. Gary Evans assigned the work crews for the cars and we unloaded the cars to check them over. Greg Eliff was crew chief on No. 70 with Brian Carleton and John Clever as crew; Bob Babbo was crew chief on No. 71 with Mike Mota and Ron Trethan as crew; I was crew chief on No. 72 with Jeff Hammill and Johnny Johnson as crew; No. 73 had the renta-crew with Jim Thane as crew chief and Paul Bingham and Greg Jenkins as crew. Martin Raffo, Julian Standon, Jack Tedford and Tom Foster were assigned to tires and race pit preparation. Jerry Woods was assigned as resident expert at large in charge of engines and specials.

After checking over the cars and receiving our work assignments, we loaded the cars back into 'Big Red' and went for a tour of the track. Tertre Rouge, the corner entering the Mulsanne Straight had been modified for the 1979 running of the event shortening the course slightly to 13.6265km (8.467 miles). From our brief tour of the track we went to the small town of Malicorne where we all stayed. Most of the crew stayed in the Hotel de la Boule d'Or, which became the team headquarters. The rest of the crew and the drivers stayed in Chateaux around the town. These accommodations varied from quaint old houses to the palatial estate of the Marquise de Vesins, a castle complete with a moat where Dick Barbour, Paul Newman, Rolf Stommelen and Ed Abate stayed.

Monday and Tuesday were spent completing four almost ready race cars for the Wednesday Scrutineering. None of the cars had been started since they had been put together at home. Starting the cars proved to be easier with some cars than others. The No. 70 car had been assembled from a bare tub, a fact attested to by the sign on the rear wing 'Made in Mountain View, California by Garrettson Enterprises'. This was the car we had the most difficulty getting started because there were problems with the wiring harness but it too finally started Tuesday afternoon.

Those not directly involved in preparation of the cars were either readying the tires and wheels or building the timing stand for Judy Stropus and Leslie Ann Taylor and the racing pit work benches. We had shipped 100 Goodyear racing tires over in 'Big Red', a mixture of slicks and rain tires guestimated to meet our needs. In order to fit 100 tires in the truck they were collapsed and a 16” front put side of a 19” rear. This technique worked great for shipping but provided some unpacking challenges. In order to get the two tires separated and restored to their proper shape, it was necessary to leave them in the sun for a while and then man handle them. This worked alright when there was sun, but it was overcast and rainy much of the time while we were at Le Mans making the job a real pain. When the tire crew finished they had four sets of tires mounted up for each of the four cars.

The carpenters, Tom Foster and Jack Tedford, went with our French Connection, Jean-Pierre Avis, to the local lumber yard for supplies. At the lumber yard they found cut lumber which was 2” by 4” (50mmx100mm) and particle
board to build their structures. All of the lumber was from Czechoslovakia and cost two to three times what it does here in the states, which explains why so much of their construction is done in stone and concrete.

Wednesday was a day devoted to that great Le Mans ritual—scrutineering, which takes most of the day. Scrutineering is held in downtown Le Mans in a courtyard between a cathedral and the municipal theater. To get our cars to scrutineering, small flat bed tow trucks were used. This was done to avoid having to move 'Big Red' and breaking up our encampment at the track which by this time was taking on the look of Custer's Last Stand. When we finally arrived at scrutineering with all four cars and a cast of thousands, I remembered that I had left the key to No. 72 taped to the wall in 'Big Red' where I wouldn't forget it. Jack Tedford and I made a very hurried round trip out to the track (about a 10 mile trip) in our Renault rental van. We got back just in time to begin the ritual with the corps of technical inspectors. It is very important to be on time for the first phase of scrutineering, the 'Reception', as you are fined 500 francs for being tardy. At the 'Reception' they check to be sure that you are on time for the festivities and that your papers are in order. From there the cars progress to the Bodywork and Mechanical station where the cars are checked against the FIA handbook for legality. From there the cars go to a lift where the underside is inspected and the engines are sealed, in the case of the Porsches they run a wire seal through a hole drilled through both crankcase halves. This sealing is done to prevent competitors from replacing an engine during the course of the race. At the next station the fuel is drained from the tank and lines so that the cars can be weighed without fuel and the fuel capacity can be checked. The cars are weighed at the next station to ensure that they exceed the minimum required weight. At the next station the cars are filled with fuel and the capacity of the tanks checked. From the fuel check the cars go to the electrical and safety inspection station where the cars are started so that the electrical kill switch can be tested. They also test all of the special lighting equipment required by the rules at this station. In addition to normal lighting, turn signals that flash a side marker light, number lights, and a very bright rear fog light are required. The electrical checks were the only area our team had any difficulty with; two of the cars had batteries so weak that they would not start the engines so the kill switches could not be tested. They did allow us to use jumper cables to jump start the two cars and we were able to pass this phase of scrutineering also. The final phase is the scrutineering of the scrutineering, where after checking to make sure that everything is in order they stick on the label indicating the car's class and country and the official rubber stamp indicating that the car has passed and can go on the track.

From scrutineering we took the four cars back to the track to our encampment which was a large work area surrounded by two large tents, 'Big Red', the Sachs service van and 5 camper trailers. The rest of the day was spent in final preparation for that evenings practice from 6 to midnight. It does not get dark until after 10PM so these evening practice sessions offer plenty of time to sort out both the cars and the drivers. The cars and drivers to be sorted were: No. 70, a brand new made in Mountain View 1979 935 twin turbo for Dick Barbour, Paul Newman and Rolf Stommelen; No. 71, a 1978 935 with a 1979 single turbo induction system for Bob McFarlin, Bob Akin and Roy Woods; No. 72, a 1977 935 single turbo for Bob Garretson, Ed Abate, and Skeeter McKitterick; and, No. 73, a single turbo 934/35 for Bob Kirby, John Hotchkiss and Bob Harmon.

The first evening of practice and qualification the drivers seemed to be sorting out all right and all of the cars but No. 70 were doing well. No. 70 still had electrical problems in the ignition system, Jerry Woods, Greg Elfiff, Peter Schmidt (from Porsche) and Wolfgang Husted (from Bosch) spent the evening solving the problem which proved to be a defective wiring harness. Rolf took the car out in the final hour of practice, but it had started to rain so he was unable to turn any decent times. As a result of the problems with No. 70, Paul Newman practiced in No. 72 to familiarize himself with the 8/12 mile course. The cars all survived the first evening of practice and qualification in good shape. The biggest problem was an oil leak in the horizontal fan drive in No. 72 which necessitated removing the engine for repair.

The second evening of practice and qualifying, from 6PM to 11PM, had its highs and lows for our team. Unfortunately we got one of our lows right at the beginning of the session when Ed Abate had difficulty bedding in a new set of brake pads in the No. 72 car and crashed at Indianapolis turn, so named because the road there was once paved with bricks. Ed was on his first lap and had experienced brake fade at the end of the Mulsanne Straight. Indianapolis is the first real turn after the hairpin at the end of the Mulsanne. When Ed went to slow for the turn, the brakes completely failed and he crashed unceremoniously through two catch fences into the guard rail. It took us two hours to go get the car unstuck from the fences and back to the pits. In all of the excitement of getting the car back, Bob's brother, Fred Garretson, crashed their rental car in an argument with another Renault. When we finally did get No. 72 back to the pits to assess the damage we found that it needed some body work, a left front A arm, four wheels, some body work, some new lights, two front struts, a tie rod, and some more body work. Oh well, at least the crew knew what they would be doing on Friday.

No. 72's state of disrepair created another problem because Skeeter McKitterick had just arrived that day and had not yet qualified for the race. This problem was solved by letting Skeeter qualify in No. 70 as a reserve driver. Qualifying was to cause us one additional problem and almost a third. All drivers must qualify within 30% of the fastest drivers time and Bob Harmon was having difficulty coming to grips with driving a turbo and didn't make the cut off. The third problem was that No. 72 was sitting in the pits broken and battered and would not improve upon the times it had turned the previous evening while breaking in the engine and sorting out the drivers and car. The car had to be one of the 55 fastest and within 30% of the fastest car to make the grid. We were lucky on this one, No. 72 was fast enough to make the grid and was the 55th fastest. No. 70 qualified first in the IMSA class and 16th overall; No. 71 was seventh
The 24 Hours of LeMans - Continued

in class and 33rd overall; No. 73 was ninth in class and 40th overall; and, No. 72 was eleventh in class and dead ass last.

Bob Wollek qualified one of the ESSEX sponsored Porsche 936's on the pole while Jacky Ickx put the other factory entered 936 along side of it on the front row. The third fastest car to qualify was the new K3 bodied 935 which was to be the eventual winner, entered by the German Kremer team and qualified by Klaus Ludwig.

NIGHT STOP

Friday was spent in final preparation of cars No. 70, 71 and 73 while a total restoration was in order for No. 72. While the four crews, the specialist and the generalist tended to the cars all week a fifth crew headed up by crew chief, Bill Patton tended to the sight seeing for the team. This crew was made up of Sharon Trehlan, Sandi Candelin and Joyce Hammill. Friday was also the day Sharon Evans and Sue Garretson returned from their one week tour of Florence and Venice where they went to see if Italian men really do pinch.

Saturday was race day and everyone was at the track early for the final preparation and race day pagentry. We participated in the pagentry by draping all four cars with large American flags and erecting smaller California flags just to confuse the Europeans. The cars must be pushed up to the pits dry of fuel between 11:00AM and 1:00PM. During that two hour period they must be fueled from the overhead riggs and at 1:30PM pushed out to their spot on the starting grid for the 2:00PM start. The pace lap starts at 1:45PM and the race is flagged off very close to 2:00PM and so starts 24 hours of boring anxiety. I must admit that with four cars there is not much time for boredom, but there is plenty of anxiety.

The first hour was very routine for an endurance race, the Group 6 cars were leading with Porsches 936 one and two and the two Ford Mirages three and four. The first Group 5 car was the Georg Loos 935 driven by Fitzpatric in sixth place. Our No. 70 car was leading the IMSA class and was 12th overall; No. 71 was fourth in class and 18th overall; No. 73 was eighth in class and 33rd overall; and, No. 72 had moved up from the back to ninth in class and 34th overall.

The race went on and on as endurance races do with our cars showing up in the pits for service once every hour unless they came in unexpectedly for emergency repair. At the end of the second hour, No. 70 was 10th overall and still leading its class. By the end of the fourth hour we were looking good with No. 70 first in class and 7th overall; No. 71 second in class and 8th overall; No. 72 fifth in class and 16th overall; and, No. 73 eighth in class and 18th overall. The race leaders were running into problems, and one of the Mirages had retired. Both of Porsche's 936's had encountered problems, the Wollek/Haywood car had fallen way behind because of fuel starvation problems and the Ickx/Redman car had a tire failure which had cost them a great deal of time. The Ickx/Redman car was later disqualified when Ickx had outside assistance replacing a broken fuel injection pump timing belt. The Wollek/Haywood car had a complete fuel injection rebuild then worked itself all the way back up to second place at 17 hours of the 24 hour race at which time the car had a massive engine failure. We had problems of our own 5 hours and 31 minutes into the race when the engine in No. 71 failed with a blown head gasket and the car had to be withdrawn.

By the seventh hour the Group 5 Porsche 935's had taken over the race for good with the eventual winners leading the 7th and 8th hours. The Georg Loos 935, driven by Schurti/Heyer, led the 9th and 10th hour and then it too had an engine failure leaving the Kremer 935K3 driven by Ludwig and the Whittington brothers in the lead for the last 14 hours. Our friends from Interscope who had been running right behind our No. 70 car had an engine failure at 1:05 and withdrew their brand new Vasik Pollak owned 1979 935. Interscope drivers were Ted Field, Milt Minter and John Morton.

The complexion of the race changed drastically just before 2:00AM when we received a call from our signaling pits to tell us it was raining where they were. The signal pits are around the hairpin turn at the end of the Mulsanne straight and were manned by Bob Garretson's friends from the Porsche Club of Great Britain headed by Tony Standon, also a PCA member. After the rain started, all three cars came in for rain tires. During the next 12 hours of the race the track would almost dry enough to use slicks only to have another thunder shower. It was a mad house for our tire crew for the first few hours of rain as they attempted to keep both enough rain and dry tires in the pits to supply three cars. Our tire crew consisted of Martin Rafoff and Tony Standon's son, Julian. Ed Abate was one of those caught short of rain tires when he had a flat and we had to
The 24 Hours of LeMans - Continued

put the car back out on slicks. It was fairly dry when the change was made, but it started raining again, the result was a long pit stop to repair an opps, both some body work and a new oil cooler were required. Bob Garretson was the next out in the car and he too had a little difficulty in the rain, spinning at the Tertre Rouge at 3:37 in the morning. The damage was minor and Bob returned to the race immediately. The drivers said it was a real thrill driving in the rain especially when either passing or being passed. We did finally find out what the rear fog light was for though, the drivers said that was all they could see when they were near another car. Sharon Trehan got to wake up Paul Newman for his turn to drive in the rain. Paul was enthusiastic about an opportunity to drive in the rain until he did it once, then he wasn’t so sure. Even Rolf had some trouble in the rain, he came in once with bright green grass sticking out all over as evidence of an off course excursion.

PAUL HELPS WITH A LATE RACE STOP

By the 15th hour, our No. 70 car had moved into second place overall. Second was the position No. 70 would maintain for the rest of the race except for a brief period during the 17th hour when the sole remaining 936 of Wollek and Haywood passed us for second only to have its engine fail. While our No. 70 car appeared to be secure in second place, it also appeared that the No. 41 Kremer 935K3 driven by Ludwig and brothers Whittington were equally secure in first place. No. 41 increased its lead over our No. 70 car from 8 laps at the half way point to 15 laps at the 20th hour. Then at 10:30 in the morning we heard reports that No. 41 had stopped at the Tertre Rouge turn just before the Mulsanne straight. The toothed belt for the injector pump had broken and the car was stranded. Don Whittington was the driver at the time and the clever devil was able to get the car going again. He tried a couple of times to get the spare pump belt on only to have it come off again. He finally took off the alternator belt and with racers tape on the sprockets to tension the belt was able to get back to the pits. The total time the car was down was almost an hour and a half which should have been ample time for our No. 70 car to catch up the 15 lap deficit and go into the lead, however we had drama of our own. At about noon when we were doing what we hoped would be the last tire change on to slicks the left front wheel nut jammed. It took Jerry and Greg 24 minutes to cut the nut off, replace the left front hub and get the car going again - enough time for almost 5 laps. The irony of it all was that by the time the stop was completed another thunder shower had hit and the car went back to the track with rain tires 4 laps down on the No. 41 car. Rolf drove the final hours of the race and in spite of his magnificent driving he was unable to erase the 4 lap lead No. 41 had. In spite of Rolf’s driving, the Goodyear rain tires were no match for the superior Dunlop rains on the Kremer No. 41. With only 26 minutes to go, Rolf came into the pits with a sick engine, another head gasket had blown, the car had run too long too hard. Rolf an expert at the rules of Le Mans took Gary Evans’ watch and went out and took two additional slow laps to insure that the car would be classified second. At the end of the second lap, he waited at the pit entrance for the checkered flag to be waved. When the flag did come out he crossed the finish line for a second that will be remembered long after the winners as the race where the winners came in second.

Yes, Judy Stropus sat in her timing stand all 24 hours with out leaving, I don’t think Leslie Ann Taylor took a break either. Norb and Judy Witt dropped in just for the race to help us with the statistics as did Fred Garretson and Jim Lachlan. Sue Garretson helped Judy Stropus with posting. The only other American in the race was Peter Greg who drove a Ferrari 512 BB in the IMSA class. He had been doing well until 9:30 in the morning when the car was withdrawn.

When it was all over GGR had crewed three cars into the top 10 at the most prestigious road race in the world. No. 70 Barbour/Newman/Stommelen was second overall and IMSA class winner after leading its class the whole race. The No. 72 car with our token GGR driver, Bob Garretson/Abate/McKitterick was third in class and 8th overall. The final Barbour entry, No. 73 Kirby/Hatchkiss was fourth in class and 9th overall. The team had won five trophies: 2nd overall; 1st in IMSA class (for the second year running); Index of Performance; Best Team; and, no one has figured out what the fifth one was for - it’s written in French! See, Racing is fun!

Bruce Anderson
Foreign Correspondent

THE END
WINE WANDER WONDERFUL

Near a backdrop of rusted, leaky hulls, twenty-five carloads of bleary eyed Porsche pushers arrived at Alviso Marina early one Sunday morning to begin this delightful event. Many of us had momentary second thoughts when considering 1) the probability of rain, 2) the time of day, 3) the fuel crunch, 4) the rather strange meeting place, 5) the fact that tour co-chairperson Lateer tried to get us hopelessly lost ("it was AAA's fault") in Alviso before the tour even began (left at T, my ear). However, things began looking up when 1) Even Maslowski and her band of imitators (mallard ducks) showed up and broke the silence to clear our bleary heads, 2) we realized that co-chairperson Brooking would more than offset anything ill-conceived by Lateer, 3) the sun came out, 4) the famous Alviso odor never did.

Before departure our tour leaders passed out, to each participant, a momento and necessary tool for the event. Wine glasses, designed by Susan, with the G.G.R. logo and name and date of the event, etched in the glass. We understand Jeff did the etching himself. They not only were needed later in the day, but are a super souvenir of the event.

The Tour began with cars divided into three groups. The 25 cars, coincidentally, spanned 25 years of excellence, represented by Francis Krieger's '54 Cabriolet to the Maas' '79 928.

KNIGHT'S 928

First stop was the Turgeon/Lohr Winery, where we toured and sampled for nearly two hours. Then on to Kirigin Cellars in Uvas Valley, where we were treated to Mr. Chargin's accent and unusual character. This was also our picnic stop where some of us were fortunate enough to sample Al Beren's bacon quiche and Amaretto strawberries. (Next time don't forget the gelatin.) After lunch, on to Richert & Sons who specialize in sherry, port, and various fruit wines. It was here that Gary Evans discovered the sudden eruption of various pairs of beagle noses (the weather got cold). On the way to this stop, Alan Brooking underscored our confidence in him as a tour leader by missing a turn (it was AAA's fault). Then grumbled thru a 25 car U-turn to get us back on course (good thing there weren't any draw bridges). The Berens, having by now sampled a significant amount of grape, decided to greet Sylvia and I with a joint bear hug. As they took a running start, with arms outstretched, we stepped casually aside.

THIS GROUP LIKES WINE!

they missed and went hurling into the weeds, and collapsed into a writhing, giggling heap. After much difficulty, they managed to restore themselves to an upright position, at which time they lunched off to buy a case of sherry for the Maslowskis. They then carefully and laboriously removed the labels from the bottles and placed them on phonies filled with tea. So, hope you enjoy your sherry Tony & Eve.

On to Mario's in Gilroy for a dinner of Pizza, Pasta and beer and the usual post event comraderie. As we left, we saw Al Berens sleeping in his car in the parking lot. A super day.

Thanx Susan and Jeff.

Bill Patton

PORSCHE + SUN + WINE = CONTENTMENT

8/GOLDEN GATE REGION
OF MINUTES
BOARD OF DIRECTORS MEETING
May 24, 1979

PRESENT: All regular Board Members, Past President Glenn Hills, Nugget Editor Jeff Lateer.

GUESTS: East/North Bay Coordinator Doug Price, Time Trial Chairman Johnny Johnson, Sharon & Ron Tretthan, L.O. Hills, Terri Rosatelli.

Old Business:

Statement of Policy — Assistant Treasurer was added to the list of appointive positions. A Job Description will be written at such time as Dale Dorjath can familiarize himself with what functions this position will entail.

The Roster — is expected to cost about $1100 this year. As many as possible will be distributed by hand to reduce the cost of mailing. Address changes are rolling in but classified ads are not. We need classified advertisers and Brooks Thiele will be asked to publicize this including an article in The Nugget.

Sell #2 Timing Equipment — The ad placed in Panorama has not appeared yet.

Patton’s Folly III — Format of Board — this item will be dealt with at a special Board Meeting to be held at The Home home (I couldn’t resist) on July 16, 1979.

Stationery — Glenn delivered the new stationery under budget. It looks great. Glenn did the art work.

‘79 Board’s Intentions for ‘80 — Stephanie, Jerry and Bill have committed to run. Bob and Sharon are not running. Marge is undecided. Sandi is not eligible. The Nominating Committee hopes to persuade Bob, Sharon and Marge to run.

New Business:

Goodie Bag — Steph’s appointment to the Board vacated the Goodie Bag. Terri Rosatelli volunteered and was appointed.

Nominating Committee — Glenn Hills was asked to replace Steph who is not eligible because she is now on the Board. Glenn accepted. The first meeting will be at Patton’s on June 20th.

Family of the Year — Whereas we have many families who contribute strength to the Region none were considered viable candidates for the National Award. Thus, no nomination will be submitted.

Enthusiast of the Year — A candidate was selected. He/she will find out who they are at the appropriate time. Stephanie will prepare the necessary nomination documents for National.

Fuel Crisis — Steph will coordinate with event Chairpeople to prepare their events for the fuel crisis. She will recommend that they commit no club’s money in advance, know whether fuel will be available, and have information relative to approximate event mileage and the like.

Autocross School — Glenn Hills submitted a budget which was approved after a minor revision. The event will be limited to 40 students. The criteria will be announced.

Autocross Date — Our September 22nd date was cancelled by the Fairgrounds. They offered September 15th as an alternative. We will attempt to switch the Dinner Meeting of the 15th to the 22nd. If this fails we will have the autocross and the dinner meeting on the same day.

Time Trial/Autocross Equipment — $160 was approved by the Board to acquire it now to protect the people and equipment from the weather.

Fire Extinguishers — The Board approved $103.30 to recharge 13 fire extinguishers.

First Aid Kit — Steph, the Safety Chairman, will do an inventory with Ray Blow’s assistance. The kit must be at all events and Steph will inform event chairpeople of their responsibility via her advance instruction.

Directors’ Reports:

President — Sandi reported that Las Vegas Region chose to ignore National’s instructions relative passengers at speed events. They had an accident involving injuries and have, as consequences, had their insurance suspended. National dues may increase to $30. GGR supports this increase due to increased costs to run the Club, i.e.: insurance and the like.

Vice President — Marge indicates the May Dinner meeting was on budget. A $50 deposit was approved for the July dinner meeting. We’ll be having Disco at Christmas.

Nugget — The Blanchards have been added to the Nugget Staff.

Goodie Bag — An inventory will be completed and turned over to Terri. Patton submitted a sun visor hat as a new item. It was approved and 72 were ordered. Follow the Goodie Bag for more details. It’s a neat item.

Next Meeting — Shirley Neidel’s home on June 21st.

Respectfully Submitted,
Bill Patton
Secretary
GRAND OPENING
CELEBRATION
JULY 14

Come: join us in our celebration 3-7 pm

See: our brand new 8800 square foot facility with over 1100 new parts and accessories

Meet: representatives from:
- Techne (The UNGO BOX people)
- Recaro
- Goodyear/Pirelli/BBS
- Bosch
- Cibie
- Swepco Lubricants
- Resin Glaze
- and Trethan’s Porsche Models

Don’t miss: our Grand Opening specials (some of the best deals we’ve ever offered) and free refreshments, of course

Where?: the new store is one block east of Lawrence Expressway on Kifer Road.

AUTOMOTION
3535 Kifer Road, Santa Clara, CA 95051
(408) 736-9020
PIT CREW

If you never thought you were,
Precise . . . Ingenious . . . Terrific
Clever . . . Rare . . . Essential . . . Willing
well I knew you were! You built the Golden Gate Bridge, didn’t you — and even managed to roll in some fog!

Our next pit crew meeting should be right down the road for you inlanders in San Jose. Our July pit crew meeting will be held at Susie Atlee’s home.

We will be discussing our plan of attack on the Bake Sale at the Swap Meet on Aug. 26th while working on our decorations for the dinner meeting.

WHERE: Ted & Susie Atlee’s
4644 Fort Royal Place
San Jose
(408) 578-7499

From Highway 280 South, take Vine Almaden Avenue south to Almaden Expressway. Turn left at Branham Lane, and continue down Branham. Fort Royal Place is a cul-de-sac on the right side, the second right after the railroad tracks.

WHEN: Wednesday, July 11, 1979 — 7:00 p.m.

Bring your swimsuits for a dip in the pool or spa!

BAKE SALE

Well it’s almost time again for our Annual Bake Sale at Carlseh’s on August 26th. As you know, the proceeds go towards next year’s table decorations at the dinner meeting. Help us make this another tasty event. Sign-up now to bring a goodie, be it an old family recipe or a good old stand-by that everybody loves.

This year we will be selling orange drink with our goodies again, as well as coffee in the morning. We would appreciate your bringing your goodies between 8:00 a.m. and 12:00 p.m. If you are unable to make it Sunday morning, bring them to the dinner meeting the night before. We will be glad to take your baked goods to the Bake Sale for you.

For further information contact:

Marsha Keller
341-2103

FAMILY FUN!

Don’t forget to put August 19th on your calendar, for our Family Fun Day at Marriott’s Great America. Watch for further details on this super event in the August issue of the Nugget.

DINNER MEETING

Señoritas! Señoritas! Señores!

Our July dinner meeting will feature Mexican food at La Posada! Relax with a pitcher of margaritas and even some strolling musicians to entertain you!

HOSTS: Dinah and Don Patterson

WHERE: 2540 California Avenue
Mountain View (in the Old Mill Shopping Center)
(415) 941-3245

In the Old Mill Shopping Center on California between San Antonio and Showers Avenue.

From 101 north or south, take San Antonio exit towards Los Altos. Remain on San Antonio for about 1.5 miles and there will be signs directing you to California, Showers Avenue and Old Mill. Follow this loop around to the right.

The entrance is on the front side of the shopping center with a sign above the entrance to the restaurant.

WHEN: Saturday, July 14, 1979
6:30 p.m. no host cocktails
8:00 p.m. dinner

COST: $8.00 per person

Choice of:
1) chile relleno, enchilada, taco, Spanish rice, refried beans and salad;
2) enchilada, tostada, taco, Spanish rice, refried beans and salad;
3) tamale, enchilada, tostada, Spanish rice, refried beans and salad.
Coffee after dinner.

Make your check payable to PCA/GGR, indicate meal selection and mail to:

Marge Forster
1572 Bedford Avenue
Sunnyvale, CA 94087
or call (408) 737-0861

Deadline for reservations: July 10th — Tuesday.

If you make a reservation and cannot attend, cancellation is necessary.
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**HARE & HOUND**

The 1979 running of Hare & Hound will actually be a sprint rather than a run. Because we can’t predict the fuel situation, the chase will be a good deal shorter than in years past. In fact, you might consider it a slight detour on the way to a party. But you will find a couple of kinks along the way, Hound.

Bring your Porsche, or fill you DI covered wagon with helpers. Anything is acceptable. Prepare for a good time at the end of the chase.

It starts in the Bullocks parking lot at the south end of the Stanford Shopping Center. From Hwy 280, take the Sand Hill Road exit (Sand Hill Road becomes Willow Road in a little over a mile); Bullocks is on the right, about 2-1/2 miles from Hwy 280. We will assemble in the parking lot right next to Willow Road. First car out at 7:30 PM, Friday, August 3.

Awards will be given, figure to use 1 - 3 gallons of gas if you can follow a twisty trail.

One final thing, Hound. Don’t pee in the road, you’ll get a stye in your eye.

WHERE: Bullocks
Stanford Shopping Center
Palo Alto

WHEN: Friday, August 3
Registration 7:00 PM
First car out 7:30 PM

COST: $3.00 per car

CALL: Tom & Linda Foster 326-3646 only if you have questions.

**LETTER TO THE EDITOR**

We read with great disappointment in the June issue of the Nugget, that Patton Place will no longer be a feature of the newsletter. During recent conversations with Bill and other GGR members, we found that it was not because of a lack of material or lack of energy or enthusiasm for the Club that Bill decided to forego writing this outstanding feature of the Nugget.

It appears Bill’s enthusiasm for writing the column was destroyed by the inability of a very few club members to laugh at themselves. It is beyond our comprehension that in a social club such as GGR we, as individuals, have become so sensitive that we can no longer laugh at, and with one another.

If anyone had cause to be offended by Bill’s fantastic wit and way with words, it most certainly would be us. Because of our last name, we are often the brunt of many jokes. How lucky for us that we, and the majority of GGR members, are able to say “laugh and the whole world laughs with you.” We, as prime targets of Patton Place, have only felt warmth and most importantly friendship from a guy who is extremely sensitive to other people and who never, knowingly, would offend any member of the Club.

Patton Place was probably the first article read by most members when they received their Nugget each month and without a doubt has contributed greatly to this organization the past few years.

We ask that each of you who enjoyed reading Patton Place as much as we did call Bill and let him know how you feel. Perhaps, through all of our efforts, we can rekindle some of Bill’s enthusiasm to continue writing Patton Place.

Ray & Sonja Blow
NUGGET/13
Availability of High-Octane Fuel

By current projections, 80% of the service stations will not have high-octane fuels in their pumps by the end of 1980. By the end of 1981, you will have a hard time finding what we now call leaded premium. As a result of Federal smog laws, late-model cars do not require high-octane fuel and tetraethyl lead is not compatible with catalytic converters. The refineries and service stations are aiming at the bulk of the market, for obvious reasons. Realizing that they are part of a diminishing minority, the owners of the older, high compression Porsches are viewing these projections with growing concern. They have, in fact, noticed that there has already been a decided lowering of octave ratings at the pumps.

The following discussion is a result of an inquiry that began at the 24 Hours of Daytona. The octave rating of the racing fuel was one of several strawmen in a motor failure analysis. The answers to our initial questions came, largely, from a sponsor, Union Oil Corporation. As is often the case, the answers led to more questions, many of which were not directly related to racing fuels. We will pass along those findings we have learned that might be useful to the owner of a street Porsche.

First, about the dire projections. They are suspect, to begin with, because they come from the Federal government. They do not take into account the difference in the marketing of fuels on the East and West Coasts. More high-octane fuel is sold in the West, for two reasons; first, there are more older cars on the West Coast (winters are hard on cars in the East, and a 5-year-old car is an old car indeed); secondly, drivers on the West Coast have traditionally bought higher octane fuel than they really needed. It is reasonable to expect that there will be a significant market for high octane fuels here in California for some time to come.

On the other hand, the world petroleum supply will have a direct bearing on the availability of high-octane fuels. The fact that a refinery gets about 8% more fuel from a given crude for each 1-octane reduction, you can readily understand why octave ratings have been creeping downward in recent years. It is a trend that is bound to continue, if only to reduce the U.S. trade deficit.

Aromatics

Racing fuels and aviation fuels (avgas) use aromatics, with or without tetraethyl lead, to raise octave ratings far above those required for street cars. A high octave rating indicates that the fuel has an even, predictable, controlled burn rate. Branched-chain hydrocarbons are less prone to "ping" because they provide a "maze" through which flame spreads more slowly; hence, a higher octave rating.

High-compression motors are susceptible to detonation, which can destroy pistons, rings, and combustion chambers.

Aromatics is a general term for any of a series of benzene-ring compounds. Added to gasoline, within limits, they will increase octave ratings. Some aromatics, obviously, are better for the purpose than others. Some are too volatile and will not last in your fuel tank. Others affect seals and O-rings in the fuel system. Incidentally, all of them will damage paint—be careful.

The Union Oil engineer I have been in contact with mentions aniline as an octave booster. He suspects it to be a basic constituent of the commercial octave boosters discussed below. Aniline has long been used in dyes and more recently as a rocket fuel. It is a highly toxic, foul smelling somewhat oil liquid with an extremely high boiling point. It is a predictable octane booster that will not affect seals and O-rings. Technical-grade benzene, C6H6, is an octave booster that can be used at about the rate of 1 cupful for each 10 gallons of regular gasoline. It may affect seals, but that is a moot point; the use of benzene has recently been restricted by the EPA and is no longer available through commercial outlets. Xylene, C8H10, will work as an octave booster and is readily available locally because it is used to clean circuit boards. Because it is such an effective solvent, its compatibility with seals is suspect. It is used at about twice the ratio as benzene (i.e., 1 cup per 5 gallons). None of the above are being recommended here; the first because of toxicity and the latter two because they might eventually damage seals.

There are commercially-available products that will raise octave ratings. Stahl, Vortex, and Moroso are available locally through various speed shops. Moroso Octane Booster, for instance, is mixed at a ratio of 1 quart per 35 gallons of gasoline for street use. The recommended ratio for racing purposes is 1 quart per 20 gallons of premium gasoline; we used it at the recommended ratio in Walt Maas' 914-6 race car with good results. Obviously, if your Porsche requires leaded fuel, you will want to mix an octave booster with leaded regular or an anemic leaded premium. The commercially-available octave boosters are more expensive than we would like, but they are a viable solution.

Leaded Versus Unleaded

The leaded-versus-unleaded-gasoline controversy seems to interest many Porsche owners. The auto-oriented magazines have given out contradictory information on the subject, and as a result, the average driver is misinformed. Let us state at the outset that if your Porsche is designed to use unleaded fuel, unleaded fuel is a far better fuel for your Porsche. It has long been known that the hard, dark grey
Union Oil ran tests on American V8 engines to determine the effects of unleaded fuels. The test conditions were that the engines were run on unleaded fuel at 3000 RPM against a dyno load that would give 5 inches mercury manifold vacuum. The intent was to run the engine until it was at 50% of original power. The engine failed before it was reduced to 50% power; the valve eroded the seat to the extent it entered a water gallery. Understand, these were extremely harsh conditions, and the valve seat was cast iron block material. Because your Porsche has an alloy head, the valve seats are pressed-in inserts and it has never been a soft material.

Contrary to a popular notion, unleaded fuel has no affect on valve guides; proper lubrication by motor oil is all the lubrication required.

Jerry Woods
Technical Director

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**Technical Dialogue - Anent Gasoline - Continued**

Deposits on spark plugs, heads, and pistons are lead deposits. The grey sludge that collects in the crankcase and oil galleries, and are not removed by oil changes, are also the result of lead in fuels. Deposits in the combustion chamber can cause dangerous predetonation when a piece gets hot enough to glow (i.e., it acts like a glow plug, exploding the compressed air/fuel mixture before spark plug ignition; hence the term predetonation as opposed to detonation). Deposits in the crankcase of an air-cooled motor will have a deleterious affect on heat transfer. Manufacturer's recommendations that spark plugs can now be used for 12,000 miles is the direct result of the use of unleaded fuels. More miles between oil changes is partly the result of unleaded fuel and partly improved lubricants.

Lead in fuel, aside from being a cheap way to increase octane ratings, has one significant advantage: it acts as a buffer, or shock absorber, where the exhaust valve meets the valve seat. However, most leaded fuels contain 2 to 5 grams of tetraethyl lead per gallon and only 0.2 gram per gallon is required to preserve valve seats; additions of lead beyond that amount have no affect on valve seat wear. The Pleuko valve seat was Porsche's answer to unleaded fuel; it is an extremely tough material that needs no buffer.
FAMILY PICNIC

Great weather, great people and great food, all added up to a great day for the annual family picnic June 3rd. Don and Dinah Patterson did a super job organizing the event, which included a potluck, free beer, wine and soft drinks, and games for all. Everyone brought a dish of some kind along with their own meat to barbeque. There was enough food for an army, and believe it or not we had some left. We had appetizers, salads and desserts. Roger Ryan conned his mom into making a sinfully delicious dessert with layers of pudding, cream cheese, nuts, etc. The Lateers kept the kids busy cranking the canary yellow Lemon Sherbet, because they were told 'No Cranky, No Eatly'. As you can see it was a pretty low-calorie meal.

Our illustrious editor, who was supposed to be recording game winners and taking pictures for posterity was discovered missing and the entire games went by with him being found 2 hours later - sound asleep in amongst some trees.

Some of the many children's games included the use of black (left over from Halloween?) balloons which seemed to be tougher than normal balloons. The adults kept themselves busy playing volleyball throughout the day; with replacements readily available for those who faded as the day progressed due to too much beer, heat, or age. A new game was brought to the picnic this year in the form of cards, let's hope we don't get raided at future picnics.

RIGHT MASCIA'S – FAMILY PICNIC!

A glowing group of race widows with their svelte escort showed up late in the afternoon just so Linda could win the nail pounding contest. The annual egg toss was it's usual successful mess too!

There were many new and not-seen-in-a-long-time members that we hope to see a lot more of in the future. Thanks alot Don and Dinah for a great picnic!

Barb Lateer

RAY BLOW, VOLLEYBALL HERO

WATCHIN' IS HARDER THAN PLAYIN'
Ted Targa's Tour de Livermore

A TOUR, a RALLY, maybe a WINE TASTING, definitely a PARTY.

Another EASY Sunday in the Livermore Valley, for all you rally, auto-x (it does start near Pleasanton), wine, tour and party freaks. If you liked Rodney Roadster's Rural Ramble, you're going to love Ted Targa's TOUR DE LIVERMORE. EASY route instructions with the mileage given to all turns. This will make it possible for all, except maybe Al Berens, to stay on course. There will be a few, well-spaced speed changes to make you rally freaks happy. We will go past at least 3 wineries to make all you wine freaks happy. We will drive some neat PORSCHE roads to make you tour and auto-x freaks happy. And last, but not least, there will be a party at the private residence at the end for all you party freaks. Come on out and enjoy the TOUR DE LIVERMORE. (Note: for all you gas line freaks, sorry, but this rally will be about 70 miles long, so you won't be able to wait in the gas line on Monday.)

WHAT: TOUR DE LIVERMORE, a TOUR, a RALLY, maybe a WINE TASTING, definitely a party.

WHERE: KAHLER'S IMPORT SHOP, 6392 Scarlett Ct., Dublin. From almost anywhere in the Bay Area, go east on I-580 to the Hopyard Road exit (the first one east of I-680). Turn left (north) on Hopyard and right (east) at the signal onto Scarlett Ct.

WHEN: SUNDAY, July 15, registration opens at 11:00 a.m., first car out at high noon (or thereabouts).

BRING: Whatever you consider the appropriate and essential equipment for TOURING, RALLYING, WINE TASTING and PARTying.

FOR MORE INFORMATION: Dial PORSCHE to get the correct time. Dial (209) 835-9090 to talk to the rallymaster, but only after July 8, as he'll be at the Parade till then.

REMEMBER: Ted Targa's TOUR DE LIVERMORE, a TOUR, a RALLY, maybe a WINE TASTING, definitely a PARTY. BE THERE, and tell a friend.

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(415) 592-2471
EMERGENCY KIT

Evan’s Law states that the contingencies one is prepared for won’t happen. That is a good reason for carrying a roadside emergency kit in your Porsche. An even better reason for carrying an emergency kit in your Porsche is that Evan’s Law is probably invalid and Gary full of baloney over that lamp in future tech articles.

The following emergency spares list is a good one to start from:

- spark plug
- point set
- rotor
- condenser
- light bulb assortment
- fuse assortment
- metric nut and bolt assortment
- length of shop wire
- length of electrical wire
- duct tape
- moisture dispersant (WD-40, LPS, etc.)
- waterless hand cleaner
- shop rag or paper towels
- drop cloth
- valve core
- flashlight

All of the above items will fit into an inexpensive plastic toilet kit and tuck away beside your spare tire. The spark plug, point set, rotor, and condenser can be acquired the next time you tune up your Porsche; simply save back and clean up the components instead of disposing of them. The fuse assortment originally came in your Porsche tool kit, so you may not need it. Your dealer has a fuse assortment in a neat little blister pack. This writer’s shop wire is actually an 8-foot coil of stainless steel lockwire. The moisture dispersant is a good short-term lubricant and it is invaluable as a fix for a damp ignition system (simply pull the plug wires, spray plugs and connectors, and spray the inside of the distributor). Waterless hand cleaner is available in toothpaste-sized tubes. My drop cloth is a 3- by 4-foot piece of black vinyl upholstery material seamed at the edges; a burlap bag or a plastic paint drop cloth would work just as well to keep your back or knees out of the dirt in an emergency.

A wooden chock (a wedge cut from a 4 x 4) and a quart of your favorite oil are also good items to stow elsewhere in your Porsche. Several 356 drivers have copied George Neidel and carry a 1-foot length of one end of an old clutch cable along with two cable clamps; since clutch cables always break at the end fitting, the short length of cable is simply clamped to the broken end of the cable and pinned in place. It’s a lot better solution than snaking an incredibly greasy clutch cable out of the tunnel while parked beside the road. Many 356 and 912 drivers also carry spare of that accelerator linkage that fits between the transmission and the ball connector behind the fan shroud—it costs only a couple of bucks at the dealer. A lot of 911 drivers carry an alternate coil that allows them to temporarily bypass the CD ignition in case it fails (my experience says it does).

It is assumed that you have a complete Porsche tool kit; if not, try to acquire one. Equip yourself with bargain-bin tools, if nothing else—anything beats removing nuts with your fingers. A 6- to 12-volt test light is a very handy addition to your tool kit. At least 95% of your Porsche’s electrical puzzles can be solved with a $2 test lamp. We will discuss test lamp troubleshooting, and how to make your own test lamp, in future tech articles.

It is impossible to carry all the bits, pieces, and tools necessary to cover all contingencies. You will have to use your own judgement about what to add to the list. Several years ago, this writer had the rear axle nut on his 356B loosen to the extent it could be spun off by hand when the cotter pin was removed. (That’s the nut that should be torqued to 260 pound-feet!) The brake drum was flopping about on the shoes. While standing there with that huge nut in my hand trying to formulate a solution, the driver of a green 1960 four-cam coupe stopped and loaned me a 36 mm socket, a 3/4-inch breaker bar fitted with a 6-inch extension, and a 3-foot cheater he happened to be carrying in his tire well. Now there, bless him, was a well-equipped Porsche driver.

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NUGGET/19
HOW TO BUY/SELL A USED PORSCHE

Buying a used Porsche can be a frightening experience for the first time, novice, or even the experienced buyer. Having bought and sold a significant number over the years, I have developed a formula for success which I will attempt, herein, to share with you.

The best way to begin is to read the ads. Newspapers, bulletin boards, Panorama and The Nugget are reasonable places to begin. On finding an ad that interests you, get the preliminary details. Where is it located? What's the price? What condition is it in? Much time, trouble and fuel can be saved if you ask the appropriate questions and properly evaluate the answers before you set out to physically inspect the car. In many cases you can acquire enough information to skip seeing the car altogether. Simply writing a check and arranging a delivery date.

Here is a rundown on the questions to be asked, the typical answers and how to evaluate the answers.

1. **Where is the car from?** Typically, the answer will be, "It's a California car." You'll get this answer no matter where the seller is located. A New Yorker will tell you he bought the car in California six months ago and has garaged it ever since. If the answer is "California" rest assured the car is from New York or Wisconsin. If the answer is "New York or Wisconsin," the chances are car is from New York or Wisconsin. If the answer is, "I don't know," the chances are the car is from New York or Wisconsin. Buy from the guy who answers "New York or Wisconsin." At least he's telling the truth.

2. **Has it ever been hit?** Normally, you will receive one of two answers. Either the answer will be "No," or "It's been tapped slightly on one door." If the answer is "No," this invariably means the car has been smashed in the door, the frame is bent, at least on one side. The door doesn't fit and the entire side of the car is bondo. When the answer is "Slight tap on the door," it means the car was smashed in the rear, forcing it head on into a concrete wall, bending the frame on both sides, entire front and rear are bondo, and the total Super 90 motor has been replaced by a 1500 Normal. If, by chance, the answer is "Yes," it means the car has been smashed at various times in front, rear and both sides. Buy this one. At least you know what's wrong with it.

3. **Does it have rust?** The normal answers will be either, "No, the car is rust free," or, "It has a little in the door or battery box." If you get the "no rust" answer, it means the car was originally a fiberglass replica or all the metal has beenbonded and now it's a fiberglass replica. If the answer is "little," the meaning is the same as the answer except the bondo was done some time ago and the rust is beginning to come thru the bondo. Buy the "no rust" car as fiberglass won't rust.

4. **Does it have recent paint?** The car will always have original paint unless there are obvious oversprays. In that case, the car will have been painted last week by a guy who only paints Rolls, Bentleys, or Stutz Bearcats but painted this car as he's a friend of the seller. If the answer is "original," it was painted last week by a friend of the owner who only paints houses. If the answer is "last week," same as above. In either case the car has rust and the paint covers it. That's O.K., as it'll last about three months. Then you can have the car repainted the color of your choice.

5. **Why are you selling it?** Multiple choice: a) divorce, b) buying a house, c) moving to New York, d) making an investment. Interpretation; a) just found the rust which will cost $2500 to repair, b) just discovered engine is blown, which will cost $3500 to repair, c) just moved from New York and see a) above, d) buying a Volkswagen with proceeds of sale, see b). Buy a), as $2500 is less than $3500.

6. **How much mileage on the car?** First, acquaint yourself with the well known fact that all used Porsches, over 2 years old, have between 20,000 and 50,000 miles. Have you ever seen one that didn't? This means either 1) the odo was disconnected for two to five years, or 2) the speedometer was replaced, or 3) the odo is on it's third revolution. Summary: mileage doesn't matter as long as the odo works. Be wary of 3), as the odo is about to wear out.

7. **Is the car concours, street or rough?** It's easy to evaluate this area. Concours means street. Street means rough. Rough means the insurance company wouldn't take it after the accident. Buy "street" as the pressure of owning a concours car is overwhelming.

8. **This is a combination question. What major mechanical work has been done recently? What shop did the work? Do you have the service records?** As you no doubt guessed, the two most common answers to the first part are, "Recent ground up rebuilt" or "It's been so impeccably maintained that it runs like a top." In either case there will be no way to verify as the shop that rebuilt or maintained is no longer around "as the owner retired at age 35," or "moved to Germany to build race engines at the factory." The shop that did the work is always an obscure one, but the guy who worked on it invariably is named Helmut or Wolfgang and was trained at the factory. The fact is, the seller rebuilt or maintained it himself, in his garage, and doesn't even own metric tools. Your only hope is that the car was serviced at far less than recommended intervals. The motor is actually shot, but that's good, because when you discover same you can have it re-done at the shop of your choice and, thus, know exactly what you've got. What's $3000 compared to peace of mind? As to service records, forget it. They were lost when the seller's house burned down last year. Some people recommend having a pre-purchase mechanical critique, including compression check. This is absurd, as invariably, no matter how selective you are, the shop to which you take it will be owned.

20/GOLDEN GATE REGION
How to Buy/Sell a Used Porsche - Continued

by the seller's brother-in-law. Besides, it's going to add $50 to $100 to the purchase price. Even if the engine checks out, you'll lose a chain tensioner the first week you own the car and you'll need the check-out fee to help pay for the damage.

9. *Is your price firm?* Don't ask this as if you get the price down $500 the seller will remove $500 worth of equipment before you pick up the car. A seller who is firm knows there is something wrong with the car and figures "firm" will make you think the car is perfect. A "soft" seller only *thinks* there is something wrong with the car and wants to sell before he finds out for sure. Just pay and be glad he isn't asking more.

10. *Is it a PCA car?* Never buy a non-PCA car as you can only trust PCAers and they should be trusted unequivocally.

If you read this article and apply the principles in reverse, you will know how to sell a car.

*Bill Patton*

P.S. This article is not serious.

---

**PLAN AHEAD**

Our acquaintance, Paul Masson, has invited a few of his close friends to dinner at his chateau Saturday, October 20th.

He has arranged a special wine tasting to proceed a special dinner, and has promised that everyone will enjoy the spectacular vistas from his mountaintop.

This is an opportunity reserved for only a few, and is well worth making advance plans to attend.

*Interested?* Contact Susan Brooking at 269-1914.

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ZONE 7 AUTOCROSS

This month's Zone 7 autocross is in our own backyard - Pleasanton Fairgrounds, and presented by our neighbor region - Loma Prieta. The chairman of this event is Terry Zaccone so you know it will be a real screamer of a course. Come out and support Terry, Zone 7 and Loma Prieta while getting in shape for our Zone event next month.

Mufflers, seat belts and Snell approved helmets, valid drivers license and PCA membership card are required. Entry fee is $5.00 per driver. Registration and tech open at 8:00 AM and close at 2:00PM. Course walks for run groups A and B are at 8:00AM, and for groups C and D at 12:15PM only. If you have an extra bed or space for members of other regions to stay, please contact Gary and Sandi Fahl. 408 737-7535.

GAS GEBEN

All of you high rollers, low riders, and fast wheelers bring your jazzy 914's, nostalgic 366's and 912's, sleek 924's, and fast 911's to GGR's Zone 7 Autocross on Saturday, August 25th. The event will be held at the renowned Alameda County Fairgrounds in Pleasanton. Matt Ballentine has un- reliably stated that the course will definitely not favor 911's. Novices, experts, and hot shoes are welcome to show their skills to the rest of the Zone.

Chairman: Matt Ballentine 415 595-1195
Asst. Chairman: Roger Ryan 415 667-6743

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NUGGET/23
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Did 'Ja Know

Did 'Ja Know . . . Dick Workman once owned the world famous, one of a kind, “flip-top” Cobra CSX2196? This “flip-top” was the first 427 prototype and led to his long and successful relationship with an A Production Shelby Cobra 427. Dick earned his FIA license and graduated to a Formula 5000 car — a gorgeous blue and white Lola T332. (Now, before you Porsche pushers panic, Dick is, and always was, a Porsche lover. Even in his Cobra/Lola days his fire suit sported a Cobra patch on the right side and a Porsche crest on the left.) With these two cars Dick earned the nickname “Back to Back” because he had the incredible ability and skill necessary to race in both the front engine Cobra and the rear engine Lola, often changing cars one race right after the other to take first place “back to back.”

Just a sample of his over 23 first place wins (you can count the trophies for yourself in his office, and while you’re at it, take a look at his racing scrapbook) include: The Six Hours of Moss Port, the 1976 National Division Production Class A Championship and Divisional Formula A Championship. He set track records at British Columbia’s Westwood Raceway, the 1976 track records at Sears Point (in both the Cobra and the Lola) and two lap records in the Corba in the 1974 National SCCA races — one at Willow Springs and one at Sears Point.

Dick has raced against such notables as Al Unser, Jackie Oliver, Brian Redman and Mario Andretti; and his favorite opponent was the ’77 IMSA GTU Champ, Walt Maas. But no more. At the premier Long Beach Grand Prix a rock lodged between Dick’s right front wheel and an air scoop, locking the wheel and sending him into a barrier, rupturing his fuel bladder and splashing raw gasoline everywhere, including inside his helmet. By the time Dick was freed from the flaming wreckage (rescue efforts were hampered because his broken ankle was wedged behind a pedal), he’d been burned over 86% of his body and had broken his ribs in 27 places. For most of us, that would’ve been the end, but Dick Workman is not one to let adversity keep him down. After a lengthy recovery, 1979 found Dick at Riverside in a new Formula 5000. In practice, on Turn 9, at 135 mph, the left rear wheel snapped. (He went on to win the race, starting 22nd.) But the hazard was just too much for Susan, Dick’s wife. You see . . . Susan met and fell in love with Dick while she was one of the nurses assigned to him after the Grand Prix crash and she realized at Riverside that she just couldn’t handle the possibility of seeing him suffer like that ever again. Dick’s an understanding husband and loves his wife enough to respect her wishes — “I want to make her happy. She’s done a lot for me!” That was his last race.

While his Formula 5000 days are over, that doesn’t mean Dick’s slowed down. For example, in his current favorite Porsche, a ’67 910 (the last one before the 917 series) Dick once drove from Santa Clara to San Francisco in just 14 minutes! We’ll get a chance to see this mean machine at club events as soon as he’s finished its restoration, including new paint, upholstery, carpeting, air conditioning, and a Webasto gasoline heater. Some of the Workmans’ other Porsches include a ’57 Speedster, a ’59 356 Coupe, a ’62 Cabriolet, a ’73 911 Coupe (Susan’s wedding present) and a ’75 911 Targa (that pearlescent pink beauty we all admired on the Yosemite tour). Dick “loves them all for different reasons. If Dr. Porsche put his name on it — I like it!”

The maintenance on six Porsches would keep most of us in the poorhouse but Dick has a nice little arrangement — he’s the proud owner of Workman Motors in San Francisco. The day of this interview, May 16th, marked the 10th anniversary of an auto body repair shop where “the work is done by the old school method — it must be perfect.” Dick refers to his craft as “the art form of metal work” and “doesn’t use bondo, or even lead, unless it was first used by the factory.” Dick’s motto is “there is no such thing as can’t . . . there’s no reason for anything less than perfect.”

To relax from the pressures of owning his own business, Dick spends most winter weekends skiing in Alpine Meadows with Susan. As a former ski instructor and member of Mt. Hood’s ski patrol, he “taught her in eight easy weekends, she’s just great!” Besides restoring the 910, Dick’s future plans include traveling to Hawaii and Oregon and designing a new house for Susan to be built on their tree-filled quarter acre in Marin. The house should be an absolute architectural showplace since Dick (who majored in Business Administration and minored in Law and Architecture at college) has had seven of his designs featured in national publications, such as House and Garden and Home Beautiful. Looks like the future will find Dick living up to his name — a real “Workman.”

Donna Jean Casady

Did ‘Ja Know . . . Marsha and Brian Keller have known one another since Marsha was only nine months old? She’s a believer in “togetherness” and they do make a terrific team. They have been married since 1967.
Did Ja Know - Continued

Marsha is a great artist. I felt fortunate to have a private showing of her artwork, which includes oils, pastels, watercolors, stained glass, etc. “I like to paint most everything, except people. There’s so much to a face, that it’s hard to capture someone’s character.” “I started cartooning when I was in the 3rd grade, and I liked having something I felt I was good at.” Maxfield Parrish is her favorite artist. Marsha has a studio that’s always in a “ready” state for when the mood hits her. Being artsy-craftsy helps in her job as GGR’s Pit Crew Chairperson where she has to think of many original ideas for table centerpieces at Dinner Meetings, then make the patterns and show all of how to “create.” Add a party atmosphere and the Pit Crew meetings are one of the best things going on. In addition to her Pit Crew duties, Marsha also has co-chaired tours, such as the Pea Soup Anderson tour and, more recently, the 17-mile drive tour. Add to that the Bake Sale for the Carlisle Swap Meets (this is her 3rd year) and you have a very active PCA’er.

“Family Picnic.” While the rest of us were “choking” the hammer with a death grip and taking 30 whacks to get the nail in, Marsha casually, but deftly, swung three times and “nailed” it. Even the guys couldn’t do that!

Marsha works at Western Electric in Sunnyvale (Brian, tool) as a billing analyst. “Brian’s desk is about 40 feet away from mine.” Sure saves on commutes and cars, their Porsche being a pretty white ‘69 912 and, oh yeah, the “Sherman Tank,” a new Volare. Future car hopefully will be a 914 “race car;” painted a “flashy” fuschia color (my kind of people!).

Some future plans for Marsha include finding more time for all her fun hobbies. Someday when they retire, the Kellers hope to open an art shop somewhere in Monterey or Carmel — she’ll paint and Brian will manage the Shop. Together, as always!

Rebecca Newlin

NOMINATIONS

The Committee urges you to contact them as soon as possible if you would like to be a candidate.

The Committee
Bill Patton, Chairman
Sharon Tretan
Glenn Hills
Jeff Later
Doug Price

TIME TRIAL NOTES

Our Laguna Seca Driving Event is only a few weeks away. We are one of a very few clubs that are allowed the use of this facility. The track is one of the most dangerous and the fastest in the country. It is also one of the most fun tracks to drive. Walt Mass and I are trying a new approach to instruction for this event with a “Buddy System.”

We are hoping for a good turnout at our Pre-techs to show our support for our sponsors and to ease the situation at the track on Saturday morning. One Pre-tech will be on Tuesday, July 10 at T & D Porsche Works in Campbell and the other on Saturday, July 14 at Kahler’s Import Shop in Dublin.

The next driving event for beginning drivers will be at Sears Point on September 29/30.

We have had two events at this time and have had a handful of people to work before, during and after the events. These people work for free; no rides, nothing but the thanks from you, the entrants. Don’t forget to thank them the next time you see them. Without them you wouldn’t be able to drive these events.

John Johnson
Time Trial Chairman
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STATIONERY BRIEFING 12
The Amazing Porsche Flat Six

The rest of the world had a very nice selection for 1975. The straight 911 was still available as the Type 911/41 with 150 DIN hp at 5700 rpm. The 911S was available as Type 911/42 with 175 DIN hp at 5800 rpm. The 2.7 Carrera was still available as Type 911/83 with mechanical fuel injection and 210 DIN hp at 7300 rpm. The 930 Turbo was introduced with engine Type 930/50, a new number for our old friend the 911 engine. The 930 engine used the new aluminum crankcase and new heads with the 49mm intake valves and 41.5mm exhaust valves set at the new more shallow angle. The turbocharged engine still utilized CIS fuel injection, the unit being the one used on the 4.5 Mercedes V8 with two outlets plugged. Four bearing cam housings and camshafts were used for these engines. The Bosch breakerless capacitor discharge ignition was also a feature of the 930 engine. To transmit the additional power, the clutch was again increased from 225 to 240mm in diameter.

1975 930 Turbo Specs:

<table>
<thead>
<tr>
<th>Valve Size:</th>
<th>Intake 49mm</th>
<th>Exhaust 41.5mm</th>
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<tbody>
<tr>
<td>Valve Timing:</td>
<td>Intake opens 3° ATDC</td>
<td>Intake closes 37° ABDC</td>
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<td></td>
<td>Exhaust opens 29° BBDC</td>
<td>Exhaust closes 3° BTDC</td>
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Displacement: 95mm x 70.4mm = 2994cc
Compression: 8.5:1
Power: 200 DIN hp at 6000 rpm
Maximum Torque: 188 lb ft at 4200 rpm

There was also a 911 normal for Europe for 1976 which retained the specs of the European 1975 911S. The engine Type 911/81 for the standard transmission and Type 911/86 for the Sportomatic. All 911 engines now had the four-bearing cam housing although engines with 911 Type numbers still had three bearing cams. A new version of the chain tensioner and new chain ramps made of hard plastic were used on the Turbo engines. The oil pumps were changed in all engines for 1976 as was oil pressure by-pass system. The pumps had their pressure section increased and the scavange section reduced. Because the scavange section was reduced, the by-pass system was changed to route the by-passed oil directly back to the pressure pump input rather than to the crankcase sump. This was done to minimize the task of the scavange pump and avoid filling the crankcase with oil.

The racing engines for 1976 was where the real action was with the 934, 935 and 936 using the 911 engine as their power source. All were turbocharged — the 934 and 935 being based on the 930 engine and the 936 on the 911 engine. The 934 was a racing version of the production 930 homologated into Group 4 GT racing. Four hundred 930's had to have been produced to allow a racing version of it to compete in GT races in the Group 4 class.

The 1976 934 engine was the Type 930/76 which was very little changed from a production 930 engine. The heads have their port size increased, different cam timing and modified CIS fuel injection with metering cone rather than the normal disc were used. Water intercooling was incorporated for these engines to cool the Turbo output before it reached the engine allowing higher boost pressure to be used. The intercooler reduces the air temperature from 150° to 50°C. A horizontal cooling fan was used to get even distribution of cooling air over the engine.

1976 934 Specs:

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<tr>
<th>Valve Size:</th>
<th>Intake 49mm</th>
<th>Exhaust 41.5mm</th>
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Displacement: 95mm x 70.4mm = 2994cc
Boost: 1.3 bar (18.5 psi)
Power: 485 DIN hp at 7000 rpm
Maximum Torque: 434 lb ft at 5400 rpm

The 1976 935 engine was 2857cc which with the 1.4 multiplier applied to turbocharged cars made it a 3999cc engine for the 3.5 to 4 liter weight group in Group 5 World Championship of Makes racing. The 1976 935 engine Type 930/72 used a production 930 crankcase, crankshaft and heads although the heads had larger ports. The rest of the engine was typical of Porsche's racing tradition: titanium connecting rods, 908 oil pump, Bosch mechanical plunger pump fuel injection and forged rocker arms with valve lash caps for valve adjustment. These engines used center lube...
The Amazing Porsche Flat Six - Continued

cams as well as the cam lube spray bar. In addition to larger ports, the heads were also modified by the addition of a second spark plug and special guides with oiling provided to the exhaust guides. The horizontal fan was used for more even cooling. Initially, air to air intercooling was used but because of a reinterpretation of the rules, a water intercooler system similar to that used on the 934 was developed mid-season for the 935. Fuel consumption for these engines was 4.38 miles per gallon.

1976 935 Specs:

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<th>Valve Size</th>
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<th>Exhaust</th>
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<td></td>
<td>49mm</td>
<td>41.5mm</td>
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Displacement: 92.8mm x 70.4mm = 2856cc
Compression: 6.5:1
Boost: 1.3-1.6 bar (18.5-22.7 psi)
Power: 590 DIN hp at 7900 rpm
Maximum Torque: 438 lb ft at 5400 rpm

The 1976 936 engine was essentially the same engine as had been used in the 1974 Carrera RSR Turbo and carried the same 911/78 Type number.

For 1977 the U.S. had only one type of engine for all 50 states. Type 911/85 for standard transmission and Type 911/90 for Sportomatic. These engines had thermal reactors EGR and air injection to comply with the emissions standards. They also had the same specifications as the 1976 California engines.

The 1977 Turbo engine had some minor revisions in the fuel injection and the waste gate. The U.S. version received EGR to comply with the emissions standards. The European engine became Type 930/52 while the U.S. version became Type 930/53. For 1977 there was even a U.S. version of the 934 – only this time we came out ahead. The U.S. 934 was built to the looser SCCA and IMSA GT rules. These cars were a blend of the Group 4 934 and the 935 and as such were called 934/5’s. The big change between these engines and the Group 4 engines was the change to Bosch mechanical plunger type fuel injection pump. These engines were Type 930/73.

1977 U.S. 934/5 Specs:

<table>
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<th>Valve Size</th>
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<td>49mm</td>
<td>41.5mm</td>
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Displacement: 95mm x 70.4mm = 2994cc
Compression: 6:5:1
Boost: 1.3-1.5 bar (18.5-21 psi)
Power: 540 DIN hp at 7000 rpm
Maximum Torque: 434 lb ft at 5400 rpm

There was a 1977 customer 935 available with the same engine used in the 1976 factory cars, engine Type 930/72. Late in the year, a second type engine became available as the Type 935/76. This engine had 95mm bore for 2994cc and the twin turbo 935 intercooler but still retained the single turbo. The displacement moved the car into the next weight group requiring the addition of 122 pounds to the car.

For 1977 the factory cars retained their 2857cc displacement with twin turbochargers and a new more efficient intercooler system. This engine was the Type 930/78. These changes not only increased the power to 630 DIN hp at 7900 rpm but also greatly improved the throttle response. The 1977 936 engine remained unchanged as the Type 911/78.

For a little additional excitement in 1977, Porsche took on BMW in the 2 liter class of the German Group 5 series with the 935 ‘baby’. Because Porsche was running unopposed in their own class, they decided to go after competition in the under 2 liter class. The ‘baby’ was turbocharged, of course, so the displacement had to be 1425cc with the 1.4 multiplier. The car was called the 935-77-20 and its engine Type 65/2. Development of an engine this small necessitated a new crankshaft with a 60mm stroke and 71mm pistons. The power was 370 DIN hp at 8000 rpm.

For 1978 the 3.0 liter 911SC was introduced as the only 911 for a world market. Based on 930 components, the engine type number is 930/04 for 49 states car and Type 930/06 for California car. The SC engine has the same specs as the 1976 3.0 Carrera engine Type 930/02, but with our emissions controls it loses 20 hp. The emissions controls on these engines have been changed to a catalytic converter in conjunction with an air injection pump and EGR.

1978 3.0 911SC Specs:

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<th>Valve Size</th>
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<td></td>
<td>49mm</td>
<td>41.5mm</td>
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</table>

Valve Timing: Intake opens 1° BTDC, Intake closes 53° ABDC, Exhaust opens 43° BBDC, Exhaust closes 3° ATDC
Displacement: 95mm x 70.4mm = 2994cc
Compression: 6:5:1
Power: 180 DIN hp at 5500 rpm
Maximum Torque: 171 lb ft at 4200 rpm

The 1978 930 Turbo engine received some major changes some of which were shared with the new SC engine. Both engines received new crankshafts with larger main bearing journals; bearing number 1-7 on both were increased from 57 to 60mm, and number 8 on the Turbo was increased from 31 to 40mm. This change required that the crankcase bores be increased from 62 to 65mm to accommodate the larger main bearings. The crankshaft connecting rod journals were increased in size from 52mm to 53mm for the SC and to 55mm for the Turbo. The flywheel mounting bolt circles were increased from 44 to 70mm and nine bolts used rather than six to secure the flywheel. The flywheel seal size was increased so that a 928 seal could be used. Both engines use the breakerless capacitor discharge ignition systems with distributors which rotate in a counterclockwise direction rather than clockwise as had been the 911 tradition. The chain ramps were changed again in an effort to quiet the chains. One brown plastic ramp (911.105.222.05) was retained while the other five were replaced with new taller black plastic ramps (911.105.222.06).

Several other changes were unique to the Turbo engines.
The Amazing Porsche Flat Six - Continued

now Type 930/61 for the 49 states engine and Type 930/63 for California. Ignition timing was the only difference between the 49 states and California engines. The displacement was increased on the Turbo by using both a longer 74.4mm stroke and a larger 97mm bore. New connecting rods in addition to accommodating the larger journal diameter were 0.7mm shorter. Cylinders no longer used any type of head gasket for the first time on any 911 type engine. The cylinder cooling fins were drastically altered to even the cooling effect of the fan. The fins were completely left off the top half of the cylinders (side nearest the fan) and the fins were lengthened on the bottom of the cylinder particularly at the top of the cylinder. The oil pumps were both greatly increased in size to improve oil circulation. The new pump is larger in size than the 908 pump used in the 935; the pressure pump is 51mm and the scavange pump is 80mm. To improve the quality and amount of cylinder charge an air to air intercooler was added between the turbocharger and the engine. The U.S. engines utilize thermal reactors and an air pump to control emission. Additionally, the California engines have a distributor with a double vacuum unit to retard the timing at full-load.

1978 930 Turbo Specs:

- Displacement: 97mm X 74.4 = 3299cc
- Valve Size: Unchanged
- Valve Timing: Unchanged
- Compression: 7.0:1
- Power: 265 DIN hp at 5500 rpm
- Maximum Torque: 291 lb ft at 4000 rpm

For 1978 the customer’s 935 received the engine Type 930/78 used by the factory cars in 1977. The customer version of this engine retained the twin turbochargers and improved intercooler system and included a displacement increase to 2994cc. The displacement increase was accomplished by enlarging the bore to 95mm. Power was increased to 675 DIN hp at 8000 rpm. An interesting change for these engines was that they replaced the CE ring head gasket with a solid stainless steel ring which fits in a groove in both the upper cylinder flanges and the cylinder head forming an interlock seal.

Engines for both the factory 935 and 936 for 1978 were greatly changed. They were both based on 911 engine components but had new water cooled four valve heads and gear driven dual overhead cams. These changes were made because of Porsche’s desire to produce more power from these engines. The forerunners were not at the mechanical limit of the 911 design however, they were at the thermal limit. An example of the thermal limit phenomenon was the 1979 Dayton 24 Hour race where 10 of the 13 935’s entered failed, the majority of which failed by exceeding the thermal limits of the engine, i.e., melted pistons, burned valves and blown head gaskets.

To obtain more power it was necessary to go from 2 to 4 valves which with an air cooled head would be an additional thermal liability because the valves and their ports would severely reduce the cross section of the head used for cooling. Water cooling was essential if four valve heads were to be used. In addition to offering a power increase, the four valve layout reduces the thermal stress on the valves because of their smaller size. Experience gained from experiments with four valve heads with water cooling for the 908 engine in 1970 and 1971 was applied to this project.

Cylinders were welded to the heads by an electron beam machine eliminating the critical head gasket, an area where the thermal limit is often approached and sometimes exceeded in these engines. The four valve head used a pent roof design combustion chamber with one centrally located spark plug. Spark plugs were fired by a high tension distributor unit driven by the intake cam for cylinders 1-3 while the inductive driver for the capacitor discharge unit was driven by the intake cam for cylinders 4-6. Camshafts were cog gear driven rather than by chains and the valves were actuated by cup tappets.

Both the 935 and 936 engines utilized twin turbochargers for improved throttle response. Throttle response is improved by this approach because there is less inertia in the two smaller parallel systems than there is with the one large unit. The 935 twin turbo engine used water intercooling and twin wastegates. The smaller 936 twin turbo engine retained the air to air intercooling and used one wastegate. The 936 engine had to remain under 2143cc because of the 1.4 multiplier and the 3.0 liter limit for Group 6 cars. The 60mm stroke crankshaft from the 935 'baby' was used in conjunction with an 87mm bore to achieve 2140cc displacement.

1978 936 Four Valve Engine Specs:

- Displacement: 87mm X 60mm = 2140cc
- Compression: 7.0:1
- Boost: 1.5 bar (21.3 psi)
- Power: 580 DIN hp at 8500 rpm

The 935 engine was increased to 3211cc which with the 1.4 multiplier brought the equivalent displacement to the 4.5 liter weight group limit with 4495cc. The displacement increase was achieved by using the new 74.4 crankshaft from the street turbo in conjunction with 95.7mm pistons for a displacement of 3211cc.

1978 935 Four Valve Engine Specs:

- Displacement: 95.7mm X 74.4mm = 3211cc
- Compression: 7.0:1
- Boost: 1.5 bar (21.3 psi)
- Power: 750 DIN hp at 8200 rpm

For 1979 both the 911SC and the 930 Turbo remained unchanged except for a further revision of the chain tensioners and a change to the use of six of the black plastic chain ramps (911.105.222.06).

The 1979 customer 935 was built only for the U.S. and the new IMSA multiplier for turbocharged cars. Single turbo cars have a 1.6 multiplier while twins have a 1.8 multiplier. Porsche has chosen the single turbo approach with engine Type 930/79. They plan to make this engine as effective as the 3.0 twin was in 1978 by increasing the displacement to 3122cc by increasing the bore to 97mm, developing a new
The Amazing Porsche Flat Six - Continued

single turbocharger and using the Type 930/78 style intercooler system.

The end is in sight for our old friend the 911 engine, the 924 and 928 are taking over the market share for production cars. Porsche had a very limited racing program in 1978 and even less in 1979 racing at Silverstone and Le Mans only. Porsche produced only 9 new 911 powered customer 935's for the US market and none for Europe. A truly amazing engine is soon to disappear from production.

Bruce Anderson
Windy Willow Winners

May 5th & 6th was the POC (Porsche Owners Club) time trial at Willow Springs. Willow is a very exciting, challenging, and fun track. It's a 2.5 mile 9-turn road course built on the side of a hill in the middle of the Mojave Desert. Among the time trialers, there were GGR members John and Karen Hawkins, Marc Kittrell, Chuck Favre, and Bill and Rebecca Newlin; and all of them took 1st place in their classes, blowing the doors off their competitors at windy Willow Springs. Hope to see you there next year.

Mangler

MEXICO TRANS—AM

With much celebration, SCCA held its Trans-Am championship road race at Ricardo Rodriguez Autodromo on Cinco de Mayo weekend. For the second year in a row, this was the highlight race of a country that loves auto racing. Smelling a party, and maybe some burning rubber, in the air, Bob Zulkowski and friends towed his 914-6 south of the border.

In the brilliance that typifies SCCA's thinking, the Porsches in the 'small bore' class ran against the likes of Cameros, Corvettes, and Mustangs. But Bob was game, so he packed a small medicine chest in case of any possible 'mechanical' malfunction.

The race went well, with the overall win going to the 935 Turbo of John Paul. And our own Bob Zulkowski took a fourth place in his race. Congratulations, Bob.

Tom & Marj Green
Race Editors

TUNE UP TECH

Another tune-up tech in our series this year will be held July 17th discussing 914's. Ken Mack is our expert at this as demonstrated by his super-fast times at autocrosses. Even if you don't autocross, come out and find out how to do your own tune-ups so you can have a better running car and save some repair $'s.

WHERE: Ken's Porsche Technique
1070 Florence Way
Campbell, Ca. 95008
(for a map to Ken's shop see page 21)

WHEN: Tuesday, July 17, 7:00PM

P.S. We have tentatively arranged with Volkswagen of America to hear their introduction of the 924 Turbo on September 8th - keep this date free as this promises to be the 'sporting' Porsche of the future. 'This car is better than my 911SC for handling and power', states Manfred Janke, director for public relations und sport.

BE OUR GUEST

The 1979 Board of Directors has noticed a decline in the attendance of general club members at board meetings. We feel that this is due to the fact that we have not invited you, the general membership, to attend these meetings. Therefore, this is an invitation to all club members to attend board meetings; and add your input to the workings of our region. The Host or Hostess (listed on the back page of your Nugget) only requests that you call and tell him/her that you plan to attend and please BYOB.

CREDITS - Photos by Bruce Anderson, Jerry Woods, Bill Patton (??!!!), and the Editor. Many, many thanks to Steph, Bruce, and Barbara for all of the help.

NUGGET/33
technical eccentricities

FAULT ISOLATION

So you settled back in your Porsche, turned the key, and nothing happened. There was an oppressive, sinking silence. Is that your problem, Bunky?

No, that’s just the outward manifestation of the problem. This tech article is about the techniques of tracing to the source of the problem. In the problem that we have posed, the first impulse might be to start with the starter because the starter didn’t start. Maybe we’ll end up there, but we’ll start elsewhere.

Turn on the headlights briefly. No light means there’s no electricity to operate the starter. The battery might be discharged, but check the electrolyte level and the terminals before charging or replacing it. Disconnect the negative and then positive terminal and inspect to insure that they and the battery posts are clean. Connect positive terminal securely. Remember that test lamp we made? With the test lamp alligator clip connected to the disconnect ground cable, tough the pointed end of the bulb to the battery negative terminal. With everything turned off in your Porsche (and the doors closed), the test lamp should not glow. A glow indicates a shorted circuit somewhere in your Porsche. An electrical short will drain your battery quickly. Isolation of shorts starts at the fuse block; we’ll detail that fault isolation in a future tech article. Connect the ground cable and try the starter again.

If the headlights did light, hit the starter again with the headlights on; they should dim. If they don’t dim, the starter cables and connections should be checked first (the starter is attached to the right-hand side of the transmission). If the starter still does not operate, the fault could be in the ignition switch, the solenoid or, finally, the starter. The solenoid can be bypassed by placing a screwdriver blade between the large and small starter terminals—be certain your Porsche is in neutral—you’ve also bypassed the starter switch! If the starter spins without turning the motor over, check the solenoid plunger; it should click as the little starter gear is thrown against the flywheel ring gear.

If the starter doesn’t spin at all, the problem could be worn starter armature bushings. After the cables have been disconnected, only two nuts secure the starter to the transaxle case; have the starter checked.

One last horrible thing—with your Porsche in neutral and all of the spark plugs removed, turn the motor over with the fan belt. A seized motor will overload a starter.

BINDER FLUID

Considering the importance, it’s amazing how little attention the brakes receive in the usually diligent Porsche owner’s maintenance schedule. Brake fluid should be replaced yearly. More often, and with temperature-resistant fluid, if you use your Porsche for time trials. Brake fluid collects moisture. The fluid will hold a small amount of water in suspension, but beyond that amount the water will settle to the bottom and corrode the lower surfaces of the master and wheel cylinder bores. Those areas that are beyond the regular strokes of the rubber cups on the pistons are especially vulnerable to corrosion. Nearly all of us have some corrosion at the far end of our master cylinder.

Water that collects in the wheel cylinders will boil at a much lower temperature than brake fluid. Boiled water becomes a compressible gas, and the effect is identical to having air in the brake lines. Disc brake Porsches can generate the kind of heat that makes this a potential problem.

When bleeding the brakes, avoid pushing the pedal all the way to the floor. Stroking the piston past its usual limits and all the way to the end of the master cylinder forces the rubber cup through all that abrasive corrosion. Eventually, fluid will leak past the abraded cup and the pedal will sink to the floor during braking.

It is a simple procedure to bleed brakes. In fact, we will give a procedure that requires no pumping of the brake pedal (and thus no abrasion of the cup), and can be performed by just one person, in a future tech article.

Joe Padermderm

BATTERIES NECESSARY

Your battery (or batteries) can serve you for years without fail. Get in your Porsche, turn the key, and ‘Varoom’, you’re off. Time after time.

But don’t take your battery for granted. A balky battery can make you hate your entire car. Besides, a battery is a potential bomb waiting for an opportunity to go off.

Because it involves your personal safety, let’s talk about the bomb first. While it is being charged by a generator or alternator, a battery gives off hydrogen gas; a cigarette, a spark caused by a tool touching the positive terminal and any ground, or an open flame can ignite the hydrogen gas—and friend, it’s an explosion! It can (and has) burst the battery case and throw acid in all directions. If the positive terminal is grounded, such as a tool striking and welding itself to both terminals, the battery can (and has) discharge so rapidly that it will produce enough heat to explode. And friend, it will throw acid in all directions. If you haven’t
more technical eccentricities

Batteries Necessary - Continued

heard, battery acid is highly corrosive. Never test a battery by causing sparks with a pair of spread pliers. If battery acid contacts your skin, flush with lots of water. If the acid reaches your eyes, flush with lots of water and get medical attention — you'll need it friend.

Now we can talk about battery maintenance. Let's start with this rule: always disconnect the ground or negative (marked NEG. or —) terminal first, and always connect that same negative terminal last. The best maintenance is regular care; keep your battery clean and maintain correct water level. Add water when the level falls below the built-in, split-ring indicator. Keep the terminals clean; corroded terminals will prevent your battery from charging properly. They are also often the cause of a weak 'click' instead of a satisfying 'Varoom' when the key is turned. A film of dust on top of a battery will collect a minute amount of moisture. That moisture will provide a conductive path between the positive and negative terminals. Little electrons will run along that path until they get bored with the game. Get in your Porsche, turn on the key, and 'click'.

A slightly dampened cloth is sufficient to clean a well-maintained battery. A neglected battery will have to be removed from the car to be cleaned. Careful; that fuzzy verdigris on the terminals will eat a hold in your Levis. Use a baking soda and water solution to clean and neutralize the acid deposits on the battery and cables. After the battery is clean and dry, spray a puff of one of the moisture dispersants on the terminals (LPS, WD-40, etc.). Give another puff to each terminal after the cables are connected. It is no longer necessary to have messy blobs of grease on battery terminals to exclude moisture and, therefore, corrosion. However, the terminals must be resprayed with dispersant twice a year. Don't spray the entire battery, it will collect dirt.

Acting on the following facts can add years of life to your battery. The lead plates in your battery are actually a lead alloy cast into the shape of a honeycomb or grids. Into that honeycomb is pressed a kind of soft lead paste (or sponge). The honeycomb provides structural strength, the paste does the work. The heat that is caused by charging (the more the discharge, the more heat when it is charged) makes the material expand and contract, which causes particles to flake off and fall to the bottom of the battery. When the particles at the bottom of the battery accumulate to reach high enough to touch the bottom of the plates you have a dead cell.

When the water level is allowed to fall below the top of the plates, the high concentration of sulfuric acid and exposure to air will harden and coat the exposed portion of the plate. If the exposure is prolonged or repeated, that portion of the plate will never work again.

Keep it filled with electrolyte, keep it clean, keep it charged.

RE-TIRE THAT CAR!

23 X 8.5 X 15 race tires on a pre '69 911 or 912? No way! That's what many people say, but with a little effort, it can be done.

First, let me say that a 23 X 8.5 X 15 race tire is far more competitive than a 22.5 X 7.5 X 15 because of the semi-cantilever sidewall design of the 23s. I've seen 23s mounted on 6" rims, but to "do their thing," 7" wheels are recommended. Problem is, the 7" with 23s will not fit pre-'69 911/912s without some kind of rubbing or safari suspension settings. One solution I've found is 63/8" wheels. 23s work well on 63/8" wheels; in fact, a lot better than 22.5s on 7" wheels. I use a 63/8" mini-lite with a 5/16" spacer on my '68 912. I've seen early factory 7" alloys with 23 X 8.5s on a pre-'69 car and they don't rub. Those wheels are so rare and expensive that I decided on 63/8" mini-lites instead.

Another choice is having steels wheels made up with your particular offset. I've pulled the fenders, by hand, out approx. 1/2" to 3/4". Since the inner lip on '68s is cut away, I did not have to roll it in as you will on other cars mentioned. A two-by-four or baseball bat held against the lip and tire will roll the fender lip in and stretch or pull the fender out at the same time. Undo all fender support brackets and lubricate the paint well before rolling the fender lips. On 911/912s you'll have to replace the camber/caster and toe in adjust bolts with carriage bolts. Use grade 5 bolts and file the collar of the bolt to fit the holes snug. In the front you'll have to cut the top of the shock covers off to approx. 1" long and reinstall them. Some cars, because of their trailing arm locations by the factory, may not be identical left to right so you might have to (ouch!) pound in the inner fender wall to prevent rubbing. Soft suspension settings may cause the tire to "roll" on the rim excessively and rub too.

Check carefully before assuming everything is O.K. One lap of an autocross or race track with a rubbing tire can destroy the tire.

One last thing on race tires. The Goodyear compound rating found to work best is R-8. R-7s never get hot enough to stick and R-9s or qualifiers, which are hard to find, don't last very long.

Another trick is 7 X 14" wheels. They fit better but the tire that's available does not work as well as a 23 X 8.5 X 15. See you at the races!

Bill Newlin
TEST LAMP TUNE UP

If you happen to own a 912, or are fortunate enough to own a 356, here’s another use for that handy little test lamp that we made from the bulb of an interior light.

Remove your distributor cap and pull the rotor off the distributor shaft. Replace the points and condenser and set the point gap in accordance with your driver’s manual. Align the “degrees before top dead center” (°BTDC) notch on the belt pulley with the joint between crankcase halves.

NOTE: The °BTDC mark is the notch in the pulley rim that is to the left of the notch marked “OT.” It is 5° to the left on all 1600 cc 356s and 3° to the left on 912s.

Loosen the clamp screw at the base of the distributor (it takes a 10 mm wrench). Connect the test lamp alligator clip to the number 1 coil terminal (the numbers are molded into the plastic near each of the two small terminals. This terminal should also connect via a little wire to the points. Turn the ignition switch on (but don’t start your Porsche). Hold the test lamp in your left hand, and press the pointed end against the motor case; the lamp should glow, but don’t worry about it if it doesn’t. With your right hand, slowly rotate the distributor body clockwise until the lamp just goes out (the points have just closed). Now, slowly rotate the distributor body counterclockwise until the lamp glows—the points have just opened, and that’s the exact spot you want. Not sure you stopped in time? Do it again; rotate right until the lamp goes out, rotate left until it glows—stop right there. Tighten the clamp screw without moving the distributor. Turn off the ignition, disconnect the alligator clip, reinstall the rotor and cap, stow the 10 mm wrench and test lamp, and you’re all done.

Joe Padermderm

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While the temperature must have been in the 90's (Pleasanton Springtime), the magic number was 49 at Dave and Becky Blanchard's autocross. Most people were running in the low 50s and just knew there was a 49-second run out there for them — if they just put two hot laps together. Some made it, others had great runs trying. Dave's course design was a classic from the early 70s era and everyone had a great time on it.

The Seymours certainly did, as Sharon took a well deserved 1st place, her first class win, I believe; and John came a close second behind Gary Sanders in the Production 912 class. Bill and Karen Kerler brought out their 912 for the first time ever, having a great time.

Dick and Kitty Petticrew, in their pretty 924, are also new and having a wonderful time this year trying to master this evasive sport. Ray and Sonja Blow came out to their 412th autocross, just to prove they still had it. And promptly put away their classes. Actually, the Sonja Blow—Terri Rossetelli battle was again close (these two would have been 2nd and 3rd behind Ray in the men's class!). Glen Renk again did in the small bore 914 Production class with a very pretty run. This class has a lot of winners in it, and will probably go down to the wire at each event. Judy Zaccone pipped Blanchard for the Production 911-914/6 class. Cindy Kahler is moving up in the ranks with her 914/6 to also do battle with Judy's 911. And Karyn Peterson got it together to take her first ever class win, as she beat Beth Bates in the Mid-bore 911 class. Kay Matthews, who used to own big bore 911 Production class, has had to hand over owner-

ship to other women in recent events. Susie Campbell took the win and Mary Ann Behrens (beating Bud!) took the second spot.

Marj Green was TTOD woman in her 914/6 and Susie Atlee got into the top ten for her first time. Suzy waited all day to get one good run, but it was a dilly, taking her class by over 2 seconds.

The mid-bore 911 Production class is a hot-bed of heavy-footed Porsche pushers. Jim Schofield put together some beautiful runs and ended up beating Walt Maas in a see-saw day-long battle. Larry Robison, who hasn't been out autocrossing all year, came in third, closely followed by Dale Bates. Competition this keen can give anyone the class on any given day. Randy Salveson is back, back with a 1st place notice to everyone in the big-bore 911 Production class. Mark McLaughlin again showed the guys with bigger engines that a 914 1.7 in capable hands can be a real threat.

The stock TTOD honor occupied the minds of many people on this course. By mid-day Jim Pasha held the lead spot with a 50.12 time. To beat Jim thus became a two-fold effort: it brought TTOD (top-time-of-day) Stock, and to get into the 49s. By day's end four people slipped by Jim. Terry Zaccone won with a 49.31, second was Jim Schofield with 49.47, third was Walt Maas with 49.78, and fourth was Randy Salveson with a 49.99.

Some other Runs of Note (R.O.N) that deserve mention are Roger Ryan's quick 50.54 in Roger's second year at the sport; Larry Robison's return in the 911 class; Chris Vaughn and Dick Stuck in the 911S class; and Becky Blanchard's fine 51.63 in Production class.

Top honor for fastest car went to Gary Walton. Jimmy Gaeta held it for a while with a beautiful run that looked like it would hold for a win, but Gary had a near-perfect run to resolve the question once and for all. Great run Gary.

Everyone thanked the Blanchards and went to the Atlee's for swimming and Porsche talk. A great day for all.
CLASS 1
1. Karl Beckle, Jr. 54.13 20
2. George Neidel 56.79 16

CLASS 2
1. Gary Sanders 51.23 20
2. John Seymour 52.15 16
3. Dave Palmeri 53.34 13
4. Bill Kerler 56.81 11

CLASS 3
1. Glen Renk 52.88 20
2. Mark Bontempi 53.12 16
3. Paul Troutner 54.77 13
4. Lorin Guy 55.02 11
5. Kent McLaggan 55.88 9
6. Jeff Lateer (1) 56.46 7
7. Bill Burns 56.80 5

CLASS 4
1. Al Davis 54.53 20
2. Dick Petticrew 57.91 16
3. Michael Lommatzsch 58.13 13

CLASS 5
1. Ray Blow 50.25 20
2. Michael Silver 53.76 16
3. Chuck West 56.66 13

CLASS 6
1. Terry Zaccone 49.31 20
2. Jim Pasha 50.12 16
3. Roger Ryan 50.54 13
4. Dave Blanchard 51.93 11
5. Darrell Terry 60.60 9

CLASS 7
1. Jim Schofield 49.47 20
2. Walt Maas 49.78 16
3. Larry Robison 50.55 13
4. Dale Bates 50.86 11
5. Glenn Hills 51.01 9

CLASS 8
1. Randy Salveson 49.99 20
2. Matt Ballentine 50.30 16
3. Ray Mascia 50.44 12
4. Dale Dorjath 50.71 11
5. Chris Vaughn 51.22 9
6. Richard Stuck 51.97 7
7. Donn Murphy 52.13 5
8. George Warden 52.20 3
9. Bud Behrens 52.37 2
10. Todd Lee 52.53 1

CLASS 9
1. Mark McLaughlin 50.51 20
2. Rody Pretti 50.96 16
3. Randy Hancock 51.10 13
4. Bob Wilcox 51.28 11

CLASS 10
1. Brooks Thiele (1) 51.51 20

CLASS 11
1. Jerry Steszewski 52.94 20

CLASS 12
1. Jon Milledge 46.46 20
2. Tom Green 47.67 16
3. Bill Newlin 49.79 13
4. Gary Myers 49.13 11
5. John Breedlove 49.15 9

CLASS 13
1. John Hawkins 47.70 20
2. John Johnson 48.77 16
3. Ray Larimore 48.86 13
4. Ted Atlee 51.35 11

CLASS 14
1. Gary Walton 45.47 20
2. Jim Gaeta 46.19 16
3. Denny Kahler 48.21 13
4. Norb Witt 49.74 11
5. Mike Witt 52.11 9
6. Bruce Fong 57.92 7

CLASS 15
1. Sharon Seymour 55.76 20
2. Laurie Kerler 57.77 16

CLASS 16
1. Julie Arnold (1) 55.04 20
2. Cheri McIlhany 57.96 16
3. Barbara Lateer 61.27 13

CLASS 17
1. Kitty Petticrew 61.71 20

CLASS 18
1. Sonja Blow 51.82 20
2. Terri Rossetelli 52.43 16
3. Rosemary Humphreys 53.85 13

CLASS 19
1. Judy Zacone 51.29 20
2. Becky Blanchard 51.63 16
3. Cindy Kahler 54.81 13
4. Karen Pasha 57.27 11
5. Faye Trontner DNF
6. Patti Terry DNR

CLASS 20
1. Karyn Peterson 52.72 20
2. Beth Bates 52.88 16
3. LaQuita Hills 53.54 13

CLASS 21
1. Gary Sanders 51.29 20
2. Jim Gaeta 46.19
3. Jon Milledge 46.46
4. Tom Green 47.67
5. John Hawkins 47.70
6. Denny Kahler 48.21
7. Susie Atlee 48.66
8. Marita Nichols 50.44 13
9. Kay Matthews 52.03 11
10. Marla Kittrell 52.70 11

CLASS 22
1. MaryAnn Behrens 51.63 20
2. John Johnson 48.77 16
3. Tom Green 47.67
4. Karen Pasha 57.27 11
5. Bob Wilcox 51.29 20

CLASS 23
1. Lorraine Kerler 55.02 16
2. MaryAnn Behrens 52.88 16
3. Kay Matthews 52.60 13

CLASS 24
1. Roxanne Truro 54.11 20

CLASS 25
1. Sasha Thiele 51.69 20

CLASS 26
1. Elaine Sanders 58.40 20

CLASS 27
1. Elane Sanders 58.40 20
2. Karen Pasha 50.02 16
3. Rebecca Newlin 54.44 13
4. Chris Lewis (1) 52.03 11

CLASS 28
1. Sonja Blow 51.82 20
2. Sandi Candlin 51.09 16
4. Marci Kittrell 52.70 11

CLASS 29
1. Susie Atlee 48.66 20
2. Marcia Hibbs 52.03 11
3. MaryAnn Behrens 52.60 13
4. Marci Kittrell 52.70 11

CLASS 30
1. Judi Witt (1) 55.17 20

* * * * * TOP TEN * * * * *
1. Gary Walton 45.47
2. Jim Gaeta 46.19
3. Jon Milledge 46.46
4. Tom Green 47.67
5. John Hawkins 47.70
6. Marla Nichols 48.21
7. Susie Atlee 48.66
8. John Johnson 48.77
9. Bill Newlin 48.79
10. Todd Lee 52.53 1

( ) Number of penalty pylons.

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June's autocross at the Fair Grounds was indeed an event for the Club's "hot shoes" as it was a real scorcher, and found most of us crowded into the small areas of shade awaiting our respective turns to bake on the pregrid. Once on course, however, the heat was forgotten. Ken Mack designed a dynamite course with two third-gear straights and some fast corners. Attendance was down a tad due to the heat, so some of us got as many as six runs.

Some of our regular contenders were missing — notably Tom and Marj Green (moving time!), the Breeloves, the Meyers, Johnny Johnson and Prez Sandi (enjoying LeMans!), Auto-X Chairman Ted Atlee, among others. We were pleased, however, to host a number of out-of-towners we'd like to see more often. Dwight and Linda Mitchell both walked away with their classes, and Howard and Marlene Souza placed 2nd and 3rd, which sure did stir up GGR's point standings.

Jon Milledge, as usual, won his class in his quick 914-6, and Chris Lewis took her first win in Jon's car. Though Mangler had to settle for 2nd place again, he did put in a blistering fun run in Jon's car, beating Jon's time! Trade it in on a 914-6, Bill!

A number of exciting battles are going on in the lady's classes. As predicted, Becky Blanchard in her 914-6 has finally snatched 1st place from Judy Zacccone, and Becky will work hard to hold that edge. Karyn Peterson, a very talented newcomer, was hot on the heels of LaQuita Hills, who turned some very fast laps and took the class this round. Look out Beth and LaQuita!

With the Atlees' brown "Turbo" (typo?) currently hospitalized, Susie was fun-running Milledge's car. Susie proceeded to turn in the fastest ladies' time, which would have placed her 4th in the Top Ten. Karen Hawkins, however, was still displaced by Marlene and Marci Kittrell. Marci's pretty brown SC is now sporting a whale tail, and coupled with a fine job of driving, Marci grabbed her first win in that class.

Terri Rosatelli nosed Sonja out of the 2nd place position in the 914-2.0 group. What a competition they've got going! Welcome back, Sonja.

Walt Maas was really feeling the pressure from Glenn Hills, as Glenn pushes hard to add unquestionable credibility to "YPAF." Even on street tires, they both turned terrific Top Ten times.

The tax season must have taken its toll on Dale Dorjath to the delight of Ray Macia and Matt Ballentine, who've been battling for 2nd place. Ray won this time, with Matt and Richard Stuck fighting it out for second.

If Ray Larimore attended more autocrosses, he'd really cause Hawk some trauma. John put in some super runs, which earned him a 2nd position.

TTOD again went to Gary Walton in his Garretson 2.6 Auto-X Special. How come he always goes so fast?! Bud Hart continues to go faster and faster in his gorgeous red SC, aspiring to catch Gary. A newcomer to the Modified class with only one Auto-X under his belt, was Karl Rhoads, who came in with a very respectable time in his black 914-4. Karl's now hooked, and will be learning how to drive his car to its limit this year.

Another great day at Pleasanton! Thank you, Waldens, for inviting everyone over again after the autocross. See y'all next time!

Chris Lewis

BOB SHERMAN ON DECK
| CLASS 1  | 1. Gary Fahl       | 46.81 20 |
| CLASS 1  | 2. Karl Beckle, Jr. | 47.85 16 |
| CLASS 1  | 3. Sandi Fahl      | 48.02 13 |
| CLASS 1  | 4. George Neidel   | 51.11 11 |
| CLASS 2  | 1. John Seymour    | 47.32 20 |
| CLASS 2  | 2. Gary Sanders    | 47.74 16 |
| CLASS 2  | 3. David Palmeri   | 47.89 13 |
| CLASS 3  | 1. Ken Mack        | 47.21 20 |
| CLASS 3  | 2. Glen Renk       | 48.32 16 |
| CLASS 3  | 3. Kent McLagan    | 49.56 13 |
| CLASS 4  | 1. Dick Petticrew  | 49.55 20 |
| CLASS 6  | 1. Terry Zaccone   | 45.04 20 |
| CLASS 6  | 2. Dave Blanchard  | 45.11 16 |
| CLASS 6  | 3. George Harrison | 45.64 13 |
| CLASS 7  | 1. Walt Maas       | 44.14 20 |
| CLASS 7  | 2. Glenn Hills     | 44.30 16 |
| CLASS 7  | 3. Jim Schofield   | 45.00 13 |
| CLASS 8  | 1. Ray Mascia      | 44.53 20 |
| CLASS 8  | 2. Richard Stuck   | 45.56 16 |
| CLASS 8  | 3. Matt Ballentine | 45.86 13 |
| CLASS 8  | 4. Dale Dorigath   | 46.04 11 |
| CLASS 8  | 5. Bud Behrens     | 46.13 9  |
| CLASS 8  | 6. Todd Lee        | 47.17 7  |
| CLASS 8  | 7. Bob Ishimoto    | 48.41 5  |
| CLASS 9  | 1. Brooks Thiele   | 44.71 20 |
| CLASS 10 | 1. Randy Hancock   | 45.67 20 |
| CLASS 10 | 2. Bob Wilcox      | 47.04 16 |
| CLASS 10 | 3. Rudy Pretti     | 47.07 13 |
| CLASS 10 | 4. Mark McLaughlin | 47.50 11 |
| CLASS 11 | 1. Jerry Steszewski| 48.70 20 |
| CLASS 12 | 1. Jon Milledge    | 42.00 20 |
| CLASS 13 | 1. Ray Larimore    | 43.12 20 |
| CLASS 13 | 2. John Hawkins    | 44.02 16 |
| CLASS 13 | 3. Howard Souza    | 44.54 13 |
| CLASS 13 | 4. Jack McNeal     | 44.98 11 |
| CLASS 13 | 5. Brent Regan     | 47.20 9  |
| CLASS 13 | 6. Walt Huff       | 47.78 7  |
| CLASS 13 | 7. Chuck Englert   | 48.38 5  |
| CLASS 14 | 1. Gary Walton     | 40.73 20 |
| CLASS 14 | 2. Bud Hart        | 43.96 16 |
| CLASS 14 | 3. Steve Tonelli   | 46.63 13 |
| CLASS 14 | 4. Karl Rhoads     | 47.60 11 |
| CLASS 14 | 5. Rich Phifer     | 48.21 9  |
| CLASS 14 | 6. Bill Evans      | 49.74 7  |
| CLASS 14 | 7. Kevin Edgren    | 49.82 5  |
| CLASS 15 | 1. Sharon Seymoure | 49.12 20 |
| CLASS 15 | 2. Karen Neidel    | 52.75 16 |
| CLASS 18 | 1. Sharon Neidel   | 50.21 20 |
| CLASS 18 | 2. Cheri McLagan   | 52.18 16 |
| CLASS 18 | 3. Barb Lateer     | 52.86 13 |
| CLASS 20 | 1. Linda Mitchell  | 45.78 20 |
| CLASS 20 | 2. Terri Rosatelli | 47.03 16 |
| CLASS 20 | 3. Sonja Blow      | 47.17 13 |
| CLASS 20 | 4. Rosemary Humphreys | 48.78 11 |
| CLASS 21 | 1. Becky Blanchard | 45.84 20 |
| CLASS 21 | 2. Judy Zaccone    | 46.07 16 |
| CLASS 21 | 3. Cindy Kahler    | 49.07 13 |
| CLASS 22 | 1. LaQuita Hills   | 45.59 20 |
| CLASS 22 | 2. Karyn Peterson  | 45.73 16 |
| CLASS 22 | 3. Beth Bates      | 46.92 13 |
| CLASS 23 | 1. Susie Campbell  | 45.61 20 |
| CLASS 23 | 2. Kay Matthews    | 46.43 16 |
| CLASS 25 | 1. Roxanne Truro   | 48.71 20 |
| CLASS 26 | 1. Shasha Thiele   | (2) 50.60 20 |
| CLASS 28 | 1. Chris Lewis     | 44.41 20 |
| CLASS 28 | 2. Rebecca Newlin  | 45.63 16 |
| CLASS 29 | 1. Marci Kittrell  | 44.45 20 |
| CLASS 29 | 2. Marlene Souza   | 45.91 16 |
| CLASS 29 | 3. Karen Hawkins   | 46.68 13 |
| CLASS 29 | 4. Carol Huff      | 48.42 11 |
| CLASS 29 | * Susie Atlee      | 43.94 — |
| CLASS 30 | 1. Paulette Hart   | 47.39 20 |

**TOP TEN**

| 1. Gary Walton       | 40.73 |
| 2. Jon Milledge      | 32.00 |
| 3. Ray Larimore      | 43.12 |
| 4. Bud Hart          | 43.96 |
| 5. John Hawkins      | 44.02 |
| 6. Bill Newlin       | 44.03 |
| 7. Walt Mass         | 44.14** |
| 8. Glenn Hills       | 44.30** |
| 9. Chris Lewis       | 44.41 |
| 10. Marci Kittrell   | 44.45 |

* Denotes Fun Run.
** Street tires.
( ) Number of penalty pylons.

THE GGR AUTOCROSS SERIES IS SPONSORED BY ALEX'S PORSCHE HOUSE

NUGGET/43
TIME TRIALS — SEARS POINT

The first time trial of 1979 was a tremendous success — for Johnny Johnson who chaired the best organized and best run GGR time trial yet; for Walt Maas whose instruction program really paid off for his many students; and for all the entrants who just plain had a lot of fun.

Jim Meyers in the 356 stock class, Larry Chmura in the 356 race tire class, and John Seymour in a stock 912 turned in runs that beat their competitors by many seconds. Becky Newlin had to uphold the honor of the Newlin family as broken fan belt turned Bill's run into a DNF. Rich Bon- tempi brought out his "new" SCCA DP 914/4 to show everyone how much improved his driving has become, turning in a very fast 1:55 and capturing fourth overall.

RICH BONTEMPI USING ALL THE TRACK

Talking about showing improved driving ability, many drivers who went through the Maas/Johnson school on May 5th really turned it on for this time trial. Bert Wall, Glenn Hills, LaQuita Hills, and Roger Ryan all captured their classes with very quick runs. New timers (to time trialing) Gary Chapin, Joe and Bev Riedhart, and Dave and Becky Blanchard had a blast learning to drive Sears Point and all vowed they'd be back for the next time trial.

The big bore stock 911 class was a good battle with Chuck Fauvre turning in an incredibly fast time of 2:03 flat and Jim Schofield coming in second with a 2:03.92. (Hey, guys, don't you know street tires aren't supposed to go that fast?)

STEVE KIRBY HAULIN' THE FILM

And "fast" was the understatement of the year to de- scribe Jon Milledge's run of 1:54.08 (he actually turned a 1:53 in practice) to take his class and 3rd top time of the day. And remember that 914/6 is a "street" car. The top time of day honors went to Jim McDade driving an RSA loaned him by Ken and Tina Moore after Jim blew the engine in his own car the 3rd lap of the first day of prac- tice. Coming in right behind him (just 2½-tenths slower) was Denny Kahler in his 914 zoomie.

NOT BAD FOR FAMILY HONOR, REBECCA!

But most of the fun of time trialing is the practice sessions. Twenty minutes at a time on the track just having fun. Johnny Johnson, Gary Myers and Marj Green hooked up for 5-6 laps of follow-the-leader and see-who's-quicker-through-each-turn and had a great time. And most of the fun of time trialing is provided thanks to all the volunteer course workers. All those grinning, sunburned faces who come to the event and work the corners or the grid make the event possible. Thank you! Next stop is Laguna — see you there.

GARY BRAUCH LEADS INTO TURN 11

44/GOLDEN GATE REGION

Tom & Marj
### RESULTS – GOLDEN GATE REGION TIME TRIALS – SEARS POINT
**MAY 26 – 27, 1979**

#### CLASS AS
1. Jim Meyers  
   2:17.57  
2. Peter Bogy  
   2:31.84  
3. Art Dacanay  
   2:38.51

#### CLASS A
1. Larry Chmura  
   2:06.01  
2. Rick Bower  
   2:11.81  
3. Frank Bower  
   2:32.57

#### CLASS AL
1. Pam Babor  
   2:13.81

#### CLASS BS
1. John Seymour  
   2:14.73  
2. Jim LaMarre  
   2:26.67  
3. Gary Cockrell  
   2:27.71

#### CLASS B
1. Gary Sanders  
   2:07.58

#### CLASS BL
1. Rebecca Newlin  
   2:11.32

#### CLASS CSL
1. Christy Frecceri  
   2:26.82

#### CLASS DS
1. Ken Mack  
   2:16.60  
2. Foster Cook  
   2:27.09

#### CLASS DP
1. Rich Bontempi  
   1:55.98

#### CLASS ES
1. Donald Plough  
   2:16.56

#### CLASS E
1. Bert Wall  
   2:12.54

#### CLASS EL
1. Marta Newcomb  
   2:18.93

#### CLASS FS
1. Walt Maas  
   2:04.58  
2. Steve Brandt  
   2:11.46  
3. Pete Kemling  
   2:11.73  
4. George Harrison  
   2:14.34

#### CLASS F
1. John Breedlove  
   2:03.95  
2. Gary Myers  
   2:04.77

#### CLASS FL
1. Karen Breedlove  
   2:08.29

#### CLASS GS
1. Glenn Hills  
   2:04.29  
2. Paul Koehn  
   2:08.08  
3. Len Peterson  
   2:08.41

#### CLASS GSL
1. LaQuita Hills  
   2:11.95  
2. Shirley Peterson  
   2:28.71

#### CLASS G
1. Leo Pruett  
   2:12.68

#### CLASS HS
1. Chuck Fauvre  
   2:03.00  
2. Jim Schofield  
   2:03.92  
3. Matt Bollentine  
   2:06.27  
4. Dale Dorjath  
   2:05.57  
5. Bob Ishimoto  
   2:08.72  
6. Caesar Belli  
   2:10.05  
7. Gary Chapin  
   2:12.78  
8. John Byrne  
   2:15.39  
9. Craig Walton  
   2:35.38

#### CLASS HSL
1. Karyn Peterson  
   2:18.40

#### CLASS H
1. Ray Larimore  
   1:58.39  
2. John Hawkins  
   2:01.39  
3. John Johnson  
   2:01.67  
4. Steve Kirby  
   2:02.42  
5. Walt Huff  
   2:08.37

#### CLASS HL
1. Karen Hawkins  
   2:10.18  
2. Carol Huff  
   2:17.10  
3. Sandi Candiin  
   2:24.65

#### CLASS JS
1. Roger Ryan  
   2:08.51  
2. Bob Kilburn  
   2:09.59  
3. Corey McMillan  
   2:11.48  
4. Dave Blanchard  
   2:12.09

#### CLASS JSL
1. Becky Blanchard  
   2:17.09

#### CLASS J
1. Jon Milledge  
   1:54.08  
2. Tom Green  
   1:58.61

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**SEARS POINT TIME TRIAL WAS SPONSORED BY RS TAYLOR CLASSIC MOTORS**
the mart

The Mart is available to PCA members only. Sorry, we cannot accept ads from businesses for the Mart. The deadline for the Mart is the 1st of each month prior to publication. Mail (do not phone) your ad to the Editor. Porsche related items only.

for sale

2.0 914 heat exchangers, s.s.; 2 911 rear SC flairs, steel; 2 914 rear arms; front torsion bars, 914 stock; 914 blower housing & alternator; misc. 356 mec & body parts – tons; repairable 356 heads; set 356 B brakes & spindles; 1959 356 A convt. D, needs work but straight. Best over $5,500. "Set 911 9" & 11" steel flairs – bumpers to fit also.

Larry Chmura 933-8788

Pirelli P7s: two 205/55 X 16. 60% tread remaining. $100 each. Full set front and rear factory 930 wheel spacers. $150.

Gary Brauch (408) 257-1391

Set of 4 American Mags, radios. See last month’s Nugget Better hurry. Inflation is driving the price up.

Bill Patton — days: (415) 543-9360; eves: (415) 530-0609

Owens 18’ Car Trailer perfect for Porsches. Tandem axles-4 wheel electric brakes-HD tow car brake controller-6000 lb capacity-wheel chocks-stow away ramps-spare tire-HD nylon tie downs with hand rachets. $1800.00. Ray Zazzetti 415-876-2884 M-F 7:30/4:00; 415-283-2822 other times.

wanted

Christophorii, 356 registry (complete or partial collection, Porsche Sales Literature, 1947, 48, 49 & 50 Road & Track.

Don Patterson (408) 354-0618

For 914: Goodyear race tires, 22.5 X 7.5 X 15, 5½ X 15 steel spoke-type wheels, rear Koni double adjustables.

Larry Kroger (415) 333-4825 after 4 p.m.

WANTED: Castaway 911T/912 (’64–’69) front disc rotors; steering wheel — wooden (or plastic) preferred with horn ring for 356C (will to excl. or sell ‘Racemark’ racing wheel); spare wheel & rim for same; rear view mirror (not secured after adjustment).

Robert Glebe (408) 736-8609

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Coming Events

JULY
1 - 8  PCA PARADE – POTOMAC
7 - 8  SUMMER MUD TOUR – MEUNIER
10    TIME TRIAL TECH – SHERMAN
11    PIT CREW – ATLEE
14    TIME TRIAL TECH – SHERMAN
14    DINNER MEETING – FORSTER
15    RALLY – TED TARGA
17    TECH SESSION – MACK
18    TT GROUND SCHOOL – JOHNSON
20    TIME TRIAL TECH – SHERMAN
21 - 22 TIME TRIAL, LAGUNA – JOHNSON
27    BOARD MEETING – FORSTER
28    ZONE 7 AUTO–X – LPR

AUGUST
3    HARE–N–HOUND RALLY – FOSTER
4    AUTO–X SCHOOL – HILLS
7    TECH SESSION – WOODS
19   GREAT AMERICA – FASCININI
21   PIT CREW – SANDERS
23   BOARD MEETING – PATTON
25   ZONE 7 AUTO–X – GGR
25   DINNER MEETING – FORSTER
26   SWAP MEET/CONCOURS –FORSTER/ANDERSON