miscellaneous mumblings

During the month of April, you were all sent ballots to vote on a proposed bylaw change that would affect the procedure for electing the Board of Directors for Golden Gate Region. On April 23, 1979 these ballots were tallied by the secretary and two members in good standing with the following results:

| YES VOTES | 346 |
| NO VOTES  | 115 |

Effective with the election of officers for 1980, we will now be electing our Board by specific position rather than on an at-large basis. This is a major change for GGR and will most certainly need a good deal of attention and support from all members to insure a smooth transition.

The voter turnout in this election was by far one of the largest in region history. I was pleased to see the number of votes that were cast and would urge all of you to vote in November when our slate of candidates is presented. Let’s keep that voter turnout at its high level or, better yet, improve it.

Now that this issue has been decided, the nominating committee is ready to begin actively seeking candidates for the various board positions. They will be working hard to present to you a qualified slate of candidates for the 1980 Board of Directors. If you wish to be a candidate, please contact any of the following committee members as soon as possible:

- Bill Patton
- Sharon Trethan
- Jeff Lateer
- Doug Price
- Glenn Hills

Now is the time for your intentions to be known. Don’t wait too long!

Along these same lines, the 1979 Board of Directors has appointed me to head a Bylaws Committee to study our bylaws and to insure that they are properly updated before we have them reprinted. Please call or write me with any comments you might have or any changes you would like to have considered. I will see that the committee studies each suggestion and makes a recommendation.

Sandi

INSIDE YOUR NUGGET

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   New Members

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.
Scabi’s Scavenger Hunt

A biting March wind did not dampen the enthusiasm of the GGR members who turned out for Johnny Johnson’s Scavenger Hunt on Saturday, March 31.

After reviewing the scavenger list of 63 items, ranging from a “merman” to a “ten rung ladder,” Ron and Sharon Trehan took the easy way out by going home claiming Ron was sick (or did he just wise up fast)?

The scavengers were given exactly two hours to find as many items as possible and clock in at the final destination. Clocking in late was grounds for disqualification.

Bob Ishimoto, a new member, and his lovely date Marie, quickly headed for a nearby residential area, where many of the local residents enthusiastically provided them with a large percentage of the requested items, including use of a typewriter and a speeding ticket.

Terry Rosatelli and Jerry Woods produced a live pet cat to satisfy one item on the list, while Brooks and Sasha Thiele hurried home and ransacked their son’s toy box to come up with various toy items which we were asked to acquire.

The losers were Ron and Jacqueline Ferreira, who showed up in their Studebaker Avanti and Ray and Sonja Blow, who also had the dubious honor of turning in the least amount of requested items. The losing couples were rewarded with “7 inch” sticks of salami.

Ransacker Sasha and ‘Mutha’ Clever

All of the scavengers who worked so hard to complete the hunt quickly came up with a clever use for the two salami sticks. It was decided that the Evans, Carletons and Clever (those scheming muthas) could take the salami and... them for their devious method of hunting.

Johnny Johnson and Sandi Candlin once again demonstrated their enthusiasm for GGR by providing a most enjoyable evening for all who participated.

‘Old timers’ Gary and Brian

Old timers Gary and Sharon Evans, Brian and D’Anne Carleton and John Clever quickly decided there were no “general instructions” advising that the items had to be the “real thing,” so they departed to a nearby pizza parlor where they ate, drank, made merry, and cleverly proceeded to draw each item on a long piece of paper twirling from the john.

while the above named “muthas” were cooling their heels in a pizza parlor, the other scavengers were out busting their fannies, running all over the Bay Area in pursuit of the hunt.

Ironically, the hardest thing to find was John and Sandi’s place at the conclusion of the whirlwind wind hunt.

The scavengers were divided into two classes, odd number and even number with the Evans and Carletons (as a team) winning one class and Jeff and Barb Lateer winning the other.

Ray and Sonja Blow

Baron von Salami and Jacqueline
The Utilitarian Test Lamp

The 6- to 12-volt test lamp is a fine addition to your tool chest. It is also a handy thing to have in the tool kit that you carry in your Porsche. About 95% of electrical troubleshooting can be performed with a simple test lamp. This article will discuss the type of test lamp to buy and the way to make your own. Future articles will discuss how to isolate problems with a test lamp.

There are several types of circuit testers available. Continuity testers look like a test lamp, but are self-powered with batteries. Spark testers are for testing high voltage automotive secondary electrical systems. The testers that are fitted with neon bulbs DO NOT require a ground wire, but the neon ionization threshold is very high, and the bulb is either on or off, nothing in between. There are neon test lamps, fitted with a diode, that indicate polarity (positive voltage at the probe causes lamp to glow). But for our purposes, the simplest and cheapest is the best: a test lamp fitted with an incandescent bulb.

Back in the 356 days, there was a fine little test lamp that had a knurled metal sheath with a window and it carried a Porsche part number. My test lamp comes from Germany, because I have this thing for things Teutonic (except for sauerbraten mit sommernoodles, DKW’s and sauerkraut). Any 6- to 12-volt incandescent test lamp in a $1.98 blister pack will perform as well as the Porschephilie’s collector item or the $12.98 snap-on test lamp.

You can make your own very compact test lamp. Purchase one of those double-ended bulbs that go in a Porsche interior light. If yours is a 6-volt system, get a 356 bulb; it will glow brighter. Otherwise, get a 12-volt bulb. They are more slender and compact. Select a 2-foot length of flexible electric wire and attach an alligator clip to one end. Solder the other end of the wire to either end of the bulb (you might have to roughen the surface with sandpaper to get a good joint). Now, test your test lamp by attaching the alligator clip to ground (any bare metal or a bolt head) and touching the pointed end of the bulb to a live terminal (poke around your fuse panel, for instance); the bulb should glow brightly. Coil the wire, secure it with a rubber band, and tuck the tester into your tool kit. You’ve done a good thing.

Joe Padermderm

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Auto-X Committee Meeting

There will be an Autocross Committee Meeting on Friday, June 29 at 8:00 PM. The purpose of this meeting is to discuss proposed rule changes for our 1980 Autocross Series. No action will be taken on June 29, only discussion which will assist us in preparing the agenda for the November 17 Rules Meeting for 1980.

Several of you have contacted me requesting rule changes for next year, so let's have a good attendance. BYOB and swim suits for the pool and spa after the meeting.

DATE: Friday, June 29th
TIME: 8:00 PM.
PLACE: The Atlee's
4644 Fort Royal Place
San Jose
(408) 578-7499

Autocross Results

Please note, the following correction has been made to the official GGR Autocross Results; GGR Autocross #1, on 2/10/79, results printed in March 1979 Nugget.

CLASS 8

1. Dale Dorjath 49.97 20
2. Gary Myers 50.63 16
3. Ray Mascia 50.77 13
4. Matt Ballentine 51.36 11
5. Randy Salveson 51.53 9
6. Chris Vaughan 51.75 7
7. Todd Lee 52.95 5
8. George Warden 53.53 3
9. Bud Behrens 53.53 3
10. Donn Murphy 54.16 1
11. Richard Stuck 54.92 0
12. Richard Ogren 57.22 0

In case of tie, duplicate points are awarded for that place, and the next place is skipped.

Pit Crew

What a great group turned out at the Bersen's home for our April Pit Crew meeting. There were also some new faces including Dave and Becky Blanchard, Bob Ishimoto and his date Marie. Did you notice the rabbit with a 356 rear end at the dinner meeting? It was done by Phil Mullen.

This month we will be meeting at the Troutner's home in San Jose.

WHERE: The Troutner's
1231 Sabal Drive
San Jose, CA 95132
Highway 280 turns into 680. Take Berryessa east, continue on Berryessa across Capital, make a left at Sabal Drive. The street sign will be on your right side.

Call if you have questions only til 9 PM, 923-6251.

WHEN: Tuesday, June 12th, 7:30 PM.

MEMBERSHIP NOTES

As a member of your Board of Directors I would like to thank all of you who took the time to vote in the recent election. Several members noted that they had an address change. Unfortunately, when you mailed your ballot you kept the portion with your name and address so I have no idea who you are. If your ballot or Nugget is coming to an incorrect address please give me a call, or drop me a note, and I'll be happy to make the appropriate changes.

Thanks,
Sharon Neidel
From Bayshore Freeway take Embarcadero Exit, then Main Street Exit, staying to the right hand side. Take right on Mission Street to Embarcadero and take right, make another right on Harrison Street to Fremont. Apostleship on right, parking lot on left. Street parking available.

From Oakland Bay Bridge take the Fremont Exit, first intersection Harrison Street. Apostleship parking lot on right hand side.

WHEN: Saturday, June 16th
6:30 PM — No host cocktails only $1.00
8:00 PM — Dinner

COST: Hot and cold buffet dinner, $10.00 per person. Dinner includes: relish trays, decorated fruit aspics, a large variety of salads and assorted cold cuts. Hot roast beef, barbecued chicken and raviolis. Rolls, coffee and dessert and more. Guaranteed to be enough for everyone!

Make check payable PCA-GGR and mail today to:

Marge Forster
1572 Bedford Avenue
Sunnyvale, CA 94087

or call 737-0861. Deadline for reservations is June 12th. If you make a reservation you are responsible for the price of the dinner if you do not cancel.

Dear Friends,

Automotion is moving.

On June 18, we will open the doors of our new facility at 3535 Kifer Road, Santa Clara. 1/2 block east of Lawrence Expressway.

With over 8000 feet of new store is three times larger than our current location. Hopefully we won’t outgrow the new one as fast.

Meanwhile, we remain open at 1932 Old Middlefield Way until June 14th. 415/961-2777.

Thank you for your business and support in the past. We look forward to serving you even better in the future.

Best Regards,
Tom & Marj Green

P.S. Our new catalog is out. Bigger and better than ever. With 30 new pages of goodies, many of them being offered for the very first time. Plus dozens of money-saving and time-saving tips. We will gladly send you a copy for $2.00. Just call us and we’ll put it on your VISA or Mastercharge and ship it to you. Or stop by.
MONTEREY CYSPRESS TOUR

Come join us on a GGR luncheon tour. We will meet in San Mateo and weave our way down to Monterey on Coast Highway 1. We will stop in Santa Cruz for a pit stop and continue down to Monterey for lunch. We will be eating at the Hilton Inn Resort in the Big Sur Ballroom. A complete lunch will be served including tossed green salad, chopped sirloin steak with mushroom sauce, fresh vegetable, potato, ice cream cake roll and beverage (coffee, tea or milk). Lunch will cost $6.70 (children $4.27) per person including tax and tip.

After lunch we will tour the famous 17-Mile Drive. The cost is $4.00 a car and is worth a lot more. We will be driving through pine forests, groves of Monterey Cypress and along a coastline that is second to none! Bring your binoculars and cameras because the sights are plentiful. You can usually see deer on the golf courses, sea lions, seals and sea otters off shore. The 17-Mile Drive is also the home of Pebble Beach, Spyglass Hill, Peter Hay and Old Del Monte golf courses. We will be stopping along the way to enjoy the beauty and to take pictures. Make your reservations (required) early and send your check for the luncheon only. Make your check payable to Brian Keller. We hope to see you Sunday!

WHEN: Sunday, June 10, 9:00 AM.

PLACE: Start at Parkview Gem parking lot, San Mateo. (From Hwy 280, take Hwy 92 east and then take the Delaware St. off ramp, turn left onto South Delaware, right onto Concar Br., and then right onto Grant St. From Hwy 101, take Hwy 92 west and then take the Delaware St. off ramp onto Concar and then turn right onto Grant St.)

CALL: Marsha or Brian Keller, 341-2103, 2314 Flores St., San Mateo, CA 94403.

P.S. Have a full tank of gas!

INTRODUCING . . .

I have enjoyed being your Goodie Bag Manager this year and am looking forward to being on the Board of Directors as your Activities Director for the remainder of the year. If you need assistance or required information as to procedures for putting on your events or if you have any questions regarding up-coming events, please feel free to call. During the day (when United returns to work) (415) 876-4530; evenings (415) 326-0122.

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PATTON TAKES A POWDER

April’s dinner meeting featured 1978 Trans Am Champion Greg Pickett, a Corvette driver, as the speaker; the most entertaining speaker I’ve ever heard at a Porsche Club event, who brought down the house with his ad lib style of delivery. Pickett, who drives a Turbo on the street, continually referred to Porsche as a one syllable word, but this writer thinks it was part of his act. Among his better lines were “Corvettes make great starter cars.” This after noticing the number of former Vette owners in the audience. Greg also noted that it was his goal for ’79 to have a car which would handle better, go faster and stop quicker than his ’78 Trans Am winner. We thought this to be a pretty reasonable goal. One item which brought down the house was, “When a Corvette driver breaks a car the day of the race, he packs up and goes home. When a Porsche driver breaks, he says, well let’s see now, who can sell me another of these thing.” Great line. I, for one, was sorry to see Greg break at Laguna Seca as it would have been nice to see some competition for Peter Perfect.

Reports from Bob Buckthal’s 40th birthday party are that he was bombarded with Geritol, pep pills, x-rated comic books and the like. We think it was actually a cover for his 50th birthday. Before Bob gets to you and ruins my rep as an honest autocrosser, I’d like you all to know that I had no idea the 914.6 had venturis. Watch Buckthal. He’s a cheater.

Wanted to report on Jim Pasha receiving the dreaded “D,” as he most certainly deserves it, but have yet to figure out why he got it.

CRAB was sensational, but perhaps a little too long with the new three day format. Dwight Mitchell, while passing out autocross awards, commented that Ray Blow changes cars almost as often as Glenn Hills changes names on his windshield. By the way, Glenn, how long were you trapped in the parking lot? It seems a band of gremlins broke into Glenn’s car and moved it into a spot in the lot where it was impossible to get out. I know who they are. Door prizes galore. Ray Blow won a poster of a Super 90 engine. It’s the first time he’s ever seen one. I won a Porsche towel, which means I have to buy three more to complete the set. Thanx Greens. Atleet won the grand prize, an entry to the 80 Parade in Oregon. They won it with the car number I requested at pre-registration, 77. I got 76. Wanna trade for a towel? Susie is sporting a heart-shaped diamond ring so big she has to push it around in a wheel barrow. I want to know what she had to do to earn it. Judy Witt was there with a new candy apple red paint job. Ray Blow would like to apply some wax to it. Best two stories of the weekend coming up. It seems Dale Bate’s room ran out of water. You know Dale. The guy with the funny suspenders. Dale calls room service. They offer a shower in another room, but it’s in another wing of the hotel, about a half a mile away. Dale wraps a towel around his lower body, secures with funny suspenders and heads out down the hall, through the lobby, 1/2 mile away to the loaner shower. Great gag. Now Katy Mathews’ friend Norm Claus finds himself in the men’s room at a nearby service station. Finishes, reaches for the door handle to leave. It’s gone. Norm Claws (Claus) at the wall, whimpers, and finally screams for help. On escaping Norm is informed that in the panic he has neglected to zip his fly. He looked impecable at dinner, though.

The only notable item at the most recent Board Meeting was when it was determined that JeffLateer is not satisfied with Barb’s paste up, or her layout, for that matter. (I may not like her paste up, but I love her layout. Ed.)

Notes while reading my April Nugget. Notice the cover. Obviously X was an incredibly poor tic-tac-toe player, not having the least understanding of the game. How many of you are all geared up for the Tuesday night autocross series? Good, then you’ll be happy to hear about the Monday morning wine tours. Do you think Rebecca Newlin knew what she was doing when she wrote that Chris Lewis’ father was a vice cop and did undercover work? Is any wedding ring worth a Super 90? Now that it’s been printed in The Nugget, new member Scott Keeeling’s occupation as Secret Service Man is no longer a secret.

CAPTIONS:
Page 3: Boy, is she giving him hell.

Page 27:
7:00 Wow, is she giving him hell.
1:00 My gosh, look at her giving him hell, but he’s got it coming.
5:00 Now Shirley, I don’t mind the initiation ceremony, but can’t we do something to change my name from “Awsole?”

This is probably the last rendering of Patton Place to appear in The Nugget (though I’ll not doubt write it for my own pleasure and keep it secret). Patton Place originated in the April 1974 issue and was one very brief paragraph in length. Originally, it was anonymously written which kept the heat off the writer for items inaccurately written or ill chosen. As time went on, the identity of the writer became known to a select few. Thus, there was a place to direct the heat when it became appropriate. Whereas this didn’t occur often, lately there have been a couple of cases where the heat has found its mark. This, along with other factors, makes it seem timely to discontinue. I’ve enjoyed writing each of the 64 Patton Place columns, getting to know the people who were subjects, and the infamy which went with it. I’d like to thank each of you who had a kind word to say about this column, each of you who contributed material, and especially those of you who did the dumb things I wrote about. I’d like to thank Steve Kirby, the McCarthy’s, the Berens, the Blows (thanx for the post cards), the Fosters and the Lateers, the editors for their cooperation and indulgence through censorship, missed

10/GOLDEN GATE REGION
Patton Place - Continued

deadlines, misspelled words and dumb games. Thanx to the Blow, the Evans, Len Peterson and Bruce and Steph for being such great subjects. To those of you who were either directly or indirectly offended, I extend sincere apologies. At no time did I intentionally use material I thought to be sensitive. Obviously, there were those times when I missed the mark.

This is a decision I have made on my own, reluctantly, and with regrets. Some of you will applaud, others will not. In either case, I'd like you to know I've enjoyed it and have been given the impression that it contributed something to the Region which I had to offer.

The Nugget is now a first rate, major league publication which has grown up. It needs contributors, and I hope some of you talented writers and photographers will begin contributing your thoughts and ideas so the Nugget can continue to progress.

Thanks for a good time.

Luv
Bill Patton

(Surprise, it was really me all along!)

COVER – Photo by Dennis Moses, darkroom manipulation by the editor. Subject is the infamous Talbot Yellow Turbo.

CREDITS – Photos by Dennis Moses, Alan Brooking, Jerry Woods’ brother, Fred Schefflera, and the Editor. Thanks to Dave and Becky (D.) Blanchard, and Stephanie Home for their help with the production of this month’s issue.

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An Open Letter to the Membership of GGR

By now I’m sure most of you will know that I have resigned my position on your Board of Directors. I think it only right that I try to tell you, the people who put me in office, why I had to make this decision.

I want to very strongly inform all of you that my decision is not a result of any problems with anyone or anything in the club. Quite the contrary, if there was any other way, I would not resign. It is purely a situation brought about by occurrences in my personal life.

I apologize to each and everyone of you for leaving office before the term is even half over, but I do not feel that I can continue to do a job worthy of the trust and responsibility you placed in me by electing me to the board, given my present personal situation.

Therefore, out of fairness to you and to myself, I have resigned. I thank all of you for the opportunity I’ve had to serve you as a board member, and hope you understand that I truly wish this was not necessary.

Bob Sherman

THANKS!

The 1979 Board of Directors would like to thank Bob Sherman for all the work he had done this year on the board and putting together another event-filled calendar. This task is no small job by any means. We will all miss working with such an enthusiastic person.

We have appointed Stephanie Home to Activities Director for the remainder of the year. We feel very confident she can handle this responsibility competently. Let’s all give her our support!

Sandi Candlin

TECH TALK

Yes they handle good box stock - but as many of you know for autocrossing and time trials there are many improvements to be made. In January, Chuck Forge covered some basic suspension theory and now we would like to expose you to some of the realities as they pertain to your Porsche, especially if you are interested in places such as Laguna Seca or Sears Point.

Chairman and obvious expert is Walt Maas. Areas to be covered will be tires, wheel, springs, sway-bars, lowering, steering wheel, seat position and any questions you may have.

WHERE: Metal Craft
16593 East 14th Street
San Leandro
415-276-4400

WHEN: Saturday, June 16th 10:00 am

Reservations not required, we’ll see you there!
Remember the on-going Tech Quiz, the first one, 935 vs 930, was participated in by 15 people. The current leaders are:

Women: 1. Sharon Evans
2. Stephanie Home
2. Marge Forster (Tie)

Men: 1. Ron Reak
2. Tom Everhart
2. Dave Walden
2. Pete Thuesan
2. Bob Sherman
2. Nick Kelez
(That’s some tie, men)

The June 16th Tech Session will be full of information. Pay attention and participate in the quiz afterwards.

Jerry Woods
Technical Director

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DICK WORKMAN
1540 Pine St. San Francisco, Calif. 94109
(415) 441-1111

NUGGET/13
MINUTES
BOARD OF DIRECTORS MEETING
April 23, 1979

Location: Candlin residence in San Jose.

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

Guests: East/North Bay Coordinator Doug Price, Johnny Johnson, Terry Rosatelli, L.Q. Hills.

A. The meeting began at 8:06 PM. Minutes of the previous meeting were approved.

B. The Agenda was completed and approved.

C. Old Business:

1) Patton's Folly II — The election results were reported after Doug Price and Johnny Johnson proofed the tally. The result was 346 to 115, with “yes” winning.

2) Statement of Policy — There were no suggestions.

3) The Roster — The Levines are at work on the new Roster. The Classified Section is a reality. There are a few people who used The Roster for advertising who are unhappy about the new policy of advertising in The Roster. The Roster will be printed with a format similar to The Nugget. The Classified Section will offer space to include personal and business name, address, phone and a brief description of the service or product. The spaces will cost $10 each.

4) Sell #2 Timing Equipment — The equipment is in good working order and an ad has been prepared for Panorama.

5) Patton’s Folly III, Format of Board — The Board will develop more ideas on how to change the responsibilities of the positions of Vice President and Technical Director. This item will be dealt with at the June meeting and if no conclusion is reached a special Board Meeting will be called to conclude the issue so it can go on the next ballot as a Bylaws change.

6) Bylaws Committee — Sandi will establish a committee and advise The Board at the June meeting. One idea of merit was to publish the Bylaws annually as a supplement to The Roster.

7) Stationery — Glenn Hills reported and was charged with acquiring 1000 envelopes and 2000 letterheads at a cost not to exceed $150. Glenn will also update the logo.

8) Accountant — Dale Dorjath volunteered his services as needed to prepare tax returns and assist the Treasurer. He was appointed Assistant Treasurer. The Statement of Policy will be revised to deal with this appointment.

D. New Business:

1) Election Procedure — Patton feels there are flaws in the Election Procedure. After a lengthy discussion it was decided that all ballots will be returned in envelopes, to a non-candidate Board Member. Otherwise, the Secretary’s responsibilities will remain the same.

2) The Dummkoff — In an effort to get back to the classic Dummkoff stories it was decided to desensitize the frequency and sensitize the tradition. Thus, Tom Foster will be asked to prepare an article for The Nugget telling of the History of The Dummkoff so newer members can become familiar with tradition. Passing it on monthly will no longer be of first priority. Worthiness will be.

3) ’79 Boards Intentions for ’80 — The Nominating Committee asked the Board to declare their intentions to run for the 1980 Board so as to give the Committee important input to assist in recruiting other candidates. Of the six members eligible in ’80, five abstained from making a commitment at this time. Patton indicated he would be a candidate.

4) Patton Place — Patton announced his intention to discontinue Patton Place.

E. Director’s Reports:

1) President — Sandi attended the Zone 7 President’s meeting and reports that Zone 7 Autocross Code Books are now available, Dave Eckert is the new Zone 7 Safety Chairman, the ’78 Parade Beta-Max show is available, Redwood Region is having a hillclimb event on June 16 and 17, June 9 is the date of the Corvette-Porsche Challenge at Cal Expo. Funny tires will not be allowed. July 7 and 8 will be a high-speed autocross school in Sacramento. Monterey Bay Region has discontinued the Porsche Corral at Laguna Seca. Sierra-Nevada Region is bidding for the ’82 Parade and wants assurance of Zone 7 Region’s support. The entire event would be at the MGM in Reno. Sandi will write a letter to Sierra Nevada indicating that whereas it is impossible to pledge GGR support at this time, it is probable that this Region would participate as historically that has been our posture.

2) Vice President — The April dinner meeting was a success. The Board discussed and wishes to request that our membership not be rude to our speakers who donate their valuable time.

3) Secretary — Reported word from CRAB that certain people in Sacramento Valley Region had been unhappy with advance publicity in •GGR for the event. It was decided that we had done all we possibly could with the material we had to work with.

4) Treasurer — Submitted a written report.

5) Membership — Submitted a written report. 10 new members were approved. 19 new members are expected at the next New Member meeting. Sandi mentioned slide shows of activities as used by Yosemite Region.
Myriad of Minutes Continued

7) **Tech** — Possible 924 new model introduction session as soon as possible. A classic Porsche session for December 8 to include all the rarer cars. Jim Wellington to do a session on the history of Porsche engines.

8) **Editor** — The April issue with heavier paper did not increase the postal expense. May issue will cost more for typing.

9) **Goodie Bag** — Jeff reported for Steph. $90 was spent for the creation of color photography for the new portfolio. The Board approved.

Next meeting at Woods'/Rosatelli's. Meeting adjourned at 12:12 AM.

Respectfully submitted,
Bill Patton, Secretary

---

**TUNE UP TECH**

Denny Kahler will be discussing 911's with CIS Injection. However, if your Porsche has carburetors or mechanical injection, don't miss out on the other important information Denny will cover.

**WHERE:** Kahler's Import Shop  
6392 Scarlett Court  
Dublin  
415-829-2050

**WHEN:** Tuesday, June 5th 7:00pm - 9:00pm

924 owners! Tired of working till dawn and beating your head against the radiator for lack of knowledge? Come hear Jim Pasha explain the mysteries of tuning-up your 924.

**WHERE:** T & D Porsche  
1320 - D Dell Avenue  
Campbell  
408-378-1911

**WHEN:** Wednesday, June 27th 7:00pm - 9:00pm

Jerry Woods  
Technical Director

---

**AUTOCROSS**

**PORSCHE vs CORVETTE**

A first this year is a Corvette-Porsche Challenge Autocross, presented by Sacramento Valley Region and the Corvette Owners of Sacramento. This event will be held June 9th at Cal Expo. There will be a $5.00 entry fee, and there will be classes for Stock, Prodified and Modified. For more information contact: Ted Colbert at (916) 685-4323. Give those plastic pull-toys an autocross lesson.

---

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Did ’Ja Know

Did ’Ja Know . . . . Andrae Candlin (sometimes referred to as Stanley) is GGR’s first lady President? Sandi joined PCA in 1974 and has been super busy ever since. When it comes to buying Porsches, Sandi believes in ‘keeping it in the club.’ For instance, she bought a ’72 yellow 914 (1.7) from club member Bert Wall; later, she sold it back to Bert. Then Sandi took possession of “Two Oh,” a turquoise ’73 914 (2.0) that she purchased from Susan Brooke. Guess who bought it back? Yep, Susan. Then there was the ’74 Carrera, License Plate XXXI 27, bought from Ron and Sharon Treheth . . . . As if that weren’t enough, Sandi also drove around in a company car, a wine-colored 924, which later was sold to GGR’s Christy Freccrari, whose pastime is driving around the Santa Cruz mountains hitting deer! Happy to report, the 924 is back on the road after some surgery.

Sandi has two lovely daughters, Kim (age 14) and Heather (age 11). And, of course, her boyfriend, Johnny “Ya doesn’t have to call me” Johnson. Sandi first met John at dinner one night at another couple’s home. That ‘other’ couple was none other than Johnny’s ex-fiance and Sandi’s ex-husband! Later that evening, they made some sort of ‘bet’—the winner got taken out to dinner—the loser paid. Nice approach, eh? Either way, they had a date. Sandi, by the way, paid.

The Candlin/Johnson team was voted GGR’s “Family of the Year” in 1978. This raised a few eyebrows at the National Parade in Aspen, as the “family” heads weren’t married, but we know that they are as much of a family as any. The award is based on participation in events by a couple and children. They put on ONE of EVERY type of event that year. “It’s busy being President, but I think I worked harder putting on all those tours, autocrosses, and rallies. Tours are the most fun.”

Sandi also likes autocrossing and time trailing the ’74 Carrera. She took the Carrera through the Bondurant School at Sears Point, aided by her “pit boy,” Johnny “Cat.” “It rained both days, but I still managed to learn a lot.”

Kim and Heather even bought their mother a driving suit two years ago for her birthday. (Sandi didn’t suspect a thing, even when the girls measured absolutely every single part of her.) “I thought they were making me a dress.” Another favorite vehicle of Sandi’s is the 1-ton pickup hauler that carries the Carrera. “I was struggling with the hauler trying to keep it on the highway doing about 40 mph, when John informed me that the speedometer was about 40 mph slow!” Gee, what a leadfoot!

I’ll bet Sandi will be ready to kick back next year. Their schedule of events went something like this. Dirt car racing (Northern and Southern California). Zone autocrosses, GGR autocrosses, dirt tracking at Fremont on Friday nights, serving on GGR’s Board of Directors as Treasurer, and now as President, and working as an Office Manager at a National CPA firm. For relaxation, Sandi likes to go to Pismo Beach and play in their sand car. “Unfortunately, that’s not often enough.” Their sand car was a Corvair engine-VW chassis. Their daughter, Kim, even drove the car on the dunes.

Sandi’s dream car would be a bright red 911 SC, just like Bud Hart’s. Also, not red, but truly beautiful, she says, is Bill Patton’s current new SC. “It would be a toss up between both cars.”

At home in San Jose, construction is currently going on to put an old fashioned bar in their family room (which is made up of what were two bedrooms). Also, as a finishing touch, a pot belly stove will be installed, for heat as well as atmosphere.

For Sandi, the fun is just beginning. At the time you are reading this, Sandi is at LeMans, having the time of her life. Terrific? Oui!

Rebecca Newlin

Did ’Ja Know . . . . Doug Price was on his way to buy a Monte Carlo when Reata saved the day by sighting a 914 and wanting “one of those.” Doug wanted one too, after “the salesman changed lanes at 70 mph in about 5 feet on the Grove-Shafter Freeway.” The Prices are proud of their stock, silver 1972 914 1.7, and rightfully so—it gets 27 mpg and once hit a record “45 mpg with a hell of a tailwind going 80 mph in Nevada.”

Doug joined PCA “about 3 years ago, after working with Tom Green at Capwell’s. Tom really talked up the tech sessions!” Doug’s first event? A tech session, naturally! His “favorite events are wine tours and Pit Crew meetings.” Did ’Ja Know Doug’s responsible for naming the Pit Crew? It’s a fact, and he did it with a poem too!

Doug’s been very active in the club—putting on a wine tour, a CB installation tech session, co-hosting the family picnic at Kennedy Grove with Toby Evans and Bill Patton, coordinating the club’s Christmas caroling, and attending the ’78 Laguna-Seca time trial.
Did ‘Ja Know - Continued
A driving school at Sears Point was Doug’s introduction to racing and he “found it very exhilarating and my definition of fun! I enjoy driving fast and at a time trial you can do that without looking in the rearview mirror a lot. Laguna-Seca was beautiful. I really enjoyed the course. It was super. I didn’t enjoy going sideways through Turn 6 first thing Sunday morning, but it was super!” It was at Laguna-Seca that Glenn Hills dubbed the Prices’ stock 914 “the tallest Porsche in the region.” Despite the ribbing ("it looked like it was on stilts with its pant legs showing"), Doug “won’t lower it—we’ve had that thing on some impossible roads. It’ll go anywhere.” Besides, why argue when Doug “can go full bore on Turn 3 and Glenn has to brake”?

Doug’s contribution to the club is service as the “North Bay-East Bay Coordinator, a position that was created to represent the interests of people in the North and East Bays, especially during the week and at board meetings. I receive the new member list each month and call people in my area, encouraging participation and advising the new member that I am available to answer questions. I really feel for the new member and want to make sure the club is open to the beginner. Every organization must have new blood—we must look for it and nourish it.” You can see why Doug has the reputation of being “the nicest guy in PCA.”

In fact, more than once I’ve heard the Prices referred to as “the nicest couple.” Doug asked for Reata’s hand on Highway 5 at the California/Oregon border. Doug, “ever the romantic, thought it appropriate since I was raised in Oregon and Reata was raised in California.” They met "around 1971 when we both worked at Blue Cross of California." Now, Doug is a “project manager at Bank of America” where he "supervises journeyman computer programmer/analysts." When not at work or PCA, Doug enjoys electronics, playing his guitar, woodworking and bowling. (Reata proudly confides that Doug “was voted the most improved in his league.”)

Asked about his future plans, Doug replied, “This is the year to fix up the car. I want to work on the engine, remove some rust from under the battery box and replace the CV joints after 104,000 miles.” Also, “we’ve got to work on the house. We’re trying to get it ready for the October Pit Crew. (The only time we fix up the house is when we host a Pit Crew meeting.)” Additional plans include “taking piano lessons, a vacation in Oregon (we’ll have a great time at Parade) and probably get a dog and a cat.” Now, doesn’t that sound like a nice guy?

Donna Jean Casady

THE UN-TOUR

Tired of tours that take you through the same countryside and back again? Here’s a one way tour that takes you to Sierra Nevada Region’s Helltava Goodtime and SNR’s Sunday Zone 7. This tour begins on Saturday, June 23 at 9:00 am. Everyone’s welcome, we will go to Lake Tahoe via Highway 88 so bring your camera.

WHERE: Carnation Restaurant, Hopyard Road, Pleasanton - just off I-580.

WHEN: Saturday, June 23, 1979 at 9:00am.

BRING: Porsche, CB Radio, yourself, Gas (should be available, if it isn’t bring a camel) and whatever else.

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NUGGET/19
TECHNICAL DIALOGUE — NOISES

Ominous little sounds heard as you drive your Porsche down the road are often much like "Things that go bump in the night;" that is to say, they achieve an imagined importance out of all proportion to reality. A portentous clatter, or a momentary misfire, will cause a chill to run up your back, the hair to stand up on your neck, your scalp to creep, and your ears to tense forward—all involuntarily reflexes intended for a bygone jungle need. Moreover, the severity of your reaction is inversely proportional to how close you are to home. Nevertheless, noises are useful indicators of potential or existing problems: a good automotive technician uses his ears to diagnose problems.

The experienced mechanic has accumulated experiences that enable him to sort out the whirs and clicks that are audible through the mechanic's stethoscope. The backyard mechanic, on the other hand, will probably find a stethoscope more confusing: that helpful: because sounds are transmitted through both metal and oil, the oil pump and valve train are background noises heard anywhere one places the stethoscope probe. A workable substitute is one end of a metal rod or a long electrician's screwdriver placed against the engine case (or generator, or alternator, or valve cover) and the other end placed against the bone behind your ear. CAREFUL. DON'T GET YOUR HAIR IN THE FAN PULLEY! A short length of garden hose is another very useful tool for isolating the source of noises; hold one end to your ear and direct the other end to where the noise is loudest.

By driving down the road at various speeds, depressing the clutch, and changing gears, you can use a process of elimination to determine whether the noise is at engine, transmission, or wheel frequency. That, of course, is the first step in isolating the source of noise. The following list of noises, with probable causes, is organized by source. The list is not intended to be a definitive troubleshooting guide; it is by no means a complete list of all the noises that can be produced by any Porsche.

MOTOR-FREQUENCY NOISES

The following noises increase in frequency as engine RPM increases. Included here are ancillary components that run at one-half engine speed.

1. High-pitched squeal at idle—faulty generator or alternator bearing, or distributor cam needs lubrication.
2. High-pitched squeal when engine is suddenly accelerated with transmission in neutral—check for loose fan belt.
3. Ticking sound from 356 fuel pump—air leak on upstream side of pump will increase diaphragm stroke so that it touches housing.
4. The sound of a logging chain being dragged over the engine case (911 motors only)—collapsed cam chain tensioner. This is a sound that occurs in Joe Padervorm's nightmares, causing him to sit bolt upright in bed—eyes and mouth agape.
5. A sputtering sound at high RPM—you are against the rev limiter, shift.

6. "A tap, tap, tapping sound," quoth he—valve tappet noise; check with screwdriver between ear and valve cover. Could also be wear at valve stem end, valve guide, cam lobe, or adjusting screw. Check also for faulty valve springs.
7. Clatter upon hard acceleration—pinging caused by excessively advanced ignition or piston slap. Piston slap in four-cylinder, air-cooled Porsches is common when the motor is cold, and it is not necessarily harmful. Piston slap that continues after the motor is warm could be an indication of wear.
8. Deep-toned knock noticeable when motor is under load—main bearing. Check older Porsches by shorting spark plug on either side of main bearing; noise will increase in volume if bearing is faulty. NEVER SHORT PLUGS ON PORSCHE WITH CD IGNITION!
9. Rapid metallic knock most noticeable when accelerator is released after accelerating to about 60 mph—loose connecting rod bearing. Isolate faulty bearing by shorting plugs, one at a time. Noise will sometimes diminish or go away when the plug for that cylinder is shorted. NEVER SHORT PLUGS ON PORSCHE WITH CD IGNITION.
10. Popping/whistling sound, like sudden release of air—exhaust leak upstream of muffler or burnt valve, the sounds are very similar.

CLUTCH AND TRANSAXLE NOISES

1. Squeak when clutch pedal is depressed—clutch plate release lever or drive lugs rubbing on cover. Also, check lubrication of pedal cluster and clutch cable.
2. High-pitched squeal with engine running, shift lever at neutral, and clutch pedal depressed—throw-out bearing.
3. High-pitched squeal with engine running, shift lever in gear, and clutch pedal depressed—pilot bearing worn, dry, or tight.
4. Rattling when clutch is depressed and released—uneven release lever causing throw-out bearing to flop around on sleeve.
5. Whirring sounds in 356 transmissions (most noticeable in Speedsters because they don't have four overstuffed chairs to absorb sound)—friendly little noises, don't worry about them.

NOTE: A transaxle noise present in all gears is usually caused by bearings, a noise heard only when one gear is in use can usually be traced to that gear.

6. A harsh metallic growling sound—possibly the mainshaft bearing. Isolate by driving in high gear at speed where sound is loudest, shifting to neutral, shutting off engine and coasting. DON'T TURN IGNITION SWITCH SO FAR THAT IT WILL LOCK STEERING WHEEL!
7. Almost the same harsh metallic growling sound—possibly a worn drive pinion pilot bearing. Isolate by coasting in second gear with clutch depressed.
8. Loud grinding sound when shifting from first to second gear in older 911s and 914s—you’ve hit reverse gear, dummy! SHIFT LINKAGE ADJUSTMENT MIGHT CURE IT.

WHEEL-FREQUENCY NOISES

Tire noises are the cause of lots of false alarm. They sometimes sound like they are coming from one specific direction, they vary with road surfaces, they vary with tire tread condition. Do the following to determine if the tires are the source of the noise: drive your Porsche on smooth pavement at a speed the noise is loudest, depress the clutch, and lightly apply the brakes. If the noise increases in volume, the source is probably tires. Not to worry.

1. Low frequency grating sound that varies in intensity—check for faulty front wheel bearings by driving at moderate speeds and lightly applying brakes; if noise diminishes, it is probably a wheel bearing. In some instances, wheel bearing noises increase when turning in one direction and diminish or go away when turning the opposite direction.

2. A rhythmic chunking sound most noticeable on acceleration—CV joints. The sound is often accompanied by a light surging.

3. A scraping sound at wheel frequency—brake noises. Isolate the faulty brake by jacking up car and turning wheels by hand. For 356s, check shoe adjustment; straightness; alignment of shoe and backing plate; scored or cracked drums; oil, grease, or brake fluid on lining; fit of shoes on anchors. For disc-brake Porsches, check for grit or sand on pad, piston turned in cylinder, disc not parallel to caliper, loose caliper, disc too thin, or excessive disc run-out.

4. Loud screech when disk brakes are applied—disc brake squeal, good luck.

5. Chucking or thrumping noise when cornering a 356—excessive end play in rear axle shaft.

GENERAL NOISES

1. Loud, continuous scraping noise while driving down road—your Porsche has been lowered too much.

2. All kinds of exhaust noises—good luck. Exhaust noises are difficult to find. A restriction can cause a rattling sound, and small leaks sound much like a burnt valve. Isolate a popping noise to the exhaust system as follows: with Porsche standing still, slowly increase and decrease motor RPM; noise will be most noticeable when RPM is steady and will diminish as RPM is either increased or decreased.

3. A rhythmic, barely audible, rough grating sound that is much slower frequency than wheels and often increases in volume as speed increases—possibly worn or broken axle bearings.

Remember, the above list is possible causes of noise. Be assured that most noises are not cause for alarm, and some even go away by themselves.

Joe Padermderm

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A TASTY EVENT

Scattered in the box below are clues telling about an event coming up. The words read forward or backward, diagonally, vertically, or horizontally, always in a straight line with no letters omitted. Some words may overlap or intersect, and some letters may be used in more than one word.

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CLUES:
1. When is the Bake Sale and Concours/Swapmeet?
2. Happening each year is an event.
3. To put a tart in the oven and it.
4. When you buy, the merchant makes a dough to make it raise.
5. When you offer to help you are a .
6. A butcher, a , a candlestick maker.
7. The bells are ringing and my gal.
8. Four and twenty black birds baked in a .
9. Have your and eat it too!
10. A small sweet cake, usually flat.
11. To be or not , that is the question.
12. Piling a bridge.
13. The people who help a race car driver keep his car running during a race.

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The Amazing Porsche Flat Six

PART 3

For 1973, the 911E and S engine specs remained unchanged for the world market. The 911T engine remained the same in Europe, but went through some changes for the U.S. market. The beginning of the 1973 production year the T was still sold with mechanical injection offering the same specifications as for the previous year. Starting with January production, Porsche introduced the Bosch CIS injection on the 911T called the KA injection in Germany (K for continuous, A for non-powered). These engines had the compression increased to 8.0:1 and required new very mild cam timing because the CIS injection is very sensitive to pulsations in the intake system. This injection system was introduced on the T because Porsche could no longer meet our emissions standards with carburetors and the mechanical plunger pump injection system was too costly for their low priced car. The new T engine was Type 911/91 for standard transmission and 911/96 for Sportomatic.

1973 911T CIS Specs:

<table>
<thead>
<tr>
<th>Valve Timing</th>
<th>Intake opens 0° at TDC</th>
<th>Intake closes 32° ABDC</th>
<th>Exhaust opens 30° BBDC</th>
<th>Exhaust closes 10° BTDC</th>
</tr>
</thead>
</table>

Compression: 8.0:1
Power: 140 DIN hp at 5700 rpm
Maximum Torque: 148.5 lb ft at 4000 rpm

On the 911S model the oil cooler in the right front fender had proven to be too fragile for everyone's use and was replaced with a less effective, but more durable, internally finned serpentine cooler. All models received a modified crankcase with increased stiffening in the main bearing area.

The big news for 1973 was the re-introduction of a car called the Carrera. The Carrera for 1973 was the Carrera RS with its 2.7 engine. The Carrera RS was not available for the U.S. because no effort was made to meet our emissions standards. Its 2687cc engine introduced the use of Nicasil plated cylinders on production Porsches. The displacement increase was obtained by increasing the bore to 90mm and retaining the 70.4mm stroke. This Type 911/83 engine was identical to the Type 911/53 2.4 911S engine except for the 90mm bore.

1973 2.7 Carrera RS Specs:

Displacement: 90 X 70.4 = 2687cc
Compression: 8.5:1
Power: 210 DIN hp at 6300 rpm
Maximum Torque: 188.4 lb ft at 5100 rpm

A racing version of the Carrera was built in 1973 called the RSR with a Type 911/72 engine. The bore was increased 2mm to 92mm for 2806cc displacement. Thin wall Nicasil cylinders were used to achieve the 2.8 liter displacement and 2.8 was deemed the limit for the magnesium case with its head stud spacing and a 70.4mm stroke.

1973 2.8 Carrera RSR Specs:

<table>
<thead>
<tr>
<th>Valve Timing</th>
<th>Same as Carrera Six</th>
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<tbody>
<tr>
<td>Valve Size:</td>
<td>Intake 49mm</td>
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<tr>
<td></td>
<td>Exhaust 41.5mm</td>
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</table>

Compression: 10.5:1
Power: 308 DIN hp at 8000 rpm

The 3.0 liter RSR was introduced for the IROC series in 1973 with engine Type 911/74. A new more substantial crankcase made of aluminum was introduced for the 3.0 liter. The new crankcase had larger 103mm cylinder spigots as well as a wider stud spacing to accommodate the larger cylinders. New heads were also produced to match the new crankcase with its wider stud spacing and the new larger pistons and cylinders. The 49mm intake and 41.5mm valve sizes were retained from the 2.8 RSR, but the valve angle was reduced to an included angle of 55°45′, exhaust angle 30°15′ from vertical and the intake 25°30′ from vertical. The 3.0 liter RSR engine was unique among Porsche racing engines in that it did not use titanium rods. Instead, the engines used production rods which were polished in the areas of stress rise and then soft Nitrided for extra strength. The fillets on the crankshaft were much larger and necessitated special bearings with clearance provided.

The cams retained the same timing as the Carrera Six however, the lift was increased from 12.1mm on the intake to 12.2mm and the exhaust from 10.5mm to 11.6mm — these were called the Sprint Cams. The cam housings changed from three to four bearings, a change that was subsequently incorporated on the production cars although four journal cams would come later for production cars. The 3.0 RSR also had the new Bosch breakerless capacitor discharge dual ignition as used on the 917. The power was 315 DIN hp at 8000 rpm.

A revised version of the 3.0 RSR engine was built in 1974 as the Type 911/75 which was identical to its predecessor with the exception of the change to slide valve fuel injection. This new version of the engine produced 330 DIN hp at 8000 rpm with maximum torque 232 lb ft at 6500 rpm.

For 1974, the U.S. got the Carrera and the 2.7 liter engines. However, our Carrera was not the same as their Carrera. Only two engines were available in the U.S. for 1974, the 911 and the 911S, the Carrera shared engines with the 911S. To add salt to the wound, there was an additional 3.0 Carrera RS available in Europe with a Type 911/77 engine. These engines were the basis for the RSR and had the latest 3.0 liter heads, crankcase and studs. They had 9.8:1 compression, S cams and mechanical fuel injection. Their Carrera produced 230 DIN hp at 6200 rpm with maximum torque of 203 lb ft at 6000 rpm.

The emissions legal U.S. 2.7 engines were for the 911, Type 911/92 for standard transmission and 911/97 for Sportomatic. For the 911S and our Carrera the engines were Type 911/93 for standard transmission and Type 911/98 for the Sportomatic. The engines for the U.S. both had CIS fuel injection and consequently much milder valve timing.
The Amazing Porsche Flat Six - Continued

The U.S. engines had cast pistons rather than the forged pistons of the European 2.7 and 3.0 liter Carreras. Both Nicasil and Alusil cylinders were used on the U.S. engines. The Alusil cylinders are a special 390 eutectic aluminum-silicon alloy which are used with a special cast iron plated (Ferrocoat) piston. This is a process which was originally used in the 1970 Vega and is currently used in the 928 engines.

1974 911 Specs:

<table>
<thead>
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<th>Valve Size:</th>
<th>Unchanged</th>
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<tr>
<td>Valve Timing:</td>
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<tr>
<td>Intake opens</td>
<td>1° ATDC</td>
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<td>Intake closes</td>
<td>35° ABDC</td>
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<tr>
<td>Exhaust opens</td>
<td>20° BBDC</td>
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<tr>
<td>Exhaust closes</td>
<td>7° BTDC</td>
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</table>

Displacement: 90mm X 70.4mm = 2687cc
Compression: 8.0:1
Power: 150 DIN hp at 5700 rpm
Maximum Torque: 198 lb ft at 3800 rpm

1974 911S (U.S. Carrera) Specs:

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<th>Valve Size:</th>
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<td>Valve Timing:</td>
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<td>Intake closes</td>
<td>50° ABDC</td>
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<td>Exhaust opens</td>
<td>24° BBDC</td>
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<tr>
<td>Exhaust closes</td>
<td>2° BTDC</td>
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Displacement: 90mm X 70.4mm = 2687cc
Compression: 8.5:1
Power: 175 DIN hp at 5800 rpm
Maximum Torque: 195 lb ft at 4000 rpm

1975 was intended to be a year of very little change for the production cars, however it was the year of the abominable thermal reactors for the California cars. All cars for the U.S. had engines which were called 911S engines, for the rest of the U.S. they were without thermal reactors. All U.S. cars had air injection pumps to meet our emissions standards ‘49 states’ cars had engine Type 911/43 for standard transmission and Type 911/48 for Sportomatic. For California we had our thermal reactors and exhaust gas recirculation (EGR) for engine Type 911/44 for standard transmission and 911/49 for Sportomatic.

1975 911S U.S. Specs:

Valve Timing: Same as 1974 911S
Compression: 8.5:1
Power: 165 DIN hp at 5800 rpm (160 Calif.)

Article by Bruce Anderson. To be continued next issue. Soon to be available in hardbound at your favorite book stand. Seriously, Bruce spent many hours researching and writing this article strictly for use here in the Nugget. All together now; ‘Thanks, Bruce!’


Porsche breathed some new life into the old 911 engine in 1974 when they started playing with their Carrera RSR Turbo in the sports prototype class of racing. This was done in preparation for the 1976 season and the new Group 5 Silhouette racing formula. There is a multiplier which considers any engine which is turbocharged to be 1.4 times its actual size. To compete as a 3 liter prototype, their engine could be no larger than 2143cc. The engine they built had an 83mm bore and 66mm stroke for 2143cc. The engine was built using the old magnesium crankcase and 2 liter crankshaft and heads with 47mm intake and 40.5 exhaust valves. The cam timing was changed for these engines and the lift reduced to 10.5mm for both intake and exhaust valves. There were two versions of this engine the 911/76 and the 911/78.

1974 Carrera RSR Turbo Specs:

<table>
<thead>
<tr>
<th>Valve Timing:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Intake opens</td>
<td>80° BTDC</td>
</tr>
<tr>
<td>Intake closes</td>
<td>100° ABDC</td>
</tr>
<tr>
<td>Exhaust opens</td>
<td>105° BBDC</td>
</tr>
<tr>
<td>Exhaust closes</td>
<td>75° ATDC</td>
</tr>
</tbody>
</table>

Displacement: 83mm X 66mm = 2143cc
Compression: 6.5:1
Boost: 1.4 bar (20 psi)
Power: 590 DIN hp at 5400 rpm
Maximum Torque: 434 lb ft at 5400 rpm
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Number of Autocross __________________________________

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NUGGET/25
The Zone 7 autocross this month will be presented by Sierra Nevada Region in conjunction with their Hellava Good Time V weekend. It all begins Friday, June 22 with registration and a cocktail party, will continue Saturday with fun runs and tune-up session at Boreal Ridge (site of the Sunday event), followed by a Hare n Hound Rally, and a rib feed. More cocktails and social interaction, with the Zone 7 event run Sunday at Boreal Ridge.

Double rooms are available for $25.00/night, with the Rib Feed a $7.50 per adult all you can eat/drink bash. You may attend just the autocross, and there will be gas at Boreal Ridge. Deadline for the event registration (Hellava Good Time & Rib Feed) is June 7. For more information contact: Barbara Bernadelli (702) 826-6677, or Sue Coleman (702) 825-8172.

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So you don’t like wine, and tours leave you cold. If autocrossing’s your thing try the Zone 7 High Speed Autocross at Cal Expo. The event is limited to 60 drivers and the cost will be $15.00/driver for the two days. Mail your check to: Dwight Mitchell, 3512 Condor Ct., Carmichael, California 95608. Deadline June 30th. And if you don’t make the 60 driver limit, wine really isn’t that bad ya’ know.

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THE RIVERSIDE SIX HOUR

With 24 Golden Gate members involved with the Barbour Team for this race the whole weekend was like a PCA event. For us the weekend started Wednesday evening at Oceanside with a 'show and tell' for the San Diego PCA Region of which Dick is a member. Three of Dick's 935's and 'Big Red' his car transport were on display. Dick MC'd a panel discussion on the cars, the team and endurance racing. The panel consisted of Brian Redman, Rolf Stommelen, Bob Akin and Bob Garretson, as drivers with team manager Gary Evans, Jerry Woods and Greg Elff discussing the technical aspects of racing these cars. Brian Redman started racing in a Morris Minor Woodie while Rolf Stommelen started racing in 1964 at the age of 18 in a brand new 904.

From the show and tell the team went to Riverside to get down to the serious business of practice and qualifying the three cars. As at Sebring we were trying the three cars offer more chance of success approach. In car No. 4, 1977 934/5, we had Bob Garretson, Gary Lee Belcher and Skeeter McKitchick as drivers; in No. 6, 1978 twin 935, we had Le Patron - Dick Barbour, Brian Redman and Rolf Stommelen as drivers; and in No. 9, 1977 935, we had Roy Woods, Bob Akin and Rob McFarlin as drivers. All three cars were using the same engines that they had run at Sebring, which proved to be a mistake as they were getting tired. Friday night after qualifying Jerry Woods, Tom Foster and Greg Elff stayed up all night rebuilding the engine in No. 6 which proved to be the tiredest.

The GGR contingent consisting of Gary, Sharon and Mike Evans, Brian, D'Anne, Stevie and Sally Carleton, Jeff and Joyce Hammill, Bob and Sue Garretson, Johnny Johnson and Sandi Candlin, Tom and Linda Foster, Jerry Woods and Terri Rossetti, Ron and Sharon Trethan, John Clever, Greg Elff, Jack Tedford, Stephanie Hone and I all stopped at a Motel 6 in greater downtown Riverside. Due to my fondness for Riverside, I had not been there since 1958, but aside from the sleazy motel we stayed in it was a very enjoyable weekend with several nice restaurants for our dining pleasure. With 24 of us there the whole weekend was like a GGR tour with a race attached.

28/GOLDEN GATE REGION
The Riverside Six Hour - Continued

No. 6 was sixth and No. 4 was ninth. The Zone 7 GTU class was won by Darrell Overstreet and Jon Milledge placing 20th overall and 7th in class.

After Riverside all three cars were stripped and rebuilt along with a new fourth car for Fantasy Racing's assualt on Le Mans on June 9 and 10. That's why the team was not at Laguna Seca for those that wondered. Yes it is terrible not being able to race at your home track. Hold a good thought for us at Le Mans - a lot of GGR will be there.

Racing is fun!

Bruce Anderson

GGR pit crew at work

The race itself proved not to be one of Fantasy Racing's high points of the season. The race should have been a three hour sprint race for the victory between Peter Gregg's 935 with he and Klaus Ludwig driving, John Paul's 935 with he and Al Holbert driving and our No. 6 with Dick Barbour, Rolf Stommelen and Brian Redman driving. Riverside proved to be a more difficult course to run an endurance race on than Daytona or Sebring as passing slower cars is more difficult. During the first hour, both Peter Gregg and John Paul encountered difficulties passing slower cars resulting in unscheduled pit stops for repairs. This left Brian Redman in No. 6 with a nice lead for the second hour of the race until Brian set the Group 5 altitude record for Riverside using an errant 914/6 as a launching ramp for this feat. Our race was down hill from that point and a steady drive by the Whittington Brothers, Don and Bill, brought them their first endurance race victory. All three of our cars finished but not up as far in the standings as we would have hoped. No. 9 was fourth,

Left - Bob Garretson at the wheel

Akin, McFarlin, Woods, & Co.

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NUGGET/29
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2 — 11" X 15" factory mag wheels never used ($550 ea.) $1100/2 — 325 X 45 used P7 tires ($100 ea.) $200/5 — 5½ X 14 factory mags ($80 ea.) $400/4 — 8 X 14 chrome steel wheels ($30 ea.) $120/4 — never used ground down TA-50s X 14 tires, excellent for recapping ($10 ea.) $40/1 — 13" racemark steering wheel, $25. Hank Redmond, 629-7779.


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935-4300
1971 911T Targa
Dentist

Robert Bliebe (Judy)
1136 Viscoino Avenue
Sunnyvale, CA 94086
736-8609
1965 356C
Engineer

Jack W. Kirschmann
( Beverly Jo )
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Half Moon Bay, CA 94019
726-6973
1959 356A
General Manager

George T. Lenahan, Jr.
(Maureen)
45 Castle Lane
Oakland, CA 94611
531-4601
1970 911T Targa
Attorney

Michael Lommatsch
(Priscilla Potman)
30 Iriquois Trail
Portola Valley, CA 94025
854-7443
1977½ 924
Engineer

Jim Neighbor
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Pleasanton, CA 94566
828-3200
1976 Turbo
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325-4951
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3 FAMILY PICNIC – PATTerson
5 TECH SESSION – KAHLER
10 MONTEREY TOUR – KELLER
12 PIT CREW – TROUTNER
16 TECH SESSION – WOODS
16 DINNER MEETING – FORSTER
21 BOARD MEETING – NEIDEL
23 UNTOUR – PASHA
24 ZONE 7 AUTO-X – SIERRA NEVADA
27 TECH SESSION – PASHA
29 AUTO-X COMMITTEE MTG – ATLEE
30 OPRY HOUSE TOUR – LATEER

JULY

1 - 7 25th 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 T & D RALLY – CLEVER
21 - 22 TIME TRIALS LAGUNA – JOHNSON
27 BOARD MEETING – FORSTER
28 ZONE 7 AUTO-X – LOMA PRIETA
29 ALMOST ANYTHING GOES – MGM