ALEX'S

SALES
LEASES
SERVICES

PORSCHE
HOUSE

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

Elsewhere in this issue you will find a listing of sixteen new members, four transfers in and a dual member. At every event I attend, I give out several applications to prospective new members, and nearly every day I receive inquiries about what PCA is about. Our region is continually growing. Our membership rolls now boast 760 members.

How many of you "old" members have welcomed some of these people at the events they attend? New members are the lifeline of any region, large or small. They have new ideas and most of all "enthusiasm." We should all make an effort to make these people feel welcome and to "tap their enthusiasm resource."

You new members that are reading this — WELCOME TO PORSCHE CLUB OF AMERICA/GOLDEN GATE REGION! We encourage your participation in the many events this region puts on. We have a great variety, a great group of people and I am sure you can find many activities that interest you.

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P.C.R. proposed rule changes

The proposed changes listed below would be adopted at the 1979 Parade and be effective for the 1980 Parade to be held in Oregon. Please review these changes and write or phone your comments to me before the Parade, July 1–7.

GENERAL

7.3.1 Participants in the Driving Event Modified Classes may register another Porsche for the Rally without paying an additional registration fee. Safety (Tech) inspection will apply to this car.

14.3 Protest Fees. Each protest will be accompanied by a fee of $20.00 and the fee will be returned only in the event the protest is upheld. Protests by the PCR and/or the Protest Committee will not be subject to the fee.

DRIVING EVENT

3.2.1 The PCR Committee Chairman, the Safety Committee Chairman and a third person to be appointed by the Executive Council shall approve the site and course design of the Driving Event at least four months before the Parade. These three people as a group shall have the power to make changes necessary for the safety of all those at the event. This group shall have the right to inspect the course at all times.

5.6.1 Fuel. Any grade of automotive gasoline available to the general public at normal retail service stations, without additives of any nature (except upper lube, which must be added directly to the gasoline tank, and additives which only improve the octane rating), shall be the only fuel allowed.

8.3.3 Delete the list of tires.

8.3.6 Add: Non-standard suspension bushings 1 point

9.6 Combine classes 8/30 and 9/31.
Combine classes 11/33 and 12/34.

Sandi Candlin

COVER — Photo by the Editor. The Stein's 928 with Yosemite Falls. This marks the first time a complete 928 has appeared on the Nugget cover. How 'bout that!

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.
Yosemite. The weather was beautiful, blue sky with silent clouds drifting by, the sun warm yet still a nip in the air. How did we come to be here?...

Bright and early Saturday morning beheld a large gathering of Porsches and people. We were soon on our way, after getting the correct directions out of Tour Chairman Glenn Hills. No one slept on this drive to Yosemite, as all were busy answering questions and looking for the objects that matched the pictures given us by Glenn and LaQuita as part of a "mini rally."

First stop, Oakdale. Glenn and LaQuita described the restroom facilities perfectly with one word; minimal. Here we gathered other tour members from Sacramento, Yosemite, San Joaquin, and Terry Zaccone Regions.

After a brisk drive along Highway 120, we stopped for lunch at a small park outside of Groveland. Score sheets turned in, our thoughts quickly turned to sandwiches, beer, wine, and other assorted goodies. Fresh air sure builds an appetite.

Soon lunch was behind us, and all made their way anxiously to the park. There to meet us was pine scented air and breathtaking views of the park and the falls. In looking at Yosemite Falls, it appeared that as the water fell, it turned to snow. This soon became a major point of discussion between Terry Zaccone and Donna Jean Casady. Donna Jean wouldn't buy Terry's explanation of the sight and brushed him off with a curt "I'm no country bumpkin!"

Sunday was to prove Terry right as a ranger explained how (under the proper weather conditions) the water does turn to snow. Which part of the country did you say you were from, Donna Jean?

Saturday afternoon drifted by with some people hiking, others biking, still others sleeping and lots of just lazing. Also occurring was a snowball fight that featured Bill Patton and Barbie Berens. It seems that Barbie had been standing behind a partition, when Bill came up with a huge trashcan full of water and snow. He dumped it over the partition and we all waited motionless for the expected scream, but it never came. Barbie had walked off, unaware of what she had missed (or had missed her)
Yosemite - Continued
An informal before dinner cocktail party was hosted by the Zaccone's, and it was off to Camp Curry for dinner. We all earned our dinners just slogging through the mud, snow, ice, and water just to get to the Pavilion. Dinner was great, and we soon passed on to the presentation of the Dummkopf to Norb Witt by Brooks Thiele.

Sunday morning found many of us on the Yosemite Lodge parking lot waiting to make the walk to the Ahwanee for breakfast. The sight greeting our eyes was Bert Wall's 928 covered with white TP. Obviously the work of raccoons and bears.

Feeling proud of our abilities to get up and walk to breakfast, we were quite surprised to see Wayne Hotzakorgian out jogging before his breakfast!

Breakfast was served in the grand Ahwanee style, with entertainment provided by Norb Witt and his trained ladybug. (If that doesn't make sense, ask Norb about it.)

The rest of the day was spent hiking, biking, sleeping, and lazing, (sound familiar?) as some people made the pilgrimage to the Ansel Adams Gallery (was that really Alan Brookings and Jeff Lateer kneeling in front of the display of prints?), and others (Jerry Woods, Kim and Heather Candlin, Beth Rosatelli, Sylvia (Rentschler) Fuhrer and others) making the journey to Badger Pass for a day of skiing.

Later that afternoon, as the sound of the last Porsche faded from the Valley, talk was starting about how great the 13th Annual Yosemite Tour was — thanks Glenn and LaQuita — and wondering about what the 14th would bring.
Time Trial Notes

At this time the school is only a few days away. With the school filled up a month in advance, it looks like we will probably have another one-day school next year. Any of you who would like to see how time trials are run can come to Sears Point on Saturday, May 5th.

There are only four weeks before the time trial itself, so if you are going to enter you should do it right away. Remember we can only take 130 drivers at Sears Point. We are taking students at Sears Point on May 26/27, but only a very small number. If you would like to get into time trialing, this is the track to learn on.

Registration will open for Laguna Seca on May 27 at Sears Point. The entrants that run Sears will have first shot at Laguna. Last year we had 97 entrants on the first day of registration. With only 120 drivers at Laguna the event was filled on the second day of registration.

Rules are now out for this year's time trial series. I would like to thank Gary Walton for his help with them. There are two corrections I would like to make:

15.40 Students are requested, *not* required, to run mufflers.

16.40 FOOTNOTE: 911 Carrera allowed 7" on the rear with no points; Turbo's allowed 8" on the rear with no points.

John Johnson
Time Trial Chairman

Dinner Meeting

HERE COME DA' JUDGE

The Honorable Lawrence F. Terry, Judge, San Jose-Milpitas Municipal Court, will be the featured guest speaker. Judge Terry's topic for the evening will be centered on "You and the Court System," and how best to prepare yourself for Traffic or Small Claims Court. He will also highlight facts surrounding the drinking driver. There will be a short question and answer session following Judge Terry's speech.

If you have any questions but have always been afraid to ask or did not have anyone to ask, now is your chance. Look forward to an informative, entertaining evening.

HOSTS: Sonja and Ray Blow

WHERE: Pinehurst Inn
1520 The Alameda
San Jose 95101-1415

From Hwy 17 take The Alameda south toward downtown San Jose. Continue on The Alameda to Pershing (approx. 3/4 mi.) Turn left on Pershing. (The restaurant is not easily seen from The Alameda — it is located behind the Bank of America which faces The Alameda.) After you turn left on Pershing, turn left immediately behind the Bank into the parking lot. The restaurant is in the building straight ahead.

WHEN: Saturday, May 19th
6:30 p.m. — No host cocktails
8:00 p.m. — Dinner

COST: $10 per person for either Cross Rib of Beef or Halibut Steak. Dinner includes salad, baked potato, vegetable, rolls, ice cream and coffee.

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

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

Deadline for reservations is May 15th. If you make a reservation and cannot attend, cancellation is necessary.

Summer Mud Tour

This year the Summer Mud Wine Tour to the Napa Valley will be a full two-day event on the weekend of July 7 & 8.

Accommodations are limited so get your reservations in to:

John Meunier
25 Underhills Road
Orinda, CA 94563
or call 254-2751

MORE DETAILS NEXT MONTH
Join the Winning Combination

**New Winning Combination Catalog** — just back from the printer. Over 90 pages of Porsche parts, including accessories, restoration, suspension, brakes, maintenance, rebuilding, and racing parts. Plus full machine shop services and engine rebuilding. Many tech tips. **$2.00**

**June Clutch Special.** 20% off parts and labor to install a new Fichtel & Sachs clutch. Take advantage of our quick one-day service.

**Tech Tip** — Your car’s toe-in alignment can change with each bump or turn, if your tie rod ends or ball joints are worn out. This shortens your tire tread life (and hurts your autocross times). Check your car today.

**Chain Guards** — a revolution in 911/930 engine protection. The two halves simply clamp around the chain tensioner shaft to prevent collapse. No more blown engines or outrageous repair bills from tensioner failure. **$39.95 pair**

**914 Oil Trap** — Developed for autocross and racing 914-4 engines, the Oil Trap will always keep the oil pick-up tube in oil so you will not starve the bearings in hard corners. Simple installation. **$37.50**

**Machine Shop.** Garretson Enterprises offers the services of a fully-equipped machine shop with a Clausing lathe and 2 Bridgeport mills. Any machining you need on your cases, heads, and flywheels we can provide.

**Garretson Enterprises**

1932 Old Middlefield Way, Mountain View, California 94043
Service & Machine Shop (415) 967-2858
Parts & Catalog (415) 961-2777
Never thought I'd see the day I'd actually get out the Q-tips and clean the inside of the fuse box cover. Never thought I'd worry about rain the day of a swap meet. Never thought I'd lay on my back under anything that weighed more than 130 pounds. But, I did it for the Bud Hart Swap Meet Concours. I even began hoping John Clever would show up entered in my class so I wouldn't finish last. Alas, it turned out to be a gas. The compliments garnered by my super clean car, the knowledge that I was being forced to keep the car in its most presentable condition, and the bright red ribbon won for 2nd Place in Class 3 made it all worthwhile.

The GGR Concours Series has a lot going for it. Learning the tricks and attempting to outsmart the judges is fun. Not having to compete with the wackos and being able to select how far you want to go in preparation makes it a lot easier to get into.

The judging is serious, but not tough, so you don’t have to worry about looking foolish (unless you can’t find your keys when it’s time to start the engine). How did I know they were going to check the rails on my sunroof? All in all, it’s easy to compete in this series and I encourage you to give it a try. I’m gonna return for more punishment, even tho there were a couple of cheaters. One guy showed up in a brand new car delivered from the dealer in cellophane bag, stood around blowing dust off his car and took a ribbon. Another, Linda Foster, shows up late from having her teeth cleaned, smiles, judges mistake Gleem (or was it Armorall) for clean car and award her 1st Place by one point over another poor slob who spent months preparing his car.

So goes wackoism. Give it a try.

Thanks to Bud Hart for providing a spot for GGR Concour No. 1.

<table>
<thead>
<tr>
<th>Place</th>
<th>Entrant</th>
<th>Type Car</th>
<th>Points</th>
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<td>Jay Miller</td>
<td>'74 914.4</td>
<td>129</td>
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<tr>
<td>1st (tie)</td>
<td>Jim Marshall</td>
<td>'69 911T</td>
<td>129</td>
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<td>Class 3</td>
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<tr>
<td>1st</td>
<td>Linda Foster</td>
<td>'58 Speedster</td>
<td>117</td>
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<tr>
<td>2nd</td>
<td>Bill Patton</td>
<td>'79 911SC</td>
<td>116</td>
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<tr>
<td>3rd</td>
<td>Brian Rose</td>
<td>'63 356B</td>
<td>88</td>
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<td>Class 4</td>
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<tr>
<td>1st</td>
<td>Mark DeVincenzi</td>
<td>'75 914.4</td>
<td>70</td>
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<tr>
<td>2nd</td>
<td>Dick Cranor</td>
<td>'73 914</td>
<td>68</td>
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<tr>
<td>3rd</td>
<td>Larry Wong</td>
<td>'77 924</td>
<td>62</td>
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<tr>
<td>Class 5</td>
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<td>(People's Choice)</td>
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<td>1st</td>
<td>Ron Whitehead</td>
<td>'71 914.6</td>
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<tr>
<td>2nd</td>
<td>Johnny Candlin</td>
<td>'74 Carrera</td>
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<tr>
<td>3rd</td>
<td>Lorin Guy</td>
<td>356 EP</td>
<td>14%</td>
</tr>
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Thanks to Tom Amon & Don Wise for their support.

Thanks to The Autohaus of Norbert Nieslon for providing custom maintenance and repair.

Custom maintenance and repair by Porsche factory trained mechanics.

Quality parts.

(We also buy and sell Porsches.)

760 El Camino Real, San Carlos, California 94070 • 591-8666
panache
for your
porsche

BBS-MAHLE  Porsche Wheels
15x7—$190; 15x8—$210; 15x9—$240

We also stock Goodyear Racing Tires, Pirelli P7s and CN36s, Traction recaps on XWX casings, BanDag recaps on XWX casings, plus recapped P7s and Vintage tires. Other wheels now in stock are Centerline, Revolution, and Jongbloed. Plus Corbeau or Recaro seats, whatever makes your bottom happy. And Cronus timers.

Special prices for PCA cardholders

Roger Kraus Racing Enterprises
2870 Grové Way, Castro Valley, CA 94546 • (415) 886-4836 582-5031
Rally #1 turned out to be simple and a delightful, sunny day tour with the usual after-the-fact camaraderie. Only Len and Lynn Levine had any difficulty. They arrived at the finish an hour late, looking totally perplexed. This, even tho' the rally instructions clearly stated every move to be made. Maybe they were lured (or is it lurid) by the lover's lane we passed on the rally route.

The March autocross turned out to be a giant rectangle which Brooks Thiele did quite well on. Brooks received quite a lesson in autocrossing. It seems Brooks had ax-ed before but not with a great deal of success. This day, however, quite by accident he finds himself with a time quite competitive with even the hot shoes. All this before the sun had peaked. Now the pressure is on as it seems necessary to at least stay in the same second. Now at this point if Brooks were to adopt the Patton autocross philosophy, he could effectively avoid all the pressure. The idea is to get a really horrible time on your first run so you can easily improve it. This has two desirable results. (1) Everybody else thinks you're no threat and eases up. (2) Everybody oohs and aahs when you improve by 5 seconds, thinking that you've really started to get it all together. The rest of the plan is to pace your remaining runs thusly. Slow to a snail's pace on the first half of your first timed lap, then get it on all the rest of the way. This gives you a quite average split time which nobody notices, when in fact if you'd have been on it all the way you'd have blown even Gary Walton into the weeds. The satisfaction is (1) You have the smug knowledge that you are really the fastest, but (2) Don't have to put up with all the fanfare (just ask Paul Newman) and buy all those bookshelves to put those gawdy trophies on. (3) No pressure to keep it up; after all you have only yourself to satisfy. I've been doing this with success for years and would have mentioned it before now, but was afraid you'd all catch on and make me slow down even more. By the way, Sandi Candelin using psychology at its best caught Brooks just after his high and asked him to be Club Advertising Manager. Brooks, somewhat off-guard and not thinking, accepted. Sasha, put off by her recent publicity, came out with yet another do. The only thing of note she did was squeeze a hot dog so hard it broke in two. Has something to do with a recent starvation. Nice grip tho. Jim Gaeta was very fast on his last run, but that's only because he was already a half hour late to own wedding. Wiped out a bunch of pylons on the exit as his eyes were filled with tears.

I finally got my valentine from the Sanders. Seems the Post Office refused to deliver it cause it had "The Word" stamped in the sealing wax. Classy move, y'all.

Recipe from Larry Wong. To two (2) tea (not two) spoons of liquid Drano add a like (two) amount of the urine of pregnant lady. Shake well. Its results — if blue/green, child will be a boy; if reddish, a girl. If either, don't drink it. Seems Wongs have done this and result was a boy, which they want. So, please don't tell 'em its Armorall (right Doug?), not Drano you're supposed to use.

How about another hero story. Seems hero gets stopped by the C.H.P. for exceeding the speed limit. Hero having read "The Ticket Book" and having heard, only the night before, an interview with the author, can hardly wait to put what he's learned into action. Hero bounds from car, runs back to meet the officer and says, "Officer, I want you to know I've read 'The Ticket Book' and know all the ways to talk you out of this ticket." Officer responds, "Go ahead, I've already decided whether I'm going to cite you, so take your chances." Hero panics, can't remember a single line from the book. Officer writes ticket. Hero sulks all the way home. Hero has to remain anonymous due to his respected position and the high esteem in which he is held in the club. He's even a Fascanini.

The Yosemite Tour produced a new star. Seems like this happens every year with a Larry Jones or a Gary Evans. This year's star is Bert Wall who showed up in his tangerine ski racing fire suit, which he didn't remove all weekend. Next, Bert manages to lose his name badge in the parking lot. As is custom, Bert must sing for his badge at dinner, but when called to do so he announces, "I didn't lose it — I threw it away, cause I'm changing my name." Clever thinking, but too late — Bert sings anyway. Next morning Bert awakens to discover the horror of horrors. Seems his 928 is not only parked between Johnny Johnson and Terry Rosstelli (which he always carefully avoids), but has also been TP'ed. Bert, thinking Terry has TP'ed his car promises to fire her the next day. As Bert is carefully pulling wet toilet paper from his car a stranger walks by and says, "Oh, did you just get married?" Not funny. Bert returns to his room to discover that raccoons have gotten into his cooler full of food which he had carefully left outside on the elevated deck to stay cold. Have a nice weekend, Bert? The rest of us think the raccoons probably TP'ed the car in retribution for the sparse meal Bert left for them.

At one point during the weekend I was standing near a lawn table where a bunch of GGR types were involved in deep conversation. Hearing a particularly good line, I slipped out my pad and pencil and began to write. At this point, Diane Wilson says, "Yes, waiter, we'd each like a bloody Mary and an order of . . ." Crack up time.

On arrival at the park, Glenn and L.O. quickly disappeared to their room to determine the winner of the enroute rally. On their reappearance Johnny Johnson inquired, "Were you scoring all that time?" Glenn's response, "No, we were correcting the rally papers."

Why Al Berens goes to Yosemite at all is beyond me. On arrival he goes to sleep and stays that way all weekend until he wakes up Sunday morning and announces, "We gotta leave early. I gonna go home and get some sleep." While Al sleeps Barb plays, romping around bombarding everyone with snowballs. Only thing Al did all weekend was set off his Ungo Box in the parking lot early Sunday morning. Too bad Bert Wall didn't hear it — all the rest of us did. We've decided Al should have a decal on his window reading, 'Warning Al, Ungo Box.'"
Patton Place - Continued

I think I've made peace with the Fascaninis (but I'm not counting on it) with the help of Bruce Anderson who ordered me a name badge reading "Aweole Fasanini." Even Shirley couldn't resist laughing at that. If you're curious about the rest of the story, read the lousy minutes.

Brooks Thiele got the spotlight to give away the Dummkopf. Jeff Lateer says Brooks babbles a lot. Among the nominees: Wanna hear about Bert Wall again? Bert, on his way to concours, gets cited for speeding. Hands ticket to Marta who drops it in the glove box. Judges find it, take away points, Bert loses. Becky Newlin in restaurant loses contact lens. Lights go on. People on hands and knees. Strainer for soup. "Oh, thank God, here it is, in my eye." Norb Witt puts new European lenses on 914. Drives around awhile, notices new lenses missing. Wonders who'd be rotten enough to steal 'em. Then finds out he put 'em on with wrong screws in the wrong holes and they fell off. Norb has the dreaded "D."

Shirley Neidel says the only chains needed are the ones to chain my mouth closed. By the way, I'll get the last laugh on the "chain" gag.

The committee to see that Johnny Johnson is fed properly wants to know if he got his chocolate chip cookie. Seems he made 'em promise him the last one, so when they got there they mailed it to him.

Has Tom Foster become a professional committee member?

Notes while reading my March Nugget: If you want to know who wrote the absurd article "Truckin Mit Porsche" note they spelled their name backwards.

Babbling Brooks

Luv,
Fuhrer

Missing something?

If you need anything for your Porsche, call O.P.P. We have the largest selection of used Porsche parts in Northern California. So let us help you solve your parts puzzle. Call O.P.P. today.

We take cars apart so you can get yours together.

O.P.P. LIMITED
1655A COMMERCIAL WAY (408) 476-6693
SANTA CRUZ, CA. 95065

NUGGET/11
WHEN ONLY PERFECTION
IS DESIRED

FRANK CHAVEZ • 2715 HYDE ST • SAN FRANCISCO, CA, 94109 • (415) 775-0557
DIRECTORY '79

I am pleased to announce that Lynn and Len Levine will be the co-chairpersons for the 1979-80 GGR Directory. This year’s directory will be presented in a slightly different format. The size will be equivalent to that of the Nugget and Panorama, making it easier for storage and binding. The second change will be the omission of advertising as we have known it in the past. We would like to fill the extra space with small drawings, cartoons, etc., so anyone out there with ideas — please submit them. I’m sure the Levines will appreciate any contributions.

We still would like to provide the membership with a place to look up Porsche-related services, so instead of the ads we have had in the past, we will provide a separate section for advertising (sort of a GGR yellow pages). The ads will be limited to name, address, phone number and a slight description of the business or service provided. The price for this advertising will be only $10. It will be open to all Porsche-related services and, for a club member, any business, such as an insurance agency, etc. Anyone interested in placing an ad, or if you have any questions, feel free to call me, the Levines, or our sponsorship manager Brooks Thiele. This is a very good deal — $10 for a year’s advertising — so I want to hear from a lot of you.

I would also ask that you take the time to look up your name in the current directory and notify us if anything is incorrect. I hope that this new format will provide our membership with the most beneficial listing of Porsche members and services we have ever had.

Sharon

COMING EVENT: Dinner in the “City By The Bay” for the June Dinner Meeting hosted by Rob and Barbara Mei. Don’t miss it!

A romantic evening in everybody’s favorite city — San Francisco — June 16th.

IN MEMORIUM

Our sympathies go to Ron and Sharon Treathan for the loss of a dear member of their family, Cindy. Cindy was one of the more active members of our club, attending all the autocrosses, the parties afterwards and the time trials. She would often be seen “helping” at the registration table, “running” the course, watching the event from the motor home and, of course, tasting all the goodies at the post-autocross parties. She will be greatly missed.

Tech Time

There are those who firmly believe that the loud squawk was deliberately designed into lug nuts to indicate when the proper torque is reached. This belief is so affectionately held that they cannot be convinced otherwise.

That squawk is simply the result of two dry metal surfaces rubbing together. The dryer they are the sooner they squawk. The proper torque is properly measured with a torque wrench. Those dry surfaces should be lightly lubricated to eliminate that squawk; if you have it available, use a copper- or lead-based anti-seize compound. The convex face of the lug nut, and the receiving concave mating surface on the wheel serve both to locate the wheel accurately and to lock the lug nut in place. You don’t need a squawk.

Gas Crisis

Warmer weather is rapidly approaching (if not already here) and we have a busy event schedule in the months ahead. With the cutbacks in allotments for gas stations in our area, we are seeing a number of stations closing on weekends. A little planning ahead can prevent problems. Try to make sure you have a FULL tank of gas before you leave for any GGR event, especially overnight tours. Until the gas companies get the price up to where they want it, gas could be very hard to find on Saturdays or Sundays.

Bob Sherman
A MYRIAD OF MINUTES

The April Board meeting, held in March at the home of Treasurer Bob Buckthal, was called to order at 8:09:21 (Patton extended his apology to Sharon Neidel by 9:21). In attendance were all regular Board members, Past President Glenn Hills, Nugget Editors, Jeff and Barb Lateer, Goodie Bag Manager Steph Home, North/East Bay Coordinator Doug Price, and various strays from the neighborhood. Bruce Anderson was absent, apparently taking advantage of Steph’s presence at the meeting.

The minutes of last month’s meeting took a general thrashing with the following words deleted: lousy, Pattons, Neidels, wherever Shirley decides to have it.

Brooks Thiele was appointed Club Advertising Manager, replacing Gary Myers, who did a superlative job in getting the whole project off the ground. This is apparently the beginning of Brooks’ campaign to be Nugget Ad Manager next year.

Patton’s Folly II — The Election Bylaws change — was discussed. Patton reported that ballots were at the printers and a committee organized to prepare them for mailing as outlined in the bylaws. No changes were suggested for the “Statement of Policy” which is an ongoing agenda item.

The future of The Nugget was discussed at length, with Tom Foster reporting for the committee. The committee, to henceforth be known as The Nugget Guidance Committee, will be chairpersoned by D.J. and Keenan Casady. Foster reported that the May Nugget will use heavier paper and 2-color print at an approximate additional cost of $200 per issue. The idea of a heavier cover was abandoned as the cost did not reflect comparable improvement value in the eyes of the committee. The Board agreed. The committee indicates a review of the rates to advertisers will take place later in the year with a probable reduction in the same. Seventeen of twenty available ads have been sold for the next six months, indicating that the advertisers are pleased.

Sharon Neidel reported that Len and Lynn Levine had accepted the position of Roster Chairfolks. The Board was deliriously happy with this selection. The Roster will take on a new format. It will take on a resemblance to The Nugget in size, thickness and paper quality and will have no advertising. It may, however, have a classified (yellow pages) section for businesses in return for a small fee. This section will be open for anybody, including Ron Ferreira (Rick Faria). Brooks Thiele will solicit users for this section.

We still intend to sell the No. 2 timing equipment. S.C.A.T. may be interested, but we’ll place an ad in Panorama anyway.

Sand is concerned (Buckthal even more so) that we should have a financial consultant for advice on tax returns and the like. No action was taken, but it was felt that we could probably rely on the voluntary services of members in this field. Buckthal felt that this approach was “fraught with risk and peril” and “there are rocks and shoals in them there water,” but we’ll try to con Dorjath into it anyway. Note: Not to mention, sharks.

Well, here we go again. Patton laid Patton’s Folly III on us. This idea, originally developed by Ted Atlee and Ron Trethan, deals with the possible restructuring of the Board of Directors in such a manner as to remove the dinner meeting responsibilities from the V.P., put them under Activities (Social Charman) and give the V.P. new duties (some suggestions were: Safety Director, Bylaws Committee, Nugget Staff). The concept also included putting the technical position under Activities with the Board position being replaced by an “at large” position (possibly the most recent Past President). This item was tabled in order to give the Board time to mull it over. Perhaps a committee (are you available, Tom?) will be formed to deal with it. Closely related to this discussion was formation of a permanent Bylaws Committee to continually review same for updates, improvements, corrections, etc. It was felt that this committee could be in charge of one of the restructured positions.

A new battery at a cost of up to $40 was approved for the autocross equipment. Purchase of a limmer was tabled until a quality item can be located or the old one satisfactorily repaired.

It was determined that The Nugget does, indeed, have a staff deep enough to handle the (no thinking required) task of turning out The Nugget without Jeff. Buckthal reminded that should Jeff ever decide to step permanently aside, Mario from Chicago Region will be “contracted” to break both his knees. The Nugget staff consists of Bruce Anderson, Glenn Hills, Tom Foster, and Gary Walton. Oh, and Jerry Woods is The Nugget laborer. Glenn Hills volunteered to investigate new club stationery we are almost out including an updated logo and color change. Glenn will report next month. Pat Walden asked for $75 to produce “her” scrapbook. We told her it was ours and gave her the bucks. The info brochure mailed to you re the LeMans trip was approved by the Board.

The President reported that the National insurance had been renewed (just in time for the Yosemite Gran Prix). A three man committee, which includes our own John Clever and Terry Zacccone, has been appointed to review driving events sites at Parades for safety. Jeff Lateer says “to remove all the large rocks.” Sandi reported the availability of Pano on a 1st class postage basis. At about $15 per person it was considered too expensive. Besides, all the good cars are already on the West Coast.

Vice President Marge reported that the Melis are putting on the June dinner meeting in San Francisco at a place that actually has parking. She requested a $100 deposit for this event. It was granted. The May dinner meeting will be at the Pinehurst in San Jose. The Board approved a $100 bar minimum for his event.

Secretary — contributed nothing.

Treasurer Bob provided us with a written report which included a budget. The budget will be revised next month after further development of items for membership, tours, and The Nugget. Bob wrote a rubber check to Yosemite Park and Curry Co. If you’re gonna do it you might as well make it big.
Myriad of Minutes - Continued

Membership — Sharon submitted 16 new members for approval. They were. Dual members have been billed for and are paying their renewal fees.

Activities — Bob reported that insurance forms for activities through April had been mailed. The Corvette Challenge is scheduled for June 3rd, the same date as the family picnic.

Tech — Jerry is working on Rudy Spielburger as a speaker and a new model introduction. Year End Tech Quiz Awards are a reality. Follow this new activity in The Nugget.

Nugget — Jeff was strangely silent, perhaps not wanting to spoil a good thing.

Goodie Bag — Steph has ordered some new supplies from National. She requested up to $40 for a photo portfolio of her goodies to assist in sales (Alan Brooking and Jeff Lateer will submit written bids in an effort to get this once-in-a-lifetime opportunity). The dollars were approved.

Next meeting April 23 at Sandi Candlin's home.

The meeting adjourned at 10:21:22 p.m.

Respectfully submitted,
Bill Patton, Secretary

AUTOCROSS

MAY

GGR Autocross #4 comes up on May 12. Dave Blanchard is going to make everyone work hard to add to their point totals at this one. Come on out and test your skills!

WHERE: Alameda County Fairgrounds
Bernal Avenue
Pleasanton

WHEN: Saturday, May 12
Registration 6:30 to 8:30 a.m. and 11:00 a.m. to Noon. Driver's meeting at 8:45 a.m. and first car out at 9:00 a.m. Show up early and get more runs!

JUNE

Can't run the Time Trial on May 26-27? Well, come on out the following Saturday and try your luck at Ken Mack's autocross. The next event in the series after this one isn't until September 22, so you'd better be at this one or you'll really get rusty.

WHERE: Alameda County Fairgrounds
Bernal Avenue
Pleasanton

WHEN: Saturday, June 2
Registration 6:30 to 8:30 a.m. and 11:00 a.m. to Noon. Driver's meeting at 8:45 a.m. and first car out at 9:00 a.m.

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NUGGET/15
Did 'Ja Know

Did 'Ja Know . . . . Barb Lateer, also known as "Crash," hates bleached blondes, makes the best chocolate chip cookies and lemon sherbert in PCA, is ticklish "everywhere," and has never seen Mork and Mindy? (I thought she looked at me strangely when I greeted her with "Nanu, Nanu," but after further questioning I realized I'd found one of a dying breed — a bonafide television non-owner!)

Of course, with Barb's frantic schedule, you can easily see why "it just blew up one day and we never did anything about it." That busy schedule includes taking 19 units at San Jose State; working 19 hours a week at Agnew State Hospital with the severely mentally handicapped; actively participating in PCA/GGR; marriage to Jeff (you can see how much her career has come in handy here!); and, incredibly, there's still time for fashion sewing and gourmet cooking!

Barb met Jeff when they both were students and worked for Penney's. Jeff, a music major, was "sporting goods" and Barb, working towards her credential in elementary education, was "junior's department." Jeff admits he was smitten by Barb's natural blonde beauty — "it was the era of miniskirts and she had the best legs of anyone at Penney's — she has GREAT legs!" After their first banana daquiri-filled date, Jeff and Barb dated every night for two weeks and two months later were engaged! They'll celebrate their third anniversary August 21st!

Besides helping her editorial hubby with the Nugget (and congratulations to both for a great job!), Barb's been a Porsche-pusher since December, 1977. She drove their Olympia Blue '73 914/4 1.7 at CRAB, their first club event. Barb's been active ever since — participating in Pit Crew, autocrossing, rallying (she placed second in the '77 Rally series with her navigating skills), timing at Sears Point and Laguna Seca, and this year — leading the Opry House tour.

Speaking of jobs, Barb deserves the patient-person-of-the-year award for hers. She teaches 17 to 78 year olds with mental ages of 6 months to 6 years for Metropolitan Adult Education. Barb's teaching career reflects her deep commitment to helping others less fortunate than herself. To further this goal, Barb will be receiving her second credential, Learning Handicapped, in August.

Future fun includes a vacation at Brice and Zion National Parks, buying a house in the San Jose area, and hopefully, an Ice Blue '78 911 SC. Still doesn't look like there'll be much time for T.V. Nanu! Nanu!

Donna Jean Casady

Did 'Ja Know . . . . John "Hawkins" is for the birds! Born not far from "Eagle" Rock, the "Hawk" grew up and became a fighter pilot and has flown some of the fastest "birds" in the sky, the U.S. Navy's F-8's. Becoming a flight instructor was really exciting for John, as he sure likes taking chances. He flew "winged birds" back to their base from aircraft carriers on what is sometimes referred to as "suicide missions." Also, have you ever known anyone who water skied down the rambling Colorado River at over 60 MPH?

He's a California boy (I bet you thought he was a Texan!) who recently returned to his home state after eight years with the Navy. Before he joined the Navy, he was a professional student, earning an AA, a BA, and eventually an MBA degree. Just prior to leaving San Diego for a 2-year tour of duty, he made sure his steady girl, Karen, had some hot wheels to motor around in. What else but a Lime Green '67 911S (a fighter pilot's basic ground missile) just so Karen could learn to drive a stick! A few months later, he and Karen were married by the J.P. (Navy talk for Justice

18/GOLDEN GATE REGION
of the Peace) in Corpus Christi. Being stuck in Texas, John managed to find out the whereabouts of every autocross in the state and ran S.C.C.A. Solo II, PCA’s Longhorn Region and Lone Star Region autocrosses. He finished his first year as S.C.C.A. Solo II champion in modified 4-cylinder class in his ’57 speedster, which recently celebrated its 11th anniversary with the Hawk. He autocrossed it from the day he got it and has always been a terror with it. John even organized the Corpus Christi Sports Car Club so he could get more time behind the wheel. John says GGR is the toughest competition he has ever had since the day his beautiful black speedster got beat by an exotic Italian car called a Torino in Pensacola, Florida.

Did ja know that fighter pilots love going critical Mach speeds and when John wasn’t autocrossing or flying, he was surfing the biggest waves he could find, or max’ed out motocrossing on his full race dirt bike or skiing straight down Mount Fuji in Japan or hard at his favorite pastime—beer. He got into Porsches with his first car (a ’61 VW bus): well, almost. John always wanted to have a Porsche and waited three years on a guy’s doorstep to buy his speedster. Before that he talked his dad into buying a ’66 912 which John would take his mother to the store in occasionally and scare the hell out of her. With all the stuff this guy has done and can do, you’d think by now the “Hawk”, himself, could fly.

Rebecca Newlin

THE NO-GO NUT TREE TOUR

Unfortunately the Nut Tree could not accommodate us for lunch on June 10th. The restaurant does not give banquet lunches in the months of May, June, July and August. For all you beer drinkers I am sorry to say that Anheuser-Busch, Inc. only gives tours on weekdays. We had planned to go to the brewery and then to the Nut Tree for lunch, but we lost out. Marsha and I will put our heads together and come up with another luncheon tour that we hope will be as interesting and fun! Check your June Nugget for our new plans and we hope to see you on Sunday, June 10th.

Marsha and Brian

MINI PARADE ’79

If you plan to attend Oregon ’80 Parade or if you would simply enjoy a pleasant weekend composed of regional entries competing in concours, rallye or autocross divisions, plan now for Labor Day weekend, September 1 and 2, 1979.

Facilities include the Red Lion Inn, just minutes from the autocross and concours locations, and Portland International Raceway, site of the ’80 Parade autocross (a great chance to get a jump on the competition). One hundred car maximum entry, concours Saturday 9:00 a.m. – 1:00 p.m., rallye Saturday 1:00 p.m., autocross Sunday beginning 9:00 a.m. Awards banquet Sunday night at the Red Lion, leaving Monday for traveling back home. Registration closes one week prior to the event.

Registration forms will follow.

DON’T MISS THIS EXCITING PREVIEW!

Time Trial Trek
Trime Tial Tech
Time Trial Tech

GGR has another busy time trial schedule this year, with three time trials and a school. While I have contacted a number of people for help in conducting the technical inspections, I can still use a lot of help. Any of you who are interested in working at the time trial techs, please give me a call. And don’t worry if you’ve never tech’d a car before—we’ll be more than happy to show you what to do. For you new members, this is a terrific way to get involved and learn at the same time. Come on out and get involved.

Bob Sherman
Chief Tech Inspector
(408) 249-3787

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(415) 441-1111

DICK WORKMAN
IMMACULATE RECONSTRUCTION

WM MOTORS

NUGGET/ 19
The Green’s annual autocross was a smash success, with Tom coming up with one of his best course designs — no modesty here. The weather cooperated fully by providing a gorgeous sun and no wind.

Stock Class 3, small-bore 914-4’s, is overflowing with new drivers — Bob Freeborn, Dave Swift, Jay Miller and Kent McLaggan have brought lots of new talent to this class. Winner Glen Renk had a fine run, but has lots of people wanting to better him. In another 914 1-7, but this time on race tires, Mark McLaughlin put in one of his finest runs to beat the more powerful 912 of Bob Wilcox and Rudy Pretti. Mark is a new driver and one of the fastest learning. While we’re still talking about 914’s, Ray and Sonja Blow won their two classes; Ray was followed by Jerry Woods who has noticeably improved in recent events. Sonja had to come from behind in order to beat Terry Rosatelli. In the six-cylinder 914’s, the threesome of Dave Blanchard, Bob Kilburn and Roger Ryan all tried to find Terry Zaccone’s secrets, but to no avail, as Terry continues to keep his Targa out front. Judy Zaccone did the same, but Becky Blanchard, I predict, will win some events this year and make it a very close class by year end.

Where the stock 914-6’s were unable to beat their rear-engine cousins, the prodified and modified classes were dominated by 914’s — Jon Milledge, Marj Green, Jim Gaeta and Judi Witt. 9 of the top 11 (a tie for 9th) cars were also 914’s. Top Time of Day went to Jim Gaeta. Greg Elliff had a great run and will be a very big threat for TTOD.

In those rear-engine types, Walt Maas took another first and top stock place, as well. Ray Masia, in his Carrera, took the big bore 911 class, followed closely by Matt Ballentine and Randy Salveson. Brooks Thiele turned in a super run in his SC Targa to beat Ed O’Shea’s Turbo. Mark Olson has been banging on the door, and on this day took his very first win in the very competitive prodified 911 class. Beth Bates continues to live up to our forecast as being one of this year’s comers, winning stock 911 class. Susie Atlee’s 911 won a close class, with Carol Huff taking a very well-deserved second place.

Some people put in excellent runs, but without winning a class, and they are too easy to overlook. So to correct this, they are — Sandi Fahal in her 356; Gary Myers in a prodified 911 2 liter; Greg Elliff in modified class; and Carol Huff in a prodified 911.

We had a great time putting on the autocross, and we want to thank the Walden’s for having everyone over to their place after the event. We thank everyone for coming out, and look forward to putting on next year’s event.

Tom and Marj Green
Nugget Autocross Editors

NEW RACERS

GGR has a batch of new Porsche racers who have just received their SCCA novice driver’s licenses. In a 914-4 we have Rich Bontempi; Bob Copeman, who gets to race against earth-thumping Corvettes in his 2.7 911; Dave Bottom in his pretty 914-6 sports racer; and, Peter Thuesen in another 914-6.

These Porsche pushers will be at Laguna Seca and Sears Point to show the power, road-handling and beauty of the cars they have built, their own budding skills, and the great Porsche marque. If you are at the races, stop and wish them luck.

Tom and Marj Green
Race Editors
**CLASS 1**
1. Gary Fahl 60.85 20  
2. Sandi Fahl 61.19 16  
3. George Neidel 63.88 13

**CLASS 2**
1. Gary Sanders 59.86 20  
2. John Seymour 61.27 16  
3. Dave Palmeri 62.19 13

**CLASS 3**
1. Glen Renk 62.60 20  
2. Paul Troutner 62.67 16  
3. Ken Mack 63.29 13  
4. Jaff Lateer 63.69 11  
5. Kent McGagian 64.68 9  
6. Al Bicker 64.90 7  
7. Bill Burns 64.98 5  
8. Jay Miller 65.13 3  
9. Dave Swift 66.02 2  
10. Bob Freeborn 68.17 1

**CLASS 4**
1. Al Davis 62.65 20  
2. Bob Sherman 64.12 16  
3. Dick Petticrew 64.92 13  
4. Dan Balsley 67.76 11

**CLASS 5**
1. Ray Blow 57.94 20  
2. Jerry Woods 59.83 16  
3. Donald Poof 63.09 13

**CLASS 6**
1. Terry Zaccone 57.34 20  
2. Dave Blanchard 58.13 16  
3. Bob Kilburn 59.60 13  
4. Roger Ryan 60.32 11

**CLASS 7**
1. Walt Mass 57.14 20  
2. Jim Schofield 58.06 16  
3. Glenn Hills 58.31 13  
4. Dale Bates 59.20 11  
5. Pete Kemling 62.72 9

**CLASS 8**
1. Ray Mascia 58.17 20  
2. Matt Ballentne 58.29 16  
3. Randy Salveson 58.38 13  
4. Dale Dorjath 58.01 11  
5. Bud Behrens 60.05 9  
6. George Warden 60.28 7  
7. Todd Lee 60.37 5  
8. Bob Ishimoto 60.68 3  
9. Richard Stuck 60.97 2  
10. Don Murphy 61.09 1  
11. Glenn Voyles 62.73 0

**CLASS 9**
1. Brooks Thiele 61.18 20  
2. Ed O'Shea 61.52 16

**CLASS 10**
1. Mark McLaughlin 57.33 20  
2. Rudy Pretti 57.79 16  
3. Bob Wilcox 58.90 13

**CLASS 11**
1. Brian Carleton 58.50 20  
2. Jerry Steszewski 61.42 16

**CLASS 12**
1. Dave Walden 59.82 20  
2. John Breedlove 57.93 11

**CLASS 13**
1. Mark Olson 55.32 20  
2. John Johnson 56.17 16  
3. John Hawkins 56.58 13  
4. Walt Huff 57.67 11  
5. Ted Atlee 58.70 9

**CLASS 14**
1. Jim Gaeta 53.25 20  
2. Denny Kahler 53.39 16  
3. Gregg Elliff 54.10 (1) 13  
4. Norb Witt 54.72 7  
5. Mike Witt 55.72 7

**CLASS 15**
1. Sharon Seymour 63.42 20  
2. Karen Neidel 68.32 16

**CLASS 16**
1. Jule Arnold 64.96 20  
2. Barb Lateer 69.52 16  
3. Cheri McGagian 69.57 13

**CLASS 17**
1. Kitty Petticrew 69.42 20

**CLASS 18**
1. Julie Arnold 64.96 20

**CARD 19**
1. Sonja Blow 59.58 20

**CLASS 20**
1. R. Humphreys 61.37 13

**CLASS 21**
1. Judy Zaccone 59.33 20  
2. Becky Blanchard 59.49 16  
4. Cindy Kahler 63.91 11

**CLASS 22**
1. Beth Bates 59.97 20  
2. LaQuita Hills 61.22 16  
3. Karyn Peterson 61.81 13  
4. Barbara Berens 76.85 11

**CLASS 23**
1. Kay Matthews 59.71 20  
2. Marie Polhamus 61.28 16  
3. Ellen Voyles 63.93 13

**CLASS 24**
1. Marilyn O'Shea 61.24 20  
2. Marcia Kettrell 61.79 16  
3. Sassy Thiele 66.22 13

**CLASS 25**
1. Roxanne Truro 60.16 20

**CLASS 26**
1. Susie Atlee 57.88 20  
2. Carol Huff 58.46 16  
3. Karen Hawkins 58.52 13  
4. Sandi Candlin 58.68 11  
5. Anita Olson 60.50 9

**TOP TEN TIMES**
1. Jim Gaeta 53.25  
2. Denny Kahler 53.39  
3. Gregg Elliff 54.10 (1)  
4. Norb Witt 54.72  
5. Jon Millidge 54.95 (1)  
6. Jim Pasha 54.96  
7. Mark Olson 55.32  
8. Tom Green 55.54  
9. Bud Hart 55.72  
10. Mike Witt 55.72

( ) - Number of penalty pylons

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The Amazing Porsche Flat Six

PART 2

1970 was another year of big change for the 911 engine. The displacement was increased to 2.2 liters (2195cc) by increasing the bore from 80 to 84mm. The cylinder heads were standardised with 46mm intake valves and 40mm exhaust valves with only the port size varying between the T, E and S models. Split shell bearing inserts were added to the crankcase halves at the front of the lay shaft since the magnesium had not provided as durable a bearing surface as the original aluminum crankcase had. The other end of the lay shaft was already supported by split shell bearing inserts because they had changed it to a thrust bearing to establish the lay shaft end play when they went to the magnesium crankcase in 1969. The spark plugs threaded directly into the aluminum rather than using Helicoil inserts. They were changed because Porsche felt the inserts caused inconsistent spark plug heat ranges. The clutch was increased from 215 to 225mm and changed to the stronger pull type clutch.

Another change implemented in 1970 was to the use of CE ring type head gaskets. The CE ring type head gasket is a thin metal C shaped ring which encloses a tubular spring. This gasket fits in a groove in the upper cylinder flange. This type gasket has been used on all production engines and most racing engines except the 3.3 liter turbo since 1970.

Power was increased for all three engines. The 911T had an alternate carburetor for use in the U.S., the Zenith 40TIN. The T also received the capacitor discharge ignition. All models got a new reinforced connecting rod with a much more substantial bottom end and longer rod bolts. The cam timing for the 911E was softened to the specs of the Type 901/06 engine while both the T and S remained unchanged. Engine type numbers were changed to 911 numbers. The European T being the 911/03 for standard transmissions and 911/06 for Sportomatic. U.S. emissions control T engines were 911/07 for standard transmission and 911/08 for Sportomatic. Emission control consisted of a lean idle circuit and a decel valve. The E and S were still suitable for a world market, the E being Type 911/01 for standard transmission and 911/04 for Sportomatic and the 911S was Type 911/02.

1970 911T Specs:

<table>
<thead>
<tr>
<th>Displacement:</th>
<th>2195cc</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valve Size:</td>
<td>Intake 46mm</td>
</tr>
<tr>
<td></td>
<td>Exhaust 40mm</td>
</tr>
<tr>
<td>Valve Timing - unchanged</td>
<td></td>
</tr>
<tr>
<td>Compression:</td>
<td>8.6:1</td>
</tr>
<tr>
<td>Power:</td>
<td>125 DIN hp @ 5800 rpm</td>
</tr>
<tr>
<td>Maximum Torque:</td>
<td>130 lb ft @ 4200 rpm</td>
</tr>
</tbody>
</table>

1970 911E Specs:

<table>
<thead>
<tr>
<th>Displacement:</th>
<th>2195cc</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valve Size:</td>
<td>Intake 46mm</td>
</tr>
<tr>
<td></td>
<td>Exhaust 40mm</td>
</tr>
<tr>
<td>Valve Timing:</td>
<td>Intake opens 20° BTDC</td>
</tr>
<tr>
<td></td>
<td>Intake closes 34° ABDC</td>
</tr>
</tbody>
</table>

In 1970, the move to 2195cc in the production cars put the 911 in the 2 liter to 2.5 liter class for racing. The cars were allowed to be increased in displacement to the 2.5 liter limit as long as it was done with a bore increase only. Thus began a series of larger racing 911 engines. The first was a small increase to 2347cc by increasing the bore by 1mm to 85mm. These engines used the Carrera Six cams and retained stock valve diameter. There were two versions of these engines - on the Type 911/20 with mechanical fuel injection and the Type 911/22 with 46IDA Webbers, power was 230 DIN hp at 8000 rpm. The next step up was the 911/21 with a 87.5mm bore for a displacement of 2380cc with 250 DIN hp at 8000 rpm. Other than the increase in bore, this engine was unchanged from the Type 911/20. The final version of this series of engines was actually developed after the long stroke engines came out and were used in racing. It was the Type 911/73 with an 89mm bore for a displacement of 2466cc. The way the
The Amazing Porsche Flat Six - Continued

large bore was achieved was by utilizing the newly developed thin wall aluminum cylinders with a Nicasil coating. These engines produced 275 DIN hp at 8000 rpm.

The 1971 production engines remained unchanged with the exception of the addition of oil squirts for additional piston cooling. These installed in the crankcase webbing fed from the main oil gallery spray oil on to the bottom of the pistons. The supply to the jets is controlled by a check valve in each jet which opens under pressure at 45 to 55 pounds oil pressure. The jets reduce the operating temperature at the crown of the piston by 50°C (122°F).

The next big change was in 1972 with the increase to '2.4' liters with 2341cc actual displacement. This displacement increase was achieved by lengthening the stroke from 66 to 70.4mm. This was accomplished by decreasing the crankpin diameter off center and increasing the journal width to retain bearing capacity. The connecting rods were also new because of the smaller crank journal. They were also shorter by half of the increased stroke, 2.2mm, to allow the wrist pin to remain at the same height in the piston. The non-counter weighted crankshaft was discontinued for the T and all engines shared a common crankshaft. The valve diameters of 46mm for intake and 40mm for the exhaust were carried over from the 2.2 engines.

There were still T, E and S versions of the 2.4 engines. In Europe, the 911T retained the Zenith 40TIN carburetors as Type 911/57 for standard transmission and Type 911/67 for Sportomatic. The U.S. version had mechanical fuel injection in order to comply with the emission standards as Type 911/51 for the standard transmission and 911/61 for Sportomatic. The cams remained the same in the T, however, they were timed slightly different.

1972 911T Specs:

- Displacement: 84 X 70.4 = 2341cc
- Compression: 7.5:1
- Valve Timing: Same cams as 2.2 but utilizing different timing.
  - Intake opens: 16° BTDC
  - Intake closes: 30° ABDC
  - Exhaust opens: 42° BBDC
  - Exhaust closes: 4° BTDC
- Power: 130 DIN hp (140 SAE) at 5600 rpm (Type 911/57 and 67)
  - 140 DIN hp (157 SAE) at 5600 rpm (U.S. Type 911/51 and 61)
- Maximum Torque: 144 lb ft at 4000 rpm (Type 911/57 and 67)
  - 148 lb ft at 4000 rpm (U.S. Type 911/51 and 61)

1972 911E Specs:

- Displacement: 84 X 70.4 = 2341cc
- Compression: 8.0:1
- Valve Timing: The E also retained the same cams as in the 2.2 but utilized different timing.
  - Intake opens: 18° BTDC
  - Intake closes: 36° ABDC

Exhaust opens 38° BBDC
Exhaust closes 8° ATDC

Power: 165 DIN hp (185 SAE) at 6200 rpm
Maximum Torque: 151 lb ft at 4500 rpm

1972 911S Specs:

- Displacement: 84 X 70.4 = 2341cc
- Compression: 8.5:1
- Power: 190 DIN hp (120 SAE) at 6500 rpm
- Maximum Torque: 158 lb ft at 5200 rpm

There was a racing version of this engine with 86.7mm bore for 2492cc displacement — the Type 911/70. This engine produced 270 DIN hp at 8000 rpm and maximum torque of 191.6 lb ft at 5300 rpm. There was also a rally version with a 1mm larger (than stock) bore — 85mm for 2397cc which utilized 461DA Webbers and produced 245 DIN hp at 8000 rpm.

Article by Bruce Anderson. To be continued. (Tune in next month.)

CREDITS – Photos by Jeff Lateer, Bruce Anderson, Alan Brooking, and Jerry Woods.

THANKS — You have a Nugget this month again due to the efforts of a well trained school of Guppies. Bruce, Jerry, and Barbara as 'regulars' and a stellar guest spot by Steph Home who was a new member of the team. Thanks for the help everyone, I’d never make it without you.
Once again, it's time for the Annual Golden Gate Family Picnic. This event is a bring your own meat to bar-b-que or sandwich affair. Don't forget the eating utensils, plates, beer steins, and of course, the kids! GGR will supply the beer, wine, soft drinks, ice, charcoal for the large bar-b-que pits, games and prizes.

We will "pot luck" the rest of the lunch unless you choose not to participate. The "goodies" will be divided according to your last name.

A-G Appetizers: nibbles, vegetables, cheese, chips, garlic bread, etc.
H-O Salads
P-Z Desserts
A-Z Homemade ice cream!

Come join other Porsche people for a day of fun, food, volley ball, the famous "egg toss", and many other games for all ages. (Close to the Billy Jones Railroad, too!)

Both Pond Group areas are reserved for us, but we can't reserve the parking - so plan to be there early because parking is limited!

WHERE: Vasona Lake
Los Gatos
Take Hwy 17 South toward Santa Cruz, and exit at Lark Avenue. Left on Lark to Los Gatos Blvd., right on Los Gatos Blvd. to Blossom Hill Ave., right on Blossom Hill and cross over Hwy 17, and turn right into the park entrance. Take the first left into the Pond Group area. NOTE: This is a different area than usually used at Vasona.

WHEN: Sunday June 3rd
9:00 a.m. to 5:00 p.m.

CALL: Don and Dinah Patterson (408) 354-0618 if you have questions or want to volunteer to help with games, etc.

---

ZONE 7 AUTOCROSS

Yes, it is that time of year again, the autocrossers will return to the Madera Airport on May 20th, just as they have for centuries. No-one knows what irresistible force triggers this mass migration, but naturalists theorize that it is the search for fun, and the driving competitive spirit that draws them to this same site year after year. The host for the event will be San Joaquin Region (same folks that always do it), and this year is Sud Rennen IV. To reach the sacred grounds, take Avenue 16 west off Hwy. 99 just north of Madera. Open Exhausts will be allowed, as this species is impervious to noise, but you must bring your own headgear (beanie, derby, fedora O.K., but must be Snell Approved). Course walks will be held at 8:00 AM and 12:30 PM only, so be early. For more information, contact chairman Clint Cummins at 209-487-5020 before 6:00 PM, or 209-431-1761 after 6:00 PM.

---

FAMILY PICNIC

Once again it's time for the Annual Golden Gate Family Picnic. This event is a bring your own meat to bar-b-que or sandwich affair. Don't forget the eating utensils, plates, beer steins, and of course, the kids! GGR will supply the beer, wine, soft drinks, ice, charcoal for the large bar-b-que pits, games and prizes.

We will "pot luck" the rest of the lunch unless you choose not to participate. The "goodies" will be divided according to your last name.

A-G Appetizers: nibbles, vegetables, cheese, chips, garlic bread, etc.
H-O Salads
P-Z Desserts
A-Z Homemade ice cream!

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NEW MEMBERS

Vernon L. Brown
220 West 20th Avenue
San Mateo, CA 94403
573-1111
1978 911 SC
Sales Manager

Dennis Miller
P.O. Box 2041
Dublin, CA 94566
582-7593
1964 356C
Farmer

Kenneth Butts (Sheila Josef)
972 Venus Way
Livermore, CA 94550
443-3937
1986 112T
Fireman

Robert Clifford, Jr. (John)
3489 McKee Road
San Jose, CA 95127
259-1680
1973 911T
Store Manager

Robert Ishimoto, Jr.
18592 Englewod Avenue
Los Gatos, CA 95030
386-0123
1977 911S
Jeweler

Mari Lynn Johnson
P.O. Box 1176
Oakley, CA 94561
625-2258
1977 924
Student

Rob Eber
1308 James Court
San Mateo, CA 94401
344-9993
1973 911
Businessman

Peter Ebner
1308 James Court
San Mateo, CA 94401
344-9993
1973 911
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Robert Ishimoto, Jr.
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386-0123
1977 911S
Jeweler

Mari Lynn Johnson
P.O. Box 1176
Oakley, CA 94561
625-2258
1977 924
Student

Robin Kerr
433 Vasquez Court, No. 3
Sunnyvale, CA 94086
737-8088
1972 914
Programmer

Felix Mancinez, Jr.
760 Sobrato Drive, No. D
Campbell, CA 95008
374-1239
1974 911
Parts Manager

Warren Mason
10036 Spanish Oak Court
Cupertino, CA 95014
446-0692
1975 911S
Analyst

OLD FACES • NEW PLACES

Dr. Munro Ransdell (Diane)
852 Acampo Drive
Lafayette, CA 94549
284-2249
1978 928
Physician

Ed Wilson (Marsha)
1028 Palisade Drive
Martinez, CA 94553
228-4863
1969 912
Truck Driver

Paul Bates (Gail)
2290-D Sierra Blvd.
Sacramento, CA 95825
927-1911
Sacramento Valley

Stephen L. Gertz (Pamela)
3333 Broderick, No. 103
San Francisco, CA 94123
Redwood

Jon Milledge
963 Smith Avenue
Campbell, CA 95008
Sacramento Valley

Mark R. Olson (Anita)
P.O. Box 1571
Truckee, CA 95734
Sierra Nevada

Murray S. Squireman (Sarah)
555 Middlefield, No. K201
Mountain View, CA 94040
Potomac

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- Porsche 914 Complete Kit 89.95
- Porsche 924 Complete Kit 59.50

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- FOX-DASHER 54.95 PR.
- RABBIT-SCIROCCO 49.95 PR.

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SACRAMENTO, CALIFORNIA 95827
THE 12 HOURS OF SEBRING

Fantasy Racing and the Golden Gate Region went in force to the Coca Cola 12 Hours of Sebring with 14 GGR members and 3 Porsche 935’s. The three cars obviously offered the team more opportunity for success; it also provided chance of failure since only 28 of the 72 cars entered were still running at the end of the race. Three of those still running were ours, with the Barbour cars winning first, third, and fourth places.

Sebring may have its old magic, mystery and nostalgia, but it has very little else. The 5.2 miles track runs around an old little used airport and industrial park using both the old, bumpy, concrete runways and the narrow blacktop access roads. The Kennilworth Lodge where the GGR crew stayed is rivaled only by the Ryde Hotel for charm and decor. The Kennilworth doesn’t even have the bar and entertainment the Ryde Hotel has — for excitement you can look at Lake Jackson across the road or watch the Kapok tree in the backyard grow. Representing GGR were Gary and Sharon Evans, Bob and Sue Garrettson, Johnny Johnson, Brian Carleton, Jeff Hammill, Tom Foster, Jarry Woods, John Clever, Ron Trethan, Greg Eliff, Jack Tedford and me.

Preparation for Sebring almost exhausted our capabilities since in addition to refurbishing the two cars we ran at Daytona, the third car, an old 934/5, had to be extensively updated in order to be competitive. One of the casualties of the long hours of preparation was Doug Forster who came down with the ague and was unable to go to Sebring with the team. Obviously the cars did get prepared and the line up was as follows: Number 6, a 1978 twin turbo 935, with drivers Rolf Stommelen, Rick Mears and Dick Barbour; Number 9, a 1977 single turbo 935, with drivers Rob McFarlin, Roy Woods and Bob Akin; and car Number 3, an updated single turbo 934/5, with drivers Bob Garrettson, Gary Belcher and Bob Bondurant.

Our team did a superb job of qualifying for the races; races? Yes, races. Rolf Stommelen qualified Number 6 comfortably on pole position ahead of Haywood at 2:38.038, 118+mph. Gary Belcher qualified the Number 3 car 7th, and Bob Akin qualified the Number 9 car 9th. The drivers in the Number 9 car like that number they qualified the same car ninth at Daytona. Bob Akin also qualified his Cooper Monaco on the pole for the vintage car race which he won beating Stirling Moss in the Birdcage Maserati. Not to be outdone, Rob McFarlin qualified his Datsun 280SX on the pole for the 3 hour Champion Spark Plug Challenge. Thursday night after qualifying and night practice, the crew finally got to see Paul Newman’s Bar-B-Que in action. In Paul’s absence, Susan Garrettson and Sharon Evans performed the culinary chores preparing delicious hamburgers for the entire crew.

The race started at eleven in the morning Saturday, March 17. Rolf Stommelen started in Number 6, Roy Woods in Number 9 and Bob Bondurant in Number 3. The cars carry 32 gallons of gas and average a little less than 4 miles per gallon necessitating one scheduled pit stop per hour. Our Number 6, along with the John Paul, Al Holbert car and the Hurley Haywood, Peter Gregg, Preston Henn’s car set the pace for the race in the early stages of the race while the rest of the Porsche 935’s maintained a more sedate pace. At noon our cars came in for their first routine pit stop and driver changes, Rick Mears went in for the next stint in Number 6, Gary Belcher in Number 3 and Roy Woods continued in Number 9. An hour later they were in again for fuel and a driver change, and so it went, boring anxiety.

28/GOLDEN GATE REGION
12 Hours of Sebring - Continued

After two hours of racing, Number 6 was third on the same lap with the leaders, Number 3 was one lap down in fourth place and Number 9 two laps down in seventh place. Over the course of the next several hours, mini disasters struck both the 6 and 3 cars dropping them down in the standings. Rolf had master cylinder problems in Number 6 which required 35 minutes to repair. At the end of nine hours, number 9 moved into the lead of the race. Number 6 being clearly the fastest car on the track with Rolf and Rick driving had moved up to third place and looked sure to finish second to its sister car. However, with an hour to go, disaster struck. The exhaust system gave up and Number 6 lost its boost, becoming a normally aspirated car. During this period, Rolf found himself racing with a flock of RSR's and one of them crowded him off course. He assured us that he had a magnificent spin.

Only five of the twelve Porsche 935's entered completed the race and three of these were ours. Number 9 was first, but not without some last minute drama; one lap before the end of the race it came in for its only unscheduled pit stop with a flat tire. Other than that one flat and a rain scare early in the race, the tire crew had a fairly easy job of it because tire wear was very good. Tom Foster and Jeff Hammill didn’t have it as easy — they hauled 1100 gallons of gas during the 12 hours to feed our hungry beasts.

Number 9’s 103.466 mph average was second only to the 103.978 mph GT record set last year by Bob Garretson, Brian Redman and Charles Mendez. Only three other times in the 27 year history of Sebring has the average speed been higher; in 1970, Mario Nino Vacarella and Ignazio Guinetti average 107.029 mph in a Ferrari 512; in 1971, Vic Elford and Gerard Larrousse averaged 112.6 mph in a Porsche 917; and in 1972, Mario and Jacky Ickx averaged 111.5 mph in a Ferrari 312P. The number 9 car completed 239 laps of the 5.2 mile circuit, number 3 in third place completed 335, and number 6 in fourth place completed 334.

We were not the only Zone 7 PCA people racing at Sebring. The Zone 7 GTU class was won by Bob Zulkowski and Gerard Raney who completed 34 laps to Dwight Mitchell and Darral Overstreet’s 25 laps. That’s racing — repeat after me . . . racing is fun, racing is fun, racing is fun . . .

After last year’s race at Sebring, Brian Carleton complained that he never did get to go out to dinner. Holding to tradition, we had the hamburgers that Sharon and Sue prepared at the track Thursday night. Friday night after we finished working on the cars, we had a “pig out” at the Dairy Queen on hot fudge sundaes and other goop — high carbohydrates for energy. And Saturday we ate junk food at the track. I must admit that the early arrivals did have a nice dinner at a place called P.J.’s, on Wednesday night. I thought we were starting a tradition, but it didn’t take. It must be the old magic, mystery and nostalgia — I had a wonderful time and look forward to racing at Sebring again . . . racing is fun, racing is fun, racing is fun . . .

Bruce Anderson
Race Reporter

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912

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for sale

Car radios. Blaupunkt AM/FM push button, $50. Blaupunkt AM/FM 8-track stereo, $150. Good working condition. Midnite Auto Supply (Bill Patton) (415) 543-9360 days, (415) 530-0609 eves. This is a serious ad.

1976 turbo wing, all fiberglass, excellent condition, save $100 at $175. Bandag slicks for autocrossing. Almost new, won fast time in street tire class at Searspoint. Built to last! 2 on XWX 185-70, 2 on CN-36, 215-60. $25.00 each. Chuck Fauvre, (408) 243-0320 days, (408) 867-3366 eves.

914 6" rims, steel, built for racing, 2/$80. 914 top w/moon roof, very good shape, $140. 2 Goodyear race tires, 24", lots-a-tred. 914 ski rack, used once, Offer $???. 265-3255 or 248-2690. J.M.H. Racing Ent.

Four 6x15 chrome wheels and enamel crest hubcaps for 911 series car. Excellent condition, $275. Don Lang 245-7998.

'66-'68 coupe body shell. Best offer over $800. Will deliver within 75 miles of Bay Area. Terry Reeder MBR 408-888-6189.

1977 911S 9117202124 23,000 miles with Michelin XWX's on 7" factory alloys, lowered for autocrossing by Garretson Enterprises, engine maintained with regular oil changes. New Koni shocks, new chain tensioners, AM/FM/Cassette with Love Sound System, pretty yellow with black-out chrome and beige interior. $18,000 or $6,000 and take over lease. Call John Hammill 408-378-8695 and leave message, or 734-1622 (work).

1970 914/6 9140430131. Rebuilt engine and transmission, front sway bar and many extras. $9,000. Call John Hammill at 408-378-8695 or 734-1622 (work).


Improve your lap time at Sears and Laguna with 1) After market whale tail w/rubber edging (75 Carrera type), $175; 2) Twin pipe sport muffler for 911, $125; 3) Pair of Bandag recaps (new) on XWX 185x70, $60; 4) Pair of Bandag recaps (new) on Pirelli CN36 215x60, $50. Matt Ballentine, (415) 595-1195.

Ungo box - glove box model. Save 1/3, never opened, $220. 735-1277 eves. Al Lowenstein.


wanted

Left hand visor in white for a C model. Bra (Colgan) for a 914. Console (gauges type) for a 914. Fotos of the Talbot Yellow Turbo. Bill Patton (415) 543-8366 days. (415) 530-0609 evenings.

Will trade silver type 914 car cover for the green type. Bill Patton (see above).

Speedster bumpers. I inadvertently sold all mine. Glen Hills.

To borrow 35mm slides of past GGR events for the upcoming old-timers dinner meeting. The older the better, but we are interested in anything that is pre-1974. Please print your name on each loaned slide. All slides will be returned, of course. Tom Foster, 326-3646.

Typist. Be the first on your block to read Patton Place. Myriad of Minutes and other features penned by Patton. We are interested in anything that is pre-1974. Please print your name on each loaned slide. All slides will be returned, of course. Bill Patton or Jeff Lateer.

Purchase your old issues of Road & Track, Car & Driver, Sports Car Illustrated. Don Patterson (408) 354-0618.

HELP. I need as many photos of club events as possible taken in 1978 for our Scrapbook to be presented at the PARADE. Contact — the one who volunteered, but didn’t volunteer — Pat Walden (415) 462-0892.

Tune-up Tech

As a continuing part of our tune-up tech session series, this month we will concentrate on the 356/912. Rick Bower, of RPB Performance will teach you how to do it right, and keep these classic machines in a fine state of tune. Don’t miss it, there aren’t many instructors as good as Rick.

WHERE: RPB Performance
51 Perry Street
Redwood City

WHEN: Tuesday, May 8th
7:00 PM

WHO: All 356/912 owners, or any of you other tech ‘groupies’.
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MAY

1. TT GROUND SCHOOL – JOHNSON
4. TT SCHOOL TECH – SHERMAN
5. TIME TRIAL SCHOOL – JOHNSON
6. WINE WANDER – BROOKING, LATEER
8. TECH SESSION – WOODS
12. GGR AUTO-X NO. 4 – BLANCHARD
15. TIME TRiAL TECH – SHERMAN
16. PIT CREW – FOSTER
19. TIME TRIAL TECH – SHERMAN
19. DINNER MEETING – FORSTER
20. ZONE 7 AUTO-X – SAN JOAQUIN
22. TT GROUND SCHOOL – JOHNSON
24. BOARD MEETING – WOODS
25. TIME TRIAL TECH – SHERMAN
26 - 27 TIME TRIALS SEARS – JOHNSON

JUNE

2. GGR AUTO-X NO. 4 – MACK
3. FAMILY PICNIC – PATTERSON
9. UNKNOWN RALLY – LUGG NUTTS
10. TOUR – KELLER
12. PIT CREW – TROUTNER
16. TECH SESSION – WOODS
16. DINNER MEETING – FORSTER
21. BOARD MEETING – NEIDEL
23. UNTOUR – PASHA
30. ZONE 7 AUTO-X – SIERRA NEVADA