Many fine used
PORSCHEs
Under $10,000

ALEX'S
PORSCHE HOUSE
374-5920
Sales-Service-Parts • 3303 S. Winchester • Campbell
Ellaneous Mumblings

Elsewhere in this issue you will find pictures and statements from the candidates for the 1980 Board of Directors. In a few days, you will receive a ballot to vote for the candidates of your choice. Also on the ballot are three proposed by-laws amendments for your consideration. Explanations for these proposed amendments are also in this issue of the Nugget.

If you have questions about the candidates or the amendments, please call me or any of the other Board members. But most importantly — VOTE!! This is your club and voting is one way you can have a voice in its organization. I would like to see the voter turnout for this election to be the largest ever.

Also in preparation for 1980, you should begin thinking about how you wish to contribute to the club. During the first part of January, we will be planning our calendar for the entire year. You may wish to be a committee chairperson, to put on an event or you may just have an idea about a good event for the club to put on. Whatever your contribution may be, the club welcomes and needs. Please come forward with your ideas. WE NEED YOU!!

Sandi

Inside Your Nugget

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The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication. Questions regarding display advertising should be directed to the Nugget Advertising Managers, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to the PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members should contact the Membership Chairman, or other Board member for information.
GGR LONG TIMER’S REUNION

The September dinner meeting, featuring an opportunity for the “Old” (long time) and “New” (short time) to mix, was a smashing success.

HOSTS FOR THE EVENING

Held at San Ramon National Golf Club, the room was sizeable and comfortable and featured a beautiful lakeside view. Decor by Leta Evans included a staggering number of helium-filled balloons and hand-lettered signs (by Leta) greeting our counterparts of the past.

Charter members included Karl (the Hare) Keller, and Bob and Donna Sheldon. It seems many of the charter members became President at one time or another.

Featured during the evening were movies of the 1969 Parade at Anaheim, and a drivers’ school and mirror autocross held at old Cotati Raceway. Also, a slide show with such absurdities as Bruce Anderson with hair all over the place and Brian Carleton looking exactly the same back when Speedsters sold for $2,995. (His car looked the same, too.) Though the moves were sans sound, it appeared that DeAnne Carleton hasn’t changed much, either. I’d have sworn I also saw a shot of Gary Evans with straight hair.

It seems like all this fun would be hard to top, but the real highlight came as MC Burt Propp took the stage. He proceeded to introduce each of the Past Presidents in inverse order of their service until Perc Bliss received a deserved standing ovation in recognition of his devoted contributions to GGR.

FAMOUS LAST WORDS

The turnout, great! In attendance were seven couples representing the 21 charter members of the Region who still hold membership, some very actively. Also in attendance were eight of the 16 Past Presidents, including Perc Bliss, our first, and Mr. PCA, Burt Propp, our second. Paul Scott and Dave Hancock were in attendance as the only Presidents who have served twice in that capacity. Sandi was there as the current and first woman President. Jim and Claudia Fleming flew their private plane down from Oregon just to attend this reunion. Other Past Presidents in attendance were Frank Granata, Bob Garretson, and John Clever.

4/GOLDEN GATE REGION
The ever reluctant Burt was then coerced to tell his famed "fantastic" and "hollyhock" jokes. These jokes are so famous in GGR, that for years "fantastic" was the byword synonym for BS throughout the Region.

As each of the Past Presidents were introduced, they in turn shared with us a few of their memories. Bob Garretson, when asked how he had won the Dummkopf, asked "which time?"

a crunched Porsche door, no doubt from one of Harv and Linda Smith's old heaps.

This was a terrific dinner meeting presenting a rare opportunity to hobnob with the people who put this Region on the map and brought it to where it is today.

OUR FIRST PRESIDENT
Sort of says it all, huh! Dave Hancock told how he had won the dreaded "D," one of the more hilarious stories. Seems he had an electric garage door opener, which, because he drove so fast, had to be activated as he left the freeway or the door wouldn't open in time as he pulled into the driveway. On one occasion he activated, only to discover that moments before, his wife, approaching from another direction, had already done it. You guessed it. Dave had closed the door in the middle of his wife's car. Beautiful. Frank Granata got his for tailgating a State Trooper. Jack Tedford for forgetting the food for the family picnic, which he was chairing.

'LET ME MAKE THIS PERFECTLY CLEAR'
Thanks Toby and Leta for a great and a job well done. "Fantastic!"

Bill Patton

WANTED: RETREADS!
As door prizes were about to be depleted, Len Peterson and Rob Meli got up in a huff, tore up their tickets and departed. This significantly increased the odds of Burt Propp winning the Grand "Door Prize," (which he did),

'I JUST LOVE BALLOONS'
WHEN ONLY PERFECTION IS DESIRED

AUTO BODY REPAIR

FRANK CHAVEZ • 2715 HYDE ST • SAN FRANCISCO, CA. 94109 • (415) 775-0557
PLAUDITS!

Dear Roger and Matt:

After experiencing such a wonderful Auto Cross that was well organized and well staffed, both Neva and I would like to congratulate you both for your outstanding work as co-chairmen.

Certainly, we are new to this series this year, however, we feel that you did an outstanding job in presenting this event to the membership and that you should be commended. It is always gratifying to observe a member accepting a responsibility, however it is more rewarding when that member performs the responsibility to their highest potential. You two, as well as your many associates who helped you present this event, are in that category.

Looking forward to again seeing you both at the next Zone 7 Auto Cross at Stockton.

Sincerely yours,
R. E. "Bob" Burton
President, San Joaquin Region
Porsche Club of America

This event was smoothly run because of GGR's team effort. Several GGR members that are not active in the Zone 7 autocross series worked this event alongside of the regular series competitors. We want to sincerely thank all of the members who so enthusiastically devoted their time to make this event a success and a credit to Golden Gate Region.

Matt Ballentine
Roger Ryan

ANTI-AUTOCROSS

Okay all of you hot dog VW, Honda, Bus, Mack Truck, Audi, Pickup, Datsun or DI drivers – it's time to stop bragging about your “fast” street car and bring them to an autocross designed for “other” cars. Remember the saying - When The Green Flag Drops, the Bull - - - Stops.

The only rules are no open-wheel cars and no motorcycles. If you must run your Porsche, you may. Seat belts and mufflers are required as usual.

We will precision-guess classes and stick you in somewhere. This “un-autocross” is for non-autocrossers as well as autocrossers – everyone can join the fun.

Call John Johnson only if questions — (408) 274-8659.

WHERE: Alameda County Fairgrounds
Pleasanton, CA

WHEN: November 3, 1979
Registration: 7 AM-12 PM
First car out: 9 AM

AUTOCROSS RULES

Those of you who have “discussed” the current autocross rules for this year with us now have your chance to change them for 1980. On November 17, the Autocross Rules meeting for 1980 will be held at the Atlee residence starting at 12:30 PM. Major items on the agenda were published in the September Nugget. Items can be added to the agenda at this November meeting if a majority attending the meeting votes to make the addition.

Because of the long agenda, discussion will be limited for each agenda item, with each person being allowed one discussion time for each item. In the best interests of all, no alcoholic beverages will be consumed until after the meeting is adjourned. BYOB please (soft drinks, or post-meeting booze) however, we will be happy to supply coffee for you caffeine freaks.

Remember, this meeting is open to all interested GGR/PCA autocrossers, and if you fail to attend, don’t gripe about next year’s rules because YOU are at fault for NOT attending!

WHERE: The Atlee’s
4664 Fort Royal Place
San Jose, CA 95136
Telephone: (408) 578-7499

OTHER: The spa will be on, so bring your suits.

Ted & Susie Atlee
Autocross Chairpeople

TIME TRIAL RULES

Due to a conflict with a POC Time Trial, the time trial rules committee meeting will be held on Sunday, November 11th and not on November 18th as previously announced. Remember, this is the only meeting to be held to establish the rules for 1980.

WHERE: John Johnson’s home
1779 Shady Creek Court
San Jose, CA

WHEN: Sunday, November 11th
12:00 PM

Call only if questions — (408) 274-8659

Remember BYOB!!!
GGR RACERS

Bob Zuikowski loves beating Corvettes in his 914-6, and he has been doing it this year in Category 1 of SCCA’s professional Trans-Am series. This Corvette Killer started as an almost new 1973 914-4. In 1975 Bob first built the car for SCCA’s time trial series; from the outset Bob started winning his C-Production class and went on to obtain his regional racing license. By year end, Bob and his blue and black racer had won both the time trial series and the regional race crown. Not a bad introduction to Porsche racing.

Bob’s introduction to Porsche performance goes back to 1969 when he and Gloria started autocrossing in their 1966 911 (which they still own). Heavy autocrossing continued to be a major pastime for Bob and Gloria for the next six years — evidently an excellent training ground.

Starting with 1978 Bob has been running the professional Trans-Am series, which meant additional modifications to the car. The biggest expense has been building and maintaining two engines, one a reliable 2.4 911 engine and the other a sprint 2.7 engine. Both use Carrera sprint cams, 46 mm Weber carburetors, flowed heads and racing exhaust. To resolve transmission problems associated with these big power engines, Bob has built a 916 transmission with oil cooler. The suspension is hung on plastic bushings, with Koni racing shocks in the rear and Bilstein racing struts in the front, which dampen the heavy springs front and rear. All seals on the body have been rewelded to give added strength to the full roll cage that attaches to suspension pick-up points. Bob has built a windshield mounting system that allows easy removal, so he can run in either Trans-Am or IMSA GTU.

8/GOLDEN GATE REGION

This year, in traveling from Mexico to Canada and to Watkins Glen twice, Bob has been getting in a lot of racing, with some third places his best finishes (hopefully the improved transmission will bring some first places). For 1980 Bob is seeking serious sponsorship, as he feels he can compete for the series championship. His new 24 foot enclosed trailer certainly enhances the 1980 effort. Watch for the beautiful blue and black number 23 at the next race.

Tom Green
Race Editor

panache for your porsche

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

We also stock Goodyear Racing Tires, Pirelli P7s and GN36s, Traction recap on XWx casings, BanDog recap on XWx casings, plus recapped P7s and Vintage tires. Other wheels now in stock are Centerline, Revolution, and Jumboled. Plus Corbeau or Recaro seats, whatever makes your bottom happy. And Cronus timers.

Special prices for PCA carholders

Roger Kraus Racing Enterprises
2870 Grove Way, Castro Valley, CA 94546 • (415) 588-4836 588-9931
RUN-OFFS

Sears Point Raceway was the site for the 2nd Annual SCCA Pacific Coast Run-offs on the weekend of September 22nd. Competing PCA-ers included Reinhard Riedel in Showroom stock, Bob Copeman in B-Production, Johnny Humphreys in E-Production, and Rich Bontempi in D-Production. My apologies to Reinhard, I could not reach him this week to find out how he fared.

Saturday's qualifying sessions showed Rich fast, Johnny slow, and left Bob with a large handful of bent valves and rocker arms. The engine was torn down and rebuilt in the rear of Rich's trailer and was back for Sunday's qualifying. New tires matching Johnny's previous week's suspension tuning session brought his times down almost three seconds to 1.58:06 in the venerable roadster. Rich blistered the track for a new D-P lap qualifying record of 1.53:81, formerly held by the Huffaker TR-7.

In the B, C, D-Production race, Rich lost his D-P "pole" to a Corvair (Ralph who?) on first lap. By lap three, Rich caught and passed the Corvair, then spun in turn 11 on oil. The Corvair spun in turn three on the 10th lap, allowing Rich to get by and win a berth at Road Atlanta. Rich was ably assisted by his PCA crew members: Rich Thiele, Lee Brittell, Lona Brownell, and Mike Shields. Bob had more bad luck in the early stages of the race in the form of a mild t-boning from a Z-car, putting him out of the race.

Four hours before the start of Johnny's E-Production race, motor-doctor, Rick Bower, prescribed an engine pull to lap in a leaking intake valve. This was down with time to spare.

In the race, Johnny quickly grabbed third place behind two rapid MGB's. The lead B spun and Johnny held second for a brief time before the B passed him. The lead son-of-B tried too hard to stay ahead and blew his engine, leaving Johnny in second, which held up to the finish. The leader and Johnny were both milking sick engines on the last two laps, but managed to hold their position. Johnny's PCA crew consisted of Lorin Guy, Phil Mullen, Rick Bower, Joan Sanders, and Marsha Wilson.

Rich threw a post-race party, pigging everyone out on pizza and beer. A great way to end a memorable weekend.

The Kansas City Bachelor

TECH SESSION — NOV.

Have you ever wondered why the Porsche cars have become so famous? Sure they are nice touring cars but they also have an incredible history of winning races. Porsche has a short history compared to some other marques; on the other hand, they have had what is said to be the best engineering and development department ever. We have a member in our GGR ranks that is well versed in this area of what made Porsche superior. At our November 10th Tech session, Jim Wellington, complete with slide show, hand-outs and many show & tell items, will present an historical study of the Porsche motors from the olden 1100cc to the intricate 771 flat eight. Jim plans to make this GGR Tech session the best ever. Because Jim is covering such a large topic in a short 3 hours, he will include a lunch break so that we will have plenty of time to see his wares of amazing Porsche engineering history (would you believe a disassembled flat eight)? So bring your lunch, cold drinks will be available; coffee and donuts will be provided as usual.

WHo: Jim Wellington and his moving road show.
WHAT: Porsche Historical Study
WHERE: Garretson Enterprise
1932 Old Middlefield
Mt. View, CA
WHEN: Saturday, November 10th
10:00 AM
QUESTIONS: Call Jerry Woods, 967-2858 Days

Remember the on going tech quiz? Yes, this session merits participation, so bring your pencil. Jim's training school teacher creates a devilish test, which can be fun for all since the quiz comes only from material presented. See you all there.

Jerry Woods
Tech Director

DECEMBER TECH

Look forward to an interesting collection of Porsche historical cars (Spyders, Abarths, etc.). These are to be displayed and discussed by their owners; viewed and enjoyed by us, the GGR Membership, on December 8th at Garretson Enterprises at 10:00 AM (same place, same time, different date and subject.)

NUGGET/9
HOLIDAY SPECIALS

Porsche Key Chain. A thoughtful stocking stuffer for the Christmas celebration. Special holiday prices — Pewter key chain $4.95, gold plated key chain $6.95 plus shipping.

Protection Plus. Protect those expensive 911 alloy wheels with McGard wheel locks. Set of four with unique coded tool to remove the locks. Regular $18.95 set. Holiday special $12.95 plus shipping.

Books to Enjoy. “The Porsche Book” with its 480 pages and 650 illustrations on the history of Porsches up through 924, 928 and 936. $25 plus shipping. “Porsche: Excellence Was Expected” is a masterpiece for any library — over 1,100 pictures in 880 pages. $57.50 plus shipping.

Style Auto Jackets. Beautiful yellow and black Porsche jacket for that special gift. Washable, very warm, and great for the ski slopes. Specify small, medium, large or X-large. $74.95 plus shipping.

New Year Wishbook. Enjoy 1980 with your own copy of a beautiful 80-page Porsche parts and accessories Wish-book. The finest Porsche catalog printed. Send $2.00 today, or order one when you call in your order.

Give it your best shot! Attractive photo album in either brown or black with gold crest. Holds 80 photos of your Porsche and Porsche friends. $13.95 plus shipping.

Payment by VISA, Master Charge, BankAmericard, money order. No personal checks, no COD.

AUTOMOTION
3535 Kifer Rd., Santa Clara, Ca. 95051
(408) 736-9020
TIME TRIAL NOTES

The first year of our GGR Time Trial Series is now over and it is now time to thank everyone who made it happen:

Hank Malter — Track Steward
Dave Neukom — Communications
Joe Hartman — Track Preparation
Bob Sherman — Tech Inspector
Stephanie Home — Grid
Terri Rosatelli — Corner Workers
LaQuita Hills — Registration
Glenn Hills — Publicity
Jeff & Barbara Lateer — Timing
Dave & Pat Walden — Announcing
Tom & Marj Green — Event Reporters
Walt & Barbara Maas — Chief Instructor
Sandi Candlin — General Manager, etc., etc., etc.

These people are the "Chairmen" of these areas. In addition, all of these people had great support crews who helped them — many of them at all the events. The names are too numerous to mention here but I do thank them all for their help and support. None of the events could have happened without them. We had a great crew of instructors this year who helped us with new students and with our new licensing program. I thank all of them for their time and patience.

I would also like to thank our sponsors:

R. S. Taylor Porsche/Audi
T & D Porsche Works
Kahler’s Import Shop
Bud Hart Porsche Racing

Their support financially makes it possible for GGR to put on these events. In addition to their monetary support, these sponsors have helped us by hauling timing equipment, fire extinguishers and other equipment to the events, opening their facilities for ground schools and tech inspections and bringing our beer to us at the end of the events.

This year, for the first time, we are awarding year-end trophies for the winners in the best two out of three events. These awards will be given out at the November dinner meeting on November 10. Be sure to attend and cheer on the winner (details elsewhere in this issue). The next day, November 11, will be the meeting to establish the time trial rules for 1980. See you at these two events and next year at the track!

John Johnson
Time Trial Chairman

VEAL? CHICKEN?

Anyone who had menu problems at the September Dinner Meeting just let me know and an adjustment will be made.

Marge Forster

P.S. The chicken had bones.

DINNER MEETING

November is the month to remember everyone involved with the time trials. This includes the chairmen, John Johnson, all the workers who made it possible and of course the drivers who trophied. So if you like time trialing or want to find out more about the sport or worked hard for the club to make them a success, treat yourself to an evening out with fellow Porsche Pushers and help us cheer for one and all.

WHERE: Lou’s Village
1465 W. San Carlos Street
San Jose
293-4570

WHEN: Saturday, November 10th
6:30 PM No host cocktails and hors d’oeuvres
7:30 PM Dinner

COST: Filet of Sole Almandine $11.50
Cross Rib of Beef $11.50
Includes: salad, potato, vegetable, beverage, dessert, rolls and butter.

Make check payable to PCA/GGR. Indicate meal selection and mail to:

MARGE FORSTER
1572 Bedford Avenue
Sunnyvale, CA 94087
Telephone: (408) 737-0861

Deadline for reservations: November 6, 1979
You are responsible for your reservations.

TECH TIP

FARMS IN BERKELEY?
CORROSION IN CALIFORNIA?

Fortunately, we have few corrosion problems in California. But no Porsche is immune from corrosion, even in California. In fact, most of us are aware that there are specific areas in California from which one would not, for any price, purchase a Porsche. A little care and preventive maintenance can save one a lot of anguish.

If you take your Porsche to the ski areas, bear in mind that those chemicals that cause the foliage to brown beside the highway will also promote corrosion on your Porsche. No, it isn’t salt, but the effect is much the same. Thoroughly rinse the wheelwells and the underside of your Porsche after a ski weekend.

Mud deposits in the seams, crevices, nooks, and crannies of your Porsche can cause corrosion, even in the summertime. The mud collects moisture from the atmosphere and holds it against the ferrous metal surfaces. Keep those wheelwells clean.

Joe Padermderm
NUGGET/11
ONCE UPON A NUGGET

Once upon a time there was a group of people who thought that since the Golden Gate Region was of the best in addition to being one of the largest regions in all of PCAdom, it should have the best newsletter. These people approached the Board of Directors; and after about two years, finally got the chance to show what the “new” Nugget could do for the club. These people also formed a core group of concerned technical and aesthetic experts who became known as the Nugget Guidance Committee.

The Guidance Committee advises the Board of Directors and the Editor on the best policies and methods for efficient and effective Nugget Publication. The Committee members have all had experience in publication work, some having been editors for technical materials, artists, graphic designers and production specialists.

The Nugget is currently produced with the aid of the Guidance Committee and a staff of workers. The following is a rough idea of what is involved in putting together a Nugget for publication.

The Editor receives the articles in any form or format from rough handwritten copy, to final draft quality material. He then inspects the material for accuracy (referring subjects such as Tech articles to the Technical Director, etc.) and readability. Next is the typing, which is done by Adamson & Walton Associates in Mountain View (Gary Walton is a PCA-GGR member). We pay them to produce final production type, complete with all type style changes and titles. This process usually takes from the 1st to the 5th for editing and the 10th-12th for the type, assuming articles are received on the first of the month. Add 10-12 days to the date a late article is received by the Editor.

In an ordinary month, the production is usually a 5-7 day process. The paste up and design of the issues are done using the facilities at Adamson & Walton, at no charge to the club. The facility is only available nights and weekends, however. Design work, and follow-up typing of late articles, as well as proof reading and the resulting typed corrections, ordinarily takes about 2 days and requires 2-3 people. Often the designed pages are pasted up by one of three people as soon as they have been laid out. At this time, all ads have to be placed into position and articles with photos have to be indicated. On following days (day 3 or 4) paste up in full is started, with as many as 4 or 5 people working, which again includes a volunteer typist to do corrections and the ever present late articles. Other paste up steps are to insert all titles and photo captions, specify drawings and type the Table of Contents. One day is usually spent on photo work by the Editor/Photographer to produce photos from negatives and to make duplicate black and white photos from color prints and color slides. The last days work may include specifying all special effects, including color and “fade out” of pictures and drawings. Total production time can approach a time of 60 to 80 hours of work each month (man hours, or total time of all workers). The Nugget is then taken in its “pasted up” format to the printer; Rosicrucian Press in San Jose. The normal turn around time is from 7 to 10 working days. When as the printer has completed the job, the Nugget is addressed and mailed by another volunteer crew, usually requiring only one evenings work. If you go back through these approximate times, you can see that we run very close to a 30 day production period, with the swaying influence being the difference in the printing and the timeliness of material that gets to the Editor.

If you have questions about the production methods or time schedules please contact the Nugget Editor, or a member of the Guidance Committee.

GUIDANCE COMMITTEE: Terri Rosatelli – Chairman
Gary Walton
Bruce Anderson
Tom Foster
Glenn Hills
Jeff Lateer

TIME GUIDANCE

The Nugget Guidance Committee met on Wednesday, September 19th, and came up with the following solution to the problem of Nugget timeliness. In order to understand the solution fully, it is necessary to examine the problem. The Nugget’s purpose is to inform members of current and future club (and other Porsche related) events. It has other functions of providing follow-up articles on club and Porsche related events and providing technical and general interest stories in an effort to appeal to the broadest base of member/readers. The critical factor in the timeliness of the Nugget is that all members receive information on upcoming club functions to promote more participation at these events. The Nugget Guidance Committee feels that the problem can be met by: 1) Getting the information to the members well ahead of the event; and 2) making sure that the events get repeated publicity and multiple exposure to the member/readers.

In order to meet this obligation, the Guidance Committee feels that a three month calendar, similar to the “Up Coming” or “PCA Update” sections found in Panorama, should be published in the Nugget. It is felt that if an event is given a short write up three months ahead of the scheduled date, followed by full event publicity (full length “feature” articles on the event including exact cost, meeting place, etc.) in the normal fashion, concentrating on events within a six week period of the publication date, the issue of Nugget timeliness will be met. This advance publicity will insure that a potential participant will be well informed about the upcoming events in advance of critical Nugget mailing/receiving dates.

A second problem that the Committee dealt with is the problem of deadlines and how to see that all contributors to the Nugget will adhere to the established material deadlines. It imperative to have material on time to assume the production schedule is not delayed. Additionally, it is important to have material that is current and up to date. Terri Rosatelli has volunteered to solicit articles and to coordinate with the Editor and the Activities Director the “enforcing” of these deadlines by careful control and
follow up of various contributors.

A third area was examined and proposed by the Committee was one of Nugget scheduling. It was noted that there was not a definite schedule for Nugget preparation. A tentative schedule has been established to allow the various volunteers who work on the Nugget to schedule their time so they can be free for Nugget preparation as needed. These dates are outlined as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Month</th>
<th>Dates</th>
<th>Printing/Mailing Problems</th>
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<tr>
<td>1979:</td>
<td>October</td>
<td>15 - 19</td>
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<td></td>
<td>November</td>
<td>12 - 16</td>
<td>Thanksgiving — Printer’s closed</td>
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<td></td>
<td>December</td>
<td>10 - 14</td>
<td>Christmas/New Years — Printer’s closed</td>
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<tr>
<td>1980:</td>
<td>January</td>
<td>14 - 18</td>
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<td>February</td>
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<td>March</td>
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<td>9 - 13</td>
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<td></td>
<td>August</td>
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<td></td>
<td>September</td>
<td>15 - 19</td>
<td>Parade issue enlarged — possible printing delay</td>
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<td></td>
<td>October</td>
<td>13 - 17</td>
<td>None</td>
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<td>November</td>
<td>10 - 14</td>
<td>Thanksgiving — Printer’s closed</td>
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<td>December</td>
<td>8 - 12</td>
<td>Christmas/New Years — Printer’s closed</td>
</tr>
</tbody>
</table>

**DAILY SCHEDULE OF WORKERS NEEDED**

- **Monday** — Make dummy copy, proof read/correct and design layout
- **Tuesday** — Start paste up and placement of ads
- **Wednesday** — Paste up
- **Thursday** — Paste up, titles, spec photos, page numbers, corrections
- **Friday** — Photo reductions, spec color, Table of Contents, etc.
- **Saturday/Sunday** — “Mop up”

**NOMINATIONS**

The bad news is, Pat Walden has found it necessary to withdraw as candidate for Vice-President, and Stephanie Home has withdrawn as candidate for Secretary, both for personal reasons. We are sorry to lose them as we feel they were top notch candidates.

The good news is, Steve Ponciroli has accepted candidacy for Vice-President and Matt Ballentine has accepted for Secretary. Thus, we welcome two top notch candidates.

*Bill Patton*

---

**KEN'S PORSCHE TECHNIQUE**

- Owner/Mechanic Ken Mack
  - Provides More Than 9 Years Of Porsche Experience.
  - Complete Repair And Service.
  - Top Quality At Fair Prices.
- Labor Rate $28.00 Per Hour, Good Thru December 1979.
- PCA Member Since 1970.
- Do It With “Techniquel”

**PHONE (408) 379-3220**
MINUTES
BOARD OF DIRECTORS' MEETING
September 21, 1979

LOCATION: Patton home in Oakland.

PRESENT: All regular Board Members except Stephanie Home; Editor Jeff Lateer, Past President Glenn Hills, Goodie Bag Mgr. Terri Rosatelli

GUESTS: LaQuita Hills, Denny Kahler, Steve Ponciroli, Sharon Trethan, Ron Trethan, Marsha Keller, Brian Keller, John Clever, Barb Lateer, Sasha Thieie, Brooks Thieie, Doug Price, Johnny Johnson, Sylvia, Hostess.

Old Business:

Statement of Policy — The entire Statement of Policy was reviewed, certain changes to be made by the Secretary. Only four Directors turned in job descriptions. The Secretary will prepare a "draft" copy of the Statement of Policy incorporating all changes, solicit job descriptions from the remaining Board Members, solicit job descriptions from the present holders of the "appointive positions," write job description for "Preparer of The Scrapbook" himself, and create a place for description of "Assistant Treasurer" for future addition. Secretary to have all this available by next Board Meeting so it can be in its final form by the Joint Board Meeting.

The Roster — Sharon reported the Roster will be available by October 7th. There are now a total of 68 ads. Linda Smith has volunteered to do the preparation again next year as this year she prepared a "memory disk." Sharon authorized an additional $15 for slightly larger print for the advertisers.

Nominating Committee — The Committee presented Steve Ponciroli as candidate for VP and Matt Ballantine as candidate for Secretary. They were confirmed. The Committee turned in a written report including job description which is recorded in the permanent minutes and which will be added to the Statement of Policy. Copies of job descriptions will be sent to all candidates.

Nugget Ad Mgr — Jeff has received all records and been briefed by the previous Ad Mgrs, who have agreed to do all collections thru December 1st. Maridon has not been contacted regarding their outstanding debt but Jeff will pursue. Jeff will brief Marge on the job for 1980. Roger Kraus will be given a free month of advertising as his ad appeared backwards in the September Nugget. Rates, and other issues will be dealt with at the next Guidance Committee Meeting. They will make recommendations to the Board at the next Board Meeting.

Mini Survey — Correspondence from candidates Barbara Berens and Gary Sanders was reviewed. A Special Board Meeting to deal with this item has been arranged for October 16th at the Neidel home. It is presumed all Board Members will do their homework in advance and be prepared with their list of questions.

Cookbooks — Quotes received by Marge to date are too high. Sharon Trethan volunteered to get other prices in an effort to improve.

New Business:

Activities Week — Lateer and Patton expressed interest in publicizing Activities Week now. Patton will do an article for the Nugget.

Nugget Guidance Committee — The Committee submitted a written report thru its new Chairperson Terri Rosatelli. The report was accepted by the Board after a lengthy discussion from the floor. The membership is encouraged to submit its constructive ideas for improvement, in writing, to the Committee before its next meeting. Suggestions should be submitted by October 23rd.

Bake Sale — Brian Keller reported the bake sale netted $244. The best ever. A super job by the Kellers.

Dual Member Dues — Dues were increased to $9.00 as of January 1, 1980 to coincide with National’s new dues and regional refund.

Time Trials — There are 107 entries for the next event. This is the second highest number we’ve ever had for a time trial. Johnny is already working on dates for next years events.

Sponsorship of Events — Brooks Thieie reported he is getting good response and is still at work lining up additional sponsors. He felt that more direct appreciation to the sponsors would be appropriate.

Occidental Tour — Paul Troutner requested an advance of $636 to pay the motel. The Board felt more details were necessary, will obtain them from Paul then poll the Board by telephone.

Directors’ Reports:

President — Sandi indicated a nice letter had been received from Bob Burton, President of San Joaquin Region regarding the GGR Zone 7 Autocross. The PCR Committee has been selected and our own John Clever and Linda Smith are on it.

Vice President — Marge will solicit funds from people who made reservations for the last dinner meeting but did not show. The chicken/veal controversy was dropped as no one knew who had what.

Secretary — Patton asked for a Committee to mail the ballots and the following agreed to help: Sharon Neidel; Marge Forster; Sandi Candler. Alan Brookings will be asked to participate. Bill submitted the preliminary layout for the ballots. Approved.

Treasurer — Bob submitted a written report. The discrepancy on Time Trial figures has been resolved to the satisfaction of the Treasurer and the Time Trial Chairman.
Myriad of Minutes - Continued

Membership — Sharon submitted a written report. 15 new members were approved.

The Nugget — Jeff had no report but showed off his new coloring book.

Goodie Bag — Terri turned in a bunch of money and submitted several items for the Board to consider as new items for the Goodie Bag. One, a wine tote will be handled on a special order basis.

Next Meeting — Special Board Meeting to deal with Mini-Survey to be held at Neidel home on October 15th, 8:00 PM. November Board Meeting on October 26th at Home home. December Board meeting is the Joint Board Meeting on November 30th. You are invited to all Board Meetings except the Joint Board Meeting which is closed. Please inform the Host/ess if you plan to attend. Bring your own fuel.

Respectfully submitted,
Bill Patton
Secretary

RALLY STANDINGS

The point standings for the first 5 rallies are presented below, with two more to run.

<table>
<thead>
<tr>
<th>DRIVER</th>
<th>NAVIGATOR</th>
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<tbody>
<tr>
<td>John Clever</td>
<td>Sandi Candlin</td>
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<td>109</td>
<td>91</td>
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<tr>
<td>John Johnson</td>
<td>Barb Lateer</td>
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<td>91</td>
<td>90</td>
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<tr>
<td>Jeff Lateer</td>
<td>Jerry Woods</td>
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<td>90</td>
<td>83</td>
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<tr>
<td>Terri Rosatelli</td>
<td>Faye Troutner</td>
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<tr>
<td>83</td>
<td>67</td>
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<tr>
<td>Paul Troutner</td>
<td>Shirley Neidel</td>
</tr>
<tr>
<td>78</td>
<td>61</td>
</tr>
</tbody>
</table>

Remember that your two lowest scores are dropped at year-end, so these standings can change as we finish the series. There are many of you who can show up and tip the scales in your favor; so let's see you at our next rally, the Picture Rally. So far, we’ve had 100+ different people attend the rallies, why not come out and see what they are enjoying?

Paul Troutner
Rally Chairman

Dear Region Members:

I feel your region may be interested in a group order to save some money. Per the upcoming Pano ad all shirts this year are $6.00 each plus an additional $1.00 for postage and handling. If you can get together an order of 25 or more shirts you can save considerably on freight and packaging costs.

And when ordering in group form you can save $1.00 off of each youth shirt — instead of $6.00 each, you can purchase them for $5.00.

With Christmas coming, these shirts will make ideal gifts for the whole family.

This year, you’ll have a choice of powder blue or white t-shirts. The men’s shirts are a heavyweight 100% top quality cotton in sizes small, medium, large and extra large. The ladies are a french cut style of 50% cotton - 50% polyester in sizes small, medium or large. Youth sizes, henceforth, will only be available in medium or large and may vary from 100% cotton to 50/50 poly/cotton blends.

Our aim is to expedite your orders as fast as possible so we reserve the right to substitute one color for another if an ‘out-of-stock’ situation occurs. The substitute color would be either white or powder blue.

Looking forward to seeing everyone next summer.

Lorie George
Oregon ’80 Goodie Store Chairman

Please place your order with Terri Rosatelli, GGR Goodie Bag Manager. Available at most GGR events, or phone 264-9255 (days), 262-2366 (evenings).
Quality service is a rare combination of experience and high standards. We provide the same quality service to our daily customers and our racing team.

Winning long distance GT races against the best teams & drivers in the World Makes and World Endurance Championships requires the same craftsmanship and attention that you require as our customer.

From vintage, carbureted 356's to fuel injected, catalyzed and reactivity 930 Turbos, our professional craftsmen have a wealth of experience.

Our equipment ranges from EFI Analyzers to a Hunter Alignment Rack to CIBIE RECLOSCOPE™ Optical Light Alignment. We also have a fully equipped machine shop for precision custom machining and fabrication.

We have reorganized and expanded our parts department for better service and a larger inventory. Our goal is to have all the parts and accessories you need for routine maintenance, restoration, and competition too! Even apparel, gifts, and exotic goodies! Our new catalog will be out soon (fingers crossed) and we think you'll appreciate some of our innovative ideas.

Whether your need is for parts and accessories, or quality service for your Porsche, call on us at Garretson Enterprises. We provide the quality service that wins races, and friends.

Garretson Enterprises
1932 Old Middlefield Way
Mountain View, California 94043
(415) 967-8634 | Parts
(415) 967-2858 | Service
Open Mon.-Fri. 9:00 To 6:00

garretson enterprises
924 CARRERA GT

Pictured here are a pair of cars destined to keep the Porsche name at the top of race results in the near future. The first a new vehicle for Porsche mystique and tradition, the 924 Carrera GT, is still in experimental stages, yet was shown at the recent Frankfurt Auto Show. The 924 Carrera is a car designed to create a marketing appeal to present day Porschephiles who in the past would have bought Abarth’s, 904’s or 3.0 Carrera RS’s. Porsche is concerned about having a sporting/performance image, and wanted to have a 924 with that image to promote and preserve the 924 as their ‘car of the future.’

The Carrera will produce 210 HP in Europe, but probably 10-20% less in the US. It will, of course, be turbocharged, and have a charge-air intercooler. It is rumored that as soon as FIA rules are finalized in December, Porsche will rush to produce the necessary 400 units to homologate the 924 Carrera to use it as the basis for an entry in the Group 5 German under 2 liter championships. It is speculated that it will have a 1.4 liter turbo with dual overhead cams and 4 valves per head. It should produce in the neighborhood of 370+ HP if it is to be competitive. Porsche hopes that by producing a 924 with this high a performance level it will help boost sagging 924 sales in the US. The car, still in a prototype stage, may not appear exactly as pictured; for example, the scoop will probably be changed, as will the interior layout. It stands currently as being 300 pounds lighter than the 924 Turbo, and is even cleaner aerodynamically.

The other car shown is the elusive 924 D-Production car, this one belonging to Al Holbert. Porsche selected Holbert to help sort out the car. He has been working concurrently with the factory, and has made several trips to Germany to confer with the race department.

Holbert, along with four other dealers, among them Vasek Polak and Bob Hagstead, will be racing these cars as soon as they are ready. Some minor setbacks have occurred in the program that have delayed it, among them SCCA’s denial of a more advanced rear suspension. Let’s keep our eyes on these two cars; they should give us years of exciting racing to watch.

Jay Dodecastheon
ELECTIONS — 1980

Presented on these pages are 14 candidates for the Board of Directors and three proposed bylaw changes. These issues and candidates demand your highest level of attention, as your vote will determine Golden Gate Region’s leadership for the next year, and its direction for years to come. Choose your Board of Directors carefully. These people are asking you to give them the authority to make appointments, spend our money, make lasting policy decisions and attend to ongoing business of the region. If you would like to know any candidate’s view on any club issue, feel free to call them, as they are asking to become your elected representative. The candidates are presented in alphabetical order, in the order of offices that will appear on the ballot.

PRESIDENT

BILL PATTON

I’ve enjoyed 12 Porsches, 3 Parades, hundreds of events and multitudes of people since joining GGR in 1972. I’ve also enjoyed working for the Club. Among my qualifications are: served on the Board as Treasurer and as Secretary; served as Goodie Bag Mgr., Social Chairman, Panorama Reporter for 3 years, Chairman of the Nominating Committee; produced the GGR jacket patch and the new GGR sun visor; contributed articles and photographs to the Nugget and to Panorama; authored and pursued completion of Patton’s Folly I (the questionnaire); organized and co-chaired Patton’s Folly II (the election procedure); organized and pursued the restructuring of the Board (as outlined elsewhere in the Nugget); co-chaired a rally and two tours (one of which was voted ’77 Event of the Year); won the Dummkopf (undeserved). I would enjoy serving as President of GGR in 1980 and promise to continue to work hard for the Region. Besides, the other guy wears black.

Bill Patton

GARY SANDERS

The responsibility of this office requires the dedication of time and resources for an entire year. The Nominating Committee has now provided me with an opportunity to properly serve this club.

Therefore, with over 4 years of increasing interaction in club activities, an enthusiastic attitude towards the car and the blessing of my wife, I am seeking the Presidency of this club.

An opportunity exists to expand the club concept and by combining social and competitive events. The effectuation of that concept will be one of my objectives in 1980.

Respectfully,
Gary L. Sanders
VICE PRESIDENT

Barbara Lateer

I have been a member of Golden Gate region since February, 1977. Since that time I have been very active in all club activities; from timing at Time Trials, assisting the Nugget editor whenever possible, putting on the Opry House Tour, chairing this year's charity event and attending as many rallies as possible. I have also attended almost every Board meeting for the last two years; and feel I really understand how the club functions. Thanks for your vote.

SECRETARY

Matt Ballentine

I feel honored to have been nominated for the Board. Over the past ten years, I have had the pleasure of owning four Porsches. Since 1976, I have enjoyed multitudes of events that were made pleasurable by the friendly and enthusiastic members of GGR. If elected, I will perform the duties of Secretary to the best of my ability and I will endeavor to bring credit upon this already excellent organization.

VICE PRESIDENT

Steve Ponciroli

I am a Porsche enthusiast and a member of GGR since 1975. Autocrossing, dinner meetings, and two parades are among the many events I attended. The enthusiasm and excellence of Golden Gate Region members generates an added interest to participate at a higher level. I am running for the office of Vice-President. Your support and encouragement is requested; my enthusiasm and dedication is promised.
SECRETARY

I have been a PCA-GGR member for 1-1/2 years and have been extremely impressed by the enthusiasm generated by its members in making the club so successful. I am running for the position of Secretary as I feel I can contribute in this area and helping the club to grow even more. My past experience in helping the club has been as the Sponsorship Rep.

Brooks Thiele

TREASURER

To be effective, your Board members need to represent the total club's interests and needs; and not allow one type of event to suffer at the expense of another. I feel that I can do this. Having been active in GGR since 1975, I've enjoyed participating in club activities ranging from Auto-crossing to Social Events. I've also been the Rally and Tour Chairperson and hosted several events. This club is what you make it and I would like to give something for all that I have received.

As our region continues to grow in size, our financial position becomes increasingly more complex. Working as a Cost Accountant, I believe that I am qualified to serve you as the Treasurer. I'd like to thank the Nominating Committee for their confidence and hope that you share their view by voting for me.

Paul Troutner

After 5 years of being involved in GGR as Pit Crew Chairperson, Nugget Editor, Poster Chairperson, as well as putting on several events including, rallies, auto-x's, tours, and social events, I feel I am prepared to serve on the Board of Directors with enthusiasm. Dealing with the accounting of my own business, I feel well qualified to handle the position of treasurer and would appreciate your support.

Barbara Berens
"There’s a job to do and I’ll get it done!" Well, it sounded better when John Wayne said it!

Leo Pruett

I became a member of PCA-GGR in November 1972. I have participated in all types of activities of the Golden Gate Region. I would appreciate the opportunity to serve as Activities Director for 1980.

Sharon Trethan

Becoming a member of Golden Gate Region PCA is one of the greatest things that ever happened to me. I have had more fun, driven at exceptional autocrosses and time trials against tougher competitors than I thought possible, gone to some outrageous parties, partook of both delicious cuisine and rubber chicken at dinner meetings and most of all, I have come to know Porsche people. It’s Porsche people that make those things happen. The diversity, complexity and spirit of Porsche people is delightful.

I would like you to elect me your Membership Chairman so that I can help other Porsche people become a part of these joyous and rewarding experiences. Oh yes, I also promise to be positively insufferable about the wearing of name badges.

David O. Blanchard
MEMBERSHIP

If elected, I look forward to serving as Membership Director with the highest degree of enthusiasm.

I have participated in the varied activities of the Club, maintained my status as a worker and chaired various events.

It is with great pride that I accept the nomination. I wish to contribute to the highest degree possible by working for our total membership while promoting GGR to our new friends and potential members.

Ray Zazzetti

TECHNICAL

I would enjoy serving on the GGR board as Tech Director for 1980. For the past twelve years, I have been a Porsche enthusiast and have been in the Porsche repair business for over nine years. If elected, I will offer an array of worthwhile tech articles and events for your enjoyment.

Denny Kahler

The Tech Director's position is that of providing a meaningful flow of information to you curious types — the Porsche owner. Knowing this, I seriously think we ought to vote for Joe Padermderm. Joe's not running for office, so I will keep providing his services and others, as they need be, if elected.

Thanks again,
Jerry Woods
PROPOSED BYLAWS AMENDMENTS

Within the next few days you will be receiving your Golden Gate Region Election Ballot. In addition to voting for your 1980 Board of Directors, you will be voting on three proposed bylaws amendments to the GGR Bylaws. To assist you in making a decision on these amendments, they are more fully described in the following paragraphs.

1.) Life Members - Change Article IV Section 2(b) of the Bylaws to read: Life. Any person who is a member of GGR and who is voted by PCA as a Life Member as defined in the National Bylaws may become, upon vote of the Board of Directors of GGR, a life member of GGR, and may designate a Family Member as defined in (a) above. The italicized portion is added to further define a Life Member and is the only change suggested.

2.) Succession to President - Currently in GGR the Vice President would succeed to the job of President due to the death, suspension, resignation, or termination of the President. The proposed change would require that the remaining Board of Directors elect, from among themselves or the general membership, a new President to insure that a qualified individual would become President of our organization. In the event of a tie the most recent Past President will cast the deciding vote. The Vice President might not necessarily be the most qualified or most interested candidate, and may have no interest in the job. The actual bylaws verbiage is as follows:

Article VII Section 1: Vice President, item (e) Eliminate item (e) in its entirety and replace with: Article VI Section 6: Vacancies

Add the wording - In the event of the vacancy of the President’s position due to the death, suspension, resignation, or termination of the President, the remaining Directors will elect, from among themselves or the general membership, the most qualified person available to assume the unexpired term of the President. The successor to the President must be elected by a majority vote of the remaining Directors. In the event of a deadlock (tie) the most recent past President will cast the deciding vote. Note: In short term absences the Vice President would still substitute for the President.

3.) Restructuring of the Board of Directors - This action is designated to streamline and more equally divide the duties of the various Board members. The positions would be changed as follows:

President - Adds only the duties of the Safety Chairperson (for National Safety requirements).

Vice President - This position would become an administrative position with duties to include: keep the GGR Master Calendar of Events; chair the GGR Bylaws Review Committee; maintain the Statement of Policy; participate on various committees as deemed necessary by the President; manage all matters pertaining to insurance; serve on and assist the Nugget Guidance Committee; coordinate all sponsorship and advertising efforts. The responsibilities of arranging Dinner Meetings would be shifted to the newly created Social Director’s responsibility.

Secretary - No change in duties.

Treasurer - No change in duties.

Membership - No change in duties.

Activities Director - Would become charged with coordinating all competitive events, including Autocrosses, Time Trials, Rallyes, and Concours. The previous duties of keeping the calendar and of insurance matters would become duties of the Vice President. The new title of this position would become the Competition Director. The coordination of activities week would be done with the Social Director.

Technical Director - Would become an appointed position to stress high quality technical activities, and eliminate the need for a technically oriented individual to serve on the Board. The Director’s position would become that of Social Director, charged with coordinating all Social events including Dinner Meetings, Tours, Tech Sessions, Pit Crew, and any other events deemed social in nature.

Summary - the restructuring would result in more even distribution of responsibility among the Board Members, to help eliminate ‘overloading’ of various individual positions. The Competition and Social Directors will appoint Committee Chairpeople for organization of various events similar to the current Autocross and Time Trial Chairmen. In addition the Board will gain closer contact with various portions of the club’s activities by having better communication with Chairpeople due to the reduction in load on the activities related directors. New areas of club concern (ie: Sponsorship and Nugget advertising) will, for the first time, have direct communications with the Board by having a Board member responsible for their functioning. The actual verbiage to be used in the Bylaws is too extensive to report here, but if you are interested and would like a copy of the proposed wording, please contact Bill Patton, Secretary. If you have questions regarding any of the above listed changes, feel free to contact any Board of Directors member.

The 1979 Board of Directors

PIT CREW — DEC.

A Bit of Christmas Cheer in Los Gatos —

On Tuesday, December 4th at 7:30, the Pattersons are inviting the Pit Crew to their home to make Christmas decorations for December’s dinner meeting.

Please call if you plan to attend and for directions.

Marsha Keller

NUGGET/23
Purely Porsche

4 Cylinder
924 Turbo

The Porsche of the immediate future. 4 wheel disc brakes developed especially for this newly engineered turbocharged Porsche, along with its 5 speed transmission and rack & pinion steering gives the operator complete control in all kinds of weather. The subtlety of the 924 Turbo is quite a change from that of other turbo engines. It lets you know when it’s charging without giving you "whiplash". Along with a quieter ride than previous 924’s, the future of the 924 continues.

6 Cylinder
911SC

The longevity and vitality of the Porsche 911SC is already legendary. In the fifteen years since the 911 was introduced, each new model season has brought important improvements. Its air cooled rear engine and fully independent suspension is as far ahead of its time as it was when it was originally conceived. Porsche still sets the standards against which other sportscars are judged.

8 Cylinder
928

The term "sports car" is redefined. This unique automobile contains Porsche’s first production 8-cylinder engine. The interior seats 4 adults comfortably, and all instruments, pedals and the steering column are adjustable, making “total comfort” possible. The Porsche 928, the comfortable “sports car” to have.

ANDERSON
BEHEL

PORSCHE + AUDI

4355 STEVENS CREEK BLVD. SAN JOSE 247-1655
DID 'JA KNOW

Did 'Ja Know . . . Stephanie Home is actually one of those rarities called a “native Californian”? Although she is now smitten by the travel bug, she emphatically states that she can’t imagine living anywhere but the Golden State.

Possibly better known to Golden Gaters as “Shark” or “Super Bitch” (ask for explanations from Bill Patton if you can pry this secret information from him!), Steph is finishing up a busy term as this year’s activities director.

Steph is the “better half” of the infamous Anderson-Home duo. She met him on a blind date on New Year’s Eve 1961 and was not only hooked immediately on his wit, personality, and good looks, but was enamored of his brand new 1961 red Karmann hardtop. She knew then that Bruce and Porsches would someday be part of her life!

Because of Bruce’s connections with the Barbour racing team, Steph has enjoyed being their official “gopher” this past year. She’s been to Watkins Glen and Daytona and says she’ll “gopher” anything as long as Paul Newman is close by! She’s hoping to be at Le Mans in 1980.

In her spare time, Steph takes gourmet cooking classes, watches over her menagerie of four cats, and is still working on her bachelor’s degree in business. “I hope to graduate before the year 2000.”

As far as travel goes, Steph and Sally Buckthal recently returned from a memorable trip to Ireland where they terrorized the Irish countryside — or was it that the Irish terrorized them?! She did find out that: 1) she can drive on the left side of the road and live to tell about it; 2) she cannot play darts; 3) she needs to take a course in “packing a small suitcase when going overseas”; and 4) she needs a navigator who can stay awake.

If you ask Steph about any of this, just remember — she’s kissed the Blarney Stone!

She is also in charge of grid and pre-grid for time trialing and has “volunteered” (?) to be chairman of the GGR scrapbook for the 1980 Parade. Obviously, she’s a dedicated Porsche pusher!

Steph has had a varied job career. For ten years she worked in several stock brokerage firms as operations supervisor. She was also personnel manager for Shugart Associates for three years until the 15-hour-a-day, 7-day weeks caught up with her.

“I just had to make a change to a company where I would still be challenged, but have more hours to myself.”

Enter United Airlines and her newly-found love of travel. Steph now spends (thankfully) 8 hours a day, 5 days a week at United’s maintenance operations center in the purchasing facet of the airline. She is hoping to get a management or public contact job at the airport in the near future because “I love working with people and being where the action is.”

Steph has belonged to GGR since 1976 and owns a fully paid for 1971 911T Sportamatic. She is also awaiting the arrival of a certain silver 1957A Speedster in which she has a monetary interest due to an “off-road excursion” at Pleasanton in 1976. (Ask Bruce Anderson for the gory details — Steph becomes abnormally silent when asked about her autocross career!) Steph mainly enjoys the social aspects of PCA — dinner meetings, weekend tours, Porsche Parades, low key rallies, and until 1976, autocross.

PIT CREW—NOV.

On an Indian summer evening in September we met at Stephanie’s house for a pit crew social. We had a good time visiting, snacking and doing as little work as possible.

This month we will be meeting in San Jose at the Neidels. Come help us and join in the fun! We will also be discussing the Christmas entertainment.

HOSTESS: Sharon Neidel

WHERE: 5880 Lean Avenue
San Jose, CA 95123

Call for any directions or questions: 255-8103.

WHEN: Wednesday, November 7th

TIME: 7:30 PM
TO THE EDITOR

Dear Editors:

Time trialing has been an important part of my life, literally. I have participated in two of them at Sears Point, both times having excellent instructors and learning a great deal about handling, cornering, braking, and etc.

On vacation, this summer, we were hit by an Idaho cowboy who at about 60 mph crossed into our lane. I swerved to avoid him, but he woke up, slammed on his brakes and turned into us, hitting our rear end and sending us flying sideways down the two lane highway.

It was only after I was parked at the side of the road and our two year old boy who was strapped in his seat was shouting, ‘What happened, Daddy?’ did I realize that I had used driving technique learned in my Porsche on the track at Sears Point to get us out of that situation.

Wheel handling and accelerator work in a side slide is tough in a Dodge Van with power steering and an automatic transmission. But we are alive and thankful.

Thank you GGR, sponsors, instructors and everyone who has been responsible for Time Trials.

Sincerely,

Gary Cockrell

IT’S COMING!

Activities Week is the most important seven day period on the GGR calendar. This is when all the events are planned, the committees organized, and the input from you most critical. The success of the whole year is tied to what happens during Activities Week.

This year Activities Week is scheduled for January 5th through January 12th, 1980. Separate meetings will be held for Autocross, Social, Rallye, Tour, Tech, Dinner Meetings, and others as necessary.

By November 20th, you should know your 1980 Board of Directors. If you have an interest in chairing a committee, chairing or co-chairing an event, or just have ideas or input, don’t delay, inform your new President, Activities Director or Technical Director immediately.

Plan to come to Activities Week, if for no other reason than to find out what’s going on, get a preview, get your ideas heard, and/or socialize. These meetings are fun, but first and foremost, they are important. Lend a hand in determining the direction your club will take in 1980.

Thanks,

Bill Patton
PORSCHE SPECIALISTS

A FULL SPECTRUM OF SERVICES UNDER ONE ROOF

ENGINE & TRANSMISSION
Using the best components available we can tailor your engine to your driving needs.

SUSPENSION
A careful blend of the right components and competition proven technical ability can produce the optimum formula for a winner.

PAINT & BODYWORK
Supreme craftsmanship and the finest materials available result in a product of the highest quality.

LUXURY INTERIORS
Top quality suedes and leathers are combined to provide the ultimate motoring environment.

PORSCHATECH

1775 OLD COUNTY RD #25
BELMONT, CA 94002

(415) 592-2471
On a cloudy day
in San Jose
some GGR's
came to play.

Of more clients from Hope
we were in need
but improvise as usual
we did, indeed.

In groups of several
we had to play
since there was more of us
and less of they.

LaQuita was there
and Glenn Hills, too
Rebecca and Debbie
and Sasha and Brooks.

We sat on balloons
till they went pop
and ran with an egg in a spoon
till it turned to glop.

We knocked down bowling pins
that Jerry had stacked
and Blows walked the obstacle course
before anyone else had a whack.

The Barbara's (Lateer and Behrens) kept score
and Teresa did, too
while the rest of us put
an orange ball through a hoop.

Jeff came with his camera
and Norb with his Witt.
He won, by the way,
puts on next year's event.

We played and played
and finally came lunch
you should have seen the food
for our small bunch.

There were two pans of lasagne
we nearly ate every bit
Walt Maas brought Barbara's cookies
and they were a hit.

Roger Ryan came, too
ready to compete
but his mom's chocolate cake
just couldn't be beat.

There were salads galore
and what else can I say
for me, the food is
the best part of the day.
A LITTLE BIT ABOUT RUST

For those of you who haven’t noticed (you must have been living under a stone), there has been a major migration from New York and New Jersey into the Bay Area recently. The cause has been a concurrent collapse of the electronics industry in those areas and a wild growth of the same industry in Silicone Valley. This would not normally be a subject for an article in the Nugget, but there has been an accompanying phenomenon — these people are bringing their cars with them, and a few of those cars are Porsches.

There’s no problem with the Detroit irons that have been brought west; they are obviously rusted out hulks and nobody in their right mind would buy one. But the Porsches are another matter. The resale potential of Porsches has made it worthwhile to patch them up. Some of these patch jobs are no more than sheet metal pop riveted to the underside of the rusted out area, cleverly disguised on the outside with plastic filler and paint, and hidden on the underside with undercoating. Harder to detect are the restorations that have been done in the professional restoration shops. Still harder to detect are the restorations that have been done in the owner’s garage with almost religious fervor. Attempts are made to passivate corroded areas and major body sections are often completely replaced. Battery boxes, rocker panels, and even entire floor pans are being remanufactured by U.S. companies and are readily available to the home restorator. Some of these people are merely extending the life of their personal Porsche, some hope to profit, and others believe they are “saving a Porsche for posterity.”

We are glad that there are people in the east with the interest and devotion to restore those rusted out Porsches. Borrow and read a few issues of the 356 Registry to learn the extent to which some will go to save a Porsche. And its not just 356’s and 540’s that are being restored. Good for them! It’s a worthwhile undertaking. Having said that, I must admit that I wouldn’t buy a restored-from-a-rust bucket Porsche if I knew it. Corrosion can be likened to a reoccurring disease once it develops to a certain stage, it will almost certainly return. Professional restorers don’t guarantee their work because they can’t when corrosion is involved.

We’ve all heard the woebegone tales about people who have paid high prices for Porsches that soon revealed themselves to be thinly disguised rust buckets. We’ve also heard about unscrupulous shops that have brought in rusted out Porsches, patched them up, registered them, and then sold them here, or out of state, as “California cars.” Hopefully, GGR people are knowledgeable enough not to be fooled by a patch-up job. On the other hand, I have seen a couple of the more thorough restorations that almost defy detection. One such 356A coupe was nicknamed Lazarus by its owner because he had brought it back from the dead. A former owner had finally given up on the coupe and parted it out. After the motor, running gear, interior, instruments, suspension, brakes, etc. had been sold off, this fellow got the corroded remainder free for hauling it off. He now delights in relating how he could put his size 12’s through the hole, in the floor in front of the driver’s seat. By anyone’s standard, that coupe is now a very clean street Porsche. And if the judges at the 356 Registry concours (the one held in conjunction with the San Diego Parade) were not fooled, at least they didn’t say anything. Perhaps that Porsche is good for another 20 years — I wouldn’t bet on it, however.

Compared to automobile owners on the East Coast, we are rather ignorant of the causes and effects of corrosion, and how to detect it, because we are not exposed to it here in California. With the sudden influx of eastern Porsches, the GGR member needs to know how to detect both hidden corrosion and extensive restoration. One hesitates to advise a member who has just located a Porsche when he asks where he should look for rust. He can be advised of the most common places rust is found for any given Porsche model, but that does not insure that he won’t get a rust bucket. The best advice one can give that member is to have the car evaluated by a trusted mechanic, which he should do anyway. But the member should also form a good basic understanding of corrosion and its causes to avoid buying a rusted out, or formerly rusted out, Porsche. It’s not nearly as simple as saying that salt on winter roads will promote oxidation of exposed ferrous surfaces, even though it obviously does.

Corrosion is an electrochemical reaction between metal and some other element (like water) which acts as an electrolyte. If that sounds suspiciously like a battery, you are exactly right. The reaction between the metal and electrolyte forms a new material (rust or corrosion products), which is different from the original metal in both appearance and physical properties. Some metals form protective coatings during the corrosion process (verdigris, for example; the green stuff that forms on copper, brass, and bronze). Ferrous metals, like the steel body on your Porsche, form porous coatings which absorb moisture from the air and promote further corrosion of the base metal.

The process works like this. An electrochemical cell is formed between an anode, where iron is taken from the surface, and a cathode, another surface point in contact with the electrolyte. The difference in electrical potential between the anode and the cathode produces a reaction within the metal. The reaction starts off spontaneously, and moisture condensing on an exposed metal surface will slowly dissolve enough base metal to form an electrolyte. In Figure 1, there is an exaggeration of what happens in a drop of water on iron. A potential difference is established.
A Little Bit About Rust - Continued

between an oxygen-starved surface (in the middle of the drop) and a surface where oxygen is plentiful (at the edge of the drop). In our drop of water, rusting begins at the anode formed at the center of the drop and cathodic reaction takes place at the outer edges. Once the process is initiated, it perpetuates itself. This explanation is kind of nebulous, so let's take a concrete example like the life cycle of a rock chip on the hood of your Porsche. Take a look at Figures 2 through 6 and you will understand why Bob Zuikowski stressed the importance of repairing rock chips in his tech session a few years back.

In Figure 2, you've run into a rock that was thrown into the air by someone's new Michelin on the last wine tour. Moisture in the air condenses on the surface so that the bare steel is exposed to an electrolyte. Iron readily gives up electrons to the crystalline metal and frees itself to the electrolyte. In Figure 3, we see that electrons migrate through the metal seeking a location for a cathodic reaction for equilibrium. In Figure 4, the electrons find their way back to the electrolyte. The electrons may migrate through solid paint, but most likely through a flaw in the paint finish. The electrons react with the water and oxygen to form hydroxyl ions. The circuit is completed in Figure 5 as the ions in the electrolyte unite. Rust is formed and precipitates back to the surface. The self-perpetuating cycle is shown in Figure 6, and it can continue until all the iron is consumed. The process can take place beneath the paint, causing it to blister. The salts that form beneath the blister actually pump moisture through the paint by osmosis whenever it is available on the surface. That explains why a paint blister almost always looks moist when it is opened up, even on a sunny day. Obviously, the same thing can happen to the underside of your Porsche if a stone chips away some undercoating. There, the process can
go on undetected until it works completely through the body panel to the outside.

Now that we have a basic notion of the electrochemical process of corrosion, let us look at some other situations that can cause an anode (where the rust forms) and a cathode (which is separated from the anode by an electrical "potential" difference). Figure 7 shows a body panel seam, the likes of which you can find in several places on your Porsche. Crevis corrosion is caused by an oxygen gradient between the electrolyte at the surface and the oxygen-starved electrolyte at the bottom of the crevis. Such a condition is typical of joints where water can become trapped. Crevis corrosion is particularly bad because the damage takes place where it cannot be detected (remember, the rusting takes place at the anode).

An even harder to detect form of crevis corrosion is found in overlapping sheet metal joints like that shown in Figure 8. There are many such spot-welded joints in your Porsche, covered on the underside by undercoating and on the inside, by carpeting. A brief inspection of a Porsche 935 (which is not undercoated or carpeted) will give you an idea of how many such joints there are on a 911 body. Moisture may seep through dried out or damaged undercoating to form an electrolyte and the corrosion takes place within the oxygen-starved joint.

Sheet metal can corrode all by itself, the electrical potential difference being provided by metallurgical differences as shown in Figure 9. Variations in grain structure or heat gradient works to form an anode/cathode reaction. Generally less known is the fact that vibration of the electrolyte, as occurs as your Porsche is motored down the road, can set up strong potentials. Temperature gradients, as shown in Figure 11, will also set up potentials that encourage rusting.

Obviously, there are several areas of your Porsche that are exposed to varying degrees of heat.

As shown in Figure 12, localized stresses in metals will change electrical potentials. This is a major problem with threaded fasteners, where a constant state of stretch is what holds the fastener in place and provides the tightness of fit. Stress corrosion, although not generally understood in all households, became a household word when the
A Little Bit About Rust - Continued

Pylon bolts failed on the DC-10 over San Diego. Generally, the stressed area becomes the anode; thus, the most critical area becomes the most vulnerable. Even residual stresses will form anode points. Formed sheet metal has stresses that are set up near the point of deformation (it's kind of like a spring under constant tension) that causes a potential. This explains why sheet metal body panels often rust first at bent edges as shown in Figure 13.

The above examples were chosen specifically because they can all occur in Porsches. Armed with this knowledge, you should have an idea of where to look when inspecting a Porsche for corrosion. It should also give you some ideas of how to protect the Porsche you now have from corrosion. Remember this: both rusting and flame are forms of oxidation; don't get burned.

Jerry Woods
Technical Director

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The nut or bolt that loosens, whether or not it falls off, has failed just as surely as the fastener that fatigue cracks and then breaks. In fact, most fasteners have failed when they have loosened to the point they have lost their clamping force. Maintaining the tightness of threaded fasteners is important to any Porsche owner, but it achieves an exaggerated importance in endurance racing: as the forces that would cause the fasteners to loosen increase, so must we increase our precautions. The following article addresses the reasons threaded fasteners loosen and what we can do about it with energy absorbers. Locking devices such as castle nuts and cotter keys, split nuts, locknuts, staking, etc., and mechanical energy absorbers such as split and wavy washers will be the subject of a future article.

Unlike the Netherlands, Belgium, and most of Germany, where bike paths thread across the countryside seeking their own destinations, the bicycle lanes in the Bay Area share roads with cars. If you use those bike lanes, you know that the roads are littered with nuts and bolts (and sometimes the object they once attached) that have fallen off of cars. It is not observable from the seat of a car, but there is an astounding amount of debris on the shoulder of roads. It is well known that nuts and bolts tend to loosen if the objects they attach are subject to vibration or repeated impacts. Conversely, we know that threaded fasteners on static structures (those not subject to vibration or shock) do not loosen and fall off. Obviously, your Porsche falls into the former, not the latter category.

THE HOOEY STICK EFFECT

Let us first explore why vibration would cause a nut to turn on a bolt, or cause a bolt to back out of a tapped hole. Imagine a weight resulting on an inclined surface. If the static friction exceeds the component of weight that tends to cause sliding, the weight will remain stationary on the smooth, tilted surface. However, if the surface is vibrated, the effective coefficient of friction is reduced. As the vibration is increased, the point will be reached where the weight begins to slide down the surface, even though the angle remains the same.

Now that we’ve seen how vibration will reduce the effective coefficient of friction, let us look at the mechanism that provides the rotational force to turn the nut or bolt. The hooey stick is a good analogy. Those of you who were at the Bumbleberry dinner meeting a few years back will remember the notched stick with the propeller on the end. When a second stick was rubbed over the ten or so notches, the stick was caused to vibrate and the propeller turned. The direction of the propeller could be changed by rubbing the opposite side of the notches (provided one yelled “Hooey,” of course). John Q. Clever still has his hooey stick and plays with it often; he’ll haul it out and show it if asked. It also picks up any peanuts thrown on the ground. Anyway, vibration reduces the effective coefficient of friction and provides the energy to rotate the threaded fastener. Masses and shapes are never perfectly symmetrical, and consequently vibrational energy produces motion. Figure 1 is a schematic illustration of a threaded fastener; A represents vibrational impulses and Ar represents the component that would cause rotation if those impulses should become unbalanced in either direction.

LOSS OF TENSION

Although we know that vibration will cause a loose nut to rotate on a bolt, that does not explain why the nut became loose in the first place. After all, we apply specific torque valves so that the bolt will be put in a state of stretch, or tension, that will provide the friction that holds the nut in place. A critical change must take place before the nut actually rotates on the bolt; that change is a loss of tension (pre-stress, for you engineering types) as a result of vibration.

“Setting” is the term used to describe a relaxation phenomenon that occurs even under static conditions. During the first few hours after a nut and bolt are tightened, the fastener loses some of its tension. The mechanical fits and the finishes involved determine to a great extent how much of the initial clamping load will be lost. With precise, well-finished parts, as you would expect to find on your Porsche, this relaxation may be limited to two to three percent of the original tension. With rough surfaces, loose thread tolerances, lack of squareness, inferior materials, and soft washers, more than 10 percent of the original loading may be lost. Incidentally, many of the flat washers on your Porsches are machined from extremely hard material and cannot be replaced by cheap washers stamped from sheet metal. To take a casual view toward even such mundane replacement parts as washers is to invite disaster.

Setting is analogous to high-temperature creep, where a gradual adjustment takes place as localized zones stressed beyond the yield point transfer load to adjacent metal. Setting includes the tendency of one end of a bolt to rotate as it recovers from being twisted during tightening. We can compensate for the effects of setting by carefully retorquing fasteners after a rest period. However, and to get
The Hooey Stick and Other Nuts - Continued

back to vibration, vibration tends to both increase the
effects of settling and extend the period of time over which
it takes place. The importance of maintaining bolt tension
is shown graphically in Figure 2; tests have shown that for
any nut (plain or self-locking), and a given level of vibration
intensity, resistance to loosening is influenced largely by
the bolt tension at the start of the test.

Settling is the phenomenon that makes the threaded
fastener vulnerable to the "Hooey Stick Effect."

FIGURE 2

WHAT KIND OF VIBRATION?

The original research in this area was done by NASA
(actually, it was NACA in those days). The horrendous
resonances set up by rocket motors multiplied the effects
of vibration, spinning nuts off of everything. There has
been considerable subsequent research into the affects
of vibration.

To trace the mechanical train of events between vibration
of parts bolted together and consequent loss of bolt ten-
ton, it helps to consider all the modes at which your
Porsche can vibrate. All elastic systems (yes, — your
Porsche is one of those) resonate in harmonic motion when
they are excited mechanically. You might recall the vibrat-
ing string, the spring-suspended weight, or the tuning fork
of your high school physics. In all such systems, an increase
in rigidity with respect to mass increases the resonant
frequency. In the case of bolts and studs, together with
nuts and the parts they clamp together, such sine-wave
vibrations occur. Laboratory tests have shown that the
lowest frequencies for typical fasteners are in the order
of 50,000 cycles per second. The vibrations range up
into the millions of cycles per second (or to put it in
electronic terms for the silicone types out there, up into
the mega-Hertz portion of the spectrum).

Repeated impacts occur in your Porsche because of com-
bustion chamber explosions, valve train actions, tire/road
interface, and similar occurrences. Intense low-frequency
vibrations set up steep shock waves and excite resonant
frequencies in fasteners. At the frequencies observable in
laboratories, impacts set up oscillation patterns in threaded
fasteners with patterns like that shown in Figure 3. The
time relationship between structural vibration and inter-
mittent high-frequency wave impulses that such exciting
motions set up in a fastener is shown schematically in
Figure 4. Experimental evidence indicates that when
tightness of a threaded fastener is lost as a result of impact,
a succession of damped, high-frequency resonant vibrations
is the mechanical cause.

WELL, WHAT TO DO?

There is not much hope of solving the problem by elimi-
inating the shocks which, in turn, set up high-frequency
vibrations in the fastener. Such impacts are characteristic
of automobiles and simply cannot be avoided. If we cannot
affect the cause of vibration, then we must affect the
vibration and damping becomes the obvious answer.
A Hooey Stick and Other Nuts!: Continued

Some damping is already provided, of course; the fasteners dissipate energy as they vibrate. Otherwise they would never stop vibrating once excited. A bell, once struck, would ring forever. A simple mode of fastener vibration is shown in Figure 5. Most of the damping occurs at the interfaces, but internal friction in the metal itself will account for some energy absorption.

Let us continue our bell analogy. It is possible to mute a bell drastically by soaking up its vibratory energy. If we sprayed about three coats of the rubberized-type of undercoating on the outside of the bell we would get a clunk when it was struck. If, in addition, we sprayed the inside and the clapper, we would get something between a thud and a thump. Correspondingly, in threaded fasteners, with their much higher resonant frequencies, the amount of “ringing” can be reduced sharply. Figure 6 shows how absorbing vibratory energy in a fastener with added damping shortens the decay time and reduces the amount of energy available to wear away critical bearing surfaces. The loss of tension that occurs in a vibration test of fasteners before the nut turns on the bolt is substantially reduced by damping. Resistance to turning after loosening has started is also enhanced by damping. A relatively low torque with damping is more effective than a high torque without it.

With the introduction of the 900-series Porsches, the factory began an increasing use of self-locking nuts of the type that have a nylon ring clamped to the nonbearing end of the nut. The nylon provides some drag against threads, of course, but its main function is to damp resonant vibrations. Stoop down and look at the nuts that hold the valve covers on an 911 motor for an example of the nuts. In that application, the nut is primarily a sealing nut; a side benefit discovered after the nut was developed as a self-locking nut.

Thread sealers and locking compounds are also fallout from the aviation and space technologies. These compounds are effective vibration dampers. My own particular favorites are the anaerobic compounds (sealing compounds that become more viscous in the absence of air), which are very effective dampers, provide a predictable amount of drag on the threads, and are convenient to apply. Anaerobics are kept in special plastic containers that “breathe,” remain very fluid until after they are applied and installed, where they are isolated from air, and harden. The anaerobics are almost unaffected by oil. They come in several grades of hardness which is indicated by the color. A medium grade, which happens to be blue, allows nuts to be removed and reinstalled; I use copious amounts of it on the race cars.

There are several other dampers that are applied to threads of fasteners, including a bright red liquid nylon. One of the more effective compounds requires a two-stage primer, making it rather inconvenient to use. There is even a firm in the Bay Area that specializes in applying various viscous locking compounds to threaded fasteners.

Jerry Woods
Technical Director

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CHAIRING AN EVENT

The diversity of Golden Gate Region is demonstrated by the number and variety of events held each year. These events do not just 'happen', rather, they are the result of careful planning by the event chairman and support by the various committees and individuals associated with the particular type of function.

Have you ever thought you would like to chair a GGR event? This brief is intended to give you some basic guidelines to follow in putting on that special happening.

What type of event - GGR offers a tremendous variety of events to choose from such as: Auto-crosses, Rallies, Tours, and Socials. These can be as diverse as the imagination can conjure up. If you have doubts whether an idea will work, ask any member who has put on an event or a committee person for help. There are many people in GGR who will be happy to offer ideas and even guide you through the planning stages. Therefore, before chairing an event, the first question must be what kind of event. Once that decision has been made and your fantasies have been aroused, it's time to take the plunge and make a commitment.

Scheduling and planning - Activities week (lovingly referred to as 'Hell Week' by the old timers) is held in January of each year. Each committee meets on a different day to coordinate the year's calendar and assure there are no conflicting dates. The December issue of the Nugget will give the Activities Week schedule. The various committees are:

- Autocross
- Time Trial
- Rally
- Social
- Tour
- Technical
- Dinner Meeting

You must attend the committee meeting for your event to get it scheduled. The meetings are fun and a good time to talk to others interested in chairing events. This is also an opportunity to ask for some advice.

In the actual planning stages, imagine how the event will progress. Decide what materials or instructions you will need. Think of as many possible situations as you can that could cause delay or interruptions and plan accordingly. Make all reservations well in advance and confirm them as the date gets nearer.

The planning of any event is the key to its success. Set up a list of what must be done and the time-frame necessary to accomplish it. Be sure to leave enough time to avoid the last minute rush. If necessary, arrange for workers well in advance. Do not hesitate to ask for help! Believe it or not, most PCAs like to help.

The Activities Chairman will send all event chairmen a packet approximately two to three months prior to the event. This will give you some helpful information such as: Nugget article deadlines for advertising, insurance information and a budget form to be presented to the Board of Directors prior to the event for any monies to be expended. If you need advance funds, only the Board can approve it. However, if the amount is under $25, full Board approval is not required. In this case, the approval of any one Board member is necessary and this can be done verbally. You may need funds for printing, mailing, supplies, deposits, or possibly food. Keep receipts to substantiate expenditures.

Finally, the big day is here, the last and the most important rule is to enjoy your event. You made it happen, so have fun!

Jim Pasha

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AUTOCROSS

Dale Dorjath’s course design was just great. Everyone loved the challenge and the way the corners related to one another. Very much a driver’s course.

Gary and Sandy Fahl loved it, as they continue to dominate this year’s stock 356 class. Gary just did stay ahead of Sandy, by a mere 14 thousandths of a second. Great to see John Moffitt, Norbert Nieslony, and Chris Mason come out to join the 356 class. John Seymour is certainly moving fast in his 912 and may upset Gary Sanders for the year-end winner. Another guy who is winning more this year, and loving it, is Glen Renk in his 914-4. 911 domination (at least at the hands of Terry Zaccone) may be over if Jim Pasha continues his fast driving habits in the small bore six cylinder class. In fact, Terry was squeezed to beat the 914-6’s of Dave Blanchard and Roger Ryan. This certainly is a great class to watch. In fact, Jim Pasha had top-time-stock until Jim Schofield ran off and hid with a very fast run and the win over Walt Maas in the mid-sized 911 class. Big bore was certainly the property of Matt Ballentine, as he blistered a run to beat Chairman Dale Dorjath and Ray Mascia.

The Greens have new competition with Ted and Sue Atlee in their prodified 914-6. Tom just did stay ahead of Ted, while Sue gave Marj her first defeat in many a year. John Hawkins could not catch the 914-6’s but he did beat Johnny Johnson in the big bore prodified class.

Sharon Seymour easily took the 356 stock class, while Julie Arnold did the same in the 914-4 1.7 class. Seems we say it every article, but it continues to be true at each event — the close battle between Sonja Blow and Terri Rosattelli. Sonja won, but appears it can go either way any day. Red tarags were not at their best this day, as Becky Blanchard stayed ahead of Judy Zaccone to make this a very close class for year-end trophies.

Probably the most spectacular run of the day belonged to Beth Bates — not only did she decimate her class by three seconds, her husband Dale by 1 second, and take women’s top stock time, but she is eight months pregnant! It was a very determined and precise run. Congratulations.

Top-Time-of-Day? Well, it looked like it might turn into a real slugfest. George Whitson bought Denny Kahler’s 914-6 and was doing a super job of stepping into this quick car. But his just may have been the challenge Gary Walton needed. Sometimes you get the impression Gary doesn’t drive as hard as he is capable, but on this Saturday Gary put in one of his best ever runs. Each corner was correct — a beautiful composition of precise lines and correct timing. That run and Gary certainly deserved the TTOD he won.

It was a super event, followed by the fun party at the Trethans’s new home.

TECH

New Engine Developments

Listen to these specifications — only 4 cylinders, but in a V-4 configuration, run by counter-rotating crackshafts to eliminate crankshaft vibration. Bore size? How do you measure an oval piston?? Of course, oval pistons — how else do you get 6 valves per piston into each head! Camshafts — still working on this, but it may be 6 or 8. Piston rings, none, since the piston is teflon coated. The power band is from 13,000 rpm to 20,000 rpm (but, of course, in a pinch it can go to 22,000 rpm). Output is 150 horsepower on carburetors or 170 on fuel injection. Not much power for such an exotic engine. But then comes the kicker: all this is packaged in a 500 cc (call it 1/2 liter) engine built by Honda for their new grand prix motorcycle. Now if you expand the engine size to Porsche proportions (are you listening, factory??) you would end up with a 680 horsepower 2 liter 914-4! Or a 1020 horsepower 3 liter 911 — and that’s with no turbo. Let’s hope the factory takes note of this if the BMW’s or Corvettes start getting too close. Oh yes, did I mention that the pistons and cylinders may be ceramic?

Tom Green
Tech Panel

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OF NORBERT NIESLONY

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- (We also buy and sell Porsches.)

760 El Camino Real, San Carlos, California 94070 • 591-8666

Tom & Marj Green
Autocross Editors

40/GOLDEN GATE REGION
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*Denotes Fun Run

( ) Number of penalty pylons.
TIME TRIAL YEAR END POINTS — 1979

This year for the first time, year-end awards will be awarded for our time trial series. The points are computed on the best two out of three events run, and an entrant must have run a minimum of two events to be eligible for an award. Following is a listing of this year’s standings. An asterisk (*) designates a trophy winner.

CLASS AS
*1 Gary Fahl 40
  *1 Larry Chmura 40
  *2 Rick Bower 36
  3 Gary Myers 29

CLASS A
*1 Larry Chmura 40
  *2 Rick Bower 36
  3 Frank Bower 29

CLASS AL
*1 Pam Babor 40

CLASS BS
*1 John Seymour 40
  *2 Jim LaMarre 36
  3 Gary Cockrell 29

CLASS B
*1 Gary Sanders 40
  *2 Joe Weber 32

CLASS CSL
*1 Christy Frecceri 40

CLASS DSL
*1 Robin Cook 40

CLASS DP
*1 Rich Bontempi 40

CLASS ES
*1 Donald Ploof 40

CLASS E
*1 Bert Wall 40

CLASS EL
*1 Marta Newcomb 40

CLASS FS
*1 Walt Maas 40
  2 George Harrison 36

CLASS F
*1 Bill Newlin 40
  *2 John Breedlove 33
  3 Gary Myers 32

CLASS FL
*1 Rebecca Newlin 40
  2 Karen Breedlove 36

CLASS GS
*1 Glenn Hills 40
  *2 Len Peterson 36
  3 Paul Koehn 29

CLASS GSL
*1 LaQuita Hills 40
  2 Shirley Peterson 32

CLASS G
*1 Leo Pruett 40

CLASS HS
*1 Dale Dorjath 36
  *2 Chuck Fauvre 33
  *3 Matt Ballentine 33

CLASS H
*1 Ray Larimore 40
  *2 John Johnson 36
  3 John Hawkins 32
  4 Steve Kirby 24

CLASS HSL
*1 Karyn Peterson 40

CLASS JL
*1 Jon Milledge 40

CLASS K
*1 Bud Hart 40

CLASS M
*1 Steve Tonelli 40
  *2 Ren Walker 29
  3 Joe Riedhart 22

CLASS ML
*1 Bev Riedhart 40

CLASS X
*1 Dave Bottom 29
  *2 Jim Pasha 24
  3 Norb Witt 20
  4 Hank Redmond 11

CLASS XL
*1 Judi Witt 40

CLASS Z
*1 Jim McDade 36
  *2 Ken Moore 33
  *3 Paul Bates 26
  4 Don Miraglia 22
  5 Walter Huff 14

CLASS ZL
*1 Tina Moore 40
  2 Carol Huff 36

42/GOLDEN GATE REGION
Dear Jeff:

I'm a new member; one who can't seem to find a hole in his wife's social schedule which allows more participation in GGR events.

So I took my rusty Nikon to Sears Point on Saturday, August 29th after depositing said wife in San Francisco to do her own time trials around Union Square.

Without a darkroom for a long time, I have lost the black and white touch, such as it was. Now, with a blacked out room, sans water, I humbly offer the results of Saturday. I'm so new that I don't know who some/most of these people are, and I grant you that is important. So let me plumb my memory at this later date and see if I can clue you on some of the frames:

Free standing monument to a dismal photo day. Old racers don't die. They just blow their engines.

Random shots at turn 11 while talking to Terri Rosatelli, whose picture I didn't take, but should've.

The head Enchiladas running the events.

Forgot to mention that there might have been more frames had it not been for some strange noises coming out of the timing chain as I passed the St. Francis Yacht Club on my way back to the City to check Annette's times around, and take her to dinner. So we stayed over and limped home on Sunday, rather than returning to Sears Point for the main event.

Bob Seaman
NUGGET/43
TIME TRIALS — SEARS POINT

To contrast with the lousy weather we had at Laguna Seca, the weekend at Sears Point was beautiful. And we all had a great time. The latest improvement is Terri Rossetti's cadre of 'professional' workers. Terri did a super time of getting this phase organized and adding to the pleasure of everyone.

Larry Chmura's fast engine dominated the 356 class for another event, while Gary Sanders won the prodified 912 class over Joseph Weber, and Jim LaMarre took stock 912 class. Small bore prodified 911 was won by Bill Newlin's smoking run, his first timed run under 2 minutes, and Becky Newlin's 202 took her class. As usual Glenn Hills, Len Peterson, and Paul Koenig put on a great show with their class runs, with Glenn coming out on top. Leo Prueitt took G prodified, but new timers Tom Amon and Richard Woodbury made him work for it. H Stock class was another hot bed of footed drivers, Matt Ballentine barely leading Dale Dorjath and Chuck Fauvre.

Johnny Johnson and John Hawkins also joined the under-2 minutes club for the first time, with event chairman Johnson pulling out 4 one-hundredths to get the win. Surprise lead shoe award goes to Sasha Thiele for her 911S prodified class win, as Sasha beat seasoned drivers Karen Hawkins and Sandi Candlin. Roger Ryan put his 914-6 ahead of Bob Kilburn, who in turn squeaked ahead of Dave Blanchard.

In GTU X class George Whitson turned a very fast time in a car he just bought; it took a highly modified, turboed 914-6 to take top time of the day away from George. Following George with his best run ever was Dennis Grimsman, in a class of very fast drivers. In fact both of the big modified classes are rich in cars and excellent drivers. This certainly adds to the interest and excitement of the sport. Top honor goes to Harold Von K. for his quiet run in a very powerful 914-6. Turning in some very good runs behind Harold were Jim McHady, Paul Bates, Gary Manning, and Al Alvarez. If Harold ever slips, these guys are waiting to take over.

The event was a great way to end the year, and a huge thanks goes to all the administration behind this event, all the many workers who really make it, not only possible, but so enjoyable for everyone. Of course, the annual rules making meeting is coming up soon, and I sincerely propose that one run identical rules with no changes for 1980. Other than the classification of the new 924 turbo, there is no urgency to fooling around with a set of rules that has proven to work so well.

Tom Green
Race Editor

THE SEARS POINT TIME TRIAL WAS SPONSORED BY BUD HART PORSCHE RACING
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THE MART
The Mart is available to PCA members only. Sorry, we cannot accept ads from businesses for the Mart. The deadline for the Mart is the 1st of the month prior to publication. Mail (do not phone) your ad to the Editor. Porsche related items only.

FOR SALE
1970 914-6 signal orange (New laquer) 48,000 original miles; show-room condition throughout.
   Steve Young 938-8851

4.7" 5 bolt centerlines w/traction caps — $450.00; 6 cylinder 3.2 race engine w/carrillos, RSR clutch, RSR injection, Mahle race pistons, cylinders and more; available with or without 916 factory race trans.
   Denny Kahler, 829-2050/829-3158

1964 356SC Sunroof Coupe, 131273, white/black, new original interior, new suspension, new bottom half of motor, 6" chrome whls w/crest caps, total complete car. Strong motor, clutch, trans, brakes. Asking $12,950.
   Bill Patton, days: (415) 543-9360; eves: (415) 530-0609

5-1/2 x 15 American Mags, asking $77.77. Blaupunkt AM/FM B-track, asking $73.33.
   Bill Patton, days: (415) 543-9360; eves: (415) 530-0609

1970 914/6 No. 9140451996 dark green 1 year on a complete strip and paint, original color, AM/FM stereo cassette, Blisteins, 5 alloys, Michelins XVS, 30 mm venturis, Jacobson ignition, rebuilt alternator, new regulator. Car runs and looks like new.
   Chuck Thuener (408) 255-7041

'75 911S SIl Anniv. Cpe No. 321. A collector's car, mint condition mech. perfect. 42,000 mi. $16,500 or best offer.
   Jerry Freitas, eves: (916) 966-9524

TRAILER — Sturdy construction, designed for 914 or 911, well balanced and easy to maneuver, will accommodate street tires or wide race tires, tire rack, steel fenders, 16" wheels, plus spare, single axle, tilt back, full lights, good condition — $850.
   Matt Ballentine 595-1195

Convertibe “D” No. 85784 red/black '65SC engine 1800 cc. 741 Trans BBBC 6:31 ring and pinion disc brakes. Many modifictions to engine trans and suspension for dependable contemporary performance. Approx 2000 miles since all mechanics overhauled, all new interior, much new rubber and trim. Comes complete with a spare trans and enough spare parts for at least one complete engine. $11,000.
   Bob Buckthal (415) 341-9638

PERSONALS
Found: Left over from last dinner meeting one red slightly battered 356 coupe door. Please claim before it is raffled off as a door prize.
   Marsha Wilson (415) 228-4863

WANTED
1964/65 356C/SC Coupe. Must have either a sun roof or air. Premium price will be paid for the best "Parade Concours" quality car available.
   Lou Marable (415) 941-1080

COVER - Photo by the editor, Bud Hart at thr recent Sears Point Time Trial.

CREDITS - Photos by Alan Brookings, Jerry Woods, Bob Seaman; Photos for the GGR Racer's Article courtesy of Bob Zulkowski, photos of 924 Carrera and DP car courtesy of Porsche A.G. Thanks to Donna Trefz, Stephanie Home, Terri Rosatelli, Neda Dorjath, Dave and Becky Blanchard, Jerry Woods, Brian Keller and Sidewalk Superintendent - John Clever.
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Coming Events

DECEMBER

4 PIT CREW – PATTERSON
8 TECH SESSION – WOODS
14 CAROLING – PRICE
15 CHRISTMAS PARTY – FORSTER

JANUARY

6-11 ACTIVITIES WEEK
12 AUTO–X – ATLEE
19 DINNER MEETING – FORSTER

NOVEMBER

3 AUTO–X FUN DAY – JOHNSON
4 PICTURE RALLY – ATLEE/WITT
7 PIT CREW – NEIDEL
10 TECH SESSION – WOODS
10 DINNER MEETING – FORSTER
11 TT RULES MEETING – JOHNSON
17 AUTO–X RULES MEETING – ATLEE