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I'd like to take a moment of your time to tell you about a name. The name occupies a space on the back cover of this publication, and is attached to a person that has gone out and put a lot of work into the Nugget in the last few months. The name is Marge Forster. After a one year stint on the Board of Directors as Vice President, Marge volunteered to take on the duties of Nugget Advertising Manager. She's done a fantastic job, you can see the results of her work in this issue, many of the ads are new; a direct result of a person who isn't afraid to go out and work for the club. Thanks Marge, you've really made my job easier!

There is a group of people whose names appear on the inside of your Nugget, in a variety of combinations. They too are people who aren't afraid to give of their time and talents in the production of the Nugget. They are the Nugget 'staff'. Neda Dorjath, Stephanie Home, Donna Trefz, John Clever, Ursula Grunfelt, Brian and Marsha Keller, Dave and Becky Blanchard, Bruce Anderson, Jerry Woods, Terri Rosatelli, and Barbara have all put out extra effort that is enjoyed by all of you monthly. Thanks to each and every one of you, you have also made my job easier.

A third group of names belong to the many of you who write pre or post event articles, tech tips, feature articles, jokes etc. Everyone who has ever contributed to the Nugget has in some way or another made their effort known to everyone who reads the Nugget. People like the Green's, Joe Padermderm, Bruce Anderson and Bill Patton are the type who have written autocross, time trial, race articles, you name it just for your enjoyment. They too make my job easier.

Now we get to names that may or may not appear in your Nugget. The major difference here is that often these people can make my job tougher by not observing some simple courtesies. We have a deadline; it is the first of each month for the following month's issue. Please abide by it! It makes things impossible to deal with when by the second of the month only ½ the articles or ads have been received. Another common problem is the way articles or ads are submitted. There are chickens that can write as well as some of you! Please, take a good look at that ad or article before you send it in. If it is a mess, type or re-copy it. A typist has to read your writing and be able to make some sense of it. I'm not saying everything must be typed, as there are some people that have beautiful writing or printing. You all know which class you fit in! Try to become part of the group that makes my job easier!

Thanks,
Jeff Lateer
Editor

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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 Manager, 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.
Driving rain could not dampen the enthusiasm of the seventy members of Golden Gate Region who attended the 935 engine tear-down at Garretson Enterprises. Technical chairman Jerry Woods, who doubles as the Dick Barbour engine/transmission mechanic, demonstrated the similarity between the Porsche race and street engines using the motor from the ninth place Daytona finisher driven by Garretson/McKitterick/Verney. In addition to Jerry’s intimate knowledge of engines, which included the history of mechanical changes in the turbo racing engines, we were treated to his witty assessments of the world of professional racing and the differences between fielding the car in Europe and in America.

Driveway mechanics were gratified by watching the wrench occasionally slip from the deft fingers of the 1978 IMSA mechanic of the year. While Jerry described how he relied on the drivers to help maintain the car during the race, Bob Garretson remarked that he had been asleep when the header cracked. Everyone was particularly fascinated by the dollars invested in the engine. “A new set of plugs runs $880, they’re hand-made. You can get Champions that would do the job for $4, but when you’ve got sponsors you don’t have to worry about the $74 a plug.” Getting down to the block most of us were amazed at how similar the race engine was to the 911 engine we all know and love. “The chain tensioners are the same as in the street car, they just have different part numbers,” Jerry informed us with a grin, “one is lubricated with racing oil, the other with regular oil.” Examining the cylinders, we were treated to the dangers of detonation when Jerry found a hole in the Number 3 cylinder large enough to thrust the tip of

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Jerry (Dis)Mantles Motors - Continued

a screwdriver into. It was an event as informative as it was entertaining for everyone, with the exception perhaps of the 924 owners who had to listen to Jerry's theory that Porsches and water don't mix.

TECHNICAL

Yes, Virginia, GGR does own a set of Porsche Factory Shop Manuals. In fact, one set each for 356, 911, 912, 914 and 924. These manuals are available for your use as reference materials at any of GGR's tech sessions, or on an appointment basis, to be arranged with Jerry Woods (Highest Exaulted Keeper of the Book of Words of Eternal Mechanical Wizardry). The manuals may not be checked out or reproduced in any form, and are only available as stated above, at tech sessions or by appointment with Jerry (HEKBWEMW).

The manuals are currently in need of some updating; as you probably noticed we do not own a 928 manual, and in addition, many of the manuals are in need of update supplements. Jerry is looking for volunteers to go through the manuals to determine which updates are needed. Contact him if you're interested, at 967-2858 days.

Now comes the nitty-gritty. There is one thing vital to obtaining these supplements and new manuals. Simply put it is: $$$! At the recent 914 clinic we asked for and received donations for this purpose. Future tech sessions may have an entry fee to cover the expense of the needed items. Take advantage of this treasury of knowledge by contacting Jerry (HEKBWEMW) or by attending the next tech session. Make the best use of your money!
At T&D we race street Porsches, much like the model you drive. *The specialists* sponsor and compete in rallies, autocrosses and time trials proving that careful attention to details and thorough service and maintenance is the competitive edge. We care about you.

**PORSCHE WORKS**

1320/D DELL AVE.
CAMPBELL, CA 95008

378-1911
F.S.S.R. ON APRIL 20

FUEL SAVER SAMPLER RALLY
SUNDAY, APRIL 20, 1980

F.S.S.R. will be held Sunday afternoon, 1:30 PM, first car out at 2:30 PM.

START: Foster’s Freeze, on Jarvis at Newark Blvd, Newark (2 miles East of Dumbarton, 1 mile West of Nimitz)

ENTRY: $3.00 . . . to cover cost of trophies

EVENT: F.S.S.R. will consist of four legs: a Pan Am style leg, a Continental style leg, a Time and Distance leg, and a Monte Carlo style leg. No experience necessary!

LENGTH: Approximately 2 hours . . . finish in Hayward

CLASSES: Students, Beginners, Experienced

AWARDS: Trophies to each Class

BRING: Your Porsche
Your Navigator (properly equipped ?)
Clipboard, watch, pen

The four timed rallies will be very clearly explained in the instruction sheet. If you need to brush up on exactly how each leg differs from the other, you can do so with only a few minutes reading.

Beginners, if you want to run this rally by yourselves, fine! You won’t have any trouble going from start to finish. However, if you want to be a Student and haven’t already called us for an expert to ride in your car either as “navigator” or “back seat driver”; or if you want to ride in an expert’s car as navigator, call us now, as we need time to recruit instructors. They are being assigned in the order in which reservations are made.

We will meet after the rally at a really good European restaurant. We’ve reserved their banquet room to score and give trophies. You’ll probably want to eat some of the delicious food served there. It’s all a la carte . . . soup, salad, pastas, veal, fish, beef, desserts, etc . . .

Come join us for a great time! See you!

Toby and Leta Evans
(415) 254-5266

DINNER MEETING

If a reason is needed to attend a dinner meeting, then here’s a good one. Come help Golden Gate Region celebrate it’s 20th Birthday! An added bonus is the view from our banquet room. It’s worth the drive to the City!

Reservations are required as the number of people that can be accommodated is limited.

HOSTESS: Donna Trefz
WHERE: Neptune’s Palace
Pier 39
San Francisco
WHEN: Saturday, April 19
6:30 PM No host cocktails
8:00 PM Dinner

ENTREES: Fresh Red Snapper $14.00
Steak Teriyaki $14.00
Dinner includes tossed green salad, fresh vegetables, rice pilaf, coffee and ice cream.

DIRECTIONS: From the south bay take 101 north. Stay on the freeway toward the Bay Bridge. Take the Broadway exit. Go up one block and turn right. Follow this street to Embarcadero and turn left. Go along Embarcadero until you see Pier 39. There is parking on the streets or in the multi-story parking lot. Parking stubs will be validated.

From the east bay take the Bay Bridge west. Follow same directions as above.

Indicate your meal selection on your check and make payable to PCA/GGR. Mail to:
Barbara Lateer
2743 Joseph Avenue, No. 5
Campbell, CA 95008
or phone: (408) 371-4558.

Reservation deadline is April 15, 1980. You are responsible for your reservations if not cancelled.

LET ME GO!

Dinner meeting reservation deadlines and Pit Crew meetings fall on the same nights this year. I would like to attend the Pit Crew meetings so, from now on if you wait until the last minute to make your reservations, you will have to call me at the home where the Pit Crew meeting is being held.

Barbara Lateer
Vice President

Toby and Leta Evans
(415) 254-5266
PORSCHE CLUB OF AMERICA

GOLDEN GATE 1980
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FAMILY PICNIC

June is fast approaching. That's the day for our Family Picnic. This year's location is Flood Park in Menlo Park. If anyone out there has some ideas for games, etc., or any other ways to while away the day, please let me know. I need volunteers to help! Further information about the picnic will be in your May Nugget.

Donna Trefz
(408) 244-9954

DINNER MEETING

THE MOST UNUSUAL DINNER MEETING EVER!
The May dinner meeting is being hosted by Jim Giffin and Jon Milledge; but don't let that keep you from attending. We will have the entire restaurant to ourselves, a super PERSIAN dinner, and for entertainment: BELLY DANCING. What could be more fun! (Well, other than that.) There will be more details in the May Nugget, but call now to make advance reservations.

Barbara Lateer
371-4558

WRITE BILL PATTON WITH DETAILS
P.S. - If you can't figure this out, call Sonja Blow and tell her you're from the Union Hotel Bar in Occidental.

ZONE 7 AUTOCROSS

IMPORTANT – DATE CHANGE!!
Redwood Region is host for the second event in the 1980 Zone 7 Autocross Series. They were forced to find a new site for this year's event due to a change in policy by the Solano Community College. The site they have found is familiar to most however, the 'A' parking lot at Cal-Expo in Sacramento.

RUN GROUP
B Production 914 and Small Bore 911
C Production 911 - Medium & Large Bore, Production 928 & 930, Showroom Stock 911
D Improved and Modified
A Production 356, 912, 924 & Showroom Stock 924

GRID OPENS CLOSES
8:45AM 9:00AM
10:30AM 11:00AM
12:30PM
2:00PM 2:30PM

Course walk at 8:00AM for groups B & C, and at 12:30PM for groups D & A. Course walk time is approximate. BE EARLY.

Call John Byrne at 415-233-0825 if you need additional information.
Two of our most esteemed and valuable members have recently been selected by the Board of Directors for nomination to National PCA offices. The following letter was mailed this week.

Mr. Robert C. Rassa  
Chairman, Nominating Committee  
Porsche Club of America  
116 Bosley Avenue  
Cockeysville, Maryland 21030

re: Nominations for National Office

Dear Bob,

Enclosed are profiles on John Clever and Bob Garretson, who Golden Gate Region would like to enter into nomination for the offices of Treasurer and Vice President, respectively.

Both Bob and John are held in the highest esteem by Golden Gate Region, Zone 7, and all of PCA. Each are hardworking and knowledgeable within the framework of the National and local organizations. Their contributions, currently and in the past, have been significant. For these reasons we feel these gentlemen deserve consideration by the Nominating Committee.

Here’s a brief (?) rundown of the many contributions and accomplishments of Bob and John over the years. This in no way reflects the total of their contributions as it does not detail events chaired, friends made, participation, or just being there when they were needed.

John Clever  
(Years a Member of PCA – 19)

1980 Nominated for National Treasurer  
1977 Treasurer, Golden Gate Region  
1974 President, Golden Gate Region  
1973 Activities Director, Golden Gate Region  
1973 Rallye Chairman, 18th Porsche Parade  
1971/72 Rallye Chairman, Golden Gate Region  
1963 President, Monterey Bay Region  
1974/80 Parade Competition Rules Committee Chairman  
1971/72 National Activities Committee Chairman  
1971 President’s Award, Golden Gate Region  
1975 National Enthusiast of the Year  
vs Countless Rallyes, Tours, and other events chaired  
vs Best Dinner Meeting Heckler in GGR

Best Regards,  
Bill Patton  
President  
Golden Gate Region

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10/GOLDEN GATE REGION
BOOK REVIEW

SHOP-MANUAL BOOK REVIEW

PCA members usually get more interested in their Porsches as time goes by. So, they tend to get interested in more and more technical data about the model Porsche they own. The member will look into factory service manuals, but the high cost (starting at about $125) keeps these manuals out of most hands. The alternative is to purchase a service manual produced by an independent publisher, but quality and content vary from publisher to publisher.

I have researched the "do-it-yourself" service manuals to see how useful each would be to the average weekend Porsche mechanic.

The 924 manual is discussed here:
- Porsche 924 1976-1978
- Shop Manual — Price $9.00 (approx)
- Publisher: Clymer Publications
- 12860 Muscatine Street
- P.O. Box 20
- Arleta, California 91331

The Clymer 924 shop manual is organized into sections that are easy to follow. The sections, individually, have a good summary of their contents with well written, easy-to-follow instructions for each operation. In cases where a photo or diagram is required to familiarize the mechanic, it is clear and well defined with arrows and figure numbers very legible.

I used the manual to perform a number of operations on my 924 and found that all of the information furnished was sufficient except in one area. Those 924 owners which have '77½ or later 924's may not have all of the information necessary to perform tune ups, as the timing specifications for the later models are not included. Information for the five speed and '78 style rear suspension is not included, but may be included in a future revision. A small flaw, but it could cause a problem if you own a later 924.

I found this manual to be very useful and quite accurate for my car. I will include it in my library for maintaining my 924. For the beginner, this manual has a section which I have not seen in any similar type manual — performance improvement. This section, by itself, is a very good guide that gives examples and directions for modifying the 924.

Excepting some documentation for the later model 924 that is not included, this manual is a good buy for the do-it-yourself 924 owner.

Jim Pasha
You really can afford it
Porsche + Audi Sales, Service and Parts

At Anderson-Behel Porsche + Audi we pride ourselves in selling some of the finest automobiles in the world. We have one of the largest selections of new and used Porsches and Audis in stock for immediate delivery. We also have a variety of financial plans available to suit your needs making the purchase or lease of a Porsche or Audi affordable.

In 1979 Anderson-Behel Porsche + Audi was one of only three Porsche + Audi dealers in the entire United States to win the Grand Award for Service Excellence. The award was presented for outstanding Porsche + Audi service throughout the year. If you have a Porsche or Audi that needs servicing, let us show you why we are the “best” west of the Rockies. We care.

Porsche 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 Porsche 924 continues.

Audi 5000

The looks, the luxury, the ride. The Audi 5000 blends engineering and elegance with impressive results. Wall to wall carpeting, plush velour, or (opt.) leather upholstery surrounded by a quiet and smooth ride. The 5000 is one of the finest examples of German engineering and craftsmanship. All that luxury, comfort and agility is waiting for you.

ANDERSON BEHEL PORSCHE + AUDI
4355 STEVENS CREEK BLVD., SAN JOSÉ 247-1655
GGR GOES RACING

This year, Golden Gate's assault on SCCA road racing should be overwhelming, as fifteen members are slated for action. Ten of our members are driving Porsche and five are piloting assorted brand X's.

Let's start with the Showroom Stock classes. In SSB, Clint Dевwitt is again driving his Mazda RX3. Clint did very well at Road Atlanta last year and I'm sure he hopes to do the same this year. Reinhard Reidel is also in SSB driving a Rabbit. In SSC, a very fast lady, Stephanie Morgan, drives an Opel Kadett. Steph was also at the National Championships last year. The newcomer to the Showroom Stock group is Ray Larimore. Ray will be driving a Dodge Colt with the new twin stick transmission.

To fight off the mighty British Factory, it's on to D production. Rich Bontempi and his High Performance House 914-4 will be there and also this year Roger Ryan will drive his 914-4.

E Production: Last year's Oregon Region Champion, Johnny Humphreys, will be after the full National title, after a winning regional season and not a bad National season. Johnny was at Road Atlanta last year and said he learned a lot. He would like to go back again.

In the Pros, Trans-Am has a lot of new rule changes and of GGR's competitive drivers, Bob Zulkowski and the Metal Craft 914-6, will be at it again. Bob Copeman also hopes to compete in Trans-Am this year with his 911S.

IMSA: Gary Nylander will be at the west coast races this season. Gary drives a 911.

SCCA has formed a new class in the San Francisco region and it's for IMSA as well as one off type cars. The hope is to attract a lot of the pro drivers who do not travel the circuits. Of those, one off type car is the Von-K turbo, and Harold says that he is ready, if they are.

Rumors Department: Here are some for you to ponder. 1980 is the come back year. All the retired or "just taking a few years off" types are on their way back. To lead this come back is a man who I've wanted to see race again, Jon Milledge. Jon has kept his skills in tune with some team driving in Enduros in 1978. He was on the winning RDC Enduro team with Overstreet and Mittchel. In 1979, he drove to a win in Pro class with Copeman and Humphreys. Jon's plans are for Trans Am in a 914-6.

Another driver to come out of mothballs is Sam Linville. Sam will be driving his 914-4 is E production regionally. Also, Chuck Forge, who once had one of the fastest 356 speedsters on the west coast, is said to be on his way back. Bob Copeman is planning some endurance runs this year with Daytona/Sebring and the west coast Enduros, Riverside, Portland, and Golden Gate IR. Bobby Nylander was considering a ride in Kelly Girl, but also, she may race GTU in IMSA this season. We will also see Larry Chumura in a DP 911 2.0.

Well that's it. The whole thing starts April 12th at Golden Gate (Sears Point).

Loren Guy

P.S. If I missed you please contact me at 247-0778.
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14/GOLDEN GATE REGION
Babbling Brooks' Minute Minutes - Continued

will report back next month.

New Business:

Savings Certificates — It was decided that the club account be closed at AVCO Finance and transferred to Bay View Federal Savings into the 2-1/2 year money market certificate account at the best prevailing rate before the end of February 1980. It was also decided that the current secretary and treasurer and Ray Blow be listed on the account signature card with two signatures required for any changes to the account.

September Board Meeting — The September 25 Board meeting will be held at the Later residence with the August 18 Board meeting to be held at the Thiele home.

Rental of Club Trailer — The Board approved Sharon's request to rent the autocross equipment for $50.00 to the Sports Car Autocross Team for March 2, 1980 with Ron Trethan to take responsibility for the equipment.

Autocross Codebook — Sharon is going to call John Hawkins to inform him that $150.00 was allotted for preparation of the autocross rules book. Gary Walton is again drawing up the rules book.

1982 Parade — Bob Bernadelli of the Sierra Region requested GGR's help in his bid for the 1982 Parade in Reno. He wants to make it a Zone 7 Parade with each region handling an event of the parade with GGR staffing the autocross and the Sierra Region as the chairperson. The Board agreed to give Sierra Region a tentative commitment of GGR's support with Bill to send a letter to Bob.

Nominating Committee Chairperson — Barbara Berens was nominated and accepted as the Nominating Committee Chairperson which as per the Statement of Policy must be selected prior to March 1.

Historian Request from National — National is putting together a historical library on regions as per the letter Bill received. Tom Foster is the present Historian for GGR; Bill will check with Tom to see if he will continue.

GGR 20th Anniversary/National Meeting — April 20 is GGR's 20th Anniversary. Donna Trefz is the dinner chairperson and is scheduling the dinner for Neptune's Palace at Pier 39 in San Francisco.

LPR-10th Anniversary — Loma Prieta Region is celebrating their 10th Anniversary next month with a gala affair.

Directors' Reports:

President — Bill's new home phone number is (415) 530-8151. He is seeking talented people from the club to help design and make trophies and submitted an article to the Nugget for these volunteers. Past President Sandi Candlin indicated that Porsche/Audi of America purchased a block of tickets for Indianapolis that are to be made available to PCA members for a cost of $20.00; Terry Zaccone can be contacted for further details.

Vice President — $100 was approved by the Board as a deposit for Perry's Hof Brau for the October 18 dinner meeting with Sonja Blow as chairperson.

Treasurer — Barbara submitted her February report and amended January's report which was approved. Sandi received the remaining $100 owed to GGR from the sale of our old timing equipment to the Chicago Region. Barbara is also working with Bob Buckthal, past Treasurer, to reconcile his Wells Fargo GGR account which will be closed once all the checks are in.

Activities — Sharon requested from John Johnson the new name of Sears Point for insurance purposes; John thinks it will be Golden Gate International Raceway.

Membership — Dave submitted 12 new members which were accepted by the Board. Dave's new work phone is (408) 996-9800 x283. Dave felt the last dinner meeting worked out reasonably well for the new members and expected to do better at the next meeting.

Technical — Jerry's new address is: 553 Sark Court Milpitas, CA 95035 Same phone number

Nugget — Far Out

Next Meeting — The April Board Meeting will be held at the Berens home in Redwood City at 7:30PM on Wednesday, March 26, 1980.

Brooks A. Thiele
Secretary

MAY BOARD MEETING
TUESDAY, APRIL 22nd
8:00 PM
SHARON TRETHAN — HOSTESS

The 1980 Board of Directors would like to invite you to attend, and participate in all board meetings. Please call the host/hostess so they will know how many to plan for (Sharon — 838-8514 eve). All guests are asked to please, BYOB.
We've been authorized to reveal John Clever's diesel conversion. It was a poorly-kept secret anyway; we know that many of you have followed the progress of the conversion, and subsequent results, with considerable interest.

For those of you who don't know it, John lives on a huge dairy in Tracy, California. He gets farmer-priced diesel fuel. Actually, its better than that, because he can make late-night fuel stops at his father's tractor-supply tank. Understandably, because of the current gasoline prices, a diesel-fueled car began to look like an attractive alternative. He had accumulated enough miles on the 914-6 that a rebuild was under consideration anyway. Also, it helps to know that although John was trained as a civil engineer, he thinks like a farmer.

Although John Clever did most of the stress analysis before delivering his 914-6 to the shop, Bruce Anderson did the design work and the motor build. Bruce carefully explains to anyone who mentions it that it wasn't his idea, however. In fact, he has been heard to deny that he has ever been involved in such an enterprise. So if you ask, and he denies it, you'll understand.

The nuts and bolts of the conversion is not as complicated as one might expect. The increased compression ratio brings up concerns about the strength of the bottom end, of course. Bruce's design called for the use of the crank and rods from a '74 2.4 Porsche to get the longer stroke required by the diesel. That introduced even more concern because of the smaller crank-pin diameter and thus reduced bearing surface on the 2.4 crank. However, John's analysis indicated that the stock 2.4 crank and rods are good for as much as a 28.5 to 1 compression ratio. Since the standard diesel compression ratio of 23 to 1 is used, the safety factor on the bottom end is more than adequate.

Pistons and barrels were selected to yield the compression ratio and provide head clearance. There was no Porsche cam that could even be modified to provide the low lift and early closing required by the diesel, so a well-known cam grinder located in Redwood City (who would not allow us to use his name under any circumstances) made a set of cams from scratch. The cam has lift characteristics based on a Mercedes diesel. That should indicate to you that it is a slow-speed, high-torque diesel, as opposed to the high-speed, low-torque Rabbit and Audi-type diesels. Incidentally, the injector pump and injector lines are stock Mercedes parts. The injector pump is installed exactly where the mechanical injector would be installed on the older 911S's. The injectors themselves are from the Rabbit diesel; the correct size has not yet been determined, but more about that later.

The heads had to be modified considerably, of course. Additional aluminum material was flame-sprayed into the head depressions and then the head configuration was determined on the flow bench. The combustion-chamber preheaters were taken from a Rabbit diesel. Because John's analysis revealed that additional strength was required, the headbolts are Porsche 935 parts and copper gaskets, similar to the 935 head gaskets, were fabricated.

The hole where the distributor was installed was capped with a fabricated flanged rod that looks like a short section of the distributor shaft replete with O-ring groove and stock O-ring to provide an oil-tight seal. Since a more powerful starter was required to turn over the higher compression
engine anyway, a 24-Volt alternator was installed to allow
the use of aircraft-type quartz-halogen bulbs.

Diesels produce a lot of heat, so additional cooling had to
be provided. Two of the small oil coolers that come on
924 Turbos were installed behind the horn grills in the
front bumper of the 914. The oil is carried to and from the
coolers with finned tubing so that it is cooled going and
coming. The increased low-end torque allowed the use of
much taller gears which, in turn, created a cooling problem.
The low rotational speed of the engine (approximately
2200 RPM at 55 MPH) caused the cooling fan to rotate
too slowly. A very small pulley had to be installed on the
fan to get enough air over the cylinders.

So much for the nuts and bolts. If you would like more
detailed technical data, talk to John. It won’t do any good
to ask Bruce, he feigns ignorance. The important thing, of
course, is how well the 914-6D works. The following re-
marks should be prefaced with the fact that John is pleased
as punch. He believes it the perfect T&D rally car. On the
other hand, and as we said before, John thinks like a farmer.

To begin with, the combustion-chamber preheaters from
the Rabbit diesel work well in this application. The engine
starts quickly on the very coldest mornings and displays no
cold-motor stumble common to so many diesel engines.

As Porsche drivers, you know very well that air-cooled
motors are somewhat noisier than their water-cooled
counterparts. The reason, of course, is that there is not
the mass in the block to absorb the sound waves from the
valve train and combustion chamber. Because diesels are
inherently more noisy than gasoline engines, an overhead
cam, air-cooled diesel, might reasonably be expected to be
somewhat noisier than either the water-cooled diesel or
air-cooled gasoline motor. “Somewhat” is not nearly the
appropriate term. John’s engine sounds like a handful of
marbles in a washing machine. Like a baby rattle for the
Jolly Green Giant’s big green baby.

It’s positively frightening to stand near the car when it’s
started from cold. There is that same urge to step back,
as when standing close to a railroad track with a speeding
freight train passing. Nobody but John has ridden in it,
Bruce having refused adamantly to test drive it. As you
know, 914-6’s are not among the very quietest of Porsches
anyway, so it’s difficult to imagine what it must be like
inside. But John drives about with a benign expression like
a smiling bearded Buddha.

And smoke. Black billows of thick diesel smoke. The con-
sensus of opinion is that the smoke is a combination of
running a high load at low RPM and injectors that are too
large. The latter could be corrected, of course, but John
seems disinclined to do anything about it. It’s the farmer
in him; he’s impervious to glares from passing cars.

And stink. An acrid, choking stench of diesel that would
make a Greyhound Bus, climbing the Altamont Pass, seem
like it was burning Lord Tiligian’s Original East Indian Bay
Rum. John doesn’t particularly mind the smell either. In
fact, he’s never minded stinks. You may recall that when
John autocrossed his old green Speedster we made him
park it over by the Pleasanton Fairground stables between
runs. Even then the course workers would stand around
saying “whoeee” for the next half hour after he took his
run. The reason was that he parked that poor old Speedster
out in the corner of the feed lot at the dairy. It’s still
parked there, up to it’s gunnels in manure. He’s fond of
saying that it’s the only Speedster in the country absolutely
safe from theft. He’s right, of course.

Having told him so, Bruce would be in a beautiful position
to say, “I told you so,” if John would only realize the im-
port of having been told so. But he wouldn’t. To Bruce’s
considerable consternation, “I told you so” is entirely
wasted on John. He’s as proud as a crow sitting on an
ostrich egg in that 914-6D. He hasn’t been able to deter-
mine the MPG because there is no pump gauge on the
tractor-supply tank; it’s simply a gravity-fed hose. He does
know that his driving range is well over 700 miles with the
stock fuel tank. He plans to fit a 25-gallon GT tank when
he finds one. He extrapolates an almost 1400-mile driving
range with the GT tank. Obviously, the low rotational
speed of the engine has yielded impressive fuel economy.

So there you have it. This should quell the rumors that have
been flying about the region regarding John’s diesel 914-6.
We cannot, in good conscience, claim that John’s conver-
sion has shaken our belief that “Porsche has a better idea.”
One final thing: anyone who chairs a tour or rally in the
future should insure that John Clever starts at the very
end.

THE VERY END

Joe Padermderm
NUGGET/17
PHONE JANNIE PONCIROLI (408-244-3083)
FOR INFORMATION ON THE APRIL PIT CREW MEETING.

Editor's Note: I was asked to hold a space open for an article on the Pit Crew Meeting, and was promised as late as the 13th that it was still 'on its way'. What you see here is more than I received.

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WHAT WAS HOT IS NOT

The hot setup for autocrossing back in the old days was to remove the steering damper from 356's. The modification was extolled for providing more feedback from the front tires and for allowing quicker steering response. The improvement was largely imagined, but be that as it may (as my philosophical Aunt Rhodie used to say, and still does, for that matter), there are a lot of 356's running around without steering dampers. Let me assure you that Porsche had a better idea. Granted, there is more feedback through the steering wheel, but it's not the kind of feedback that does you any good. All it does, in fact, is give your hands a bad case of biker's buzz. The valving in the damper is such that it affects only quick, sharp motions in the steering system. It is not possible to turn the steering wheel quickly enough to notice any ill effects from the steering damper. But that was shibboleth to the experienced autocrosser, and he would not hear a word to the contrary.

If you would like to restore the original, silky-smooth feel to your 356, an identical steering damper was installed on some later VW buses (they knew a good thing when they saw it) and it can be had for a very reasonable sum. Talk to the man at the VW parts counter.

Joe Padermderm

CURVES...

CURVES DESIGNED TO BREAK YOUR HEART
AUTOCROSS

Curve, curved, curving,
- 1. a continuous bending line without angles
- 2. a curving movement or path followed by a well driven Porsche at an autocross. (German Kurve)

Your serious and high-minded event chairmen have promised to produce a course with curves so tantalizing you'll be lured away from your treasured Nash Metropolitan and into your sporty German Keepsake.

WHERE: Alameda County Fairgrounds, Pleasanton
Follow Bernal Avenue East from Highway 680

WHEN: April 5, 1980
Early registration closes at 8:30 AM
First Porsche out at 9:00 AM
Late registration from 11:00 AM to Noon
Last first driver out at 5:00 PM

COURSE: The kind of curves of which Porsche Spring Fever are made.

Event Chairmen:
Matt Ballentine (415) 595-1195
John Seymour (415) 792-5129

A + B = RALLY

A MEMORABLE MEMORIAL RALLY

If you've ever wished you had an alternative to that rally instruction you've been trying to execute, the May 25th AB rally is for you. In this simple course-following rally, two choices will be given for each instruction. If you don't like choice A, just do B. What's the catch? Well, only one choice is correct but either one will get you there. Oh, you can forget the computers and calculators, you won't need them. The date? May 25th, more information to follow in the May Nugget.

Mark Gang
267-4913

CREDITS — Photos by John Fulton (Tech session), Gary and Elaine Sanders (Autocross), Alan Brookings (914-6D), Joe Padermderm (Rare 911), and the Editor. Many thanks to John Clever, Ursula Grunfelt, Stephanie Home and Neda Dorjath for their help in producing this month's issue.
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.

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Yes, our own Joe Padermderm, after many years of searching, has found one of the rarest of all Porsches. It all began at the Seattle Parade where Joe saw the 4-door 911 on display. Ever since he's been looking for the car they took all that extra length out of. Joe finally found it in Waco, Texas, ferreting it out after following many cold trails and false leads (one of the hottest tips came from Doug Forster, who is known as somewhat of a waco himself). Joe was able to get a close look at the car, and found that as usual Porsche had the solution to every problem. To enter the car, the rear window is hinged at the back similar to an airplane cockpit. To solve the obvious headroom problem Porsche simply sold the car to a gentleman whose height is 4'7". See, the solution to every problem! Plaudits, Joe!

**TECH SESSION - TIRES**

**IMPORTANT - DATE CHANGE!!**

Pretty soon you'll be telling me that you need a tune-up!

Tires are an expensive fact of life for the Porsche owner. This is particularly true if you Time Trial or Autocross. In addition, this year the applecart has been upset by rule changes in stock class Time Trialing.

If you would like to find out a bit more about tires, come to the Tire Tech on April 26th. We'll get a close look at the latest in tires from Roger Kraus Racing Enterprises.

**WHERE:** To be announced - due to the date change of the Zone 7 Autocross the tech session was also rescheduled. A site was not found for the event by Nugget prestartime.

**WHEN:** Saturday, April 26th
10:00AM (Subject to change)

**CALL:** Dave Blanchard for location and time 408-988-5305, or Jerry Woods as a last resort (He will be out of town for the session).
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RALLY TIPS II

This month seems like an appropriate time to discuss techniques and equipment required to run Monte Carlo rally, the simplest of T&D rallies. Since the April rally will have one Monte Carlo leg, you can put these techniques into practice rather soon.

The first thing to do is to make up two tables which will be useful for any timed rally. Put the finished tables in some sort of transparent plastic folder to protect them.

Table A — Conversion table from seconds to hundredths of a minute. (If the rally is timed in hundredths and your watch reads seconds, you will need this frequently.)

Table B — Minutes per mile factors for all speeds from 5 MPH to 60 MPH. Divide 60 by the speed and carry the results to three decimal places. (Example 35 MPH = 1.714 minutes per mile.) This table will be used for all sorts of manual calculations.

The second thing to do is to get a simple watch for rally timing. The criteria for selecting this watch should include:

1) Must run time-of-day and display hours, minutes, and seconds.
2) Accuracy must be no worse than one second gain or loss in six hours.
3) Must be easily synchronized to WWV or Master Rally time.
4) Must be easy to read minutes and seconds while moving in the car.

Fortunately there are a lot of inexpensive digital wrist-watches on the market these days that meet these criteria.

To be successful at a Monte Carlo rally requires accurate measurement of time (covered above) and mileage. If you are using the standard odometer on your Porsche, here are a few suggestions to make your measurements more exact. The standard odometer has backlash in the gearing. When you reset it to zero, you have to drive about 0.05 to 0.10 miles before the odometer wheel starts to rotate. Try this a few times on a deserted road until you can estimate the distance for your particular car. The secret is to reset your odometer in the parking lot of the rally start far enough away from the actual start line so that your odometer wheel just begins to rotate as you pull up to the start line. Then don’t reset your odometer for the rest of the rally, and don’t drive more than 50 feet in reverse (car odometers don’t go backwards). Since Porsche odometers are the continuous rotation type, it is possible to estimate hundredths of a mile with reasonable accuracy.

After you leave the start on the first Monte Carlo leg, drive as quickly as possible to the end of the odometer calibration check, or to the last sign or landmark which has an official mileage prior to the first checkpoint. Stop at the side of the road just beyond this sign and calculate:

\[
\text{ODO CORRECTION FACTOR} = \frac{\text{CAR ODO READING}}{\text{OFFICIAL MILEAGE}}
\]

Multiply this factor by every official mileage in the route instructions to convert them to your mileages.

Next multiply the official mileage at the last sign or landmark on that leg by the minute/mile factor corresponding to the average speed for that leg. Add this leg time to your assigned starting time to get the time-of-day you should leave that last sign. Then drive at the assigned speed (use your car speedometer) until you reach the checkpoint. There are usually no turns, stop signs, etc. between the minimum distance point and the checkpoint and the distance is usually between 0.5 miles and 5 miles. Using these techniques you should be able to get less than 15 second error at each checkpoint. Good luck on the April rally.

Keith McMahan

DETONATION

WEIRD GOINGS ON THE COMBUSTION CHAMBER

Self ignition is usually caused by a super-hot spark plus insulator tip which acts like a glow plug in a diesel engine. Because it ignites at or after electrical ignition, we are seldom aware of it while the motor is running. However, when a DI runs on (diesels, or continues to run after the ignition is turned off) it is self-igniting. That is the reason depressing the accelerator will often stop dieseling; the rich fuel mixture cools the insulator. Self ignition does not reduce power. Detonation (or preignition) issues from the same immediate cause as self ignition, but the results are very different. Detonation can occur during either the intake or the compression strokes. If it occurs during the intake stroke, it causes coughing in the carburetor (and sometimes back-flame) because the intake valve opens to flame. During the compression stroke, it occurs before electric ignition causing the spark plug temperature to raise even higher. Strictly speaking, detonation can be caused by anything in the combustion chamber that is hot enough to ignite the compressed air/fuel mixture before the electric spark ignites it. Detonation causes power to drop dramatically and spark plug electrodes are soon destroyed. Serious engine damage can result. Detonation can be caused by faulty ignition timing, a glowing piece of carbon in the combustion chamber, or a spark plug with too high a heat range.

There, that’s more than you’ll ever need to know about detonation.

Joe Padermderm
RODNEY'S ROADSTER RAMBLED RURALLY

About 25 cars, mostly Porsches, lined up at Kahler's Porsche Service in Dublin on a fairly dry Sunday to participate in Rodney Roadster's Rural Ramble Rally. This Rally was geared to amateurs — one reason why Inga and I decided to try it, since we had never been on one. John Clever passed out the instructions and to me they sounded like "Lawyer Talk." We read the page three times before things started to make sense. We then asked some questions, and it looked easier. John started the cars out at several minute intervals. Now, everything went pretty

SEE HOW RELAXING RALLY'S ARE

SMILE RAY, THIS ONE'S EASY
Rodney’s Roadster Rambled Rurally - Continued

good until my German accented navigator tried to tell me to turn at Tassajara, and Vallecitos. Sure enough, we missed a turn and were surprised to see one of the rally cars coming toward us. We got lost one more time but felt...
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TECH TIP

Those unobtainable 356 6-Volt starters are replaceable by the 40 horsepower VW starters (40 horsepower VW, not 40 horsepower starter). Yes, it looks a little different, but it fits. I have no idea why the VW starter spins the motor faster, but it does. Incidentally, the brushes and bearings in your unobtainable 6-Volt generator are replaceable at the bug store also. File that for future reference.

Joe Padermderm

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NUGGET/27
AUTOCROSS REPORT

First-time co-chairmen Loren Guy and Mark McLaughlin treated all of us to one of the best and most challenging course designs in, maybe, two or three years. It took more thinking than we are generally prepared for early on a Saturday morning. Another very welcome innovation was a supply of donuts and hot chocolate for the early arrivals who were responsible for setting up the course. Very nice touch.

Cindy Carroll has put two wins back-to-back in her white 356 to start the 80’s off with a bang. Sharon Neidel put in a great run in her 914 1.7 to outpace Cheri McGlann and Julie Arnold; and Nanette Sorensen edged her 924 just ahead of Donna Trefz. Sonja Blow, recovering from a cold, put in a hot run to win the stock 914 2.0 class.

Karen Neidel won the stock small bore six cylinder class, while Susie Wise won the big bore class. Roxanne Truro put in a super three lapper to take the prepared class. Rebecca Newlin and Elaine Sanders seem to have a great time trying to out do each other in the Proffied 4-cylinder class. Both had very quick last runs, cutting off a big chunk of time. Becky had the bigger knife and took the most time off to win the class. Marj Green wheeled her fast 914-6 to another class win, and had all the men in small-bore prodified beat until Tom's last run. LaQuita Hills took another win over new driver Debra Lyn Paiva, and Judy Zaccione had her best day in a long time in the super-zoomy 914-6. Good to see Cindy Kahler back in her modified 911.

Top-time-of-day was never in doubt, as Gary Walton put in a series of hot laps that kept putting TTOD out of reach of his competitors. Terry Zaccione is picking up the loose ends of learning to drive a very fast car and soon promises to be a threat to take TTOD. Glenn Hills really likes the faster engine and race tires, as he again turned a very good time to stay ahead of Matt Ballentine and Mark Olson. This class will be even closer as the year progresses and by year end almost anyone will be capable of winning. Tom Green got his revenge from the first event by taking small-bore prodified by a good margin. Ted Atlee stayed ahead of John Hawkins, to make this a very close class in point count. And Gary Sanders continues to dominate Bill Newlin in the prodified 912 class. The course seemed to be very much to Gary’s liking, and he just kept clicking off the fast times. Certainly, the best run of the day was by co-chairman of the event, Mark McLaughlin. This is the first time an improved car has gotten in the top ten or beaten so many prodified cars. Another great run belonged to Dale Dorjath, who took stock class TTOD. Dale had been trailing Ray Mascia all day — until Dale’s last, very fast run. Dale and Ray’s experience showed up on this course, as they seemed to out distance the rest of the pack.

Speaking of great runs — the small-bore stock class had a surprise champion with Becky Blanchard beating Dave and the rest of this fast class. Becky waited until her last run, and then only nipped Dave by a three one-hundredths margin (this helped save some ego!). Congratulations Becky. With George Harrison, Bob Kilburn, John Moffitt, and William (who?) Patton polishing their driving, I expect this to be a very interesting class to watch. Ray Blow really dazzled the 914 2.0 stock class with his quick foot work and crisp lines. Certainly, one of Ray’s best runs. Did Dwight and Linda just stop by, or are we going to see them at all the autocrosses this year? Mike Lommatzsch kept his lead over Dick Petticrew and Paul Seidel. Glen Renk had a harder time. Glen and Kent McGlann traded the lead back and forth, with Glen getting a very fast last run to hold the lead. A great battle between these two. Seems the last run was really the key to winning on this course. It took that long to discover or determine the quick line around the parking lot. Ed Wilson did exactly this in his 912 to beat Jim La Marre and Glen Voyles. The Beckles — Junior and Senior — put on a fine show in the 356 class, with Junior winning the event.

Everyone enjoyed the day prepared for us by Mark and Loren, and they certainly illustrated that being a first-time chairman does not inhibit success. Thanks again.

Tom & Marj Green
Autocross Editors
RESULTS – GGR AUTOCROSS No. 2
MARCH 1, 1980
THE 1980 GGR AUTOCROSS SERIES SPONSORED BY BUD HART PORSCHE RACING

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<td>10. Darrell Terry</td>
<td>10. Tom Green</td>
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<td>10. Mark Olson</td>
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THE MART

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

FOR SALE

67 912 Sun Roof Coupe, Silver/Black, new original interior, new engine, clutch, tires, engine guarant. Asking $7,950.00 Wayne Krieger, 270 Berry Street, San Francisco, CA 94107, (415) 543-3601.

- 4 new Kontrolle shocks — fits all 914's, $225.00. 1 new Hirschman No. 6900 black electronic antenna, $60.00. 1 new Clove enclosure w/Sanyo bi-amp, Triax speakers — fits 72 911 Coupe on, $200.00. 1 new pair Pirelli P-6, 205-60 VR 15, $350.00. 1 new pair Pirelli, 215-60 VR 15, $400.00. 1 new pair Pirelli CN-36, 185-70 VR 15, $280.00. 1 new pair Pirelli CN-36, 215-60 VR 15, $300.00. 4 new 7” x 15” BBS wheels — fits all 911's, $720.00; 901 gears O, V, ZD, $60.00 each. 1 very rare, vintage 1961 Becker “Europa IV” AM/FM/SW pushbutton radio (fits with ease into your 356), MAKE OFFER. George Walsh, (415) 885-9735. Leave message and item you wish to purchase.

(3) 225/50 VR 16 P7's — new, $525 or $185 each. Ron Fong, (415) 527-5778.

Compomotive 3-Pc modular wheels. 6-1/2 x 15. As light as Porsche alloys. As new. $285 each, including aluminum lugnuts. Also, many XWX’s in various stages of wear. Terry Zacccone, (408) 257-6575.

1966 — 912 Porsche, white, factory electric sun roof, 5,000 miles on rebuilt engine, AM/FM, new head liner, 3 dial dash, good shape. $6,000/ofer. Ed Racyly, 854-2556.

1975 911S Carrera, India Red/black leather interior, A/C, recent engine work: new valves, valve guides, mechanical chain tensioners, reseel, new brakes, master cylinder, clutch. Engine and body are excellent, $19,000. Also two 8 x 15” factory alloys with tires and tubes, $600. Rob Biddle, 160 Rancho Rio Avenue, Ben Lomond, CA 95005, (408) 336-2921, evens.; (408) 425-2133, days.

Four 5½” x 15” steel wheels, fits all 914’s, $40.00 or $15.00 each. One pair Cibie Z-Beams, $50.00. Two Style Auto Electric Lighters, $17.50 each. One Page Alert alarm, $100.00. One Jensen R-405 AM/FM in-dash cassette, $205.00. One Clarion 300 EGB five band equalizer, $135. Kathy Schoenberg, 415-895-9735. Leave message and item you wish to purchase.


Two 6x15 factory alloys, black centers, polished rims, $300. Chuck Fauvre, 867-3366.

Porsche 1963 356B 2000GS Carrera, sun roof coupe. (415) 731-7659, 8 PM - 10 PM PST.

'Turboed' 924 — 1977 Martini Spec Edition w/Garretson installed BAE turbo — 165 + BHP. Extras include Holbrook rear spoiler, hood cutouts 'ala' factory version, sunroof, dealer air, Ungo-Box, Cibie fogs, Bamberg AM/FM SW cassette, w/equalizer, four dual speakers, front wheel dust covers. Ask $15,000.00 Patrick Stein days (415) 851-8684; evens. (408) 245-2159.

For Rent - Are you a racer or spectator? Either one, you'll go first class with our new Sportscoach. Yes, it sleeps 6 and comes complete from trailer hitch (to tow race car) to observation deck and microwave oven. Also, pull that race car under large awning for shade or rain. The price is right. Compare our rent for a full 3 day race weekend to what it would cost you for food and lodging for 3 days and nights. For more information call evenings to Troy or Kay Powell, 934-9151.

Set of (6) Michelin 185-70 XWX tires for autocross, 80% worn, excellent shape — $180.00 John Wilson (415) 791-2970 days.

WANTED

Do you possess a crafts, art, photography or other talent which could be used for GGR events or yearend trophies? Please contact Bill Patton.

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Coming Events

APRIL

5 GGR AUTO-X NO.4 – BALLENTINE/SEYMOUR
12-13 CRAB – SACRAMENTO VALLEY
15 PIT CREW – ELAINE SANDERS
19 ZONE 7 AUTO-X NO. 2 – REDWOOD
19 DINNER MEETING – TREFZ
20 F.S.S.R. RALLY – TOBY & LETA EVANS
22 BOARD MEETING – TRETHAN
26 TECH SESSION – BLANCHARD/ PASHA
29 TIME TRIAL TECH – SHERMAN

MAY

3 TIME TRIAL TECH – SHERMAN
10-11 TT SCHOOL/PRACTICE – JOHNSON
13 PIT CREW – MATTHEWS
17 TECH SESSION – WOODS
17 DINNER MEETING – GIFFEN/ MILLEDGE
18 ZONE 7 AUTO-X NO. 3 – SAN JOAQUIN
19 BOARD MEETING – BLANCHARD
25 A+B RALLY – GANG
31 GGR AUTO-X NO. 5 – BLOW