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IMPRESSIONS

Each year at this time, awards are given to the best . . . . , the most active . . . . , the fastest . . . . , the cleanest . . . . , the . . well, you get the drift. How about a little recognition for the folks who aren’t the best or fastest, but who participate in activities and assist in the planning, chairing and running of them.

At every Time Trial, Autocross, Rally, Tour, in fact at every GGR event there are people who will never be recognized as the best, because there isn’t an award for the ‘Best’ turn-worker, the ‘Most Active’ Nugget helper, the ‘Fastest’ checkpoint worker or the ‘Cleanest’ tech inspector and so on. There isn’t even an award for the person who has enjoyed himself the most! What a gross oversight!

At the next event you attend, congratulate not only the fastest and the best for they have worked hard to get to the top, but search out that ‘fastest’ auto-x clean-up helper and shake his hand too! While you’re at it, shake your own hand, and pat yourself on the back for attending, working, and enjoying, because without participants we would have no events to recognize the fastest and best at! (If you haven’t attended, worked or enjoyed, you had best get busy! Read on for your next chance.)

This month is the start of another busy GGR activities year, which gives everyone a fresh start toward that top prize at year’s end. Included in this month’s Nugget is the complete calendar of events for 1980. It is printed as the centerfold so that if you wish you may remove it from the Nugget and tape it to your refrigerator door (or some other conspicuous spot, like the bathroom mirror) so you won’t have any excuses for missing any of this year’s events (Thanks to Kay Matthews for the idea!). And remember, at each event you attend, the one great prize we all can win is enjoying ourselves, our friends and our Porsches.

Jeff Lateer
Editor

INSIDE YOUR NUGGET

3 Impressions
4 Christmas Party
7 Congratulations
   Autocross
   Dinner Meeting
8 Yosemite Tour
   Tracy Hermits
9 Appointments ’80
   Teardown Tech
   914/914-6 Clinic
10 Babbling Brooks’ Minute Minutes
11 Board Meeting
13 Concours ’79 Wrap-Up
   Tennis Anyone?
   Zone 7/8 Challenge
14 Zone 7 Awards
   Porsche Corral
14 Undercoating
15 CRAB Nine
16 1980 Calendar of Events
19 Caroling
20 Auf der Hohe
21 Rodney Roadster’s Rural Ramble
22 Drooping Motor Covers
23 Time Trial School
24 Read Your Spark Plugs
26 New Members
27 Tire Committee Report
   Old Faces - New Places
28 December Tech - History In Person
30 The Mart

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.

NUGGET/3
CHRISTMAS PARTY

The 1979 Christmas Dinner Meeting at the Burlingame Hyatt House lived up to its long lived reputation of being the gala event of the year. PCA'ers, all bedecked in their finest duds, turned out en masse numbering more than 240 to partake of the splendid food and spirits. The party was well attended by Porsche people from many other Regions which is testimony to its success.

This year we tried a bottle rather than gift exchange. The creativity of some members was astounding. If it came in a bottle, it was there! Bottles exchanged ranged from wine to unmentionable unmentionables and everyone had a hilarious time.

MATTHEWS WINNER – MIKE LOMMATZSCH

This, the last official event of the decade, was a time for reflection of the year’s activities and reward for outstanding contributions. Many generously gave much of their time and energy to promote the high-caliber of activities in the Region. Among those recognized for their outstanding support in 1979 were Mike Lommatzsch, who was presented the Don Matthews Award for being the most active rookie of the year. Toby and Leta Evans received the Event of the Year Award for the “Old Timer’s Dinner Meeting.”

EVENT OF THE YEAR CHAIRPEOPLE

Len and Lynn Levine were given special recognition for their special effort in the club roster. The Enthusiast of the Year Award was given to John Johnson. John was also nominated for National Enthusiast of the Year at the Porsche Parade in Washington, D.C. The most coveted and prestigious award of the year, the President’s Award, was presented to Jeff Later for his tremendous contribution to the Region. Jeff’s efforts as Nugget Editor, in addition to his support of the many activities of the year, made this a well deserved award.

Sandi Caudlin presented to each of the outgoing board members a beautiful plaque of the Porsche crest etched in glass in appreciation for their hard work and support during the year. The outgoing board then gave Sandi a plaque with the Golden Gate and PCA national car badges and the names of each board member engraved. Sandi then introduced the 1980 Board.

After awards and recognitions were made, a few more daring members entertained everyone with a No-talent Talent Show. Beautiful Elaine Sanders as the Mistress of Ceremonies, presented each skit in real style. Frank Bower was the first to serenade us with his clarinet. Frank was brightly dressed in yellow and green, and when he took his bow (from the rear) there was a mysterious YPAF glued to the seat of his pants. Even more mysteriously, the “F” fell off!! Could that be an omen? Barbie Berens, Karen Hawkins and Gary Sanders sang a not too nice song, in fact, we had to censor so much, they hummed the tune... but we all got the message. Next came that outrageous act by Becky and Becky performing a song and dance on roller skates to the tune of the Roller Skate Rag. No bones were broken, but both Becky’s have plenty of bruises! Mike Lommatzsch, in insane desperation, danced with his chair... that’s right, he danced with his chair! We have to find a more suitable partner for him. Anybody got a mop?

THE HUMMERS – BARBIE, GARY, AND KAREN

4/GOLDEN GATE REGION
The highlight of the No-talent Talent Show was the Cone Head Auto-X School (the X is for X rated) a film starring John Hawkins, Bill Newlin and Dave Blanchard. The hilarious movie was a take-off from the Cone Heads on Saturday Night Live and has caused quite a sensation in the Region with our new found celebrities. The parking lot will never be the same, not to mention John Hawkins Speedster, after the filming. There is a rumor in the wind of a sequel — The Cone Head Auto-X School II?

RUHBECKY & RUHBECKY ON WHEELS

After the entertainment, most of us settled in for some serious boogying to the Not Too Disco — Disco Band. The dance floor was filled until the wee hours and many of us closed the place!

LITTLE DONNA HUNG OVER? NOT ME!!

This was, I am told, one of the greatest Christmas parties ever. It was certainly the best one I have ever been to. Thank you, Marge Forster, for your work in arranging it; and thank you 1979 Board for a truly great year!

Becky Blanchard
NUGGET/5
FRANK CHAVEZ • 2715 HYDE ST • SAN FRANCISCO, CA 94109 • (415) 775-0557
CONGRATULATIONS...

During the last quarter of 1979, PCA National sent me a certificate to present to Keith McMahan, a GGR member and our current rally chairman. Ideally, I would have liked to have made a formal presentation to Keith at a dinner meeting but Keith's other commitments have prevented him from attending any dinners recently.

Keith is being honored for being a member of PCA for 20 years. I would like to congratulate Keith for his long, faithful service to PCA. The next time you see Keith, thank him for his long-term relationship with the club, and with the automobile it represents. We are proud to have Keith as a GGR member!!!

Sandi Candlin
1979 President

DINNER MEETING

Come watch your GGR cronies play the Newlywed Game. This really should be fun. From what I understand the word "whoopie" is in great many of the questions. By looking at the names of the Host and the MC you can see its gotta be good.

HOST: Bill Patton
MC: Gary Evans
WHERE: Neptune's Galleon
      Pacific Marina
      Alameda
WHEN: Saturday, February 23
      6:30 PM No host cocktails
      8:00 PM dinner

ENTREES: Italian Beef Cannelloni $8.25
         Filet of Sole $8.25

Dinner includes tossed green salad; rice pilaf with the fish, and baked potato with the Cannelloni; vegetable du jour, sourdough bread and butter, dessert, coffee or tea. NOTE: If you would like to bring in your own wine for dinner, you may do so, but they do charge a corkage charge of $3.00 per bottle. This is the first time we have tried this and if it works out we may try to do this more often.

Directions: Use the Oakland Broadway exit off Hwy 17. From the south, left on Broadway then left through the Alameda tube. From the north, straight through the Alameda tube. As you exit the tube you are on Webster Street. Watch for the signs on your left which lead you to Neptune's Galleon. (A U-turn is required.)

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

BARBARA LATEER
2743 Joseph Avenue, No. 5
Campbell, CA 95008
or phone: (408) 371-4558.

Reservation deadline is February 19, 1980. You are responsible for your reservations if not cancelled.

COVER - Photo by the Editor.
CREDITS - Photos by Alan Brooking and the Editor. Drawing for the Yosemite article by Mike Lommatzsch, drawing for the Porsche Corral by Fritz Dankenwarten. Thanks to Becky Blanchard, Neda Dorjath, Stephanie Home, Donna Trefz, Barbara and 'rookie' helper Ursula Grunfelt for their help with this month's production. Oh yes, almost forgot - John Clever helped too! (Even though he did stay home Sunday to watch the Super Bowl.)

AUTOCROSS

We would like to invite all members to attend the first event of the 1980 GGR Autocross Series. For those of you who have been contemplating giving autocrossing a try, NOW is the time. It is important to run this first event. Despite the fact that it is not necessary to attend all events in the series, making the first one is always good for spirit. Instruction will be available for anyone who desires it.

WHERE: Alameda County Fairgrounds
       Bernal Avenue
       Pleasanton
       Take Bernal Avenue East
       from Highway 680.
       You can't miss it!

WHEN: February 9, 1980
       Early registration closes at 8:30 AM
       First car out at 9:00 AM
       Late registration from 11:00 to Noon
       The event will end at 5:00 sharp

COST: $4.00 single; $7.00 couple
       (Pleasanton raised the rental)

COURSE: Expect lots of turns and no corners
         (Yes, you did read that right, I checked Ed.) Advantages to fast hands and slow cars (like the 914/6).

We're really looking forward to this event. Hope you can make it!

SPECIAL NOTE: We do not expect any refreshments to be on sale, so bring your own!!

Dave and Becky Blanchard
Event Chairmen
(408) 988-5305
TRACY HERMITS

The Tracy Hermit has recently printed out all of the 720 possible shift patterns for a five-speed gearbox on his Hewlett Packard computer. If you have watched him at time trials, you have probably noticed that he mumbles as he keyboards times into the computer. Stand a little closer and you will learn that he is mumbling incantations in a sing song voice. You will also notice he always faces east while operating the computer and that he refers to it as the 'Oracle.' Worrying about all of the possible shift patterns for a six-position gearbox is the modern equivalent to speculating on how many angels could be seated on the head of a pin.

That is the way it is with hermits. Because there is nobody else to bounce their thoughts against, the hermits' thoughts tend to become errant. I once hoped to tame that big fuzzy rascal, but he wanted me to wear field boots when miniskirts were all the rage. (He's a civil engineer, you know; 'civil' being every bit as gross a misnomer as 'clever'.) With my knobby knees and skinny legs, the miniskirts alone were bad enough; I looked like a meatball on toothpicks. Besides, I couldn't even guess at what kinky things might be on the mind of a man who insisted on field boots.

So if you have wondered about the remaining 718 shift patterns that could have been used on the 911, see John Clever.

Ann Ominous
APPPOINTMENTS '80

The Board would like to thank the following people for volunteering their time and talents for the noted jobs in 1980.

Zone 7 Autocross Representative — Ted Atlee
Nugget Mailing — Alan & Susan Brooking
Panorama Reporter — Al Berens
Assistant Treasurer — Dale Dorjath
Nugget Ad Manager — Marge Forster
Roster Chairperson — Ursula Grunfel
Concours Chairperson — Joe Hartman
Autocross Chairperson — John Hawkins
Preparer of The Scrapbook '79 — Stephanie Home
Time Trial Chairperson — John Johnson
Nugget Editor — Jeff Lateer
Preparers of The Scrapbook '80 — Len & Lynn Levine
Sponsorship Manager — Mike Lommatsch
Rallye Chairperson — Keith McMahan
Keeper of the Archives — Shirley Neidel
Social Chairperson — Dinah Patterson
Pit Crew Chairperson — Jannie Ponciroli
Goodie Bag — Terri Rosatelli
Nugget Guidance Committee Chairperson — Terri Rosatelli
Sergeant at Arms — Ron Trethan (new position for 1980)
Tour Chairperson — Norb & Judi Witt

Thank you,
Bill Patton
President

TEARDOWN TECH

Your replies to the recent GGR survey unanimously requested another engine assembly/teardown type of session. This, unfortunately isn't easy to plan for, because it requires some poor soul's engine to be torn apart, a process that, hopefully, none of us has to plan for. Racing engines, on the other hand, must be maintained and overhauled approximately every 24-30 hours of operation (for 6-cylinder 911 type motors).

For this reason, at the February 16th Tech Session, we will partake in the dismantling of a Porsche 935/78 engine, the same motor that finished 2nd at Le Mans, and hopefully will have just completed the 24 hour race at Daytona. You will be amazed at the basic similarities between this motor and the stock 911 variety some of us drive daily. If you're not familiar with the stock 911 motor, I'll gladly point out the similarities, and answer questions as we go along. Hope to see you at this session, as we launch the 1980 Tech Sessions.

Show and Tell Leader
Jerry Woods

WHAT: Jerry (Dis)mantles Motors
WHERE: Garretson Enterprises
1932 Old Middlefield Way
Mtn. View
(415) 967-2858
WHEN: Saturday, February 16
10:00 AM

914/914-6 CLINIC

Responding to the masses of 914/914-6 driver's requests, the first of GGR's 'Hands-On' tech sessions will deal with care, feeding and fixing of your 914/914-6. Yes - hands on! We will have a full day tech session that will begin with a basic discussion of 914/914-6 traits and end with hands-on fixes of some minor annoyances in your 914. We will attempt to show everyone interested various how-to fixes on squeaky tops, leaking windows, insulation and any other questions/problems you can dream up. This is a 'Share-the-Knowledge' session — everyone is invited to help 'teach' if you have a good trick fix.

Please call or write me with any specific problems you would like to deal with as a teacher or participant. (732-1433 days, 371-4568 eves). And as an added bonus, we will be able to use the hoists at our tech site to facilitate our transfer of information. Spongy clutch, vibrating headlights, broken defroster? Come on out — this one's for you!

Jeff Lateer

P.S. The date; Saturday March 8, be there! More information next month.

NUGGET/9
BABBLING BROOKS' MINUTE MINUTES

MINUTES
BOARD OF DIRECTORS' MEETING
December 21, 1979

LOCATION: Patton Residence in Oakland

PRESENT: All regular Board members, Past President Sandi Candlin, Nugget Editor Jeff Lateer, Past Treasurer Bob Buckthal, Time Trial Chairman John Johnson, Goodie Bag Terri Rosatelli

GUESTS: Mike Lommatzsch, Sylvia Rentschler, and Ron Trethan

Old Business:

Mini-Survey — John Clever is to be congratulated for the fantastic job he did in compiling all the results. Patton will be making copies and will distribute them to the Board Members. Jeff will also be reviewing it for possible Nugget publication.

Porsche Corral — Monterey Region has abandoned the Corral at Laguna Seca. The matter was referred by the "79" Board to the "80" Board and it was decided that Barbara Berens will write an article for the February Nugget asking for volunteers and a chairperson to maintain the Corral with the deadline for volunteers to be March 15, 1980.

Bylaws Committee — Becky Blanchard, Kay Matthews, Sandi Candlin, and Bill Patton will be the new committee and are planning to meet in January.

Tech Manuals — The legality of reproducing the Tech Manuals was questioned with Jerry Woods to check with Chuck Stoddard and Dave Blanchard to write the factory for their opinions of photo copying the manuals for use by members of PCA-GGR only. They are to report back by the next Board meeting.

N.C.S.C.C. — Sandi stated they had been paid and all future correspondence will be directed to Bill Patton.

1980 Xmas Party — Money has been allocated to Lou's Village for December 13, 1980, for the Xmas Party.

New Business:

Sgt. at Arms — Ron Trethan was appointed Sgt. at Arms.

Membership Drive — The question of future new members was raised as the new cars being built are much more expensive and are not as competitive as previous ones and that there may not be as many new members. Mike Lommatzsch and Dave Blanchard are going to meet and work on distributing more PCA Dealer Boards to independent shops in order to generate more interest. They will report back at next month's meeting.

Liquor at Events — Bill raised the question of liquor on tours and of ways to control consumption. The subject was dropped for lack of ideas.

Weekender — Bill raised the question of should GGR stage an event similar to that of CRAB or LPR's 2 day event. The subject was dropped for lack of discussion.

Events of the Year — The idea was raised of giving awards for the event of the year for rallye, concours, tours, etc. It was dropped for lack of support.

Postage — Ways to reduce postage were discussed but dropped. The previous Board examined all angles to cut costs and found that our present system is the most practical for us.

Liquor at Board Meetings — The question was raised but dropped for lack of support.

Bylaws/Roster — It was decided that the bylaws roster will be combined in the future and that a 'floppy disc' will be purchased to store the data for future use as it will be less expensive.

Rally Awards — Paul Troutner requested additional funds for rallye awards. It was decided that he would use the remaining $152.23 of his original budget.

Fuel Crisis — Discussion of possible solutions took place and the general feeling was that each chairperson should be careful of advance expenditures where an event may be in jeopardy. The Board should monitor such events.

Director's Reports:

President — The following appointments were approved:
Mike Lommatzsch — Sponsorship Rep
Sally Buckthal — Panorama Reporter
Terri Rosatelli — Goodie Bag Manager
Jeff Lateer — Nugget Editor
John Hawkins — Zone 7 Auto-X Rep

Paul Bates will no longer be the Zone 7 Rep as of January 1, 1980. GGR has recommended Terry Zaccone as a replacement. Bob Burton, President of the San Joaquin Region, has suggested a Zone 7/Zone 8 Auto-X for February 16, 17 and 18. Bill will check with Bob for more details and report back next month.

Vice President — Barbara stated that the January 19 dinner meeting at Rick's Swiss Chalet in Palo Alto is on schedule as the per the host, John Johnson.

Treasurer — Barbara Berens is working with Dale Dorjath on a new format to standardize our present system of bookkeeping and will report more next month. She also indicated the need for the budgets from all chairpersons ASAP in January.

Activities — Sharon submitted a tentative calendar as a guide for Activities Week in January. She also stated the need to set up January 1981 events now with future calendars to cover Feb-Jan. She is also working with Jeff to give him the dates and events for next year's schedule ASAP after Activities Week. She also stated that all Auto-X
Babbling Brooks' Minute Minutes - Continued
dates are confirmed and that the Time Trial dates for July
and September are still tentative.

Membership — Dave stated that he is working on various
methods to welcome new members at dinner meetings
and assist them in finding seats with some of these new
methods, to be utilized at future dinner meetings, on a
trial basis. The new Roster Chairperson is Ursula Grunfel.
Seven new members were accepted along with Dave's
membership report.

Technical — No report. Sandi wanted to congratulate Jerry
for the last tech session. Sharon asked Jerry to put on a
tech session primarily for women.

Goodie Bag — Terri turned in $159.99. Terri has received
the car badges and is awaiting the decals. The Board agreed
to give her two checks to pay for these items as they are
delivered. The idea of a contest was accepted to provide
GGR with ideas for designs for a T-shirt. Terri will write
the article for the Nugget and report back next month
on her progress. Terri requested that she needs to carry
New Member Applications with the Goodie Bag and a
current issue of Panorama and the Nugget. The Board
agreed to provide her with these items.

The February Board Meeting will be held at the LaTeer
home at 7:30 PM on January 25, 1980.

Respectfully submitted,
Brooks Thiele

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your car's sound system should, too.

A new version of our ever popular "Super System" is
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MARCH BOARD MEETING
THURSDAY, FEBRUARY 21st
8:00 PM
BROOKS THIELE — HOST

The 1980 Board of Directors encourages and welcomes
your attendance and participation at all Board Meetings.
Please call the Host/Hostess so they will know how many to
plan for. (Brooks - (415) 573-7811 days.) All guests are
asked to please BYOB.
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- Top-off brake fluid reservoir
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CAMPBELL, CA 95008
378-1911

FEBRUARY SPECIAL: $7.75
914 and 911 Brake Pads, per pair, plus labor
CONCOURS ’79 WRAP-UP

The results of the ’79 series are detailed below. The final standings were determined by adding the scores from each of the three contours held this year. The number and variety of cars shown this year was outstanding. The general level of preparation was excellent, many cars at Parade level already. Many thanks to everyone who helped make this series possible — the entrants and judges, and special thanks to the organizations who loaned their facilities to us — Bud Hart’s, Carlsen Porsche-Audi and Neufeld Porsche-Audi.

CLASS 1 – FULL CONCOURS
*1st Don & Dinah Patterson 1976 930
*2nd Joe & Bev Hartman 1974 911 Carrera
*3rd Rollin Polinizza 1966 919 Carrera 2000GS
4th Fred Young 1977 930
5th John Webb 1957 Speedster
6th Michael Ruddy Speedster

CLASS 2 – INTERIOR, EXTERIOR, STORAGE COMPARTMENTS AND ENGINE
*1st Bert Wall 1978 928
*2nd Jim Marshall 1969 911T
*3rd Nick Kelez 1979 924 D Prod.
4th Hal Mallet 1962 356B
5th Bernd Buschen 1979 911SC
6th Jim Ioakem 356A
7th Jim Fowler 1959 356
8th Jim Cameron 1963 356
9th Michael Lee 1978 924
10th Jay Miller 1974 914
11th Loren Anderson 1969 356A

CLASS 3 – INTERIOR, EXTERIOR AND STORAGE COMPARTMENTS
*1st Linda Foster 1958 Speedster
*2nd Donald & Kirsten Smith 1978 911SC
*3rd Donn Murphy 1977 911S
4th Nick Kelez 1976 930

5th Geni Pretty 1980 924 Turbo
6th Wayne Hotzakorgian 1977 930
7th Bill Patton 1979 911SC
8th Bruce Fong 1970 914-6
9th Brian Rose 1963 356B
10th Harry Hewitt 1970 911T
11th John Hammill 1970 914-6

CLASS 4 – INTERIOR AND EXTERIOR
*1st Mark Devincenzi 1975 914
*2nd Jim Pasha 1977 924
*3rd Robert Kilburn 1971 914-6
4th Chuck Thuener 914-6
5th Richard Stuck 1977 911S
6th Don Wilson 1954 356
7th Dick Cranor 1974 914
8th Jack Kirschmann 1959 356
9th Larry Wong 1977 924
10th Leonard Levine 1976 912E
11th Ron Bernstein
12th Bob Jacobsen 1967 912

CLASS 5 – AUTOCROSS, TIME TRIAL AND RACE CARS – PEOPLES CHOICE
*1st John Johnson/Sandi Candlin 1974 911 Carrera
*2nd Steve Drake 550 Spyder
*3rd Hawkins/Newlin 911
Ron Whitehead 914
Ted Atlee 1966 912
Lorin Guy 356 EP
Bob Garretson Elva Porsche
Denny Kahler
Gary Walton
Dave Bottom
Paul Bates
George Valario

*Trophy

TENNIS ANYONE?

If you are interested in playing in a mixed doubles round robin tennis tournament, please mail these details to me:

1. Name
2. Address
3. Phone (day and eve)
4. Number of male and female players in family
5. Circle class of play: A, B, C beginner
6. Do you have access to one or more courts available for a free day?

Please respond as soon as possible so the tournament can be arranged. Please do not phone, just mail me the information. Thanks.

Bill Patton

ZONE 7/8 CHALLENGE

February 16th and 17th will be the First Annual Zone 7-8 Weekend. It will include both an Autocross and a Fun Rallye, plus a Saturday nighttime Gymkhana and Sunday night Awards Banquet. The Autocross site is Lemore Naval Air Station (near Visalia). Overnigt accommodations have been arranged with the Holiday Inn in Visalia, our headquarter site.

Cost for this event will be $40.00 per couple for all the events mentioned above, including a box lunch on Saturday and on Sunday. Extra drivers for the autocross will be charged $5.00. Room reservations should be made directly with the Holiday Inn. However, we have arranged a special rate of $29/single and $34/double.

Please note that the PCR’s will apply for this event. This means D.O.T. approved tires for the autocross. NOTE: No “funny” tires! For a complete schedule of events and any other details you might need, contact Terry Zaccoone (Zone 7 Rep) at 408/257-6575.
ZONE 7 AWARDS

The date for the Zone 7 Autocross Awards Banquet has been changed from January 26 to FEBRUARY 2, 1980. There will be a nice dinner, followed by a 'renowned race driver' as a speaker, and of course the presentation of the 1979 Zone 7 Autocross Awards.

WHERE: Willow Park Country Club
        17007 Redwood Road
        Castro Valley

WHEN : Saturday, February 2
        6:30 No host cocktails
        8:00 Dinner

ENTREES: New York Steak $12.95
          Cornish Game Hen $9.75

Directions: From Eastbound 580, exit Center St/Crow Canyon Road. Follow signs to Castro Valley Blvd. westbound approximately 1 mile to Redwood Road. Turn right onto Redwood Road to Willow Park Country Club.

From Westbound 580, exit Castro Valley Blvd. and follow it westbound to Redwood Road, turn right to Willow Park Country Club.

Make checks payable to PCA-Zone 7, indicate meal selection and mail to:

Terry Zaccone
13046 Anza Drive
Saratoga, CA 95070
(408) 257-6575

NOTE: There will be a Zone President's meeting at 10:00 AM at Willow Park the same day. On the agenda for the meeting is a discussion of the Zone 7 autocross rules.

PORSCHE CORRAL

Have you had the pleasure of watching an IMSA race from turn 8 at Laguna Seca Raceway, surrounded by beautiful Porschess, old and new? If you have, you are aware that the Porsche Corral is worth our support and participation. If you have any information or if you wish to help with the organization of it, please contact any Board member before March 15. We need your help to preserve the Porsche Corral.

Barbara Berens

UNDERCOATING

As any concours nut can tell you, there is undercoating and then there is undercoating. However, they won't tell you. Except for a few notable exceptions, concours nuts keep their best secrets to themselves. Well, I've found out, and I'm going to blow the whole thing.

There is a type of undercoating that remains soft and pliable. Even after several years drying, you could stick your thumbnail into it and leave an impression that would remain. This type of undercoating excels as a sound deadener, as a corrosion preventive if the surface is properly prepared, and as a buffer against reverse dimples (rocks thrown against the underside of fenders by tires). This kind of undercoating is black and you better just leave it that way. Attempts to paint it are met with disaster; it bleeds and the paint coating cracks. However, if you wish to coat the inside of your door panels, nooks and crannies on the underside of your Porsche, or the wheelwells of a non-concours Porsche, this is the stuff for you. Several manufacturers make it, but two examples are 3M Rubberized Undercoating Part Number 8883 and Sears Undercoating (its the only kind they stock) which appears to be identical but much cheaper. Concours nuts would not, under any circumstances, consider buying this type of undercoating.

The other type of undercoating provides a tough, firm, evenly stippled, paintable coating. The coating remains pliable, but rather in the sense that vinyl upholstery material remains pliable. In fact, the surface toughness can be likened to vinyl upholstery. It has very good abrasion resistance. Some manufacturers put it out in various colors, but black is just fine because it takes paint very well; the paint stays put and it doesn’t change colors. Even a rank amateur can match the texture on the underside of his Porsche with a spray can of this stuff. Although it leaves a rather heavily stippled surface, don’t depend on it to cover up gross surface imperfections — it won’t. Again, several manufacturers make this type of undercoating, but two notable examples are 3M Undercoating Part Number 8873 and the undercoating you can buy over the Mercedes' parts counter. Both of these products are excellent, but the concours nuts prefer the Mercedes stuff. For an example of the Mercedes undercoating, examine the rocker panels of late-model SL’s. This stuff isn’t bad as a sound deadener and corrosion preventive, it just isn’t as good as the soft-type undercoating. It’s a lot better looking.

While we are on the subject, there is a sealant that duplicates the sealant found around the seams of Porsches. It is vinyl-based and is tough in the sense that PVC glue, vinyl upholstery, and the vinyl that holds the pages of notebooks together are tough. It is also easy to apply. If you have ever tried to apply a neat fillet of silicone rubber, you will love this stuff; just lay a bead in the corner, wet a towel (or your finger) with water, and trowel out a professional-quality fillet. Although it is water clean-up, it is impervious to water, once cured. Several manufacturers make it and it is available at the stores that sell automotive paint supplies. Yes, it’s paintable.

Joe Padermderm

14/GOLDEN GATE REGION
Sacramento Valley Region, Porsche Club of America invites you to join us again at our fabulous annual CRAB weekend. Those same fun-type people who have done it to you in the past want to do it again on:

**APRIL 11 - 13, 1980**

Contact Bill Patton or Sharon Trethan for registration forms. Mail your registration form and check to:

**CRAB NINE**  
Larry & Pat Wilson  
1519 Gannon Drive  
Sacramento, CA 95825

The Red Lion Inn will again serve as CRAB headquarters and site for our Saturday night banquet. Our schedule is:

**Friday night, April 11**
Registration at the Red Lion, Sacramento, in the spacious Presidential Suite. Relax and enjoy a drink on us (and more if you like, at CRAB rates). For those who have the hungrys upon arrival, we will have a deli buffet (pre-paid in advance).

**Saturday, April 12**
Another fantastic autocross at Cal Expo’s Lot A, plus a concurrent Crabby funkhana. Zone 7 rules for the autocross.

**Saturday night**
The usual ‘all-you-can-eat’ crabfeed with lots of spaghetti, french bread and wine. Followed by speedy presentations and then much disco dancing and partying.

**Sunday, April 13**
The nifty CRAB Rally/Tour which teases the experts, but keeps the beginners on course, followed by the famous Beer and Bratwurst Feed.

*The price of this year’s CRAB will be the same as last year!!!!* Only $55.00 per couple or $40.00 per single registration which covers a free drink per person at the Friday night registration festivities, funkhana, autocross, dinner/dance, rally/tour, beer and bratwurst, door prizes and our unique CRAB trophies. Plus, we’re a neat group to mess around with.

*Remember.* First come - first serve. **150 cars or March 10, 1980, which ever comes first!** Start working on your CRABbiest Car get-up now. Powers is trying for a repeat win.
1980 CALENDAR OF EVENTS

FEBRUARY

9  GGR Auto-X No. 1 — Dave Blanchard
16  Tech Session — 935 Engine Teardown — Jerry Woods
16-17 Zone 7 and Zone 8 Weekender
19  Pit Crew — Neidel
21  Board Meeting — Brooks Thiele
23  Dinner Meeting — Patton, Evans (Gary)
24  Rodney Roadster Rural Ramble — John Clever

MARCH

1  GGR Auto-X No. 2 — Lorin Guy, Mark McLaughlin
2  Concours/Swap Meet — Bud Hart, Joe Hartman
8  Tech Session — 914 Clinic — Jeff Lateer
9  Zone 7 Auto-X No. 1 — Monterey Bay
11  Pit Crew — Blow
15-16 Yosemite Tour — Mike Lommatzsch
22  GGR Auto-X No. 3 — Mike Lommatzsch, Jim Pasha
26  Board Meeting — Barbara Berens
30  Rally by Bus — Ron and Sharon Trethan

APRIL

5  GGR Auto-X No. 4 — Matt Ballentine
12-13 CRAB — Sacramento Valley Region
15  Pit Crew — Sanders
19  Tech Session — Tires
19  Dinner Meeting — Trefz
20  Variety Rally — Toby and Leta Evans
22  Board Meeting — Sharon Trethan
27  Zone 7 Auto-X No. 2 — Redwood
29  Time Trial Tech — Bob Sherman

MAY

3  Time Trial Tech — Bob Sherman
10-11 Time Trial School/Practice — Sears Point — John Johnson

JUNE

1  Family Picnic — Donna Trefz
7  Tech Session — 924/928 Clinic — Jim Pasha
8  Concours/Swap Meet/Charity — Hartman, Sanders, Hills
10  Time Trial Tech — Bob Sherman
11  Pit Crew — Blanchard
14  Time Trial Tech — Bob Sherman
14  Dinner Meeting — Lommatzsch or Brooking
15  Zone 7 Auto-X No. 4 — Sierra Nevada
21-22 Time Trial — Sears Point — John Johnson
25  Board Meeting — Jerry Woods
28-29 Summer Mud Tour — Levine and Stuck

JULY

5  Zone 7 Auto-X No. 5 — Shasta
11  Milpitas Slide — Terri Rosatelli, Brooks Thiele
12  Malibu Raceway — Sharon Neidel, Dave Blanchard
13  Brunch on the Bay Tour — Barbara Berens, Karen Hawkins
15  Pit Crew — Patton
19  Tech Session — 356/912 Clinic — Ron Trethan
19  Dinner Meeting — Lommatzsch or Brooking
20  Bud Classic Bowling — Ron and Sharon Trethan
22  Time Trial Tech — Bob Sherman
24  Board Meeting — Bill Patton
26  Zone 7 Auto-X No. 6 — Loma Prieta
27  Time Trial Tech — Bob Sherman

16/GOLDEN GATE REGION
1980 CALENDAR OF EVENTS

AUGUST

2-3  Time Trial — Sears Point — John Johnson
5  Pit Crew — Petticrew
9-— Zone 7 Auto-X No. 7 — Golden Gate
9  Dinner Meeting — Trethan
10 Concours/Swap Meet — Carlsen — Bruce Anderson, Tom Foster
16 Tech Session — Model Identification, Tech Trivia — Jerry Woods
16  Hare and Hound Rally — Tom Foster, Larry Jones
17  Monterey Tour — Barbara Berens, Sharon Neidel
18  Board Meeting — Barbara Lateer
23-30 1980 Porsche Parade — Portland

SEPTEMBER

6-7  Virginia City Tour — Bill Patton
13 GGR Auto-X No. 6 — Terry Zaccone
14  Miniature Golf — Ron and Sharon Trethan
16  Pit Crew — Lommatzsch
20 GGR Auto-X School — Jim Pasha
20  Dinner Meeting — Ponciroli
23  Time Trial Tech — Bob Sherman
25  Board Meeting — Brooks Thiele
26  Nite Rally — Ron Ferreira
27  Time Trial Tech — Bob Sherman
28  Zone 7 Auto-X No. 8 — Yosemite

OCTOBER

4-5  Time Trial — Laguna Seca — John Johnson
10 Rally
11 GGR Auto-X No. 7 — Bob Sherman
12 Wine Tour — Brooking and Lateer
14  Pit Crew — Candlin
18  Tech Session — 911 Clinic
18  Dinner Meeting — Blow
19  Zone 7 Auto-X No. 9 — Sacramento Valley
22  Board Meeting — Barbara Berens
25-26 Mendocino Tour — Barbara Berens, Jerry Woods

NOVEMBER

2  GGR Auto-X Rules Meeting — John Hawkins
7 Chabot Observatory/Finger Food Party — Patton and Trethan
8 GGR Auto-X Rain Date
9 Picture Rally — Fulton and Witt
11  Pit Crew — Neidel
15 Tech Session — Anatomy of a Porsche — Jerry Woods
15  Dinner Meeting — Petticrew
16 Time Trial Rules Meeting — John Johnson
21  Joint Board Meeting
22-23 Hearst Castle Tour — Bill Patton

DECEMBER

5  Rally — Patton
6 Concours/Swap Meet — Neufeld — Don Patterson, Joe Hartman
7 Nutcracker Ballet — Barbara Lateer
9  Pit Crew — Lateer
12 Caroling
13 GGR X-Mas Dinner — Lateer

JANUARY 1981

4-9 Activities Week
10 GGR Auto-X — Practice — Hawkins
13  Pit Crew — Ponciroli
17 Tech Session — Womens’ Hands On — Jerry Woods
17  Dinner Meeting — John Johnson
23  Board Meeting
25  T & D Rally — Keith McMahan
31-2/1 Tour to the Unknown — Jeff and Barbara Lateer

NUGGET/17
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CAROLING

Approximately 30 GGR members and friends met on cold December 14th to carol at the Kaiser Hospital in Hayward. Doug Price conducted a hasty rehearsal and sobriety test in the parking lot and quickly moved the group directly to the hospital before any bolted directly to the pizza parlor.

Doug led the group through a hearty hour and a half of caroling in spite of the fact he was nursing a cold. The group was aided by several members who have sung in public before. This was Doug’s fourth successful sponsorship of the caroling event and he is looking for a successor.

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RON LEPPKE – FANTASTIC VOICE!

The caroling was well received by the patients, their families, and staff. Porsche Christmas cards were distributed signed “Seasons Greetings, Golden Gate Region.” After the caroling the group adjourned to Lord Byron’s in the Southland Shopping Center to orient new members, tell war stories, and drink pizza and eat beer.

Bill Tardy
NUGGET/19
AUF DER HÖHE

I’d like to take a few lines to recognize excellence. GGR has three awards, given annually to people who contribute with excellence during the year. It is appropriate to discuss the awards and the recipients for 1979 so you may have the opportunity to thank them for a job well done.

The Event of the Year — given annually to the Chairperson/people who put on what is considered to be the best event of the calendar year. When you consider the number of events held by this region in a year, you begin to realize that to be singled out as the best is truly an amazing accomplishment. The 1979 winner, The Long Time Members Dinner Meeting, chaired by Leta and Toby Evans, was such an event. Usually the selection of the winner of this award is a difficult choice. In spite of the number of great events in ’79, The Long Time Members Dinner Meeting won hands down. Toby and Leta are very deserving recipients of the Event of the Year award. By the way, this is the first time a dinner meeting has won this award. Toby and Leta, we appreciate you very much and value this and all your other contributions.

The Don Matthews Award — given each year to the new member who best epitomizes the spirit and enthusiasm of the late Don Matthews, a new member who tragically died at the end of his first year of membership. Much can be said of Don, but the fact that this award was conceived and named in his memory clearly illustrates how we felt about him. Mike Lommatzsch, the ’79 Matthews Award winner, immediately made his mark on GGR with his friendly, exuberant, and enthusiastic manner. Mike is a hard worker who rarely misses an event. If Activities Week is an indication, it would appear Mike is after the nonexistent Sophomore of the Year Award, or perhaps The Dummkopf, as when a volunteer was needed, Mike’s hand could always be found aloft. Get to know Mike; he’ll be one of the leaders of this club in the future. Congratulations, Mike! and stick around, we need you.

The President’s Trophy — goes annually to the person/couple who contributes the most to the Region during the year. Reflecting on the number of hard-working people we have in this club, it is clear that excellence is the name of the game in winning this award. Your Nugget Editor, Jeff Lateer, was the obvious choice for 1979. Take a good, close look at this high-quality, professional magazine you are holding. Compare it with Panorama, compare it with other PCA newsletters or any other newsletter you’re familiar with. Outstanding, isn’t it? Now stop to consider the talent, time, energy, perseverance, pride, organizational abilities, patience, and other qualities necessary to produce this publication. Consider for a moment the fact that your Nugget Editor takes ALL the heat when something goes wrong. This magazine alone makes Jeff the clear and obvious choice for this award, but Jeff didn’t stop there. He co-chaired one of the best events of the year - The Wine Wander, working timing at all the time trials, and teching cars for the time trials. Jeff attends all Board meetings and
most events, missing only when the Nuggets in production. Stand up, Jeff; take a bow. We love you madly. Now get the Nugget out on time.

Thank these people. They and others like them do a lot for you.

Now for a word about Activities Week. We’re all dead tired but we’ve done it. A full schedule of super events to dominate your life in 1980.

John Johnson has expanded time trials to three events and a two day school, and John Hawkins has put together a full schedule of Autocrosses for your competitive needs. Nineteen-eighty promises to be a big year for driver events.

Norb and Judi Witt organized a full complement of tours, featuring two-day tours to new and exciting places.

Don and Dinah Patterson have created social events never tried before in this club, all of which promise to be fun and worth attending.

Joe Hartman delivered four Concours/Swap Meets and promises the Concours series will be bigger and better than ever with more dollars budgeted for trophies.

Jerry Woods assures us he’ll teach you all there is to know about your car, and everybody else’s too. Jerry’s imagination and creativity with Tech Sessions will top even last year.

Keith McMahan may be the star of GGR in ’80. He has exciting ideas on how to run our Rally series this year. I personally am very excited about Keith’s imaginative approach, and feel we’ll have the best approach to Rallying in the history of GGR. Keith has some exciting surprises for you. Watch for them.

Pit Crew — another star is born. Jannie Ponciroli has been very creative with Pit Crew. She wants to shift the emphasis to fun with a charity theme, add some new events and get GGR into some very productive and thoughtful areas. Encourage and help her. We need to expand in the directions Jannie has planned.

Barb Lateer, using the delegation method, has put together a full schedule of diverse dinner meetings with a broad input from many volunteers. Don’t miss dinner meetings; they’ll be better than ever.

There is also a strong possibility we’ll be doing some joint social and/or charity events with Black Porsche, Inc. I am meeting with their Board in the near future to see what can be developed.

All Board members and Committee chair people used the Mini Survey in organizing and planning the calendar for 1980. We want to thank you for many of the ideas and new directions we’ll be traveling in 1980.

Please thank and encourage your Committee and Event chair people. Without them you’d be painting the house this year.

Bill Patton
President

RODNEY ROADSTER’S RURAL RAMBLE

TOUR — RALLY — PARTY
It’s all three! Yes, a tour, a rally, and a party all in one event. The tour will consist of a leisurely drive through the beautiful countryside and Porsche roads in the east part of Alameda County. The rally will require you to follow a set of very simple instructions. We’ll end at a private home for a BYOB party, a rally rap/bull session, and some of that famous Porsche comraderie. It’s all there for you to enjoy! Please join us.

WHERE: Kahler’s Porsche Service
6392 Scarlett Ct., Dublin
(Exit I-580 at Hopyard Rd., just east of I-680. Go north to first signal. Right to Kahler’s)

WHEN: Sunday, February 24th
Registration opens at 11:00 AM
First car out at high noon.

CALL: Try Rodney at (209) 835-9090
or Keith McMahan at (408) 354-2270
or Sharon Trethan at (415) 838-8514

Remember, it’s a tour, a rally, a party. All three are fun. Be there and enjoy!
DROOPING MOTOR COVERS

For those of you who drive Volkswagens masquerading as mittlemotor Porsches (I think this turkey is referring to 914's and 914-6's, which are as authentic mittlemotor Porsches as the Gmund, the Spyders, the 904, 910, 936, etc. Ed.) have probably noticed that the grilled motor cover has begun to sag. When your motor is already nearly inaccessible, it doesn’t help to have a cover that hangs half-closed while you are trying to change the plugs. Here’s a couple of simple fixes for that malady.

First, open the cover and remove the Phillips-head screw that holds the two-piece block which, in turn, secures the engine-cover torsion bars to the center of the cover. One-by-one, push in and unhook each torsion bar, turn it end-for-end, and reinstall it. You will notice while they are off (especially if you sight down the ends of the bar) that constant tension (torque, actually) has caused the leverage arms to be offset, and reversing them will put the tension in the opposite direction.

An easier, but less satisfactory, fix is to slip a 2-inch length of thick-wall tubing over as many of the torsion bar leverage arms as necessary to increase the torque to the point it holds up the cover. Save the old tire pump tubing the next time you replace it, the fit is perfect.

And in response to the above Note I knew that the Editor could not resist inserting, no authentic Porsche has gaps between the body panels that stinking goat could be thrown through. In fact, that criteria calls the 928 into serious question: that car has gaps between the door and body so wide that little Donna Trefz could ingress and egress without opening the door. Certainly, the days are gone forever when a judge at a Porsche concours dismissed out-of-hand any Porsche that had such a poor fit that a business card could be inserted between panels.

Joe Padermderm

ATTENTION

Congratulations are in order for Terry Zaccone, who was appointed Zone 7 Representative to finish the term of Paul Bates who recently resigned. Terry will be watching the Zone Autocross Series as well as any other intr-region event to be sure that all runs smoothly.

Terry has been a top competitor in the Zone Autocross Series, as well as GGR Time Trials, CRAB and many Parades. Terry and ‘poor old Marcel’ will be experienced voices for safe competitive events and improved regional communications.

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DATE CHANGE
MAY 10 & 11
READ YOUR SPARK PLUGS

You can read a spark plug just as easily and as surely as you can read the words on this page. Dema Elgin, when he was running in the new motor for my Speedster on his dyno several years ago, assured me that there was nothing mysterious about it. I got my first reading lesson right there, and he was right. The evidence you find on a spark plug issues from cause to effect and the signs you can read there are far more consistent than the alphabet.

There are several books that show photographed examples of plugs and the spark plug manufacturers put out booklets. The best, undoubtedly, is from NGK: the booklet is in full color, beautifully printed, with detailed comments beneath each of about 20 plugs. Write for a copy.

If you want to determine what's going on inside your motor while it's operating at full load, it won't do any good to honk up Mt. Hamilton, or around Sears Point, and then run the motor at idle until you find a convenient place to park. You must cut the ignition while operating at full load and coast to stop. Usually, when we examine a plug, the last service it performed was at idle because we puttered through the neighborhood, drove into the driveway, parked in the garage, and finally turned off the ignition. Nevertheless, it's a good idea to examine each plug as it is replaced to determine what you can read there.

Brief descriptions of the kinds of information that can be read from plugs are given below. It's not a reading lesson, however; you are again urged to send for the NGK booklet (the Champion booklet isn't bad either).

HUNKYDORY: If the insulator around the center electrode ranges in color from a greyish-yellow to a light chocolate brown, your plug says "hunkydory." That means that the heat range of the plug is too low to burn away the deposits. You should find the inside of the intake manifold vents to the garage. The glowing red plug causes the air/fuel mixture to explode long before the plug spark - that's detonation, bunky. The heated piston begins to contribute to the heat buildup. Molten alloy begins to spatter about the combustion chamber. Finally, a hole is burned through the piston and pressure from the combustion chamber is vented into the crankcase. Oil is forced out of the pressurized crankcase from more places than you can conceive of. Oil comes out of the filler port, out of the crankcase vent and into the induction system, it's forced past the piston rings and into the remaining combustion chambers. Oil, lots of oil! Clouds of white smoke! Anyone following has their car corrosion-proofed.

CARBON FOULED: A sooty, dull black plug is telling you that it is carbon fouled. The cause could be that the fuel mixture is too rich, the plug gap is too wide, or the heat range of the plug is too low to burn away the deposits. You might also find that you have a black exhaust pipe and occasionally notice a puff of black smoke in the rear view mirror. On the other hand, you might have been idling at stop lights too much and a brisk trip to Yosemite might make that same plug say, "hunkydory."

OIL FOULED: A shiny, and sometimes lumpy, film of oil and carbon indicates that there has been too much oil in the combustion chamber. That oil came from the crankcase, not the fuel tank, so whatever route it took is bad news. It probably came past the piston rings or valve guides, but it might have been blown into the induction system via that hose that leads from the crankcase to the air cleaner be-
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C2  Concours, 1966 to present
S1  Street, thru 1965
S2  Street, 1966 to present
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26/GOLDEN GATE REGION
TIRE COMMITTEE REPORT

In response to the discussion regarding tires at the Time Trial meeting last fall, a committee was formed to report on tire safety problems.

Synopsis of the Problem

In light of tire failures noted at the last Sears Point Time Trial, an investigation was conducted to determine the nature and causes of the problem. The concern was the safety of recapped tires being used in a high speed event.

Summary of the Findings

After contacting various people in the tire manufacturing industry concerning the recapping of tires (specifically XWX carcasses) it was learned that recapping, IF PROPERLY DONE results in a tire as good as a new tire. There are two general types of recapping processes, referred to as the 'hot' and the 'cold' processes.

The hot recap process (HRP) requires that closer tolerances be held during recapping than are required in the cold recap process (CRP). In addition, for successful bonding in the HRP the new rubber and old rubber must be chemically compatible. The CRP does not require such compatibility. In the CRP the new rubber strip is partially processed (manufactured) prior to bonding to the tire carcass. Here, bonding occurs between a bonding agent and the carcass on one side, and the pre-prepared tread on the other side. By contrast, in the HRP the rubbers form a direct chemical bond. In either process, improper preparation of the carcass will cause an improper bond. However, the closer tolerances required in the HRP make it more difficult to achieve proper bonding, thus increasing the chances of an improper bond. Further, the steel belts in a radial tire such as the XWX conduct heat away from the bonding area, thus increasing the probability of improper bonding. As a result of the difficulties in the HRP, the failure rate of a cold recap tire is less than the hot recap tire. More importantly, the cold recap is not as prone to separation along the bonding line.

Time Trial Rule

A street tire (including recaps) to be allowable for STOCK CLASS, must have a street type tread pattern. This tread pattern must be D.O.T. approved or have at least four continuous zigzag circumferential grooves, essentially equally spaced, with a minimum of 1/8" wide grooves. Tires must comply with the California Motor Vehicle Code Section 27465(b) and (c) which state:

"No person shall use on a highway a pneumatic tire when the tire is so worn that less than one thirty-second (1/32) of an inch tread remains in any two adjacent grooves at any location on the tire. The measurement of tread depth shall not be made where tie bars, humps, or fillets are located."

ALL steel belted recapped tires prepared using the hot recap process must be subjected to X-ray inspection for proof of adequate bonding.

Based on live testing at Sears Point by Bob Bondurant and Walt Maas of XWX tires with approximately 2/32" tread and Bandag recaps by Downey Tire, it was concluded that these tires were essentially equivalent in terms of performance capabilities. The Bandag tires did prove to be more predictable for the driver, providing him with an additional margin of safety.

Chuck Fauvre, Walt Maas, Dale Dorjath

Time Trial Chairman's Note: This will be in effect as a rule for the 1980 Time Trial Series.

TIME TRIAL NOTES

The 1980 Time Trial Series is about to begin and we all hope it will be as successful as the 1979 series. There will be four events this year - three at Sears Point and one at Laguna Seca.

The first event will be a two-day licensing school on May 10-11 at Sears Point. (Previously announced as March 29-30). This event is also a practice/warmup weekend for experienced, licensed drivers.

The next two events will also be at Sears Point and the last one at Laguna Seca. At the two Sears Point events we will only be able to accept 10 students and, like last year, none at the Laguna event. Therefore, I recommend you attend the May 10 and 11 school to assure your acceptance as a student.

The 1980 rules have been set and are available upon request. You will receive a copy with your registration for the May 10-11 event. Elsewhere in this issue is the ruling on stock class tires.

Entry fees will again increase this year due to increased track rental and the addition of individual event awards as well as year-end awards.

It seems to be more difficult every year to get track dates for our events. Both tracks are used daily for school, testing, commercials and races. We are very fortunate to have four dates in 1980. Our fine association with the tracks in past years has assisted us greatly.

Come out and join the time trialers — if not to drive, then to work. It is a rewarding experience.

John Johnson
Time Trial Chairman
DECEMBER TECH—HISTORY IN PERSON!

DECEMBER TECH — HISTORY IN ACTION

Whoever referred to this event as "GGR's Porsche Museum" wasn't far from wrong. A large crowd was in attendance at Garretson Enterprises shop to stand cheek to thigh around more vintage Porsche racing machinery than I've ever seen under one roof. Plenty of time was allowed to inspect the cars, then the owners gave a talk concerning their cars. The cars on display and their owners were:

'51 Coupe — Jim Barrington
550 Spyder — Steve Droke
550 Spyder (Devon Body) — Don Bell
'59 Carrera GT Coupe — Marc Pettibone
Pooper — Walt Mathewson
RS-61 Spyder — Gary Crandell
Abarth Carrera — Bob Garretson
Elva Porsche — Bob Garretson
'62 Carrera 2 — Rollin Polinitza
906 Frame — Bob Garretson/Bruce Anderson
906 — Carlser Porsche/Audi
910 — Carlser Porsche/Audi

BEAUTIFUL ORIGINAL 1951 COUPE

DEVON BODIED 550 SPYDER

1962 CARRERA 2

Each car was so technically interesting in their own right that a paragraph could be written about each. Space does not permit this, but to highlight my impressions, all of the aluminum bodied Spyders were interesting from a historical point of view as they were very competitive racers in their class from inception. Crandell's RS-61 was interesting because some of the body panels were off the car permitting a good look at his excellent ground-up restoration. Good luck on the body, Gary. The Pettibone Carrera was of particular interest as I also owned a similar Carrera, same year and color but not such a rare GT version, which had aluminum panels and plexiglas windows. Garretson's Abarth Carrera, one of 21 built, was a high point although gobs of restoration time remain. It was certainly one of the most beautiful of all racing Porsches (see Panorama, December '62, February and March '63 for

PORSCHE + COOPER = POOPER

good pix) except perhaps for the 904 and 906. It was interesting how the Italians molded the aluminum body around the 356B frame/chassis.

An explanation of the Pooper might be in order. This car began life as a 1100 cc Sports-racer which was purchased by a West Coast Porsche distributor and fitted with a 550A Spyder engine. The car was an instant winner in the hands of the late Ken Miles.
The two Carsen cars were in excellent condition and a joy to behold. The 910 started life as a Works 8-cyl coupe, was qualified by the late Jo Siffert as the fastest Porsche at the 1967 Nurburgring 1000-km race but DNF'ed while running 2nd. At the end of the '67 race season, the car was fitted with a 6-cyl engine (220 DIN HP @ 8000 rpm) and sold by the factory. It was raced in Europe from '68 to '74 and at some time was converted to Spyder form by removing the top for weight reduction from 1265 to 1100 pounds. In Spyder form the car slightly resembles the incredible 910 Berg Spyder, the factory hillclimb car, which weighed 992 pounds with a 1981 cc 8-cyl engine rated at 272 DIN HP @ 9000 rpm.

The 906 (Carrera 6) was a 1966 Works race car and, like the 910 was sold into private hands at the end of the race season. It has a 6-cyl 210 DIN HP @ 8000 rpm engine and was so incredibly beautiful, I refuse to discuss it further.

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A pat on the rear to Garretson Enterprises for providing the space, Jerry Woods for hustling the cars and especially, the owners themselves who cared enough to take the time and risk to bring their precious toys into the crowd of heavy breathing attendees.

Thanks guys,
Phil Mullen
NUGGET/29
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

Two forged factory alloy wheels, 7” x 15”, late model with black centers, excellent condition — $560. Four traction recaps on 185 x 70 XWX tires, worn — $65. Wheels and tires for $600.

- Matt Ballentine, (415) 595-1195 evenings til 9 PM.

Four 165 x 15 tires, 70% tread remaining, (2) Michelin, (2) Semperit, nice shape. (6) 356-912 spring loaded push rod tubes. (4) 912 bilhar pistons and cylinders, 100,000 miles, suitable for re-bore. (1) 912 muffler, fair shape, 100,000 mi. Make offer on any or all the above items.

Mike Shields, 592-1933 eves, 965-8700 days.

73 914 1.7 Full autocross and time trial equip. + CB-AM-FM-8 track and many extras — $6300. Also 356-912 180 mm clutch plates, also 200 mm — $10-$20. 356/912 Push rod tubes — $5.50 each. Used race tires, 24 x 8 x 15, one race, no practice — $40 each. 23 x 8 x 15 One race, one practice — $35 each.

Call JMH Racing, Johnny Humphreys, 247-0778 or 255-3255.

1964 356C Elec sunroof/stock engine by Jerry Woods/912 crank/suspension by Garretson, 21 mm sway bar, lowered, decambered/new paint by Porshatech (original color)/5 1/2 in. chrome wheels Pirrelli on 36"s/leather seats/interior good, new headliner/ask $9,900.

Art Dacanay, (415) 433-2050 days, (415) 332-8234 eves.


(415) 731-7659 8PM-10PM PST.

Parting 60 Porsche Roadster.

Ben Lubkin, 837-5875.


Larry Chmura, 1701 Ridgewood Rd., Alamo, CA 94507, (415) 933-8788.

Convertible “D” No. 85784 red/black ’65SC engine 1800 cc. 741 Trans BBBB 6:31 ring and pinion disc brakes. Many modifications 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.

30/GOLDEN GATE REGION

64 356SC Sun roof Coupe, 131273. White/Blk, 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 $13,950.

Bill Patton , (415) 543-9360, days; (415) 530-0609, eves.

Recaro 114 drivers seat for 914. Uses stock rails, installs in 10 minutes. Asking $175.00. Mens Orfina Porsche watch, black - $375. Retail price is much higher.

Bill Patton, (415) 543-9360, days; (415) 530-0609, eves.

Four early style, 6 inch, forged alloy wheels, polished excellent condition with hub caps - $700. Two near new XWX tires - $175. Four alloy wheels, 6” cookie cutters with hub caps and 1/2 used traction tires - $400. Two 4T cam shafts - $150. Two 4T barrels and pistons - $200.

Glenn Hills, 264-1822

1960 Porsche 356B Parts.

Bob Smith, (415) 726-7515 AM, or (415) 726-9153 PM.

1976 914 2.0 Black with custom blue stripe, seats with blue inserts, 7” polished 911 alloys, 215 VR 60 CN 36’s, oil cooler, deep sump, 21 mm adjustable front sway bar, 19 mm adjustable rear sway bar, 23 mm torsion bars, A-arm plastic bushings, rear arm plastic bushings, 180 lb rears, new tie rods and rubber boots, lowered, bump steered and wheel weighted, stainless steel brake lines, stainless steel heater boxes, new rotors, Euro lights, rear electric Porsche lens, custom fiberglass nose, oil pressure and temp gauge, bra, etc. Your choice of stereo, extra 911 2.0 engine and more.

See 6-78 Panorama.

G. Walsh, P.O. Box 3033, Hayward, CA 94540

(415) 895-9735. Call 24 hours, leave message.

1 Mohn ski rack fits all 914’s — $30, 1 pair Lucas driving lamps w/brackets — $50, 4 5-1/2 x 15 4 spoke 914 alloy wheels, centers painted black, edges scratched from curbs but can be polished — $215, 1 Fuzzbuzzer II — $65.

Kathy Schoenberg, (415) 895-9735.

Leave message and item you wish to purchase.

1 Factory leather steering wheel — fits all 914’s — $10, 1 Hirschmann 6900 black electronic antenna — $60, 4 5-1/2 x 15 steel wheels fits all 914’s — $40 or $15 ea, 901 gears O, V, ZD — $60 ea, 1 Hardt bike rack fits all 914’s — $25, 1 Concord HP-350 AM/FM 40 Watt cassette player — $175, 1 Hobreck rollbar fits all 914’s (top fits on with bar in place, with shoulder and submarine mounts) — $125, 1 Pioneer KP-9000 AM/FM cassette player — $125, 1 very rare, vintage 1961 Becker “Europa IV” AM/FM/SW pushbutton radio (fits with ease into your 356) — make offer, 1 used Clarion equalizer — $45.

G. Walsh, (415) 895-9735.

Leave message and item you wish to purchase.

1978 911SC Coupe No. 9118201671. Neptune blue (color to sample), full blk lea int, sport seats, sunroof, fact air, P7’s/alloys, lowered, CR radio, pwr antenna, rear spkrs, RH mirror, foglights, elec windows, speed control, auto heater. Unique/Perfect, only 2900 miles — $29,500.

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Coming Events

FEBRUARY

9  GGR AUTO-X NO. 1 – BLANCHARD
16  TECH SESSION – WOODS
16-17 ZONE 7 & 8 WEEKENDER
19  PIT CREW – NEIDEL
21  BOARD MEETING – THIELE
23  DINNER MEETING – PATTON/EVANS
24  RALLY – CLEVER

MARCH

1  GGR AUTO-X NO. 2 – GUY/MCLAUGHLIN
2  CONCOURS/SWAP MEET – HARTMAN/HART
8  TECH SESSION – LATEER
9  ZONE 7 AUTO-X NO. 1 – MONTEREY BAY
11  PIT CREW – BLOW
15-16 YOSEMITE TOUR – LOMMATZSCH
22  GGR AUTO-X NO. 3 – LOMMATZSCH/PASHA
26  BOARD MEETING – BERENS
30  RALLY – TREATHER