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Sales-Service-Parts  •  3303 S. Winchester  •  Campbell
Welcome to 1980, a new Board of Directors and another fun filled year with GGR.

I'd first like to acknowledge the fine and enthusiastic Board you've selected for me to work for this year.

Vice President — Barbara Lateer
Secretary — Brooks Thiele
Treasurer — Barbara Berens
Activities — Sharon Trethan
Membership — Dave Blanchard
Technical — Jerry Woods

The 1980 Board encourages your input now and throughout the year. We hope you will communicate your ideas, comments, compliments and criticisms.

The "Mini Survey" has been a good vehicle for you to be heard. With over 300 received to date we have a lot of constructive and interesting material to work with. You will soon be able to share in the results of the survey as John Cleaver has volunteered to compile the data electronically. The results will be available and reported to you soon.

In the meantime, you have available to you two other methods to communicate your input. The first is Activities Week (described elsewhere in this issue). This is your opportunity to be heard on what type of event you want, where you want it and how you want it. Also, it's a great place to socialize. We hope you'll participate in this critical period of time as the entire year's success depends on the outcome of the event scheduling and planning.

The second way you can be heard is to attend Board Meetings. These have already been calendared and the entire Board welcomes you to attend and be heard on the subject of your choice.

The January dinner meeting is the annual membership meeting as required by the Region's Bylaws. Details appear elsewhere in this Nugget.

My personal thanks to you for having the confidence that I can do the job for you and GGR in 1980. I would hope to be able to perform at the consistently high level of excellence at which Sandi performed in 1979. I certainly intend to try. I promise, at the very least, to work hard. My personal goal is to create an atmosphere where new people feel comfortable with GGR.

With the Board I have to work with, I feel strongly that '80 will be a highly successful and fun filled year for all of us.

Thank you
Bill Patton
President

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.
Porsche has announced that it will accept America's greatest racing challenge — the Indianapolis 500. The long-rumored announcement marks the very first Indy participation for Porsche and begins a new chapter in their long-successful racing heritage. Entered in cooperation with the California-based Interscope Racing Team, the Interscope Porsche will be driven by Danny Ongais, 37, USAC's Indy Division 1977 Rookie of the Year, who led more laps in a single year in USAC events than any other driver in history. Concurrent with the team's earlier Indy car efforts, Interscope has been associated with Porsche's GT road-racing successes for the past four years. Most recently, Ongais, Hurley Haywood and team-owner Ted Field won the 1979 Daytona 24-Hour Race in a Porsche 935 Turbo.

Porsche's entry in America's most famous race is powered by a turbo-charged version of the production 911 powerplant — similar to the one which has powered the winning car at Le Mans for three of the past four years. The chassis is being developed by Porsche and Interscope.

The turbocharged, flat-six powering the Interscope Porsche is derived from the same on-the-road engine that powers Porsche's 911SC and 930 Turbo. Modified from its production form, the competition version has been tremendously successful in road road racing events around the world.

Three times in the last four years, different versions of the turbo-charged, flat-six Porsche engines have won Le Mans. Twice the winning cars were 936's, but in 1979 the winning Porsche was a 935. For the 936, the engine displaced 2140 cubic centimeters and, for the 935, the limit was 3211 cc.

Although the first Indy engine in 1911 was permitted up to 9.8 liters, the Interscope Porsche will use a 2649 cc motor — to comply with the displacement formulas which USAC has used since 1972. In the configuration, the Porsche six will be competing with the most successful current Indy engines: The Cosworth and Foyt V8's, and the Offenhauser Four.

A turbocharged 'pushrod' engine for Indy is permitted up to 3430 cc, and a non-turbo entry can displace up to 5820 cc. The other variable in the USAC engine formula is turbo-
charger boost pressure, which is 48 inches of mercury for eight-cylinder engines, 54 inches for six, and 60 inches for fours. The Interscope Porsche engine makes use of an air-cooled crankcase and cylinders like the production 930 Turbo or 911, but the rest of the engine is more exotic, featuring water-cooled cylinder heads with four valves per cylinder. With an electron-beam machine, each individual cylinder head is welded to its cylinder barrel, eliminating the possibility of head gasket problems.

Instead of a single chain-driven camshaft for each cylinder bank, two gear-driven cams operate the valve gear — the four-cam configuration means that cup followers can be used instead of the usual rocker arms. Two water pumps for the hybrid cooling system are run from the exhaust camshafts, while the intake camshafts drive another pair of water pumps for an intercooler. Intake air passes through the intercooler after it has been pressurized by the turbocharger, resulting in a few more horsepower.

All Indy engines must use dry-sump lubrication, because the rules do not permit oil refills during the race. USAC regulations also specify that each car can consume no more than 1.8 U.S. gallons of alcohol per mile, and compliance with this rule is monitored closely. Efficiency is an important factor, and, since each entry in the 500-mile race is limited to 277.4 gallons, some front-runners in the past have stalled with an empty tank before reaching the finish line.
Quality service is a rare combination of experience and high standards. We provide the same quality service to our daily customers and our racing team.

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

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

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

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

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

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

Saturday, January 12, kicks off the 1980 GGR Autocross season with our annual Practice Autocross. No points will be accumulated for 1980 year-end awards, so you'll be able to test out all the latest trick changes you've made to your car over the winter break. The Practice Autocross is a low key event which usually provides us with plenty of runs; so, we particularly invite you new members to join us and see what autocrossing is all about. That way you can personally experience the thrill of driving your Porsche as it was designed to be driven.

Experienced instructors will be available to assist you.

**WHERE:** Alameda County Fairgrounds – Take Bernal exit east from 680.

**WHEN:** Saturday, January 12, 1980
Registration 6:30-8:30AM and 11:00AM-12:00 Noon.

**CALL:** Ted & Susie Atlee at 578-7499 if you have questions.

**TIME TRIAL TECH**

The first event of the 1980 Time Trial Series is going to take place in three short months. Instead of waiting until two or three weeks before the event to start rounding up workers for the tech inspections, I want to try and get an early start this year. As before, we will be having three pre-techs before each event — two at various locations within GGR approximately one week before the event, and one the evening before either at the track or a location close by.

I am not trying to set a definite list of workers for the first event, as the pre-tech dates have not yet been set. I do want to establish a list of those of you who would be interested in helping me to do the inspections. ANY-ONE who thinks they would be interested, please call me at 985-2400, Extension 266 (work), or 249-3787 (home). Some time in mid-February I will be mailing letters outlining the dates and times of the tech inspections for the first event and asking for commitments for each day. Remember, not only is this a way to make an important contribution to the smooth running of the Time Trials, it is also an excellent way to learn. If you've never done anything like this before, come on out and we'll teach you. If you have helped in the past, come out and pass your knowledge on to someone new. See you all at Sears Point on March 29 and 30 (and at the pre-techs too!!).

Bob Sherman
Chief Tech Inspector

**DINNER MEETING**

Rally, Concours and Autocross year-end awards will be presented at this dinner meeting. Cheers and applause to all who will receive those well deserved trophies. It's a good way to wrap up the series and begin a new year of enthusiasm.

The new board will be out in force for their first dinner meeting of the new year; they too deserve our cheers and applause.

**HOST:** John Johnson

**WHERE:** Rick's Swiss Chalet
4085 El Camino Way
Palo Alto

**WHEN:** Saturday, January 19
6:30 PM No host cocktails
8:00 PM dinner

**ENTREES:**
- German Sauerbraten $8.50
- French Fried Prawns $8.00

Dinner includes: Salad, potatoes, dessert, coffee and tip.

**RESERVATION DEADLINE:** January 15, 1980. You are responsible for your reservations if not cancelled.

As we begin 1980 the Nugget 'staff' and myself would like to wish all of you an active enjoyable New Year. I hope that the 1980 Nugget will continue to please you and will improve its weak points to become a better publication.

Jeff Lateer
Editor

NUGGET/7
Start thinking now about events you would either like to put on or that you would like to participate in. Then talk to or call the appropriate committee chairpeople and let them know your desires. Then make plans to be at every meeting during Activities Week that concerns the things you want to be doing with your club during 1980!

THE CHOICE IS YOURS!!

SUNDAY
JAN. 6TH, 1:00PM
AUTOCROSS
JOHN & KAREN HAWKINS
1340 ODDSTAD BLVD.
PACIFICA 94044
(415) 359-0542

TUESDAY
JAN. 8TH, 8:00PM
SOCIAL
DON & DINAH PATTERSON
CONCOURS
JOE & BEV HARTMAN
(MEETING AT THE PATTERSON'S)
16478 EUGENIA WAY
LOS GATOS 95030
(408) 354-0618

THURSDAY
JAN. 10TH, 8:00PM
RALLY
KEITH McMahan
18173 KNUTH ROAD
LOS GATOS 95030
(408) 354-2270 (Night)
(408) 866-0550 (Days)
NOTE: YOU MUST CALL FOR DIRECTIONS – KNUTH IS A PRIVATE ROAD!

MONDAY
JAN. 7TH, 8:00PM
TOURS
NORB & JUDI WITT
282 BELBLOSSOM WAY
LOS GATOS 95030
(408) 356-0866

WEDNESDAY
JAN. 9TH, 8:00PM
TECHNICAL
JERRY WOODS
56 HEMLOCK CT.
MILPITAS 95035
(408) 262-2366

FRIDAY
JAN. 11TH, 8:00PM
PIT CREW
JANNIE PONCIROLI
DINNER MEETINGS
BARBARA LATEER
(MEETING AT THE PONCIROLI'S)
403 DAYTON AVENUE
SANTA CLARA 95051
(408) 244-3083

THE ABOVE CHAIRPEOPLE NEED YOUR IDEAS AND SUPPORT. YOU CAN HELP MAKE THE ACTIVITIES FOR 1980 THE EVENTS YOU WOULD LIKE TO HAVE.

PLEASE NOTE: ALL ACTIVITIES WEEK MEETINGS ARE BYOB, PLEASE.
Plan to attend the activities meetings that interest you. Participate in the planning of the various club functions, and (just for kicks) volunteer to chair (or co-chair) an event; you'll not be sorry you did! These maps should assist you in locating all the fun, give the hosts a call if you should stray from the prescribed path. See you there!!

Tours
Norb & Judi Witt’s
282 Belblossom Drive
Los Gatos
356-0866

To 17 Los Gatos
Blossom Hill Rd.
Harwood Rd.
To Almaden Expressway

To Saratoga
To Santa Cruz

Los Gatos Blvd.
Loma Alta Ave.

Cypress Way
Mireval
Eugenia Way

Pit Crew/Dinner Meetings
Jannie Poncirolli’s
403 Dayton Ave
Santa Clara
244-3080

Rally
Keith McMahan
Call for directions - Private Road
354-2270 Eves
866-0560 - Days

Social/Concours
Don & Dinah Patterson’s
16478 Eugenia Way
Los Gatos
354-0618
MANY THANKS

I would like to take this opportunity to thank all those who helped me during my year as Membership Director, particularly those of you who opened your homes to us for the new member socials and to Shirley Neidel for planning those socials.


Take time to read it over and thank them for their efforts. If you find an error in your name or address, or if you move during the year, please contact the Membership Director so that the proper corrections can be made.

Thanks again for all the help.

Sharon Neidel

THANKS!

Both of us want to thank all of you who helped us during 1979 to put on a most successful Autocross Series. We are sure you will support next year's Autocross Chairperson the same way you have supported us.

Ted & Susie Atlee
1979 Autocross Chairpeople

STUCK PLUG

The leading thread, or part of a thread, of some brands of spark plugs will extend into the combustion chamber of some Porschemotors. As a result, an extremely hard carbon deposit can form on the threads that are in the combustion chamber, depending on the condition of the motor and how it had been driven. If you ever have a spark plug that is difficult to turn at the beginning and then backs out, carefully examine the first threads for evidence of carbon deposits. You might want to change to a brand of plug with a shorter reach.

If you start to remove a plug and it turns easily for about one-half turn and then comes to a firm stop, don't just try to honk it out. If you ever grunt a plug out only to find a helical thread insert still wrapped around the plug threads, you’ll take more care the next time. Worse yet, is to have the thread insert back part-way out of the plug hole. The insert can be removed the rest of the way and replaced, of course, but you’ll have to remove the motor to do it conveniently. Tech Ed. foot note: Later model cars don’t have helicoils and you will tear out the aluminum threads in the heads.

Instead of increasing the grunt factor to remove a stubborn plug, try this method. Back the plug out as far as it will go, and then apply kerosene to the threads (no, it's not easy on air-cooled motors). Run the plug in and fire up the motor to warm the plug a tad. Turn the motor off, let the plug soak an hour or so, and give it another try. If it still won't back out, apply more kerosene and go through the entire cycle again before you start looking for a longer wrench.

Joe Padermderm

WORKMAN MOTORS
PINE IMMACULATE RECONSTRUCTION
DICK WORKMAN
SAN FRANCISCO CA 94109
1540 10/GOLDEN GATE REGION
MINUTES
BOARD OF DIRECTORS' MEETING
November 30, 1979

LOCATION: Mac's Tea Room, Los Altos

PRESENT: The 1979 Board, the 1980 Board, Nugget Editor, Jeff Lateer and Goodie Bag Manager, Terri Rosatelli

GUESTS: Time Trial Chairman John Johnson, Sylvia Fuhrer, Doug Forster, Panorama Reporter Sally Buckthal, Bruce Anderson, Sasha Thiele, Al Berens, Ron Trethan, Becky Blanchard

The meeting was called to order at 9:16PM. The minutes of the previous meeting were approved after it was noted that Mike Lommatzsch's name was misspelled. The word misspelled was also misspelled.

Old Business:

Statement of Policy — copies distributed to both boards. It is revised and completed with the exception of certain "job descriptions" which are still pending. Most of these will be distributed at the January Board meeting.

Charity Event — Barb Lateer has acquired the "listening post" and will present it to Hope in the near future.

Mini Survey — About 335 received to date. They have been delivered to John Clever to electronically compile the results.

Cookbook — Marge Forster has a possible new source. This item will be handled by the 80 Board.

Nugget Guidance Committee — Terri needs certain financial info from the Treasurer before compiling her report. To be handled next meeting.

Tax Posture — Lively discussion.

Club Finances — In a related discussion, the following items were discussed as things the club may need:

- concours trophies
- speaker cord
- 6 brooms
- microphone
- PA speakers
- subsidy of drivers school

- autocross timer
- scoring table
- 100 pylons
- 12 flags
- walkie talkies
- small first aid kits

Roster — Sharon turned in a written report and indicated the response from advertisers was good. The number of advertisers could double next year.

New Business:

January Board Meeting — Friday, December 21 at Patton Home. February Board Meeting - Friday, January 25 at Lateer home.

Tech Manuals — Methods to allow easier access to the membership were discussed. Item tabled for the 80 board.

Family Picnic — Use of Vasona Park was tabled until January board meeting.

Wine for Xmas Party — After a lengthy discussion the club will not provide the wine as there was no motion from the floor. (and folklore bites the dust once again — ED.)

N.C.S.C.C. Dues — $15 will be paid to continue our participation.

Directors' Reports:

Vice President — Marge gave Lou's Village a $250 deposit for the 1980 Xmas Party. Approval will be a subject for the January Board meeting.

Treasurer — Bob turned in a written report. He also gave year-end Treasurer's Awards. Sharon received the "Treasurer's Award" for being within $59 of her annual budget. Jerry Woods won the 'Check Award' for writing the most consistently humorous and entertaining checks.

Nugget — Jeff reports 14 of 17 advertisers have confirmed for first 6 months of 80. $40 has been spent to date for tools. The total election results will be printed in the Nugget. Sandi got to vote again.

Respectfully submitted
Bill Patton
Secretary, 1979

FEBRUARY BOARD MEETING
FRIDAY JANUARY 25TH
7:30 PM
BARBARA LATEER - HOSTESS

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. All guests are asked to BYOB.
MORE LIGHT SHED ON HEADLIGHTS

The following is in response to the article on headlights in the November Pano.

We, too, are delighted that the Feds are finally going to come out of the Dark Ages and allow 150-candlepower sealbeam headlights. However, we are not quite ready to agree that the new sealbeams will be the equal of the European quartz-iodine, tungsten-halogen, or whatever you prefer to call the imported headlights. One must ignore one very important factor to conclude that sealbeams will perform as well as tungsten-halogen lamps.

In sealbeam headlamps, tungsten particles begin to evaporate from the extremely hot filament from the first time the lamp is turned on. These particles are deposited on the relatively cool interior walls of the sealbeam lamp. They accumulate there, and gradually form a dark deposit that reduces the light output of the lamp considerably. If your sealbeam headlamps are a year or more old, you can see a concentration of that dark deposit at the lower center of the front lens. Long before that spot is visible, the deposits on the interior of the lamp have affected the rear reflective surface and the front lens of the lamp. Be assured, the manufacturers of sealbeam headlights do not cite the candlepower output of year-old lamps. The lamps they make their claims on are brand spanking new.

Tungsten-halogen lamps do not dim with age. Evaporated tungsten and bromine vapor in the tungsten-halogen lamp combine to form tungsten bromide. Because the bulb is small, placing the quartz walls close to the filament, the bulb is extremely hot. As long as the interior walls of the bulb are above 260°C (about 500°F) deposits will not form. Instead, the tungsten bromide is carried back to the filament by convection currents inside the small, carefully-designed bulb. The high temperature of the filament (about 2500°C) converts the tungsten bromide into tungsten and free bromine vapor. Thus, the tungsten is redeposited, serendipitously, back on the filament while the bromine recirculates to continue the cycle. This halogen cycle keeps the interior walls of the bulb spic and span clean and makes the filament last much longer.

The tungsten-halogen bulb must be made of quartz because of the extremely high temperatures involved. Because the bulb is quartz and because of the high temperatures, it should not be touched during installation. Gary Evans knows a lot about not touching tungsten-halogen bulbs, and will launch forth on a lecture if given half a chance. Briefly, the minute amount of oil deposited on the bulb from the fingers will cause a hot spot on the bulb that, in turn, causes differential expansion rates on the surface of the quartz bulb. Now quartz is not noted for its elasticity, and as a result, the bulb will almost certainly fracture after a few hours of service. In point of fact, I often touch tungsten-halogen bulbs that operate at about five times the intensity of the brightest automotive headlamps (they’re used in underwater operations) and simply clean them with a squirt from a pressurized can of freon TF. If you inadvertently touch your bulb, it can be cleaned with alcohol. From the above explanation of the halogen cycle one might infer that the tungsten-halogen bulbs will last forever. Unfortunately, the tungsten is not always deposited from whence it came, and eventually one area of the filament gets very thin. One night, as you motor down the road, you hit a bump in the road and — lights out. They do live a lot longer than sealbeams and they retain their brightness to the day they die.

American manufacturers have the technology to make excellent tungsten-halogen lamps and, in fact, have for many years. Theater lights, motion picture and television studio lights, stadium lights, airport and aircraft lights, etc., are all tungsten-halogen lamps. One American manufacturer makes a small gasoline-engine-powered, focusable flashlight with a tungsten-halogen bulb that would make the lights on a rally car seem like atmosphere lighting in a restaurant. If the Feds would turn them loose, American manufacturers could provide us with excellent lights. The California Highway Patrol has been using tungsten-halogen headlights for years. We suspect that they will continue to use them in spite of the introduction of 150-candlepower sealbeams. The question is, if tungsten-halogen headlights are better and safer for the CHP, why wouldn’t they be better and safer for us?

Jerry Woods

The EDUCATED Race Driver
The EDUCATED Road Driver

A BONDURANT GRADUATE!
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- Advanced Road Racing
- High Performance Driving
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Sears Point International Raceway, Sonoma, Calif. (707) 938-4741

12/GOLDEN GATE REGION
**CRAB NINE**

Sacramento Valley Region invites us to join them again at their fabulous annual CRAB weekend, taking place April 11-13. The Red Lion Inn is headquarters again this year and the site for the Saturday night banquet. And good news in these days of inflation — the price is the same as last year! Only $55.00 per couple ($40.00 single) which covers all the events, dinner Saturday night, a drink at registration, beer/bratwurst, etc. A brief schedule of events follows this paragraph. But, remember, register **early**. Registration closes at 150 cars or March 10, whichever comes first. If you need a registration form, contact event chairpersons Larry and Pat Wilson, 1519 Gannon Drive, Sacramento, CA 95825 (916) 925-6348.

Friday night, April 11 — Registration at the Red Lion.

Saturday, April 12 — Autocross at Cal Expo, Lot A, plus a concurrent funkhana.

Saturday night — The usual all-you-can-eat crabfeed, followed by disco dancing and partying.

Sunday, April 13 — The nifty rallye, followed by the beer and bratwurst feed.

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**ELECTIONS ’79**

Listed below are the results of the recent GGR general election. Congratulations to all the candidates for being concerned enough about GGR’s future to be willing to invest your time and efforts in it. We had near record voter turnout, with over 400 total votes cast. These candidates can pride themselves in knowing that they were GGR’s best and were able to command the interest of so many members. Best wishes to the 1980 Board of Directors for a positive, active, and enjoyable year, and many thanks to the remaining candidates for their willingness to serve all of us in GGR.

- **President:** Bill Patton 278
  Gary Sanders 112
- **Vice President:** Barbara Lateer 252
  Steve Ponciroli 136
- **Secretary:** Brooks Thiele 232
  Matt Ballentine 150
- **Treasurer:** Barbara Berens 260
  Paul Troutner 130
- **Activities:** Sharon Trethan 290
  Leo Pruett 100
- **Membership:** Dave Blanchard 249
  Ray Zazzetti 130
- **Technical:** Jerry Woods 245
  Denny Kahler 144
- **Write-Ins:** Joe Padermderm - Technical 2
  Gary Sanders - Vice President 1

**Bylaws Changes**

- **Life Members:** Yes 344
  No 36
- **Succession to President:** Yes 313
  No 63
- **Reorganizing Board:** Yes 319
  No 47

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- Huge inventory used PORSCHE parts
- Complete quality service & repairs
- Damage free tow service on flatbed trailer
- Autocross & race preparation and advice

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REDWOOD CITY CA. 94063

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**OREGON '80**

25th PORSCHE PARADE
PORTLAND

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NUGGET/13
WHEN ONLY PERFECTION IS DESIRED

FRANK CHAVEZ • 2715 HYDE ST • SAN FRANCISCO, CA. 94109 • (415) 775-0557
GORILLA & SKUNK RALLY

The rally put on by the Gorilla and the Skunk promised to be a simple one with straight-forward route instructions. That part was true. The gimmick was to identify a set of pictures along the rally route. That part was true, also. But the gimmick no one told Stephanie Home and I about, was to Read Carefully the two pages of general instructions. We just skimmed through them and off we went. We made it through all the route instructions just fine. But when we got to the end of the route, we discovered we had about nine pictures left we hadn’t found. We whimpered all the way to the Witt home and proceeded to drown our sorrows in a couple of six packs.

TED “GORILLA” & SUSIE ATLEE

Prizes were donated by Everyzing German and we certainly appreciate their generosity.

Our thanks go also to the Witt’s and the Atlee’s for a great rally and party. A lot of work went into that day and we really had fun.

Looks like the new members are catching on quickly to this rally business. So are Steph and I. You veteran rally people out there are going to have to be on your toes next year. Besides, Steph and I are whimpering no more. We’ve decided to form a partnership for next year’s rallies. See ya then!

DONNA & STEPHANIE – FIRST OVERALL

Meanwhile, our rally hostesses, Judi Witt and Susie Atlee, had been preparing dinner for all of us. Great pots of spaghetti were bubbling on the stove, and lots of salad and french bread were waiting for us also. Midway through the dinner shifts (we had to eat in shifts cause there were so many of us) Norb and Ted decided it was time to announce the rally Do-Gooders and give out the prizes.

There were two classes. In the Gorilla Class, third place was taken by new members Pat Moultrup and Ceil Anderson with 1045 points. Second place was taken by Keith Mc Mahan and Kathy Hopkins with 1040 points. And first place (are you ready for this) was won by Stephanie Home and Donna Trefz with 860 points. Alas, our whimpering was not in vain.

In the Skunk Class, third place went to new members Sura and Barry Schechtman with 1432 points. Second place was taken by Sharon and Teresa Neidel and Mike Lommatzsch with 1334 points. And first place was won by our Nugget Editors, Jeff and Barbara Lateer with 1074 points. Last place was taken by Doug Smith and Kim Miller.

NEW MEMBER CEIL ANDERSON
### 1979 AUTOCROSS FINAL POINTS STANDINGS

**1979 GOLDEN GATE REGION PORSCHE CLUB OF AMERICA AUTOCROSS SERIES FINAL POINT STANDINGS**

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**THE 1979 GGR AUTOCROSS SERIES WAS SPONSORED BY ALEX'S PORSCHE HOUSE**

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16/GOLDEN GATE REGION NUGGET/17
Did ‘ja know... if you’re an oenophile, you should make the acquaintance of Susan Brooking! This is not because she is a serious wino, but because she’s been in charge of the super-successful South Bay Wine Tour for the past two years. She is also coordinating our dinner at Paul Mason’s next spring. This girl obviously knows her way around wineries!

Susan is a local girl. She was born in Palo Alto, graduated from high school in Walnut Creek and college at San Jose State. She worked for two years as a “stewardess” for United Air Lines (that was prior to the days of the unisex “flight attendant,” but she won’t say how long ago that was) and was based in lovely Chi Town.

It was in the Windy City that she met her future husband Alan (the C.I.O.). The story of this infamous meeting would go on for pages, but it involves things such as fixing up a roommate with a roommate, a turkey, a progressive dinner, a ride home from the airport, dancing ’til all hours, etc. etc. Check with Susan and have her fill in the blanks, but make sure you have plenty of free time — this is a *floonggg* tale!

She and Alan were married in California, one year after they met, but lived in Chicago where she says Alan was a “peddler”??? They moved back to sunny California in 1964, but Chicago called again and they returned to the Midwest in 1970. Three years was all they could stand, so they packed up and moved back to San Jose. “We aren’t leaving again,” emphatically states Susan.

As far as PCA goes, Susan joined in 1970. The Brookings’ stable of Porsches is one of the finest in GGR. Their current fleet — in addition to a 1979 733i BMW and a 1963 VW Bug “Mouse” — includes:

1) a nameless 1969 912 Targa that has been hiding under a car cover since 1973;
2) “Piglet” — a 1973 2.0 914;
3) “Azulito” — a 1968A Coupe;
4) “Bent Blue” — a 1964 C Coupe, which unfortunately in its present state has a door that typifies it’s name;
5) “Bubbles” — a 1959 Convertible D.

Quite an impressive collection!

Currently, Susan is mainly interested in tours, social meetings, and purely social events. This hasn’t always been the case, however.

Back in 1972 when they belonged to Chicago Region, Susan and Alan were seriously into concoursing and placed first in class at the Lake Geneva Parade. At this point, the gruesome threesome of Bob Garretson, Jim Perrin, and Bob Buckthal convinced Susan that she really should autocross to be in contention for the overall award. These three instructors told Susan everything she wanted to know about autocrossing but was afraid to ask, and Susan gave it her best shot. This first attempt earned her a last in class, but she was undaunted in her quest for overall. She proceeded to rallye with Alan (which she does not do anymore), and they were passed at the finish line by John Clever and Bob Garretson who were traveling backwards at the time! Needless to say, one would think that Susan’s competitive career was over.

Wrong! She gave up concoursing (“Quit while you’re ahead,” she says) and started autocrossing seriously. She’s driven at Road America in Elkhart, Wisconsin and finished first in class at the San Diego Parade and second in class at the Monterey Parade. As Linda Foster’s navigator, she also rallied to a third place finish at San Diego. She’s been to five parades and hopes to attend Portland in 1980.

Susan works as a registered dental assistant in San Jose, but also spends a good deal of time these days doing projects in and on their newly-purchased home in San Jose. She also enjoys being a cook (note: she’s one of the best around), gardener, seamstress, and calligrapher, but her favorite pasttime is shopping.

You’ll recognize Susan at PCA events because she’s always cheerful, friendly, and outgoing — look for her. You’ll be glad you did!

Sally Buckthal
FAULT ISOLATION

So there you are, operating the starter switch for no more than 5- to 7-second bursts (like the manual says), the motor is cranking, but it just won’t fire. Is that your problem, Bunky?

We will start with this basic assumption: If there is a correct compressed air/fuel mixture and spark at the right time, the motor will fire. Odds are that the problem is in the ignition system. Disconnect the coil secondary wire from the distributor (it’s the fat one that goes from the coil to the center of the distributor), hold it not more than 1/4 inch from the motor block, and briefly crank the motor. (CAUTION: Holding the wire so far away that the spark cannot jump the gap can damage the coil and the CD unit.) You should get a miniature lightning bolt. You can check the individual plug wires in the same manner, but a bad plug wire should not prevent starting.

If you got a healthy spark from the coil secondary wire, remove the distributor cap and look for a crack, moisture, carbon tracks (a thin, jagged black line between terminals), or a broken rotor. Push on that little carbon button at the center of the distributor cap; it should spring back freely. Check for current at the points: with the points open (rotate the motor or block the points open with a piece of cardboard from a matchbook cover), turn the ignition switch on, connect the alligator clip of the incandescent test lamp we made a couple of months ago to ground, and touch the moveable point arm with the pointed end of the bulb—the bulb should glow. If it didn’t disconnect the condenser wire and check again for current at the points; if the bulb did not glow before but glows after the condenser is disconnected, replace the condenser.

If there is still not current at the points, the fault could be the ignition switch. The ignition switch can be bypassed by running a hot wire from the battery positive terminal to the positive terminal of the coil; check again for current at the moveable point arm.

Still no current at the points? Move your hot wire from the coil positive terminal to the negative terminal and check again for current. If the lamp now glows, it’s a strong indication that you need a new coil. (You’re sure getting a lot of use out of that fine little test lamp you made.)

If your Porsche won’t fire after troubleshooting the ignition system, we must proceed to the fuel system. If your Porsche has any of the several injection systems, take old Joe’s advice and call for an expert Porsche mechanic straightaway. If it has carburetors, remove the air cleaner(s), because fuel system troubleshooting starts at the carburetors.

Look down a carburetor throat and operate the accelerator linkage; a squirt of fuel should come from the accelerator pump with each stroke. (CAUTION: Never look down the carburetor throat and operate the linkage with the motor running.) No squirt indicates either of two things: the accelerator pump is defective or the float bowl is empty. Is your fuel tank empty? If there’s fuel in the tank, the fuel pump should keep the carburetors well-supplied. Check the pump by disconnecting the fuel line downstream of the pump, cranking the motor briefly for mechanical pumps or just turn on the ignition switch for electrical pumps—gas should gush. Careful, that stuff is flammable! Check for a clogged fuel filter. Disconnect the pump inlet line, have the cap off the fuel tank, and have a friend listen at the tank while you blow hard on the disconnected fuel line (your jowls will ache for hours). Your friend should hear bubbling.

Too much fuel will prevent your Porsche from starting just as surely as too little fuel. If you saw fuel running from the venturi when you looked down the carburetor throat, the problem was probably crud in the needle valve seat. The crud can sometimes be dislodged by tapping on the top and sides of the float bowl. Careful, that carburetor is a casting and can be cracked. If seeping persists, have the carburetor disassembled and cleaned and then install a good fuel filter.

Joe Padermderm

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<tr>
<th>Name</th>
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<tr>
<td>Lona S. Brownell</td>
<td>280 Easy Street No. 515</td>
<td>967-2414</td>
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<tr>
<td>280 Easy Street No. 515</td>
<td>Mountain View, CA 94043</td>
<td>967-2414</td>
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<tr>
<td>1973 914</td>
<td>Secretairy</td>
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<tr>
<td>John S. Foster (Patti)</td>
<td>1039 Innsbruck</td>
<td>447-0651</td>
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<tr>
<td>Livermore, CA 94550</td>
<td></td>
<td>1971 911T</td>
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<tr>
<td>Contract Manager</td>
<td>Grant Miller (Barbara)</td>
<td>5136 silver Reef</td>
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<tr>
<td></td>
<td>Fremont, CA 94538</td>
<td>651-5800</td>
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<td></td>
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<td>1970 914-6</td>
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<tr>
<td>Thomas Weber</td>
<td>49 Creekridge Ct.</td>
<td>572-1963</td>
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<tr>
<td>San Mateo, CA 94402</td>
<td></td>
<td>1979 928 &amp; 1976 Turbo</td>
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<tr>
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<td>Sales Manager</td>
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<tr>
<td>Eddie Chan (Betty)</td>
<td>3907 Stein Ct.</td>
<td>878-1819</td>
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<tr>
<td>S. San Francisco, CA 94080</td>
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<td>1977$ 924</td>
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<tr>
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<td>Carpenter</td>
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<tr>
<td>Ed Wong (Lillian Gonseth)</td>
<td>777 W. Middlefield No. 189, Mt. View, CA 94043</td>
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<td></td>
<td>Jon L. Kramer</td>
<td>151 Alderwood Road</td>
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<td>Walnut Creek, CA 94598</td>
<td>939-7956</td>
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<td>1961 3568</td>
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<td></td>
<td>Robert M. Mochizuki (Susan)</td>
<td>1606 Hummingbird Lane</td>
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<tr>
<td></td>
<td>Sunnyvale, CA 94087</td>
<td>732-9992</td>
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<td></td>
<td>James Sagin (Katherine Songin)</td>
<td>2200 Jackson St. No. 102</td>
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<td>(Chicago)</td>
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<td></td>
<td>Rick Toms</td>
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<td></td>
<td>Milipitas, CA 95035 (Sacramento)</td>
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<td>Marsha Shearer</td>
<td>51 Oak St.</td>
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<td>Novato, CA 94947</td>
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### Old Faces — New Places

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<td>Hans J. Beck</td>
<td>P.O. Box 662, Salt Lake City, Utah, 84110</td>
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<tr>
<td>Ray Blow (Sonja)</td>
<td>1156 Happy Valley Ave., San Jose, CA</td>
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<td>46951 Zapotec Dr., Fremont, CA 94538</td>
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<td>Dave Bottom (Laura)</td>
<td>221 Jason Way, Mt. View, CA</td>
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<td>Wayne P. Hufnagel</td>
<td>324-B Yerba Buena Rd., Yerba Buena Island Qtrs., San Francisco, CA 94130</td>
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<tr>
<td>Dick Johnston</td>
<td>14420 Chamy Dr., Reno, NV 89511, (702) 851-3931</td>
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<tr>
<td>Jerry Karp (Brian)</td>
<td>3663 Cody Ct., Santa Clara, CA</td>
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<td>Richard Lampman</td>
<td>22004 Buxley Ct., Cupertino, CA 95014</td>
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<tr>
<td>Lee McKay</td>
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<tr>
<td>William Mitchell</td>
<td>2035 Santa Cruz Ave., Menlo Park, CA 94025</td>
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<tr>
<td>Phil Mullen</td>
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<tr>
<td>Robert L. Neathery (Arlene)</td>
<td>106 Oka Ct., San Jose, CA 95030</td>
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<td>Gary Purser (Penny)</td>
<td>2831 Royal Ann Ln., Concord, CA 94518</td>
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<tr>
<td>Carlton Purviance</td>
<td>598 Cove Way, Benicia, CA 94510 (707) 745-8200</td>
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<td>Hugh Stock (Marcia)</td>
<td>14544 Carnelian Glen Ct., Saratoga, CA 95070</td>
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<tr>
<td>Edmond Wasterlain</td>
<td>353 Sugarpine Dr., Gretna, La., 70053</td>
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SEARS POINT ENDURO

The annual Sears Point 4-hour race, presented by the Bay Area Racing Driver’s Club, gives local amateur drivers a chance to flavor professional endurance racing like Daytona and Le Mans. Preparation and strategy take on added meaning, and the number and length of pit stops becomes critical. It means team work, coordination, the thinking of cool minds; but we went anyway!

We— that means Marj Green, who just got her license (last issue of Nugget), Dwight Mitchell, and Marsha Shearer. Dwight had entered the enduro on four occasions in recent years, but had yet to drive a car; this was a jinx we had to confront. Marsha owned the 911S that was to be the subject of 112 laps on this 2.5 mile course. Our crew consisted of Cris Reitite, Rod Baker and Kerry Huebner (our lap chart team); Bill Lossee, Paul Kruper, and Tom Green did the car preparation.

PRE-RACE STRATEGY MEETING

There was another one, also. That was the representation by other Golden Gate racers, as well as other Porsches from the West Coast. Gary and Bobbee Nylander brought their 911S; Bob Copeman brought his 911S and had Jon Milledge (last year’s winner) and Johnny Humphries driving with him. Bob Zulkouski had Peter Thuesen as co-driver in his 914-6. Joe Reitmeir’s former auto-x 914-6 was there with the new owners. In addition to the fact that these were all GGR cars, the second common thread was that all these cars and ours were painted black. Harold Von Keszycki also had his 914-6 there, but had mechanical problems and did not start the race (his car is painted yellow).

Marin County was represented by a 914-4; Sacramento by another 911S; and Los Angeles by an IMSA 914-6 and an 911 RSR.

Sixty-eight cars were on the starting grid (a regular race has about 30 cars). Dwight was to start in our car — this would certainly break his jinx of never driving an Enduro, barring a 7.9 rated earthquake. Marj was second in line, Marsha third, and Dwight again to put in any last minute sprint we might need. The race started in beautiful 70 degree weather, with all cars getting a clean start. The position changing and reshuffling started immediately. While four hours is a long time behind the wheel and consistency is what wins, the dropping of the green flag generates a sensation that overcomes this fact. Jon Millidge put on the most dramatic display of race slicing, moving Bob’s car up from 13th place to the 4th spot in the race. This went on for 15 laps, and then the race started to settle down to a steady pace.

The key to moving up, or not falling behind, is to have short pit stops, and as few as possible. Also critical was to refuel when there was little activity in the restricted refueling area. This could make the difference of many minutes or laps. Our first stop took too long, as two other cars came in just ahead of ours and delayed our refueling. We lost 14 places. Marj, with a great many Sears Point time trials behind her, started repassing cars and working herself back up on the lap charts. At about mid-point Marj had the car in 7th spot. Porsches filled most of the slots in the top ten at this point. The ex-Reitmeir 914-6 was second (behind a sports racer race car), Bob Copeman’s 911 in third, Bobbee Nylander in fourth, and the RSR in fifth place. Bob Zulkouski’s 914-6 and the IMSA 914-6 had been into the pits to repair engine problems. The Sacramento 911 died early with a broken engine.

Our second pit stop went much smoother, but a reoccurring problem of a pressurized oiling system was starting to appear again, and we had to add four quarts of oil. This time we lost only 6 positions, and Marsha started the process again of moving up on the charts. Then Dwight got in the car (no more jinx) and this time we lost only four places. Dwight was quickly recovering these when the oil gauge started to tell him the car was low again on oil. We called him in to the pits and Bill made a quick fix on the car. Dwight took one more lap and came in again. While Bill put the finishing touches on our fix, I added six quarts of oil to bring the oil level up to the proper level. Time lost: two laps.

22/GOLDEN GATE REGION
Bobbee ended up in a well-deserved fourth place, but had the race continued a few laps, it would have been second place. Alas.

Anyway, final standings show the Porches and GGR had an outstanding day.

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<td>First/Over 1700 cc</td>
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<td>Second</td>
<td>Second/Over 1700 cc</td>
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<tr>
<td>Copeman, Milledge, Humphries</td>
<td>Third</td>
<td>First/Professional</td>
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<td>Nylander/Nylander</td>
<td>Fourth</td>
<td>Third/Over 1700 cc</td>
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<tr>
<td>Los Angeles RSR</td>
<td>Fifth</td>
<td>Fourth/Over 1700 cc</td>
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<tr>
<td>Sports Racer</td>
<td>Sixth</td>
<td>First/Under 1700 cc</td>
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<td>Sports Racer</td>
<td>Seventh</td>
<td>Second/Under 1700 cc</td>
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<tr>
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<td>Eighth</td>
<td>Second/Professional</td>
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<td>Green, Mitchell, Shearer</td>
<td>Ninth</td>
<td>Seventh/Over 1700 cc</td>
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<td>Sixth/Under 1700 cc</td>
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<tr>
<td>Zulkowski, Thuesen</td>
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Congratulations to all the Porsche drivers; they certainly put on a good show. And thanks to all friends and club members who helped both prior to and during the race to make May's race fun and a success.

Tom Green  
Race Editor

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GOLDEN GATE 1980

TIME TRIALS
SERIES & DRIVING INSTRUCTION

SEARS POINT
FOR UNLICENSED DRIVERS, 2-DAY DRIVER'S SCHOOL
FOR LICENSED DRIVERS, 2-DAY PRACTICE SESSION

CHAIRMAN JOHN JOHNSON
(408) 274-8659

MARCH 29 & 30
1980 AUTOCROSS RULE CHANGES

Thanks to all of you who attended the Autocross Rules Committee Meeting on November 17. Those of you who may disagree with some of the rule changes should have attended the meeting to cast your votes. Of course, there's always next year! Below is a summary of the rule changes. If you want further clarification of the rules, we hope to have the Code Book available to you at the January 12 Practice Autocross. The changes or discussion items were:

1. Add to 9.05:
   All 356’s may run Solex carburetors and intake manifolds in Production Category.

2. Add to Section 5.00 Safety:
   No one under 18 may be allowed on course during the event.

3. Add to Section 7.00 Results, Points, Awards:
   A driver must participate in more than 50% of the events in a class to be eligible for year-end trophies.

4. Add to Section 7.00 Results, Points, Awards:
   Any driver that does not participate in more than two (2) events in a class will have his/her points removed from that class, and all scoring shall be recalculated for those who remain in the class.

5. Add to Section 1.00 Event Administration:
   If a participant drives any car other than the car in which he/she is registered and properly classified, the driver must indicate "fun run" to the Grid personnel before entering the course.

6. Autocrosses begin at 9:00AM and the last first driver out shall be at 5:00PM. During the last 15 minutes of the event, the first drivers will run in sequential order alternating with drivers in the second driver line. Eligible second drivers are those whose numbers are less than that of the next first driver that did not get to run.

7. Change 9.17 to read:
   Sway bars — The installation of any anti-sway bar is permitted. The addition of any rear camber compensating device on a 356 is permitted.

8. Change 9.15 to read:
   Any 356 Series brake components may be used on any 356. Any 911 or 912 Series brake components may be used on any 911, 912 or 914-6 (remainder of paragraph remains as is).

9. Change 9.25 to read:
   911 and 914 Type Automobiles will be classified by production engine type, the displacement of which must be the same as the specification for that body year. The engine must be installed as a complete unit with all accessories and sundry items for that engine type. Only standard transmission ratio sets and the associated ring and pinion gear as classified by that engine year (as defined in PCR appendix) may be used.

10. Delete first two sentences of 5.07:
    All cars with tops are to have the driver's window rolled up. The passenger's window must also be rolled up if the passenger seat is occupied.

11. Delete 5.11 in its entirety:
    Sunroofs must be closed. Removable roof panels are not considered sunroofs.

12. Delete 8.03:
    Only sections 9, 10, 11 and 12 are subject to protest.

13. Add as Section 8.03:
    A protest fee of $10 will be charged. This fee will be returned to the protester unless the Protest Committee deems the protest to be unfounded in which case the fee will go to the club treasury.

14. Add to Section 7:
    Each participant must work at least one shift at each autocross attended in order to accumulate points for year-end awards.

15. Change 10.02:
    Tire size for 356, 911, 912, 914 and 914-6 changed to 23 x 8.5 x 15. 924 tire size remains 22.5 x 8.5 x 14.

16. Discussion held again on classification of 2.0S, but it was decided to keep the 911 2.0S in classes 7 and 22.

17. All 924 Turbos will be put in classes 9 and 24 on a provisional basis.

18. Add to section 11:
    911 and 912 are allowed to install front shock tower braces. A front shock tower brace consists of a horizontal bar of not more than 1-1/2 inches in diameter which is bolted to an existing part of the stock shock tower. Discussion resolved that 911/912 front shock tower braces shall not be allowed in Production Category.

19. Add to Section 9.00 Production Category Automobiles:
    914's shall be allowed to run a factory-type rear chassis stiffening set.

20. Discussion:
    After-market adjustable rear spring plates on 911's not allowed.

21. Discussion:
    Not enough interest to add a Showroom Stock Category.

22. Add to Section 7.00 Results, Points, Awards:
    Drivers not receiving a trophy who have participated in more than 50% of the events for the year shall receive a year-end participation plaque.

23. Change 8.04 to read:
    The protest information must include the protestee's
1980 Autocross Rules Changes - Continued

car number, brief description of car, rules infraction with section number, action desired — i.e., disqualification of the last run, disqualification for the event, etc., and signed by the protester.

24. Add to Section 9.00 Production Category Automobiles:
   Any 914 series may update to the late style shift linkage.

25. Add to Section 9 Production Category Automobiles:
   Grooved and slotted brake rotors shall be allowed.

26. Add to Section 9.00 Production Category Automobiles:
   Mechanical chain tensioners or chain guards may be installed.

27. Add to Section 1.00 Event Administration:
   Rule changes of a non-performance nature may be changed during the autocross year provided written notification of the proposed changes has been given to the membership along with the date and place of the meeting to vote on the changes.

28. Change 9.22 to:
   Installation of any spoiler — allowed; except no rear aerodynamic devices shall be allowed on 914's.

29. Add to Section 11.00 Prodified Category Automobiles:
   Rear aerodynamic devices are allowed 914's.

30. Discussion:
   Traction cap tires shall be legal for the 1980 Autocross Series. A special tire committee appointed for both Time Trials and Autocrosses is studying recapped tires and will publish their findings to the membership in the Nugget.

31. Add to Section 8.00 Protests:
   Protests may be filed only by a competitor in the same Category.

Respectfully submitted,

Ted & Susie Atlee
1979 Autocross Chairpeople

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AUTOMOTION, 3535 Kifer Rd., Santa Clara, CA 95051, (408) 736-9020
The last Concours in the 1979 series was held in the controlled environment of the Neufeld facilities, which was a good thing since it was a cold and foggy day in Burlingame. An absolutely outstanding array of 21 Porsches filled the service area to overflowing. In fact we thought we might have to put a few of the Concours cars in the Swap area which would have been difficult with that area equally occupied by sundry sellers, buyers, etc. The Concours cars ranged from early 356's to the newest 924 Turbo. There were 3 beautiful Speedsters representing this limited series and a very, very nice 1962 Carrera 2000GS was shown for the first time at a GGR Concours. Last but certainly not least the Porsche flagship was represented by 2 of the cleanest 930 Turbos in California (the country?). Each entrant deserved a first place award for the effort evident in the preparation of their cars, but it was necessary to determine a winner and that sometimes pleasant, always difficult task was handled by our very competent judges: Bruce Anderson, Ernie Wilberg, Dale Dorjath, Bev Hartman, Bert Wall, Don Patterson and Mark DeVincenzi.

The Concours winners were:

**CLASS 1 - Full Concours**

1st Don & Dinah Patterson 1976 930
2nd Rollin Polonitza 1962 Carrera 2000GS
3rd John Webb 1957 Speedster

**CLASS 2 - Interior, Exterior, Storage Compartments, and Engine**

1st Bert Wall 1978 928
2nd Nick Kelez 1979 924
3rd Hal Mallet 1962 356B

**CLASS 3 - Interior, Exterior and Storage Compartments**

1st Linda Foster 1958 Speedster
2nd Geni Pretti 1980 924 Turbo
3rd Wayne Hotzakorgian 1977 930

**CLASS 4 - Interior and Exterior**

1st Jim Pasha 1977 924
2nd Mark DeVincenzi 1975 914
3rd Chuck Thuener 1971 914-6

**CLASS 5 - Autocross, Time Trial and Race Cars - Peoples Choice**

1st Hawkins/Newlin 911

We would like to thank everyone for helping make the Concours/Swap a success and special thanks to Neufeld Porsche/Audi.

Joe Hartman
ON THE EARLY PORSCHE ENGINES

Jim Wellington and Harry Pellow assisted by Bill Doyle presented a fascinating, well-organized EARLY PORSCHE ENGINE "SHOW AND TELL."

Among the many show items were:

1. A complete 4-cam carrera engine.
2. Several "Hirth" roller cranks, assembled and disassembled.
3. Dissassembled 771 flat 8 engine.
5. A "Hirth" crank from a 300 SLR (Mercedes Benz).
6. An incredible film about the Monterey Historic Car Races.

JIM WELLINGTON – MOTOR DOCTOR

Jim reviewed the history of Porsche 4-cylinder engine, both pushrod and carrera (4-cam), with special attention given to the "Hirth" roller crank. Jim showed slides of factory mechanics assembling carrera motors.

Harry discussed the failure modes of 356–912 pushrod engines, showing the problems. This subject really brought a lot of questions from the audience ("When will my crank break?"). Lots of rebuilding tips were given by Jim and Harry.

Much appreciation to Jim, Harry and Bill. Thanks to Garretson Enterprises for hosting us again.

Hirth roller bearing crank used in some Carrera 4-cam engines. Note the 'zero bevel angle' coupling between the crank and the flywheel, and also how the rods are one piece! Jim Wellington is one of very few people in the world who can re-build these cranks properly!

Gene Burgin
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

911 Webers, 40 IDA, rebuilt, rebushed and re-jetted to 30mm venturis, $450; 911 Zeniths rebuilt, $125; manifolds + linkage, $75. E. J. Finnisch, 932-2793.

64 356SC sunroof, coupe, white/black, 6” chrome wbls/w enamel crest caps, rec. paint, rec. major eng. wk., new orig. int., susp. by Garrettson, chrome, rubber and trim exc., body nr. perf. Asking $13,500. Bill Patton, 4181 Observatory Ave., Oakland, CA 94619. (415) 543-9360 day, (415) 530-0609 eve.


Four 185 x 15 XWX's, suitable for capping; set of 914 competition seat belts; 911-T or 914-6 crank and rod assembly — rods balanced, aligned and rebushed by Elgins, new bearings, bolts and nuts — all as new. Gary Nylander or Mark Shattuck, (415) 961-8886.

1964 SC Coupe, totally restored in Italy, white with black leather, new OEM carpet, new engine including crank, new koni's, body stripped to bare metal and repainted. 17,250 KM since restoration. $12,000. Bill Walsh, (415) 776-5665.

Early 6 cyl. bottom-end. Fully reconditioned, new rod nuts, bolts, bushings & bearings. Balanced, magnafluxed, micro-polished. Ready to install. $750.00 or offer. Mark vonKeesyck (408) 984-0311.

1979 SC, 13K mi., options include Clifford Digital Alarm, leather interior, Super stereo, sun roof, electric windows, etc. — $28,000. Days: (415) 885-1200, evens: (415) 388-9605.

Set 6½-inch x 15 Compomotive 3-piece aluminum wheels with Porsche crest hubcaps (including Al nuts). — $1200. Set 6-inch x 15 factory steel wheels, one slightly bent, but usable — $150. Set Traction-capped XWX-latest compound, just scuffed in — $150. Set same, but ½ worn (fast condition) — $100. Terry Zaccone, 257-6575.

1978 - 930 Turbo Anthracite with air conditioning, black leather interior, limited slip differential, heated right hand mirror, sports seats, sunroof, Blaupunkt Bamberg, Clifford alarm system, European tail lights, 7000 miles, perfect condition — serial number 9308800450 - make offer I can't refuse. Dan Baker, (415) 848-8070 or (415) 284-2220.

Convertible "D" No. 85784 red/black '65SC engine 1800 cc. 741 Trans BBBC 6:31 ring and pinion disc brakes. Many modifications to engine trans and suspension for dependable contemporary performance. Approx 2000 miles since all mechanicals 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.

ZONE AWARDS

1979 ZONE 7 AUTOCROSS AWARDS BANQUET

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6:30PM - NO HOST COCKTAILS
8:00PM - DINNER

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Coming Events

JANUARY

6 - 11 ACTIVITIES WEEK MEETINGS
6 AUTO CROSS – HAWKINS
7 TOUR – WITT
8 SOCIAL/CONCOURS – PATTERSON
9 TECHNICAL – WOODS
10 RALLY – McMahan
11 PIT CREW/DINNER MEETINGS – PONCIOLO
12 AUTO CROSS – ATLEE
19 DINNER MEETING – FORSTER

FEBRUARY

TO BE ARRANGED AT ACTIVITIES WEEK
JANUARY 6 - 11

HAPPY NEW YEAR!