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THE EAST BAY LIVES!

Who says nothing ever happens in the East Bay: Some of us get up bright and early every Saturday morning and get together for breakfast at Denny’s Restaurant in Walnut Creek. These breakfast get-togethers have been going on for a long time. People come from all over – Oakland, Martinez, San Ramon, and even San Bruno. Most of the “regulars” are GGR members, some belong to Redwood Region and some don’t even belong to PCA. Often there are more 912s and 356s than 911s, but everyone loves their Porsche and loves to talk about them. Even with such a variety of people and cars, we often pool our experiences and knowledge to help each other.

If anyone else would like to join us for breakfast and visit with a bunch of “motor-mouths”, we’ve been getting together at 8 AM every Saturday morning at Denny’s Restaurant at 660 Ygnacio Valley Road off-ramp or 4:1/2 signal lights from Highway 680 North after the Highway 24/680 Junction.

Hope to see ya there,

Marsha Wilson

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

The first dinner meeting of the new year was held at Rick's Swiss Chalet. The attendance was excellent, with Porsche pushers from as far away as Sacramento Valley Region. We were especially happy to see Jon Millege with his fiancé, to whom Bill Patton took immediate interest. Sorry Bill, she's spoken for!

The dinner meeting had a triple purpose this year. Besides being the first dinner meeting of the year, it was the official installation of the 1980 Board of Directors, and awards for the 1979 Autocross, Rally, and Concours winners.

After enjoying a delectable feast, the festivities got under way when our illustrious leader, Bill Patton, spoke his great words of wit and humor (Norb, that's w-i-t, . . . no pun intended!) Bill introduced the Board and defined their goals for 1980. After introductions, a special award was presented to Bob and Sally Buckthal. (Bob and Sally are moving back to Chicago — We'll miss them very, very much — ED.)

Sally was presented the motor mouth award for her never ceasing effusion of the English language (and perhaps a few others not discernable). Bob was presented a special tribute to his profound desire to promote fiscal responsi-
ABILITY by voting against every issue presented by the Board. Because he marched to the tune of a different tuba, the 1979 year ended with a balance in the checkbook; or is that in spite of? Thank you Bob and Sally for your support of GGR!

The very beautiful awards were presented to all the winners of Autocrosses, Rallys, and Concours. I would like to once again give special thanks to Ted and Susie Atlee for Autocross Chairing, Paul Troutner for Rallys and Joe Hartman for Concours. Through their efforts and hard work we were able to compete in and enjoy a super year. We look forward to an even more challenging 1980!

**TIME TRIAL NOTES**

**ATTENTION TIME TRIALERS!**

Your 1979 competition license has expired, and it is time to renew for 1980. Just send your name, license number, $5.00 renewal fee and a self-addressed envelope to:

Sandi Candlin, Registrar  
1779 Shady Creek Court  
San Jose, CA 95148

You must renew your license before the May 10/11 school at Sears Point. Your registration will not be accepted for any event in 1980 until your license is renewed. Also, you will need to get your license renewed if you plan to run POC events.

On the subject of the school/practice weekend on May 10/11, I would like to explain the program for the weekend. We will only accept 40 entrants for the two day licensing program for beginners. The students will have seven run sessions Saturday afternoon and Sunday morning for a total of about 2½ hours of track time. Walt Maas, will be in charge of the school. This school will be to license new 1980 drivers. We will accept 40 additional cars for the practice session for licensed drivers this same weekend.

Sandi Candlin may have two drivers but both drivers must run in the same run group for this event. The cars will be classified into two run groups; each run group will have three one hour sessions, so you will have plenty of track time to get the bugs and kinks out of your car before the actual season begins.

If you have any questions about the school or the 1980 season, just give me or Sandi a call at 408-274-8699.

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

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

We care.

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**Porsche 924 Turbo**

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

---

**Audi 5000**

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

---

**ANDERSON BEHEIL PORSCHE + AUDI**

4355 STEVENS CREEK BLVD., SAN JOSE 247-1655
Letter to the Editor

Mr. Editor:

That vitriolic old Joe Padermderm has attacked 914’s again, and you printed it. It’s ridiculous for him to grouse about so small a thing as the fit of body panels; he drives that rangy old green B-model around, the headliner hanging in his face, with the superior air of a chimpanzee showing off a gold front tooth. I was driving Porsches when he was still cobbbling up his old ’57 Volkswagen. Back before PCA, when we all belonged to the Continentals, we called him the Bolt Dolt because he cross-threaded every threaded fastener he tried to install. He’s a one-man Italian pit crew. And you’re no better.

I would like to pass the following tech tip on to my fellow 914 owners. Joe did not mention, most likely because he did not know, that the rubber pieces at the top and rear edges of the door windows are adjustable. If, after adjusting the door window tracks, there is a gap at the front or rear of the rubber that seals the top edge, or at the top or bottom of the rubber that seals the rear edge, adjust as follows.

Make a mental note of the location and amount of the gap. Slide the rubber piece out of the track. Remember, the piece of rubber that attaches to the roof is secured by a Phillips-head screw that is accessible through about a 5 mm hole in the rubber on the windshield end. It’s a lot easier to work on the top-edge rubber with the roof removed.

Having removed the rubber from the metal track, you will notice that the screws that secure the track are seated in slots rather than holes. Loosen, but do not completely remove, the screws that secure the metal track. Adjust the track as necessary, and then retighten the screws. Don’t overdo it, you won’t be able to close the door.

There, now, just you show Anny the 356, 540, 911, 924, or 928 that has adjustable window rubber that will correct for eventual compression. My first 911 had air leaks around the door that would blow the starch out of a bouffant hair-do. As the rubber aged, the gaps increased so that it sounded like a 747 warming up for a take-off inside that 911. To hear the radio, I had to turn it up so loud it vibrated knobs off the dash.

All of you cute boys come out on the upcoming 914 tech session and leave your wives at home. I’ll be there, and I’ll bet we can find a lot of things to talk about.

*Ann Ominous*

**Yosemite**

It’s not too late! Don’t miss our “14th Annual Yosemite Tour” and two wonderful days in the Yosemite Valley.

Cost includes tour/rally, Saturday night dinner and Saturday nights lodging at the Yosemite Lodge. More information will be sent upon receipt of check.

**WHEN:** March 15 - 16

**COST:** $69/couple; $55/single

Deadline is March 3; no refunds after that date.

Mail checks to: Mike Lommatzsch
30 Iroquois Trail
Portola Valley, CA 94025
(415) 854-7443

Make checks payable to: PCA/GGR

**F.S.S.R. ON APRIL 20**

Mark your calendar for the “Fuel Saver Sampler Rally” — Have you ever been on four rallies, taking only a total of approximately 2 hours? Well, you can do this on April 20th. It’s ree-elly something for everyone. There will be a short “Pan-Am”, “Continental”, “Monte Carlo”, and “Time and Distance” rally.

Beginners will enjoy this in order to understand what the four consist of. Experienced rallyists will enjoy this in order to brush up on their skills in a very short time. — The Rally will be centrally located in southern Alameda County.

If you’re a beginner, and want to try this on your own — that’s great. You won’t get lost. However, if you want to be a student and have an experienced rallyist ride in your car either as ‘navigator’ or ‘back seat driver’; or if you want to ride in an expert’s car as navigator, let us know soon, so that we may have an instructor ready for you. Call anytime — (415) 254-5266.

Final details in next month’s Nugget on the “Fuel Saver Sampler Rally” — Sunday afternoon — April 20th.

*Toby and Leta Evans*

*NUGGET/7*
shown here is the Sachs sponsored Porsche 935 K3. One of three in the United States, it was built up from a factory supplied bare tub by the Kremer brothers of Cologne, Germany. Many of the parts used to build the car are specially manufactured by Kremer, including some suspension parts, some fittings, and all body parts.

The design and execution of the bodywork has resulted in a 50% reduction in weight of the fiberglass (about 80-90 lbs.), along with less drag and more downforce over the whole car, and less air travel under the car. These improvements have increased the stability of the car. Other sub-bodywork changes incorporated include the use of 30 meters (97.5 feet) of aluminum tubing to stiffen the chassis while at the same time improving working access to major components.

Weight distribution is 45% front and 55% rear, accomplished by the standard gas and oil tanks on the front of the car, and the lack of the water intercooler in the rear.

Some other improvements and features include the use of an upside-down transmission, which allows lower bodywork and also allows the axles to run at a less acute angle to improve the life of the axle components. Special shift linkage was manufactured to shorten the shift throw.

The driver has three separate controls that allow him to control the turbo boost, the front sway bar, and the front to rear brake bias. The boost control allows him to increase or decrease power, the sway bar control allows the suspension compliance to be changed as fuel is used, and the brake bias control allows the driver to adjust for pad wear or for rain to improve brake response.

The car is powered by one of two engines depending on race distance, a 3.2 liter twin turbo with improved torque and 750-800 HP (DIN) for short races, and a 3 liter for endurance races. The 3 liter version (also a twin turbo) has a 6.4:1 compression ratio and a 95 x 70.5 bore and stroke giving 880-720 HP (DIN) @ 8000 RPM and peak torque of 73 MKP @ 5400 RPM, all at 1.5 bar boost. Total weight of the car is 1025 KG (2255 lbs). It runs on 11x16 front wheels and 15x19 rears to get all that power to the road. It will accelerate from 0 - 125 MPH in 8.2 seconds, and has a top speed of 231.25 MPH! Fuel consumption is 3.8 - 4.25 MPG. Not your basic club racer is it! The car is being campaigned by Dick Barbour Racing and prepared by a largely PCA crew! If you look at the quarter window you'll see the PCA and GGR decals proudly displayed! This should make GGR the fastest region in PCA.
**BE A WINNER!**

WIN two t-shirts of your choice in GGR's "Design A T-Shirt Contest." Submit your ideas, scribbles, sketches, artistic drawings to the Goodie Bag (Terri Rosatelli) or a Board Member. Deadline is March 24, 1980 so we can have new shirts in time for spring. Please, all of you talented people, let's see your ideas. Winner will be recognized at every event!

**AUTOCROSS**

CURVES DESIGNED TO BREAK YOUR HEART

The first ever, Twenty First Annual Curves Designed to Break Your Heart autocross will be held on April 5th. Look for further details in your April Nugget.

*Matt Ballentine
John Seymour*

**TEennis TIME**

Don't forget to communicate your interest in the tennis tournament. The sooner I get responses, the more likely the event will happen.

*Thanks,
Bill Patton*

**RALLY DE BUSSE**

Our first rally of 1980 will be a school, using a bus as a mobile classroom. Our rally chairman, Keith McMahan will be the rallymaster on this 2-3 hour bus ride.

There will be a 30 minutes general instruction session before we get on the bus. At the completion of the rally we will adjourn to a nearby restaurant for afternoon enjoyment.

If you want to learn what rally instructions mean, and how to read them, this is the rally for you! (True no hassle rallying!) Remember, this year is for beginners, and old timers that want to turn over a new leaf! Get off your ... and get on the bus!

*WHERE: Somewhere in Saratoga (call for location)*

*WHEN: Sunday, March 30th, noon*

*COST: $5.00 per person (47 passenger limit)*

*CALL: Ron Trethan (415) 838-8514 For seat reservations and directions to the start!*

**SUPERTOUR**

I'D DRIVE A MILE FOR A CAMEL (RACE)

Reserve a spot now for a Supertour. Details not complete as yet, but plans to date include; attend the camel races (we may even have our own camel and jockey); rallye or quiz on the way up; possible tickets to "Hello Hollywood"; dinner Saturday night; secure parking; bus to races; accommodations as guests of Sierra Nevada Region in their homes; prearranged fuel; participation awards; return home tour.

The price and final details are not arranged but we need to fix a budget in advance. So we can get a feel for probable number of attendees, we ask that you reserve a spot now. Send $5.00 per person to Bill Patton. If you want to cancel after details and prices are announced your money will be returned. May 1st is the deadline. Probable limit 40 cars, so hurry. Please don't phone for reservations.

*WHERE: Virginia City, Nevada*

*WHEN: September 6th & 7th*

*CHAIRMEN: Bill Patton
Mark Gang*
And now for a word about "cliques." This has been a popular, but controversial subject for GGR Presidents to deal with from time to time. It's been tackled, at one time or another, by Chuck Tracy, Paul Scott, Dwight Mitchell, and Dave Hancock. Even Nugget Editors Steve Kirby and Tom Foster have taken a crack at it. The number of comments in the Mini Survey have prompted me to add my two cents' worth, though perhaps from a slightly different angle.

I don't intend to belittle anyone who has taken the time to mention, or who is offended by, cliques. However, I feel that something important is being overlooked.

Let's start with the Webster's definition of clique. "(klek), n. a small and exclusive group of persons; a coterie." Perhaps a brief review of Webster's "coterie" is also in order. "(Ko'te ri), n. a group of persons who meet familiarly, as for social purposes." Nothing terribly sinister about these definitions. As a matter of fact, after reading them I am going to admit that there are, indeed, cliques within GGR.

To be quite candid, generally, Porsche owners are a clique if you take the definition at face value. To take it a step further, Porsche owners are a somewhat snobby clique, who nod disapprovingly at Corvettes and Z's as just another means of transportation, sniff indignantly at RX-7's and X 1/9's as poor copies of ideas created in Stuttgart, and only grudgingly admit that BMW's, Mercedes', and Ferrari's are relatively good automobiles. Some Porsche owners go so far as to refuse acceptance of the 914 and 924. Which marque still jealously guards its highway headlight-flashing as identification of exclusivity? You guessed it.

Now let's delve a step further. PCA is a clique. Zone 7 is a clique. GGR is a clique. Autocrossers, Time Trialers, and rallyists are all cliques. Even 912 owners and Class 9 are cliques. We are now getting to the heart of the matter and, so far, there is nothing particularly alarming about it.

What about all the other cliques you've lived through during the course of your life? Remember the kids in kindergarten who played kickball at recess? A clique. How about the High School football team or even the defensive backfield? Both cliques. College sororities and fraternities, the Marine Corps, Scorpios? All cliques. Examine the place you work, whether an office, factory, or store. The maintenance dept., advertising dept., sales staff, typing pool, officers, engineers, doctors, lawyers, and Indian chiefs. All cliques. And, within these cliques there are sub-cliques and sub-sub-cliques, ad infinitum (or, ad nauseum) until you get to the point where, putting three people in an isolated room, two will form a clique.

It is now rather clear that life itself is just a series of cliques, one after another. Examine yourself for a moment. Don't you, right now, belong to perhaps, three, six, maybe a dozen or more cliques? Of course you do.
Auf der Höhe - Continued

So what is the problem? It's not the existence of cliques, as they will never go away. The problem is, how to join or be accepted by one. Reflect for a moment on how you became a part of the cliques you are now associated with. For some, including joining PCA, you need only fill out an application form. For others you need a sponsor. There are many ways to join a clique. The most common is to have something in common with the group you wish to join. You can't join AA if you drink tea.

Cliqués are what GGR is all about. Friends of common interest, style, background, age, car model, or whatever, getting together to be social. When you pay your thirty dollars you join a clique which has several sub-cliques available for, and looking for, you. But you must be available and looking, too. Sometimes the right clique will find you, but often you must find the clique. This is no different than life. If you are active, interested, and participate, you are more likely to find or be found. Being discouraged by, or using cliques as an excuse, is nonsense. Without cliques this club would be no fun. All of our cliques are constantly seeking new blood. They often race after people, like Al Davis after draft choices.

From the very beginning of your membership, we try to find ways to interest you in active participation, even if it's only one type of event. Our new member meetings are designed to eliminate the mystery and help you find something to enjoy.

Ask Mike Lommatsch or Brooks Thiele about cliques.

They probably don't even know they exist. Ask anyone if they belong to a clique. I am sure they'll say, "No." Most identify clique as a non-word and "friends" as what they are involved in. Most would admit they prefer certain people to others and this is only natural. Suddenly the words "clique" and "friends" become synonymous.

In summary, if you are a new member, or even a discouraged older member, come out, give it another try, leap in, volunteer for something — be known by something other than your name in the roster. We want you. Really we do. But we need your help. Come find a clique, or start a new one, even if it's a clique of people who can't stand cliques. Thanks for listening.

Bill Patton, President

914/914-6 CLINIC

As we promised you last month, here are the details on the 914/914-6 hands-on tech session. For those of you who weren't paying attention this is a session designed to help you cure all of the nitty gritty ills of your 914/914-6. No engine rebuilds or full suspension mods, but things like windows that rattle, or rubber trim that needs to be replaced. We will have use of the hoists at the session to help with any problems. You will need to bring any parts that you plan to install, and any tools that you have that you feel you'll need (Please mark them so you can identify them), a lunch and all those questions and problems! See last months Nugget for more information.

WHERE:    Garretson Enterprises  
           1932 Old Middlefield Way  
           Mt. View,  
           415-967-2858

WHEN:    Saturday March 8th  
           10:00AM

APRIL BOARD MEETING  
THURSDAY, FEBRUARY 21st  
7:30 PM  
BARBARA BERENS – 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. (Barbara – (415) 367-8339 before noon.) All guests are asked to BYOB.

NUGGET/11
FACTORY SERVICE?

T&D

The specialists make every effort to follow the service manual, to guarantee complete maintenance to your Porsche. The nearest thing to "Full Factory Service" is available from T&D. We care about you.

Testing Cylinder Compression
Cylinder compression test is accomplished at cranking rpm. To perform the test, first remove all spark plugs and then proceed with testing. Each cylinder should be allowed about 12 piston strokes (compression strokes), Cylinder pressure should be even on all cylinders. The difference between cylinders should not exceed 22 psi. The test may be accomplished with a common compression gauge. Perform compression test with fully open throttle and oil temperature not less than 140°F (60°C).

Rocker Arm Shaft
Remove valve cover and check rocker arm shaft retaining bolts for proper tightness using Allen wrenches. Proper torque when tightening the bolts on cold engine is 12-13 ft-lbs (1.7-1.8 mkp).

Breaker Points
Breaker point gap should be .016 in. (0.4 mm), dwell angle of 40±3° (Marelli) or 38±3°

Adjusting Valve Clearance (cold)
Valve clearance in cold engine:
Intake - .004 in. (0.1 mm)
Exhaust - .004 in. (0.1 mm)

Excessive valve clearance results in a noisy engine, loss of power and also affects timing. Insufficient valve clearance causes poor performance which may result in burned valves and valve seats. Timing is also affected.

The valves should be adjusted only when the engine is cold by following the firing order, i.e., 1 - 6 - 2 - 4 - 3 - 5. When setting the valves of any cylinder make sure that the piston of that cylinder is at top dead center (TDC) of the compression stroke since the valves are closed when the piston is in that position.

Checking and Adjusting Clutch
Pedal adjustment should be 13/16 to 1 in. (20 to 25 mm). It is checked by moving the clutch pedal in direction of the arrow.

T&D PORSCHE WORKS
1320/D DELL AVE.
CAMPBELL, CA 95008

378-1911

MARCH SPECIAL: $1.25
Wiper Blades, per pair with service
RALLY TIPS

This is the first of a series of monthly rally articles on rally techniques which hopefully will encourage more of you non-rallyists out there to try a few rallies during 1980. The rally program this year is aimed specifically for the beginner, with a variety of different types of events that should not frighten anyone away.

This month, I want to discuss the role of the driver and navigator, and some basic equipment necessary to get started. One common error that most beginners get hooked on is: "The driver drives the car and the navigator reads the route instructions." The problem with this is that the driver cannot distinguish between:

Smith Rd and Smith Road
Cattle Xing and Cattle Crossing
Not a Thru Road and Not a Through Road

So the first piece of equipment necessary to run a rally is a large clipboard which is modified to be mounted on the dash of your car. This way both driver and navigator can read the route instructions and watch for road signs. The mounting of this clipboard need not be elaborate, and you don’t need to drill holes in the dash. Mount it on radio knobs, glove compartment door, vent openings, or whatever is available in your car. The best thing to hold it in place is bungi cord of appropriate lengths. The clipboard shouldn’t vibrate or fall off during hard cornering. If you want to get a bit fancier, buy a rally reader board, which allows you to tape the bottom of the first page to the top of the second page, etc. and the entire set of instructions is rolled upward from the bottom roll to the top roll. The advantage of this gadget is that you can always read the next few instructions and the last few instructions. You never have the problem of a quick sign being the first instruction on the next page and you drove past it before the page can be flipped over.

The most important aspect of any rally is staying on course. The driver should be looking for signs ALL the time, and the navigator should be looking most of the time. If you are uncertain about a sign or a turn (or interpretation of them) stop with the sign or turn in sight until you can figure it out. This is particularly true for beginners — don’t worry about driving on time until you have learned to stay on course.

Come to our RALLY DE BUS rally school if you want to learn more about rally course following in the comfort of your very own bus.

Keith McMahan
Rally Chairman

AUTOMOTION

Anything you would ever want in accessories and parts for your Porsche.

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AUTOMOTION, 3535 Kifer Rd., Santa Clara, CA 95051, (408) 736-9020
BOARD OF DIRECTORS' MEETING
January 25, 1980

LOCATION: Lateer residence in Campbell

PRESENT: All regular board members, Past President Sandi Candlin, Nugget Editor Jeff Lateer, Time Trial Chairman John Johnson, Goodie Bag Terri Rosatelli, Sargent at Arms Ron Trethan, Sponsorship Manager Ron Trethan, Sponsorship Manager Mike Lommatzsch

GUESTS: Sasha Thiele, Stephanie Home, Donna Trefz

The meeting was called to order at 7:48 P.M. The minutes of the previous meeting were approved and accepted with the noted spelling corrections. The Agenda was completed and approved.

Old Business:

First Aid Kit — Stephanie turned over the completed kit to Sharon. Sharon has purchased 4 additional travel first aid kits for club use.

Nugget Guidance Committee — Terri submitted the Nugget Budget. There was considerable discussion as to the exact expenses and income and how they compared to previous Nugget Budgets prior to the expanded Nugget. The question was also raised as to the Nugget use of the National Dues Rebate with Jerry expressing concern that the expanded Nugget was to ultimately break even from the advertiser's income. Barbara Berens made the motion to table acceptance of the budget until the Board has more accurate figures as to costs of previous Nuggets of 1977 and 1978. She will report back next month.

Finances — It was noted and accepted by the Board that extreme caution be used when polling the Board Members by phone for club expenditures. In the future, expenditures over $25 are to be handled only at regular Board meetings.

Bylaws — Bill is to notify all committee members as to the changes voted in by the general election.

Tech Manuals — Jerry spoke with Stoddard who indicated that the manuals are copyrighted and we cannot reproduce and sell them. Chuck also indicated that these are an asset to the club and not to give them out. Jerry said that the present manuals are in need of several supplements to complete them and that the money was authorized by a previous Board 2 years ago. To bring them up to date would require approximately $300. The Board decided to make the manuals more available through the tech sessions. This information will be relayed to the members in the Nugget. Ron Trethan pointed out the need for feedback on usage by the members. A lack of interest could raise the issue of selling the manuals.

Bylaws/Rosters — It was previously agreed that the roster and bylaws would be printed together.

Coffee Maker — Bill Patton has polled the Board to receive approval of $50 for the purchase of a coffee maker for Adamson and Walton in appreciation for our use of their facilities for the production of the Nugget. $41.41 was spent for a coffee maker which was delivered and greatly appreciated.

Autocross Trailer — Denny Kahler can no longer store the trailer and it now will be stored at the Fairgrounds in a semi-security area. $100 was approved to fix the trailer and make it more secure. The question as to insurance on the trailer in the event of a loss was raised. Bill will check and report back. Ron Trethan said that the Fairgrounds will charge $7 storage for February, $10 per month after that; already included in the Autocross budget. The trailer must be removed during June and July because of the Fair. Brooks volunteered to store it at his house but he will not transport it to the Fairgrounds.

New Business:

PA System — Barbara Lateer will check into the cost of repairing our PA system and report back. Barbara will also compare the cost of renting a system to the cost of repairing our own.

Parade Accomodations — Two hotels are available for Parade - the Red Lion and the Holiday Inn. It was suggested that GGR reserve a wing at a hotel during the Parade week. However, the Board felt more could be gained from meeting new people from other regions.

Time Trial Budget — John Johnson submitted a budget for Time Trials which was accepted as written. The budget was based upon 94 entries per event. There are no scheduling problems. An event can be cancelled if registration requirements are not met.

Time Trial Funds — John asked for a separate bank account for Time Trials to simplify bookkeeping. There was some question as to this setting a precedent but the motion was passed. Barbara Berens, Dave Blanchard, and Sandi Candlin will be responsible for signing of checks and to report at each meeting as to the status of the account. It is noted that Jeff Lateer is a non-voting Board member against the motion.

Family Picnic — The Family Picnic will be held June 1st at Flood Park. There was some confusion as to the site location, due to Bill not informing the committee members.

Club Typewriter — A motion was passed to spend a maximum of $75 to have the typewriter cleaned and serviced. Sharon will check into prices and take care of it. Upon completion, the typewriter will be loaned to Marge Forester for use on club business.

Yosemite Tour — Letters were sent to other Region President's with the Redwood Region responding favorably thus far. Mike Lommatzsch indicated that he needed a guarantee to Yosemite of $150 minimum bar bill which
Babbling Brooks’ Minute Minutes - Continued

was approved by the Board. John Johnson formulated a
plan to check on the bar records if the minimum is not
met. It was decided that dinner be at 7:30PM. Mike guar-
antees a hot dinner.

Directors’ Reports:

President — The Levines are the Scrapbook chairpersons for
1980. Al Berens is the Panorama Reporter for 1980. Bar-
bara Berens said that Al wants info and pictures from this
year’s Activity Week. Bill received a letter from Stoddard
stating that the National Board meeting will be in Florida
on February 9th. Bill also received a letter from Kaiser
Permanente Hospital thanking GGR for the Christmas
Carolers. A letter was sent to the Oregon Region Presi-
dent thanking him for a great event and offering our
support for the Parade.

Vice President — Due to rising prices, it is getting harder to
find reasonable restaurants for Saturday night dinner
meetings. A motion was passed to allow Barbara to consider
Sunday afternoons or evenings for future dinner meetings.

Treasurer — Barbara Berens submitted her report which was
accepted by the Board. She is checking into savings certif-
icates as to earnings and will report back.

Activities — Sharon indicated that there will be no year end
Rally series awards. Each Rally will have its own awards.

Membership — 10 new members were accepted along with
Dave’s report.

Goodie Bag — Terri submitted 3 invoices and 1 purchase
order to the Treasurer for payment. She had $76.81 in sales
this month. The inventory report for the Goodie Bag indi-
cated a $2900 wholesale value and a retail value of $4076.
For future orders, Terri will give buyers the option of
having their name badges mailed to them and will charge
accordingly. It was suggested by Ron Trethian that the
Goodie Bag should advertise in the Nugget, providing there
is available space. Terri has received the new little GGR
decals which will be placed on sale for $1 each.

Next Meeting — The March Board Meeting will be held at
the Thiele home in Fremont at 8:00PM on Thursday,
February 21, 1980.

The meeting was adjourned at 11:34PM.

Brooks A. Thiele
Secretary

If your car says something about you,
your car’s sound system should, too.

A new version of our ever
popular "Super System" is
now available for both
American and foreign made
cars. It features:

☐ Fully electronic, German-made
Blaupunkt Bamberg radio and
cassette player
☐ 60 watt RMS amplifier with the
specs of a fine home system
☐ 2 very high power woofers
☐ 2 mylar dome tweeters
☐ Custom crossover networks

$1299900

System installed and tuned to your
car's acoustics. Complete with
our "right-now" one year
service FREE.

3505 El Camino, Palo Alto, 494-3555 (3 blks. So. of Page Mill Rd.)
Open Mon.-Fri. 10 to 9, Saturday 10 to 6, Sunday 1 to 5

The AUTOSOUND WORKS
finest automobile
hi-fi sound systems

NUGGET/15
In an odd way, the Le Mans pits are quiet at night. Oh, there are shattering explosions of sound as each straining race car passes at upwards of 160 mph a few feet in front of your open-ended concrete box. But one's consciousness of the unevenly-timed blasts diminishes by the time it is fully dark. The pressing crowds and invasive photographers have gone away, leaving only friendly, died-in-the-wool race fans, intent on not allowing one single historic moment escape them. The crew can calmly set up for the next scheduled pit stop, settle back, and be aware of the race that is going on. A rhythmic calm sets in. It's a relaxed, enjoyable time before the dogged tiredness that settles on the crew at dawn and reduces all conversation to grunts and gestures. There is time to look around and to talk with and jibe the other crews and drivers — racing, perhaps more than any other, is a social sport.

The lights on the race cars come on at dusk, so their brilliance is not at first noticeable in the waning daylight. The Porsche 935's are running four lights in the airdams and two lights on the hood that is installed during the last pit stop before nightfall. As they cut through the darkness, the powerful, single-element, quartz-halogen headlights have a brilliant whiteness we are not accustomed to in the United States. The vibrating headlight beams reveal stiff suspensions of racers that seemed to move so smoothly during daylight.

Yes, it is the lights that one is first aware of in the growing darkness at Le Mans. First, the brilliant headlights, then the brightly-colored set of lights on the roof that identifies our cars to Judy Stropus, the amber side-marker lights, the lights that illuminate the numbers on the door, and finally, as each car explodes past the pits, the tail lights and bright red fog light that is required, for good reason, at Le Mans.

Then, one becomes aware of the intensity of the heat produced by the 935's. It's an alarming revelation that comes with darkness. One can be perfectly aware of the heat involved as it is expressed on a page of technical data, but to see the glaring evidence in the full darkness of night is another matter.

It is continuous blasts of flame that come from the close-set tail pipes. Not that soft little one-foot-diameter puff of orange-yellow flame that pops out when the driver shifts; that is not real heat. I speak of the three-foot-long, blue-white, hard-blown shafts of flame that issue from the tail pipes while the car is under full acceleration. Intense, blue-white flame as the car strains toward redline, a soft orange-yellow ball of flame as the driver lifts to shift at about the end of pit row, followed by the harsh, blue-white flame again as the car disappears into the uphill, gradual right hander at the end of the start/finish straight. The familiar, raspy, metallic, Porsche whang follows the racer up the hill toward Dunlop Bridge after the lights and flame are out of sight.

The twin turbochargers glow red. Not the muted red of metal that has just passed the temperature threshold where metal just begins to glow, but a bright, angry red. After it begins to rain, the r'd glow from the turbochargers reflects off the wet track and wet underside of the car to produce an astonishing amount of red light in rapid, skitterish motion under the speeding Porsches.

The gnawing doubt that has come and gone during other nights at other tracks returns. Can these cars, can the materials these cars are made from, take this heat? For 24 hours? The hot gasses that produce the visible, blue-white flame travel two feet before reaching the turbo-
charger, spin through the vortex of the turbocharger vane, and decompress into the larger volume of the tail pipe. The gasses have cooled before we see the flame. Why doesn't the oil that flows through the red-hot turbocharger, to cool and lubricate the bearings, vaporize?

There is some small assurance in reflecting on how many component parts of the Porsche 935s are devoted to removing and dissipating heat: the six-gallon oil system with its large hoses and huge oil cooler, the large grill and duct that picks off air at the high-pressure zone over the wing and directs the cooling blast over the turbocharger to exit at high velocity at the low-pressure area below the wing, the air ducts and electric fans for the brakes, the radiators in the front of the rear fenders, the deep fins of the motor case and heads, and more, much more. These state-of-the-art racers are highly mobile heat sinks, every available space used to dissipate heat to the passing air.

When one of the cars pulls to a stop in front of the pit bunker, heat radiates into the pit displacing the early-morning cold and dampness. The heat builds for the few moments the car fingers for driver change, fuel, and tires. The pit bunker that has been set aside for staging tires remains warm, after the car has left, from the hot wheels and tires that have been removed and remain there.

The Porsche 935 is the swan song for the rear-engined, air-cooled Porsche. It, like the Porsches before it, proves the worth of the design. The end approaches, not because it is an idea outmoded like the friction shock absorber, but because its end is mandated by the Captain of a Desk, whose vision reaches no farther than the bureaucratic papers before him. Any measure of effectiveness must be addressed to purpose: a cork puller must be judged on the basis of how well it removes corks. Judged on the basis of doing what cars are intended to do, the rear-engined, air-cooled Porsche has clearly excelled.

The rear-engined, air-cooled Porsche is epitomized by the Porsche 935; it is, to a higher degree, what all air-cooled Porsches were before it. Its ancestry is traceable back, even, to the little Gmund coupe that preceeded the 935 here at Le Mans to establish itself at the top of its class. Heat was the enemy of that Porsche too. The highly stressed little 1131 cc motor strained down the same murderous Mulinsanne Straight, wide open for four miles in the tallest gear it could carry; it, too, built up heat that had to be dissipated to the air through which it quickly passed. The Gmund coupe proved the worth of the design concept in 1951 as the 935 continues to prove it today.

The Porsche 935 shows its ancestry. If you have been around Porsches a few years, the 935 is like approaching an old friend; there is little that is not familiar or in some way comparable to the familiar.

It is at daybreak, or shortly after, that there is real interest in who is still out there running. Because attrition is so heavy during the early-morning darkness, the crews feel that the cars that make it through the night will be there at the finish. They know it is not true, of course; there are several hours to go and the cars are being run as hard as they will go to the same rev limits they were running at the beginning. Breakage, burn-outs, and shunts become more likely each hour their cars are on the circuit.
View from the Pits - Continued

The crew in the next pit bunker, exhausted, struggles desperately to get their car back on the track, refuse to believe it's all over after untold hours of preparation, finally give up, and the anguish shows. They pack it up without talking. There is absolutely nothing to be said about not finishing. They are too tired to talk anyway. They also don't want any commiseration; the crews about them all know that, they've been there.

Unnoticed, the crowds have returned, rested and dry. It is easy to resent them from pit row. The crew was up well before daybreak on race day; they operated on nervous energy throughout the day and the night, but by morning all nervous energy is spent and activity is by deliberate effort. Cold, sore, scruffy, and very wet, the crew begins to continuously calculate the time they, the drivers, and the cars must endure. As the cars pull in for the last pit stop, they cannot avoid listening for some untoward sound that moment before the ignition is cut. The uneven, wheezy sound of a turbocharged Porsche at idle is odd after hearing it at full song for nearly 24 hours, but it reveals nothing.

The finish of a 24-hour endurance race is anticlimactic, always, even for the winners. The intense excitement at the beginning is, in time, reduced to a tenacious struggle. The winner prepared well, fought hard to keep the car on the track and running, drove fast, and had some good luck along the way. Many others prepared well, fought hard to keep the car on the track and running, drove fast, and didn't win or even finish. When the struggle is over, the crews move about aimlessly, not quite ready to stow away the cars and mountains of paraphernalia required to support an endurance racer. Having had such a singleness of purpose for so many hours, no purpose at all is a relief.

A cold, wet can of beer in a cold, wet, numb hand. The beer, a universal, international, after-race ritual, is not wanted this cold, grey afternoon. It, and its successor, will double the weight of the tool boxes, tires, and nitrogen bottles. It's the only reward offered so it's accepted.

Tom Foster

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USING THE BEST COMPONENTS AVAILABLE WE CAN TAILOR YOUR ENGINE TO SUIT YOUR DRIVING NEEDS

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OUR CAREFUL BLEND OF THE RIGHT COMPONENTS AND COMPETITION PROVEN TECHNICAL ABILITY CAN PRODUCE THE OPTIMUM FORMULA FOR A WINNER

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SUPREME CRAFTSMANSHIP AND THE FINEST MATERIALS AVAILABLE RESULT IN A PRODUCT OF THE HIGHEST QUALITY

1775 OLD COUNTY RD. #25 (415) 592-2471 BELMONT, CA 94002
HELP!

Curious about Time Trials? Want to be on the inside of Laguna Seca and/or Sears Point? Want to watch someone else before you try it? Want to be active while preparing your car (or budget) for Time Trials? Contact Terri Rosatelli and fill a need for a friend who counts on you for safety as a corner or grid worker. No experience necessary, training is provided. Please call 264-9255.

Terri Rosatelli

APPOINTMENTS ’80

Corresponding Secretary — Bill Johnson
NCSCC Representative — Jim Pasha
Zone 7 Protest Committee — Gary Sanders

Thank you, gentlemen
Bill Patton
President

HORSEPOWER

One horsepower is the work required to life 33,000 pounds 1 foot in 1 minute. The basic difference between SAE horsepower rating (used to rate Detroit irons) and DIN horsepower rating (used to rate your Porschemotor) is that the output of an SAE-rated motor is measured with all of the power-robbing ancillary equipment removed. The equipment that is ancillary to automobile motors are generators or alternators, water pumps, and fans. During the test, ignition and cooling water are supplied from external sources. Since, in the real world, gasoline-fueled motors will not run long without cooling and not at all without electrical power, SAE rating is rather unrealistic. A DIN-rated motor has been rated in the installed condition.

Joe Padermann

MARCH AUTOCROSS

"UBUNG MACHT DEN MEISTER"

Are words to live by as GGR #2 gets underway on Saturday, March 1st at Pleasanton.

WHERE: Alameda County Fairgrounds
Pleasanton

WHEN: Saturday, March 1st

CALL: Mark McLaughlin (408) 257-2769
Lorin Guy (408) 247-0778

Be there, because tight is right!

THE AUTOHAUS
OF NORBERT NIESLONY

Custom maintenance and repair by Porsche factory trained mechanics.

• Quality parts.

(We also buy and sell Porsches.)

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

MARCH MADNESS

OR

(WHY DO THOSE PORSCHE NUTS GO CRAZY IN A PARKING LOT?)

Another GGR challenge to your driving skills.

An autocross to blow the cobwebs out of your mind, deceptively simple in appearance but deviously subtle in its demand. Match wits with the fresh new kid and the sneaky veteran and see if your 911 is faster than a 914-6 or your 912 faster than a 924. We guarantee that this course will put your mind in a tizzy. Be there!

WHERE: Alameda County Fairgrounds
Pleasanton

WHEN: Saturday, March 22
Early registration closes at 8:30 AM
First car out at 9:00 AM
Late registration 11:00 AM - Noon

CALL: Jim Pasha (415) 828-6810 or
Mike Lommatzsch (415) 854-7443

THE AUTOHAUS
OF NORBERT NIESLONY

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(We also buy and sell Porsches.)

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

NUGGET/19
DATA BREAKDOWN — 1979 MINI-SURVEY

Here is the compilation of data generated by the 1979 Mini Survey. Only the questions that called for a numerical rating, or a multiple choice checking of boxes are here (not essay, or suggestion answers), which will account for the questions that appear to be missing. The symbols above each column are interpreted as follows:

NR - No Response to the question asked.
CKD - A Checked response to the question asked (note that some Checked responses were found on numerical rating questions).
NUM - Total number of Numerical ratings expressed for a question calling only for a checked response.

1.) In what county do you reside?

<table>
<thead>
<tr>
<th>County</th>
<th>NUM</th>
<th>NR</th>
<th>CKD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marin</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santa Clara</td>
<td>99</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alameda</td>
<td>37</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Francisco</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solano</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Mateo</td>
<td>42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contra Costa</td>
<td>29</td>
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<td></td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2.) Your main interests in PCA are? (Indicate order of preference, if an area has no interest to you, leave blank.)

<table>
<thead>
<tr>
<th>Interest</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>NR</th>
<th>CKD</th>
</tr>
</thead>
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<tr>
<td>Publications</td>
<td>33</td>
<td>40</td>
<td>18</td>
<td>18</td>
<td>19</td>
<td>8</td>
<td>10</td>
<td>6</td>
<td>60</td>
<td>36</td>
</tr>
<tr>
<td>Rally</td>
<td>5</td>
<td>8</td>
<td>13</td>
<td>18</td>
<td>15</td>
<td>19</td>
<td>9</td>
<td>12</td>
<td>140</td>
<td>9</td>
</tr>
<tr>
<td>Tour</td>
<td>16</td>
<td>22</td>
<td>29</td>
<td>23</td>
<td>20</td>
<td>10</td>
<td>12</td>
<td>1</td>
<td>99</td>
<td>16</td>
</tr>
<tr>
<td>Autocross</td>
<td>26</td>
<td>23</td>
<td>27</td>
<td>11</td>
<td>14</td>
<td>8</td>
<td>9</td>
<td>2</td>
<td>103</td>
<td>25</td>
</tr>
<tr>
<td>Social (Dinner Mtg.)</td>
<td>16</td>
<td>18</td>
<td>18</td>
<td>29</td>
<td>21</td>
<td>14</td>
<td>5</td>
<td>8</td>
<td>99</td>
<td>20</td>
</tr>
<tr>
<td>Technical</td>
<td>39</td>
<td>36</td>
<td>23</td>
<td>23</td>
<td>9</td>
<td>14</td>
<td>14</td>
<td>3</td>
<td>50</td>
<td>37</td>
</tr>
<tr>
<td>Time Trials</td>
<td>22</td>
<td>27</td>
<td>10</td>
<td>12</td>
<td>7</td>
<td>11</td>
<td>10</td>
<td>14</td>
<td>123</td>
<td>22</td>
</tr>
<tr>
<td>Friends</td>
<td>31</td>
<td>19</td>
<td>33</td>
<td>15</td>
<td>12</td>
<td>8</td>
<td>5</td>
<td>4</td>
<td>98</td>
<td>23</td>
</tr>
</tbody>
</table>

3.) GGR would encourage more of my participation if:

<table>
<thead>
<tr>
<th>Event</th>
<th>NUM</th>
<th>NR</th>
<th>CKD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Events were closer to my geographical area</td>
<td>4</td>
<td>174</td>
<td>70</td>
</tr>
<tr>
<td>Events were less expensive</td>
<td>2</td>
<td>231</td>
<td>15</td>
</tr>
<tr>
<td>Number of people attending events were greater</td>
<td>240</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>or, fewer</td>
<td>1</td>
<td>237</td>
<td>10</td>
</tr>
<tr>
<td>I were made to feel welcome</td>
<td>6</td>
<td>215</td>
<td>27</td>
</tr>
<tr>
<td>I am not very active now, and circumstances or other interests preclude me from being more active in the near future</td>
<td>3</td>
<td>161</td>
<td>84</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
<td>192</td>
<td>54</td>
</tr>
</tbody>
</table>

4.) Do you feel that there are enough people in your area putting on events?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>NR</th>
</tr>
</thead>
<tbody>
<tr>
<td>149</td>
<td>64</td>
<td></td>
</tr>
</tbody>
</table>

5.) Do you feel that you have a voice in club matters?

<table>
<thead>
<tr>
<th>1-yes</th>
<th>2-no</th>
<th>3-not important to me</th>
<th>NR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
<td>24</td>
</tr>
</tbody>
</table>

6.) Are you pleased with the present Nugget?

<table>
<thead>
<tr>
<th>YES</th>
<th>NO</th>
<th>NR</th>
</tr>
</thead>
<tbody>
<tr>
<td>218</td>
<td>24</td>
<td></td>
</tr>
</tbody>
</table>

7.) I like the following in the Nugget:

<table>
<thead>
<tr>
<th>Photographs</th>
<th>YES</th>
<th>NO</th>
<th>NR</th>
</tr>
</thead>
<tbody>
<tr>
<td>208</td>
<td>9</td>
<td></td>
<td>31</td>
</tr>
<tr>
<td>YES</td>
<td>NO</td>
<td>NR</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-----</td>
<td>----</td>
<td></td>
</tr>
<tr>
<td>Tech Articles</td>
<td>215</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>Advertising</td>
<td>167</td>
<td>28</td>
<td>53</td>
</tr>
<tr>
<td>Race Articles</td>
<td>160</td>
<td>29</td>
<td>59</td>
</tr>
<tr>
<td>Personality Profiles</td>
<td>158</td>
<td>34</td>
<td>56</td>
</tr>
<tr>
<td>Tech Tips</td>
<td>220</td>
<td>6</td>
<td>22</td>
</tr>
<tr>
<td>Historical Articles</td>
<td>174</td>
<td>21</td>
<td>53</td>
</tr>
<tr>
<td>Post Event Articles</td>
<td>168</td>
<td>19</td>
<td>61</td>
</tr>
<tr>
<td>Competitive Results</td>
<td>158</td>
<td>26</td>
<td>64</td>
</tr>
<tr>
<td>Social Reporting Column</td>
<td>160</td>
<td>40</td>
<td>48</td>
</tr>
</tbody>
</table>

8.) Have the Tech articles in the Nugget been: (check one)
   [1-sufficient, 2-insufficient, 3-they take up too much space]
   1   2   3  NR
   165 60 14 9

10.) Did you know that GGR owns a set of factory manuals for your use?
    YES  NO  NR
    129 115 4

11.) Do you attend Tech Sessions for:
    specific technical knowledge (detailed information NUM  NR  CKD
    on suspension, etc.) 8 82 158
    general technical knowledge (ie: new car intros, special products, etc.) 4 127 116
    tune up information 7 117 124
    not interested in tech sessions 224 24

12.) For women only: Would you attend women only tech sessions?
     YES  NO  NR
     47 51 150

13.) What type of rallies do you prefer? (rate by preference)
     Time and distance 1 2 3 4 5  NR  CKD
     21 10 15 9 1 159 33
     Gimmick       23 17 6 7 1 172 22
     Pan Am        4 13 7 7 1 206 10
     Hare & Hound  14 15 15 3 2 184 15
     Other         2 2 3 0 2 221 18

14.) Do you prefer competitive or social rallies. (check one)
     COM  SOC  NR
     52 109 87

17.) Dinner meetings should include: (rate by preference)
     Movies/slides 1 2 3 4 5  6  NR  CKD
     42 39 19 7 98 43
     Speakers       54 32 8 7 4 102 41
     Business meeting 5 11 17 15 10 3 179 8
     Hor's d'oeuvre's 9 13 18 17 9 1 159 22
     Dancing music  9 13 18 9 8 167 24
     Other          2 0 3 1 4 2 214 22

NUGGET/21
HOT AND COLD PLUGS

Allow me to lay a couple of bromides on you. It is the small, unnoticed things that are the real determiners of your life. Opportunities lost and people not met because of the turn not taken. Destiny is ever-increasing circles like a pebble dropped in a still pond. The battle that was lost for the want of a horse, the horse was lost for the want of a shoe, and the shoe lost for the want of a nail. In my case, it was a spark plug.

A damn spark plug, mind you. I was happily muddling through life as a hack writer, attending only to my immediate daily needs, as is the wont of hack writers (that is, in fact, part of the job description). It is an unkept, unabashed lowlife of unmade beds, unwashed glasses, and unconcern; quite enviable, really. The hack writer compensates for being overpaid by not working much.

Some of the early 911’s came equipped with expensive, platinum-tipped plugs. My first 911 was one of those. The heat range of those plugs made them suitable for averaging 200 kph on the autobahn. Because the factory had some problems with holed pistons in the homeland, they voided warranties the world over if hotter plugs were installed. In the Bay Area, it was necessary to run to redline three times daily in fourth gear and change the plugs out monthly. Between the cost of the traffic fines and buying the plugs, I had to indenture myself for 12 years and life has never been the same. Thus it is that Jerry Woods owns my services, having bought the last two years of my indenture for $49.95.

There is as much confusion about hot and cold plugs as there is about oversteer and understeer. The confusion in both cases is caused by poor choices of terms; both are “in-group” jargon and not at all descriptive of what is going on. In the case of oversteer and understeer, the NASCAR good ol’ boys have chosen more descriptive and understandable terms. “Ifen yer caw is gawt ta tail out, hits ‘loose.’ Ifen the front tars isa rubbin’ two furras in the track, hits ‘plow.’ Ifen hits in between, hits raht, boy, jus’ aw raht.” Anybody can understand that.

I don’t know what you expected, but this is going to be a tech article. Let us start this discussion by stating that the optimum temperature for the spark plug center electrode insulator tip is around 850°C (1560°F). At that temperature, the insulator is burned clean and the electrodes don’t melt. A “hot” plug is designed to retain more heat at the insulator tip and a “cold” plug is designed to transmit more heat to the head in which it is installed. Spark plug manufacturers, with varying degrees of success, try to design wide tolerance plugs (i.e., insulators that will stay clean at lower temperatures and electrodes that won’t erode at higher temperatures).

Generally speaking, a “cold” spark plug is cold because it has a short path for the heat to travel to the cylinder head. I hate statements that start off with “Generally speaking, . . .” because it is always because the statement is not quite true, or there is something about the subject that is not being revealed, or the writer does not have the courage of his convictions. Well, there is more to it than the length of the thermal conduction path, but it simpler to consider one aspect at a time. I will mention some other factors before we’re through.

Different types of spark plugs are required for different kinds of driving conditions because the temperature of the firing end of the plug varies greatly, depending on the kind of driving that is being done. Let us postulate two extreme examples. If you were to take the plugs out of a stationary engine (the kind used to run large generators and water pumps) and install them in your Porsche, you would erode the electrodes to the point they wouldn’t fire about the fifth or sixth time you took your Porsche to redline. You wouldn’t make it from start/finish to turn four at Laguna Seca. If, on the other hand, you were to install your Porsche plugs in the stationary engine, the engine would quit running after a few minutes because the plugs would foul.

The long-stroke stationary engine in our example runs at a very low rotational speed and it runs very cool. To keep enough heat at the insulator tip of the plug to burn off carbon deposits (again, about 850°C) the heat conductive path must be relatively long. (See Figure 1.) Obviously, the heat source is the explosive flame in the combustion chamber. The heat is carried away from the tip of the plug up through the insulator around the center electrode, to the plug shell (the steel part with the threads on it), and on to the head. You already know that heat is carried away from the head by air or water.

FIGURE 1

EXTREME EXAMPLES OF HOT AND COLD PLUGS
Hot and Cold Plugs - Continued

The cleaning of the insulator around the center electrode works a lot like a self-cleaning oven. Below the critical low temperature, combustion byproducts build up on the insulator and provide a ground path from the center electrode to the metal shell of the plug. Thus, electrical energy that would otherwise cause a healthy spark is drained off to the head and you begin to experience a high-rpm misfire. Left unattended, the misfire begins to occur at lower and lower rpm’s. Above the critical low temperature, the insulator is burned clean. There is also a critical high temperature, of course, above which the electrodes begin to burn away.

The insulator tip of the plug is cooled during the pauses between the combustion chamber explosions. Long pause = more time for cooling. Therefore, the 2000-rpm stationary engine needs a relatively hot plug (long thermal path) to maintain 850°C at the tip and the 6000-rpm Porsche motor needs a relatively cold plug (short thermal path) to maintain 850°C at the tip. Basically, the shape of the ceramic insulator determines the heat range of the plug. (Take another look at Figure 1.)

As I implied at the beginning, the terms “hot plug” and “cold plug” are gross misnomers. The objective of different plug designs is to maintain a constant optimum tip temperature, not to make a plug hot or cold, in spite of widely varying amounts of heat produced in a cylinder over given periods of time. Manufacturers attempt to design plugs with as wide a tolerance range as possible, but there are physical limits. The plug that will not foul in the Porsche driven only on boulevards would almost certainly cause detonation and damage in a Porsche motor used for time trials. Manufacturers, understandably, prefer to err on the safe side and recommend rather cold plugs.

Now about the other factors that make a cold plug cold. Depending on the material, the ceramic insulator can be made heat conductive to greater and lesser degrees. The insulator is basically aluminum oxide with glassy additives. It is fired twice in high-temperature kilns, the second time to glaze the exposed end. There is a lot of shrinkage during firing, yet very close dimensional tolerances are required to sink heat to the shell. The manufacturer attempts to design for high thermal conductivity and low electrical conductivity (high dielectric strength), in most cases. As you may have guessed by now, spark plug insulators are a science in themselves.

To widen the heat range of a plug, three additional factors are varied: the tip extension, the air-gap width and the tip mass. How far the tip of the plug extends into the combustion chamber governs its exposure to both the combustion heat and the cooling flush of the air/fuel mixture. (See Figure 2.) Generally, you will find that a plug designed for low-rpm operation extends farther into the combustion chamber. In fact, the spark plug designed for the stationary engine in our example would undoubtedly be smashed by the piston if installed in a Porsche motor.

The air gap is the space between the center electrode insulator and the shell. (See Figure 3.) That space is varied

![Typical hot and cold plug air gaps](image)

**TYPICAL HOT AND COLD PLUG AIR GAPS**

in both size and shape, depending on application. Much research and a lot of black art have gone into the angles at which the shell slopes inward and the insulator slopes outward in attempts to keep the insulator clean at as low as possible temperatures.

Plugs are tailored for the rpm range of the intended motor application by the size of the center electrode insulator. That is, an insulator tip with less mass will react quicker to ambient temperature and a tip with more mass will react slower but will retain heat longer.

A spark plug is one of the few remaining bargains in the modern world. It is a very sophisticated little device that is manufactured to perform under the most outrageous of conditions within a very close range of tolerances. The next time you hold one in your hand, take a close look at it. Because they are so inexpensive, we take them for granted. Each of the 12 spark plugs for a 935 Porsche (yes, two for each cylinder) costs almost $80, and they are tiny little things. The moustached taskmaster who owns my indenture changes out almost $1000 worth of plugs at the drop of a Style Auto hat. I dare say you'd have a heap more respect for your plugs if it cost a kilo to change them out.

There is a lot more we could say about spark plugs, but we don’t want to run it in the ground. If you would like a nice little self-adhering plug reading chart with color photographs and a good tune-up booklet, free-of-charge, write to Champion Spark Plug Company, Technical Services Department, P.O. Box 910, Toledo, Ohio 43661.

Joe Padermderm

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ROUND 1

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CARS MUST BE THRU TECH AND ON GRID BY CLOSING TIMES
OPEN EXHAUST PERMITTED
1980 ZONE RULES IN EFFECT

<table>
<thead>
<tr>
<th>RUN GROUPS</th>
<th>GRID OPENS</th>
<th>GRID CLOSES</th>
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<tbody>
<tr>
<td>A</td>
<td>8:45 AM</td>
<td>9:00 AM</td>
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<tr>
<td>Production 356, 912, 924 &amp; showroom stock 924</td>
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<tr>
<td>B</td>
<td>10:30 AM</td>
<td>11:00 AM</td>
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<tr>
<td>Production 914 &amp; Small Bore 911</td>
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<tr>
<td>C</td>
<td>12:00 n</td>
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<tr>
<td>Production 911 — medium &amp; large bore Production 928 &amp; 930, Showroom Stock 911</td>
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<tr>
<td>D</td>
<td>2:00 PM</td>
<td>2:30 PM</td>
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<tr>
<td>Improved &amp; Modified</td>
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Course walk at 8:00 AM for run groups A & B; Course walk at 12:30 PM for groups C & D. Course walk time is approximate. BE EARLY.

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NUGGET/27
BLANCHARD'S TREAT AUTOCROSS

Autocrossing for the 80's is underway with Dave and Becky Blanchard's super event. We started on time, had a great course design and some clear (dry) weather to get the decade underway.

Gary Fahl and Karl Beckle are again battling it out for top stock 356 champion, with Gary starting the season with one win under his belt. Jim LaMarre had things his own way in his stock 912, but small-bore 914-4 was nip and tuck all day between Paul Baldarelli, Kent McLaggan, and Glen Renk. Paul won, Kent put in one of his best runs for second, and last year's winner, Glen, had to settle for 3rd. Mike Lommatsch had a fitful day, starting with a DNF, a very good run, and then two slower times; but his second run was good enough to holdup for fastest stock 924.

Sonja and Ray Blow haven't slowed down over the winter (even at their age!) and both took a first place in their black 914-4. In the stock 914-6 class Dave and Becky Blanchard took one and two at their own event. Jim Schofield took 'ol Blue' out for some fast runs to capture the mid-bore 911 stock class, nipping Dale Bates by one second. Dale Dorioth put in a fast last run to take the lead away from Ray Mascia in our largest class stock big bore 911. Only a whisper away were Donna Murphy and Richard Stuck. Dale and Ray are going to have to watch these two this year.

Nice guys finish last chapter. Jim Pasha brings out his 914-6, proceeds to be a nice guy and loan a ride to Randy Hancock, who blows Jim away. Nice guy, Randy! Anyway, Jim will probably win next time out. Two sneaky people are Gary Sanders and John Hawkins. See, Bill Newlin has his prodified 912 in first place all day, and Tom Green practically owns small-bore prodified — when on their very last run Gary, and John put these two smart-aleks away with a couple of on-the-edge runs, leaving Bill and Tom muttering to each other. Big-bore prodified attracted a crowd of new people: Glen and LaQuita Hills, Mark Olson, Matt Bollentine, Brooks Thiele, Leo Pruett, Tom Amon, and Tim Kloc. This is going to be a fierce class, I predict. Glen obviously did his proper homework over the winter, taking a first place, but the times are going to be tight all year.

Modified class again promises to provide many a thrill, with the 914's again at the head of the class. Gary Walton and Walt Maas fought a very close battle, with pylons being the determining factor. I suspect Walt is getting used to the wider car! Walt beat Gary in 3 out of 4 runs, but nicked pylons just when he shouldn't have, and Gary kept his runs clean to capture first place. Third place, driving Gary's car, was retired Porche racer Rolf Soltan. Nice to see him again.

Cindy Carroll is out with a 'new' 356 after an absence of over a year, and she started the car on it's winning ways with a first place. Cheri McLaggen has started her sophomore year with a great deal of improvement and joined Sharon Neidel in an autocross rarity — a first place tie. We may have a real duel here this year. Beth Bates continues to be one of our best drivers, as she easily walked away with first place in mid-bore 911 stock class. Sue Mascia is back after an absence of a couple of years. She has not forgotten much, however, about pushing her fast 911S around the Pleasanton site. Rebecca Newlin and Marj Green rode the revenge trail for their poor, second place husbands. Becky put in one sizzling 3-lap run to beat Elaine Sanders in the prodified 912 class, and Marj Green won the small-bore prodified class beating both Sue Atlee and Karen Hawkins. Marj and Sue were the only 2 women in the top ten list. LaQuita Hills won her first time out on race tires, but Debra Paina kept improving her times throughout the day and looks like a real contender. Judy Zaccone is still getting her feet wet in the new Maas-Zaccone modified car but went on to win her class.

Good to see Bernie Buschen, Al and Barb Berens, and John and Karen Breedlove back out to autocrosses again. Looks like another great season. Thanks Dave and Becky for the great decade send off.

Tom and Marj Green
Autocross Editors
## RESULTS – GGR AUTOCROSS NO. 1
### FEBRUARY 9, 1980

| CLASS 1 | 1. Gary Fahl | 54.11 | 20
| 2. Karl Beckie | 55.70 | 16
| 3. George Neidel | 57.63 | 13
| 4. Karl Beckie Sr. | 59.04 | 11
| 5. Bob Hubert | 1:00.87 | 9 |
| CLASS 9 | 1. Al Davis | 56.50 | 20
| 2. Randy Hancock | 51.84 | 20
| 3. Jim Pasha | 53.15 | 16
| 4. John Seymour | 53.79 | 20
| 5. Lommatzsch | 57.92 | 20
| 6. Gary Sanders | 51.97 | 20
| 7. Tom Green | 49.72 | 16
| 8. Matt Ballentine | 51.16 | 13
| 9. Kevin Edgred | 54.40 | 9
| 10. Phil Mullen | 57.58 | 7 |
| CLASS 11 | 1. J. LaMarre | 57.62 | 20
| 2. Ed Wilson | 1:02.28 | 16
| 3. Glen Voyles | 1:02.57 | 13
| CLASS 12 | 1. John Hawkins | 49.43 | 20
| 2. Tom Green | 49.72 | 16
| 3. Matt Ballentine | 51.16 | 13
| 4. Brooks Thiele | 51.31 | 11
| 5. Leo Pruet | 52.00 | 9
| 6. Tim Amon | 52.19 | 7
| 7. Timothy Kloc | 57.11 | 5 |
| CLASS 13 | 1. John Seymour | 53.79 | 20
| 2. John Hawkins | 50.15 | 20
| 3. Mark Olson | 50.72 | 16
| 4. Matt Ballentine | 51.16 | 13
| 5. Kevin Edgred | 54.40 | 9
| 6. Phil Mullen | 57.58 | 7 |
| CLASS 14 | 1. John Hawkins | 49.43 | 20
| 2. Tom Green | 49.72 | 16
| 3. Matt Ballentine | 51.16 | 13
| 4. Brooks Thiele | 51.31 | 11
| 5. Leo Pruet | 52.00 | 9
| 6. Tim Amon | 52.19 | 7
| 7. Timothy Kloc | 57.11 | 5 |
| 8. John Hawkins | 50.15 | 20
| 9. Mark Olson | 50.72 | 16
| 10. Matt Ballentine | 51.16 | 13
| 11. Kevin Edgred | 54.40 | 9
| 12. Phil Mullen | 57.58 | 7 |
| CLASS 15 | 1. Gary Walton | 46.79 | 20
| 2. Walt Maas | 47.35 | 16
| 3. Rolf Soltu | 49.73 | 13
| 4. Norb Witt | 52.90 | 11
| 5. Richard Hifar | 54.90 | 9
| 6. Ron Whitehead | 58.73 | 7 |
| CLASS 16 | 1. Gary Walton | 46.79 | 20
| 2. Walt Maas | 47.35 | 16
| 3. Rolf Soltu | 49.73 | 13
| 4. Norb Witt | 52.90 | 11
| 5. Richard Hifar | 54.90 | 9
| 6. Ron Whitehead | 58.73 | 7 |
| 7. John Hawkins | 50.15 | 20
| 8. Mark Olson | 50.72 | 16
| 9. Matt Ballentine | 51.16 | 13
| 10. Kevin Edgred | 54.40 | 9
| 11. Phil Mullen | 57.58 | 7 |
| CLASS 17 | 1. Cindy Carroll | 1:00.25 | 20
| 2. Marsha Wilson | 1:04.49 | 16 |
| CLASS 18 | 1. Cheri McLaggen | 56.00 | 20
| 2. Sharon Neidel | 56.00 | 20
| 3. Julie Arnold | 58.72 | 13
| 4. L. Smith | 1:08.73 | 11 |
| 5. Donna Trefz | 1:04.00 | 20 |

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- 3.2 - 10%
- 3.3 - 10%
- 3.4 - 10%
- 3.5 - 10%
- 3.6 - 10%
- 3.7 - 10%
- 3.8 - 10%
- 3.9 - 10%
- 4.0 - 10%

**TOP TEN**

1. Gary Walton | 46.79
2. Walt Maas | 47.35
3. John Hawkins | 49.73
4. Tom Green | 49.72
5. Rolf Soltu | 49.73
6. Glen Hill | 50.15
7. Mark Olson | 50.72
8. Matt Ballentine | 51.16
9. Kevin Edgred | 54.40
10. Phil Mullen | 57.58

**TTOD – Top Time of Day**

(-) Denotes pylon penalty
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1973 911/4.18 Red. Good condition. Must sell — going racing. $5,700.00. SPG roller crank 356 New — $600.00

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1978 928. have been asked by PCA member to sell his beautiful all black 928. Only 500 miles as the car has been in storage. May be seen at my home. Make offer. Also, my 1974 Carrera. Chocolate brown, tan interior, factory air, front oil cooler and all the other Carrera goodies. 44,000 miles. $17,000. Lou Marable 941-1080.

1978 928. have been asked by a PCA member to sell his beautiful all black 928. Only 500 miles as the car has been in storage. May be seen at my home. Make offer. Also, my 1974 Carrera. Chocolate brown, tan interior, factory air, front oil cooler and all the other Carrera goodies. 44,000 miles. $17,000. Lou Marable 941-1080.

1975 914 1.8 Red. Good condition. Must sell — going racing. $5,700.00. SPG roller crank 356 New — $600.00

New 356 CAB Tonneau cover — best offer (factory) $1000.00. Walt Maas 408-867-1738


1973 — 914/2.0 Porsche. Alloys, short gears, plastic bushings, 55,000 miles, never hit, needs paint, very clean, $5,000. Call (415) 462-0892, Dave or Pat.

'65 356SC, Sunroof Cpe, excellent car, asking $13,500. Phone for details, Mens Orfina Porsche watch, $375.00. Recaro 114 seat for 914 — $175.00 Bill Patton (415) 543-9360, (415) 530-0609.

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Coming Events

March

1  GGR Auto-X No. 2 – McLaughlin/Guy
2  Concours/Swap Meet – Hart/Hartman
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 – Trehhan

April

5  GGR Auto-X No. 4 – Ballentine
12-13  C.R.A.B. – Sacramento Valley
15  Pit Crew – Sanders
19  Tech Session – Woods
19  Dinner Meeting – Trefz
20  Rally – Evans
22  Board Meeting – Trehhan
27  Zone 7 Auto-X No. 2 – Redwood
29  Time Trial Tech – Sherman