20th Porsche Parade, Special Issue!

The George Neidel Family
PCA Family Of The Year

John Clever
PCA Enthusiast Of The Year

Dwight & Linda Mitchell
Best Of Show, Concours
CALENDAR OF EVENTS

SEPTEMBER

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OCTOBER

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SEPTEMBER

5 Board Meeting - Sharon Neidel
6 GGR Series Autocross #4 - Larry Wong
7 Zone 7 Rallye - GGR - Tony Luce
20 Tech Session - Dave Walden
13 Dinner Meeting - Sue Atlee
19-21 The Weekend - Redwood Region
20-21 Rallye, Tour to Yosemite - SVR
27 Ferry Porsche Tour - John Clever
28 Zone 7 Autocross #7-SVR - Cal Expo
See article on Page 14 for Committee Meetings

OCTOBER

3 Board Meeting - Sue Atlee
4 Dinner Meeting - Sue Atlee
5 Funkana - Sharon Neidel
12 Zone 7 Autocross #8 - Redwood Region - Cal Expo
18 GGR Series Autocross #5 - B. Wells, J. Fleming
25-26 Hearst Castle Tour (overnighter),
Harv & Linda Smith
*Board Meetings open to General membership. RSVP
to host board member.

THE WEEKEND, hosted by Redwood Region is slated for September 19-21. A super weekend, complete with Slalom at Sears Point, Gymkana, Dinner & Dance, Porsche Quiz, Gin Fizz breakfast. Absolute deadline: September 6. For info on cost, etc. call Dave Kaiser, (415) 883-6049 in Novato. 100 Car Limit. Zone 7 Autocross Classes.

Sacramento Valley Region cordially invites you to attend CARRERA DE SIERRA a two day tour/rallye to Yosemite National Park. Entry Fee: $55.00 per car. Limit 50 cars. For entry blank and more info contact Rik Larson, 3141 Cottage Way, Sacramento 95825 (916) 481-6084.

* * *

BADGES, BADGES, BADGES......

the GGR and PCA car badges are available at $10.00 each, along with all the other "Goodies"......See Alan Brooking at an event or call (408) 269-1914 before 9:00 p.m.
OUR FIRST PORSCHE PARADE—Having read about Porsche Parades in Road & Track for five years, we were anxious to attend the one in Seattle; in fact we were so worked up we fired off our application and managed to get number 32, the lowest in our Region. On the surface the Parade appears to be a series of competitive events: a concours, an autocross, a rallye, and a tech quiz. When we arrived, travel weary, in Seattle, it soon became apparent what the Parade was really about—Porsche People!

When we arrived at registration, the veterans were obvious from we Parade novices. We must have looked like a couple of drowned rats with giant question marks and "What now?" radiating around our heads. However, those Pacific Northwest people just took us up and set us going in the right direction. Everyone at registration treated you like people they had known for years. Having completed registration, we noticed they still needed some help and not wanting to stand around until Monday, we offered our services. If we had made friends before, we had a hundred then. Sunday afternoon we worked registration. Our job was to hand out tour information and give the packet of goodies which consisted of information, patches, and the "20th Porsche Parade" belt buckles. It really was the people who made that job the pleasure it was to work.

That same weekend, contestants were busy cleaning their cars in preparation for the concours. There was a lot of camaraderie among the contestants: exchanging tools, cleaners, polishes, and advice. We did some work on Steve Kirby's 904 on Saturday afternoon; but going back to our Motel we found the Fosters busily at work on Linda's S-90 and we spent part of Saturday and Sunday working with them. Concouring is fun, provided it isn't your car. We felt we had a stake in a car on Monday, and we were almost as disconcerted as any contestant when we awoke early Monday morning to the sound of rain. At the concours site it was a mad scramble as contestants sought shelter for their polished and pampered Porsches. Monday night was the most exciting of the Parade when Dwight & Linda Mitchell won the overall at the Concours, the Neidels won Family of the Year, and John Clever won Enthusiast of the Year. Golden Gate went wild and we were seemingly the only ones there screaming and yelling.

The next two days (and then some) were autocross. Barbara was convinced by Sue Brooking that she should autocross for the first time. She did rather well, knocking nine seconds of her second run. People from all the Regions stood out on the hill overlooking the track at SIR and exchanged comments on this one's line or the smoothness of someone's run. One feature of this group of watchers consisted of applauding and cheering anyone who would lose it for a while and then get back on his line without letting up. It wasn't each Region for it's own but admiration for the car and the quality of the driving. We managed to learn who the best drivers were from many Regions. Tuesday night we attended a workers party where we met many of the people who made the Parade possible. We were able to cement friendships made earlier in the week.

The final two days were a rallye, a tech quiz and the continuing autocross. Awards were given out for the rallye and autocross at Blake Island on Thursday night. Zone 7 dominated the autocross at the Parade. Friday night was the same way. It was Zone 7 sticking together and cheering one another on. It's a great feeling to belong to the best Region in the best Zone in PCA. We truly feel we came away from the Parade with many new friends from all over the country; it was a fantastic experience.

-Al & Barbara Berens
Concours d’Elegance At Longacres Racetrack

Monday... They brought them like precious jewels to the Parade... carefully driven, gently towed on a trailer, or sealed in an enclosed van. The preceding days to the Concours were clear, sunny and hot, so hot in fact that many sought shelter from the steaming pavements under the circus tent that Dwight Mitchell's quick thinking (and a few $$) had provided for us. It was a fast-paced 2-1/2 days of preparation, with the usual swapping of cleaning methods and supplies. Items such as vacuum cleaners and extension cords in short supply were shared by everyone. Toward sunset on Sunday evening, the cars were carefully covered after many contestants made a last minute check of those areas where the judges always find dirt.

No matter what time you got up on Monday morning, it was obvious that Mother Nature had let us down. Upon turning on the car radio, a news announcer was brightly observing, "no visible precipitation, clearing around noon". It was obvious he hadn’t been outside in a while. Arriving at the race track early was a mistake, because the officials kept waiting for the weather to clear. When it was decided to seek shelter, they herded the cars under the grandstands. Never have so many Porsche been observed "tiptoeing" over the puddles into shelter. Inventive coverings were seen—all the way from plastic garbage bags wrapping the tires, to Ken Fielding's car being paraded like a King with four lovely girls holding a plastic sheet over it.

Dwight and Linda Mitchell's car was being rolled around with the car cover on (Linda must have found it hot in side the car). First you wiped the moisture off your car, only to be told that you had to roll it out into the rain again and reposition it. Somebody thought they would try to leave the 914s out in the rain. Only when mutiny was imminent from the 914 owners was another covered shelter found for the class.

While the concours workers did their best to make us all comfortable, tempers were visibly frayed when the event finally got under way. While the female contestants were backing the cars into the grandstands (on an angle yet) the male contestants were screaming at them not to back into poles or spectators, much less other cars positioned close to them.

Since the PCR's stated this year that originality would be the basis for judging, some of the classes were in for a shock, particularly cars in the 912 class who received zero points for cars with wheels and tires not corresponding to original specifications. In other classes, the judges veered off into the other direction, obviously attracted by the chrome and innovative updating. It is obvious that the new rules will have to be reined a bit further before the contestants know exactly where they stand.

Tedium of the gray, cold day was broken for a delightful lunch of crab salad and wine, courtesy of Porsche Audi. The awards ceremony at the track began early, and ribbons were awarded to the owners of the cars at their location in the various classes.

This was a year for the 914s, with Dwight and Linda Mitchell's Bob Garretson's entries going on for the overall judging as Division Winners.

Golden Gate made its usual impressive showing with three first place trophy winners (Bob & Sally Daves-914/6; Dwight & Linda Mitchell - 914; Bob Garretson-AutoCross); second place trophy winners were Troy & Kay Powell-914/6. Ribbon winners were Linda Foster-(4th 356B); Bill & Elaine Wells-(4th 356C); Steve Kirby & Sharon Richter-(4th Limited Production); Dennis & Diane Grimsman-(9th Race Car); and Stan Abbott-(10th 911). Surprise of the week was the "quickie concours" of the beautiful green 1973 911 Targa of Bert & Peggy Wall which won a 9th place in the very competitive (and also the largest class) late 911 Class. Bert and Peggy had entered, just to lend support to other class entrants, and as the weekend wore on, they expanded their Concours Team to Bert's parents and their two young children, all of whom did an outstanding job on the car.

While it wasn't the best Concours I've ever attended, Gene Babow and his crew are to be congratulated for making the most of a bad situation (sounds like a song title). While we have every reason to be proud of this year's showing, despite adverse circumstances, it is not too late to begin planning for the 1977 Parade, to be held in San Diego. Make your concours plans early, have an outstanding entry and a new car in the bargain.

-Linda Smith
CONCOURS AWARDS BANQUET

Monday evening... The first awards of the Seattle Parade were presented at the Concours Awards Banquet at Longacres Race Track, and it was there that Golden Gate Region set its pace for the week.

Dwight and Linda Mitchell's spiffin' 914 2.0 won Class J and the Manhattan Concour Award (Best in Show). Although there were many near perfect Porsches, and there was a beautiful black Speedster that won People's Choice and Judge's Choice, the Mitchell's stiffest competition in the Concours came from Golden Gaters in their own division; Bob and Sally Daves' 914/6 won Class K and only a couple of points separated them from the Mitchells. This was the third consecutive Parade the Manhattan Award has come to the Golden Gate Region.

The highly modified Garretson Enterprises 914 autocross Porsche won Class M. Several other Golden Gate Porsches were concoured, and all did rather well. The cleanest Porsches live here.

The PCA Enthusiast of the Year and the PCA Family of the Year Awards were also presented at the Concours Awards Banquet; you guessed it, the Enthusiast and Family of the Year belong to us. It was a proud clump of Golden Gaters at the back of the banquet room that heard Mick Williams, National President, announce that John Clever was the Enthusiast of the Year and the Neidels were the Family of the Year. We in the region have known that John and the Neidels deserved the awards, of course, but it is pleasing to know that the rest of PCA realizes it.

By evening's end the rest of PCA had no doubts about Golden Gate's presence at the Parade as we cheered and applauded our approval of our own. Proud Golden Gaters were seen strutting to the Longacres parking lot after the banquet, strewing popped buttons along the way.

-Tom & Linda Foster
Autocross At Seattle Int'l Raceway

Tuesday, Wednesday and Friday morning...Autocross day number one dawned cool and overcast but without the threat of rain, as all four cylinder entrants plus interested parties made the 30 minute southward trek to Seattle International Raceway.

The track itself is indeed beautiful with little evidence of the hustle-bustle all of us face each day, and the course included all of the road race track except the long straight. Two chicanes of pylons served to slow up the pace, which was fast because the first section was downhill.

The announcing was highlighted by Golden Gate's colorful "Baron Von Collector deJunke", also known as Ron Ferreira.

GGR came through as usual with many fine drives the first day. Most notable was Dwight Mitchell who laid away everyone with a 81.30, easy class win and good enough for TTOD stock; next was Linda Mitchell winning her class in the "frog", "best of show" car the day before. Dwight is a master of advance preparation, and after these two days of accomplishments, people were wondering what he and Linda could come up with as an encore.

Meanwhile, Linda Foster won her class in the 7 day wonder 356 S-90, and Pat Walden sent the other ladies home mumbling with her fine 81.70 in 914 Prepared. Both the aforementioned ladies humbled their better halves with quicker times although, Dave Walden took the class honors in 914 Prepared. President Fleming coached "Sweet Pea" to 2nd in 356 Stock, while Ted Atlee placed 8th and Sue Atlee 2nd in their respective classes. Al & Sue Brookings, the people who know most how to enjoy a Parade, took the event seriously enough to keep the Mitchells honest, placing 3rd and 2nd respectively in the tough 2.0 914 Class.

Because of local ordinances, activities at the track had to end at 5:00 p.m. Well, when that magic hour arrived, the grid was still full and the Modified 4 cylinder class was yet to run. Most of them got to run, including eventual class winner Clint DeWitt from Sacramento, but they all had to try it again the following day to assure equal conditions.

The next day, several red-eyed GGR die-hards arrived at 7:00 a.m. for the course walk, which proved to be worthwhile in two ways; learning the course and walking off that horrible hangover! The previously mentioned 4 cylinder modifieds split the early morning silence first, followed by an endless procession of stock 911's. Ray and Sonja Blow handily won their classes, Ray with a very fine 78.30. Bert Wall gave wife Peggy an anxious moment as she waited, camera posed, for him to negotiate the esses at the far end of the course. Unfortunately, Bert spun before Peggy could preserve him on film. Al and Barbara Berens took clean runs in the 911, Barb participating in her "first ever" autocross.

Next group up was Prepared 6 cylinder where Troy Powell and Bob Daves both pushed their 914/6's to 2nd and 3rd places respectively. In the ladies version, Sally Daves took class honors with Kay Williams close behind, as was Stephanie Home, driving Sally's car for the first time and doing a fine job of it.

All modifieds were due to run last, but time ran out and at 6:30 p.m. we were told to come back Friday to complete the event. Day 2 1/2 (Friday) started with a second parade lap for modifieds which was a sure-fire cure for over imbibers. Harv & Linda Smith ran their beautiful 904, which took a second in its class in the Concours, at reduced RPM due to a fresh engine and then Dennis Winter hopped into it for a fine drive.

The Garretson Enterprises crew was hard at work as their super 914/4 sounded a little off. Bob Garretson and Bruce Anderson had to run in the 6 Cylinder group as their 2.5 liter 4 exceeded the 2 liter limit for 4 cylinder modifieds. Both had quick runs but not enough to catch TTOD man, Don Kravig, who cut a 71.81 to start the day.

Steve Kirby managed a scratch 72.33 but tipped a pylon at the start gate moving him from 2nd to 5th, while John Clever, borrowing Steve's 904, gave the crowd a thrill by going 180 on his first run. He managed a safe 2nd run however, and quickly decided he needed a Coors. The Grimsman's green 911 was a popular car with its wild paint, and Diane pushed to a class win and TTOD Ladies. She actually had a faster time than her official run, when she clocked a 76.24 as the "honey bucket" truck pulled on to the course in front of her. Sharon Richter was as sick as could be, but was convinced to give up her death grip on her pillow long enough to be poured into the 904 for a quick 79.14--good enough for 2nd TT women.

In all, GGR did very well in all classes, showing what lots of experience can do on a National level. The course was fast but only one incident of significance was recorded, although three days were needed to run a two day event. Most of us were thinking of how we could get Gary Evans up there in a hurry to straighten it all out. Good show GGR--see you on the pre-grid.

-Henry Highrise
**AUTOCROSS RESULTS**

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<td>15th - Bill Wells</td>
<td>92.93</td>
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<td>Class 2</td>
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<tr>
<td>2nd - Jim Fleming</td>
<td>86.28</td>
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<td>Class 3</td>
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<tr>
<td>8th - Ted Atlee</td>
<td>89.68</td>
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<td>11th - Bill Rush</td>
<td>92.97</td>
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<td>Class 5</td>
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<tr>
<td>1st - Dwight Mitchell</td>
<td>81.30</td>
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<td>3rd - Alan Brooking</td>
<td>85.01</td>
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<td>Class 7</td>
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<tr>
<td>1st - Dave Walden</td>
<td>81.77</td>
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<td>Class 11</td>
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<td>12th - Ron Ferreira</td>
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<td>20th - Bert Wall</td>
<td>86.29</td>
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<td>24th - Graham Chloupek</td>
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<td>45th - Al Berens</td>
<td>96.49</td>
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<td>17th - Ralph Sahagun</td>
<td>90.51</td>
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<tr>
<td>1st - Ray Blow</td>
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<td>15th - Don Matthews</td>
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<td>2nd - Troy Powell</td>
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<td>3rd - Bob Dave</td>
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<td>Class 16</td>
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<td>5th - Steve Kirby</td>
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<td>7th - Dennis Grimsman</td>
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<td>8th - Bob Garretson</td>
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<td>11th - Bruce Anderson</td>
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<tr>
<td>2nd - Susie Atlee</td>
<td>89.05</td>
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**RALLYE RESULTS**

| Class 21              |          |
| 1st - Linda Mitchell  | 85.51    |
| 2nd - Sue Brooking    | 86.87    |
| Class 23              |          |
| 1st - Pat Walden      | 81.70    |
| Class 27              |          |
| 17th - Barb Berens    | 1:12.36  |
| Class 29              |          |
| 1st - Sonja Blow      | 86.22    |
| 4th - Kay Matthews    | 89.81    |
| Class 30              |          |
| 1st - Sally Daves     | 83.57    |
| 3rd - Kay Williams    | 97.60    |
| 4th - Stephanie Home  | Time Unknown |
| Class 32              |          |
| 1st - Diane Grimsman  | TTOD Women Time Unknown |
| 2nd - Sharon Richter  | 79.14    |
| 4th - Linda Smith     | 97.00    |

**Equipped Class**

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<td>9th - Ted &amp; Susie Atlee</td>
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<td>10th - Linda Smith/Roberta Winter</td>
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<td>11th - Jim Fleming/Sharon Evans</td>
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<td>12th - Bill &amp; Linda Rush</td>
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<td>12th - Tom &amp; Linda Foster</td>
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<td>13th - Bob &amp; Bruce Sherry</td>
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<td>14th - Al &amp; Barb Berens</td>
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**SOP Class**

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<td>25th - Dave &amp; Pat Walden</td>
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<td>46th - Kay Matthews/Diane Dickey</td>
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<td>79th - Steve Kirby/Sharon Richter</td>
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<td>97th - Bob Garretson/Graham Chloupek</td>
<td>1811</td>
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<td>110th - Troy Powell/Kay Williams</td>
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<td>114th - Bill &amp; Elaine Wells</td>
<td>2013</td>
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<td>116th - Bert &amp; Peggy Wall</td>
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<td>143rd - Larry Jacobson/Char Lowe</td>
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<td>149th - Ralph &amp; Vicky Sahagun</td>
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<tr>
<td>152nd - Harv Smith &amp; Dennis Winter</td>
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RALLYE THROUGH KING COUNTY

Thursday....The Rally. The rallymaster still maintains it wasn't a gimmick rally. The advance word from clever John was "That man (Rallymaster) has a devious mind." We studied generals until 1:00 a.m. Thursday morning and came out to the start early. Everything seemed ready, so we ate breakfast and went over the last minute details exchanged among Golden Gateman the night before.

We heard that one "first time" rally couple ate and had the oil changed after starting the rally - (which got them 3000 points) - time marches on...

9:40 a.m., our starting time was upon us, so with a naively happy "see you later" to George (national family champ) Neidel, we were off on the "Porsche Pea Patch Potlatch Panorama and River Ramble Too." (Or "Get lost with the Rushes in King County, Wash.")

The 3.49 mile tire warm-up went very well (we were running equipped). The 14.14 mile odo check was satisfactory, in that we were on course (apparently) and the countryside was beautiful... Then the rally started.

There were 5 legs totaling 113.2 miles and the correct total time was 3 hours, 43.58 minutes. I don't remember much of what happened during that period. Like a fool I tried to continue calculating through the whole frenzy. How about 72 speed changes? How about 11 pauses? We only found three of the six on-course route control stations (and all of those had run out of the 94 dozen cookies baked by six Pacific Northwest Region girls).

Some of the more interesting instructions:

33. At Daisy in toilet with running water (on the right) divide your speed by 1/2 (let's see, we're at 18 mph - does that mean 9 or 36?) and...

43. Left and CST 20 after "F.O.E." after right after "Morganville Tavern." and...

58. 9.38 miles after instr. 50 CST 33 (did you note the odo eight instructions back?) and...

59. Left after "Bump" CST 22
60. Left
61. Left
62. Left
63. Left (may be considered unnecessary)
64. Left
65. Left (MBCU)

66. Left (MBCU)
67. At "speed limit 35" cancel Note F and CST 30 (5 of the six note instructions were used... with overlaps)
68. Left at "King County" pause 15 seconds CST 12.

Aren't you sorry you missed all this fun?

Linda, at my confident direction, made several (more than three and less than six) off-course excursions and while returning to course, Halda briskly backing up, I did get to enjoy seeing some of the lovely small towns, deep rivers and lazy countryside of King County that we don't see on Half Moon Bay side-trips.

We pulled in to Lake Samannish Park after the whole 101 instructions. After that "after-rally" immediate need was taken care of, we did our scoring at the lake-shore under the scrutiny of 5 ducks (3 were ducklings and didn't know anything about rallying). 2026 points.

The winner of the equipped class had $8,000 in his 4 black boxes driven by pulse sensors and capable of 200 speed changes per mile. Congrats John Williamson and William Lefany of Los Angeles Region - 327 points.

- Bill Rush
Autocross And Rallye Awards Banquet
At Blake Island Indian Salmon Bake

Thursday evening... Those of us who managed to find our way back from the nightmare-ish rally (rather humbled) assembled in front of the Sea-Tac where we boarded buses to Pier 56. As the fleet of buses departed for the Seattle waterfront, many were observed to be quickly downsing dramamine in preparation for our cruise (yours truly included). The "chaperone" on our particular bus was none other than National President, Mick Williams! Incidentally, the Parade offered us the opportunity to meet Mick (among many others), who is one SUPER guy.

After boarding the ferries, we settled down with a drink or two to enjoy our harbor tour en route to Blake Island. The weather was phenomenally warm and calm, and the clear view of the Seattle skyline complementing the fresh sea breeze was superbly refreshing. The harbor tour included such sites as the world-famous Space Needle and the world's biggest hydrofoil; but perhaps the most spectacular moment occurred when Don Matthews thrilled us all. With camera in hand, he raised it to his eye to take a shot and very smoothly dumped his full drink all over his body.

We disembarked, walked through the dinner line and found our seats inside an enormous replica of an Indian Longhouse. As it had been throughout the Parade, GGR again stuck together and sat in a group. That was when we realized we'd had a "casualty"... the claim nectar they passed out as we disembarked must've been too much for Sharon Richter, as she was in the head callin' for Ralph. The rest of us hungrily polished off our meals. We must admit that it was undoubtedly one of the best banquet dinners we've had. The salmon had been open fire-baked on stakes Indian style and was some of the most tender and flavorful we've tasted.

With dinner over, the proceedings began, and we were delighted with an authentic Indian ceremonial dance around a campfire. Burt Propp, Mr. Parade, highlighted interesting points of past Parades. Burt is well-known and universally liked by PCA people throughout the country.

When they began handing out awards, it was GGR's and Zone 7's time to shine and shine we did! Golden Gater after Golden Gater ascended the stairs to accept their auto-x and/or rally trophies and when GGR wasn't marching on stage, our friends from Zone 7 were. At the end of the usual trophies, a couple of special awards were bestowed---one of which was for those who managed to find every checkpoint and control station on the rally--Steve Kirby and Sharon Richter hit every single cookie stop! (There were only 2 cars of all entered who managed to do that). With the awards dispersed, a spontaneous voice from the rear of the longhouse (Stu Betz, Redwood Region) exclaimed "LET'S HEAR IT FOR ZONE 7!" and a tumultuous roar arose from our very proud group!

Back at Pier 56, we re-boarded our buses for home. With our uncanny "luck" we picked a driver who promptly pulled out of the Pier parking area and headed north toward British Columbia. After the usual joking about being hijacked and the like, we got back on course and bound for Sea-Tac--a little sad, knowing Friday was our last day at the Parade.

Ted & Sue Atlee
20th PARADE VICTORY BANQUET

Friday evening...After the rigors of week long competition (not to mention partying) just about everyone had Friday to recover and get ready for the final bash—the traditional Victory Banquet. Spirits were high and all were in a truly festive mood.

The two banquets earlier in the week had seen outstanding food, and it was almost too much to expect a third fine meal. But the Sea-Tac Chef did his thing and we all had excellent filet mignons done to our taste. Out-site meal for a Parade.

The highlight of the banquet had to be the enjoyable talk given by Lars Schmidt, who represented the Porsche family at the Parade. He kept everyone in rapt silence for about 45 minutes and received a warm standing ovation. He made a true hit by making a special presentation of a custom designed Porsche Scarf to a couple he obviously "fell in love with" that he felt exemplified the youth in PCA today. The young couple were Bill & Carol Patrick from Santa Barbara Region, whose joy at finishing second in the concours so enthralled Lars that he was moved to make this special presentation to them.

The banquet had a very light hearted atmosphere. GGR and Zone 7 people were really whooping it up. It was really exciting to see the comradery between all the Zone 7 people. When awards to someone in our Zone were presented, all our Regions cheered, not just GGR, Redwood, or any other. This really exemplified the close ties and good friendships which have developed in the last couple of years, and had an opportunity to mature at the Parade.

In Bill Patton’s absence people were seen taking closely guarded notes on the goings-on that night. Among the incidents which "the shadow" caught were:

**Don't ask Jim Fleming about the Victory Banquet.**

**Why didn't Harv & Linda Smith sit with GGR?**

**Bob & Sally Daves "wonderful" Parade (missed 1st in the Concours by just 3 points; got hassled at the auto x; were run into by a kid on a bike during the rally; their rally score wasn't posted; and Sally almost didn't get her first place award from the autocross), was capped when Bobby forgot his banquet tickets and had to drive back to their motel while Sally "patiently" waited. It ended up good, though, as Sally took home eighth overall women's award.

The Tech Quiz awards were next and created more hooting and hollering from GGR and Zone 7 as Bob Garretson took second (by one tie breaker point) in the 356 class; Doug Anderson of Redwood Region won the 912 class, Bruce Anderson won the 914 class and Sharon Evans took 2nd in the Women's Class.

The final "big ones"—the Overall Awards—were eagerly awaited as a number of GGR & Zone 7 people were in the running. In Mens Overall, though, we only got one chance to cheer as Dwight Mitchell took home the 6th overall "paddle". With a 1st in the concours, a 1st in the autocross, and a 5th in the rally, you can bet that ending up 6th indicated how close and tough the competition was.

Our fast ladies really made up for the men, as GGR had 5 out of 10 and Loma Prieta added one, making it Zone 7 women with 6 out of the top ten in women's overall scoring. You can’t imagine the cheering that we all let out when Mick Williams read the names: Ann Browne, Loma Prieta, 10th, Yeah! Diane Grimisman, Golden Gate, 9th, Yeah! Sally Daves, Golden Gate, 8th, Yeah! Sharon Richter, Golden Gate, 7th, Yeah! Linda Foster, Golden Gate, 5th, Yeah! Linda Mitchell, Golden Gate, 2nd, Yeah!

With the awards' over, we looked forward to an evening of good dancing. Here was the only downer of the night as the band was something good only for Irish wakes or 50th high school reunions. So most of us adjourned to the Grimisman's suite for a few after dinner tiddlies, a few "what ifs", and a whole lot of "wait till next years".

When it was all over we agreed that it was a great time, and the enthusiasm is already building for a big contingent of GGR and Zone 7 people to make the trek back to Minnesota for the ’76 Parade. Man, those easterners will never know what hit them. The Phantoms

**What does Susan Brooking do with all the corks she collects?**
**BOSCH TECH QUIZ**

Friday morning... The Tech Quiz at the 20th Parade was sponsored by the Robert Bosch Corporation and prepared by Alan Caldwell of the host Pacific Northwest Region. The quiz was well organized and the questions were written so they were easily understood. Mr. Caldwell was available after the grading of the quiz to discuss the answers. I am sure many of us learned a great deal from the discussions of the questions.

There were four categories to the quiz. Each participant chose whether he wanted to enter the 356, 911, 912 or the 914 category. Bosch presented beautiful trophies to the first three places in each category for men, and trophies for the first three ladies in the four categories combined. Second and third places were engraved pewter dishes. First place was a metal sculpture of the car of each category. These sculptures have been traditional with Bosch since 1971.

The Tech Quiz was very comprehensive and difficult. I believe the quiz contained questions that could have stumped even the Factory's technical representatives. This was born out by the fact that the best score was 77 correct out of a possible 101. That's a score of 76%. The top score was obtained by two people, both in the 356 class. Ties in all cases were broken by comparing the scores in the general section of the quiz. The person missing the fewest questions in that section was awarded the higher prize.

The quiz had some of the old standby questions in it but buy-in-large most questions were original. The questions were very concise and this resulted in a minimum of controversy. As usual, Golden Gate men and women did very well in the trophy department (see Victory Banquet article for results). -Bob Garretson

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**COMMITTEE MEETINGS**

**EVENT:** Drivers Committee Meeting  
**DATE:** Monday, September 8, 7:30 p.m.  
**PLACE:** Ron & Sharon Trehan's  
2377 Greenberry Ct., Pleasanton 846-7717

You will definitely want to attend this meeting to discuss Code changes for '76. Any questions, call Ron.

***

**EVENT:** Women's Committee Meeting  
**DATE:** Tuesday, September 9, 7:30 p.m.  
**PLACE:** Tom & Linda Foster's  
785 La Para, Palo Alto  
493-3989 - RSVP

Your ideas are needed to help plan entertainment and decorations for the Christmas party.

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**President Announces Openings For '76 Appointed Positions!**

Every year the Board of Directors must choose individuals to serve in various appointed positions. It is time to begin thinking about two of these very important jobs. The first is editor of the *Nugget*. Needless to say, we would have hoped that Sonja and Ray would carry on another year but, that not being the case, we will have to find another pair to carry on in 1976. The second is editor of the Membership Directory. Al and Barbara Berens did an excellent job on this year's Directory and they feel that it would be wise for work to begin on the 1976 version late this Fall. I would like to ask that persons interested in either of these positions attend the Board Meeting on October 3, at the Atlee's home.

This year, as in years past, we received a nice check from Volkswagen of America. I don't know if all of you out there realize that Hobie Landrith of VW of America continues to push for the financial support of our clubs. We receive a dollar per person which this year amounted to $665. VW of America is concerned with maintaining the level of enthusiasm for Porsche cars and this is but one way they help.

Elsewhere in this issue, you will notice reference made to the fact that National dues will be raised to $24 a year as of October 1 this year. This is, of course, caused by general inflation. It means that we, the local Regions, will be getting back a little less that $7.00 per person per year. This should just pay for printing and mailing of the *Nugget*. Also, dual member fees will be raised to $7.00 per year until further notice.

For those of you who didn't attend the Parade, you missed a very interesting week. It rivaled, for me, initiation week at my college fraternity. The meals and hospitality were fantastic. Our registration packet contained everything from mouth wash to funny balloons.

The organization of the events was unbelievable. It even rained the morning of the Concours. Some 900 Series cars showed in front of the win-place-bet windows and several 914's wound up in the men's lounge. The Rally and the Tech Quiz challenged me beyond my limits so I proceeded to sleep through the Awards part of the Victory Banquet. If the CHP ever gets as much tax money, percentage wise, as the Washington State Patrol, we are all in deep... (you know what). Jim Fleming
NOTES FROM NATIONAL

A great deal of news came out of the three major meetings held during Parade week in Seattle. The biggest item, and one which effects all of us, was the unanimous decision by the National Board of Directors to increase dues to $24.00 a year. Dues have been $18.00 a year since 1969 and costs are skyrocketing for PCA, like for every one else...there really was no alternative. The Regions will continue to participate in the dues in the same percentage as before. This means each Region's share of the dues will increase from $5.00 to $6.72.

The Parade Rules Committee will now have greater geographical balance with one representative from each two Zones, plus the chairman. Future rules are to be published by January 1, and the emphasis should be toward continuity and evolutionary (not revolutionary) changes.

The 1976 Parade will be held in Brainard, Minnesota, August 23-28 and the 1977 Parade will be in San Diego the last week of July.

-Dwight Mitchell, Zone 7 Rep

BOARD MINI MINUTES

Board Meeting, August 7...Dwight Mitchell, Secretary

(1) Dual membership fee has been increased to $7.00 effective 10/1/75.

(2) Gegen Die Uhr will be on May 9, 1976.

(3) Jim reported a conversation he had with Betty Jo Turner, PANORAMA Editor, in which she reassured him and GGR that PANO would extend all possible cooperation and consideration to our Region.

(4) Discussion ensued regarding judging criteria for National Newsletter Award. Zone 7 Rep is to pursue investigating this subject.

(5) A new representative to NCSCC will be needed for 1976.

(6) Women's Committee recommended GGR acquire, for resale to members, club T-shirts with our logo on them. Al Berens was appointed committee of one to explore and report.

(7) A Nugget Editor and Membership Roster Chairman will be needed for 1976.

(8) Jim is to write a letter of appreciation to Bill Pie- lawn, Jr., Chairman of the Seattle Parade.

Scorcher Slalom Was Proof That Practiss Makes Perfect

The Green's well engineered slalom on August 9th was one of the best events of the year. It was our first attempt at a slalom so we had no idea what to expect -- not even the weather.

A beautiful 100° day kept everyone jumping as we ran 60 cars through the course in an hour. What a great crew. Everyone worked to make the event really fun. Some people like John Clever for one, worked all day and didn't even drive. The Green's even gave out first place awards after the event at the Trethan's ever-hospitable pool party.

Autocrossing is a real fun sport and we hope to see more of GGR's 650+ members at the next event. Come out and see how much fun we are all having. Thanks to all who helped make this event a success.

-Bill & Becky Newlin

1. Bosch representatives at the Parade suggest that the best way to stop 914 vapor lock on hot days is to permanently relocate the fuel pump to the
2. Be careful when tightening the nut on the throttle cable (inside the engine compartment) the thin sleeve can break and cost you a new cable - Gary Evans
3. Power failure that seems to be a shortage of fuel can be caused by a bad fuel relay. To check - interchange the fuel relay with the heater fan relay. If the fan fails to work, you've solved your problem. Be warned - a relay going out can work intermittently.
4. For information on chain tensioners ask Troy Powell.
5. For advice on 914 lighting ask Bob Daves.

-Dave Walden, Tech Chairman
Ferry Porsche Tour
Set To Sail In Sept.

Circle this date on your calendar: SEPTEMBER 27.
Yes, folks, that is the date of the FERRY PORSCHE TOUR. Cost: $2.00 per adult; children free.

We will leave from the Livermore Airport at 10:30 a.m. and tour to beautiful downtown Rio Vista for a picnic lunch in the park. After lunch, we will tour on to Walnut Grove by way of Ryer Island and ride on two of the Delta Ferry boats. This may be your only chance this year to see the world’s largest ferry tender. From Walnut Grove we will continue on to Cleverlands in Tracy for beer, swimming, Porsche talk, beer, barbecue, and more beer.

REMEMBER: THE FERRY PORSCHE TOUR
SATURDAY, SEPTEMBER 27 10:30 a.m.
LIVERMORE AIRPORT
(Use Airway Blvd. exit from Freeway 580)
Bring: Swimming suit, picnic lunch, dinner (the beer & the fire for the barbecue will be furnished)
Questions: Call John Clever (209) 835-9090

Tech Session To Cover Practical Application Of Suspension Theory

EVENT: Tech Session
DATE: September 20
TIME: 9:00 a.m.
1:00 p.m.
This Tech Session is the second of two parts on suspension tuning. Earlier this year, Chuck Forge put on a fantastic session on the theory of suspension and how it works. At this session a new member, Bob "Bondo" Paterson, thought it would be helpful to go into practical use of the theory of suspension. He enlisted Road Racer, Rich Sloma, to put this question answering session together. Bring your questions about your PORSCHE!

Coffee and donuts will be provided by Jerry Howe and R. S. Taylor Corporation.
-Dave Walden, Tech Chairman 348-0304

SVR To Host 7th Zone Series Auto-X

EVENT: Round 7, Zone 7 Autocross Series
DATE: September 28, Cal Expo, Off I-80 Sacramento
Registration & Tech: 8:00-3:00. Grid will close one hour after each run group opens. Entry fee: $4.00.
PCA Members Only!

RUN GROUP SCHEDULE
9:00 - 11:30 Stock 4 Cylinder
11:30 - 2:00 Stock 6 Cylinder
2:00 - 5:00 Improved and Modified

Join us for an evening of fun on Saturday at Motel 6, 1415 30th Street, Sacramento (916) 452-5581. Take "N" Street exit from Highway 80.

September 3 is the 100th anniversary of the birth of Ferdinand Porsche.
Der Fuhrer Hears All, Sees All, And Tells All!!

The July dinner meeting was exceptional. Decor, food, service, drinks, space, door prizes, all great. And would you believe hor d’oeuvres? Thanx Veep.

The passionate expression on Dennis Grimsman’s face while devouring hors d’oeuvres is worthy of mention. I won’t rat on the person who frequently snuck over to the hors d’oeuvres tray, grabbed ten, and ran.

Ray Blow, in absentia, has apparently decided to pass on dinner meetings until things "cool down" or "blow over". I understand he was at home soaking a car badge in water. In Ray’s absence I was afraid I’d have trouble preparing this column, but, new stars were born as Ray lost top billing to the Carltons. Brian, who can’t attend PCA events on M.A.S.H. night, is sponsoring a nude course walk at the parade. D’Anne, who says infidelity is far more fun than rallying or concouring, will soon announce her sponsorship of a time and distance swap meet featuring 5 check points, one of them "do it yourself". No racing rubber allowed. Note: this last line had me laughing so hard that not only did I nearly (but not quite) miss the length of Sharon Richter’s dress, but I did miss the end of Bill Fay’s rumored proposal story. Bill apparently proposed marriage on the way to the rest room at the swap meet. This story has so many hilarious possibilities that I’m glad I missed the end. Worthy of the Dummkopf? Fill in the details Bill. Yes or No?, etc. When is the black station wagon with whale tail due to be delivered?

Some say that the real "goody bag" is Susan Brooking.

Chet Lane’s film on the 18th Parade was excellent. Did anyone notice Miles Davis "Walkin" as background music during the course walk. How come everyone laughed at "Der Fuhrer" guiding the gold 914 across the inside apron at turn 6A? Chet’s next film will be a full length animated cartoon of John Clever autocrossing and Harvey Fleming telling jokes.

The dinner meeting crowd treated Gene Babow to a stirring rendition of "Happy Autocross to You" as reward for showing films of birthday party superimposed over a race course. Gene, Chuck Forge and Dwight (you’re bleeping me) Mitchell gave a thorough review of the Parade autocross course for our assistance.

Bert Parks and Miss Russell City were late because their new waterbed was delivered. Actually, it was delivered Thursday, but you know how that type of celebration goes.

Rob Meli didn’t show but Lenny Peterson substituted and won Rob’s door prizes.

Steve Kirby is upset at his adverse publicity in ”Pano" and points out that it wasn’t a fake egg at all. It was a real wooden egg. Steve says "the yolks on us". How I got involved in this controversy I’ll never know. Besides, it’s a known fact that we were victims of a "sting" as the Blows switched eggs with us just before the last toss. Hope you enjoyed our champagne, Blows.

What’s with these new hair styles? Pat Walden, Genie Pratt, Gary Evans and Al and Barb Berens are starting a new rock group to be called "The Five Kinks". Collectively they look like a box of brillo pads. Al and Barb Berens resemble either Raggedy Anne and Andy or Little Orphan Annie and Sany with pupils.

Will the young lady who removed my belt at the dinner meeting, please report for advanced removal lessons. See previous Nugget for address.

Susan Lind says I write this column because I am an egomaniac. Actually I’m not manic at all. I’m an egocentric who failed journalism.

Who the devil are Stroker Ace and Fred Carrera? If someone doesn’t explain this, I won’t tell who Larsen E. Whipsnade or J. Frothingham Waterbury are.

Message to Nick Kelez: Lay off the technical stuff and stick with toy tanks and rubber ducks.

New colors rumored for the ’76 Models: (1) Frankly Scarlett (2) Sub Lime (3) White On

Editor Sonja recently addressed me as "Hedda". I thought I had dispelled the notion that this was a gossip column.

- Der Hedda
GGR TO HOST ZONE-7 RALLY

EVENT: Zone 7 Rallye, "September Sizzler"
DATE: September 7
First car out at 12 Noon

Design Concepts
To encourage Zone 7 rallying... Not to lose the participants... To provide pleasant scenery... To follow Porsche roads... To challenge navigators with speed changes... To challenge drivers, some of the time...

Place: Pleasanton - Johnson Industrial Drive (the old Volkswagen of America Building) - Take Interstate 680 North from San Jose or South from Benecia, turn east on Interstate 580 and go one exit to Hop Yard Rd. Or, take Interstate 580 West from Stockton or East from Hayward, follow the Hop Yard Rd. exit toward Pleasanton Turn right on Johnson Industrial Drive (first opp.) follow about 1 mile to building with large arch and readerboard.

For further information call Tony Luce (415) 471-0624 evenings.

GGR SERIES AUTOCROSS #4
SATURDAY, SEPTEMBER 6
Pleasanton
Larry "Right or Wong" Wong, Chairman, urges your participation at this event.

First car out at 9:00 a.m.
Arrive at 7:30 and help fellow club members set up the course. Remember, he who arrives early, gets more runs.

GGR Road Racers Challenge Sears Point

July 27 28 weekend at SPIR presented a scorching display of good old California sunshine; a blessing for the sun gods among us, but a wilting experience for a native San Franciscan.

The D and E/P group saw GGR at its best in spite of the fact that Sam Linnville's Red 914/4 was plagued all day Saturday with the motor mites eating away at his horse power, he gave Reinhard Reidel's red Speedster a darned good run during Sunday's race. Reidel went on to take 2nd in E/P.

Jim Gaeta, with his usual expertise, qualified 6th on the grid for Sunday's race, just behind Doug Hargrove's American Porsche (Yenko Stinger). After managing to get around Reidel who, by the way, would make an excellent candidate for the Green Bay Packers due to his blocking abilities, went on to run away with D/P taking first in class and the glory of the checkered flag.

The C/P race saw Fred Maeder, following the shining example of Steve Kirby and Clint DeWitt, doing a number on his 914/6 in Turn 8, putting himself and his car in temporary retirement due to severe relocation of all suspension parts on left side of car and right side of driver. Fred is currently dashing around on crutches and recouping from a broken leg. Understand they held over the beer party, however, while various team members and fellow competitor Sam Northern extracted the car from its precarious position. Tune in again next month for the report on the August 16-17 event folks; the racing gets better as we go. Also hope to see Hank Fallek out again soon with his BSR, sporting a new 2.0 Carrera engine.

-Fred & Rae Maeder (Edited by Bob Zulkowski)

NUGGET DEADLINE September 12th.
Welcome to the Club!

Linda Barde (Saul)  
1126 Westmoreland Circle  
Walnut Creek 94596  
(415) 934-4617  
College Instructor  
'74 911S

Frank Clifford (Barbara)  
828 Larchmont Drive  
Daly City 94015  
(415) 994-7044  
Attorney  
'67 912

Barry Daniel (Sylvia)  
3883 Miller Place  
Fremont 94536  
(415) 792-3205  
Porsche Repair Shop Owner  
'70 914/4

Paul E. Lugo (Deborah)  
324 Sequoia Avenue  
Redwood City 94061  
(415) 368-2537  
Systems Engineer  
'64 356 SC

NEW MEMBERS

Richard W. McClellan  
5028 Trenal Way  
San Jose 95118  
(408) 267-6927  
Pacific Telephone  
'56 356 Speedster

Gary Nylander (Bobbee)  
145 Bear Gulch Drive  
Portola Valley 94025  
(415) 851-0568  
Industry Analyst  
'58 Speedster/'68 911S

Forrest J. O'Brien (Deana)  
3883 Sullivan Drive  
Santa Clara 95051  
(408) 256-8788  
Self Employed (Tools)  
'59 356A

James D. O'Connor  
639 Fordham Road  
San Mateo 94402  
(415) 343-8275  
Landlord  
'66 912

Total Members 7/2  615  
New Members  9  
Transfer Out (1)  
Drop (29)  
Dual Members  18  
Total Members 8/7  612

ADDRESS CHANGES

William Bechtell, 2593 Greendale Dr., South San Francisco 94080 (415) 481-6497
Dave Bottom, 1080 Highland Court, Santa Clara 95050 (408) 984-0899
James Boughter, 933 Blossom Dr., Santa Clara 95050
Sandi Candlin, 1033 Delma Manor Lane, San Jose 95128 (408) 294-7230
Robert E. Daye, 849 Menlo Ave., Menlo Park 94025 (415) 321-4641
Norman Galassi, 1348 Sydney Dr., Sunnyvale 94087
Keith E. Graves, 1241 Homestead Ave., #196, Walnut Creek, 94596

The Market Place

FOR SALE

6x15" Mag wheels...will trade for 5 1/2" Mags or chrome wheels. Also Blaupunkt, list $200, new in box $100. Jerry Beeks, 592-0124

'69 912 factory NEW engine (not a rebuild) complete in factory crate. Includes carbs, exhaust system, clutch, air cleaners, etc. This engine is ready to install and run. Current retail is over $4,500. Price $3,990. For info contact Dwight Mitchell (408) 255-6640.

Four forged alloy wheels 6" '72 and later type... $135 ea. Spencer Taw, 263-6552 after 3:00 p.m.

Wheels & Tires...7x15" American Racing Aluminum Alloy Wheels, perfect cond...$175 for set of four. 3:75x8:50 Firestone Racing Tires. Excellent for part-time autocrosser and/or rain tires... eight tires... come and make bid. Tom & Marj Green, (415) 530-5807 (res) 642-4201 (work).

Blaupunkt AM/FM radio. Monaural. Brand new in the box including face plate and knobs. Discounted retail price $100...asking $60. Bill Patton, 981-0600; 521-7063, (evses).

Buttons..."Porsche is a Two Syllable Word!" and "Porsche Uber Alles!"-50¢/ea. Shirley Neidel 225-8103

MORE ADDRESS CHANGES:

Dr. John M. Haley, 10312 Lassen St., Los Alamitos, CA
Randy Jester, 3307 Nineteenth Ave., Kearney, Neb.
Dixon R. Johnston, 30 Irving Lane, Orinda 94563
Duncan Knoles, 1017 Fremont, Menlo Park
Phillip Marks, 1012 Road 103, Davis CA 95616 (916) 756-8109
John & Nancy McCarthy, 342 Marshall Dr., Walnut Creek 94598 (415) 935-2984
James D. McGill, Box 4212, Fremont 94530
Michael Moss, 672 Curlew Rd., Livermore 94550
Duncan Newell, 667 Georgia Ave., Palo Alto 94306 (415) 493-2971
John Nichols, 1404 Merrywood Dr., San Jose 95118
R. L. Olive, 225 Tennyson Ave., Palo Alto 94306
Bill Reidy, 3443, La Mesa Dr., Hayward 94542 (415) 886-1491
Herbert Rothmund, 6482 Corral, Anaheim Hills, Anaheim 92806
Sept. Dinner Meeting To Review Seattle Parade

DATE: Saturday, September 13
   Cocktails ................ 6:30 p.m.
   Dinner .................... 8:00 p.m.

PLACE: Beardsley's Food & Drink
       1445 Broadway (at El Camino Real)
       Burlingame (415) 343-5976

MENU: Baked Ham, Hawaiian... $6.75
       Braised Sirloin Tips.... 7.00

ENTERTAINMENT:
   Slides, Pictures, Stories of the Seattle Parade.
   (If you didn't make it to the Parade, this is the next best thing!)

Deadline:
   Monday, September 8

Make checks payable to PCA-GGR (indicate menu selection on check and mail to Susie Atlee, 1309 Aster Lane, San Jose, CA 95129 (408) 257-1593.

Directions: From 101, take Broadway exit in Burlingame, continue west to intersection of Broadway and El Camino Real.

CHANGED YOUR ADDRESS?

Notify the Following:
The Nugget: Len Peterson
   127 Old Adobe Road
   Los Gatos, CA 95030

The Panorama: PCA Executive Office
   5616 Clermont Drive
   Alexandria, VA 22310

Please include phone number with area code in all address change information.
DO NOT SEND CHANGE OF ADDRESS TO THE EDITOR