Wha's Happen'n?

We're off and running! The year is really booked up with 80 to 90 scheduled events. I find this almost unbelievable, considering that some regions have one event a month. Remember, the people who are spending uncounted hours organizing and producing these events need one thing - your support - pick an event and show up. You'll be amazed how much fun you'll have.

The Board elected Linda Mitchell chairperson of the 1977 Nominating Committee. Give Linda a call if you wish to participate on her committee; or better yet, if you wish to run for the Board.

Fortunately, Glenn Hills volunteered for the Dummkopf Award. Glen would really appreciate some friendly conversation about a friend who might also wish to receive this outstanding award.

A few remarks from the Zone 7 Presidents' meeting:
1. The Zone 7 car badges have arrived. If interested, the badges are available through the Goodie Bag.
2. Porsche had a record sales year in the U.S., including the sale of 626 Turbos.
3. There will be a special edition 924, paint and trim mainly.
4. Zone 7 T-shirts will be available for the assault on the San Diego Parade. If interested, see the detailed article elsewhere in your Nugget.

We have finally cleared up our problems with the IRS and the State Government, with regard to our nonprofit organization status. Ray Blow and John Lee did an outstanding job disentangling this mess. It was a relatively simple task for me to put it on ice. Leo Pruett, an attorney and club member, is developing a manual for the present and future, so appropriate and timely filings will be made.

Gary Evans
President

Treasury Note

Because our new Treasurer deposits your checks quickly (to get the funds in GGR's account so the region can draw the interest), he has had a sudden rash of rebouncing checks. Many of us have come to expect the checks we write to GGR to make a 2-month cycle, and the quick turnaround has embarrassed some checkbooks. Each check that bounces back from the bank is accompanied by a $4.00 service charge. The Treasurer has sought, and received, Board approval to pass that charge on to the writer of the rubber check. So, if you write a check with a high modulus of elasticity, expect a $4.00 bill from the Treasurer.

Yes, we're lucky.

By the most fortunate happenstance, Golden Gate Region lies within easy driving distance to the best wine producing areas in the United States. Moreover, the wineries are placed in and around the coastal range foothills and interconnected by some of the best paved and most delightful Porsche roads in existence. Roads almost entirely unattended by traffic police. Thus, we have wine tours. Your editors seldom miss one.

Yes, we're lucky. But we have a problem that's equal to our good luck. It's a problem that's discussed when GGR people gather informally, certainly it has been discussed at Board meetings, and wine tour leaders make plans, with variable success, to avoid it. It cries to be brought into the open.

Most wine tours start midmorning, say ten o'clock, and we can hit two or three wineries before a picnic lunch. Having gone through the whites and reds at a couple of wineries, we choose a bottle to share at lunch. After lunch we drive, with increasing exuberance, to a couple more wineries.

Most of the drivers on a wine tour have been driving their Porsches for years, have autocrossed, have attended driver's schools at Sears Point, and probably have tuned their suspension somewhat. Nevertheless, everyone of those drivers will admit to having overcooked it into a turn and scattered pylons on a driving surface a lot more forgiving than Hecker Pass Road. And without wine-tour reflexes.

But consider the couple who are coming out to their first or second event in a twitchy 356 B with a 14mm front antisway bar and 165 Dunlops, or perhaps a deadstock 914. It's afternoon and after three wineries and lunch. The driver comes out of a turn to discover that the car in front of him has disappeared around the next turn and the car behind him is so close he can't see his headlights. Suddenly, he knows what he must do to establish himself with these Porsche people.

It has happened just like that. And like we said before, we're lucky.

Editors
Mini Board Minutes

The February Board meeting was at Chuck and Lynn Tracy's "convalescent home." All Board members, Nugget editors, four guests, and Bill Patton were present.

I lied in the last Mini Minutes. Only one Mitchell went to the National Board meeting in Juarez. Linda stayed home. Bob Garrettson went instead. Bob is now the Zone 11 Representative. What's a Zone 11 you may ask. Zone 11 consists of Hawaii, Alaska, West Germany, and 1641 Kalispell Ct.

The new Zone 7 car badges are already collector's items, they have an artwork error and Hawaii is no longer in Zone 7. There will be a Zone 7 T-shirt for those going to the Parade and other art collectors. Actually, it isn't a T-shirt, but an off-white knit, scoop neck shirt with the Zone 7 logo (hope the artwork gets corrected) on the back and your own Golden Gate logo on the front. The idea is to overwhelm them at San Diego with the magnitude and organization of Zone 7. Watch your Nugget for further details on how to get one of these rare collectibles.

The IRS has accepted Golden Gate Region as a non-profit organization. January sure was; the dinner meeting lost $93.30 and the tech session lost $22.40. We must remember the region's objective to break even or show a profit at all events. Chuck seems to have dinner meetings well in hand; $9.50 for Chinese food? Ted will charge a "donation" at all tech sessions that generate expenses. We don't want the autocrossers to think they support the club.

Gary Evans wrote a letter to Mick Williams, with copies to the Who's Who of the PCA political structure, voicing our opinions on the PCR changes. Mick wrote a nice return letter supporting our position and offering encouragement. Now comes the good and bad news part - the PCR's are frozen until the 1978 Parade, except for the 3/32-inch tread-depth rule; there are additional classes for new cars; and there is some ambiguity about the class progression.

We decided we didn't care if we had a NCSCC Rep, unless Ron Trethan cares enough to represent us. We also decided that since no one cares about Gegen die Uhr anymore, we won't have one of those either.

Now for the financial news you have all been waiting for - the 1976 Time Trial Financial Report has been turned in at last, but no one understands it. The Directory money is at last coming in, only three deadbeats left for a total of $265, down from $620 last month. If the remaining three don't pay up, they will be taken to a small claims court in Turlock or some other obscure little Valley town.

Respectfully Submitted,
Bruce Anderson, Secretary

11th Annual Yosemite Tour

You can still make it if you hurry! The absolute deadline is March 6, and Gary isn't kidding. Don't be sitting at home with your chin in your hands while we're touring to Yosemite for a fantastic weekend.

You might wake up to a scene like the one in the photo above (don't worry about your Porsche, all roads were clear and clean by 9 AM). We can't recall the names of the owners of the red '54 coupe in the photo, they came to a couple of events and never showed up again.

The tour dates are March 26 and 27. Couples $56, singles $45; includes room at Yosemite Lodge, dinner Saturday night, all taxes and tips. Make check payable to PCA - GGR. Send check to Gary Evans, 12650 Larchmont Avenue, Saratoga, CA 95070.

You will be sent detailed information on departure location and time, hints on what to bring, and helpful suggestions when your check is received. Any questions? Call 255-2855.
Zone 7 Auto-X

The Good Timers of the Loma Prieta Region are going to hook up their good timer and put on the first Zone 7 autocross of the 1977 series at Bay Meadows/San Mateo Fairgrounds. Take Highway 280 or 101 to Highway 92, leave Highway 92 at Delaware Street exit, go south on Delaware to Gate H at San Mateo Fairgrounds, and watch for the LPR sign.

Entry fee: $4.00. Registration and tech: 8 AM and 2 PM. Run groups (grid open to grid closed): stock 4-cylinder, 9:00 AM to noon; improved/modified, 1:00 PM to 2:00 PM.

PLACE: Bay Meadows/San Mateo Fairgrounds

WHEN: Saturday, March 19

CRAB

It's time for CRAB again, that great Zone 7 weekender put on by Sacramento Valley Region. And the CRAB headquarters will be at the Red Lion Inn again. The format of events will be as follows:

Friday night, April 15th - Registration and party at Red Lion's luxurious Presidential Suite

Saturday, April 16 - A super auto-x and Gymkhana at the fabulous Cal-Expo Motor Sports Facility.

Saturday night - Dine at the traditional "all you can eat" crabfeed with french bread and spaghetti, then "Boogie" the night away. There will be trophies, awards and lots of door prizes.

Sunday, April 17th - Another great G.T. Rally/Tour by S.V.R.'s Rik "Snake" Larson, followed by the famous Beer and BBQ Bratwurst dinner.

CRAB VI will still be $40.00 per couple and $25.00 for single registration (includes auto-x, gymkhana, rally/tour, dinner-dance, trophies, beer & bratwurst, and door prizes).

To receive a registration form, mail your check not later than March 15 to: CRAB VI (John Wong), 9572 Allegheny Drive, Sacramento, CA 95827, (916) 362-5688.

The Red Lion Inn (located on Arden Way east, off I 80 next to Cal-Expo) will provide accommodations for all entrants. Make your room reservations directly with the Red Lion Inn, 2001 Point West Way, Sacramento, CA 95815, (916) 929-8855. A block of rooms have been reserved until April 1, 1977; after that rooms will be available on a first come, first serve basis. The special PCA rates are as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Rate</th>
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<tbody>
<tr>
<td>Single</td>
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<tr>
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<tr>
<td>Double/Double</td>
<td>$34.00</td>
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<tr>
<td>Deluxe King</td>
<td>$30.00</td>
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<tr>
<td>Suites</td>
<td>$125.00 &amp; $85.00</td>
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Honest Abe Rally

It was far too warm and sunny for a mid-February day. For the models it was possible, Porsche tops were either down or off. Checkpoint workers relaxed on the grass with their shirts off. The rally site was the La Honda area of the Santa Cruz Mountains; the scenery was outstanding.

It was one of those low-keyed rallies without the many speed changes that tend to make navigators grumpy and drivers testy. And it wasn’t so long that one began to say, "This was fun, up to about an hour ago." In short, it was a perfect rally in a perfect place for a bunch of Golden Gaters with spring fever. There was an excellent turnout of rallyists, considering that they had every reason to expect cold, damp weather.

We can’t say that Abe turned out to be dishonest, but he was tricky; there was only one checkpoint, but we hit it twice. We wondered why our windshield was marked the first time through. And to average anything more than 18 MPH on Old La Honda Road, you would need Reitmeir’s autocross Porsche.

Honest Abe, and rallymasters Heidi Hollstein and Tony Reid, got the 1977 rally series off to a good start.

Joe Padermderm

EQUIPPED CLASS

<table>
<thead>
<tr>
<th>Driver/Navigator</th>
<th>Points</th>
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<tbody>
<tr>
<td>Ted &amp; Susie Atlee</td>
<td>20</td>
</tr>
<tr>
<td>Toby &amp; Leta Evans</td>
<td>18</td>
</tr>
<tr>
<td>John Clever &amp; Sharon Evans</td>
<td>16</td>
</tr>
<tr>
<td>Eugene &amp; Elaine Parry</td>
<td>14</td>
</tr>
<tr>
<td>John &amp; Chris Lee</td>
<td>12</td>
</tr>
<tr>
<td>Ed &amp; Vickie Rasmussen</td>
<td>10</td>
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INTERMEDIATE CLASS

<table>
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<th>Driver</th>
<th>Points</th>
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<tr>
<td>Paul &amp; Faye Troutner</td>
<td>20</td>
</tr>
<tr>
<td>Joe &amp; Bev Hartman</td>
<td>18</td>
</tr>
<tr>
<td>Linda Foster &amp; Sue Brooking</td>
<td>16</td>
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<tr>
<td>Glenn &amp; Laquita Hills</td>
<td>14</td>
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<tr>
<td>George &amp; Shirley Neidel</td>
<td>12</td>
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<td>Jim &amp; Peggy Corbett</td>
<td>10</td>
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<tr>
<td>Larry &amp; Elly Little</td>
<td>8</td>
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<tr>
<td>Stan Hughes &amp; Carol Griffin</td>
<td>6</td>
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<tr>
<td>R.C. &amp; E.B. Beard</td>
<td>4</td>
</tr>
<tr>
<td>Sherryl Brinkley &amp; Sally Vlahos</td>
<td>2</td>
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Windy Road’s Wigglin’ Rally

Anyone who misses this rally is going to hate themselves. For those who like to tour, we have a touring class; just follow the route instructions (no speed changes) to the party after the rally. You can’t get lost if you tried, we’ve provided a cheat sheet with the names of all the turns. For people who just need an excuse to socialize, why not try the touring class and come to the after-rally party. You’ll see a lot of familiar faces, and get a chance to meet a few new people.

For the equipped rallyist, we have a few tricks and speed changes to keep you razor sharp. For those of you in between, the intermediates, we have a special class just for you. For the autocrossers, we have found some of Santa Clara County’s most windy roads. Just what you need to practice your lines. The rally was designed to give a basic review of some of the glossary, and to provide more practice at time and distance rallying.

As usual, there will be an after-rally BYOB party that includes dinner. To make the gathering a success, each car is expected to contribute a side dish (salad, dessert) or munchies. Please bring your own plates and utensils. Contact the Troutners to let us know you are coming and tell us what dish you are bringing. The cost is $8.00 per car. We desperately need non-driver checkpoint workers. Please call if you can help.

PLACE: JC Penney’s Auto Center, Eastridge, San Jose (from 101 north or south, exit Tully Road east; follow Tully to Eastridge.)

WHEN: Sunday, March 13th. First car out at 11:30 AM, Drivers’ Meeting at 11:15.

CALL: Paul and Faye Troutner, 923-6251

Tech Tip

If you have a nonfactory muffler on your Porsche, read on: the fiberglass in a glass-pack muffler starts to break up after a few years. Sometimes, the loose glass will get lodged in the muffler passages and restrict exhaust flow. Symptoms will be a feeling that the car is running out of gas, or is sounding flat at the top RPM range. On 914/4’s the blocked exhaust can affect the sensing device in the fuel injection computer and cause erratic running. An easy way to check this is to remove the muffler and see if the car runs better. The solution is a new muffler.

Marj Green
General Manager
Garretson Enterprises
Tech Session

Marj and Tom Green and Jon Milledge are going to conduct a tech session directed principally toward preparing your Porsche for autocrossing. If there is interest, they will also discuss time trials preparation.

They are not limiting the discussion to car preparation, however. They are willing to discuss anything within the broad subject of competitive driving as we know it within PCA. Among the three of them, their expertise covers the subject very well indeed. Come prepared to ask questions about suspension tuning, tires, rules, safety requirements, or anything else that's been weighing on your mind.

Mountain View Recreational Center, corner of Rengstorff and Central Expressway. (Take Rengstorff exit from Bayshore, the Center is on the opposite side of the railroad tracks from Central Expressway.)

PLACE: Thursday, March 17, 7:30 PM

WHEN: 914

In a recent issue of the U.S. trade journal, Automotive Design and Development, an article by David C. Levy, Dean, Parson School of Design, lists the Porsche 914 as one of the "Ten Most Beautifully Designed Cars of the Last 50 Years," placing it in such heady company as the 1931 Duesenberg Tourer, the 1931 Bugatti Type 41, the 1940 Delahaye, and the Mercedes-Benz Type 600. The entry for the 914 was as follows:

Always a high performance car, the Porsche, while staunchly defended by its devotees, has often been an odd-looking vehicle, reminding one in the 1950's and early Sixties slightly of a turtle. Far from behaving like this sluggish beast, however, it has always been one of the great competition cars. The 914 is a cleanly designed, visually balanced automobile and should be a trendsetter for some time to come.

The Parade is on the West Coast this year, and the time is drawing near. You can join in and enjoy the competitive spirit whether you are going to the Parade to compete or not. Whether you are going to the Parade or not, for that matter. Entering in and helping someone who plans to compete will give you a stake in their, and this region's, fortunes at the Parade. Not only will you enjoy the cooperative effort, but you will learn a lot if you have never done it before.

The most obvious area in which you can help is in concours preparation. The help can consist of actual preparation of the car or, in the last few days of preparation, being an expediter to deliver parts to the painter or pick up parts from a dealer or a plate shop. You will be surprised how much you will learn about concouring, and how many little tricks you will retain and use to make your own Porsche look better and last longer. If you're willing, ask around and volunteer, or place an ad in "Personals." Someone will call.

A less obvious, but nevertheless desperate, need is transportation for all kinds of material to and from San Diego. If you could carry just one or two honkin' big tires, the autocrosser who plans to use them in San Diego would be glad to have them perfectly clean or wrapped so you won't get your Porsche or clothes dirty carrying them down. And there are toolboxes, cleaning materials, floor jacks, jack stands, spare parts, and even luggage that needs to be transported for competitors who are loaded down already. If you will have room, or if you have a suggestion for inexpensive and reliable material transport, put an ad in "Personals."

Get involved, you'll treble your pleasure.

Tech Tip

Spongy brakes can be scary. The problem becomes difficult to diagnose when the brakes go soft intermittently, with no particular pattern of failure. If this occurs, check your wheel bearings. If the bearings are loose or worn, there may be play that must be taken up during braking. If that is the problem, it can be eliminated by tightening the loose bearing, or replacing a bad bearing.

Paul Troutner
1977 Rally Series

To further participation in all aspects of the region, 1976 was billed as the "Year of the Beginner" for rallyists. The final conclusion: 1976 was a success! To make 1977 even more successful, the Rally Committee has already spent many hours setting up the "Year of the Participant." Certain unnamed philosophers have stated that, "Those who can, do. Those who can't, learn. Those who can't learn, have fun anyway." Using this philosophy as a foundation, the 1977 rally series will meet the needs of all; three classes have been established to ensure everyone's enjoyment:

SOCIAL CLASS: A touring class following route instructions only, for those who want to relax and drive their Porsche on some nice roads. Participation points will be awarded.

INTERMEDIATE CLASS: The only aids permitted within the rally car are simple time pieces (including stop watches), pencils, paper, clipboard, any device for holding route instructions, the original equipment speedometer/odometer in its original location in the car, prepared tables, and slide rule devices.

EQUIPPED CLASS: The use of any other rally aid except 2-way communication equipment.

A participant can change classes, with the following limitations:
1. If one chooses to change classes, points accumulated will not be transferrable from one class to another, with the exception of participation points.
2. Driver to navigator switch, and vice versa, is acceptable. Trophies will be awarded in whichever category one has accumulated the most points.

The 1977 rally series point system is as follows:

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<tr>
<th>T&amp;D Rallies</th>
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<tr>
<td>1st</td>
<td>20 points</td>
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<td>2nd</td>
<td>18 points</td>
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<td>3rd</td>
<td>16 points</td>
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<td>4th</td>
<td>14 points</td>
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<td>9 points</td>
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<tr>
<td>3rd</td>
<td>8 points</td>
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<tr>
<td>4th</td>
<td>7 points</td>
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et cetera      et cetera

In addition, 10 participation points will be awarded to each participant (driver and navigator) in a T&D rally, and 5 participation points will be awarded each participant in a variety rally.

The number of year-end trophies to be awarded will be based on the average participation in all the rallies of the series divided by 2 and rounded to the next higher number. Trophies will be awarded in the intermediate and equipped classes only.

Bob Curran
Rally Chairman

Pit Crew

Join the fun at the next Pit Crew meeting. It's an opportunity to get to know each other better while providing a service to our region. The next Pit Crew meeting is at Sharon Evans' home. From Hwy 280, take Saratoga-Sunnyvale Road south to Prospect. Turn left onto Prospect, and continue to Miller. Turn right onto Miller and continue to Summerville. Turn right onto Summerville, drive a very short distance, and take the first available left onto Larchmont Ave. Look for a lanky blond kid on a skateboard; he's a permanent fixture on the pavement in front of the Evans'. Please call Marge Forster or Sharon Evans if you plan to go, so we'll know how many to plan for.

You'll be interested in some of our upcoming Pit Crew meetings. Would you like a picture of your Porsche or a naughty message on your T-shirt? You'll have to provide your own naughty message, but Chuck Tracy will provide the know-how to get it on your T-shirt May 25. The outrageous GGR Fashion Show is coming again on June 18, due to popular demand. Join the Pit Crew now, we're going to have fun in 1977.

PLACE: The Evans', 12650 Larchmont Ave., Saratoga, 255-2855
WHEN: Monday, March 14, 7:30 PM
CALL: Marge Forster, 737-0861
Pit Crew Chairperson

Tech Tip

Sealed-beam headlights dim with age. Check for a dark deposit on the surface of the reflector just below the element. If you find a dark spot, replacement lamps would be a noticeable improvement.

5 Years ago this month:

Ray Hunt was looking for restoration parts for a 1955 Continental Coupe. Go to the 1977 Parade to see the results.

10 Years ago this month:

There was a report on a South Bay Wine Tour - things haven't changed an awful lot. Their approach was less direct in those days, however; they arrived at Uvas Winery via Mount Hamilton Road!
At January’s overcrowded dinner meeting (the plates were not overcrowded), Bob Bondurant and staff gave a great talk complete with films. Bondurant brought other visual entertainment as well. I didn't catch her name. Bill Wells also brought visual entertainment (pacifier?) but she wasn’t new to me; ask her about Carmel. Jim Gaeta arrived wearing a T-shirt beneath his regular shirt, and when challenged about it responded with something not even I believe. It has to do with keeping his outer shirt clean. When Sylvia Fuhrer complained about being seated behind a pole and thus unable to see the speaker, some wag pointed out that neither Zulkowskis nor Maslowskis were there. When Sylvia and yours truly changed seats to improve their location, we ended up next to Toby and Leta Evans. Leta, however, predictably again refused to sit next to me. Leta, would I say anything bad about you?

Rumor is Sharon Neidel wore the same dress to the Christmas dinner that Linda Mitchell wore to the Parade. Wait til the society editor finds out. Now if you add just a bit of fabric here and there, it would probably cover all of Sharon or at least some of.

At the Zone 7 Awards Banquet, edgy people began sneaking towards the door around 9:30. "Roots" was beginning at 10:00. Glenn Hills was appointed "official club taster." If you have anything that needs tasting, please call Glenn. Jon Milledge lost his wallet in the ladies room, but Dwight Mitchell found it. Evil Maslowski found a flashlight in my right front pants pocket and a roll of lifesavers in Al Berens'. Wanna change of pace Barb? The Blows may have another 7-inch joke, if the rumor I heard is true; something about a tricycle engine on its way.

Stories circulating about rejected Parade applications (from other regions) are hilarious. Ask the Berens what they did with theirs.

Remember the "9th Annual Event of the Year" is only a few months away.

At February's Board meeting (the 8th for the new board), the Board decided they didn't want to know the whereabouts of club owned property. This having to do with paying property taxes on same. If they try to tell you otherwise, don't believe 'em. Gary Evans indicated that he wrote a "long 2 page letter." How long, Gary? Gary also pointed out the high speed autocross school is to be held on "Mutha's Day Weekend." Gary has also changed the name of the Jamestown Tour to "Mutha Lode Tour." When the Board announced that there will be no Gegen this year, Rich Schroebel responded, "Oh, thank you dear God." If you thought Ray Blow had trouble with our language wait til you hear Evans deal with the words "were, is, and are." Unreal. The Board unanimously approved "Dave Walden's dabbling." The Board suggests, "if you don't want your arm twisted or your bushes beat, volunteer to produce the Roster." Steph Home must have a guilt complex. She keeps saying to me, "You're not going to print that are you?"

Miscellaneous notes from reading the Nugget, December: Our thanks to Courtesy Towing, sorry we didn't give you any business. Can we get a group rate if we all get towed at the same time?

January: What cliques? Did anyone find my can of nitromethane? (Joe Reitmeir asked me to print this.)

February: Rich Bontempi please contact Glenn Hills, I think he intends to screw up soon. Fung Lum? Relative to the club's inventory, I wish to point out (contrary to the opinion of some) Sylvia Fuhrer is not club property.

Message to Ray Hunt: See Al Berens for a "small stubby screwdriver with red handle."

der Fuhrer

OUR AWARD-WINNING JOURNALIST
Zone 7 Parade T-Shirts

There will be Zone 7 T-shirts for the Parade. The color will most likely be beige with dark brown lettering, in sizes for children, women, and men. There will be a large Zone 7 logo on the back with the individual region's logo on the left front. These shirts are really nice! We will soon have a few display samples.

The shirts must be ordered in advance, prepaid, including tax. Send your orders to Ed Rasmussen, 450 Stratford Park Ct., San Jose, CA 95136. Make checks payable to PCA-GGR. The deadline is March 31st.

The sizes and price, including tax, are as follows:
- Child S, M, L $5.59
- Women S, M, L $5.85
- Men S, M, L $6.12

The women's shirts have an attractive rounded neck with short gathered sleeves. The men's shirts have a good-looking neck, which is not like a standard T-shirt. These shirts are super. It's a must for the Parade.

New Members

Dale Bates (Elizabeth) 543 Toft St. Mt. View, 94041 961-2985 1965 356C Lab Technician

Bill Brister (Beth) 3102 Hostetter San Jose, 95132 923-1462 1967 911 Self-employed

Charles Crabb (Betty) 3263 Vineyard Ave. #58 Pleasanton, 94566 846-6366 1976 911S Mechanic

Alan Davis (Lorraine) 558 Skiff Circle Redwood City, 94065 593-1509 1977 924 Sales

Lonnie Garrison, (Annie) 401 Sargent St. San Francisco, 94132 586-3207 1970 911T Aircraft Mechanic

Jeffrey Lateer (Barbara) 2743 Joseph Ave. #5 Campbell, 95008 371-4558 1973 914 Student

Don Moore (Jeanette) 3014 Wiswall Dr. Richmond, 94806 223-7674 1974 911 Refinery Operator

Jonathon Parker 12581 Easton Dr. Saratoga, 95070 253-7624 '68 911T A Targa Student

Martin Plone 2127 First St. Livermore, 94550 442-6000 1977 911S Veterinarian

Wayne Pontier (Wendy) 2375 Stanford Pl. Santa Clara, 95051 985-0334 1973 911T Buyer

John Hammill (Katherine) 112 Exeter Ct. Sunnyvale, 94087 737-0597 1959 356A R & O Technician

Ed Holloway (Bert) 1032 Timothy Ln. Lafayette, 94549 283-6112 1969 912 Targa Mortgage Banking

Bryan Ingle 2200 Monroe #102 Santa Clara, 95050 243-1589 1975 911S Consultant

Beno English (Heather) Readiness Group ARRIV Presidio of S.F., 94129 Transfer

W. Rand Surgi Kathy Kincaid 2212 Sloat San Francisco, 94116 Transfer

Lee Brittell 1501 Bella Terra Dr. Modesto, CA 591-9829 Dual

Terry Sundblad (Linda) 35855 Molina Ct. Fremont, 94536 791-0848 1971 911T Assistant Manager

Michael Tanimoto (Diane) 6512 18th Ave. Sacramento 95820 455-0346 1973 911T Systems Engineer

Susan Walker 1058 Eagle Ln. Foster City, 94404 574-2961 1971 911T Targa Lab Manager

William Calhoun 1060 Continentals Way #314 Belmont, 94002 Transfer

Troy Roper P.O. Box 3566 San Francisco, 94119 431-2911 Dual

Cyril Honsik Marcia Largent 855 Partridge Menlo Park, 94025 323-4630 1971 T Targa Research Tech

We've Moved

Guy Beyrouti, 740 4th Ave., Redwood City, 94063, 365-7180
Robert Carrick, 1310 Mallard Dr., Point Richmond, 94801
Bob Daves, 548 Malbec Ct., Pleasanton, 94566, 846-6489
Kenneth Davis, 6228 Meridian Ave., San Jose, 95120, 268-0257
Jim Fleming, Rt. 3 Box 752-J, Albany, Ore., 97321 503-926-5187
F. J. Gorry, 105 Louise Ct., Los Gatos, 95030
Keith E. Graves, 49 Bracero Ln., Walnut Creek, 94596
Tom Green, 688 Cupples Ct., Santa Clara, 95051, 249-2723
Byron Hight, 2713 Hostetter Rd., San Jose, 95132
Edward Howe, 225 Cerro Chico, Los Gatos, 95030
Bert Wall, 10300 So. DeAnza Blvd., Cupertino, 95014
Auto-X Results

It looked like the population explosion hit Pleasanton like the storms hit Minnesota: a record 115 entrants braved the cold weather to run Guy Beyrouti's autocross. There were lots of new faces at the fairgrounds, but by the end of the day, it was generally the same old faces in the winners circle. By year's end, however, we may see some changes.

For starters, Karl Beckle in his stock 356 dominated the class, but Bill Wells has returned and is shooting for that number one spot. John Breedlove launched his sophomore year with a very close win, nipping Gary Sanders by a mere 1/100 second. Newcomers Ken Berry and Gene Penny gave notice with their fine runs that they too are a factor in the 912 class.

By splitting up the "Little" 911 class, the 914/6 stock class drivers now have a fair size class. Terry Zaccone in a 911 beat the 914/6 drivers. The "Medium" 911 class was won by Glenn Hills, who was closely followed by Pete Kemling.

Speedsters still live, and Brian Carleton made believers of the improved 912/356 class. Event chairman Guy Beyrouti took a solo win in his improved 914, and Jon Milledge and Tom Green continue their battle for the fastest-improved 914/6, Jon putting in a super run to win his class.

Joe Reitmeir did to GGR what he did last year to the Zone 7 autocross series; he took an impressive TTOD.

It was only one pylon that kept Susie Atlee out of first place. Karen Breedlove was a little more precise, and started her second year with a win. Marci Kittrell put the 914 1.7, 1.8 class out of reach, almost beating the 914 2.0 class. Linda Mitchell won her class with a 4.5-second margin.

Watch class 16 this year. It pits two very fast drivers against one another; Stephanie Morgan in her 914/6, and Judy Zaccone in her 911. Stephanie got vengeance for what Terry did to the 914/6's in class 5 and this time beat Judy by one second.

LaQuita Hills won the "Medium" 911 class, and Kay Matthews won the "Big" 911 class. Watch Linda Teranishi, you read it here first. By year's end she will be contending for first place. Katie Hammill, in one of her first events, won her class in an improved 356. Marj Green and Sandi Candlin took solo wins, with Marj getting the women's TTOD.

Tom and Marj Green

CLASS 1
Karl Beckle 74.21
Bill Wells 78.13
George Neidel 79.18
CLASS 2
John Breedlove 72.89
Gary Sanders 72.90
Ken Berry 74.54
CLASS 3
Paul Troutner 75.07
Johnny Humphreys 75.71
Bob Williams 77.12
CLASS 4
Dwight Mitchell 71.07
Thomas Ross 72.80
Robert Kilburn 72.98
CLASS 5
Terry Zaccone 71.33
Jeff Hammill 73.66
Jim Bogard 75.95
CLASS 6
Glenn Hills 72.10
Pete Kemling 72.98
Bill Kelley 77.51
CLASS 7
Ray Mascia 70.79
Steve Kirby 71.70
Gary Myers 71.80
CLASS 8
Brian Carleton 71.43
Bob Wilcox 71.50
Mike Moss 71.63
CLASS 9
Guy Beyrouti 73.88
Jon Milledge 67.63
Tom Green 68.54
CLASS 10
John Johnson 70.79
Richard Schroebel 73.42
Bob Briggs 74.43
CLASS 12
Joe Reitmeir 63.02
Bob Garretson 64.16
Al Munoz 76.86
CLASS 13
Karen Breedlove 75.68
Susie Atlee 75.83
Sharon Neidel 79.86
CLASS 14
Marc Kittrell 75.20
Faye Troutner 79.10
R. Humphreys 81.77
CLASS 15
Linda Mitchell 75.09
Janie Ponciroli 78.54
Chris Lewis 82.87
CLASS 16
Stephanie Morgan 72.20
Judy Zaccone 73.14
Sharon Spandikow 75.30
CLASS 17
LaQuita Hills 77.70
Barber Berens 81.25
Joan Sanders 82.27
CLASS 18
Kay Matthews 72.44
Sue Mascia 76.42
Linda Teranishi 76.60
CLASS 19
Katie Hammill 81.40
Susan Brooks 82.00
Marta Newcomb 85.78
CLASS 20
Marj Green 71.21
CLASS 21
Sandi Candlin 73.31
CLASS X
Gary Walton 62.09
Bill Brister 71.58
TTOD
Joe Reitmeir 63.02

The Mart

The Mart is available to PCA members only. Sorry, we cannot accept ads from businesses. Mail (do not phone) your ad to the Nugget Editor.

PERSONALS

People have been handing us notes to include in "personals." We'll print anything, provided you keep it reasonably clean and it won't get us sued. (Ed.)

The Rally Chairman got lost trying to get home after a Rally Committee meeting and had to call for help. Abbie Ubbys

To see Pat Walden blush, ask her what Sonja did on the way to work. (Don't ask Sonja, she just laughs.) Ratonya
G. Evans, please reconsider your decision relative to the Parade. Friends

Chuck Tracy's navigator, Vinill Seet, misled him so badly he got lost and had to be led back to civilization by checkpoint worker, Alan Brooking. Ratonya

Are your loins girded up,
Are you getting in shape,
There's only three months,
Till the picnic takes place.  S. E.

LOST

Stevens calculator, Heuer Monte Carlo watch, rally tables. Loaned to someone? '75 Parade? Chuck Tracy, 267-3460

HELP WANTED

Anyone who has equipment to make prints from B&W or color negatives or slides. Prints are to be used for region's scrapbook that will be presented at the Parade. Shirley Neidel, 225-8103

FOR SALE

Three 205/70 VR14 Michelin XWX, perfect for autocrossing. Cash sale or trade for 185/70VR15 in equivalent condition. Dale Dorjath, 266-5784

Strobe stripes to fit the sides of Porsches (similar to Dodge Charger stripes, but made to exactly fit Porsches, end-to-end; tapered, with cutouts for wheel wells). Color choices: fades front to rear from crimson to flame orange to yellow, or fades from purple to lavender to hot pink. Self-adhesive, lasts indefinitely. Specify 356, 911, 914, or 924. $15.95 per set. Joe Padermderm, 735-7006


High-rise kit for 924's. Used in conjunction with small, wide, slotted American mags, you can paint your undercarriage white and show it off to the best advantage. $49.95 for complete kit. Billy Timely, 766-8900

Body parts for 1964 356 coupe. Full rear clip, right-front quarter, top and hood. Complete set of top bows for 1963 cabriolet. Marve Cecchini, 933-1535

1976 911S, India red with blackout trim, electric sunroof, air conditioning, Becker stereo, 8-track stereo tape deck with 4 speakers, leather sport seats, special leather steering wheel, power windows, fog lights, XWX Michelin radials; special suspension package including Koni shock absorbers, heavy duty adjustable antisway bars front and rear, 22mm front and 26mm rear torsion bars; and Carrera 7-inch wheels with black-out centers. The car is in absolute showroom condition. Assume existing lease or purchase outright. Bob Patterson, 851-2304

911/912 top mounted luggage rack, $15.; 914/4 ignition wire set, new, $6.; Speedster roll bar, $60. Karl Beckle, 593-5243 or 268-2958

Brand new and in box, AM/FM stereo radio with digital clock, $75.00; AM/FM radio, $35.00; one pair 914 rear fiberglass flares, will fit up to 9-inch wheels, $80.; gas tank for 911, $75.00; Moon Roof kit, complete for 914, $50.; parting out 1968 911L engine; two 911 front sway bars, one factory and one aftermarket. Rich Bontempi, 369-1364

Five 5-1/2x15 disc brake steel wheels, with 4 hub caps, excellent condition; four 6x15 factory alloys, almost new; used 914 silver Hypalon car cover, $25.00. Tom Green, 961-2777 (days)

WANTED

Complete set of 356 disc brakes in excellent condition, will pay top dollar but all parts must be included and in A-1 shape. Jim Fleming, Rt. 3 Box 752-J, Albany, Oregon 97321, (503) 926-5187

Help! I'm freezing to death. Desperately need time-delay box for pre-1969 gas heater. Byron Hight, 272-0424

Workshop supplement Number 23 to complete my set. Xerox copies OK. Will purchase or trade for Xerox of supplements 22, or 24 through 30. Gene Parry, 252-2340

Electric, under-dash bratwurst dispenser, optional only on European-delivered Porsches in the years 1967 through 1969. Seal must still be good, I don't want my Porsche smelling like hot, ripe bratwurst. Will pay any reasonable price. Klaus Braunschweiger, 735-7006

Curta Mark II and/or Stevens wheel. Novice rallyists trying very hard to get in over our heads. Dale Dorjath, 266-5784

An "action" shot of Bob Garretson's blue coupe autocrossing. I would like to borrow either your color negative or slide to have a print made. Bruce Anderson, 326-0122 (evenings) 967-2858 (days)

S-90/SC/912 counterbalanced crankshaft, standard only; 5-1/2-inch or 6-inch chrome wheels, 5 lug, small bolt pattern. Karl Beckle, 593-5243 or 268-2958
COMING EVENTS

MARCH

4, 5, 6  RENO TRAIN TOUR - ATLEE
11  BOARD MEETING - ANDERSON
12  GGR AUTOCROSS - GUY & MASCIA
13  GGR RALLY - TROUTNER
14  PIT CREW - EVANS
17  TECH SESSION - GREEN & MILLEDGE
19  ZONE 7 AUTOCROSS - LPR
26, 27  YOSEMITE TOUR - EVANS

APRIL

1  BOARD MEETING - CLEVER (AT FOSTER'S)
1, 2, 3  LONG BEACH GRAND PRIX
9  GGR AUTOCROSS - JOHNSON & WALDEN
12  TECH SESSION, CARBURATION - WELLINGTON
14  TECH SESSION, IGNITION - WELLINGTON
16, 17  CRAB VI
20  PIT CREW - ATLEE
23  TECH SESSION - TUNE UP
24  DINNER MEETING - TRACY
24  ZONE 7 AUTOCROSS - RR

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