DER ZWETSCHGEN-KUCHEN
(Authentic German Prune Tart)

TART SHELL - Combine 1-1/2 cups of unsifted flour with 1/4 cup of sugar. Add 1/2 cup (1/4 pound) of cut up butter (accept no substitutes) and then knead to a uniform, crumbly consistency. Beat one egg with 1/2 teaspoon of vanilla, and then stir into the flour/butter mixture. Knead the dough until it forms a smooth ball. Press the dough evenly over a tart pan that has a removable bottom. Bake at 300° F for 25 minutes.

PRUNE TART FILLING - Add 1/2 cup water to 1 cup pitted and finely chopped prunes; simmer for 3 minutes. Blend 2 tablespoons cornstarch with 1/3 cup water, slowly add to prunes; simmer 3 more minutes. Add 1/2 cup chopped nuts.

Serve each wedge with a dollop of whipped cream. Köstlich!
Wha's Happen'n?

Elsewhere in this Nugget are statements from the candidates for the 1978 Board of Directors. Please VOTE. It's each individual's responsibility and choice to elect the Board they desire. The more of us who vote, the greater the cross section of the membership. Take a few seconds and do your part.

As we approach year end I would like to thank certain individuals who have assisted the Board, the Region, and me personally. Bob Sherman stepped into the Goodie Bag responsibility part way through the year and has done an outstanding job. Bill Patton for his continuing support to the Nugget and his time, energy, and assistance in Patton's Folly (i.e., the survey). Glenn and LaQuita Hills, Shirley Neidel, and all the people who put together the beautiful scrapbook we presented at the Parade for Region of the Year consideration. Ron Trethan, who represented GGR at the Zone 7 Autocross committee meetings. Sheryl Brinkley for preparing our state and federal income tax returns. Bill and Rebecca Newlin for the super Membership Directory. Marge Forster for her personal efforts and the efforts of Rebecca and the entire Pit Crew, which was highlighted by the first ever GGR Cookbook. Last, but certainly not least, Tom and Linda Foster for producing the Nugget.

As a final note, congratulations to Walt Maas who recently won the IMSA GTU championship in his 914-6.

Happy Thanksgiving
Gary Evans
President

Credits The Time Trials photos, the photo of Walt Maas' 914-6 race car, and one of the Jerry Mantles Motor tech session photos are by Bruce Anderson. The Porsche Tripp II photos and the other tech session photo are by Alan Brooking.

Cover Der Zwetschgen-Kuchen (The Prune Tart) drawing is by the great turn-of-the-century pen and ink artist, Heinrich Kley of Munich. The accompanying recipe is very old and will produce an authentic German prune tart. If you can't enjoy the Kley, you've all your taste in your mouth. If, in addition, you can't enjoy the tart, you've no taste at all. We certainly hope that you found something in the cover you could enjoy this month.

If you think that the cover design has something to do with the publication of our Golden Gate Region Cookbook, your right! See page 11. The Cookbook is now available at all events. Get one.

Grease

Because so many have asked, I will go out on a limb and print the name of that grease. If you expected something exotic, like a thixotropic synthetic with teflon in suspension, you'll be disappointed. Kendall Super Blu Grease L-427 (lithium complex), although rated at NLGI 2, is comparable to a multigrade oil and can be used where NLGI 1 and NLGI 3 would be used. It has a tackiness additive that makes it extremely adhesive and a good protector against shock; important considerations for a chassis lubricant. It has a 535° F dropping point, which makes it a good choice for wheel bearings on cars with disc brakes, especially if you are using your Porsche for time trials. Incidentally, its tackiness and temperature resistance makes it a better distributor cam lubricant than that stuff you are using out of a tube - it stays where it's put. It resists water washout about as well as an aluminum-soap grease, and provides even better corrosion protection; it passes ASTM D-1743 rust test even when mixed with 10% water. It is compatible with most other greases. In the selection of a grease for service conditions that would make your Porsche's service conditions seem preambulator-like, Super Blu was chosen over some of the best on the market. It's even better than the macassar grease that John Clever uses. It's also expensive and hard to find.

Never lubricate your Porsche with the weight on the wheels. The pressure is against exactly those areas you most want the grease to go - the wear areas. And the pressure excludes the grease. Jack it up before lubricating.

When lubricating, we are trying to displace old dirt- and water- contaminated grease with fresh grease. We usually keep our grease gun inside where it's warm, go outside to a cool car, and then try to displace peanut-butter-consistency grease with mayonnaise-consistency grease. The obvious happens: the softer grease finds the path of least resistance and channels through, leaving the stiff old grease where it was. For a more complete purging, put your grease gun in the fridge overnight, pick a warm day, and set your Porsche in the sun for a couple of hours before lubricating. Only a Porsche owner would go to that much trouble to do it right. Right?

Editors
Mini Minutes

The October 6 Board meeting was held at my house in 
Palo Alto and this time we put the cats out. The meeting 
was not as well attended as last month; which is fortunate, 
because we have a very small house. All Board mem-
bers, Nugget Editors, Goodie Bag Manager, Zone 7 Rep, 
Pit Crew Chairperson, and eight guests attended.

Now that the lovely new Membership Directory is out, 
it was decided that it would be nice if we had the proce-
dure documented to help the next editor with the task. 
Since Bill Newlin did such a fine job producing this Di-
rectory, he will be asked to document his procedures 
and offer suggestions for improvements. Next time you 
see Bill thank him for the fine job he did.

We reviewed the statement of policy and made some minor changes to get it in order for the next Board of Direc-
tors.

Gary purchased 10 new Zone 7 badges for the Goodie Bag. Zone 7 T-shirts are available again through our Goodie Bag chairman, Bob Sherman. The Zone 7 social event for 1978 is going to be Gary Evans' annual tour to Yosemite, March 10 and 11. Additionally, the GGR Swap Meet (the day after the GGR Zone autocross) will be a Zone event in 1978. Sacramento will put in a bid for the 1980 Parade. A Parade in beautiful downtown Sacramento? The Zone 7 Porsche 928 technical introduction will be January 28 at the Willow Park Country Club. A final Zone 7 news note is that there will be a Zone 7 Safety Committee for time trials and autocrosses.

The social/rap sessions for the remote areas of the re-
gion scheduled November 11 and 18, and December 9, 
are to encourage more participation in areas that are away from the population center of the region. Our hope is that San Francisco and East Bay members will wish to put on activities in their respective areas next year.

It was agreed by all in attendance that the expanded Nug-
gget looked great with its new skinny paper. The Novem-
ber issue will be the same size, printed on the same weight paper. The objective being to provide the Nugget Editors the flexibility of varying the Nugget in size de-
pending upon their needs and the material available.

The Board authorized the purchase of 500 Golden Gate medallions for the name badges. The new medallions will have the same artwork as the Golden Gate car badges. The Pit Crew has 175 firm orders for the Golden Gate cookbooks -- get your order in today before they're all gone.

Respectfully Submitted,
Bruce Anderson
Secretary

AUTOCROSS

This is it! The last autocross of the year. The last time to "beat the clock" in 1977. The Green's are designing a super event to test your skill. Come on out.

PLACE: Alameda County Fairgrounds, Pleasanton

WHEN: Saturday, November 12th, first car out at 9 A.M

Grape Juice Express

The Peterson/Troutner wine tour was attended by over 30 members and guests. We started at Livermore Air-
port and toured to Wente Bros., Concannon, Weibel's, and Mirassou vineyards. There was the usual wine tasting at all of the wineries; but there was a special treat at Mirassou where they were having their Annual Wine Tasting Festival in their cellars. After we drank our way through the cellars, we had a picnic lunch on Mirassou's back lawn. After lunch, we had a wine tast-
ing contest of our own in which souvenir wine glasses were distributed and participants guessed the variety of the wines and from which of the wineries that they had visited the wines came from. By this time palates were numb, so the scores were very interesting. We had to awaken the winners, who had fallen asleep. Guess they had too much sunshine! We had a great day and hope you did too.

Faye & Paul Troutner

GOODIE BAG SPECIALS

Zone 7/GGR T-shirts are now available in a variety of colors. The all new UpFixen, Volume 4, is also avail-
able. It's the biggest UpFixen yet, 288 pages and in a larger format. See your friendly Goodie Bag Manager, Bob Sherman.
NOVEMBER
Dinner Meeting

Come, join us by the huge, warm fireplace in SUN-sweet Hall for this Fall dinner meeting. Those who were at the August dinner meeting will remember the atmosphere at SUN-sweet Hall. Our guest speaker will be Porschemeister, Paul Lang, who will talk about his experience with the Porsche 928 in Germany and about the current happenings at Stuttgart.

London Broil
Salad (fresh cold spinach, mandarin oranges and sliced almonds)
New Potatoes
Mixed Fresh Vegetables
Sourdough Bread and Butter
Coffee or Tea
Crepe Maison

Reservations will be open until November 10, provided there are openings available; we are limited to 130 persons, so get your reservations in early. Make a check payable to PCA-GGR to cover the cost of $10.50 per person and mail it to Chuck Tracy, 1165 Berkshire Dr., San Jose, CA 95125 before November 10.

Sun-sweet Hall at The Factory, 93 South Central, Campbell (take Hwy 17 toward Santa Cruz and then take the Hamilton Ave exit; turn right onto Hamilton, left onto Central, right onto Grant, and left onto First; continue on First to the rear of The Factory)

Saturday, November 19
Cocktails 6:30 PM
Dinner 8:00 PM

Cost breakdown: entree, $8.50; gratuity, $1.28; tax, $.64, and prizes, $.08.

5 Years ago this month:

There was a report, and photo, of displaced GGR'ers in the Midwest. The Buckthals, Brookings, and Colleen Booth dazzled the locals at Road America, Lake Elkhart, Wisconsin.

10 Years ago this month:

GGR turned out, nearly en masse, with their best autocross and concours cars to compete at the Porsche West Coast Weekend held in Carmel. Seems they had a reputation to uphold.

Laguna Seca

Let's have some fanfare; let's hear the noise! GGR's very own Walt Maas won the IMSA GTU race at Laguna Seca thereby cinching the National Championship. The beautiful black 914-6 Porsche, sponsored and prepared for the last two years by Garretson Enterprises and Automation, never ran better. A new engine, prepared by Jerry Woods, provided Walt with some extra power, and the chassis was specially tuned for the course. Walt went to Laguna Seca with a 14-point lead, and with only the Daytona race left on the schedule, he needed 7 points to cinch the championship. A first for Walt and a third for Sam Posey would yield 7 points. This meant someone else had to be fast enough to challenge Sam for second place.

Behold the fates! At the first practice session, Dennis Aase, winner at Sears Point in a Porsche 911, broke the crankshaft in his engine. A quick huddle in the Maas pit and an engine was loaned to Dennis for the weekend. "Old Reliable" as it was dubbed, had some ponies left; Dennis was clicking off times very close to Walt. This meant there would be a three-car race. In qualifying, Walt broke the track record for GTU cars for the third straight race. But Sam and Dennis were only a couple of tenths behind.

For the Laguna Seca race, the GTU cars had to race with the GT cars and there were two qualifying heats to determine the final grid positions. Walt had little competition in his heat and was the fastest GTU car. Dennis made his move in the middle of the heat and put a pass on Sam that he was never able to recover from. The final grid order was Dennis, Walt, and Sam. The seven points comes back into play here. Sam was very aware of the importance of the 7 points. If Walt took an immediate lead, Sam had no choice but to race Dennis for second
place and try to get to Walt, otherwise the Championship would be decided with no chance at Daytona. The plan was to ease Sam's mind.

The flag dropped. Most of the dust had cleared by the third lap, and Walt was in second place right at Dennis' doors, and Sam about 1 second back. This was only a 3-point difference if nothing else changed before the checkered flag fell. But things got better, as Sam started falling back. By half-way he was over 20 seconds behind the two leaders. Walt sat on the rear bumper of the 911 until 6 laps before the end of the race the then slingshot out of turn 4 to pass Dennis going up the hill. Walt held a lead of 2-1/2 seconds to the finish.

Walt ran a beautiful race, had a great season, and deserved to win the championship. The 914-6 won 8 of 11 races this year. This is an unequalled record for any IMSA, Can-Am, or F1 car. And he did it running against a very well-heeled racing organization that was getting generous support. It is a statement about Porsche and people who race them and maintain them. Walt and his crew have brought a new glory to a marque that prides itself on excellence.

Walt wasn't the only GGR racer at Laguna that weekend. Gary Nylander brought his 911 to the GTU race. The car sparkled all week long and Gary brought it home to an 8th place finish. Jim Gaeta and Gary Steele did not fare as well. Jimmy blew an engine early in practice; and Gary got pushed off course by Hurley Haywood in a 934 Turbo. Hurley was a gentleman and apologized after the race. In the SCCA support races, E-production was the highlight, with GGR's Chuck Forge leading in his Speedster from start to finish, followed by GGR dual member Clint DeWitt in a roadster for third place. Steve Grant took his formula Vee to a fifth place, and Rich Schloebel also took a fifth in the formula Ford race. The weekend was crowded with great racing by the GGR contingent.

Tom and Marj Green
Nugget Race Reporters

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The Christmas Party

It’s always the party of the year, and this year it’s going to be extra special. Our own Golden Greeters will entertain during cocktail hour and after a superb dinner there will be the New Member of the Year, Event of the Year, and the President’s Trophy awards followed by the introduction of your new Board. After the awards program, there will be live music in the Georgian West Room with dancing and a spectacular view of the lights across the Bay. The band will play 'til 1:30 AM!

Note that your wine is included. Make a check out that will cover the $12.75 per person cost* payable to PCA-GGR and send it to Chuck Tracy, 1165 Berkshire Drive, San Jose, CA 95125. Reservations close November 23; send your check now, lest you forget. You don't want to miss this very festive evening.

MENU:
Prime Rib of Eastern Beef (roasted in rock salt, served with a horseradish sauce)
Wine
Chilled Mixed Green Salad
Vegetable
Potato
Rolls and Butter
Coffee, Tea, or Milk
Dessert

PLACE:
H S Lordships, Berkeley Marina, Berkeley (take the University offramp from 1-80 north and then just follow the Berkeley Marina signs)

WHEN:
Saturday, December 3
Cocktails 6:30 PM
Dinner 8:00 PM
Dancing 'til 1:30 AM

*Cost breakdown: entree, $10.50; gratuity, $1.28; tax, $.67.
COORS CLASSIC
Bowling, that is; the 4th Annual.
Here's an opportunity for all of you straight shooters to come out and show your stuff. We're going to try three lines and there will be all kinds of prizes for all kinds of things. Bring the kids and have a good time. Reservations required.

Futurama Bowl, Stevens Creek Blvd and Lawrence Expwy, Santa Clara (take Stevens Creek-Lawrence Expwy exit from Hwy 280 and go east on Stevens Creek; Futurama Bowl is on your right)

WHEN: Sunday, November 13, 2 PM
CALL: The Forsters, 737-0861

Attention Hinterland Residents
In your response to the survey, you outlanders wished to have events scheduled in your respective areas. We would like that too. Here's a chance to discuss it, and perhaps we can make tentative plans for next year. The remote-area-event-planning meetings will be held at the following times and places.

Friday, November 11
8 PM
Don and Arlene Arnold
244 Belgian Drive
Danville 837-6541

Friday November 18
8 PM
Brian and Marsha Keller
2314 Flores Street
San Mateo 341-2103

Friday, December 9
8 PM
Bill Patton
9449 Skyline Blvd
Oakland 482-2849

Choose the time and place most convenient to you, and then call so our host will know how many to plan for. Or call me if you have questions.

Alan Brooking

Tech Tip
Porsche Brakes are notorious for being soft and mushy. The usual case is related to the deterioration of the German rubber brake lines, the condition of the brake pads, or because the brakes need to be bled. If none of these are causing the problem, check the adjustment and condition of your wheel bearings.

Marj Green
Automotion/Garretson Enterprises

Jerry Mantles Motors
The engine teardown tech session wasn't. Jerry Wood had insisted all along that he would mantle an engine rather than dismantle one. And he did. In fact, he had two example engines. The first he had removed from the very bowels of his own 914-6. The second was a 2.4-liter engine for Walt Maas' race car. You can determine the success of the latter build by referring to the Green's article on page 4. We won't know about the former until he installs it in his Porsche.

It was a well-planned and super-informative session, even for those who have no intention of ever rebuilding a six-cylinder Porschemotor. In addition to watching the engines go together from scratch, we heard Jerry and Bruce Anderson hold forth on the relative merits of various cam chain tensioners and guides and other components. (Stick to genuine Porschemotor! They're all good, some better than others.) And as a gauge of his convictions, Jerry was installing the recommended parts in his own engine.

As an interesting sidelight, the Walt Maas 914-6 and the Dick Barbour 934 were being prepared for Laguna Seca, so the 85 members who attended had a chance to inspect the race cars. It was an all-time tech session and I'm glad I was there.

Joe Padermdem
THE RESPONSIBILITY FOR THE FUTURE OF GOLDEN GATE REGION IS YOURS. These people are asking us to place them on the Board of Directors, where they will have the authority to make all important appointments, spend our money, make lasting policy decisions, and attend to on-going business of our region. If there is a club issue that is important to you, you have the right and responsibility to call any or all of these people to learn their views on it.

INCUMBENT

BRUCE ANDERSON

I have enjoyed serving on the Golden Gate Region's Board of Directors this year and look forward to the opportunity to serve the club again.

JOHN BREEDLOVE

After 5 years of Porsche ownership and 2 years of GGR membership, I am as enthusiastic as ever about the automobile, the events and the people I've come to know. I was pleased to accept the nomination to the Board because I would like to give more to the club than just my attendance at events. I've served as an officer in several other social organizations in the past and would like to contribute some of my experience and enthusiasm to the operation of GGR.

JEFF RATEER

I am proud to be a member of GGR, as it is a region rich with great people, fantastic events and delightful traditions.

These elements are vital parts of GGR and must continue to be, and I want to keep these people, events, and traditions as well as add new experiences having the same Golden Gate flavor and heritage. I want to serve you, the Golden Gate membership, as a 1978 Board member.
SANDI CANDLIN

After chairing, helping with and attending many events in the past three years, I would very much like to serve Golden Gate Region on the Board of Directors for 1978. Thank you for choosing me as one of the nominees.

ROSEMARY HUMPHREY

GGR has given me good time opportunities, and challenges. I'd like to serve on the Board to help contribute toward making things continue to be available to other members.

REBECCA NEWLIN

I have been in the club now since March of 1974. I am presently the Chairman for the PCA Cookbook which will be completed by the time you read this, and I had a hand in putting together the 1977-1978 Membership Directory. I really enjoy PCA-GGR and would like to do more.

TED ATLEE

This past year, I have served you as Technical Director on the Board of Directors. The enthusiastic attendance at all the Tech Sessions indicates a success in reaching the varied interests of GGR members. In total, 1977 was a very successful year for Golden Gaters. I would very much like the opportunity to once again represent the total membership on the Board in 1978.
Golden Gate Region is a composite of ALL its members, and their varied interests. To be effective, your board members should be involved with all phases of the club. In my two year association with PCA, I have participated in every type of activity the club offers. This year I have chaired or co-chaired 3 events, and have been the Tour Committee Chairperson.

If elected, I will do my best to represent all the needs and desires of the total membership, and achieve the goals of the region. But, to achieve this goal, I need your vote.
GG R has been in an accelerating upward trend the past few years. There are many indicators of that trend. The results of the recent survey show that most of us are aware that we are getting better and better in every way: we have a positive feeling about our region. We must continue to elect people who have shown a concern and a willingness to work for our region. We have an excellent slate of candidates. It's our region. Vote!

INCUMBENT

ALAN BROOKING
This year, serving as Activities Chairman on the Board of Directors, has been a pleasant adventure. I'd like to continue contributing to the club next year by again serving on the Board of Directors.

BOB KILBURN
(No photo or statement for the Nugget, but he's still running.)

BOB SHERMAN
I joined Golden Gate Region in November of last year and my only regret is that I didn't join a lot sooner. Since becoming a member I have actively participated in every G GR activity I could attend. As Goodie Bag Manager since June, I have attended regular Board meetings and I know that being a Board member involves a lot of hard work and dedication. I am more than willing to accept that responsibility because I have had a lot of good times with G GR in the past year and I want to work to keep this region the best there is and the good times available to everyone. Thank you for your vote.
Tim Schoop's failure to be present to win two Parade door prizes, came into perspective at the September dinner meeting. This when his date (distraction) was brought to the forefront. When she passed our table Ted Atlee, Glenn Hills, and Ray Blow simultaneously looked up and said, "Whozat?!" Ron Trethan showed up for a dinner meeting. Now he and Gary Evans are even. Gary has attended one autocross and Ron, one dinner meeting.

At the last autocross, Pete Kemling had the distinction of doing a 360° at the same corner on all 3 laps of a single run. Take that, Joey Chitwood! Dave Walden, confronted with making a major decision, responded that he was "on the fence." He was, of course, sitting on a fence at the time.

Jon Milledge recently had a 40th birthday party and took about 6 years off his life by blowing out the candles some 19 or 20 times. It seems that Sylvia Fuhrer and Jan Poncirolti (half of the Italian Battalion) kept relighting the candles. Let's see, 20 times 40 is .... At Jon's party, Jim Giffin kept getting his hands into the goodies so in retaliation the S and J team spread the goodies all over Jim's face. He looked like a combination of Soupy Sales and Milton Berle.

Message to our editor who is a miscreant misanthrope: What's a quidnunc? What comments? How about a technical discussion of the respective merits of Zest, Ivory, Palmolive, and Clearasil?

To those of you who missed the 79th annual event of the year. T.S. (Turkey Shoes)!

Ron Ferreira has the region's first Porsche 928 which suspiciously resembles a Studebaker Avanti. It seems he has taken to driving Studebakers to PCA events and Porsches to Studebaker Club events. der Fuhrer

Get One!
The GGR Cookbooks are now on sale at all events, $3.50 each or three for $10. Buy a bunch, simplify your Christmas shopping. If you can't make it to an event, phone Marguer Forster, 737-0861, and she will mail one (she will tell you the postage charge when you phone).

CAROLING
Mark your calendar
The time draws near
For singing the songs
Of Christmas cheer.
In next month's Nugget
You'll see the reason
It's an old-fashioned start
To a happy Yule season.

Doug & Reata Price
Time Trials

GGR's second time trial of the year was an outstanding success. Co-chairmen Jim Garrison and Dave Walden did a superb job themselves, and this was followed by the fair, thorough, and consistent tech team headed by Glenn Hills. Gary Nylander aided in the planning with his many years of time trial experience. Everyone who helped deserves praise for their contributions. For weeks afterwards, we have had people telling us what a great time they had at the Automotion/Garretson-Enterprises-sponsored Sears Point time trial. Let's hope the region puts on many more next year; I know the sponsors were pleased and want to do it again.

Which Green has the right line?

The Green with the mustache...

or the Green without?

The event ran on time most of the weekend, thanks to the great work of John Clever, who herded us into the right place at the right time. It was one of GGR's best efforts this year and we are looking forward to the first one next year.

Trophies for the time trials will be awarded at the November dinner meeting.

Tom & Marj Green

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<td>W. Copeman (2) 2:29.35</td>
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<table>
<thead>
<tr>
<th>CLASS GSL</th>
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<tbody>
<tr>
<td>L. Hills (1) 2:32.97</td>
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<tr>
<td>J. Sanders (2) 2:33.34</td>
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<table>
<thead>
<tr>
<th>CLASS A</th>
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<tr>
<td>J. Tidd (2) 2:15.15</td>
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( ) indicates place in class
* indicates trophy winner
Porsche Tripp II

It was a beautiful Sunday morning when 20 Porsche pushers and more than 30 handicapped children from Life Experience Foundation gathered for Porsche Tripp II. The day started with introductions and getting to meet the kids we would share the day with. Our first event was driving a timed course in which our kids navigated us through a series of boxes, with pictures to identify the proper course. Then we had a wheelchair course in which the kids negotiated the course in one direction, and then we jumped into a wheelchair and "drove" the course in the opposite direction (those chairs aren't as easy to handle as they look).

Awards were given out after a fantastic potluck lunch. The fun we shared for this special day could not be expressed any better than to remember the smile on the face of the boy who won first overall. One thing that I can guarantee is that I doubt if any one of us, some time during the day, didn't experience a lump-in-the-throat or shed a tear. At the end of the awards, Alan Brooking presented to LEF, on behalf of GGR, curtains to furnish their duplex.

I'd like to thank everyone who showed up; especially Lorin Guy, our event chairperson, who did a great job.

Paul Troutner

Tech Tip

Recently the Supreme Court refused to review an Appeals Court verdict to allow the EPA to require a "phasedown" in the lead content of gasoline. The appeal was carried to the High Court by Ethyl Corporation, without help from the automotive industry. Accordingly, new cars will have a 8.3:1 or lower compression ratio.

That decision will eventually affect those of us who drive Porsches with high compression ratios: high octane fuels will become less available at the pumps as fewer cars require it. The solution, of course, is the octane boosters (Stahl Anti-Detonation Additive, Moroso Octane Booster, etc.) that have been used by racers for years. Presently, the octane boosters are available only from a few specialty manufacturers across the country. Perhaps they will be available from your corner parts store when demand increases.

It is a factor that might affect your own decisions if you plan to squeeze more power out of your Porschemotor sometime in the future.
LUBRICATING OILS

Did you really have a good reason to choose that oil in your Porsche over all other oils? Do you understand what might make one oil better than another for a particular service? Should you use a multi-viscosity oil? What about the synthetic oils? Would you like to know more about ash content, SAE grading, additives, and shear stability?

At this tech session, there will be a discussion on what lubricating oils do for your engine and the different characteristics that should be considered when selecting an oil. A panel, made up of oil company representatives, will then answer your questions about oil. And, thanks to those same oil companies, there will be some door prizes.

PLACE: R.S. Taylor Porsche-Audi, 1516 Solano Ave, Vallejo (take Solano Street/Springs Road exit from Hwy 80, head west toward ocean and you will come to 1516 Solano about a mile from the freeway; go past the dealership, hang three successive rights, and you will be in the service area where you're supposed to be)

WHEN: Saturday, November 19, 9:30 AM

CALL: Ted Atlee (only if you have questions)

New Members

David Holmwood (Karen)
64 Montebello Dr.
Daly City, 94015
1970 914
Technical Rep

Robert Horton
3164 San Gabriel Way
Union City, 94587
785-2237 1974 914
Manager

Debbie Llewellyn
527 Matadero #7
Palo Alto, 94306
493-1103 1971 914
Secretary

Bill Straussner
20800 Homestead Rd. #3B
Cupertino, 95014
996-3672
Engineer

Fox Braden
David Dreblow
444 Wilton Ave.
Palo Alto, 94306
Transfer (Orange Coast)

Chuck Thuener, Jr. (Karen)
19446 Brockton
Saratoga, 95070
255-7041
1970 914-6

Michael Halloran
Roger Kraus
3315 Badding Rd.
Castro Valley, 94546
886-4636 1972 911T
Self employed

Kathy Elliott (Bill)
10371 Mann Dr.
Cupertino, 95014
257-2971 1972 911 Targa
Educational Program Admin.

Tom Everhart
4121 Alpine Rd.
Portola Valley, 94025
851-0115 1975 914
Organic Chemist

Ed Wong
Dot Comeau
99 E. Middlefield #4A
Mt. View, 94043
964-5834 1975 911
Social Worker

Thomas Matthews (Gail)
15790 Hidden Hill Pl.
Los Gatos, 95030
354-0702 1974 911
Scientist

John Seymour (Sharon)
38072 Stenhammer Dr.
Fremont, 94536
792-5129 1967 912
Teacher

We've Moved

Gary Birge, 952 Rhode Island St., San Francisco, 94107

Thomas Brady, 495 Sheliford, San Carlos, 94070

Richard Desman, 2445 Shore Line Dr #213, Alameda, 94501 865-2301

Robert Fairbank, 3220 South Ct., Palo Alto, 94306

Albert Kasch, 222 Laurel St. #110, San Carlos, 94070

L. Lohse, 1299 Portola Rd., Woodside, 94062

Stephanie Morgan, 61 Nottingham Circle, Clayton, 94516

Ed Sebree, 10 Scenic Way #208, San Mateo, 94403

Dave Walden, 4688 Helpert Ct., Pleasanton, 94566

Richard West, 2680 Eyette Dr #406-B, Mt. View, 94040

Dennis Winter, 20286 Northbrook Sq., Cupertino, 95014

Directory Changes

Adjust your Directory as follows, changing or adding only the supplied information:

Bliss, Perc M. & Alice, 274-1112

Becke, Karl Jr., 1036 Mt. Carmel Dr. San Jose 95120, 268-2958

Campbell, Scott & Suzie, 1008 Bristol Lane

Fairbairn, O.R. & Linda Yuhas

Johnson, Neil A. & Darlene, 1353 Elsone Ct. Sunnyvale 94087
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

To Sharon Evans:
Does your
Husband misbehave?
Grunt and grumble,
Rant and rave?
Shoot the brute some
Burma Shave.

FOR SALE

Four 5-1/2x15 steel wheels for disc brake Porsches
$80. Four hubcaps for same $20. Bill Newlin 728-5351

Four 7x15, late-model, Centerline wheels, $400. Four Traction Tire recaps, used once, $120. Wheels and tires together, $480. Matt Ballentine, 595-1195

1974 911/5 Sunroof, metallic ice green. Konis, AM/FM Blaupunkt, factory alloys, and other options. 37,000 mostly highway miles. Always garaged and in immaculate condition. Move to Europe forces sale; $11,750, firm. David Lough, 104 Camaritas Ct., Danville.
428-8038 (days) 837-0386 (evenings).

1975 Carrera, reduced, or passenger now included.
Bill Patton 543-9360 (days) 482-2849 (evenings)

1965 2-litre, 6-cylinder engine. If interested, we can discuss what's in it and a price. Bill Patton 543-9360 (days) 482-2849 (evenings)


Louvered sun shade for any 900-series coupe $75 below purchase price. Like new, $50. Chuck Tracy, 267-3460 (evenings)

1976 911S, absolutely perfect condition. India red, blackout trim, leather interior, Becker stereo radio and 8-track, power windows, 7-inch Carrera wheels, Konis, air conditioning, sunroof, etc. Make offer (will finance). Bob Paterson, 857-2304

Tandem trailer built for 911. Lights, ramps, heavy construction; excellent condition, $850 or offer. Judy Luce 493-5000, Ext. 5833.

Two used XWX 185/70 VR 15, $15 each. 912 tool kit, including case, lug wrench, spark plug socket, pulley wrench, pliers, $12. 1970 911 outside mirror (round), $4. Gene Parry, 252-2340

1977 924 coupe, ivory with beige interior, AM/FM cassette deck, driven only on weekends. Alloys with Pirellis, Bilstein shocks, two sets of sway bars (competition bars installed), two exhaust systems (competition system installed) extra steel rims with 195-14 XWX's mounted. Available after final GGR autocross. Car has best single finish record in Zone 7 for events run. Asking $1500 and assume lease. Jim Pasha 869-4791 (8 AM to 4 PM) 357-7383 (after 10 PM)

Goodyear race tires, 22.5 x 7.5 x 15. Raced once last season; gobs of sticky tread left. Stored covered. $150. Tom Foster 326-3646 (evenings)

1973 914 2.0, Brookling blue, 40,000 miles, air conditioning, black interior, need some work, only $5500. 1968 911L Targa (European model), S gauges, S brakes, leather interior, maroon, alloys, 49,000 kilometers on car and 40,000 miles on 1971 2.2 T engine, $6500. 1975 914 2.0 engine, 11,000 miles, $1200. 1973 914 1.7 engine, 50,000 miles, $500. 916 fiberglass front end, $100. Complete 1968 911S front suspension (convert your 1966-1968 E and discard the hydropneumatic). Rich Bontempi 369-1364

WANTED

Four factory steel wheels for 914. Al Berens 574-4189

1.8 fuel injection system. Paul Troutner 923-6251

Gear sets: 1C, 3E, and 3C. Prefer to purchase as a package deal, but will buy separately. Ren Walker, 606 San Miguel Ave. Berkeley, 94707.
COMING EVENTS

NOVEMBER

3
BOARD MEETING - Clever (at Foster's)

5, 6
JAMESTOWN TOUR - Candlin, Johnson

11
EAST BAY SOCIAL - Arnold

12
GGR AUTOCROSS - Green

13
BOWLING - Forster

15
PIT CREW - Sanders

18
WEST BAY SOCIAL - Keller

19
TECH SESSION - R.S. Taylor

19
DINNER MEETING - Tracy

20
JOINT COMMITTEE - Trethan, Walden

29
PIT CREW - Home

DECEMBER

3
DINNER MEETING - Tracy

9
EAST BAY SOCIAL - Patton

11
RALLY - Curran, Luce

16
CAROLING - Price

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Secretary  BRUCE ANDERSON
209 Waverley St Palo Alto  94301  326-0122

Treasurer  JOHN CLEVER
Box 691 Tracy  95376  209-835-9090

Activities  ALAN BROOKING
1814 Schooldale Dr San Jose  95124  269-1914

Technical  TED ATLEE
1309 Aster Ln San Jose  95129  257-1593

Membership  LINDA MITCHELL
12769 Rodini Ct Saratoga  95070  255-6640