Wha's Happen'n?

The San Diego Parade was really a lot of fun. The location was great, the weather was super, the food was good, there were lots of honeys, and there were many hours of fun Porsche comradery. The concours had close to 200 entrants, the rally was a real challenge, and the autocross site was unbelievable. The evening banquets and entertainment were the highlight of the Parade. I've heard the door prizes were valued at $60,000 to $70,000. In short it was a fun Parade.

The Board has concluded its study of Patton's Folly (the survey). We plan to print the results in the October Nugget. Your Board of Directors has acquired some very valuable input, and seriously plan to steer the Region using the data we have gathered. The comments and remarks that related to cliques were very difficult to examine. The opinions about cliques were quite varied and came from all segments of the region. I would like those of you who have strong feelings about this matter to write a letter to me expressing your views. We will study and then print several of the more representative of the letters in the Nugget to make the various viewpoints more generally known throughout our region. Hopefully, armed with that knowledge, we can solve this problem.

Cliquess are not new to organizations like ours. The Board seriously wishes to do all they can to eliminate any problems in our region, including cliques. Please give us some input and we will react to the best of our abilities.

As we roar down the road toward year end, I want everyone to consider running for the 1978 Board of Directors. Linda Mitchell and her nominating committee would like to hear from you.

Gary Evans
President

Accentuating the Positive

Those of us who went to San Diego looking for a good time found it. We hope that was all of us.

The San Diegans set a new Parade standard with their dinners. The luau, the Sea World bar-b-que, the rally awards dinner, the wine and cheese tasting, and the final banquet were all outstanding.

The right or wrong of not-quite-slick recaps aside, we all had our cockles tickled when the GGR cheater slick set had their cheater slicks taken away and then proceeded to go out and really smoke the course anyway. We aren't sure who showed who what, if anything, but it provided fine diversionary interest for a couple of days. We suspect the cheater slickers were rather pleased too.

There were some inane, but excusable, scoring and recording errors that were eventually straightened out with no harm done. We came away with a warm positive feeling for San Diego Region, and we hope GGR left the same behind. That's more important than any award we could have possibly won, after all; we are all fellow Porsche-pushers, and this region hasn't forgotten that we are doing this for the fun and fellowship of it.

Editors

Miniature Minutes

The August 5th Board meeting was held in Saratoga at Linda Mitchell's home. All of the Board members were present, as were the Nugget Editors and the Goodie Bag Manager.

It was a well-attended meeting with 12 guests and host, Dwight Mitchell. Bill Patton was sorry he was unable to attend, but he is setting up a used car lot and was out looking at two prospective cars for the lot.

Gary Evans reported to the guests on the Board's progress with the survey results. He is formatting the results for the October issue of the Nugget.

The excitement of the meeting was the conflict stirred up by the Board's willingness to accept advertising in the Nugget as a means of expanding it. Sonja Blow said that she had received approximately 40 phone calls on the matter and they were unanimously opposed to accepting advertising. So the Board passed a motion to suspend all activities toward advertising in the Nugget.
Jeff Lateer volunteered to help the Fosters with a paper study, the hope being that they can find a paper that will permit expansion of the Nugget while still meeting the 1-ounce first class postage limit. If this can be done, the only expense to the club for an expanded Nugget would be printing and the special paper. Additionally, consideration will be given to using second-class postage and changing the publishing date to insure delivery on or before the first of each month.

Jim Garrison reported on the October Sears Point Time Trial - they already have 50 entries. Since, at long last, GGR is taking a serious interest in time trials, the Board authorized the purchase of some new timers suitable for time trials.

Glenn Hills reported that GGR lost the Region of the Year award on statistics; 125 drops and a poor attendance percentage at events (specifically dinner meetings) being prime factors. Dwight reported that each of the six executive council members had reviewed both our statistics and our scrapbook and that we had been in three ties for first place before we lost the final tie breaker.

Linda Mitchell, acting as nominating committee chairperson, asked the 1977 Board which of them planned to run as incumbents in the election for the 1978 Board of Directors. Those wishing to run for the three incumbent positions are: Alan Brooking, John Clever, Ted Atlee, Gary Evans and Bruce Anderson. Unfortunately, Chuck Tracy isn't running for re-election since he expects to be too busy with the increased activity in the Dodge Valiant owners club. Chuck, Lynn, and their dinner meetings will be missed by all. The dinners have been the greatest even with the Speedster kits and overt display of price leadership!

Ted Atlee announced that, in addition to the September engine tear down tech session (actually Jerry Woods and Jon Millidge plan to assemble a 911 engine at this session) he has already scheduled, he has tentatively scheduled an October session at Neufelds with George Dyer and his 934 racer. Porsche-Audi wants to do their technical introduction of the 928 for GGR either in December or January.

Bob Sherman reported that he has been stocking up the GGR store. Indeed, he had name badges for those of us who have been wondering about nameless all year. He still has the small problem of getting someone to manufacture the GGR logo buttons for the badges, but the badges are nice.

Not a very exciting meeting; Susan Brooking didn't go to sleep, but I did - hope I didn't miss anything.

Respectfully submitted,
Bruce Anderson
Secretary

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**SEPTEMBER**

**Dinner Meeting**

The Pleasanton Hotel, built in 1851, is among that small number of early California buildings still in operation. Local PCA members have recommended the hotel's fine dinner selections. Reservations are required by September 16. Make checks payable to PCA-GGR, indicating your dinner selection, and mail to Chuck Tracy.

* Mixed Green Salad

*Roast boneless leg of Capon* $8.00
  exquisitely filled with almonds,
  apples and a bread dressing.
  or

*Beef Brochette* $9.50
  choice tenderloin, artfully
  broiled with peppers and onions
  and served with a mushroom
  sauce.

* Both entrees are served with rice, rolls, butter, beverage and dessert.

**PLACE:**
Pleasanton Hotel, 855 Main St., Pleasanton.
Take Hwy 680 to Hwy 580 East. 580 East then right onto Santa Rita. Continue on Santa Rita to 855 Main.

**WHEN:**
Saturday, September 24
6:30 PM no-host cocktails
8:00 PM Dinner

**CALL:**
1165 Berkshire Dr.
San Jose, CA 95125
This tour is bound to be one of those infamous GGR weekenders, it has all the elements: brisk drive, our own lodge, right time of year, and right situation.

We will tour the back roads from San Jose to the Mother Lode country in the Sierra foothills where we will stop for lunch* beside a lake. After lunch, we will continue on to Poker Flat Lodge, on the shore of Tulloch Lake. GGR has reserved the entire lodge; it is ours for the weekend! The rooms are spacious, with two double beds each. The lodge includes dining facilities and a cocktail lounge with entertainment.

We will relax at the lodge before driving to the train depot. Arrangements have been made for a security guard to watch our Porsches while we are on the train. We will board the steam train for a 6-hour, 82-mile scenic trip through the Sierra foothills while we have a full-course dinner, with excellent service, in antique dining cars. The dinner will include roast prime rib au jus, salad, vegetable du jour, rolls, dessert, and beverage. The evening will be blended with the brilliant Sierra sunset, the plaintive call of a steam whistle, and the elegance of a full-course dinner from a bygone era.

After dinner, we will enjoy the gold country scenery from authentic old observation cars. There will be entertainment and cocktails available on the train.

Sunday, we will be free to browse about the historic small towns and shops of the Mother Lode. Get your reservation in early, there are only 22 rooms available at the lodge. Reservation deadline is October 1 (that is strictly a matter of form, this tour will be filled long before that). The cost per single is $40 and per couple its $60 ($19.50 each for train and dinner, $19.08 for lodge, and $1.92 for security guard; prices include tax). Make your check payable to PCA - GGR and mail it to Sandi Candlin, 1033 Delna Manor Lane, San Jose, CA 95128.

PLACE: San Jose Hyatt House, 1st Street and Highway 101 (take 1st St. offramp) WHEN: Saturday, November 5, CALL: Sandi or John 9:30 AM 287-5281 or 364-4971

*Bring a picnic lunch.
TECHNICAL

Garretson Enterprises will disassemble two engines for our edification in their pristine, modern facilities. Two separate tech sessions will be going on simultaneously: a four-cylinder engine and a six-cylinder engine will be torn down two-ring-circus style. Choose either of the tech sessions, or try to take in both.

If you would like to become more familiar with the internals of your engine; if you would like to know the correct procedure for disassembling an engine; and if you would like the benefit of the comments of Garretson's finest as they disassemble an engine, part by part, then this is the tech session for you. And Jerry Woods has threatened to put an engine back together, if there is time available after the tear-down.

Garretson Enterprises' new facility
1932 Old Middlefield Way
Mountain View
(Going south on 101 take Rengstorff exit, go south on Rengstorff to Old Middlefield, turn left onto Old Middlefield, Garretson's will be on your left. Going north on 101, take Middlefield exit and follow signs to Middlefield Road; Garretson's will be on your right. If you get to the intersection of Old Middlefield Way and Middlefield Road, you have gone too far.)

PLACE: Saturday, September 24, 9:30 A.M.

TECH SESSION ADVANCE NOTICE - Ted Atlee has a commitment from George Dyer and his mechanic to give a tech session on George's racing 934 Turbo so, barring unforeseen circumstances, the session is almost certain to come off. It should be a fascinating event, so save the date: October 5 at Neufeld Porsche-Audi in Burlingame.

It's a fine chance to learn all those inside racing setup tricks. Just imagine how you could smoke 'em at the next autocross.

See your October Nugget for details.

Grape Juice Express

We have picked four of the finest wineries in the Bay Area for you to tour. We will start by sampling at Wente Brothers and Concannon Vineyards. Then take a nice drive to Weibels Winery for some great California bubbly. Then, we'll trip on down to Mirassou Vineyards in San Jose. The tour will culminate with a picnic lunch and a surprise quiz to test your knowledge of grapes. Only those who attend will know what the quiz was. Because the picnic will be late in the tour, eat a hearty breakfast. Bring a picnic lunch. The cost is $2 per person.

PLACE: Livermore Airport
WHEN: Saturday, September 17, 11:30 sharp
CALL: Troutners (923–6251) or Petersons (378–8539)
(Only if you have questions; otherwise, just show up.)

10 Years ago this month:

The Squaw Valley Sports Car Olympics was chaired by our own Burt Propp. In those days, it was the premier sports car event.

Sharon and Gary Evans were welcomed as new members.

Credits The bulk of the photographs by Alan Brooking. Other contributors were the Newlins, Forsters, and the Atlees.
Sunday evening is the traditional beginning of Parade week with Suds and Tube Steaks (beer and bratwurst). After many opportunities to rehearse our rally skills, most eventually found the park. Steve and Jannie Poncirolly won the unofficial Longest Distance Traveled to the Suds and Tube Steaks Award. Upon their arrival, they found that John Johnson hadn't eaten all the tube steaks and Tony Reid hadn't had time to drink all the suds - both had tried hard.

The serious concours people had already discovered the "in" place to be - the underground garage. Exchanges of dirty car stories, cleaning rags, trade secrets, and car parts occupied their last-minute efforts during concours preparation. The Hunts, Hartmans, Pattersons, and Forsters provided an example of what a serious concours nut will go through.

Somehow, 1500 people gathered around the pools for a luau cannot be considered an intimate group, but GGR managed to maintain its identity. The Polynesian-style buffet was outstanding. By the end of the week we had learned to expect this high quality at all of the banquets. We're still trying to figure out why all females and Bill Patton received leis.

By Tuesday evening the social arena had switched to the spa. The Carletons and the Fosters met the diabolical rallymaster, Slim Durham, holding a bottle of Champagne and up to his ears in bubbling water the night after the rally. They resisted the urge to submerge him completely.

The three days of autocrossing began in typical GGR style with Dwight Mitchell leading the faithful in a course walk at 5:45 A.M. The six-cylinder autocrossers were out to cheer on the four-cylinder contingent - Kay Matthews, Jon Milledge, the Hills and Joan Sanders made up part of the rooting section for Team 912, Jim Giffin, Rick Bowers and Sharon Neidel, et al. The favor was returned on Thursday and Friday.
PARADE

Wine and cheese tasting began the second banquet. The Neidels got a sample of the caliber of door prizes to be offered during the week - one set of Pirelli CN 36's. GGR wasn't fortunate enough to take home any of the many travel prizes, however. The rally awards were presented, but someone forgot Jerry Woods and Terry Rosatelli's Good Samaritan-Travelling Mechanic Award. It's rumored that they rescued four stranded concours cars along the rally route.

Casino night was the $30,000 give-away, and we brought home our share. Each was given chips to gamble away (like Alan Brooking), some hoarded theirs (like Sandi Candlin), some parlayed theirs into streamers of tickets (like the Newlins), and some were just lucky (like Ray Mascia). Everyone stayed up until the wee hours, hoping for a winning number.

The final day of autocrossing ended with the Sea World barbecue. After the 928 was unveiled, and admired, the dolphins, seals, and whales performed. Shamu stadium was the setting for some spectacular fireworks and the final autocross awards. Cheering by the Zone 7 block kept Shamu, the killer whale, awake well past his bedtime. But with good reason - Zone 7 dominated the autocross awards.

As the week came to an end, the social gathering place centered about the pool. Gary Evans tried to keep his cooler filled with beer, but John Clever kept emptying it! Steve Kirby tried to keep his new camera filled with film, but the subject matter was too demanding! Sue Mascia won the San Diego Tan Award hands down.

The Grand Finale was the Saturday night Awards Banquet. More wine and cheese. More delicious food; a filet mignon dinner this time. Many more prizes. Have Doug and Reata Price discovered the value of a set of Pirelli P-7's yet? It was hard to determine which was the real grand prize, either of two 924's or the Stuttgart trip. GGR Parade goers reflected on what they could have done to win the Big Trophy, and what they intend to do for Aspen in 1978.

In spite of the number of paraders to be served, the banquets were all outstanding. In fact, the social events set a standard for all future parades to aspire to. It was a Party Parade.

(This anonymous article was written by Susan Brooking and Marge Forster.)
PARADE

For those who like concours, either as observers or as participants, it was a good Parade to attend. The site was excellent; the event was well organized; and the judging, taken in total, was outstanding.

Actually, the concours events started before Parade week proper. 356 Registry, although made up almost entirely of PCA'ers, is a separate entity organized for the restoration of 356 (and 540) series Porsches. They had a concours, a banquet, and a swap meet the two days preceding the Parade. The Hunts and the Forsters each took first in their respective classes and the Hunts went on to take First Overall in the 356 Registry Concours. A fine warmup for GGR.

The underground parking garage made an excellent concours preparation site. It was shaded, clean, roomy, and there was water readily available. The concours site was two huge, really huge, rooms in the Convention Center; the antiques (356's and 912's) were in one room and the 911's, 914's, and 924's were in the other. The
CONCOURS

The seemingly impossible task of checking all lights, starting, disconnecting the batteries, and then moving over 200 concours Porsches into designated positions, mother-henred all the while by their owners, was accomplished quickly and without a hitch.

Those paints with a lot of red in their formulation were at some disadvantage under the bluish fluorescent lights, of course, but most cars showed well inside. The carpets were appreciated by participants and judges alike.

The Hunt, Carleton, Smith, Bowers and Forster 356's represented GGR in one room and the Wilburg and Hartman 911's and the Patterson Turbo represented us in the other room. In contrast to the Seattle Parade, where we were so well represented in the 914 Division, there were few 914's and none from GGR. This, taken with the fact they are no longer in production, is ample evidence of their imminent demise. A 914 Registry is being formed to foster restoration and preservation to save these classics.

The Smiths were called away from the Parade the day before the concours, so Dennis Winter and Tony Reid took over and showed their Speedster. As it turned out, the Smith's car tied for First in Class with the beautiful red Speedster that was featured as a two-page spread in the November 1974 Motor Trend. The Smiths returned, just as the rejudging was completed, to learn that they had won their class by one point.

The Patterson's Turbo won First in Class and the Hunt's Continental won First in Class, First in Division, and Second Overall. All in all, GGR made a fine showing. The results for the GGR entries are shown below.

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<thead>
<tr>
<th>CLASS</th>
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<td>356B</td>
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<td>356A</td>
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<td>Joe/Bev Hartman</td>
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<tr>
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<td>Ernest Wilburg</td>
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<tr>
<td>Tom/Linda Foster</td>
<td>6</td>
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<tr>
<td>R.Bowers/S. Neidel</td>
<td>8</td>
<td>TURBO</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Don/Dinah Patterson</td>
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Speedster Uber Alles
PARADE

Welcome to "Twing's Twanger," the twenty-second Parade Autocross. George Twing and his crew did a great job on the course layout at the Padres Stadium. For those who haven't heard the details, let me describe driving the course. Keep in mind that the parking lot at the stadium is very much like Candlestick with fairly steep grades for drainage (in the event it ever rains). All cars had a practice lap at speed with cars running at 300- to 400-yard intervals. Out of the start box the first turn was a downhill, off-camber, right-hand sweeper leading into a slight left jog that could be taken hard on the gas. A camber change in the turn made it interesting for some drivers as they started down the front straight. This was 4th gear stuff in a 356. A slight upgrade brought you up to the braking area for turn 3. A little too late on the brakes and this one could be a heart stopper. Turn 4 was another 2nd gear right followed by a 180 to the left with a dip right in the middle to rattle your teeth. This is where my fire extinguisher came loose and ended up around my feet. Now we get another right-hander leading onto the back chute with the hammer down in 4th gear. Dinah Patterson, in the Turbo, driving the second autocross of her life, can tell you a lot about the next turn. It was a mother. An uphill, off-camber "S" that caught many people. Out of the "S" and back to third gear through start finish. One point three miles of sheer fun. The average time of 80 plus seconds will give you a comparison to our events.

The tire rules caused quite a fuss. Before any cars ran, the XWX recaps were declared illegal. Many Golden
AUTOCROSS

Gate and Zone 7 hot shoes had to scurry around for tires. I'm happy to say that recaps or not, these guys cleaned house in their classes. The Atlees, Rick Bower, the Newlins, Marge Forster, Jon Milledge, Hills, Zaccones, Sharon Evans, Brookings, Dwight Mitchell, Texas Turkey, and Dinah Patterson are some I recall receiving awards. Regardless of the protests, San Diego Region deserves a big hand for a fun event.

Now that the Parade is over I will return to my pet project of preparing a 1958 Edsel as the pace car for the Indy 500. Lips Williamson is first choice as driver. See you at the next series autocross.

Stroker Ace

CLASS 1
George Neidel 8

CLASS 2
Doug Forster 15

CLASS 3
Ted Atlee 1
John Breedlove 2
Gary Sanders 3
Gene Penny 8

CLASS 5
Alan Brookings 2
Steve Ponciroli 5
Jerry Woods 6

CLASS 6
Tim Scoop 2

CLASS 7
Rick Bowers 1
Bill Newlin 2
Brian Carleton 9
Tom Foster 10

CLASS 8
Jim Giffin 2
Dwight Mitchell 3
Bert Wall 5
Harvey Smith 10

CLASS 9
Bob Curran 9

CLASS 11
Peter Thuesen 1
Bob Zulkowski 2
Keith McMahan 8

CLASS 13
Glenn Hills 1
Dennis Winter 13

CLASS 15
Ray Mascia 2
Steve Kirby 5
Dale Dorjath 8
Joe Hartman 35

CLASS 16
Don Patterson 6

CLASS 18
Jon Milledge 1
John Johnson 3

CLASS 19
Bob Garretson 4

CLASS 22
Marge Forster 2

CLASS 23
Susie Atlee 1
Karen Breedlove 2

CLASS 25
Susan Brookings 1
Jannie Ponciroli 3

CLASS 27
Rebecca Newlin 1
Sharon Neidel 5
Linda Foster 6
D'Anne Carleton 7

CLASS 28
Marta Newcomb 3

CLASS 29
Sharon Evans 1

CLASS 31
Sharon Spandikow 1
Gloria Zulkowski 2

CLASS 32
Bonnie Penny 4
Joan Sanders 5

CLASS 33
LaQuita Hills 3

CLASS 35
Kay Matthews 2
Neda Dorjath 12
Bev Hartman 14

CLASS 36
Dinah Patterson 2

CLASS 38
Sandi Candlin 2
PARADE RALLY

Golden Gaters at the twenty-second Porsche Parade found catching "a tiger by the tail" a bit more challenging than anticipated. At least 50 of our own encountered a Rally to be pondered.

An SCCA'er named Slim Durham labeled it the "Sleeping Tiger Rally." "Sleeping" was not the appropriate way to travel. A "tiger" it was. At 7:01 A.M. on an overcast yet warm Tuesday morning, the first car screamed towards a finish that was nearly 200 miles and 6 hours away. Twelve checkpoints and numerous controls managed to have over 300 Porsches wondering if the desert and ocean would ever meet. Experts, as well as novices, found themselves asking what "to San Diego" really meant. Following a "lined road" required patience only a saint might muster.

The 14 pages of general instructions that were handed out at Parade Registration immediately caused a few rally freaks to ask questions like: "Is this a Parade rally?" "What does 'etc.' mean?" "Why can't they do it like in the PCR's?" After two days of getting the Generals straight, the moment of truth arrived. Fifteen minutes before our out-time, we received the eight pages of route instructions. This definitely had a sobering effect on the almost carnival aspect of the out-point area.

Then there were the mishaps. A broken gearshift. How about two broken fan belts on two consecutive legs - in the same car? And there was a dialogue that went something like this:

Driver: "What page of routes are you reading?"

Navigator: "Page 4."

Driver: "Great, we are only on page 3!"

One noted GGR rally team was found following an ex-GGR'er who wasn't even on the rally.

When we all had a chance to look at each other, listen to the moans and groans and even laugh a bit at our follies, we did realize that we had a good time and that the effort was part of the Parade spirit.

Bob Curran

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<tr>
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<td>T. Rosatelli/J. Woods</td>
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<td>K. Matthews/S. Kirby</td>
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<td>Peter/Sharon Thuesen</td>
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<td>Harv/Linda Smith</td>
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<td>Susie/Ted Atlee</td>
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PARADE TECH QUIZ

It was a bear! The bulk of the quiz was taken from the footnotes on the technical data sheets that have been handed out at the New Models Tech Sessions for the past 20 years. The remainder was a slide show. There were some 400 photographs of detail parts from Maytag washers and Singer sewing machines taken against an absolutely plain background so that there was no relation to size - "Pick out the Porsche parts and tell what they are."

Actually, it was a good and fair quiz. Everyone took the same test. Awards were then divided into classes by Porsche series and overall awards. Therefore, you were judged against those who took the quiz on the same type Porsche you chose for the class award and against everyone who took the test for the overall awards.

Two people placed high from GGR. Bob Garretson took second in 356 class. I'll vouch for him: a warning light was winking at me just before the concours, Bob reached into my Speedster, fondled its nether parts, said some soothing words, and the light went out. Jerry Woods took second in the 914 class and third Overall. The Forsters will vouch for him; he got that milk truck of theirs going briskly from dead stop on the Parade rally.

Porsche Tripp II

Golden Gate Region will repeat the charity event that is held in conjunction with the Life Experience Foundation. You can be assured that none of those who made this event last year will miss this one. Again, as last year, a gift will be presented from the region to the Life Experience Foundation. Last year the gift was a microwave oven - the gift for this year has not yet been announced. You will have to show up to learn what it will be.

There will be refreshments during the event, provided by the Pit Crew, and a potluck dinner late in the afternoon. There will be fun activities all afternoon.

Call Lorin Guy to tell him what you want to bring to the potluck dinner. Save this date; we'll have a good time.

Del Mar High School. Exit Hwy 17 onto Hamilton Ave. Go left (east) on Hamilton (stay in left lane) and then turn left onto Bascom. Turn right off Bascom onto Stokes St., go a short distance, and turn left onto Del Mar Ave. The high school is on your right.

WHEN: Sunday, September 25, 9 AM to 5 PM
CALL: Lorin Guy 248-2690

Keep your engine and transmission clean. A coating of dust and oil acts as an effective insulator; such a coating, particularly on the oil pan and transmission, can affect cooling. It's also a fire hazard. Besides, a clean engine runs better for the same reason a clean car goes faster: remember the Penske Porsches.
Sylvia and I warmed up for the tennis tournament by playing a match with Jon Milledge and Jim Giffin. I played lefthanded and Sylvia wore a raincoat and so they prevailed 6-3. Best part of this is that Sylvia, in the middle of her serve, was distracted by a nearby sound of "plop, plop, plop,..." which seemed to go on endlessly. Looking around she determined that a herd of 40-pound hummingbirds had bombarded her with their special greetings. It took nearly an hour for the court to dry out. Obviously, they hit the wrong end of the court; I'm sure they were expressing commentary about Giffin's on-court "fluffed shot" verbiage.

Near the end of the Parade, a convention of people in the hundreds calling themselves "Alternate Lifestyles" converged on the hotel headquarters. This group, whose bag is variations on traditional boy/girl relationships, had a lot of interesting activities including a tech session, tech quiz, and concours. Their counterpart to autocrossing would no doubt be interesting. Several Porsche people inadvertently stumbled into "ALS" activities and wondered what the hell was going on.

All in all, a fabulous week. You shouldn't have missed it.

Notes while perusing my Nugget: My greatest line of all was censured from this column last month. So for those of you who missed it, I repeat the punch line. "Peggy, don't fail us now." Ask Tom Foster the rest, he obviously got the joke. (Yes, I did. ED.) Right on with respect to Steve Kirby's reprinted editorial. Message to Bruce Anderson: anonymous! ? Note that Susie Atlee runs rallies in the equipped class. She doesn't even own a stopwatch, so what's going on? Message to Jeff and Barb Lateer: The proper term is "fillyng" not "folling." Besides, Chloupek waited for me to start the rally then went out and changed all the "fillyng" signs. Who is Bruce Anderson? I'd swear I saw a photograph of Mary and Dick Wallace in last month's Nugget. Obviously Jim Caeta is running a special-order theft ring. Don't tell me Rob Meli is actually going to buy a real Porsche with tires and wheels and seats and....

Don't forget the 52nd annual "Event of the Year." Luv Fuhrer
Pan Am Rally
Do you like to tour? Do you like driving events? Do you like to rally? Then this event is designed for you and it's the only one of its kind this year.

Your hosts will provide you with a map of the area to be traveled. The challenge is to go from point A to point B in the time specified. You will have the opportunity to see the in point(s) in route. No odometer, speedometer, calculators, or calculations are required. A wristwatch reading in hours, minutes and seconds is the only required equipment. We recommend that you attend the event briefing to pick up on the "trick stuff." Check point workers are needed; please call. Cost: $3. Awards for best times and best story.

PLACE: South San Jose
Sunday, September 11
Briefing: 10:00 AM
WHEN: Registration: 11:00 to 11:30
First car out at 12:00. Run time less than 2-1/2 hours.

CALL: Chuck Tracy 267-3460 or Glenn Hills 264-1822 for exact starting location.

Joey Chitwood AUTOCROSS
You never know what to expect from an Al Berens and a Jeff Hammill. But the name of this autocross should cause you to pause. Moreover, there are those who positively assert that Jeff Hammill has been busy making 40-foot take-off-and-landing ramps in his back yard. Both of them insist that this will be the most demanding course you've ever seen.

PLACE: Alameda County Fairgrounds, Pleasanton
WHEN: Saturday, September 10
First car out at 9 AM

Pit Crew
First, Cookbook Chairlady Rebecca Newlin wishes to thank everyone who sent in recipes, and Pit Crew Chairlady Marge Forster wishes to thank the crewmembers who brought all the goodies and those who worked at the Swap Meet.

Crewmember Pat Walden is hostess for the September meeting - expect a lively meeting. Rumor has it that Dave Walden will provide entertainment at the meeting. Dave does string tricks; his running commentary and renditions of "Jacob's Ladder," "Daisy in a Swing," "Gordian Knot," and "Walkin' Fido" are all outstanding, don't miss it.

The cookbook will comprise most of the business of this meeting. Committees will be formed for publishing the book. If you've never been involved in putting a book together, get involved in this one.

Zone 7 Auto-X
Sacramento Valley Region is putting it on and its at Cal Expo, Lot A, Sunday, September 18. The entry fee is $4. No open exhausts are allowed, so you can just leave that stinger at home. You must be through tech and on grid before grid closing. Registration and tech is continuous from 7:30 AM to 2 PM.

Run Group   Grid Open   Grid Close   Course Walk
Stock 4 cylinder 8:45 AM   9 AM   8 AM
Stock 6 cylinder 12 noon   12:30 PM   12:30 PM
Improved/Modified 2 PM   2:30 PM   2:30 PM

Have questions? Call Rich Farlinger (916) 482-2221

Illustrations are needed for the cookbook. If you have any ideas, if you have a source of appropriate uncopyrighted material, or if you can illustrate, come to the meeting.

PLACE: The Waldens, 20253 Northcove Square, Cupertino
WHEN: Wednesday, September 14 at 7:30
Pat Walden, 255-9431, so she will know how many to plan for and in case you need directions.

CALL:
Time Trials

It was so good last time, we're going to do it again.

Pretech will be held Tuesday, September 20, at 7:00 PM to 9:30 PM and again on Saturday, September 24, at 2:00 PM to 5:30 PM at Automotion/Garretson Enterprises, 1932 Old Middlefield Way, Mt. View, California (if you need directions, refer to the tech session article in this issue; the new facilities are so nice, the region has practically set up headquarters there). Incidentally, Automotion/Garretson Enterprises are our sponsors - thank them the next time you drop in.

Bring your own helmet, 1968 or later Snell sticker. Also required are competition seat belts and shoulder harnesses on both seats, 2-1/2-pound fire extinguishers, and roll bars on open cars. Pretech is mandatory if you live within 50 miles of either pretech location. Late tech fee is $10.00. If you live more than 50 miles away, or if you fail pretech, you will be teched at the track with no penalty.

Registration closes September 15 and there is a 130-car limit. The fees are $35 for a single driver and $50 for a couple. What you really need right now is one of the fine flyers that either of the event chairmen will send you just for the asking, it includes all the information and has a registration form attached. But do it now.

PLACE: Sears Point International Raceway
WHEN: October 1 and 2
CALL: Dave Walden (408) 255-9431
Jim Garrison (415) 234-3745

Zone 7 Autocross Rules Change

Listed below are changes to the 1977 Code. Not all changes are listed, but copies will be available at all GGR autocrosses, see Ron Trehan.

1. Valid PCA membership cards may be checked at registration.
2. A course familiarization time shall be provided before the first car runs. It is optional, but highly encouraged, that each event provide approximately 15 minutes of course familiarization time before both the 2nd and 3rd run groups begin.
3. Porsche 924 types are allowed any coil spring in the front.
4. Porsche 924 types are allowed use of 14-inch-diameter wheels not exceeding 6-inch rim width. However, use of such wheels is still subject to penalty points as per rule 9.3.3.f.

Changes for 1978 will also include a Showroom Stock category open to 1975 and later 911's (except Carrera and Turbo Carrera) and 924's. The Showroom Stock classes will be 911 Men, 911 Women, 924 Men, and 924 Women. The only modifications allowed will be:
1. Car may be lowered.
2. It may have rims up to 6 inches wide.
3. 70-series tires only.

New Members

William Kerber
353 Kiely #112
San Jose, 95129
996-4595
1973 914

Constance Muzinich
1465 Elam Ave.
Campbell, 95008
378-8695 1977 911S
R.N.

Harry Pellow
20655 Sunrise Dr.
Cupertino, 95014
446-1565 1959 356A Engineer

Phil Mullen (Sharon)
817 Dayton Ct.
Concord, 94518
Transfer Kansas City

Edward Wuenschel (Elaine)
4013 Pasadena Dr.
San Mateo, 94403
Transfer Potomac

Juanita Carrillo
4198 Country Dr.
Fremont, 94536
796-4717 1976 911S
R.N.

George Fraser
108 Smith Creek Dr.
Los Gatos, 95118
358-2392 1975 911 Mgr.

Craig Johnston (Susan)
1211 Mound St.
Alameda, 94501
521-5193, 1974 911 Targa Pilot

Dale Dorjah (Neda)
1933 Crestmont Dr.
San Jose, 95124
Transfer Loma Prieta

Daniel Makowiecki
6179 Homer Cr.
Pleasanton, 94566
Transfer Carolinas
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.

FOR SALE

Bra for 1965-73 911, $20. 911 7x15 American Mags, torque thrust style; two new, $190, pair; two used $150 pair. From 2.4 911S; mechanical injection, complete; one heater box. Four 914-4 factory alloy wheels, fair shape, $300. 901 gears - H, O, X. Tom Green 961-2777 (days) 249-2723 (evenings)

Heater boxes from 1968 2.0 911 $250 pair. 1973, and later, 914 side shifter transmission, $550. 914 2.0 engine, only 11,000 original miles, $1200. 1968 911 hood, $75, case for 914 transmission, $50. Set of four 914 cast alloy wheels, $200. Used 1.7 extractor, $10. 911 front 19mm adjustable sway bar with adjustable vertical links, $30. Ski rack for trunk lid of American cars, $25. Rich Bontempi 369-1364


1973 911E Targa, original owner. All original except for paint done in factory two-step silver (original color). 50,000 miles, all records available. No "Deal Seekers" please. 981-3194 (8 AM - 3 PM) 731-7659 (Evenings till 12 PM)

1955 Continental coupe serial number 53295, color Terrakotta. Very rare car, only limited number imported. Completely restored to original factory specs mechanically and cosmetically. Eight miles on engine and car since restoration. Car was 1st in Class, 1st in Division at San Diego Parade and 1st in West Coast 356 Holiday. An excellent car for the discriminating collector. Car is priced accordingly, so serious inquiries only. Ray Hunt, 450 Bonita Ave., Pleasanton, Calif. 94566 846-8666

1955 Continental coupe serial number 54173, color Burgundy. 72,000 miles, strong engine, recently rebuilt, no rust, car is complete and original. $4,900. Ray Hunt, 450 Bonita Ave., Pleasanton, Calif. 94566 846-8666

1975 Carrera, silver/black, fully equipped, asking $18,000, Bill Patton 981-0600 (days) 482-2849 (evenings)

WANTED

Driver for 69-71 911T. Chuck Tracy

Good open 356 and 70-73 911 T, E, or S, good mechanically and interior, rough body, cheap price. Passenger must be included. Bill Patton 981-0600 (days) 482-2849 (evenings)
COMING EVENTS

SEPTEMBER
9  BOARD MEETING - TRACY
10  GGR AUTOCROSS - BERNES, HAMMILL
11  GGR RALLY - HILLS, TRACY
14  PIT CREW - WALDEN
17  WINE TOUR - PETERSON, TROUTNER
18  ZONE 7 AUTOCROSS - SVR
20  TIME TRIALS PRETECH - GARRETTSON
24  TECH SESSION - MILLEDEGE, WOODS
24  DINNER MEETING - TRACY
25  LIFE EXPERIENCE FOUNDATION - GUY

OCTOBER
1, 2  TIME TRIALS - GARRISON, WALDEN
5  TECH SESSION - DYER
7  BOARD MEETING - ANDERSON
8, 9  IMSA - LAGUNA SECA
12  PIT CREW
15  DINNER MEETING - TRACY
16  GGR RALLY - RASMUSSEN
22  TOUR - PATTON, PETERSON
23  ZONE 7 AUTOCROSS - YOSEMITE
30  GREAT AMERICA - TROUTNER

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