The Parade registrar, Sandi Misura and company are overwhelmed with the response from PCAers around the country. To say overwhelmed is not to be taken lightly, almost 1,000 registrations were received. Nearly 800 had the coveted February 8 postmark. With space for 500 established earlier, the registration people had their hands full. They expanded the Parade to 608 competition entrants and retained the 500 meal packages. For the first time in Parade history, a brief inter-regional swapping period was allowed between those not accepted and those that were accepted but unable to attend. Golden Gate Region had 52 apply on February 8. Of that number, 39 received a competition number. Some time before the parade we will try to get together to plan a tour for those who enjoy traveling together.

The first Zone 7 autocross committee meeting was held in Modesto with all regions in attendance by MBR. The following highlights were discussed and with some rule changes for 1978.

a) A simple device was adopted for measuring the track width.

b) In show-room stock class, it was voted to allow use of a thermal reactor bypass. Two negative votes, GGR and RR.

c) If women compete in the men's class, by the third (May) event, they must formally elect which class, (men's or women's) they will compete in for year-end points.

d) Awards for first place will be largest, second and third place will be smaller, and fourth and below will continue not to have photos.

e) 50% event participation to qualify for an award, then only one award per participant.

f) The 911SC and 928 will participate in Class 14 and run unclassified with final determination at the next committee meeting.

g) Experimental "volunteer" worker board will be tested. Smaller regions need help at zone autocrosses.

h) 1978 Protest Committee is MBR, RR and GGR. Displacement checks will be conducted by the Protest Committee this year. Various classes will be checked on a random basis.

Don't forget to come by our room before dinner at CRAB. LQ and I look forward to seeing you.

Hills

an appeal

The following is a special personal request for a very special Porsche enthusiast of the Central Iowa Region.

Within our region there is a young man who at the age of 11 has a very difficult and trying obstacle to overcome. My Porsche friend, is Mike Swanson, who has recently discovered that he has cancer of the bone-marrow in his left leg. Words cannot describe the enthusiasm this young man has in his determination to conquer this obstacle and his love of Porsche automobiles.

As a means of encouraging young Mike and to keep his determination high against this dreaded disease, I am personally asking that all of us PCA enthusiasts help Mike out in the following way:

I am sure that all Porsche owners have within their picture file a snapshot of their very own special Porsche, and I would like to request that all PCA members or Porsche owners hearing this request would send to me a picture of their Porsche and include on the back of the snapshot the model, year, owners, and address of the car, so Mike can have all the best looking Porsches in the USA in his room. I am asking that through your meetings and newsletters spread the word concerning Mike and my request.

Thank you for your time and cooperation and I know Porsche people will understand and support my Porsche friend Michael.

Please forward snapshots to:

Michael Swanson
% John Hecklsmiller
820 30th Street N.E.
Cedar Rapids, Iowa 52402

Sincerely yours,
John Hecklsmiller
Vice-President CI Region
mini minutes

The March 2nd board meeting was held at my home in Palo Alto. Present were all regular board members, Nugget Editors, Goodie Bag Manager, Pit Crew Chairperson, Time Trial Chairman, North-South-East-West Coordinator, an intimate group of guests and Bill Patton.

Alan Brooking reported that he had a new member, Norb Witt, who was willing to do the club's mailing labels. Bill Patton presented a petition to the board that will allow the membership an opportunity to change the by-laws concerning the election of officers. The change would allow the membership to select their officers on a candidate-for-position basis.

The next item on the agenda was time trial sponsorship. Seems we have more sponsors willing to sponsor time trials than we have time trials. To solve this problem the club will attempt to provide other sponsorship opportunities for these potential sponsors which will provide mutual benefit to both the club members and the sponsors. To this end the board appointed Gary Myer as the clubs advertising manager. Alan Brooking was selected as the Nominating Committee Chairman.

Nugget advertising - the subject was tabled until the May board meeting to allow a committee an opportunity to explore the expansion opportunities and expenses.

Glenn reported on the Zone Auto X rules (see "Up Front", ed.) Dale Dorjath is GGR's contribution to the Zone 7 protest committee. There will be a Zone 7 high-speed autocross school again this year and this year it isn't a secret event.

Glenn reported that his and Ted Atlee's May 27/28 Sears Point Time Trial is coming along fine. Doug Forster has the concours series under control but Doug has no control on the weather and we forgot to schedule rain dates.

Rebecca wants to have two Christmas parties a year - one in the Spring and one at the normal time. We talked to her out of it though arguing that there is too much competition for the members time and money at that time of year. We didn't have the heart to tell her that Santy wouldn't like it either, not to mention the problem with Easter.

Bob Sherman reported that the medallions for the name badges are at last ready. The board approved the purchase of Volume IV of Up-Fixen-der-Porsche for the Goodie Bag. Jeff Lateer requested money for repair or replacement of the Nugget's typewriter - the board approved $100.

Respectfully submitted,
Bruce Anderson, Secretary

Dinner Meeting

For a casual change of pace, April's dinner meeting will be held at the La Fuente Mexican restaurant in Fremont. You will have a choice of two entrees: La Fuente 3 piece combination including a Tamale, Enchilada, and Chile Relleno served with rice or beans; or Fried Chicken. Both dinners are $7.00 and include a choice of soup or salad, coffee, dessert, tax and tip. Make your check payable to PCA-GGR and mail to:

Rebecca L. Newlin
P.O. Box 911
Montara, Ca. 94037

(Be sure to indicate meal selection on the back of your check, or call for reservations at 415-728-5351. The deadline is April 11.)

where:

5255 Mowry Avenue
Fremont

Mowry is approx. 1-1/2 miles south of the Dumbarton Bridge, Hwy. 17. Turn off on Mowry East, then turn left at the first signal (Farrell Dr.) and then right into the parking lot. Drive to the east end of the lot.

when:

Saturday, April 15
Cocktails - 6:30-8:00
Dinner - 8:00

P.S. For all you nostalgia buffs, there will be a set of EVERY Nugget ever published since GGR was formed. These will be on display due to the effort of the Neidels.

LETS GET COOKIN'

The Pit Crew needs volunteers to bake goodies for their annual fund raising BAKE SALE at the August Swap Meet-Concours. We are starting early this year to recruit you to insure a much larger variety. Please contact either Marsha Keller (341-2103) or Stephanie Home (326-0122).

Credits - Photos by Alan Brooking, Susie Atlee and the editor. Many of this months pictures were color originals--don't be bashful, send your pictures for next month!
Are you looking for an evening of unique audience participation and theatrical entertainment? Do you need someone to whom you can shout obscene language at and get by with it? Well, here’s your chance! As the legend goes, the Opry House Theatre was an original stagecoach stop for San Jose travelers. It has a very casual atmosphere with long tables and kitchen-like chairs, with the "stage" being the center of attraction. You may also enjoy beer and free popcorn just for the asking. Also, for those of you who like to eat, a prime rib or barbecued spareribs dinner with salad and baked potato are offered. (Liquor is not included with dinner). Advance reservations are required because of limited seating, so don’t wait and be disappointed. The deadline is April 30. Tickets will be available at the door until 8:15 or during dinner.

**when:**
Friday, May 19
Dinner at 7:00 (Sharp)
Show at 8:30

**where:**
The Opry House Theatre
21350 Almaden Road, San Jose
(101 to Capitol Expy, West on Capitol to Almaden Expy, south on Almaden. Theatre on left side of street, down a small hill.)

$4.00 per person for show.
$9.75 per person for dinner and show, this includes tax and gratuity.

Please make check payable to PCA-GGR and indicate choice of entree. Call Faye Troutner at 923-6251, 6-9 P.M. if you have questions and for reservations.

**When it rains it’s poor.**

You wanted rain and we got it, good for your lawn, but not for a concour. We are planning a make-up concour for the family picnic, June 4th. We hope to see a big turnout, yes all you East Bay Porsche owners had better show up.

If you are going to Aspen this would be an excellent warm-up session. Other dates for the series are:

Still got questions? Call between 1-5 PM- 961-2777.

Doug Forster
Concour Chairman

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**THE BUCK$ STOP HERE**

With a lot of help from the past treasurer and the present Board of Directors, I have worked out a budget for Golden Gate Region for 1978. In addition to regularly budgeted items, the club faces purchase of fire extinguishers and new pylons for the driving events. The club is also looking for a new trailer to store and transport the autocross and time-trial equipment. Our Nugget editors tell us the typewriter is in need of repair or replacement. Of course, these expenses and purchases must fit into the budget which will be monitored very closely to determine the progress of events as to their income and expenses.

I have heard some remarks from the membership regarding the monies Golden Gate Region maintains in their savings account. The club is requested many times during the year to make advance deposits and to incur expenses before events; these funds must be drawn from the savings account. Of course, the funds are replaced when the event is actually put on, but often the deposits are made as much as two or three months in advance. It is imperative, then, that these monies be available when needed. I would certainly hate to see the day when an event had to be cancelled because of a scarcity of funds. With this in mind, the 1978 Board of Directors will put out every effort to maintain the present level of cash on hand.

I would like to clarify one point at this time. All monies are received into and dispursed out of one general account. All events are expected to be at least self-sustaining. There is no distinction between events as to their net profit or loss status. For example, the equipment for the driving events referred to above will be purchased by Golden Gate Region and not by autocross and/or time trial "profits".

If any of you have any questions regarding the financial position and/or policy of Golden Gate Region, please feel free to call me at any time.

Sandi Candlin
(408) 287-5281

**Cover** - Photo by Alan Brooking, the line up outside Mirassou on the fantastic BRM tour.
At February's dinner meeting I had the dubious distinction of sitting across from the Melis'. Barb, of course, is quite charming. Rob, however, is another matter. He, wearing a single knit suit ('can't afford double knit') dominated the dialogue by demonstrating how you can tell a gay game hen from the other kind, expounding on the theory that "eating a lot is one way to keep your wrists slim" and indicating he had just joined up with "Team Rabbit" (I hadn't realized Jannie Ponciroli had formed her own racing team). After making snide remarks about my "muffstache" he went on to tell about the metallic pink 928 he has on order with landau roof and Glenn Hills upholstery. Rob's opening shot was "I've never been exposed (thank God) to him (me) before". Probably never again Rob, but thanx anyway.

Pat Kemmling has a cutesy expression, "froggy" which apparently describes how she gets after s__ k ___. You figure it out. Rebeep!!

Listening to the Dummkopf candidates presented by Glenn Hills was hilarious as usual. I especially enjoyed the stories about Hank Redmond sending in his Parade application two weeks early (to avoid the rush?) and Steve Ponciroli leaving the lug bolts off his wheels which Jannie discovered while bumping down the freeway in fifth gear. Ron Ferreira, by the way, waited up till 1:00 am on the eighth, took his Parade app. to the all night branch of the Post Office, watched them postmark it and put it in the bag. A week later received a rejection notice as the postmark was dated the 7th.

Classic! Cindy Kahler won another Automotion T shirt as a door prize. That's two in a row. Now lets see if you add a "K", leave the "A", and an "H"........burn em, Cindy. Chuck Tracy finally got rid of his Z car venetian blinds but I see he's having trouble with Speedsters.

Peggy Corbett was the first to notice that all the game hens were female. Now Peggy, you see a rooster is male and a hen.....

Miscellaneous notes: Bob Kilburn's definition of "class" "A guy who calls you late at night (only 4 hours before you get up for work) to console you for not being elected to the Board." Thanks Gary Evans. Sincerely. Bob Kilburn. Does Bob really intend to concours his 2 litre with the corners all bent from hitting pylons? Len Peterson wants you all to look closely at the first new member listed in the February Nugget. Now if his nickname is .... I was sort of taken with new member Leigh A. Hodgdon but I couldn't figure out what a Hodgdon was. As a matter of fact, the whole damn bunch of February new members are funny if you look closely. I was happy to see Johny Johnson finally joined, taking into account how many events he's putting on. Our former editors, the Fosters, who did a fabulous job, seem to have had a weakness for useless formulas, statistics, and the like. Perhaps they'd consider submitting an addendum to next years cookbook.

Hi'ya Bill!

The Icepick cometh.

Yours truly has recently received the Dummkopf for an item so trivial as to be absurd. I intend to issue a disclaimer and get even. So, Glenn Hills be alert.

I'm disappointed that so few of you noticed "Chairperson" in last months column. I'll bet Ted Atlee did. Ask Gary Evans whether we needed chains for Yosemite.

Our new editors started out with a Bang (ask me how I know) with a super issue the first time out. I like my new logo, but, I've liked them all, egomaniac that I am.

To acknowledge the great job Dwight Mitchell did as Zone 7 rep. for four years, thanks Dwight for all you've done to the Zone.

Referring to the March Nugget---
How do we know the Newlins aren't out of order?
What does "R.J." stand for? To BRM. My apologies if that message was for me. You see Sylvia overslept and I was so distraught from the night before... but thanx for waiting.

To those of you who are sending shoelaces--thanx I've received enough to make a "68 or later Snell approved or equivalent."

Luv Fuhrer
GET IT ONTO !?

Finished last month's "Quickie"? Try this one on the ol' rally computer. We are given a set of RI's:

1) .... onto Powell Ave.
2) L 1st opp.

We have been placed onto Powell Ave., (def. onto: if placed onto a road by name remain on that road until instructed off of it by a directional instruction containing an L, R, or S. Do not make a U-turn in order to stay on a named road.) Traveling in the direction of the arrow. Coming to Johnson Road, we are forced to turn right as there is no other alternative for us, Powell Ave. appears to have ended. The next street we approach on the left (still looking for RI #2) is again Powell Ave. We turn left here not counting it as the opp. because we are still onto Powell, never having been instructed off it. As we continue, our next L opp. is Hammil St. and we execute RI #2 here.

Often in a situation like this the rallymaster will get you back on course (if you didn’t take Hammill) with some kind of uninstructed turn(s) so you will never know (until it is too late) that you blew it!!

Hi! I'm a new member and want to thank PCA-GGR for making us feel so welcome, for including us in your fun. Like some new members, we first joined PCA for the monthly magazine and newsletters, hoping to pick up a few tips and keep up on the latest toys. We weren't really interested in participating--much too busy you know, and we "didn't know anyone". Then one of the tech sessions caught my eye. That Saturday I timidly walked into my first official PCA "event" and immediately two cheerful people came up, introduced themselves and took me over to the coffee table where I was introduced to another happy couple. (Are all PCAers "morning people" or are just the Atlees and Hill?) Next thing I knew, LaQuita was saying "come sit with us, we saved a seat for you". My first lesson that day was—you can't be a stranger long when there are PCAers around.

I went home that day to hubby with stories of ice picks and rust, magnets and bondo, feeling pretty smart for someone who only a few hours ago had looked into the trunk of an immaculate 914 and asked where the engine was. With the taste of hospitality from the tech session we decided to try a meeting. Our first opportunity was the new members meeting at the Brookings. From the moment we walked in, we felt right at home. We looked through the scrapbook (highly recommended reading for new members by the way, you can see the wide variety of events to choose from and see some of the faces to put the names you've been reading about) and as another example of the friendliness of the people, when I asked what an autocross was, we were promptly invited to ride with the generous Hills at the next one. We went, and found again the warmth and hospitality from everyone around us. Not only did we get to ride along, but everyone was so patient with my constant questions, that I actually learned enough to score for a few minutes when someone needed a break. That morning I arrived not really knowing what an autocross was and within a few hours, I felt right in the middle of things.

And that's just the beginning! Already our calendar is full of "can't miss" events and just last night we were asked to help with the timing at Sears Point. Believe me fellow-new-members, if you just participate once, you'll be hooked. That's the great thing about PCA, if you're there, you're involved! So, thank you again everyone, and hey, new members, don't just sit home and read about the fun, come on out and enjoy for yourself. We're looking forward to meeting you.

Your membership directory chairman,
Bill Newlin

A new member
PIT CREW

All you Porsche pushers who don't want to drive to San Jose for a Pit Crew meeting here's your chance. The Pit Crew meeting this month is in San Mateo at Marsha and Brian Keller's. Come out and get to know the Pit Crew and find out why we have so much fun at our meetings.

Hope you San Joseans won't stay home this time either.

Marge Forster
Chairwoman

Wed. April 12
Marsha and Brian Keller
Data: 2314 Flores Street
San Mateo (Near 27th Ave. & El Camino Real)
341-2103

speaking out

Like the weather, I suppose, everyone talks about the 55 mph speed limit but no one does anything about it. Well, now someone is finally doing something about it-somebodies in fact, including such luminaries as Mario Andretti, Bob Bondurant, Paul Newman, and Brock Yates. Yates, you may recall, is perhaps most infamous for the Cannonball Baker Sea to Shining Sea Memorial Trophy Dash. Anyway, you too can be a part of removing the 55 mph limit, and air bags, and a hundred other silly things that the DOT has in store for us. Join now-the National Drivers Association has organized to put pressure where it can be effective-on the legislature and the regulatory agencies. Box 1228, Arlington, VA 22210. Annual dues are $15/year. (Think of it as helping our side instead of a 65 mph green stamp.) A more erudite capsule of NDA appeared in Car and Driver, January 1978 issue, page 16, and makes interesting reading. Will you do something about it before it's too late?

Jim Garrison

you are getting sleepy

Have you ever been hypnotized??? Now's your chance. We will be having as our guest speakers (for the May Dinner Meeting) a couple of people who are highly experienced in ESP and hypnosis, with emphasis on audience participation. They will need 20 volunteers--10 men and 10 women. PLAN TO BE THERE! See the May Nugget for more details.

The BRM tour cure

At Mirassou's vineyard, in the wee morning hours, after a night-before dinner meeting and its after effects, soaking up the Reislings and Sirahs like so many porofera spongia, they stood supporting themselves against the tasting bar with one hand and holding stemmed glasses with the other. The Mirassou Tastemaster got it into his head to teach this group of dipso-maniacs to swizzle. ("Take a mouthful of wine and breathe in.") Most of the wine stains on the front of their shirts and blouses stemmed from this exercise. In point of fact, they got rather good coverage on the tasting room walls, not to mention the Tastemaster. He must have called ahead, swizzling was not mentioned at the other wineries.

New members Marilyn and Ed O'Shea, Ron and Inge Weller, Jim and Marge Bogard, Nick and Anne Ward, George, and Ruth, entered right in and were seen happily dunkin' breadsticks in Cabernet with the other GGR bons vivants.

They visited two more wineries: Paul Masson's and Turgeon and Lohr's; the latter of which, by general acclaim, provided one of the most interesting tours GGR has ever been on (and there were some hardened wine-bibbers present). They carried wine glasses about Turgeon and Lohr's dipping into vats, tanks, and barrels. I caught up with the tour, late, at the Noodle Palace. By then, the group had so covered the fronts of their shirts and blouses with spaghetti sauce the wine stains were barely noticeable. Judging by their disheveled appearance, they must have had a good time. Thank you BRM.

Joe Padermderm
tech session

Are you ready for the May 27th and 28th Time Trial at Sears Point? Good! Now for the big question, is your car ready?... Are you sure?

This session should have something for everyone. Find out what those guys at the tech inspection will be looking for. What should you be doing to your car to make sure it is ready to pass tech, and run through the weekend as safely and trouble-free as possible? If the May 27, 28, Time Trial is going to be your first, then this is a must. If you have run several events, we may just have something for you too.

April 15
10:00 am
Data: 
Carlsen Porsche/Audi
1730 Embarcadero
Palo Alto

1978 started off with a fast autocross by chairmen Mike Hoffman and Denny Kahler. After our new timer was convinced to start, the first car was sent out, and a new series started.

Little has changed in the stock 912 class, as John Breedlove, Bill Newlin, Gary Sanders, and Ted Atlee were all within the same second. Susie Atlee beat Ted and would have been third in the men's class. Al Davis and Gary Steele had a fine battle in the 924's with Al winning the first event of the year. John Hawkins won medium-sized stock 911 class, giving John his first big win in GGR. The fastest stock class car on this horsepower course was Ray Mascia in his 911 Carrera. Ray put in a spot-on run to nip Gary Myers. Behind Gary came Ed O'Shea in his 930 Turbo. Ed and Hank Redmond are our first two serious Turbo autocrossers, although the car has been manufactured for 2 years now. Now maybe we'll see what kind of autocross car it is. Another new item this year is the 924 on race tires. Jim Pasha and Larry Wong ran on race tires against the 914 of Guy Beyrouti. They were 1 second behind his time, but it looks like the two cars will be very competitive.

For the first time in recent memory, small 911's have returned to run on race tires against the 914-6's. Larry Robison came out with his 911 and proved they will be competitive against their mid-ship brother. Now the Breedloves and Gary Myers are also going to join in with another improved 911. Johnny Johnson raised his car off its bump stops, realigned the car and turned in a blistering time to win the improved big 911 class. Johnny and Sandi won last year, but will be even faster this year.

Switching from her 356 to a 914 1.7, Sharon Neidel turned in a blazing time that even beat the 914 2.0's. Looks like Sharon found a car she can really storm in.
Sharon's car formerly belonged to Rosemary Humphreys, who moved into a 914 2.0. Marj Green has Joan Coleman joining her in the improved 914-6 class. This may be a growing class, as Sharon Theusen and maybe Karen Breedlove are also going to join them at the next event.

Gary Walton took top-time-of-day, followed by new driver Greg Elliff, both driving the modified 2.5 liter 914-4, which looks like its huge new fenders are about ready for paint. As usual, attendance was immense and the new registration worked fine. It was a fine start for 1978.
1977 Federal Income Tax Form 1040

Once again it's tax time and to celebrate, Golden Gate is going to let you do it to yourself with "Form 1040" the first rally of the season. According to tax master, John Clever, this will be an easy, straightforward dity rally; suggested for all rallyists were cameras and/or binoculars to record the beautiful views of San Francisco from the East Bay hills. Registration will open at 11:00 AM, general rally questions will be answered by John and other expert rallyists at that time. First car out at noon.

Metalcraft, 16593 E. 14th St. San Leandro. Take Hwy. 238, exit at E. 14th St. (between Hwy. 17 and Hwy. 580) left on E. 14th, Metalcraft is about 2 blocks down on the left side.

when: Sunday, April 16, 11:00 am
call: John Clever-209-835-9090 (to leave nasty messages only)

Hi!

Hi! As a result of the survey taken last year, I'm trying to update the quality of the dinner meetings. Some of the things that have been expressed in the survey will be happening this year. For example, we will be having live music to dance to at another dinner meeting besides the Christmas Party; we will be taking over an entire restaurant, rather than just their banquet room, for a more informal setting (with an ocean view); we will be having an ESP and hypnosis demonstration for everyone to enjoy; we will be able to sit and hear some "easy listening" country and blue grass music while finishing our wine after dinner; we will be seeing some slides and skits; we will be having an Hawaiian Luau, and so on.

The main complaint is the cost of the meal. The prices still continue to climb, but there's not a whole lot of places you can get for much cheaper, and still be pretty nice with a crowd our size--Besides, remember that tax and tip (21-1/2%) are included in the price, so it's not really too bad. I've had some input on dinner meetings recently, and please give me a call before 9:00 p.m. This is for ALL of us. COME OUT TO A DINNER MEETING SOON!

Rebecca Newlin, Vice-President

LOSING TIME?

If anyone left a gold watch at the Dinner Meeting at Bore's on February 18, please call Rebecca Newlin at (415) 728-5351 to claim it.

Bill Newlin
zone 7 auto-x

Come on up to the second Zone 7 Autocross hosted by Redwood Region. There will be a course sure to challenge both the novice and the hardened element. So be there April 23, the course walks will be held at two times only: 8:00 am and 12:30 pm. The site will be the Solano Community College Parking Lot. From I-80, take the "Suisun Valley Road-Solano Community College" Exit (approx. 1/2 mi. east of the I-80/1-680 interchanges). Proceed north on Suisun Valley Road to the college. (approx. 3/4 mi.) on the right, second entrance.

Please note: NO LOAN HELMETS OR OPEN EXHAUSTS!!

Call Jon Edwards (415) 479-6700 or Larry Grove (415) 454-6674 for more information.

NEW MEMBERS

Cynthia Carroll (Patrick)
2389 Woodland Ave.
San Jose, Ca. 95128
248-7082
1960 356B
Wife & Mother

Norman F. Olaine
426 Rutland Ave.
San Jose, Ca. 95128
297-0254
1965 911
Engineer

Robert C. Peterson (Jayne)
78 Meadow View Rd.
Orinda, Ca. 94563
254-1483
1966 912
Mech. Engineer

Jim Pickering (Linda)
532 Fern Ridge Ct.
Sunnyvale, Ca. 94087
732-6186
1976 914 2.0
Manager

Byron J. Richards (Deborah)
10 Ross Drive
Moraga, Ca. 94556
376-9448
1974 Carrera Targa
Fire Fighter

Ronald G. Weller (Inge)
37071 Contra Costa Ave
Fremont, Ca. 94536
797-1555
1977 1/2 924
Mech Engineer

Tim Berry
3 Corte Del Norte
Greenbrae, Ca. 94904
Transfer (Redwood

Robert Halem (Maxine)
1567 Montellano Dr.
San Jose, Ca. 95120
268-8272
Transfer
(Loma Prieta)

Dwight Mitchell (Linda)
3512 Condor Ct.
Carmichael, Ca. 95608
(916) 488-8743
Dual

Ronald J. Bontempi
(Sandy Mc Curdy)
1648 Fairlawn Ave.
San Jose, Ca. 95125
265-5915
1974 Carrera
Mkt & Electronics

Frank H. Bower (Barbara)
4256 Manuela Ave.
Palo Alto, Ca. 94306
948-5638
1958 356A
Elec Engineer

Al Bruner (John Souza)
22300 Foothill Blvd. 728
Hayward, Ca. 94541
537-7444
1973 911E
Diamond Broker

Rosemary Humphreys
(Michael Silver)
1501 W. Hillsdale #208
San Mateo, Ca. 94402
574-5221
1974 914
Sales Rep.

Richard D. Rodriguez
455 Vallejo St. #208
San Francisco, 94133
433-3267
1964 356C
Stockbroker

Peter F. Snook (Judy)
641 Casita Way
Los Altos, Ca. 94022
941-2136
1970 911T
Engineer

OLD FACES - NEW PLACES

Beno L. English Jr., 1405 B Washington Blvd., Presidio of San Francisco.


Richard L. Henning, 1295 Fremont Terr., West Sunnyvale, Ca. 94087.
Tech Tip

When adjusting valves after an engine overhaul/valve job, adjust the valves in proper sequence twice. You will find that the second time around will require slightly loosening of adjusting screws.

For long legged drivers that require their seats fully back: Place a small piece of carpet between the seat and interior carpeting to avoid a hole eventually being worn in the carpet.

FOR THE GOOD TIMES

Loma Prieta Region has announced that registration for their "Good Time Grand Prix '78" (to be held Sept. 1-3) will open April 17. Registration is limited to 70 cars, it promises to be a fantastic weekend, loaded with Porsche fun. For more information, contact Jim Van Dam, 371-5845, or John Reed, 371-1965.

FOR SALE

1971 914/6 #9141430382. 51,400 miles, silver w/blk interior, factory alloys, AM-FM stereo cassette, front stabilizer bar, new brakes, clutch and muffler. Rare, beautiful and needs little to be a concours winner. $10,500.00. Kenneth Mack, 1509 Ilikai Ave., San Jose, Ca. 95118, (408) 264-4183.

Original '67 912, first class condition, 120,000 miles, California car, one owner. Excellent condition, engine completely rebuilt recently. Only $6,500.00. Also, a '68 912 with plastic rear window, needs TLC, no rust. $4,900.00. Call Rick or Ron at 591-3574.


1971 914. Blue with appearance group, recently repainted, in excellent condition. Snow tires and several other extras included. $4,000. Call Tony Luce, evens. 493-7429, days 364-5600 ext. 2804.

6" alloys early style- $600. set. 7" alloys- $750. set. 9" alloys new, 2 only, $700. Call Denny Kahler at 462-1557 or 829-2050.

1964 356C, yellow, exceptionally clean, engine recently tuned, $5800 firm. Set of 4 TP-1 American racing wheels with lugs, 7" wide, $200/offer. Set of 4 stock chrome wheels, 5"x15", $100/offer. Call Bob, area 415, days 422-8990, evens. 935-0888.

Man's size 7-1/2 Bell Helmet for autocross. Silver, excellent condition, $35. Call Johnny Humphreys, ofc. 737-6054, home 969-6557.

1970 914, 5 speed, AM/FM, appearance group, Semperit radials, strong 1.7 liter, new Mandarin orange paint. Good condition. $3,600/offer. Call Tim at 328-6987 or Darryl at 595-2765.

2-14" x 7"- 5 lug chrome steel wheels, $125. pair. 2-14" x 175 x 530 and 2-200 x 530 Dunlop slicks all four, $175. 5-14" x 5-1/2 factory mags all five, $450. Used only by an older female person back and forth to church on Sundays. Call Hank Redmond at (408) 629-8191.

One set of thermal reactor replacements for '75 on 911. Cost new- $250. sell for $195. Less than 500 miles on parts. One factory eleven blade fan to replace 5 blade on '76 911. Cost new $100. sell for $80. less than 300 miles on parts. One Colgan bra for '74 on 911. Black in color, no logo with fog light openings and front plate opening, 6 months old. Excellent condition, $35. Call Ed at 964-5834 or 244-3513.

WANTED

1600 mm engine for a speedster-Chuck Tracy. (Who Is Chuck Tracy?)

Your Parade reservation if you can't make it. My application dated the 8th was one of those turned down and I want to go. Bill Patton phone numbers above.

Porsche Aircraft Engine. If you know where I might locate a dual-ignition, pushrod, (not OHC), 356 ish engine, or even a 2 plug cylinder head, please call Rik Beeson at (408) 429-1130.

Two seat belt attachments for the front seats on a 73 911. Also need mounting hardware. Call Ed at 964-5834 or 244-3513.

Help! Small camper or camping trailer for use as a first aid station at the May 27, 28 Time Trial at Sears Point. Will be staffed by Marta Newcomb, Registered Nurse. No other use of first aid station will be allowed. Call Glenn Hills/Ted Atlee, please.
The Nugget
1814 Schooldale Dr.
San Jose, CA. 95124

First Class

EDITORS - JEFF & BARB LATEER
2743 JOSEPH AVE. NO. 5, CAMPBELL, 95008  371-4558
MAILING - PAUL & CAROLE SCOTT
DEADLINE FOR ARTICLES - 15th OF EACH MONTH

The Lateers' and Scotts' don't know anything about ad-
address changes or water in boots. Send address changes
to Alan Brooking, and questions regarding boots to Tom
Foster. You should also notify PCA Executive Office,
5616 Clermont Drive, Alexandria, VA 22310.

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Coming Events

APRIL

1      PINNACLES TOUR - GUY, MAGEE
8, 9   CRAB VII - SVR
12     PIT CREW - KELLER
15     TECH SESSION - LINVILLE
15     DINNER MEETING - NEWLIN
16     GGR RALLY - CLEVER
22     WOMEN'S AUTOCROSS SCHOOL-
       GREEN, HUMPHREYS
23     ZONE 7 AUTOCROSS - REDWOOD
29, 30 IMSA - LAGUNA

MAY

4      BOARD MEETING - ATLEE
6, 7   MUTHA LODE TOUR - JOHNSON
10     PIT CREW - LATEER
11     TECH SESSION - FORSTER
13     GGR AUTOCROSS - TROUTNER
13     DINNER MEETING - NEWLIN
16     TIME TRIAL TECH - SHERMAN
19     OPRY HOUSE - TROUTNER
20     TIME TRIAL TECH - SHERMAN
27, 28 SEARS TIME TRIAL - HILLS/ATLEE