up front

I’m writing this message from the top of the world in the Rockies, at Snowmass-Aspen, as the 1978 Porsche Parade comes to a close. This has been my third experience with Parade and it is the one with the most interest for me. Many items are in my mind that I want to pass along to you.

Golden Gaters were here, almost 50 strong with united desires for both competition and social activities. There was plenty of success in both categories. A lot of hardware will be brought back to California in all categories. Friendships have been made and renewed and a lifetime of memories will remind us of our fantastic experiences in Aspen, Colorado.

The National Board of Directors has taken several steps that I would like to report. First, the Hoffman Trophy (Best overall awards) will be retired in 1979. The decision was unanimous as the Board of Directors felt there is no real purpose to signify who was the 'best' overall man or woman. To be a class winner is more in the spirit of Parade, to be an overall winner has caused many problems in the past.

Another decision that will affect many PCAers is that due to a recommendation of the Safety Committee and the National Executive Board, it was voted 55 to 15 not to allow passengers in cars that are competing in Autocrosses, Time Trials, and Field or Slalom events. Only ‘approved instructors’ will be allowed as passengers and then only in those events that are considered 'Driver Education'. The reason is that insurance continues to be of great concern. If we are to continue to have insurable high-speed events, additional precautions must be taken that will guarantee that safety comes first and foremost. Unnecessary passengers such as friends, family, corner workers, and others will no longer be permitted, demonstrating that safety of participants is the main objective.

The Concours was fantastic and beautifully arranged on the fairway of the Snowmass golf course. Unfortunately, it rained periodically, and during the final judging for the Manhattan award, it poured.

The Autocross was not an Autocross as it was conducted on a race track, that was lined on both sides of the pavement with rocks and boulders. Several wheels and suspension parts were bent. Fortunately the track was relatively easy and no major problems occurred.

The rally was great, short, straightforward and extremely enjoyable. It was concluded at Redstone Castle where a beautiful lunch was served.

Some problems have been encountered and are noteworthy. The first and most shocking is the entrance road was oiled and graveled on the third day. We are very spread out with little opportunity for get togethers. The Goodie Store, though extremely well stocked had but one cash register for the first few days and intolerable waiting in line was experienced.

However, most have enjoyed themselves; the Rockies are beautiful, Snowmass lodging in condo's is excellent, the weather is great, the people as always, friendly. Old friendships have been renewed and plans are being made for the future. We had a good time.

Glenn Hills
264-1822

mini minutes

The second June board meeting was held at Alan Brookings’s home with most of the Board members and several guests present. We lost John Breedlove, he was AWOL, but picked up Gary Evans, Past President and Bill Patton, antagonist, both of whom we haven’t seen at a board meeting in quite a while.

Ted Atlee proposed a realignment of the board positions folding the duties of Vice President and Tech Chairman under the Activities Chairman and creating a member at large. There seemed to be a lot of interest in the concept however, after a lengthy discussion a motion to put it into effect died for lack of a second.

Bill Patton’s voting procedures petition was next on the agenda. Bill and his committee proposed putting the choice of voting for officers by positions or continuing to do it the way we do it now on the ballot. If voting by position passes, Bill’s committee and the 1979 board would do the work necessary for a special by-law election in the early spring of 1979 so that the 1980 board could be elected using the new method.

We have received a complete copy of the PCA insurance policy from Bob Gelles, which John Breedlove will have some lawyer friends decode for us. Our hope is to gain an understanding of the extent of our coverage under this policy as it applies in California. In conjunction with their
upcoming time trial the Dorjahs are writing for a clarification on our liability for under 18 year olds. They are also looking into a separate policy for bodily injury coverage. In conjunction with the insurance inquiries, great efforts have been made by the time trial committee to make our events safer for the entrants. There will not be any open practice sessions at future events. They will have two different tech stickers; one for cars that are able to take passengers and a different one for cars that cannot take passengers. There will be a tow truck and the SCCA Emergency/Fire Truck with two trained operators to deal with accidents. The additional expense will be passed on to the entrants and the sponsors. At the end of the year all involved parties will get together to make safety recommendations for the future.

Johnny Johnson reported that we have bought 90 small pylons and 40 large pylons for autocrosses from Frank Nevaes for $241. John had looked into other alternatives for an autocross trailer, but returned to his original plan of building a trailer for the club. With a new concern of product liability, John has temporarily been put into a holding pattern until we can check out our liability as trailer manufacturers. Ted Atlee passed out copies of the GGR proposed changes to the Zone 7 autocross rules committee meeting. GGR’s next autocross committee meeting is tentatively scheduled for November 19, 1978.

We have a new Time Trail Committee Chairman in Johnny Johnson, replacing Dave Walden who created the committee last year in an effort to provide continuity and growth to our time trial series. After Dave and this years Time Trial Chairpeople agreed to disagree, Dave resigned. Let’s hope the new committee chairman and event chairpeople can be more co-operative and achieve the original objectives of this committee.

Glenn Hills reported on the Zone 7 President’s meeting. There is a potential new region in Zone 7, the Shasta Region, centered in the Redding area. By the end of next year, PCA is expected to have 15,000 members. Dr. Fuhrmann and Peter and Oliver Porsche will attend the 1978 Porsche Parade at Aspen. Emmet Wilder and Tony Maslowski are both running for the Zone 7 representative to replace Dwight Mitchell. CRAB is planned as a three day event next year on the Memorial Day weekend in conflict with our Time Trial at Sears Point.

Rebecca reported that Carlson is sponsoring the August 12 dinner meeting at Tom Foolery’s in Palo Alto and the November dinner meeting at an unknown location. The August dinner meeting is our annual parade success celebration with a slide show of the parade. It also falls between two Zone 7 events being put on by GGR; the autocross Saturday and the Concours/Swap Meet at Carlson’s Sunday. Goodie Bag Manager, Bob Sherman requested funds to purchase 20 PCA badges, with all the new members, they are going fast. Also badly needed are the Zone 7 badges we ordered 6 months ago.

Respectfully submitted,
Bruce Anderson, Secretary

Dinner Meeting

SPONSORED BY CARLSEN PORSCHE / AUDI – PALO ALTO

Here it is! Our first sponsored Dinner Meeting.

Carlson Porsche-Audi, thanks to our own Gary Myers, will sponsor our August 12 dinner meeting. Charlie Burton, General Manager, and others will be on hand to answer questions, and will have a new Porsche on display just outside of the restaurant to ogle. In addition, the Parade slides will be shown and the parade awards will be displayed. All you who received awards, please bring them with you. There’s a Zone 7 Auto-X the same day, as well as the Carlson Swap Meet and Concours the next day, so invite your Zone 7 buddies.

WHERE: Tomfoolery’s Bayshore Hall
2300 E Bayshore Road
Palo Alto
326-9100
From Highway 101, take the Embarcadero Road
East exit - Tomfoolery’s is located on the corner of
Bayshore Road and Embarcadero.

WHEN: Saturday, August 12
6:30 PM to 8:00 PM - No host cocktails
8:00 PM - Dinner

COST: $8.00 per person. (includes tax and tip)
Dinner will be a Hot Buffet, including a varied assortment of hot meats, salads, gourmet side dishes,
dessert, and coffee.

Make checks payable to PCA-GGR and mail to:
Rebecca L. Newlin
P.O. Box 911
Montara, Ca. 94037

or call for reservations at 415-728-5351. The 12th of August rolls around quickly so don’t delay.

IN MEMORIUM

ALICE BLISS
Associate Charter Member
(since 1960)
Died July 6, 1978
DISCO FEVER
THERE IS A CURE!

Dance non-stop to the disco music of a local D.J., enjoy non-stop socializing with fellow Porsche Pushers, and sign up early for the DISCO DANCE CONTEST. This is your only chance to win one of the spectacular trophies, guaranteed to become PCA collector items. There will be 1st, 2nd, and 3rd place trophies for dance couples with special awards for most original dance steps, most suggestive dance steps, best disco fashion, and most uninhibited dancer. A disco demonstration and quickie lessons will also be a part of the evening's activities. No host bar opens at 8:00, disco fever starts at 8:30. Tickets are available wherever you find Sylvia Rentschler or Jannie Ponciroli. Due to the room's limited capacity be sure to buy your ticket early. If you miss this you've missed your only chance to DANCE YOUR ASS OFF!

WHERE:  Cabana Hyatt House
        4290 El Camino Real
        Palo Alto
        Bon Vivant Room

WHEN:  Friday, August 18th
        8:00PM to 1:30AM

COST:  $7.50 for couples
        $4.00 for singles

CALL:  Sylvia Rentschler - 530-0609, or Jannie
        Ponciroli - 244-3083 for more info, tickets, or
        'quickie' lessons.

COVER - Photo by the Editor.

CREDITS - Photos by Len Levine, Alan Brooking, Bruce Anderson, Tom Foster, the Editor. Now that's the kind of response we like to see! Keep those cards and letters coming! Special thanks to our foreign correspondent and photographers.

R-Rabbit Run
(get the message Hounds?)

First:  A Hare is Born
Second:  One Hare Over a Cuckoo's Nest
Third:  Hurry Encounters of a Third Kind
And Now:  Herr Johnson presents R-Rabbit and Porsche Chase (formerly Hare & Hound). This year's 'Chase' will begin at Carlsen Porsche-Audi on Faber Place in Palo Alto at 7:00 PM. We will have two classes, one for those of you that have graduated from off-leash obedience school, and one for all new puppies. No host food and beverage will be available at the end. Bring your Porsche or facsimile (VW Rabbits work well) and try to follow R-Rabbit's trail!

WHERE:  Carlsen Porsche-Audi
        Faber Place
        Palo Alto
        Take Embarcadero Road east off US 101- Faber Place
        is on your right, past Carlsen Porsche-Audi.

WHEN:  Saturday, August 19, 7:00 PM

CALL:  Only if you have questions: 287-5281 or 266-9904

R-Rabbit, Herr Johnson

FINGER ABSCHLECKEN GUT!

You don't have to show a car,
or sell some parts;
just come and taste
our fancy tarts.
PIT CREW

Connoisseurs of Gastronmers Gluttony Revenge promise to titillate your sense of taste. If you discriminatingly appreciate differences in flavor and quality you will want to indulge on August 13th at the Carlsen Porsche-Audi Concours/Swap Meet.

The Pit Crew will open the booth at 9:00 am. We would appreciate you bringing your baked creation between 9:00 am and 1:00 pm. This year we will also be selling Orange Drink with our baked goods.

There will be a "Hot Truck" which will have coffee, fresh cooked hamburgers, sandwiches, etc., available between 11:00 am and 2:00 pm.

Pitch in and help make this the best Annual Bake Sale ever.

For further information contact:  Marsha Keller, 341-2103 or
Stephanie Home, 326-0122
The June dinner meeting, held at a well known hustle joint, featured just that. Some in the form of dancing, but most in the form of hustle. Lorna Lunch hustled Patton, Jim Gaeta hustled Sylvia while unfurtively digital gesturing Patton. (See Jim for application to the burgeoning 'bought a car from Patton Club') Patton hustled no one. Jannie Ponciroli took this occasion to inform Steve (only the 121st to know) that she was pregnant. Steve’s face drained of all color and remained that way until she finally ‘fessed that it was all a joke. One of the crudest, most ill-conceived gags of all time. Shame.

At another recent dinner meeting Sonja (here we go again) Blow thought Hank Redmond was Brian Redman and began asking him a bunch of race questions, ‘How does it feel to go 200 miles an hour,’ etc. Hank looking perplexed, disappeared into the woodwork. Sonja too. Rob Meli found a fork with a bent tooth, straightened it and sent the restaurant a bill for $40, plus anesthetics and parking. Ted Atlee managed to accomplish his life long dream. He said ‘Time Trial Tech’ with no mistakes and 100 witnesses. John Clever has a horrible reputation. Someone shouted a loud obscenity and John, the bumblebee, got blamed for it just because he was in the room.

Stories about the GGR trek to LeMans abound. Among them the French reaction to Sharon Evans sharing quarters with Gary, Bob Garretson and John Clever. Apparently that was too much for the French to handle. Sharon’s most thrilling moment in France came while using the bidet in her room. (Word games again and censorship be hanged.)

Toby Evans’ rally featured enough lettuce, hay and cows to make one long for a little concrete jungle. Also featured was a three times around the same loop stunt which had us wondering whether the typewriter had gotten stuck. At one point, I stopped to tell Sylvia Navigator that if there was one more ‘right at’ T we were going home. How many of you actually drove that loop even the second time? If you did obviously you weren’t paying attention the first time.

Did you know that Terri Woodsatelli had her Porsche horn taken away from her? It seems she leans to long and too often on same so Jerry disconnected it at midnight one night and now he’s working on getting Terri a pair of mittens.

Dinah Patterson wears a T-shirt reading, ‘Dinah Mite’. Might what? We have a family of new members who, based on their activities to date have been nicknamed ‘Dim’ and ‘Nit’. Don’t blame me for this one. If you don’t get it ask Shirley Neidel. Relative to other new members. Sasha, Yum! Brooks, Boo! Have you ever noticed the Kurtinnus of school maintenance people?

If Jeff Latire doesn’t start spelling Fuhrer correctly I’m gonna start submitting this stuff to Family Circle.

Jim (B.C.P.C.) Gaeta put 40 miles on the Carrera at a recent autocross. Red flagged 3 times for other people’s mistakes. Ray Mascia was the flagger each time.

When Bill Newlin backed the camper into a pole someone inquired whether Zulkowski was alright.

Good old ‘Truck Stop’ Trethan has some good stories to tell about why Gary Evans is so tires these days. (See foto June issue)

Ask Ray (and again) Blow about a special breed of bird known as ‘red-headed pinkkneekd woodpeckers.’ This sentence is not punctuated properly as I have no time for jail sentences. If you can solve it you’ll get the joke. Blow also calls Corvettes, ‘Plastic Pachyderms’. The Blows are movie freaks and have a wardrobe of trench coats they wear when they go.

Jim LaMarre has shown up at two events batching it again. Ask me where I was Jim. Remember Hayward is only ten minutes away.

Congratulations to the GGR winners at the Palo Alto Concours. And congratulations to Don Patterson who drew a crowd to watch him change the wheels on the Turbo.

While reading my July Nugget -- I hope Glenn Hills isn’t serious about compromising the region. Roy Rogers was a cowpuncher, Norb Witt is a cardpuncher, Jannie Ponciroli is a rabbit squasher. Does that mean Ron Trethan is adament? I heard him, Doug Price definitely volunteered to build ‘em. Boy did Hauser clean up. I think I’ll put on the ‘84 Parade. I’ll bet the ‘deadly duo’ will get in trouble ever that snide remark about the 18th. Bontempi wasn’t hurt he just wanted to leave early and I know why. Yeh sure! And my name is Ulysses S. Grant. Hey, Gaeta, how can you let that pretty Carrera go? Wanna trade for a 65 SC? How ’bout a Seville?

Luv Fuhrer
CONCOURS - SWAP MEET

This is the social event of the year and what better setting to meet friends and talk Porsche. In addition to being the annual Carlsen event, it is now a Zone 7 event, No. 2 in the GGR Concours Series and the Pit Crew's big bake sale.

The Swap Meet gives the parts freaks a chance to sell and buy all the parts they don’t need. As our beloved cars become more and more collectable, the stature of these events flourish.

The Concours is for the Wackos, near Wackos and people who just love pretty Porsches. The Concours will abide by the GGR Concours Rules with something for everyone. Fantastic trophies for the winners donated by Carlsen.

General Rules:

1. Awards given 3 deep in every class.
2. All points earned toward year-end awards. Entrants will drop lowest score if all events are entered.
3. Entrants from classes 1,2,and 3 will have the opportunity to judge cars in a lower class than they are entered in.
4. After winning class twice you are automatically bumped to a higher class.
5. A car once entered in a high class cannot be placed in a lower class for other events. (Example: Car entered in Class 2 in one event cannot enter in Class 3 or 4 in a later event.)
6. Cleanliness stressed in all classes.

Classes:

CLASS 1 Full Concours - Interior, exterior, storage compartments, engine, and undercarriage. 250 possible points. Cleanliness and originality stressed.

CLASS 2 Interior, exterior, storage compartments, and engine. 200 possible points. Originality not stressed. Cleanliness stressed.

CLASS 3 Interior, exterior, and storage compartments. 150 possible points. Cleanliness stressed.

CLASS 4 Interior and exterior. 100 possible points. Cleanliness stressed.

For those who aren’t interested in Swap Meets and don’t like Concours, there is still hope - the Bake Sale. As you have been reading in the Nugget, the Pit Crew is really knocking themselves out for this event - there should be goodies galore.

As we said, the Social Event of the Year! Be sure to thank our hosts, the people of Carlsen Porsche/Audi, particularly Rich Pasquali, who coordinates this event with the club.

See you there,
Bruce Anderson - Swap Meet Chairman
Doug Forster - Concours Chairman

WHERE: Carlsen Porsche/Audi
        1730 Embarcadero
        Palo Alto
        Take the Embarcadero Road East exit
        off US 101, Carlsen P/A will be on your right.

WHEN: Sunday, August 13
The Swap Meet starts at 9:00 AM - get there early as the good goodies go fast.
Concours is from 10:00 AM to 3:00 PM
Judging will start at 1:00 PM

COST: Swap Meet spaces $3.00 per single, $6.00 per double
Commercial spaces at $6.00 each.
Concours entry fee $4.00

CALL: Rich Pasquali, Parts Manager - Carlsen P/A, 328-1650,
only if you have questions or want to bug Rich, otherwise just show up!
Baron’s Bluff After Dark

(With a Twist*)

Ever been on a nighttime Pan Am Rally? Ever been on a rally put on by Ron Ferreira? Ever been on an event co-chaired by Patton? Ever think you were getting in over your head? Ever think you’d be better off staying at home on September 22nd? Wanna watch for more details in next months Nugget?

B. & T.

P.S. Ever think about volunteering to work a rally? Do you know Ron or Bill’s phone number? (836-2583 or 530-0609)

* Patton

tech session

Come out on August 16 to learn what you should have known to prevent that last major repair bill. Ken Mack will discuss all the tricks of preventive maintenance that you, as a Porsche owner, should be doing or having done to avoid major problems. Ken, for those who don’t know him, is an expert in the Porsche maintenance business and will give you lots of tips and answer all the questions you have.

WHERE: Neufeld Porsche-Audi
1025 Rollins Road
Burlingame

WHEN: Wednesday, August 16, 7:30 PM

CALL: Ken Mack, (408) 264-4183, only if you have questions.

RELEASEx READ ONE LATELY?

How many of you have read the Release Form that you sign at most PCA-GGR events? The Release Form is a must for the protection of PCA-GGR and all related people in the unfortunate case of an accident. Make sure you read the Release next time before signing. For the club’s protection we must have ALL attendees of the event sign. Even minors, regardless of age must sign; or have their parents or guardians sign for them.

For you Event Chairmen -- it is your responsibility for obtaining the signature on the Release Form of all attendees and for the completion of the form, including a witness’s signature. These Release Forms must then be returned to the Activities Director, who will keep them on file.

Ted Atlee
Activities Director
Dick Barbour Racing scored an impressive victory at the 1978 24 Hours of Le Mans. The No. 90 Twin Turbo 935 driven by Dick, Brian Redman and John Paul finished fifth overall and first in the IMSA class. Ahead of us were the factory and French government sponsored Elf-Renaults and the Martini Porsche 936’s—all group six cars. In addition, we beat all the group five entries including the best European teams from Kremer, Georg Loos, and the factory 1978 935 driven by Stommelen and Schurti.

This race was an all PCA deal so everyone needs a mention. The No. 90 ‘over the wall’ working pit crew was John Clever, Greg Elifff, Graham Everett (John Paul’s chief wrench) and myself. No. 91 had Jerry Woods as crew chief, Ron Trethen and Elmar and Bob from the Akin–Earle Racing team. Sharon Evans, Alan Brooking, the Zaccones, Fosters, Jack Tedford, Eric and Fred Garretson, the Greens and Perrins (Jim and Brenda, National Secretary) manned the support functions in the racing pit. Judy Stropus was in charge of timing and lap charts and it’s true, Judy can go for 24 hours without a pit stop. At our signaling area about 4 miles away, the Blevins, the Davidsos, and Petersons did the pit board work. For moral support, Terri Rosatelli, the Propps, and Ferrieras were on hand to feed the troops and offer words of encouragement. Overseeing the whole situation was our team manager, Gary Evans. Gary dealt with countless organizational and logistical problems. For example, No. 91 car was flown to Germany instead of France, the support truck went to Antwerp instead of Le Harve, French nitrogen cylinders do not match U.S. pressure regulators, etc.

Most of the crew were staying at the Hotel Des Tres Marchants in Pontvillian. Volumes could be written on how the various groups got there. There are enough war stories to keep cocktail parties amused for ages. Our hotel was built in 1745 and was like ‘quaint’. Seventeen guests, one bathroom and one shower. Not your basic Holiday Inn or even Motel 6. Our landlord Daniel was a character. He spoke no English and none of us spoke French. Jack Tedford spent a week trying to teach Daniel to say ‘right on’ and finally succeeded on Friday evening.

Preparation of the cars took place in the village of Arnage near the track. By Wednesday we were ready for Tech Inspection. The procedures are very precise and it is quite a show. Our cars were looking good and got a lot of press coverage. Practice and qualifying sessions were on Wednesday and Thursday evenings. No. 90 ended up gridded 14th and No. 91 in 27th spot in a field of 55 cars.
On Saturday morning, pre-race ceremonies began. Parades, marching bands and the whole trip. LeMans is the big daddy of all endurance races and is a spectacle. I’m sure I speak for the whole team in thanking Dick Barbour for giving us the opportunity to be there and compete in big time racing.

Brian Redman started in No. 90 and Bob Garretson in No. 91. The 935’s get about 4 MPG so pit stops were scheduled every 48 minutes. On the first stop for No. 90 Graham said in his inimitable English way, ‘Let’s have a good stop lads.’ We did and the crew functioned like a machine throughout the race. It was gratifying to have PCA-Germany Region applauding our work from above the racing pit. In the closing hours of the race, the Porsche top brass including Dr. Fuhrman and Ed Peter stopped by to observe one of our stops. Other visitors included Sterling Moss and Phil Hill.

The finish of the race is as spectacular as the start. As the clock moved towards 4:00 PM the gendarmes tried to keep control, but the crowds roared out of the stands and engulfed the winning cars. In the Barbour pits, a case of iced down Coors was opened to celebrate. I jumped the pit wall and ran down the track to greet Redman with a tall cool one. What a scene! Roger Norman and son Roger trying to outdo Jerry Barbour spraying the Champagne all over everyone. PCA Germany and Golden Gate people going bananas in the midst of thousands of Frenchmen shouting ‘Vive Renault’. Our latest sponsors, Hawaiian Tropic did their thing with two lovely Sarong clad honeys, photograhers and PR guys.

That’s it fans, thanks again to all the people who helped make it happen. And to the wives and girlfriends who couldn’t be there, be happy with your T-shirts and decals instead of leather coats and fancy perfume. (You hear me D’anne.)

Old Matey (Stroker Ace)

WATKINS GLEN

The thrill of victory and the agony of defeat. Dick Barbour Racing experienced a taste of both at the Watkins Glen Trans-Am and manufacturers race. We had it in the bag and then lost the race by 30 seconds. Fuel pick up problems in the last 15 laps robbed us of victory. It was hard to accept after Rolf Stommelen’s fantastic qualifying run put No. 90 on the pole position. Manfred and Rolf drove beautifully thru the early hours to put us in the lead. All the heavies were there; Ongais, Follmer, Ickx, Redman, Gregg, and Haywood so the smell of victory was even sweeter. It was not to be however. First, our lead dwindled and then the Georg Loos 935 passed Stommelen to take the checkered flag. As Brian Redman said later, ‘It took the best private team in Germany to beat you’. Brian drove for Vasak Polak this time, teamed with Janet Guthrie. They had lots of problems and he finally nursed the car home around 11th. Sears Point is the stop where Bob Bondurant will drive. Let’s hope for No. 90 to be in the victory circle!

Stroker Ace
Summer Mud Wine Tour

The dawn disclosed a dull grey mist in the West. In other words, if you started from SF it was foggy. Don’t know how it was in the South Peninsula or east of Caldecott however.

Breakfast at Spengers was a good beginning. We left in two groups, with our fearless co-leaders John and Betty Muenier at the head of the first contingent in their red speedster. The first pit stop was 30 miles east on 1-80. Then it was onto the Suisun Valley Road (or was it Wooden Valley?) and in succession—Hwy 121, Silverado Trail, Skellenger Lane, or Conn Creek Road. My navigator called it concrete road which I kept looking for and only saw an asphalt type.

Your writers arrived at the first winery last. Doug and Reata Price, our tour co-chairpersons had a ‘I’ve heard that one before’ look when we gave the cause of our tardiness as a slow LTD trailing a large speed boat. We were treated to a taste-first and tour second, at BV (Beaulieu Vineyards). And this first wine ladies and gentlemen of the Porsche Club is a heady red Beau Tour Cabernet, 1975. Dick and Carol Stuck swilled this first offering with smacking lips and cries of ‘more, more.’ After a Gamay Beaujolais, ’77 (good year), and Pinot Noir we headed for the little theatre for a 3 screen epic explaining BV’s wine making process. The film was so interesting Norb Will fell into such a sound sleep that Judi needed two PCAers to carry him outside—Karen Neidel and some big fellow who didn’t leave his name.

The club made it possible for all participants to have a Dutch lunch at Conn Dam. English translation—‘bring your own and get your hand out of my pickle jar. It was at the dam that the winners of the ‘guess the odometer reading of the John Mueniers’ were announced. Speaking of prizes—The Nightingales should have won something—they came all the way from Korea via LA just to attend this GGR event! Did yuh drive your 2 vent ‘62 roadster all the way from Seoul?

On to Chas. Krug! Our wine guide must have had his tach stuck at 8000 RPM because he spoke so fast our ears didn’t compute what he said until we were at the next winery which was Hanns Kornell’s Champagne Cellars. The only thing we do remember was his constant reference to our Japanese PCAers in the group, the Charles Hums, who quickly responded in Chinese --oops.

By the this time the alcoholic content of the air we had been inhaling most of the day wuz beginin’ to hav ish affect. So what better time than to give prizes for the wine quiz. ‘The envelope please—And the winners were’—Ann Beckwith—first, John Lee—second, and Jain and Mike Light—third.

When the overnighters arrived at the Calistoga Inn we registered in the bar—whoopee! The bartender told us to sign in quickly and then make reservations at the mudbaths and the soaring port. Mike Light immediately left for the latter muttering something about a multi-engine qualification entitling him to reduced rates.

Do you have any idea how one keeps from drowning in a mud bath? Well, there’s this attendant with a long toothed rake who keeps pulling you up after you start disappearing. Sez only lost one customer in the past two weeks—ouch!

Dinner at the Inn was delicious. However, we were interrupted about halfway through by the bartender-manager who announced in a loud voice for all to hear that the gentleman at the nearby table had told him he had never seen so many Porsches in his hometown of Berlin, Germany! How’s that for taste, Charlie?

After Sunday breakfast the group took off on their own. The Wellers went to Jenner, while the Mueniers stayed for a noon brunch and the Witts, Stucks and Levines started for the geyser just outside of town. Hey Richard, did you find any geysers at Geyserville?

On the way back a group stopped at the Old Babe Mill which is next door to the Christian Bros. Winery. Wonder how a set of those 36 foot wheels would look on my 912?
Nominations '79

It is the function of our Nominating Committee to ensure that we have a good slate from which to choose a Board of Directors. It is not their job to decide who will, or will not, run for the Board: ideally, that decision is made by us, the membership-at-large.

The Membership Director has appointed, and the Board has approved, the following Nominating Committee:

Joan Sanders
Kay Matthews
Joe Hartman
Tom Foster

The committee is chaired by Alan Brooking. These people want to hear from you. If you have someone you would like to see on the Board, or if you would be willing to serve, talk to a committee member; you will find at least one of them at each event for the next few weeks. Its up to you.

GOOD OL' SUMMERTIME

Who says rallying can't be fun? You should have seen the happy smiles on the Breene's faces when they found out that they had taken first place in the unequipped class in the June 18th T & D rally. (Orchestrated by Toby and Leta Evans) Dan and Jerri were 'first timers' too! Whaddya think of that? Of course, John Whatsisname took first in equipped, and TTOD too. So what else is new? He (generously?) gave full credit to his navigator - Susan Brooking.

The rally covered some low traffic roads in East Contra Costa County, had four checkpoints, and ran about three hours. The lively discussion at the Phrendly Pizza Parlor for Porsche Pushers indicated all had a good time. On our next rally how about some of you autocrossers giving it a go. Who knows, you might even win!

RESULTS

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<td>3rd Parry - Parry</td>
<td>3rd Walden - Walden</td>
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Note: Bill Patton tried awfully hard to get ‘dead last but finished’ honors, but barely got beaten out by an unnamed few.

Toby and Leta Evans

The third and last time trial of the series will be held at Sears Point International Raceway. This is your last chance of the season to run this raceway. If you’ve run the first two events don’t miss the last of the series. And if you’re a newcomer, this is a tremendous opportunity to experience a high speed driving school. First come-first serve. 130 driver limit. Don’t be disappointed. Sign up early! Registration opens August 6th. The cost is $45.00 for the first driver, $25.00 for the second driver. Send a stamped, self-addressed envelope to registrar:

Kay Matthews
5719 Begonia Drive
San Jose 95124

For answers to questions call event chairmen John Johnson, 408-266-9904; or Len Peterson, 408-378-8539.

time trial notes

Due to an increase in track rent and our concern for safer, more fun-filled time trial events, our entry fees and sponsorship monies will have to be increased. Our main concern is your safety at these events. Safety equipment such as a tow truck and an emergency fire truck with trained personnel will be included at future events. Future tech inspections will be more thorough than in the past.

John Johnson
Time Trial Committee Chairman
**PIT CREW**

To Susie and Ted Atlee's house we will go for the August cut, paste, laugh and chat session of the Pit Crew. This month along with our usual or rather unusual meeting, we will have a summer time outdoor pot luck dinner. The Atlees will provide the fire, just bring your main entree and one side dish to share. Susie will be organizing the side dishes so we don't all bring rabbit food so give her a call--she'll also need to know how many to plan for.

We will be discussing our strategy for the Bake Sale at the Swap Meet on Aug. 13 while making the decorations for the dinner meeting.

We can all go for a relaxing swim or jacuzzi after we're done, so bring your swim suit too. See you there!

**WHERE:** Ted and Susie Atlees’
4644 Fort Royal Place
San Jose
578-7499

From Highway 280, take Almaden Avenue south to Almaden Expressway. Turn left at Branham Lane, and continue down Branham for quite awhile. Fort Royal Place is a cul-de-sac on the right side.

**WHEN:** Tuesday, August 8th - 7:00 PM

**WHAT:** Pit Crew Meeting / Pot Luck Dinner

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**Technical**

<table>
<thead>
<tr>
<th>Phone</th>
<th>First and Last Name</th>
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<tbody>
<tr>
<td>356</td>
<td>Karl Beckle Jr.</td>
</tr>
<tr>
<td>268-2958</td>
<td></td>
</tr>
<tr>
<td>912</td>
<td>Bill Newlin</td>
</tr>
<tr>
<td>728-5351</td>
<td></td>
</tr>
<tr>
<td>914-4</td>
<td>Sam Linville</td>
</tr>
<tr>
<td>243-0578</td>
<td></td>
</tr>
<tr>
<td>735-1238</td>
<td></td>
</tr>
<tr>
<td>914-6</td>
<td>Peter Thuesen</td>
</tr>
<tr>
<td>489-0424</td>
<td></td>
</tr>
<tr>
<td>911 (thru '71)</td>
<td>Jeff Hammill</td>
</tr>
<tr>
<td>733-7310</td>
<td></td>
</tr>
<tr>
<td>967-3276</td>
<td></td>
</tr>
<tr>
<td>911 ('72 on)</td>
<td>Ken Mack</td>
</tr>
<tr>
<td>264-4183</td>
<td></td>
</tr>
<tr>
<td>924</td>
<td>Jim Pasha</td>
</tr>
<tr>
<td>357-7383</td>
<td></td>
</tr>
<tr>
<td>Restoration</td>
<td>Doug Forster</td>
</tr>
<tr>
<td>737-0861</td>
<td></td>
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<tr>
<td>961-2777</td>
<td></td>
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<tr>
<td>Competition Prep.</td>
<td>Tom Green</td>
</tr>
<tr>
<td>249-2723</td>
<td></td>
</tr>
<tr>
<td>961-2777</td>
<td></td>
</tr>
<tr>
<td>Chief Tech Inspector</td>
<td>Bob Sherman</td>
</tr>
<tr>
<td>249-3787</td>
<td></td>
</tr>
</tbody>
</table>

These are the names of your technical panel members. If you have any questions regarding your car or its functions, please call them! Put this list by your toolbox or in your GGR Directory, as it will not be reprinted every month. Please, no calls after 9:00 PM.
WACKO FOR A DAY

Our unabridged PCA dictionary defines WACKO as: an individual with extreme masochistic tendencies; identifiable by armor-all in his pocket, a supply of Q-tips gripped between his teeth and a toothbrush in hand - usually found working under glass. Synonym: Doug Forster, antonym: John Clever.

If you were one of those fortunate fish who became a wacko-for-the-day due to the unrelenting harassment of Doug and Marge you know we are talking about the Palo Alto Concours d’Elegance, held June 25. This is a spectacular show of vintage and classic automobiles; cleaner possibly than your own china, and probably loved to the point of smothering. Our own beloved Porsche was featured as automobile of the day.

Porsche pusher attendance was fantastic. Our cars were beautiful, our camaraderie even more so. After all who but a good friend would sign you up in a concour and not tell you. And who but Brian Carleton could take it with a grin and drive up a show car. How about spending hours to organize an event, more hours working on a car, only to find out that the car is stuck in gear and, as we all know, Doug and Marge, car no runny-car no showy. Right, Steve Ponciroli; who had to use jumper cables to get his 911 out of the garage...funny my 914 starts. Sharon Evans was seen all day running around with a 40 pound camera taking pictures of everyone and numerous hubcaps as well. The Arnolds really went all out showing two Porsches, Julie’s 914 and their white 911.

The dust-free-or-die group was well represented with the Hartman’s, the Smith’s the Dorjath’s, and the Patterson’s who were last seen dental flossing the tubing in the headlight washer. They may be crazy, but they are the proud owners of some of the most beautiful machinery ever to be seen.

Highlight for many was the showing of a red 917. Thrill of the day was its drive to the judges stand. Bert Wall’s 928 was also a show stopper. Marta Newcomb almost really stopped the show when some curious passerbys thought a Concour was an import car show held in Palo Alto and got in the 928 to see how it felt.

Support by the club members was phenomenal. We are proud to note: our “exhibit only” cars were as beautiful as the judged cars; that we consume as much Coors and wine in Palo Alto as we do any place else; that there wasn’t a car there appreciated more, cared for more, enjoyed more than PORSCHE.

Thank you, Doug, thank you Marge... thank you Johnson & Johnson without whose help I would have never had door jambs that shined.

Jannie and Steve Ponciroli

RESULTS

CLASS V-3
1st Dale and Neda Dorjath
2nd Don and Dinah Patterson

CLASS V-2
3rd Steve and Jannie Ponciroli

CLASS V-1
1st Harvey and Linda Smith
1st Lou Marabel (MBR)
2nd Carl Carlson (Carlson P/A)
GO IN DEEP AND COME OUT HARD

All times are approximate and depend on the preceding run groups, so come early to be safe.

<table>
<thead>
<tr>
<th>RUN GROUP</th>
<th>GRID OPENS</th>
<th>GRID CLOSES</th>
</tr>
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<tbody>
<tr>
<td>D</td>
<td>Classes 8-10, 16-18, 26-28, 34-36 (Improved and Modified)</td>
<td>8:45 AM</td>
</tr>
<tr>
<td>A</td>
<td>Classes 1-5, 19-23 (Prod. 356, 912, 924, &amp; showroom stock 924)</td>
<td>10:00 AM</td>
</tr>
<tr>
<td>B</td>
<td>Classes 6-7, 11, 24-25, 29 (Prod. 914, and small bore 911)</td>
<td>12 Noon</td>
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<tr>
<td>C</td>
<td>Classes 12-15, 30-33 (Med. and Large bore 911 incl. showroom stock)</td>
<td>2:00 PM</td>
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</tbody>
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WHERE:  
Alameda County Fairgrounds  
Bernal Avenue  
Pleasanton  
Take the Bernal Avenue exit from Highway 680 (south of 580 Jct.) and go east. The fairgrounds will be on your left.

WHEN:  
Saturday, August 12th, 8:00 AM

CALL:  
Johnny & Rosemary Humphries - 408-737-6054 (days)  
Matt & Lois Ballentine - 415-595-1195

1978 ZONE SEVEN RULES IN EFFECT
CLOSED EXHAUST.
BRING YOUR OWN HELMET.

NEW MEMBERS

Carol J. Boltinghouse  
560 Mozart Court  
Sunnyvale, Ca 94087  
738-3276  
1975 914-2.0  
Mkg Administ.

Tom Chow  
14035 Reed Ave.  
San Leandro, Ca 94602  
352-6722  
1969 912 Targa  
Sales Rep.

Hermann Bonasch (Marcia)  
11453 Rampart Drive  
Dublin, Ca 94566  
828-0737  
1978 911 SC  
Veterinarian

Robert E. Bowden (Shelia)  
3489 Cowper St.  
Palo Alto, Ca 94306  
494-6390  
1977 924  
Physician

Valerie Fintel  
2012 Melvin Road  
Oakland, Ca 94602  
530-5003  
1974 914  
Revenue Agent

Bill Fuller (Terri)  
307 Camelback Rd. Apt. 3  
Pleasant Hill, Ca 94523  
676-2918  
1969 912  
Teacher

Larry Jonas (Marie)  
411 B. Street  
Petaluma, Ca 94952  
762-7183  
1978 911 SC  
Dentist

Harker Wade (Loretta)  
13401 Contour Drive  
Sherman Oaks, Ca 91423  
784-2934  
1968 911 S  
Unit Mgr T.V.

Jerry Newton (Dianne)  
4981 Stacy St.  
Oakland, Ca 94605  
562-7986  
1978 SC  
Physician

Craig P. Walton (Mary)  
2121 Belford Dr.  
Walnut Creek, Ca 94598  
937-4376  
1977 911 S  
Envr. Consultant

William J. Wong  
14035 Reed Ave.  
San Leandro, Ca 94578  
352-6722  
1973 911T  
Programmer

It's GGR's turn to put on a challenging Zone 7 autocross, G&S GEBEN 3.

There will be lots of racy curves to stimulate the skills of both novice and expert drivers.

Turn out to work even if you decide not to drive. Call the event chairmen if you can help.

Registration: 8:00 AM to 2:30 PM. Tech closes at 2:30 PM. All cars must be teched and on grid prior to closing time shown. Only Improved and Modified cars will be teched prior to 9:00 AM.

Be sure to attend the annual GGR Swap Meet/Concours the following day at Carlsen Porsche/Audi, in Palo Alto. Carlsen Porsche/Audi is the sponsor of the 1978 Zone 7 Autocross Series, support them, they support us.
OLD FACES - NEW PLACES

Boyd Fair, Jr., 5889 Arboretum, Los Altos, Ca 94022
Spencer Aust, 18859 Casa Blanca Lane, Saratoga, Ca 95070
John Breedlove, 241 Dedalera, Portola Valley, Ca 94025
Dennis Brooks, 1/104 Condamine St. Balgowlah NSW 2093 Australia
Warren M. Iwamura, 331 S. Bernardo Ave., Sunnyvale, Ca 94086
Tony Reid, 577 Alberta Ave., Sunnyvale, Ca 94087
Wm. A. Rush, 17770 Old Summit Rd., Los Gatos, Ca 95030
Ralph F. Sahagun, 1189 Hillcrest Ct. Livermore, Ca 94550
Richard Stuck, 967-1861
Bob Yamamoto, 2661 Evora Dr., San Jose, Ca 95124
Linda Nichols to Linda Pruitt, 400 E. Remington Ave., F264 Sunnyvale, Ca 94087

REPORT FROM BIG “O”

Ontario Time Trial, June 24 & 25 had a handful of Golden Gaters present for the largest of time trials. 200 drivers in a joint PCA Zone 8 & POC (Porsche Owners Club) event, had a super weekend at Ontario Motor Speedway. It’s a long track, over 3 miles with 20 turns and very fast (redline in 5th). On hand were the Trehans (Sharon got TTOD AGAIN!), the Newlins (Rebecca stayed out of the weeds), the Breedloves with Gary Myer and mechanic Tom who worked hard up 'til the bitter end (a broken oil pump drive put their car out, but not their spirit). Chuck Fauvre and Malcolm MaCondary were also driving their tails off and loving it. Also at the Big “O” as spectators were John Seymour and his brother. John lent a hand with the Trehans’ bent front oil cooler after Sharon found a pylon on course at over 100 miles per hour. After John had the cooler good as new and Ron had a new front air dam installed, Sharon just happened to find another pylon in the same spot. This time the pylon got damaged as Sharon launched a new satellite into orbit. Ontario has to be the Hollywood of time trials with garages and a beautiful pit area. Bozzani brought out Otis Chandler’s 917 and a 935 for display and exhibition runs. We’ll be there next year and we hope you will be too.

Mangler & Sunnybrook

FOR SALE

1971 911E Coupe. Clear Imron over silver lacquer/black interior. Alloys, new Pirelli CN36’s, Konis, sway bar, Bamberg AM/FM cassette, Q.I. Hella fog lamps, air horn, and bra (mask). New batteries, new clutch, and Permatune CD. This car was delivered in Stuttgart, meticulously maintained with 1,000 mile oil changes and 6,000 mile tune-ups, shined, and always garaged. You decide if it runs and looks the same or better than new. $8750. to a good home. Call (415) 254-4495.


1973 914 2.0 Cars and short gears, has everything to go fast. 1965 C pce, black, not original but nice--$5,900. Loads of 356 trans. parts. Call Larry Chmura (415) 933-8788.

65 SC sunroof coupe. $9900. Bill Patton, days 543-9360 eves. 530-0609.

Buttons: 1. Porsche is a two syllable word, 2. Zone 7, 3. Golden Gate; 75 cents each. Shirley Neidel, 225-8103.

WANTED

Rear modesty skirt for 356. Call Larry Chmura (415) 933-8788.

Whale tail 75 Carrera style. Bill Patton, days 543-9360, eves. 530-0609.

Front Spoiler for Turbo - Mine damaged by tow truck at Aspen.
Bill Patton - 530-0609

PERSONALS

Lost--Has anyone seen my tablespoon? Chuck Tracy.

Gene Glipin - I’ll pay anything for the negatives - Rebecca
The Nugget
1814 Schooldale Dr.
San Jose, CA. 95124

Walt Koerber
286 Romain Street
San Francisco, CA 94131

First Class

EDITORS - JEFF & BARB LATEER
2743 JOSEPH AVE. NO. 5, CAMPBELL, 95008 371-4558
MAILING - PAUL & CAROLE SCOTT
DEADLINE FOR ARTICLES – 12th OF EACH MONTH

Moved, and lost your Nugget? Call Alan Brooking, he'll help you find it. If you're planning on moving, call him too, and he'll try to move your Nugget with you. Notify PCA Executive Office, 5616 Clermont Drive, Alexandria, Virginia 22310, so they can move your Pano as well.

Golden Gate Region Board of Directors

PRESIDENT - Glenn Hills
1540 Santa Monica Avenue
San Jose 95118 264-1822

VICE PRESIDENT - Rebecca Newlin
P.O. Box 911, 761 Franklin Street
Montara 94037 728-5351

SECRETARY - Bruce Anderson
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Palo Alto 94301 326-0122

TREASURER - Sandi Candlin
1033 Delna Manor Lane
San Jose 95128 287-5281

ACTIVITIES - Ted Atlee
4644 Fort Royal Place
San Jose 95136 578-7499

TECHNICAL - John Breedlove
164 Pecora Way
Portola Valley 94025 854-2879

MEMBERSHIP - Alan Brooking
1814 Schooldale Drive
San Jose 95124 269-1914

Coming Events

AUGUST

3 BOARD MEETING – HILLS
4 TIME TRIAL TECH – SHERMAN (WESTER P/A)
5-6 TIME TRIALS LAGUNA – DORJATH
8 PIT CREW – ATLEE
12 ZONE AUTO-X GGR – HUMPHRIES/BALLENTINE
12 DINNER MEETING – NEWLIN
13 SWAP MEET/CONCOUR – ANDERSON/FORSTER
16 TECH SESSION – MACK
18 DISCO DANCE – RENTSCHLER/PONCIRONI
19 HARE & HOUND – JOHNSON
31 BOARD MEETING – NEWLIN

SEPTEMBER

2-3 GOOD TIME GRAN PRIX – LPR
9 GGR AUTO-X NO. 5 – JOHNSON/HART
10 BIKE TOUR – WALLACE
12 TECH SESSION – BREEDLOVE
16 ZONE AUTO-X – YOSEMITE
17 AUTO-X RULES MTG. – TRETHAN
19 TIME TRIAL TECH – SHERMAN
20 PIT CREW – EVANS
22 PAN AM RALLY – FERREIRA/PATTON
23 TIME TRIAL TECH – SHERMAN
23 DINNER MEETING – NEWLIN
30-1 TIME TRIALS SEARS – JOHNSON/PETERSEN