up front

With this issue another year of Golden Gate Region comes to a close. It would be hard to identify or to single out the most momentous event, but the parade in Aspen has been the highlight. Participation at the national level brings lifelong memories. The year has been busy, with well over one hundred events, and a multitude of non-scheduled events, a lot has been accomplished.

Within our region for 1978 we have established a concours series, which should grow and mature into a very popular attraction. Advertising will soon appear within the pages of a new formatted Nugget. A six month trial period will test the value of a self sustaining newsletter.

Another highlight of accomplishments is that job descriptions have been prepared for each director’s position clearly explaining the job requirements. The ‘Statement of Policy’ has had a major updating. Also new is a recently constructed autocross equipment trailer, new fire extinguishers, and lots of new pylons.

A new source for mailing labels has been developed, and depending on how you voted, we may have a new method of electing the Board of Directors.

In all we have been very busy serving the membership as best we could. We have enjoyed the opportunity and appreciate all the help that has been given. I have personally enjoyed being President, and I did my best to represent the Golden Gate membership.

Thanks to all for your support.                        Glenn Hills

mini minutes

The November Board meeting was held at John Breedlove’s home in Portola Valley. All regular board members were present as were Time Trial Chairman, Pit Crew Chairperson, Nugget Editor, Goodie Bag Manager, North/East Bay Coordinator and several guests.

John Breedlove received a letter from Bob Gelles answering our four questions on the PCA insurance policy - we still don’t really understand our coverage. Johnny Johnson reported that he was almost done with the club’s new autocross trailer, he only needs tires, wiring, painting, and a tarp to cover it. He also reported that he thought he could sell the old trailer to someone (?) who would donate it to Loma Prieta Region.

Bill Newlin reported that the roster had been completed and turned over to Alan Brooking for distribution. Gary Myers reported that he was implementing the instructions he had received at the special board meeting held at the Casady’s. He is contacting the ‘family’ and offering them the first right of refusal for event sponsorship. After contacting all previous sponsors, he will open up the sponsorship opportunities to those who have not already sponsored events. Barbara Lateer gave the board a blast for not promoting rallies at new member meetings with a positive attitude. Ted is more than making up for it with his promotion of Gorilla’s Gimmick Rallye - talk about positive attitude. Bill Patton and Len Peterson were at the meeting to report on their 86th Annual Event of the Year and to see if the club wanted to sell the 50 extra participation awards for a profit. The awards were Howard Shoemaker prints of the Ryde Hotel mit Porsches. The board told them to destroy the extras as selling them would devalue the awards for the tour. Glenn reported that there may not be a Portland Parade in 1980 but instead it would be held in beautiful downtown Sacramento. Ted reported that the Gluttony Tour had been cancelled due to lack of interest.

The board approved $100.00 for typesetting the November and December Nugget issues, thus preparing us for a commercial Nugget.

Nugget Advertising Managers, Donna Jean and Keanan Casady were unable to attend, but reported via Glenn that they were chasing down the ad artwork and monies. At last report, they had all of the artwork but for seven and all of the monies but for three out of a total of eighteen advertisers. They also reported that the quality of the ads in so far has been outstanding. The heated issue over the Nugget publishing date was resolved at this meeting - the Statement of Policy now reads: The Nugget shall be prepared and mailed no later than the last day of the month preceding the issue date. Also changed in the policy statement was our statement about no advertising which was changed to: shall develop a program of advertising for a trial period of six months beginning January 1, 1979 and ending June 30, 1979. The 1979 Board of Directors will then determine if an ongoing policy of Nugget advertising will be made a permanent addition to the Statement of Policy.

There were several other changes to the Statement of Policy which are of interest. Under appontive positions we added a Keeper of Archives,
separate from the Club Historian. The Keeper of the Archives will collect trivia from day one and the historian will prepare a region scrapbook. Also, the Nugget editorship appointment was changed to encourage continuity. Editors are now to be appointed for an indefinite term until either they grow tired of the job or the board kicks them out because of unsatisfactory work and replaces them. We also pinned down a firm date for the publication and distribution of the roster. In October of each year the Membership Director shall cause to be published and distributed to members and advertisers, a roster of all regional members. Participation in GGR events - PCA members, Porsche owners and friends are welcome to participate in all GGR events in Porsches. In order to receive end awards, participants should be members of PCA. Awards for series or single events for which a fee is charged shall whenever possible be paid from the profits of the events. If GGR submits candidates for National PCA ‘Enthusiast of the Year’ and ‘Family of the Year’ each shall receive an award at year end as GGR Enthusiast of the Year and GGR Family of the Year. Cancellations - Those events which require a fixed capital outlay must collect fees in advance of the event. A reasonable date must be published after which refunds are not made, unless an alternate attendee takes the place and pays the fees. All alternates will be decided by the event chairman, and entries cannot be sold or exchanged. For National purposes, our Activities Chairperson will be the region’s safety chairperson, but the committee chairpersons will continue to look after safety in their areas of events, i.e., autocross, time trials, tours, rallies, etc.

Busy weren’t we - bet you didn’t think we could get along well enough together to get that much done. Post Script: When last seen, Glenn Hills was polling the board to see if they thought we should give Alex’s Porsche House back the extra $150.00 we talked them out of for sponsorship of the time trial when we thought we were going to lose money on the event. Sponsorship fee for the time trials this year was $500.00 plus the extra $150.00 from Alex’s. Next year the fee will be $750.00 - so treat these sponsors nice.

Respectfully submitted,
Bruce Anderson, Secretary

advertisers

The following are the people who are supporting Golden Gate in its first attempt at advertising in the Nugget. Their ads will appear in the January issue of the Nugget. Lets get together and support these people now, during the holiday buying season to show them we appreciate their support of our activities.

Alex’s Porsche House
R.S. Taylor/Classic Motors
Carlson Porsche/Audi
Roger Kraus
O.P.P. Ltd Santa Cruz
RAE's Upholstery
Bob Bondurant School
RP8 Performance
High Performance House

Ely Porsche/Audi
Automation/Garretson Enterprises
Frank Chavez
Valley Core
Bozanni Porsche/Audi
Ungo Box/Techno Electronics
Workman Motors
The Autohaus
Autosound/The Installation Centre

Dinner Meeting

It's the Holiday season! Come and spend a fun filled evening seeing old friends and making new ones. This dinner meeting is sure to be a success, but it depends on you!

WHERE: Antonino's Restaurant
23700 Hesperian Blvd.
Hayward
From Hwy 17 take the Winton Avenue West exit, and continue to the corner of Winton and Hesperian. The restaurant is on the right. If you reach Russell City, you've gone too far!

WHEN: Saturday, December 16th
6:00 PM - 7:30 PM No host cocktails and gift exchange. Men, bring a man's gift, women, bring a woman's gift - anything under $5.00.
7:30 PM - Dinner

COST: $10.00 per person for Prime Rib Roast, $8.00 per person for Cornish Game Hen. (Price includes salad, vegetable, potato, bread, coffee, dessert, tax, and tip.)
Wine will be served with dinner compliments of GGR.

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

Or call 415-876-3686 days or 415-728-5351 evenings. Deadline is the 12th (if you should miss the deadline, call and we will try to fit you in).

Following dinner, there will be skits, installation of the 1979 Officers, awards presentations, followed by dancing to the sounds of the Pete Damante Orchestra - a group that plays everything from the Big Band sound ('Satin Doll') to the 70's Sounds ('Get Down Tonite') - guaranteed to please all ages.

thanks

Many thanks for all the help given to me this year, especially Karen Hawkins, Karen Breidlove, Karen Neidel, Barb Berens, Sharon Neidel, Susie Atlee, Lyn Levine, particularly Bill Newlin, and of course the Pit Crew. I couldn't have done it without you all.

Rebecca

COVER - These should all look pretty familiar to you, and the fellow in the right hand corner wishes everybody the best for a joyous holiday season, and a safe active new year! Covers by Tom Foster, Bruce Anderson, Alan Brooking, Sharon Evans, Jerry Woods, and the editor.
Impressions

As the year draws to a close things begin to wind down, the bulk of our year's events lie behind us. We are now at the stage where we can sit back and take a good long look at what we've accomplished this year. On all fronts, we have moved forward, constantly improving the events, and the offerings to ourselves, the members of Golden Gate. As Editor of the Nugget this year, I hope that you feel the Nugget has also followed that path of improvement. We are soon embarking on a major revision of the Nugget, and that of course will be the switch to a Nugget that will allow advertising. As this switch occurs, it becomes increasingly important that we don't outgrow our readers. We want to keep the same 'flavor' to the Nugget, and want it to continue to meet the demands and needs of the members of Golden Gate. One change that will be necessary will be another switch in the due date for material submitted for publication. Because of the more demanding production schedule we will switch the due date for materials to the first of the month prior to publication. That means in order to have an article published in the February issue, the article must be submitted by January 1st. I realize that it is a big change, but it will be necessary to get you the best possible publication. I have agreed to continue as Editor for another year, hoping that we can set up the advertising format and streamline our publication techniques. Should we become extremely efficient we might be able to relax these deadlines in the future. I want to encourage you to contact me regarding your views on the Nugget, the things you would like to see published, and things you enjoy reading. At this time I would also like to thank the people who have helped me out this year; Ted Livingston, Paul and Carol Scott, Tom and Linda Foster, Alan and Susan Brook, Gary Walton, Jay Dodecatheon, Judy Keeble, Bruce Anderson, all of the photographers of the region, the Board, for their support of the Nugget expansion, and lastly Barbara, for putting up with the marathon stints the night before.

Have a pleasant holiday season, everyone, and please, participate in 1979.

Jeff Lateer
Nugget Editor

Pit Crew

The next meeting of the cut, paste, and cut-up committee will be held at Kay Matthews's home. So get into Christmas early this year by joining the fun with your PCA friends.

Kay has promised Christmas cheer and goodies, and I have promised just a little cutting and pasting. Join the fun at our mini-Christmas party.

WHERE: Kay Matthews' 5719 Begonia Drive San Jose
Take Hwy. 17 south towards Santa Cruz and exit at Lark Avenue. Turn left on Lark and then right onto San Jose - Los Gatos Road / Los Gatos Blvd. Turn Left onto Blossom Hill Road, then right onto Begonia.

WHEN: Tuesday, December 5th
7:30 PM

CALL: Kay at 266-9904 so she'll know how many to plan for.

Christmas Time

Wouldn't you like an old-fashioned start to the Holidays? Join us for a Christmas songfest and the spreading of good cheer at Kaiser Hospital in Hayward. We'll have a lot of fun while getting into the Yuletide spirit. To top off the evening, we'll get together for pizza and more melodious intonations. This event has become a 'must' for everyone attending in the past. There's nothing like it!!

WHERE: Kaiser Hospital Tennyson Road and Hesperian Blvd. Hayward
From Hwy 92 take 17 South, from Hwy 17 take the Tennyson Road West exit. Right at the second signal onto Sleepy Hollow. Left into the parking lot. (The sign that says the parking lot is locked at night is wrong. Honest!)

WHEN: Friday, December 15th
7:00 PM

CALL: Doug or Reata Price if you have questions - 415-483-0769

Gorilla's Gimmick Picture Rallye

Please join us on Sunday, December 3rd, for a simple, fun rallye (glorified tour) with easy to follow instructions and no pressure to stay on time. All you need is a pencil and an odometer. There are some neat Porsche roads on the route coupled with some residential driving. If you drive at normal road speeds, you should complete the rallye in a little over two hours, and of course, we'll have a spa party afterwards, so bring your swimsuits. See the November Nugget for further details, or contact Ted or Susie Atlee. See you there!!!

SPONSORED BY ANDERSON BEHEL PORSCHE/AUDI
Weddings seem to be ‘in’ this season. But lets hope it passes like swallowing goldfish and stuffing telephone booths. The Hammill affair (Jeff and Joyce) had its best moment when a red faced Jeff was informed that he’d gone through the whole ceremony with his fly open. When asked, before the wedding, how he felt, a candid Jeff replied, ‘scared to death’. Oddly he had the same response after the wedding. Jim Gaeta showed up to, presumably, take notes for his own event. Rumor! When it came time for the garter to be thrown, Bruce Anderson and Jerry Woods scampered to center stage hoping to improve their odds for holy matrimony. Who’d have ‘em? They did to stop to drag a kicking and screaming yours truly along with, but fortunately, the Patton Shuffle saved the day again as some other lucky toad came up with the garter. Poor Bruce and Jerry. In response to the joke ad in the Nugget the Hawkins sent me a photograph of their VW van outfitted with flowers and stuff and offering it as a small intimate chapel. Thanx folks. I’ll be sure to tell Johnny Johnson about it. After the wedding a group of 13 got together for Chinese dinner with Jerry Woods acting as arbitrator during the ordering, while the rest of us were discussing various illnesses. One of which Bruce Anderson commented about. ‘Pregnancy, may or may not, be a sickness, depending on where your head is at.’ Oh really? While all this was going on Gary Evans had a bout with the dreaded ‘Chinese Black Pepper Trauma’. It seems Gary wasn’t listening while the rest of us were discussing how hot these little monsters are. So, ignorant of same, he popped a few in his mouth. Moments later, no screams of anguish, no torrents of water down the throat, just absolute dead frozen silence. Gary sat there paralyzed. ‘Those muthas are hot.’ Oh really?

At first I wasn’t going to report on the 86th Annual Event of the Year, thinking it better to leave it to others, but there were some incidents I couldn’t leave untouched.

One question on the quiz read; Who said, ‘The most expensive thing in the world is cheap help?’ L.Q. Hills swears it was Dennis Grimsman. Jim Lamarre, who won back his entry fee as a door prize, was commenting on some of the costumes and swears he saw six people come in on their knees dressed as the Neidels. Jim you dummy, that was the Neidels. P.J. Schwied got a little looped and started doing the limbo. Got down to about 12 inches. Actually should have been arrested for indecency at about 24 inches. Rebecca Newlin would have had to cancel out at about 24 inches as her ‘big ugly ears’ wouldn’t have fit under the bar. Seems some stranger, thinking the ears were fake and part of her costume asked her where she got em. Glenn Hills, while asking Sally Buckthal where she got her costume’s big padded bra went up and grabbed the padding with both hands. From the sound of the shriek it could well have been Sally, but we rather doubt it. Sally had a rather neat experience with a chap to forever more to be known as the Lodi Mauler. Seems she was asked to dance by this total stranger who promptly began to leer and paw and then proceeded to tell Sally she was a knockout, and would she like to go up to his room with room. Sally proceeds to escape but mauler proceeds to pull the same stunt on nearly everyone in sight. Bud Behrens noticing a particularly attractive young thing in a bunny (Playboy style) outfit, commented, ‘That girl has the best voice I’ve ever seen.’ We all knew what he meant. Ray Blow when asked to dance by the dynamite young Tahitian dancers, replied,’No, I’m sorry, I’ve got arthritis.’ A little stiff in the joint huh Ray? Up all night?

Is Susie Campbell really faster than Walt Maas?

I’d forgotten how much funny stuff goes on at Board Meetings. This last one was a gas as the Board took on the ‘policy guide’ to prepare for the incoming Board. Overheard was this comment. ‘Why rewrite it, we haven’t been following it all year.’ Johnny Johnson has built the region a new trailer which sports flares, 7” alloys, bald XWX’s, a whale tail, and short gears. (Sold em to the club, eh Glenn?) It looks suspiciously like the Golden Gate Bridge and we hope we won’t see any poor time autocrossers jumping off the side. Message to Rebecca Newlin: Repeat after me. ‘The editor of the Nugget is Jeff, Jeff, Jeff, Jeff, Jeff . . . .’

Bruce Anderson noticing John and Karen Breedlove’s antique bowls commented ‘looks like old time trial trophies.’ Len Peterson involved in a lively discussion suggested that ‘social events lose money because they are anti social.’ Donna Tretz was admitted to the club and we note she works for the telephone company. I want to know if she climbs poles. So does Tony Maslowski. Len and I thank you for attending the Ryde Tour and showing us such a good time. Does anyone have any idea why Steph Home wears a name badge which reads ‘Shark’? Message to The Kid: You got it. As a matter of fact bring a date. But please, quit talking about it, your’e tarnishing my rep.

Luv Fuhrer

P.S. - Susan and Julie say Hi!!

P.P.S. - Did Patton really slam his thumb in the door of an airplane?

P.P.P.S. - Did Patton really pay a locksmith to get in the Foster’s house?
The
German Connection

We have received two letters from John Seymour, a GGR member now living in Germany. We would like to share them with you. Thanks John!!

The first, dated 2 Nov, 1978 reads:

Dear Jeff and Barb Lateer,

I've been sitting here anxiously awaiting my next issue of the Nugget and wondering just what it might contain. Then it occurred to me that some of the members might be interested in some of the information I have run across lately here in the Vaterland as I have scrounged around for information to satisfy my insatiable appetite for Porsche news.

1. Auto Motor und Sport is running a six-part series on Porsche, the man and his accomplishments, as told by his son, Dr. Ing. h.c. Ferry Porsche, in German, of course, for those of you who speak the language.

2. The same issue contained an article on the best buys among used cars in Germany. The 924 has been an outstanding success and dealers report that no 924's are available on the used car market for less than 15000 DM. On the other hand, they report that any 911's under 10000 DM are probably not worth having anyway because they are so uneconomical from a repair standpoint. They point out that the heat-exchangers are rust prone and cost up to 15000 DM to replace.

3. The same issue contained classified ads for 7 914-6's; prices run from 8000 to 11500 DM. Five of the above are listed as 1972 models.

4. Enclosed is a photo and caption from the Nov. 78 issue of Auto+Reise. The caption says: Porsche has a 924 turbo with increased performance in the works. It will go into production in late autumn. The car now has a small rear spoiler. Note the five bolt pattern wheels. Could this mark a return to the kind of differences we saw between the 914 and 914-6?

5. Another article shows the new bicycle designed by 'Butzi' Porsche and explains that even though it shows weight savings over conventionally designed bicycles, and even though in serious production could be competitive with conventional designs, there remains some doubt about its eventual production. The reason: it is sensitive to cross-winds! Does that sound familiar?

6. The Parade in Aspen made the German Press: showing unfortunately, what the outsiders would not understand and would simply cite as further examples of the ridiculousness of the Americans with regard to their cars: the use of plastic to protect the car across the golf course. 'To keep their tires dry,' said the article.

As any Porsche pusher who has been in Germany knows, we in the state of California see more Porsches than one sees in Germany. Nevertheless, I have noticed quite a few here in Hamburg, with 928's in particular catching my eye. But I have seen many Turbos as well. Obviously the economic well-being of the Mark and the German economy in general means that the desire among affluent Germans to partake in the joy which we have so long experienced with our Porsches is being fulfilled.

Enough of this rubbish! So long. Happy Pushing!

Yours Truly,
John Seymour

And another letter, this one dated 9 Nov, which said:

Dear Nugget Editors,

I just picked up the latest issue of Auto, Motor und Sport and found this article on the new 924 Turbo. I thought I would forward it and any information which your readers have not already heard may be of interest to them.

The article begins by stating that this new model has jumped into the performance range of the 911SC and 928. The turbo motor develops 170 HP and propels the car, which incidentally weighs 110 lbs. more than the normal 924, from rest to 62 MPH in 7.8 seconds and enables it to reach a top speed of 139.5 MPH!

In addition to the turbo, the car has numerous modifications; the exhaust system is, of course, different; it has heavy-duty suspension, enlarged wheels (15 inch instead of 14, plus 5-bolt pattern), different shocks and stabilizers, front and rear, inside cooled disc rotors, and increased sized power brake assist. On the outside, there is a new twotone color system, a small rear spoiler and cooling slits on the nose and in the spoiler, as well as a 'NASA' duct on the hood. (I forgot to mention a new steering ratio above and a reinforced 'longitudinal connector', whatever that is. I suspect a kind of trailing arm or axle locator.)

The price has not yet been determined, but Manfred Jantke has said that it will lie around 40000 DM. At the present exchange rate --1.85 to 1 -- that means $21,621!

Until next time,
John Seymour
Two hours and eight minutes of Sears Point - November 12

Each fall, the Race Drivers Club has its annual four hour Enduro. For the past few years it has been held at Sears Point. This year, a few GGR types, plus some other Porsche Pushers, joined the 63 cars entered.

Why two hours and eight minutes, you say? Well, it rained - and rained! Oh! Ma Nature really did it to us. After the Saturday Regional races, where Sam Linville took a second in EP, we were looking forward to the 12:30 enduro start. Bob Zulkowski had engine woes with Troy’s 914-4, so was invited to drive a C Sports Racer. Dwight Mitchell and Jon Miledge teamed with Darrel Overstreet in Darrel’s 914-6, and Bobbee and I brought out Brigette. We were joined by Ted Field (of Interscope fame) and a friend in a Vasek Polak RSR rent-a-racer, Frank Leary (fresh from winning CP in his Z at Road Atlanta) in his 240Z IMSA car, Tom Marx, Marc Rothman, and Michael Hammond (POC) in their new 935 bodied RSR (With 2.7 motor after 3 liter was ventilated), another POC crew in the ex Bob Kirby 914-6 GTU, a host of Corvettes including Dave Arken, some Sports Racers, smaller production cars and such. This race is for all classes of cars, just divided into over and under 1700 cc.

At noon, the clouds which were gathering started dripping. Just a little, but enough to cause concern. Slicks or treads? About ten minutes before the start it stopped, so all breathed a sigh of relief and all but a few left the slicks on. As the cars rolled out to the grid, it started again. Panic! I didn’t worry because Bobbee was driving and she always wanted to try driving in the wet. It was her problem!

As the race got underway, the field cautiously got used to the unfamiliar conditions, waiting for it to quit. The rain shod folks were doing well, and so was Jon, as he calmly motored up to third, on slicks! Bobbee had a long slow spin at 10 and had to wait until about half the field went by. She wasn’t alone in her slipping and sliding, as it seemed everybody had their moments.

After about 40 minutes, we decided to bring Bobbee in to change tires and as long as we were at it, fuel and get my turn (driving) over with. After the world’s longest tire change (Len Peterson, Adam Smith, Ron Love, and Bob Shannon were all fighting for the one lug wrench!), I motored out on my intermediates. What a mess. Cars were off everywhere! The tow cars were really busy! My ‘unfair advantage’ tires helped a lot, but I still had some moments. One problem was vision. Following other cars would cause the windshield to fog up so I found myself wiping it off while cornering, braking, etc. Fun.

In the middle of my stint, I came up behind Miledge, still on slicks. It took every trick I’ve learned in Red Class practice to get around him, even though my ‘unfair advantage’ should have made it easy. It wasn’t.

Somewhat later, it started to rain harder and a couple of cars glided (drifted - floated?) off into the tires at the turn 10 tires. This brought the pace car while the tow trucks cleaned up and stopped the fist fight which had erupted.

Soon, the pace car got tired of leading and went away, and we resumed ‘racing’. Our quick laps prior to this were in the low 2:20’s (911S! 914-6! Miledge! IMSA!?! - yup.) They now went into the mid 2:30’s as we found ourselves coasting around 10 in third gear at maybe 30-40 mph. By this time there was a river at turn 3, also at the exit of 6, and 10 was awash!

As I started the next lap, ‘rushing’ around a Sprite, I noticed some movement in the start/finish tower. Entering turn one, I did a very slow spin which carried me almost to two as I noticed the corner workers giving everyone the traditional race-ending thumbs-up sign. I had spun on the cool-off lap!!

It all ended with Miledge, Mitchell, and Overstreet winning the thing. Dwight kept his string alive, he has now entered four straight and has yet to drive a lap. Second, and first in the special ‘pro’ class was the Bondurant School instructors in a school Z. Dave Merz and W. Booclaw were third and the winners in the under 1700 cc class. Bobbee and I got second in over 1700 and fourth overall, edging out Ted Fields, who finished second in the Pro class with a very punched drivers door.

All in all, it was an experience for everyone concerned.

Gary Nylander

Photos of Mexico City Trans Am by Jerry Woods

![Image 1](image1.jpg)

![Image 2](image2.jpg)
Big Basin - con vino

How many of you missed the Big Basin Wine Tour? And where were all of you Board Members? You unfortunates missed one of the most enjoyable events of the year, a pleasant mixing of old and new members, a beautiful crisp winter day, and a choice of first class wines, many that would have rivaled a fine restaurant's cellar offerings.

You also missed a chance to rub shoulders with one of GGR's living legends, the famous Fascinini clan. Alfonso, leader of this pilgrimage into the heart of the beautiful Big Basin Redwoods, had an on-route quiz ready for us, designed to tickle our funny-bones and to probe our minds. Most, including new members present, caught onto the spirit of the tour, and responded in like spirit by submitting ridiculous answers to the crazy questions.

A fantastic time - clear, open, fast Porsche roads - sharing food, wine, and good company - laughing together at our quiz results - a most enjoyable day of Porsche fun.

Our day also included a walk through the beautiful grove, and everyone trying Barbino Fascinini's toasted marshmallows (and watching her antics in toasting them). (Marshmallows and wine?) Yep, a great time; We were there, where were you?

Shirley Neidel

Coors Classic

An enthusiastic group of bowlers turned out for the 6th Annual Coors Classic held in Concord, and a great time was had by all. Glen and Mary Renk did a super job putting the event together, the alley had automatic scorekeeping machines that allowed everyone to pay close attention to the tasks at hand - having fun! There were a wide variety of styles to watch, from the fantastic control of Elaine Parry to the 'Gorilla Ball' of Ted Atlee. The event ended with some of the best pizza eaten in recent times, accompanied by many pitchers of the great sudsy stuff. With the line up of fantastic prizes it was a gung ho atmosphere as the final scores showed Dan Balsley and Elaine Parry as the top bowlers of the day with Reata Price and Bill Fuller coming in second.

The 1st place prizes as well as the door prize, which was won by Rob Neidel, were beautifully lighted Coors mirrors.

We wish to thank Coors Beer and Bill West for their outstanding support in this activity and Tom Green and Automotion for contributing to the door prizes.

You'd better watch your Targa!

Who's being silly?

Coors? Si! Classy? No!

Best Bowler!
Baron's Bluff After Dark
(With a Twist *)

A night-time Pan Am Rallye with Bill Patton and Ron Ferreira as Rallye-masters, you say? Hmmm... Not knowing quite what to expect, we all descended upon the hills of Oakland and hurriedly scarfed down dinner (those lucky enough to have had time for such frivolities and still be on time). After a brief rallye school, instructed by Bill Patton (can you imagine that?), at 7:30 on the button (the official start time), the Pan Am Rallye suddenly turned into a Le Mans start with Porsche's darting off in every direction. It seems Patton's lecture was cut short by our out time before he had time to explain that your own out time was 7:30 plus your car number. Needless to say, there were some confused faces at the first checkpoint when they got their time slip from the workers.

The Baron

The Bluff (twisted)

The rallye route covered some great Porsche roads (that we had to share with an occasional deer or two) and offered sparkling views of the night lights of the city below as we traversed the hills above Oakland. However, all the stories seem to have emanated from the standoffs and checkpoints. I'm not sure what they had going on at each checkpoint, but it must've been good, 'cuz they wouldn't even let us get out of our cars. One checkpoint worker even complained of verbal abuse (nasty language) and beer cans assaulted upon her person; and all this from an irate neighbor, not a raucous rallyeist. Near the end, one of the standoffs was cancelled — seems the city of Oakland turned Billy Buttons' light out. And, to top that, one entire standoff crew was left stranded, without any instructions to the next checkpoint, to the pizza parlor at rallye's end, or even a map to get home. (Hey, holder of the Dummkopf, are you reading this?) Patton still owes this crew the free beer and pizza he promised them; but, personally, I think they should hold out for the GGR Christmas party and carafes of wine, don't you?

Birthday Girl

The Winner

All funnin' aside, the rallye was great, with outstanding Porsche roads, and full of challenges and fun for everyone. And, it opens up a whole new spectrum for the GGR calendar for '79 — Friday night rallyes!

Ron Ferreira provided some unbelievable prizes for us, ranging from Porsche t-shirts to Porsche sweaters to stereo speakers to the nearly-impossible-to-get Project 928 book!

MANY THANKS TO BILL AND RON!!!!!

RESULTS

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<th>Expert</th>
<th>Novice</th>
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<td>1st Ted/Susie Atlee</td>
<td>1st Norb/Judi Witt</td>
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<td>2nd Terry/Judy Zaccone</td>
<td>2nd Dick Johnson/Sharon Neidel</td>
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<td>3rd Paul Seidel/Bill Jones</td>
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Susie Atlee
86th Annual Event of the Year

Victims of the '86th Absurd Annual Event of the Year', which was held October 28 - 29th, were advised by the two infamous 'P's' (Patton and Peterson) that the event was designed to entertain us! That's their interpretation! The approximately 70 PCA'ers who braved this part quiz, part scavenger hunt, part rally, part gymkhana, soon found out it was really designed to drive us BONKERS!!

Saturday morning started out calm enough, with an 'Okie' breakfast (complete with biscuits, home fries, etc.) at The Warehouse in Port Costa. Sandwiched between breakfast and our final destination in beautiful downtown Ryde, on the Sacramento Delta, (population 60), were a dart throwing contest, tennis ball toss, and other devious stunts. After completing a particular segment, one never knew if he/she did well, whether it would be counted for or against you, and so went the day. You can believe that the fearsome foursome (Sylvia, Bill, Len, and Shirley) sure as hell wouldn’t give us any clues.

Questions along the rally route included such classics as ‘Did B-52 aircraft devour their young?’ and Who said ‘wet birds can’t fly at night?’ Cheating was allowed and encouraged; protests were not allowed and you were boo’d if you mentioned the word.

Wine flowed freely at the Ryde Hotel as half-crazed nitwits tried to calm their nerves while completing scoresheets to be turned in for pre-advertised super prizes (which turned out to be false advertising, i.e., worn out tires, Italian CB radio, etc. Gonna sue those ———-‘s!!)

Cocktail hour brought out a few brave souls who were crazy enough to dress in costume for the Ryde’s Annual Halloween Costume Contest. Sally Buckthal was breathtaking in her pink ‘tutu’ and bra as she dreamed she danced au natural at the Ryde Hotel’. Her partner, Bob, was handsome and dashing in his tails and top hat. John and Karen Hawkins, and Bill and Becky Newlin won first place in the contest in their original paceage ‘cone head’ costumes, designed especially for the event by Edith Head of Hollywood fame. ‘Nickums’ Kelez incorporated the help of about a dozen PCA’ers to fill out his 12’ caterpillar costume and picked up a second prize, even though his head was going one way and all 24 caterpillar feet were headed in the opposite direction. (Guess where his head was sticking out of!) Other costume highlights included Tony and Eve Maslowski as a Polish Pope and pregnant nun, and the female Fascinini’s dressed as brightly clad pumpkins.

Howard Shoemaker, a long time PCA member, was commissioned to create a pen and ink drawing of the Ryde Hotel as a remembrance of the weekend for all who participated. The original, in black and white, was fantastic, and was awarded to Steph Home and Bruce Anderson, who garnered first place in the part rally, part this, part that, described above. Ray and Sonja Blow, Norb and Judy Witt, Nickums and Jan Kelez, and Alan and Susan Brooking rounded out the top five placing teams in the fierce competition of the weekend. Remember Al Berens, Al Berens, Al Berens? He and his lovely wife Barbie, won the booby prize for trying, but still finishing last. (Sounds like the fifth calf for one cow!!)

Dancing in America had to be set back at least 20 years, as GGR’s very own six man topless dance troop was enticed onto center stage by the young lovelies in the Ryde’s Polynesian Review. Alan Brooking, Johnny Johnson, John Cleaver, Don Arnold, John Meunier, and Glenn Hills, quickly and eagerly shed their shirts and rolled up their pant legs to dance ‘aloha’ with the aforementioned lovelies, as we in the audience rolled on the floor in laughter. The dance ended with Alan Brooking being encircled by girls, girls, girls as he danced his derriere off. Alan will never be the same.

Johnny takes on the natives.

The 11 x 14 framed print of the Shoemaker rendition of the weekend, which was presented to all who were lucky enough to indulge in this absurd happening, will be a lifetime reminder of the fun and variety you can find anytime, anywhere, in this fantastic region.
The Green’s used the Pleasanton ‘short course’ with many turns to maximize car handling on their annual autocross. Everyone had four or five runs and a great time. John Breedlove has missed most of the GGR season but obviously has not forgotten how to throw his 912 through the corners, as he took a first in class. Big news in Class 4 was Mark Bontempi beating brother Rich, in Rich’s car! Class 6 was scrambled on this Saturday. Class leader John Hawkins could only manage a fourth, and Glenn Hills only a third. First was taken by Walt Maas, who has had no trouble adapting to parking lot racing. Walt was followed by the new but very quick Jim Schofield.

For TTOD we saw a new (?) face, as Jim Gaeta took the honors in the fast 914-6, followed by Gary Walton and Tom Green in 914’s (really a ‘Golden Gaetacross’ huh Tom? - Ed.)

Terry Rosatelli beat Jannie Ponciroli and Rosemary Humphries in the stock 914 class. Terry’s first run blistered the course and no one else ever came close. Susie Atlee did the same in the stock 911 class. (Susie also beat Ted again.) Karen Hawkins took second. Susie Campbell blew away the big 911 class and was easily the fastest woman on street tires.

Tom and Marj Green
Nugget Race Reporters

notes

FROM THE TIME TRIAL CHAIRMAN

At the Time Trial Rules Meeting, held November 19th at Johnny Johnson’s home, some major rule changes were made that might affect what you ask Santa Claus for this Christmas. The two major changes were: Requirement of fire suits for all drivers except students. Additionally, approved gloves must be worn as well as Nomex socks, and hoods or helmet liners for people with exposed hair. The fire suits can be purchased at a group rate by an arrangement made with Tom Green of Automotion. The group rate will be in the $100 range, instead of the $130 normal price. To qualify for the group price we must meet a minimum quantity, and order before Jan 21, 1979. The second major change is the requirement of all cars in the improved or modified classes to run a roll bar. Other rules at the meeting included requirement of full face helmets (Bell Star type) with a Lexan face shield, not just plain plastic for all open cars. As you can tell by the rules enacted the Time Trial Committee is very, very concerned with your safety. To carry this even further a driver licensing program will be started this year to further promote safety and safe events. If you have questions, or require more detailed information on the new rules, contact John Johnson, the Time Trial Chairman.

GGR can’t put on a bad autocross. Bob Sherman followed the 1978 string on great events with his own success.

The day started with Julie Arnold beating Sharon Neidel in the small 914-4 class, while two new drivers fought it out on the women’s 924 class: Judi Witt pipped Christy Freceri by just one 10th. Good news for Ted Atlee, Susie didn’t beat him, but she did blow her class away by 2.5 seconds. Marj Green had both Becky Newlin and Joan Coleman to contend with but kept up her string of first places and even beat all the men, except for husband Tom. Top stock 4-cylinder woman was Karen Breedlove in her 912, with Susie Atlee the fastest six cylinder on street tires.

TTOD was a repeat winner - Jimmy Gaeta’s second event in a row. Small bore six cylinder class is growing with the appearance of Bill Newlin and Larry Robison, both trying to join the Tom Green - Dave Coleman battle. Another growing class is stock small bore. The winner here was Jeff Hammill, followed by a string of new but dedicated kooks - Norman Olaine, Dave Blanchard, George Harrison, Gary Perser, Roger Ryan, and Bill Patton (Yes THE one). Middle 911 is becoming the competitive class to watch. The first five drivers were all in the same second - Walt Maas winning, followed by Jim Schofield, Ted Atlee, John Hawkins, and Glenn Hills. The big bore 911 has been a three man battle between Ray Mascia, Dale Dorjath, and Matt Ballentine. Ray won the day. New driver Brooks Thiele (Yea, Brooks - Ed.) put in a super run to get a fourth place and his best run ever.

It was a great year and next month we’ll give you the year end results.

Tom and Marj Green
Nugget Race Reporters

tech tip

The Porsche dealership recall program on 914 fuel lines is still active. We urge any 914 owner who has not had his 914 fuel lines upgraded to call or visit his local Porsche/Audi dealer about this program. The upgrade is only authorized through the dealerships, and is designed to prevent fuel line failure and a very dangerous fire hazard situation.

Tom Green
Competition Director
GGR Tech Panel
DID'JA KNOW...

Did 'Ja Know... Sally Buckthal has been all over the world. Born in New Jersey, she then moved (at the tender age of 90 days old) to California with her family, went to grammar school in Los Angeles and Menlo Park, high school at Menlo Atherton High, and attended the University of Oregon. Married to Bob, an employee of the 'Friendly Skies', she has since traveled to England, Germany, Austria, France, Peru, Brazil, Taiwan, Hong Kong, Nassau, Tahita, Israel, Hawaii and Chicago. CHICAGO?! (Actually, they love Chicago, and they go back there as often as they can).

Bob and Sally met when they were both dragged to a church meeting by their parents (who were best friends), so they would meet 'someone nice'. Both sets of parents told them to sit next to each other at dinner, and Bob and Sally didn't say a word all evening - but something must have clicked. They married in 1964 after she graduated from college, and they already had a brand new Porsche coupe, 'Brownie'. At their wedding, a 'friend' stood by with a can of orange paint waiting to plaster JUST MARRIED all over the new car!!! After Bob and Sally came to, they settled for a giant sign on the back of their Porsch that read, 'ICE COLD BEER BY THE CASE'. Needless to say, they got stopped by the cops on their way to Carmel.

Sally has two children, Lisa (10) and Jeff (9) who are both in braces. ... 'We love supporting our orthodontist'. Both kids are at the age where she spends a lot of time driving (the Porsche, of course) to soccer games, tap dancing lessons and other pre-adolescent activities.

In Sally's 'spare' time, she works as an Editor (Hear that, Jeff?) for World Publications (publishers of 'Runner's World', etc.). The company publishes many sports books (some best sellers) and right now Sally is working on, ... What else? 'The Complete Woman Runner'. 'I'm so sports minded that I even had to drop out of tap dancing!' I'll bet she does a great job of editing, though. She received her Journalism degree from the University of Oregon and has worked for some newspapers, college publications, and Sunset Books (Lane Publishing).

Sally joined PCA in 1966 and is into the purely social aspect of PCA (After doing much of the work on concouring 'Brownie' for the 1969 Porsche Parade, she is happy to enjoy the efforts of others). 'I go to dinner meetings, pit crews, tours, LADIES LUNCHEONS, and other assorted rowdy functions'. She says she isn't the least bit competitive. Actually, she drove once at Road America Race Track in Elkhart, Wisconsin, but she got passed for driving too slow on the Parade Lap!

Some of you probably know Sally by her car, 'Streaker' (a silver 911 with flares, and 8" alloys) and more famously for 'Snappy Tom', a bright red '59 Convertible 'D'. Sally and Bob moved to Chicago in 1972 and are back, alive and well, and living in Foster City. Sally is happy to see all the GGR 'old-timers', but enjoys meeting all the new Porsche enthusiasts in the club. Sally's hobbies include bridge, playing piano, occasional bowling, and traveling. She is also a great storyteller. She might even tell you the one about the horrible Jerusalem Arab in the carpet shop behind the Old Wall.

Rebecca Newlin

Sally

Lynn

Len
Did 'Ja Know . . . The license plates on Len Levine's car, LL25LL celebrate 25 years of marriage (as of August 29th), and therein lies the tale of his first Porsche.

The India Red, 1976 912E was Len & Lynn Levine's 25th wedding anniversary present to each other, much nicer than an island cruise or second honeymoon thought they! Len, a new member of PCA-GGR, has 'always admired Porsches' and after his very first test drive, he was 'bitten by the bug . . . I remember it well, it was a friend's '69 912 with 124,000 miles on it and still going strong!'

Since it was an anniversary that brought Len to PCA, its only fitting that we talk a little about how LL25LL came about. The story of how he met Lynn reads like something out of a Henny Youngman routine. You can just picture it . . . one day, out by the sunny southern Californian pool, Rose (Mom's old schoolchum) says to Leonard, You're single aren't you? Do I have a girl for you!' Imagine Len's surprise when the address she so cheerfully wrote down was in Chicago! Len politely thanked Rose, put the paper in his pocket and promptly forgot about it. Months went by before he wrote a 'very noncommittal-we-have-a-mutual-friend-type of letter' and again he forgot about it. Then one day, he received the 'historic very friendly' letter from Marilyn, and the rest, as they say, is legend. Oh yes, how did Leonard and Marily become Len and Lynn? Would you believe the full names were too big to print on their engagement party napkins and Len and Lynn just stuck through all these years?

After 'years of teaching kindergaten, high school, and everthing in between', Len is now the Director of Pupil Personnel Services for the South San Francisco Unified School District. Besides his busy career, Len keeps active following his personal philosophy - 'Try to do the best job you can and help others' - by doing volunteer work. He is currently Vice President of Family Homes for the Adult Retarded, Chairman of the Special Education Committee for the Association of California School Administrators, and serves on the Board of Directors for the Easter Seal Association. Can't imagine where he finds the time, but Len also has several fascinating hobbies, including travel and photography. In fact, Nugget readers have been enjoying his talent in recent issues.

Len's major hobby these days is PCA-GGR. (Len confessed that when he first heard about a Porsche Club, he thought you joined by flashing your lights at other Porsches on the road.) However, after his first activity (a time trial tech session), he knew he was in for a lot more fun than flashing (lights, that is). He's found all the GGR activities 'fantastic' but his 'favorite so far was the Summer Mud Wine Tour'. (Len, you'll remember, did the nice write-up for that tour in the August Nugget). The 'most thrilling' event was the Laguna-Seca Time Trials where Len worked pre-grid, all day, both days!

Like most Porsche pushers, Len has a dream Porsche - 'A '69 912 with 11 inch flares' (Did 'ja hear that, Gaeta?) and a Porsche dream - 'to be a really competitive driver in my 912'. Yep, der bug has bitten!

Donna Jean Casady

Witch Way

Sixteen rallyists showed up at Alex's Porsche House on November 5th expecting a low key rally in the Santa Cruz Mountains. What we got instead was a real test of our rally skills, which most found were not up to par. Of the ten cars that finished, (where were the rest of you?) everyone took a maximum penalty on at least one checkpoint. At each checkpoint Rallymaster Keith McMahon provided us with a critique of the leg so, hopefully we will never make the same mistakes again. The rally was a grand learning experience, showing us many traps, and forcing us to really think about what we were about to do. The rally ended with a potluck dinner and awards at Keith's beautiful home in the Santa Cruz Mountains.

Many thanks to Keith for a well planned rally, to Norb and Judi Witt for all their help, and to all the volunteer checkpoint workers who worked all day.

Sharon Neidel

RESULTS

EXPERT CLASS
1st John Clever and Curta von Haida
2nd Bill Jonesi and Sharon Neidel
3rd Ted and Susie Atlee

NOVICE CLASS
Terri, Jeff, and Tim Rosatelli
Jeff and Barb Lateer
John Johnson and Sandi Candlin

DLBF Sid Pollack and Ken Braly

Checkpoint - over there.  Hmmmmmm - witch way?

Many thanks also to the following sponsors who donated prizes:

Alex's Porsche House
Edward's Porsche Parts
High Performance House
Skunk Hollow Racing Team
Garretson Enterprises/Automation
Ely Porsche/Audi
Kahler's Import Shop

Please patronize our sponsors! They donated prizes and support our events, so let's get behind them and show them that we appreciate their help and concern.
NEW MEMBERS

C.E. Burgin (Barbara)
32582 Lk. Bridgeport St.
Fremont, CA 94536
489-3439
1978 911 SC

Will

Doug Dolginow
540 Summit Springs Road
Woodside, CA 94062
851-2942
1972 914
Doctor

George T. Lenehan (Gynelle Deverall)
1808 Black Mountain Road
Hillsborough, CA 94010
343-9730
1967 912/1971 911T
Attorney

Chris Mason
533 Mt. Dell St.
Clayton, CA 94517
1962 356B

Robert L. Neathery (Arlene)
4858 Scarletwood Terrace
San Jose, CA 95129
996-1573
1966 912
Mfg. Mgr.

Donna F. Trefz
1150 Ranchero Way No. 75
San Jose, CA 95117
244-9954
1978 924
Frame Worker

William L. Johnson
(Kathleen O’Donovan)
123 Donald Drive
Moraga, CA 94556
(Santa Barbara)

Robert F. Jurasek (John)
100 N. Whisman No. 324
Mountain View, CA 94043
(Sacramento Valley)

Michael J. Sinneck (Eileen)
251 28th Street
San Francisco, CA 94131
(Potomac)

David E. Wear (Darla)
618 Plymouth Lane
Foster City, CA 94404
(Santa Barbara)

John P. Yokubytis (Kathleen)
4829 Boxer Blvd.
Concord CA 94520
(Hudson Champlain)

Walter G. Huff (Carol)
6054 Elmbridge Dr.
San Jose, CA 95129
255-7122

J. Eric Carlson III (Elaine)
6 Admiral Drive no. 337
Emeryville, CA 94606
(San Diego)

Kevin Gilpin (Kerry)
P.O. Box 1392
Vallejo, CA 94590
(San Joaquin)

OLD FACES - NEW PLACES

Joseph Altieri Jr., 211 Elm Street, No. 104, San Mateo, CA 94401

Edward Ellefsen, 2724 Corey Pl., San Ramon, CA 94583

Boyd Fair Jr., 5889 Arboretum Dr. F, Los Altos, CA 94022

Ray Hunt, 7249 Regional St., Dublin, CA 94566

Robert F. Malm, 1023 Douglas Dr., San Leandro, CA 94501

Daniel J. Murray, 3868 22nd St., San Francisco, CA 94114

Joe Reitmeir, 1410 Marinovitch Way, Los Altos, CA 94022

Ed Tobiaz, 10525 Mira Vista Ave., Cupertino, CA 95014

Rick Toms, 2151 Marconi Ave., Sacramento, CA 95821

Burt Wall, 1631 Willow Street, Suite 205, San Jose, CA 95125

Bob Yamamoto, 2661 Evora Dr., San Jose, CA 95124

TECH TIP

A new recommendation by Bosch for maintaining Porsche fuel injection units is a new gas additive by Swepcio. It goes by the name Fuel Improve No. 503, and should be added to a full tank of gas every two months. The additive No. 503 eliminates accumulation of rust and contaminants in the fuel injection - thus keeping injector nozzles and small working parts clean. The result is a surge free, better functioning system.

Tom Green
Competition Director
GGR Tech Panel
FOR SALE

1977 924 Silver/Black under warranty, 1st $9500.00. Wally 487-1143

1957 356A Speedster No. 83040. Less than 63,000 original miles. Green, black interior, short gears, limited slip, adjustable sway bars, 130+ h.p., bra, Mitten, and a station wagon full of spares. I have owned this car for 13 years perfect for solo events and/or summer drives in the country. Test driven recently by Bill Patton but still in good shape. Not cheap. No loolkee-loos. Harry Somerfield 921-7198 in San Francisco.


2 Ea. 6x16 alloys with P7 and 2 Ea. 7x16 alloys with P7. 14,000 miles on set. Best offer. Steve Kirby 415-941-7249

Brand new bra with case. Two rear Sway bars, 4 steel wheels, 4 Bandag recaps on XWX's for solo events, 4 bald XWX's, 1 set rear Bilstein shocks, 2 sets stock rear springs, 2 exhaust systems, 1 Bursch, and 1 Anza system. All above items for 914 2.0 where applicable. Bob Kilburn

Two used XWX 185/70 VR 15, $16.00 each. Approx 1/8 inch tread left. Elaine Parry 252-2340

Car trailers; single axle and tandems. Reasonable prices. Bob Kilburn

1970 914-6 No. 9140430131 Rebuilt engine, rebuilt trans, front sway bar and many extras. $9,000.00 Call John Hammill days 734-1622.

4 American 6" mags with 22.5x7.5x15 (11lbs), 2 rear 914 arms, 4 early bolt pattern 5½ inch wheels for 356, 914 1.7 Fuel injection system, 2 914 2.0 stainless heater boxes, 914 torsion bars, 901 4 speed box, misc. 356 trans parts, 356 European heater boxes, new front shoes for Carrera, 911 alternator and fan housing, 4 2.2 T pistons. Moved to smaller garage, must have room. Make offer, Larry Chmura 415-933-8788.

WANTED

RACQUET BALL PLAYERS? Are you out there? We want to start a tournament, if we can get enough players. The first annual Freca Frolic! It will be East Bay against West Bay. Interested? East Bay, call Ron Trethan, evenings, 415-846-7717; West Bay, call Tom Green, days 415-961-2777

Wanted: 88mm cylinders for Empi 2.5 liter 911 engine. Any condition - suitable for reboring. Gary Nylander 415-851-0568

For 1970 914-4 - Rear bumper valence. Also front and rear chrome bumpers. Call Joe Petersack at 247-4152 (work) or 965-1090 (home)

Wanted - A date for the Christmas Party, anybody will do, must have own limousine and corsage. Mike Atlee 578-7499

4 old style 7" Alloys - Bob Kilburn

Attention: Come join the fun - come Christmas caroling with GGR. Hear Gary Evans sing that famous nautical carol, 'Deck the Hull and Bow with Holly', and Linda Foster sing, 'Oh Tomyerbombed'. Call Doug or-and-and/or Reata Price. (Your choice)
Sometime someone out there is going to read this little blurb, out of boredom, or sheer desperation. All it says is to report any address changes to Alan Brooking for your Nugget, and to PCA Executive Office, 5616 Clermont Drive, Alexandria, Virginia 22310, for your Panorama.

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San Jose 95124 269-1914

Coming Events

**DECEMBER**

2 CONCOURS/ SWAP NEUFELD - NEWLIN/FORSTER
3 GORILLA'S GIMMICK RALLYE - ATLEE
5 PIT CREW - MATTHEWS
15 XMAS CAROLING - PRICE
16 DINNER MTG/XMAS PARTY - NEWLIN

**JANUARY**

7-12 ACTIVITIES WEEK - ACTIVITIES DIRECTOR
20 DINNER MEETING - NEWLIN
27 TECH SESSION - BREEDLOVE