up front

Following my May article on spirit and responsibility, I am writing this month on 'compromise.' With the year already half over a lot of activities have taken place. Many events have become history, and a tremendous effort in personal sacrifice has been given to the membership by many people.

Most events have been extremely well planned, well run, and well attended. Even so, nothing meets everyone's criteria of 'perfect.' We must constantly be on the alert to not expect perfection, but be willing to compromise. We are not paid professionals and the results of our efforts can only be as good as is reasonable to expect from volunteers. Remember, Golden Gate Region is a fun club with the friendly club concept.

Each member, be they director, chairman, or worker gives of their free will and time for the benefit of the majority. The results then should be considered as a compromise and the efforts of those that give should be recognized.

If you are disappointed in the region's activities or a particular event, or in any official, try to think of 'compromise.' If you are pleased with the region's activities, or in a particular event, or in any official, try to let them know their efforts are appreciated. Everyone is trying to do their best, and for this alone, we should be thankful.

Another word, much more important is 'safety.' We must also be alert to consider safety foremost in any event we plan, conduct, or participate in. With insurance rates at extremely high levels, the National Staff reminds us through their correspondence that we must be aware that all events must be conducted with safety as the major criteria. In this area, there cannot be any compromise.

Safety is the concern of all in the Region. The Board of Directors, the event chairmen, and we as individuals must help to insure our collective ability to continue to enjoy our Porsches to the fullest.

mini minutes

The first June Board meeting was held at John Breedlove's home in Portola Valley. All regular Board members were present as well as the Club Historian, Nugget Editors, the North/East Bay Coordinator, and the usual guests.

Once again Bill Patton was unable to attend the board meeting to report on the election revision plan. He missed the meeting due to his personal commitment to purchasing good used Porsches for his used car lot. Ted Atlee suggested that in addition to the possible change in the way that we elect our officers, we should look into realigning the board positions themselves. His suggestion was to have some of the board positions do all the work and have others just act as voting representatives (somewhat like the Secretary position is now). He and Bill will get together before the next board meeting and see if they can align their thoughts on realignment - if not, realignment of the officers will be a separate item on the agenda.

Gary Myers, our advertising manager, reported that he had received a favorable response from the dealers concerning sponsorship of the region's events. He has sent out letters to all Porsche dealers in the area explaining our advertising program with a 'menu' showing their advertising opportunities. Brief summary of the 'menu' follows:

A) Sponsorship:
   1) Time Trials - $500 each Sears Point or Laguna Seca
   2) Autocross series - $500 for series of 6 events
   3) Rally series - $500 for series of 6 events
   4) Dinner Meetings - $100 each

B) Display Advertising:
   1) Directory - $35 quarter page to $140 full page
   2) Nugget - Rates not established yet (6 month trial period to produce Nugget with ads)

C) Donations:
   1) Door Prizes
   2) Contributions

The benefit of a program such as this to the club is obvious - the benefit to the advertisers is favorable exposure to a large market for their services. Gary asked for help in locating suitable independents for our sponsorship program.

Alan Brooking reported that Norb Witt will punch the cards and have mailing labels by July 1. Norb assured Alan that corrections and updating would be no problem. Alan also reported that he has selected his nominating committee for the 1979 elections: Kay Matthews, Tom Foster, Joe Hartman, Joan Sanders, and Ron Trethan as a non-voting member.

The Memorial Day Time Trial at Sears Point was a great success with a profit of $300 to $400 anticipated after expenses. Harry Sommerfield video taped 8 hours of the event, and would like an opportunity to show
it to the club. There was an accident involving the injury and hospitalization of two people Sunday Morning. One party, a passenger and worker from the DeAnza Auto Tech Club, had a concussion; the other, the driver and a participant in the event, had a possible back injury. The board expressed concern for safety at the club’s time trials and the time trial committee will be having a safety meeting. The time trial committee has decided to eliminate the open practice sessions.

Johnny Johnson reported that he had looked into trailers for the club, and a ready made trailer to fit our needs would cost $695. He felt that he would be able to build a trailer for less than $500. The board approved $750 for expenses for autocross equipment, with the trailer not to exceed $500 - the rest is for pylons and new equipment cabinets. Doug Price clarified his offer on the cabinets saying he had volunteered his table saw and the space to build the cabinets and that there was not an expressed or implied offer to build the boxes.

The increase in postage will cost the club about $15 per month additional. Sandi said she had looked into postage meter rental and there are many advantages. No more licking and sticking for Paul and Carol. Postage is purchased in a lump sum for the meter and the value desired for the postage set into the postage meter. This allows the flexibility of keeping up with the postal rate changes (remember the penny post card), covering postage of large issues of the Nugget, and experimenting with second class postage. It is also rumoured that metered mail tends to be handled better at the Post Office. The board approved a motion to rent a postage meter and experiment with second class postage.

Zone 1 is considering putting in a bid for the 1981 Parade to be held at Niagra Falls. The 1984 Parade should be a west coast parade, wonder who’ll put in for that one. Lou Maribel, Past National President, is seeking candidates for PCA National positions. He has 50 names so far and 20 resumes. Lou feels that this is a small response but a good beginning for a club of over 13,000 members. The Panorama will have an estimated $85,000 income from advertising for 1978. Betty Jo Turner says this presents a challenge to find additional material to fill the additional pages. The advertising space increase necessitates an increase in size of the publication to 76 pages. The Nugget advertising should be so successful! (just wait! - ed.) Where are those feature articles on Golden Gate to help Betty Jo fill up the Panorama - Bill Patton is awaiting your call. There were a few repercussions from the selection process of accepting parade registrations, particularly from those selected. Mick Williams received a letter from Tom Hauser of San Diego Region. The letter reported that a trust fund of $10,000 has been established with the proceeds going to the charitable activities of San Diego Region, so?

Rebecca reported that she and Gary Myers were working on two sponsored dinner meetings for this year. Sandi handed out the financial reports. We voted in 11 new members, and Alan reported that he needs two dealer representatives for McPeak, and R.S. Taylor (or whatever their name is.) Ted reported that the Skunk Train trip has been cancelled and SVR has a site problem for their Oct. 22 autocross and would like to trade dates with us. If we trade our first choice is October 8th the bowling event, and our second choice is the rally on October 15th. Jeff Lateer said that the Nugget deadlines are firm and will be strictly enforced. Bob Sherman missed the first meeting since taking over the Goodie Bag because he had to work. The meeting was adjourned at approximately 10:56%. The second June board meeting will be at Alan Brooking’s on June 29th.

Respectfully submitted,
Bruce Anderson, Secretary

Dinner Meeting

The July dinner meeting is the one you’ve all been waiting for! We’ll have an ESP and hypnosis show as entertainment after our usual fantastic dinner. The sharp show will require 20 members from the audience to participate in the act in order to make the show a success (10 men and 10 women). Please indicate if you would like to be a subject, your willingness is what makes this show.

WHERE:
Beardsley Restaurant
1443 Broadway
Burlingame 343-5976
From U.S. 101 take the Broadway exit (in Burlington) Beardsley’s is at the corner of Broadway and El Camino.

WHEN:
July 22 - Saturday
6:00 - 7:30 No host cocktails
7:30 dinner

COST: $11.60 per person (includes the show)
Entrees: sirloin tips or roast 1/2 chicken. Dinners include salad, vegetable, baked potato, french bread, coffee.

Make checks payable to: PCA-GGR and mail to:

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

or call 415-728-5351. Please indicate meal selection on check. Bring a friend or prospective members, let them join in the fun!

COVER - Photo by Jay Dodecatheon. He’s real good at that cuttin’ and pastin’. Somebody call Marge, he looks like a hot one for the Pit Crew!

CREDITS - Photos by Frank Bower (Sears Time Trials) and the editor. See how easy it is to become famous? Send the editor your photos now. Also, many, many thanks to Judy Keeble, who typed this issue. Talk about fast......she runs a modified 3.0 Selectric (Kind of like a Sporto, only quicker). Thanks again, Judy!
almost anything goes

If you have always dreamed of owning a yellow 1975 turbo, then here is your chance to make this dream come true. The grand prize for the overall winner at the ‘Almost Anything Goes’ will be just such a vehicle. It has never been in an accident, never seen rain or snow, and gets incredible mileage. You will be proud to add this car to your collection.

If this prize isn’t enough incentive, ponder these things:
1. You can show off your magnificent body to all out-of-shape PCA’ers and possibly become a Nugget centerfold.
2. You can drink beer and/or soft drinks and eat a picnic lunch on a grassy meadow (you bring the food).
3. You can get a fantastic sun tan on a lovely Sunday afternoon. God has promised us a windfree day in Foster City and we’re positive the sun will shine.
4. Best of all, you can take part in the most fun-filled, crazy event of the year and have plenty to tell at work the next day.

‘Almost Anything Goes’ will make July 30th a day you will long remember. There will be several team and individual events that will separate the men from the boys, women from the girls, and people from the persons. (This is an equal opportunity event). There will be an expert team of judges to score you and a group of sideline groupies to cheer you on to victory.

The first event begins at 11 A.M. sharp and penalties will be assessed for not participating in all events, so plan on arriving on time. All events should be over by 3 P.M., but you can stay longer to picnic, drink, or lick your wounds if necessary.

In addition to beer and soft drinks, charcoal will be provided for your barbecuing pleasure. There is access to the water, plenty of grass (the kind you sit on) and tables for picnicking.

Price for this entire day is a bargain at $2 per adult. Kids are free. The price at the door will go up to $2.50 if you are not pre-registered so send your check to:

Nick and Jan Kelez
332 Shad Ct.
Foster City 94404
Phone: 341-6731 (6:30 P.M. - 9:30 P.M.)
Deadline for registration is July 24th.

WHERE: Foster City Recreation Center
650 Shell Blvd.
Foster City

From Bayshore take Hillsdale Blvd. East, turn right on Shell Blvd. From 92, take Foster City Blvd. exit, right on East Hillsdale, left on Shell Blvd.

FRIDAY NIGHT FEVER

Put on your gold lame’, sequins, and shimmering adornments, your french cuts and tee shirt, hot pants and halter, or . . . . and boogie your bottom off at G.G.R’s first ever disco dance. The date is August 18th. Mark your calendars and see the August Nugget for details (assuming you get it by the 18th).

The Deadly Duo
Sylvia and Jannie

LAST CHANCE

This is your last chance. The 1978-1979 Membership Director is in its final stages. Check to be sure that your name, affiliate’s name, address, zip code, and phone number are correct in the 77-78 directory because IT WILL BE PRINTED THE SAME this year. If you have notified the club of a change in the past year, don’t worry, I already have it. BUT, if there is a recent change or something you want withheld (i.e., phone number), please get in touch with me A.S.A.P. so I won’t look like a sap when the directory is printed with - - your name spelled wrong, your affiliate member’s name (who your wife doesn’t know about) printed, your phone number that’s unlisted, etc. LAST CHANCE.

Your 78-79 Membership Directory Chairman
Bill Newlin
P.O. Box 911
Montara, CA 94037
415-728-5351 (6 P.M. to 9 P.M. evenings, please)

La Muncha Seca

From the bake goods booth:

The race is on - car No. 5 zipping by...passing Rocky Road curve, whipping around Banana Nut Hill, car No. 5 spins out and loses a Chocolate Chip Wheel. He skids thru a Lemon Meringue Barrier, then ends up in the Strudle Infield. The Pit Crew runs to the rescue. They need your help!!! Supply your Pit Crew with essential tools and goodie parts to get No. 5 back on the race track. Let’s not be the last ones to the finish line. Sign up now for the ‘La Muncha Seca’ (bake sale) August 13th, don’t miss this tasty concours event.

Let's get back on the race track, call your Pit Crew:
Marsha Keller - 341-2103
Stephanie Home - 326-0122
Rumors and Facts:
The Kelez's have been sleeping in Jim Gaeta's waterbed (with or without Jim has not been determined) and poor Nickums was apparently in such bad shape he had to keep one foot on the floor for balance.
Bill and Rebecca Newlin at a recent autocross nearly missed grid as they were waiting to be the last car in line (something about late entries going faster). Thanks to Gary Sanders who rolled their car into position with seconds to spare, they made it. Strange since Gary runs the same class as Bill.
John Clever, when shown a photograph of the woman executive at the Porsche factory, muttered 'Token Broad'. John's rally was fabulous. Great scenery with low pressure instructions. Too bad so many of you missed it, particularly East Bay folk. By the way, it really feels good to be singled out for 'last overall'. Thanks.
I finally got the opportunity to give the 'Patton Place 1/3 of a Decade Overall Favorite Subject Award' to Ray and Sonja Blow. This after carrying it my car (had to change it six times) for six months. Now, if the recipient of the 76 award would only show up.
Message to Susie Atlee: I'd like to hear the 'big yellow balls' story since I play such a large role in it.

Notes while reading my June Nugget: (go get it now, you'll need it if you're a serious reader of this crap).
up front: Glenn Hills obviously can't be trusted and is a scandalous liar.
After reading his description of the President's duties, I've come to the conclusion that the caption on his picture is at the very least 'dishonest'. Also, he forgot to mention that the Membership Director also gets to 'handle the membership'.

Mini Minutes: Bruce Anderson implies that Patton injured himself while 'moving' which makes it seem he's awfully clumsy. Actually, I've seen him move more than once with no problem at all.
New Model Intro: Nice that Forster's new tricycle engine is here. Now Doug can try 'Never Dull' on diapers (or diapers on his tires).
P. Town Boogie: How did you know that I wasn't 'hopefully reading this before June 3rd'.
Tracy Triangle: I don't know who Jay Dodecatheon is, but if he thinks he's helping us understand rallying he ought to proof his material. Looks like he cuts out all the words, shuffles 'em and put 'em on paper as drawn out of a hat. I know that where his name comes from, and that's how most rally masters prepare their rallies too!

Now turn to the center fold and make up captions, send them to me with your name and clearly identify which photo you're referring to. My versions top to bottom, then top to bottom across the page.
1. Take that Farrah!
2. Then you mix 'never dull' with a little 'kwikset cement' and apply it directly to the paint.
3. Now if we move fast we can steal the tennis shoes off that dying derelict. (Some of these are 'in' jokes).
4. Now I know why Napoleon did it.
5. Hells Angels Class of '59 trying to look like World War II fighter pilots.
6. If that Jeff Lateer doesn't leave me alone, I'm going to break this over his head.
7. My God, they actually did it right here on the train.
8. Well, here comes Glenn Hills again. I'll just smile a little to humor him.
9. Dammit, you missed another bunt sign.
10. Boy! Those CB mamas can really wear you out.
11. Well, I look great as usual, now I'll go time the runs.
12. I'll wait til he starts to snore, then . . .
13. Now if I hold my jaw just like this, I can look like Steve McQueen.
14. Quick Marge, get the Automotion tee-shirts over too them, fast!
15. Will the real Roman Polanski please stand up.
16. Jeezus, that GD train just lapped us again.
17. The thrill of victory.
20. It's only Gary Steeble. Now let's get Gaeta and Bobbee on the next straight.
21. Now that I'm a winner, I can make all the faces I want.
Other Notes: super family picnic thanks to Doug Price and Toby Evans who did it all themselves. The concours part was fun. One clown entered the full concours class with a car that made Doug Forster look like a chimney sweep by the time he was through judging it. At the solo event, Rosemary Humphrys desperately needed shocks for her car in order to run. Approached everybody in sight asking if they had an extra set of Konis. Approached one party who responded, 'no but I do have some tampax if that'll help. How'd you set them, Rosemary, full soft, full hard, . . .?' Lorna Lynch gets my full approval and her neat picnic friend too. Both invited to the next hot tub tour.
For you lucky people who are registered for the '86th Annual Event of the Year', this year's first prize for the competitive event is an incredible, original artwork by a famous artist, worth a bunch of bucks. Honest! (not a crashed door, or a block of wood).
The Opry House event proved to be a gas. Norb Witt managed to offend everybody in the joint including actors who were rather offensive themselves.

Noting 'The Mart' in the June Nugget, I don't know who Larry Chmura is but obviously he got in a little over his head.

Luv, Furher
FAMILY PICNIC

Well, another great event is now in the past, the GGR Family Picnic. It was a great day for a picnic, beautiful weather and a fantastic site brought out about 140 people.

The concour was a real crowd pleaser, with just about every Porsche style represented, from an early Speedster to the latest 928 and 930's. Troy Powell walked off with top honors in the ‘full’ concour class, with his classy 914/6 GT, only because Kay found the spider webs in the door before Doug did. Rumor has it that Troy cleaned the car once for the Seattle parade, and hasn’t since. But, rumor is all it is because the car is beautiful. Other class winners were Bert Wall (class 2), Dennis Moses (class 3), and ‘new’ member Julie Arnold, in her first concour, (class 4).

Along with the concour were plenty of other activities, including lots of beer drinking (eat your heart out, J.C.), volleyball, wine drinking, the egg toss, beer drinking, nail pounding, volleyball, wine drinking, little children’s games, volleyball, and oh! - plenty of great bar-be- qued food, (served with your choice of beer, wine, soft drinks, or volleyball) The egg toss was won by Karl Keller & Son, with Sylvia Sneaky a close second. You’re supposed to toss the egg every turn Sylvia, not just every third turn. The egg toss did provide lots of excitement, emotions often ran a little high, with one lady chasing her partner all around the park (scrambled egg in hand), only to lose him when he ducked into the (Get ‘em Doug!) concour area.

Another closely contested activity was the nail pounding, at least until one of the hammers broke. Speaking of breaks, Rich Bontempi came close as the only casualty (just a sprain) of the volleyball game.

Everyone had a great time, special thanks to Doug Price, Toby Evans, and Bill Patton for making my first family event so enjoyable. I’m sure that everyone will join with me in thanking them, and each other for a wonderful time.

Ron Weller

Found at the Family Picnic: one yellow dump truck, low mileage. Willing to return to owner since EVERYBODY knows yellow is a slow color. Also found: one tablespoon left in a can of beans. Doug Price - 415-483-0769

CONCOURS - SWAP MEET

GGR's big Swap Meet of the year is coming up soon in August. All of you Porsche Parts People who have been Piling Porsche Parts for years now have your chance to clean house and/or garage. Start cleaning now, so you'll be ready when the big day arrives. Also, for all you clean freaks, there will be a concour held that day. If you are one of those who is a Porsche Parts Piler & Packrat, and don't want to clean out your supply, clean your car instead, and bring it out for the concours!

Doug Forster

PIT CREW

The July Pit Crew meeting will meet in the friendly, centrally located town of Palo Alto. You will be greeted at the door by a friendly fellow named Dart. He will sniff you out to see if you are true Porsche people. Poor fellow looks rather underfed, and you might think that he's just sniffing you out as a possible meal. The people he lives with say he's supposed to look like a skeleton with hair.

Come meet Dart and the people he lives with at the monthly cut up session of the Pit Crew.

WHERE: The Foster’s
895 Melville Ave.
Palo Alto
From US 101 take Embarcadero Road west to Middlefield. Turn right on Middlefield, right again on Melville, and the Foster's is on the left at the corner of Melville and Channing.

WHEN: Thursday, July 20th
7:30 PM

CALL: 326-3646 - or just stand on a curb and holler.
GGR’s first 1978 Time Trial, chaired by Ted Atlee and Glenn Hills, and sponsored by RS Taylor, was a roaring success. The event was a true ‘big time’ happening, as Harry Somerfield brought an entire video set-up that captured the action on a few corners for all to see on ‘TV’ Saturday evening. We hope to have a condensed version to show at a dinner meeting later in the year.

Other notable efforts toward making the event such a success were those of the De Anza Auto Tech Club corner workers, who did a fantastic job, and many hours of work donated by GGR members: Hartman’s, Latee’s Casady’s, Behrens’, Neidel’s, Souza’s, Dorjath’s, Hammill and Hammill, Bob Sherman, and many others. Special thanks to Hank Malter and Pete Ackerman of Redwood Region - they both put in hours of work taking care of flagging and communications control. The event wouldn’t have been as smooth without them. Thanks also to our First Aid Station workers, Marta Newcomb and Christy Freccari. Trophies for the event were put together by Bill Newlin and the Hawkins’, beautiful creations made out of polished Porsche parts.

If you’ve never camped at Sears Point, I urge you to try it sometime. The fun began after dinner when three ladies found a way to turn on the track’s loudspeaker system. Singing by Christy and Rebecca (now available for Weddings and Bar Mitzvahs), joke telling, Ron Trethian’s Richard Pryor album (at full blast), clarinet playing (by our own Frank Bower), and VW bus drumming by Glenn Hills all perforated the quiet and calm of the evening.

Sunday morning found all ready for more track time, and more fun. There were some anxious moments following one car’s off-course excursion, but the timed runs ran very smoothly.

A great awards presentation climaxed the weekend, with all top finishers picking up the awards. Sharon Trethian got the shaft (ask her) for TTOD, and yes, folks, she beat Ron. A great weekend, our thanks to all for a super event, see you all at Laguna!

Rebecca Newlin
Paul Troutner’s nervous course and many twists had everyone shaking their heads as they tried to find places on the course where they could cut up some more time. Few found the secret. Karl Beckler Sr. was certainly one of them, as he beat Jr. and the rest of the class to win the stock 356 class. Class 5, early 911, had a great battle going all day, with Jeff and John Hammill, Jim Gaeta, and Terry Zacccone locked in a super close battle. John held the lead most of the day, but ended up third as Terry and Jeff pipped him on their last runs - with Jeff breaking his transmission case in the process. Scott Campbell drove in from the valley to run Paul’s mystery, and found the drive rewarding. Scott really buzzed this very close class and took the win over Ray Mascia, Matt Ballentine, and Dale Dorjath. 914-6’s still rule the roost in small-bore 6-cylinder class, as Tom Green took the class easily. Johnny Johnson also had an easy time on the way to another win for him in the big-bore improved class. Gary Walton, Ron Trethon, and Greg Elliff fought the on-going battle for TTOD and the honors of modified class. Gary’s 914-4 took it by one over second.

In the womens class there was a whole band of new faces, fresh from the successful womens autocross school put on by Rosemary Humphreys, Marj Green, and Stephanie Morgan. The school was fantastic and the results are very evident - both in the number of new women running and in their improved times and confidence.

V.P. Becky Newlin won class 13 with some fast runs, but biting at her heels are tow school graduates - Karen Neidel and Cynthia Carroll. Both will give Becky cause to watch them as both will be very fast by the end of the year. Older sister, Sharon Neidel, continues to fly in her 914-4 in class 14. But she too has some school graduates who will give her fits by year end. Lorna Lynch, Julie Arnold, and Mary Renk are all waiting for their first win and are impatient to get it this year.

Lorraine Davis and Judi Witt had 924 winner, Vicki Perry, watching the clocks. Joyce Sutherland in stock small-bore 911, and Karen Hawkins in mid-bore stock 911 are both in very competitive classes. They will find taking a win from Stephanie Morgan, Judy Zacccone, Susie Atlee or LaQuita Hills very difficult, but Karen and Joyce look promising and certainly make the classes even more competitive.

Kay Matthews really burned one in Saturday to win the 911 big-bore class and take womens stock TTOD. Marj Green collected another win in her beautiful black 914-6, but failed to beat Tom on this twisty course. Sandi Candlin usually runs alone in her class, but had a full class this day and managed some fast runs to take another win in her Carrera.

Thanks, Paul, for another great day at Pleasanton. GGR continues to put on the best events ever and this year’s series is a great one.

Tom and Marj Green

June 3rd saw most GGR auto-xer’s going in the wrong direction. John Hawkins and Bill Newlin designed a fun, but tricky course run in the clockwise direction (something we usually don’t do at P-town). Everyone loved it, especially Mangler and Hawk.

Some of the classes are now pretty well into the close points race for the remainder of the series. Jannie Poncirola seemed to ‘have her act together’ very well as she put in a screamer run to beat Rosemary Humphreys and even Steve, her husband, who took his class, in his stock 914 - 2.0.

The 356’s must be disappearing off the face of the earth because I’m sure the Neidels would like more competition. Cindy Carroll is doing her best as a new auto-xer this year in her 356 and she’s got a good battle going with Karen Neidel, Sharon Seymour, and Rebecca for the women’s stock 356/912 class.

Speaking of fast women, Marlene Souza and Carol Lee Huff, who started auto-xing this year, pose real threats to Sandi Candlin’s fast times in the improved 911S class. Sandi’s pit boy, Johnny ‘Cat’ Johnson has his work cut out for him too, as Howard Souza, Bud Hart, and Walt Huff are charging hard on his wheels. Denny Kahler told his wife, Cindy, to quit ‘pussy-footing around’ and she did after sticking her tongue out at him and had, as she said, ‘my best run ever’. She even took a rider to show him the sights of P-town while she boogied.

The guys in the stock 911S class are probably the meanest bunch of competitors I’ve seen. All day they took turns beating each other; Dorjath, Mascia, Campbell, and then Matt Ballentine turned around and smoked ’em all. Way to go, Matt. It’s Matt’s first win and certainly not his last.

The men in stock med. 911 class saw a new face in their class, Walt Maas. Walt is off to a fast start chasing Glennie and Hawk in this tough class.

The women’s classes times are not far off the men’s and sometimes even faster. It must be that women’s auto-x school. Graduate student Julie Arnold is doing well chasing ‘Killer’ driven by Sharon Neidel in the 1.7 and 1.8 914 class and Karen Hawkins, another grad of GGR’s auto-x college for women, is doing her best to catch up with leadfoot LaQuita in the med 911 class. The ladies in the 911S class are just as fierce competitors as the men with Kay Matthews, Linda Teranishi, Susie Campbell and Neda Dorjath battling it out.

But the real boogie at P-town that day was the battle between Alex, Terry Zacccone, and the P-town playboy, Jimmy Gaeta. Poor old Marcelle was brilliantly whipped around the course by Terry to take the win much to the pleasure of Terry’s daughter, Julie, who worked 8 hours for us that day. Thanks Julie and thank you GGR auto-xer’s. You made it happen.

Mangler and Hawk

(Filling in for the Green’s who were out of town looking for lemons)
Summer Mud Wine Tour

A Napa Valley wine tour has been planned and you have the option of joining us for one or two days. We're starting from Spenger's which has unique breakfasts, and will take Porsche roads to three wineries. There will be a picnic where you can bring your own or buy from a deli which is on the route.

If you're interested in making it for two days, accommodations have been arranged at the Old Calistoga Inn which has been restored (concours!). Cost per couple is $36 complete for a room with a double bed and a delicious prime rib dinner on Saturday night. As rooms are limited, call John before July 7th. Sunday will be open for the famous Calistoga mud baths, soaring, more wine, and possibly Occidental.

WHERE:  
Spenger's Fish Grotto  
1919 4th Ave  
From Highway 17/80 take University off ramp and follow signs to the Marina. Right on Hearst and right into Spenger's parking lot at 4th.

WHEN:  
Saturday, July 15th (and Sunday, July 16th)  
8:00 A.M. to join us for breakfast. We're leaving at 9:00 A.M.

BRING:  
Picnic lunch or plan to buy. Toothbrush and bathrobe for the overnighers.

COST:  
No charge for the wine tour. Lodging and dinner is $36 per couple (package deal) which includes tax and tip. Dinners at the Calistoga Inn are $6 - $8 for those who may want to have dinner.

INFO:  
Call John Meunier, 415-254-2751. If you want to stay overnight, don't delay! Call Doug Price 415-483-0769 if you have questions about the one day wine tour.

LAGUNA

Just a reminder that on August 5/6, GGR's Time Trial No. 2 takes place at Laguna Seca Raceway in Monterey. Plan on spending a day or the whole weekend watching and enjoying. Practice is all day Saturday, from 8-5 and Sunday, from 8-12. Timed runs will start Sunday around 1:30.

If you might be wondering if the chairmen needed any more help -- well, they could use a little. If you have a day or the weekend you can spare at Laguna, please let the Dorjath's know. Call 266-5784 and they will be able to tell you where they can use you.

Trans-Am weekend at Sears Point was a good one for GGR racers. Before the big races started, SCCA staged some regional races to entertain the spectators. First up was A-Sports racer, and there on the grid was Bobbe Nylander, with her 911S repaired after the scary Laguna Seca suspension failure. This class is designed for full-blown race designed cars, not converted production cars. But a chance to race is never passed over lightly, so Bobbee said why not? She entered the car, qualified well, and - every story should go this way - she won the class. It was also Bobbee's first win since starting racing a year ago. Congratulations Bobbee, may your winning ways continue.

The next race was the E-production event, where long-time racer and PCA member Clint DeWitt took second place. Clint's 356B roadster is immaculately prepared and always up front in SCCA races.

Then, the Trans-Am event itself was ready to start. It looked like a Corvette-Porsche shootout. The pole position was held by a monster, stream-lined Corvette. Behind this was George Follmer in a 935. When the flag dropped, the Corvette jumped into a lead that lasted one lap when the driver over ran a corner and the 935 got by to take the lead. Nothing changed until the 935 came into the pits with a broken rear hub. The race for first place was over.

The Trans-Am format breaks the cars into two categories of cars - big bore and bigger bore. Our two GGR racers - Bob Zulkowski in a 914-6, and Gary Nylander in a proven winner - decided not to bump heads; but one would go into one category and the other driver into the second category. It was a good move. As the race proceeded, Bob and Gary moved up through the pack. When the flag dropped concluding the race, Bob ended up 8th overall and Gary 9th overall.

More importantly, Bob took 4th in one category and Gary 5th in the other. This not only gave them a better rating, but more money. All in all, it was a great weekend for GGR racers, and we'll see more of them at the Sears Point IMSA race this summer. See you there?

Tom and Marj Green
ZONE 7 AUTO-X

You Zone Autocross Series stalwarts will have another chance at it on Sunday July 23rd, when Loma Prieta Region lays ‘Aspen Warmdown’ onto ya! A new site for this year, the GTE Sylvania parking lot in Mountain View. From 680 or 101, take 237 to Mountain View, it runs into Ferguson Drive. Course walks will be held at only two times, 8:00 AM for run groups A & B, and 12:30 for run groups C & D. No open exhausts allowed, and there will be no loaner helmets. For more information, call Donn Murphy’s Phone Mate at 356-5566, or Gary Fahl - 737-7535. There will be a free beer and hamburger party at the Murphy’s after the ‘cross, see you there.

RUN GROUP

<table>
<thead>
<tr>
<th>RUN GROUP</th>
<th>Classes 1-5, 19-23</th>
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<tbody>
<tr>
<td>A</td>
<td>(Prod. 356, 912, 924, &amp; showroom stock 924)</td>
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<tr>
<td>B</td>
<td>Classes 6-7, 11, 24-25, 29</td>
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<tr>
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<td>(Prod. 914, and small bare 911)</td>
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<td>C</td>
<td>Classes 12-15, 30-33</td>
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<td>(Med. and Large bare 911 incl. showroom stock)</td>
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<tr>
<td>D</td>
<td>Classes 8-10, 16-18, 26-28, 34-36 (Improved and Modified)</td>
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GRID OPENS       GRID CLOSES

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<th>8:45 AM</th>
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AUTOCROSS

Zone 7's got a real gasser coming on August 12 - - the third annual GGR-sponsored Gas Geben autocross. Here's your chance to leave the rest of the zone behind you in a cloud of exhaust. Ladies, let's see you out there giving it the gas too!

Whether or not you drive, your help is needed to make the event a success. The worker chairpeople are:

Welcoming - Neidel Family
Course - Ray Mascia
Tech - Bob Sherman
Flags - Bill Nelin
Registration - Becky Nelin

Announcing - Gary Sanders
Grid - George Harrison
Posting - Jannie Ponciroli
Timing - Cindy Kahler

Please contact any of the chairpeople if you would like to work this event. Remember you don't have to drive to work. For you new members, this is a great opportunity to meet people and to see how a first rate autocross is run.

Johnny & Rosemary Humphreys
969-6557
Matt & Lois Ballentine
595-1195

NEW MEMBERS

Dave Blanchard (Becky)
2391 Blue Lagoon Dr.
Santa Clara, Ca 95050
988-5305
1961 Elva Porsche
Analyst

Kevin Edgran
4303 Agena Circle
Union City, Ca 94587
489-4241
1974 914-2.0
Merchandise Handler

Ronald E. Getz M.D.
(Katherine Flagler)
2020 Town & Country Lane
Santa Clara, Ca 95050
296-7089
1974 Carrera
Physician

Bill Gray
370 Olive Street
Menlo Park, Ca 94025
323-3350
1978 911 SC
Systems Consultant

Robert E. Lee (Elidia)
994 Lisbon Ave.
Livermore, Ca 94550
447-3870
1974 911S
Electronics

Tom Peirona
3450 Divisadero St.
San Francisco, Ca 94123
567-1822
1958 Speedster
Consultant

Robert Biddle (Kerry)
160 Ranch Rio Road
Ben Lomond, Ca 95005
Transfer- Monterey Bay

Delbert L. Jackson (Arda)
608 Greenwich Lane
Foster City, Ca. 94404
Transfer- Los Angeles

Michael B. Shields
(William Shields)
277 Oakview Drive
San Carlos, Ca 94070
356-6869
1973 914-2.0
Elec. Engineer

Ronald Wm. LaDow
146 Central Ave. No. 3
San Francisco, Ca 94117
621-5468
1955 & 56 Speedsters
V.P. Operations

Steve McCrory (Barbara)
4063 Cristobal Way
Pleasanton, Ca 94566
462-2453
1967 912
Computer Technician

Roger Ryan
47050 Havasu St.
Fremont, Ca 94538
657-6743
1970 914-6
Glazier

John E. Hamilton
717 Cole St.
San Francisco, Ca 94117
Transfer- Sacramento Valley

James L. Killingsworth (Adelma)
4829 Dunkirk Ave.
Oakland, Ca. 94605
Transfer- Loma Prieta
OLD FACES - NEW PLACES

Bill Brister, 97 Hidden Dr., Scotts Valley, Ca. 95066
Ronald M. Hopkins, 1953 Doxey Dr., San Jose, Ca. 95131

Jim Labrador, 423 W. 20th Ave., San Mateo, Ca. 94403
David A. Lesiak, 7831 Gardella Dr., Dublin, Ca. 94566

Richard W. Pfifer Jr., 4049 Cranford Circle, San Jose, Ca. 95124
Gary L. Sanders, 1313 Crane St., Menlo Park, Ca. 94025

William Walter, 15015 S. Greentree Dr., Oregon City, Oregon 97045

FOR SALE

IMSA whale tail for 911. Black lacquer finish. Save at $125. Call Chuch Fauvre at 408-867-3366.


IMSA GTU 911 new paint. Zero hours on fresh motor. Can be converted easily to C or D. Production SCCA car. Potential top time of day autocross car. Too many extras on car to list. Call for information. See picture in June Nugget (Laguna). Jim Gaeta 415-462-5320 (evenings) or 415-645-2800

76 or 77 Turbo, both pristine, your choice for delivery in August. $38,000 firm. Call Nick Kelez 341-6731 or Bill Patton 415-543-9360 (days) or 415-530-0609 (evenings).

THE MART - THE MART - THE MART

1965 C Coupe, black, very good condition, $6,300. 1914 deck lid, $100 or offer. 1914 2.0 Fuel injection best offer. 1 set 914 bars and springs, stock, make offer. 1 early 911 case, spun main, cheap. 1 set 356B drums (4), 1 set 356 heads, rebuildable, many more parts, call for more info. Larry Chmura, 34 Alden Ct, Walnut Creek, 415-933-8788.

914 H & H adjustable front stabilizer bar, 19mm, full kit, never used, $70. Front spoiler, $30. Misc. new ignition parts, cheap. Larry Pavlak, 408-371-9639

1977 924. Black/Beige loaded with extras Larry Wong, 828-5589

1972 911T Targa. Factory air, AM/FM cassette, new Pirellis, Norm James, 521-6588, most eves. and weekends

1971 914/6 No. 9141430355 Black with silver stripe, auto-x and solo prepared. 632 ring and pinion, adj. Koni's, 20000 orig. miles. Has been concurred, one of finest 914/6 around. Many extras. Min. $13,000 Rick Ford 454-1278

Tires: two Pirelli 235x60 VR15 CN36, almost new, $160; two more approx 3/32 tread, $40. Four Traction Tire caps on Dunlop casings, $60, four Bandag caps almost new, two on 185x15 XWX and two on Pirelli 215x60, taking offers. Also front 19mm H & H bar for 911/914. Matt Ballentine, eves, 415-595-1195

1975, 911 Carrera, silver (only 1218 made). Sunroof, electric windows, stereo-8 track, equilizer, new Pirelli 215's front and rear on 8 inch or 9 inch rims. Make offer, must sell. Jim Gaeta 415-462-5320 (evenings) or 415-645-2800 (weekdays).

65 SC sunroof coupe $9900. (I'm getting serious) Bill Patton 415-543-9360 (days) or 415-530-0609 (evenings).

WANTED

Swap Meat - Will trade beef for bananas - The Gorilla - 578-7499


75 Carrera style whale tail. Bill Patton 415-543-9360 (days) or 415-530-0609 (evenings).

A pair of good Solex for an SC. Sylvia Rentscher, but call Bill Patton 415-543-9360 (days) or 415-530-0609 (evenings).

Never to be forgotten, Chuck Tracy.

Want to commit yourself to getting up early and spending all day working in the heat at trackside for no pay? Activity being on a pit crew (SCCA) has some good parts too. Johnny Humphreys 737-6054 (days), 255-3255 (home), or Lorin Guy 248-2690.
The Nugget
1814 Schooldale Dr.
San Jose, CA. 95124

First Class

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

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San Jose 95124 269-1914

Coming Events

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