up front

Spirit and responsibility are a burden of all PCAers. Spirit is the easy burden, for spirit is natural and comes in a fluent manner, free flowing with little or no effort. Every person that I have come to know in PCA has spirit, sometimes in fantastic amounts, sometimes more subtle, but nevertheless, all Porsche pushers have the spirit, for it partly comes from the car, the owning of a Porsche almost automatically guarantees that you have the spirit. But, and this is my point, the other is the burden we have to consistently remind ourselves of, that responsibility is just as important as our spirit.

I have never seen nor heard that we in Golden Gate region lack spirit, but I have been reminded that at times our level of responsibility is not as high as it should be. I personally feel that Golden Gaters are dedicated, sincere, highly competitive, and human, and at times responsibility is forgotten or misplaced... necessitating that we make an ongoing conscientious self-effort to demonstrate a high level of responsibility that equals the spirit. Sportsmanship and fair play are the backbone of responsibility and thus become the measuring points. Each Golden Gater must make the necessary effort to instill in his peers that sportsmanship and fair play are automatic, that we can be counted upon, each time, every time; Golden Gate Region is 'looked up to', is the leader in PCA, and is the region that is respected. We must strive to be ever aware that other regions see us as examples for their behavior. Demonstration and measurement are never more apparent than at opportunities like zone events, CRAB, or Parade.

Attending Parade in Aspen this year will be a tremendous adventure, a life-long memory of comradesry and friendship. To those of you that were accepted, congratulations and good luck! To those of you that were not accepted, I offer my sincere disappointment. I can say I did my best to get you all swapped. There are yet other opportunities, as many parade goers will change their plans and cancellations will be selected on an equal lottery basis.

In any case, let's all go to Aspen together as the largest region, the friendliest, the region with the most spirit and let's demonstrate the highest level of responsibility. Let's take home the most hardware; let's also take home the respect that can only come from our peers, our fellow competitors, the Porsche pushers we call our friends.

Glenn Hills
264-1822

impressions

We of GGR have reached a crossroads. It is time for us to determine whether or not we want our monthly publication to reflect the changes our region has made over the years.

GGR has grown tremendously in the past years; we are now the largest single region in PCA, and have certainly been the most active (in sheer numbers of activities) for many years.

Each year, each month, there is a clamor for having this, that, or the other thing published in the Nugget. Everything you request should be published, otherwise the Nugget isn't serving the members of GGR as it should. We would like to see more tech articles, autocross, time trial, and rallye results published each month, as well as feature articles, perhaps on restoration or the 'history' of a particular car. Our region has the capability of doing all of these things, and what is more important, doing them in a professional manner. Well, you ask, what is keeping us from doing this? A Nugget that hasn't kept pace with the region as it has grown and matured, a Nugget that isn't meeting the demands of the region now.

The Nugget is now at the limits of its current format, there is no more room inside it, there isn't money for more pages. We have typeset this months issue in order to determine whether or not the benefits are worth the extra effort. You should see in this issue more articles and more information in a more readable and better looking package.

We are also going to implement some changes in the Nugget policy in order to continue the typesetting.

Effective immediately, we are moving the deadline for all articles to the 12th, except that the Mart, and other 'dated' material (ie; A report on an event held within one week prior to the 15th, or changes in a pre-scheduled event) will retain the 15th as their deadline.

As we indicated, we have reached the limits of the present Nugget, and it will take you, the members, to convince the Board that the Nugget needs attention in order to become a more effective tool and representation of Golden Gate Region.

We would like to thank Gary Walton for donating the use of his typesetting equipment; why don't you thank him too.

The Editors

CREDITS — Yosemite and Sebring photos by Alan Brooking. Other photos by Larry Jones, Barb Lateer, Jim Pasha, and the editor. We are trying to expand photo coverage, so send more pictures!
mini minutes

The second March board meeting was held at the Candlin/Johnson home in San Jose. Present were all regular board members, Nugget Editors, Goodie Bag Manager and Host, John Johnson. Guests were Dave and Pat Walden, Bill Newlin, LaQuita Hills, Susie Atlee, Doug Price, Karen Breedlove and Stephanie Home.

Alan Brooking reported that because of his and Norb Witt's busy schedules they had been unable to get together to discuss the mailing labels for the club. Glenn Hills reported that because of his and Gary Myer's busy schedules they had been unable to get together to discuss Gary's position as the clubs' advertising manager. Glenn also reported for Bill Patton (Bill was unable to attend due to his busy schedule) on the Voting Procedure/Patton's Folly 1978. Bill sent out letters to the Zone Reps. explaining that GGR is re-examining its election process and requesting their help. He asked for names of regions in their Zone whose officers are elected to specific offices. Glenn reported that Bill has received 3 responses and would report of Patton's Folly 1978 at the May Board meeting.

PCA has renewed our insurance for our events in the amount of $1,000,000 with K&K Insurance. This insurance requires pre-notification to be in effect and applies to any PCA event involving moving cars. In addition, release forms must be signed by all participants (including workers and officials) for the full coverage to be in effect at any event involving moving cars. The board reviewed the 1978 PCA Safety Committee recommendations and felt that GGR complies, with our activity chairpeople responsible for safety in the events in their areas. Bill Newlin requested guidance in the pricing of roster ads for this years roster. The board authorized the directory chairman to price the ads to achieve the rosters profit objectives after he has determined the estimated expenses. Susie Atlee suggested that GGR acknowledge our candidates for Enthusiast and Family of the Year with a GGR award. The board approved the suggestion and will do so. Ron Trehan had been approached by two businesses requesting an opportunity to advertise in the GGR Autocross Rule Book. The board felt that in order to get the rule book out in a timely fashion, we would forego the revenue generating opportunity for this year.

Glenn reported that GGR had 39 legal applications for the parade, 13 were not accepted and there have been 5 registration swaps. The annual cheaper slick flaps are already underway with both sides convinced that they are right. Dr. Ferry Porsche has been made an honorary PCA member. All visits to the Porsche factory have been suspended for 3 years as of January 1, 1978 - something about remodeling the plant and insurance. Dick Johnson gave the club a copy of the 928 shop manual. Bill Wade has offered GGR a drawing of a member's car made from a photograph to use as an award. There was a lengthy discussion of the entertainment and resultant fee for the May Pleasanton dinner meeting. Several issues surfaced during the ensuing discussion which was concluded for the evening by the board's authorizing the deposit for the entertainment and requiring the event to meet the club's objective of breaking even.

Sandi handed out copies of the financial report and the updated 1978 budget. The board approved 8 new members and Alan reported that we now have 701 members. Bob Sherman showed up with the new name badge medallions and reported that the car badges were on their way, somewhere between Taiwan and here. The meeting was adjourned at 10:45 pm.

Respectfully submitted,
Bruce Anderson, Secretary

Dinner Meeting

The May dinner meeting will be held at the Pleasanton Hotel. There will be an autocross that day, so plan to stay, relax, and have a great dinner. The hotel said that we could come fairly casual, so just bring a clean shirt and show up. This will also be a great opportunity for the North/East Bay area of the region to come out to a dinner meeting. We're looking forward to seeing everyone there!

WHERE: Pleasanton Hotel
855 Main Street
Pleasanton, CA
415/846-8106

From 680 take Bernal Road east, past the Fairgrounds and turn left on Main Street.
From 580, take Santa Rita Road south, it will become Main Street.

WHEN: May 13th
6:30 No-host cocktails
8:00 Dinner

MENU: Baked Ham with Cherry Sauce
served with yams or whipped potatoes
Tossed green salad
Rolls, butter
Beverage & Desert

PRICE: $8.50 per person ($6.75 meal, $1.08 tip, $.44 tax
$.23 misc. door prizes etc.)
Please make your check payable to PCA GGR and mail to: Rebecca L. Newlin
P.O. Box 911
Montara, CA 94037

or call for reservations: 415/728-5351
Deadline is May 10th.

COVER — Photo by the editor. No special story, just liked it!
an appeal: follow up

An appeal appeared in last month's Nugget to send your Porsche pictures to a very special Porsche Pusher named Mike Swanson in Cedar Rapids, Iowa. Although some of you may have already mailed him snapshots of your favorite Porsche, I'm heading up a group of Pit Crew members to put together an entire photo album that will be sent to Mike from all of Golden Gate Region! But, in order for Mike to have the pleasure of seeing all those beautiful pictures, I need to get them from you first. So, please send me your pictures, or call me and I can arrange to pick them up from you at the next event. Please include on the back of the picture the model, year, owners, and address of the car so all this information can be documented in the album for Mike.

Susie Atlee
578-7499

get the picture!

We will be using a new idea to aid in the instruction at the May 27-28 GGR Time Trials at Sears Point. Harry Somerfield has volunteered to head up an effort to videotape in color at least three corners so the students can observe the correct and/or incorrect lines in the difficult corners on the course. However, we need your help in order to complete this exciting idea.

We need to borrow at least three home video recording machines that record using the Beta technology; that is, Sony, Toshiba, Sanyo, or Zenith home video units. All of these sets are compatible to each other, and to the camera equipment being donated by Harry. We will also require the use of a large portable color TV set for the playback of these tapes, preferably a 25” set.

If you can provide us with any of this equipment, please contact me.

Ted Atlee
578-7499

THE OPRY HOUSE

Reservations are still available for both dinner and/or the show. Please see the April Nugget for further information.

IMPORTANT direction addendum: The Opry House is 8½ miles south of where you turn onto Almaden Expressway, in the town of New Almaden.

OOPS! – Forgot to credit the Green’s for the autocross article last month, and also want to credit Karl Beckle for two tech tips that appeared last month. Thanx, and sorry!
And yet another fabulous CRAB. Super competition, food and comraderie with these items to report:

While sitting in the hotel lobby, one well known GGR person was ogling a couple of teenaged girls. The person sitting to his right in a T.V. Sports Announcer voice said, “Now pinch running for Roman Polanski.....”

Terry Zaccarone who says “you can eat a bowling ball in a pinch” also reports seeing a bumper sticker on a 924 reading “Our other car is a Porsche.”

Jon Millidge, who looks tired, broke Bob Zulkowski’s crab devouring record. He also broke yours, mine and everyone else’s. As a matter of fact, an hour after dinner was over, Jon carried a crab leg to the podium while accepting one of the 3 awards he and Chris Lewis accumulated for the weekend.

Someone reports calling Jannie Ponciroli with a bogus obscene call. Heavy breathing and the like. Jannie’s response: “I love it, do you brush your teeth? Don’t go.”

Ray Blow, our own John Travolta, danced his ass off and came up with the following: “Peggy Corbett has illegal gears.” Oh yeh?! Ray and Sonja blame their poor performance in the Gymkana on the fact that they were handed the rope in a tangled heap. Why don’t ‘cha borrow Len Peterson’s blindfold?

Cheryl Gilpin reported seeing Tony Maslowski check his oil, look around sneakily saw nobody watching, then wiped the dipstick on his sock. Gene Gilpin thinks Sylvia Fuhrer has been decambered. If he means what I think he does it’s hilarious, but not fit to print.

Speaking of Tony Pole, Eve reports their method of birth control was to put a pebble in his shoe. Made him limp.

Susie Atlee was spectacular in winning the coveted “Snively Ass Backwards Award” for most spinouts in the autocross. Ted won the long face award when the verdict on “those sounds” came in. Look out medium 911 class when the repairs are finished.

Bud Hart, who should know better, accidently set off his Ungo Box, but apparently didn’t know how to make it stop wailing. So he just sat in the car in the hotel parking lot waiting for someone who did.

A classic on Linda Mitchell, who should know better also. It seems she was following a group home, and driving the Millidge 914/6. Suddenly stopped at the side of the freeway. Terry Zaccarone notices and comes back to help. TZ: “What’s wrong?” LM: “The oil warning light is on.” Terry checks the oil, it’s OK. TZ: “Gee, Linda did you have the hand brake all the way off?” Hmmm. In another story, the forbidden kind, did Dwight leave a bunch of oil in the parking lot?

Message to Linda Teranishi, thanks for the T-shirt reading “A woman’s place is on top,” also thanks for the yummy dance. You get first choice, I get second.

Now we have our own GGR charity. It seems little Susie Mascia, who I am no longer forbidden to write about, wants to go skiing, but has no money. Please send your donation, minimum $1.00, immediately.

Other notes:

George Neidel tells that the Berens went to the drive-in to see “Closed for the Season” but nobody else was there and the gates were locked. Keep trying Berens, it’s really right up there with “Gone With the Wind.” Sylvia Fuhrer explaining what was wrong with her car said, “It’s either the gasket or the carburetor.” She’s running for tech ‘79.

Yosemite tour was fun and developed the following, some of which were dreaded “D” candidates.

Pat Hassle when hearing a reference to “Black Porsche, Inc.” said “I didn’t realize there were enough black Porsches to have a club.”

Our resident Italian joke, Terry Zaccarone, bought a season pass to Yosemite at a cost of $10. as “I’m sure I’ll be back at least once more this year.” The cost to enter the gate is $3.00.

Sonja Blow pulled up to the gas pump in her new car, discovered the tank was on the wrong side, so made a U turn, pulled up to the other side of the pump. Gas tank still on the wrong side so repeated the process several more times. Didja ever figure out, Sonja, that there are left handed and right handed service stations and you were at the wrong one?

Sandi Candlin has permanently sworn off girl scout cookies, particularly the chocolate chip kind.

Did Jeff Hammill really.......
We all arrived in Sebring, Florida on time. Number 6 qualified 3rd on grid, with Dick Barbour, Rolf Stommelmon, and Manfred Schurti driving it. Number 9 qualified 5th with our own Bob Garretson, Brian Redman, and our substitute for ailing Bob Bondurant, Charles Mendez driving. Car 6 had gotten all the special attention, all the trick parts, and Car 9 was looked upon as our backup car, with the motor from the $55,000 coffee table that sits in our waiting room.

The flag dropped and on the pace lap Car 6 came into the pits with a broken turbo shaft. Number 9 moved up to fourth. Number 6 got a new turbo and went out again. After about three hours, and many pit stops Number 6 came in again with a sick engine, diagnosed as a spun rod bearing. There were some long faces, some mumbling and cussing—and then a re-awakening as someone noted that our 'backup' car was in third spot, about four laps down. 'Rookie' Bob, Brian and Charles had been running a very consistant race. Ahead of them was the Peter Gregg 935, and the Hurley Haywood 935, and 9 hours of racing! By 6 hours we were in 1st place. These three cars were so close that everytime one came in for refueling or tires, their position would change. One moment you are in 1st place, the next in 3rd, back to 2nd, and back to the lead again.

This frantic pace continued with the crew performing flawlessly in refueling, tire change, brake pad changing and what have you. The sun fell and the last hours were run in the dark. With all the lead changes this was the closest race in 26 years of Sebring racing. At the last hour, Bob Garretson slipped into the car for his last stint and he brought the car around for the checkered flag and one of the most thrilling moments of his life. This was only his third race ever, his first in 15 years!

After 12 hours, the race was won by a mere 92 seconds! While this action was going on, we were completely captured on film. The T.V. program 'The Racers' was doing a special on IMSA racing, featuring our cars and crew. The program is scheduled to be shown sometime in May. Watch GGR win Sebring in living color! Again, our congratulations to our own Bob Garretson.
Taladaga—third place and problems. After the big Sebring win, Gary and Sharon Evans, Jerry Woods, and Greg Elliff stayed in the South to prepare car 6 for the 6 hours of Taladaga (Car 9 had been sold right after Sebring). Going into the last hour, we were in second place one lap behind Peter Gregg. Dick Barbour and Johnny Rutherford were driving car 6. Then the problems started—blown tires, knocking out intercoolers, fenders and transmission coolers. Everything was fixed in amazing time and the car came in 3rd place.

After the first three IMSA races, we have a 1st, 2nd, and a 3rd, and are current IMSA GT X class points leader. Sponsorship has come through for a 2 car effort to go to Le Mans. We’ll take Car 6, and pick up a 1978 twin-turbo in Germany. GGR is actually going to Le Mans with a full GGR crew and our GGR ‘Rookie’ driver, too. Come see Car 6 at Laguna Seca on April 30th, our last race before going to France. There will also be a special open house and send off to Le Mans at the Garretson Enterprises shop on May 20th at 3:00 P.M. Stop by for free refreshments, and wish the GGR racers good luck.

At both Sebring and Talladega GGR people were also racing in the under 2.5 liter GTU class. Gary Steele brought his new 911 Coupe, the car had been prepared by Clark Anderson, and was beautiful. Gary’s co-drivers were Jimmy Gaeta, and Bob Zulkowski, both GGR members. They qualified well at Sebring, but the crankshaft broke in the second hour. At Talladega, they again qualified well with a back-up motor, but the motor expired in the last hour when the car was running in the fourth spot. Gary and friends still managed to finish with an eighth spot in GTU.

Marj and Tom Green
Nugget Race Reporters

At the recent SCCA races at Sears Point, some of our GGR racers saw a lot of action. Chuck Forge, in a Speedster and Clint DeWitt in a 356 Roadster followed an MGB to second and third respectively. A/Sports racers saw Gary Nylander running his 911 GTU car for the first time this year. Gary was 2 seconds ahead of last years times, thanks to a new engine and tires, but had electrical problems during the race. Bob Zulkowski finished his C/Production race with a fourth place. Congratulations to all!

Tom and Marj Green

ON YOUR MARK...

Ladies and Gentlemen, start your ovens please! Sift into gears, the race is on! Put your electric mixers in overdrive and help bake a racetrack full of goodies. Register now for the bake sale; don’t be the last one to the finish line, the Pit Crew will be there to cheer you on!

For details contact:

Stephanie Home -- 321-0122
Marsha Keller -- 341-2103

nude?

For all of you GGR members running around with a nude name badge, or a nude car, our Goodie Bag Manager, Bob Sherman, has just what you need to dress them up, your very own GGR name badge medallions, or a GGR car badge. These are beautiful, the medallions are miniature copies of the car badges, Bob now has both items in stock after a long drought. Get your medallions and car badges now -- wear GGR’s colors with pride!!!

Tech Tip

If you have problems with the oil light in your 914/4 coming on in corners, try adding an extra ½ quart of oil. This is especially recommended for autocrossing and time trialing. There is no problem only if you don’t add more than the ½ quart.

Tom Green
Competition director, GGR Tech Panel
Guess what? To absolutely no ones surprise, the 12th annual Yosemite Tour was a roaring success!

Somewhere in the neighborhood of 144 "Porsche Pushers" gathered at the Hyatt House parking lot on a somewhat doubtful looking March 11th. There were all kinds of transportation available from the Neidels durable VW bus, a couple of turbos, and a brand spanking new 928—which by the way, did not take long to draw a crowd.

The ride to the first pit stop was fast and uneventful, filled with CB radio chatter and the sound of expanding bladders. Coffee should be banned before tours!

At Merced, we picked up the rest of the group and charged off to the picnic spot with prayers of drought on our lips. Our prayers went unanswered, it started to rain as we entered the foothills, but confidentially, a line of multi-colored Porsches sweeping through the country-side with "roadster tails" flying, isn't such a bad sight!

The picnic was a bit damp but somehow standing around with Porsche people, rain or shine, is a pleasant experience. Once at the park, Gary Evans did his usual "Magic Act" and got everyone their room key in "record" time. Then we commenced to do what comes natural in Yosemite—taking pictures, hiking, & room parties, not necessarily in that order!

The dinner meeting that evening was a blast! Zone 7 people are probably convinced Golden Gaters are hung up on the Dummkopf Award. By the way Gary, will we need chains for the next Yosemite tour?

Sunday was absolutely gorgeous! Most of us wandered over to the Ahwahnee Lodge for a delightful breakfast in some of the worlds most beautiful surroundings. For those of you who have yet to make the tour this alone is worth the trip. After breakfast more sightseeing etc. Then a leisurely drive out of the park and home! Those of us who took the 'North' road out saw the Sierras through air as clear as we have ever seen.

Gary and Sharon, thanks for another delightful weekend—See ya next year!

Larry Jones
Not rain nor snow...

70 cars started the East African Safari Rally, six finished! Porsche started the Rally with two, and true to Porsche durability both finished. Covering 3,000 miles the Rally ran four days in heavy rain and mud. Porsche finished in the second and fourth spots, with Peugeot taking the win. The car, as you can see, is a modified 911SC, probably pretty nasty at rush hour, and on those off-course excursions at autocrosses. (I hear Ray Blow has one on order) And just think Clever, a Porsche to replace your Thing with. (No Patton, not that thing!)

its a holiday

It seems that the 356 Registry folks are going to have their big annual bash, The 356 Registry’s 2nd Annual 356 West Coast Holiday, in Medford, Oregon this year, on the 23rd, 24th, and 25th of June. It promises to be a great event, in some beautiful country. For information contact a dyed-in-the-wool 356 nut, (wacko) or write:

Bob King
1416 Fortune Drive
Medford, Oregon 97501
503/773-7119

Mike Moran
15 Ashland Avenue
Medford, Oregon 97501
503/779-2591

RALLY

For our Rally tip this month, we will have a general discussion of rally procedures. When you get your RI’s on a rally read them over carefully. Things you should look for in Rally instructions are definitions; be sure you understand them, some rallymasters define terms differently. Watch for Note instructions, and note anything that looks like a trouble spot. If there is an instruction you don’t understand, ask the rallymaster, he should be glad to explain it to you. Write important terms or instructions down if you have a habit of forgetting things. Above all, THINK, and stay calm. Remember that one instruction must be entirely completed (note instructions are an exception) before going on to the next. Pay attention to mistakes you catch yourself at, write them down for future use. A good habit to get into is to save all old rallies, and the critique sheets. This makes it easy if you want to go out and practice sometime. Nuf said, happy rallying!

J. Dodecatheon

LAST CHANCE

It's your last chance to register for the May 27-28 Time Trials at Sears Point, 'Five Grand in Fifth.' Send now for a registration form to:
Registrar --- LaQuita Hills
1540 Santa Monica Ave.
San Jose, CA 95118

correction i

PLEASE NOTE that the ESP and Hypnosis Show will be for the July dinner meeting rather than the May dinner meeting. This was a compromise. There was conflict that another lengthy event that day might rule out some of the dinner meeting 'regulars', as well as being quite a distance from the airport for the entertainers to come. So, mark your calanders for JULY 22.

Rebecca Newlin
If you’ve never been to CRAB, read on and I think you’ll agree you won’t want to miss it next year. It’s like a mini—Parade all wrapped up in one short weekend in Sacramento. This was my 4th CRAB and stands out in my mind as one of the best! The weekend got off to a rousing start at the Registration hospitality suite Friday night with old friends meeting, taking advantage of their free drink tickets and talking over the events ahead with great anticipation.

Saturday morning found us at Cal Expo ready to accept the challenges the day had to offer. Mike Willis’ autocross course threw us for a loop (some of us in more ways than one) by being designed to run in the opposite direction than most of us were used to. It was a ‘foot to the wood’ course, and GGR once again proved their expertise and showed everyone some fine driving with Joe Reitmeir taking the checkered flag for a TTOD finish.

With the days events behind us we forged on to the nights festivities, fortified by a much—needed shower and a CRAB dinner to top all other CRAB dinners. And, would you believe, there was crab left over, even after a roomfull of John Clever’s got done. Door prizes had been distributed during cocktails (a SUPER idea) and from what I could hear, GGR did all right on that score as well! After dinner, the Gymkhana and autocross trophies were awarded (see results below) along with some other special awards. Glenn and LaQuita Hills, GGR’s own President and First Lady, were honored with the CRABBIEST Couple Award --seems they brought crabs to Sacramento. (Seriously, they decorated their 911 in the spirit of CRAB and presented CRAB chairpeople, Ted and Diane Colbert, with their own land crab named Tedley.) Another award (using the term loosely) presented was the Snidely Whiplash Bass-Ackwards Trophy to the individual with the dubious distinction of having accomplished the most number of spins at the autocross that day. Seems GGR’s excel in this area as well, because yours truly brought this one home for a total of 5 spins in 3 runs—never did get a clean run in. Guess you just can’t drive a 911 like a 912!

Awards finished, we all “disco’ed” the night away, with some of the more adventurous ones performing on the platform stage with a flair reminiscent of American Bandstand, and one or two even fell off! I won’t tell you his name, but his initials are Ray Blow—you’d think he’d have learned after the fourth fall...

On the lighter side, Paul Bates had called on one of the more devious parts of his mind when he came up with this year’s Gymkhana. (Have someone who attended CRAB describe it to you -- it’d take up too much space to do it justice here.) Some of the more comical scenes ranged from LaQuita pointing directions to a blindfolded Glenn; Karen Hawkins barely escaping a tumble out of their Speedster as John screeched across the finish line; Joe Reitmeir running the course umpteen times with anyone and everyone he could grab in several different Porsche’s--none of which were his; Bill and Rebecca Newlin’s finish line dialogue (none of it printable); to Sylvia Fuhrer nearly hanging herself with the rope going around the circle ’cuz Bill Patton was too busy looking for his big yellow balls (ya really will have to get someone to tell ya about this)! Well, come to think of it, this could go on forever, as there really wasn’t an ‘unfunny’run of the Gymkhana all day.

The morning after the night before was Sunday and time to run Rik Larsen’s CRAB rallye. The weather was superb and the Sacramento countryside a sight for sore eyes. Persisting along the route through the usual traps and “tricks”, we arrived at the Beer and Bratwurst feed manned by Dave and Chrissie Neukom. Between bites and sips we heard all the “war stories” of the afternoon. To hint at a few, I’ll just say that Tony Maslowski was the only one witnessed heading into one of the checkpoints backwards; and the team of Ray Blow and Jannie Ponciroli took so long to finish because they kept getting down on their hands.
and knees to sift through the gravel trying to find out if the road was paved. As the afternoon wound down, so did we. We cheered our rallye trophy winners, said a GREAT BIG THANK YOU to Sacramento Valley Region, and bade auf wiedersehen! And, as we hopped in our Porsche's to head home, we're already looking forward to next year and CRAB VIII!!!!!!!

Susie (Snidley) Atlee

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**Tech Session**

OK, let's circle this date for number two in the series of keepin' up your pride an' joy! Our goal this time is to show you how to clean the car, both interior and exterior.

Emphasis will be placed on cleaning up for Aspen, since all who enter are competitive entrants, and you might just as well enter the concours and pick up a few easy points toward overall on the way. These hints will also be useful to all of you who are entering the GGR Concours series, as well as those of you who just like to keep a clean car.

We are looking for another 90+ turn out, so please call to let us know if you are planning on coming.

**WHERE:** Garretson/Automotion
1932 Old Middlefield Road
Mountain View, Ca.

**WHEN:** Thurs. May 11, 7:30 P.M.

**CALL:** Doug Forster for reservations, 961-2777 (afternoons)

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**Concours**

The SCCA Palo Alto Concours is Sunday, June 25. Each year there is a featured marque, last year it was Ferrari, this year it will be PORSCHE. For this reason we need a large turnout at the event, not necessarily to compete, but just to park in the ‘crowd pleaser’ exhibit area. I know that we are capable of a better turnout than the Ferrari owners; just think of it yourself, 701 Porsches on display at the event!!!

SCCA will do the judging of the competition, and has set up classes that are a little different than our GGR concours classes. Remember, cleanliness is still the big factor. The classes are:

- Class 3 --- all cars 1948 - 1965
- Class 2 --- all cars 1965 - 1970
- Class 1 --- all cars 1971 - 1978

There will be a limited number of cars that can be judged due to time limitations, but there is no limit on the amount of cars for exhibit only. (Everyone likes to show off their car, think of those 700 other Porsche Pushers that you could stand around and chat with, and compare ‘war stories’ with.)

**It's guaranteed to be a good day to talk Porsche, and watch other Porsches, so plan to bring it out. Details on how to enter the competition at the Tech Session May 11th, in the June Nugget, or call me, afternoons between 1-5 P.M.**

Doug Forster
Concours Chairman
Weather was the biggest factor on this wet-dry-wet day. Depending upon when it was your time to run, you got a heavy dose of wet or a short patch of dry. Rich Bontempi had a super run to win the stock 914 2.0 class. He was followed by brother, Mark Bontempi who was only about 1 second behind. And in third spot was Tim Rosatelli driving mom’s car. John Hawkins was the fastest stock car driver this day and John stayed ahead of a very fast stock 911 class. Dale Dorjath brought out his newly purchased Carrera and promptly won the stock 911S class. Dale announced that with his super runs he is going to be a big factor in this very competitive class. Seems to be a lack of improved 4 cylinder cars this year, and a growth of improved 6 cylinder cars. We only had 1-356 and 1-924 running in class 8 and 9, but the Tom Green/Jon Milledge 914/6 class grew to 7 competitors with a bag full of 911’s coming out to challenge the dominance of the 914/6. Larry Robinson, John Breedlove, and Gary Myers are now running the 911’s.

Becky Newlin turned in a good run in her 912, with Brenda Pace but ½ second behind. Now we have another Neidel, with Karen joining in her very first autocross. Vicki Perry turned in a blazing time to win the stock 924 class by a whopping 5 seconds. The stock 914 2.0 class was won by Rosemary Humphreys in her first win with her new car. Stephanie Morgan had no one in her stock 914/6 class, but this did not stop her from turning in a super fast time, and being the fastest woman in a stock car. Susie Atlee in her newly purchased 2.4 911T took a first---and she said there hasn’t been time to set the car up yet! Maybe you don’t need to Susie. Marj Green was the fastest woman, wheeling laps that were only hundredths of a second behind the men’s class winners.

Gary Walton in the zoomy 914/4 captured the modified class and the TTOD prize. The course design by John and Jeff Hammill was a super challenge, taking some real heads-up driving to master. A super event, wet or dry.

Tom and Marj Green

**PRACTICE MAKES PERFECT**

Zone 7 is going to have a special high speed practice Autocross, at Cal Expo, for very experienced drivers only. This practice session is limited to the first 50 entrants, so first come, first served.
There will be an entry fee of $10.00 per driver, the event is to be held May 6th, and 7th, first car out at 9:00 A.M.

Send your entry fee to: Dwight Mitchell
3512 Condor Court
Carmichael, CA 95608

Please make checks payable to PCA-ZONE 7.
We had another rip roaring good time last month at the Pit Crew meeting hosted by the Keller’s. Everyone is invited again this month for a continuation of the Pit Crew’s good times. (Cut and pasting was never this good) Jeff and Barb Lateer will host this months meeting. Why don’t you all come out and let’s see how many people we can squeeze into their apartment!

**WHERE:** The Lateer’s
2743 Joseph Ave. Apt. 5
Campbell
Take Hwy 17 south from 280, (towards Los Gatos) and exit at Camden Ave. Turn left onto Camden, and make an immediate left at the first signal, Curtner Ave. Make a right onto Joseph, 2743 will be on your right.

**WHEN:** Wednesday, May 10, 7:30 P.M.

**CALL:** 371-4558 evenings, 732-1433 days.

**SKUNKED!**

We have had to cancel an event, the Skunk Train tour, due to an unexpected increase in cost. This leaves the weekend of August 26th & 27th open. If anyone wants to put on a tour, (or other event) please contact Ted Atlee, SOON!
Zone 7 auto-x

For the third Zone 7 Autocross of the season, San Joaquin Region will present Sud Rennen III, to be held at the Madera Airport, on Sunday May 21st. This will be a great chance for all of the women’s autocross school students to go out and keep those newly learned skills keen. As for all the rest of you, what autocrosser has ever needed an excuse to want to run? There is an incentive to go down a day early this year, as SJR is hosting a concours and pool party, for cars participating in the autocross only. (Hey Doug, why don’t you take Marge’s car?) For more information, contact Gene Gilpin, 439-7280. To get to the autocross site, take the Ave 16 exit west from Hwy 99, just north of Madera.

OPEN EXHAUSTS OK / VERY FEW LOAN HELMETS

RUN GROUPS

**C**
Classes 12-15, 30-33
(Med. & Large bore 911, incl. showroom stock.)
8:45 A.M. 9:00 A.M.

**D**
Classes 8-10, 16-18, 26-28, 34-36. (Improved & Modified)
10:00 A.M. 10:30 A.M.

**A**
Classes 1-5, 19-23
(Prod. 356, 912, 924, & showroom stock 924.)
12:00 Noon 12:30 P.M.

**B**
Classes 6-7, 11, 24-25, 29
(Prod. 914 & Sm. bore 911)
2:00 P.M. 2:30 P.M.

NEW MEMBERS

Larry Deretis (Marianne)
2490 Carolina Ave
Redwood City, CA 94061
365-4849
1970 911T
Glazer

Shep Hume (Bobbye)
512 Roxbury Ln.
Los Gatos, CA 95030
866-8565
1978 924
Eng. Mgr.

Dennis Reeder (Terry)
3688 Springbrook
San Jose, CA 95122
274-7484
1967 912
Mechanic

Albert C. Tsang (Elaine)
730 Los Huecos Dr.
San Jose, CA 95123
578-3245
1972 911T
Engineer

Jerrilyn S. Breene (David)
353 Catamaran
Foster City, CA 94404
Transfer (Loma Prieta)

Camille Z. Druge'
P.O. Box 104
Alviso, CA 95002
262-1485
1977 911S
Designer

Lisa Jenkins (Ken Boetzer)
276 Bieber
San Jose, CA 95123
629-5620
1976 911S Targa
Physician

Brooks A. Thiele (Sasha)
40143 Lucinda Court
Fremont, CA 94538
651-5763
1971 911E Targa
District Mgr.

Earle F. Wilson
1385 Altshul Ave.
Menlo Park, CA 94025
854-0718
1975 911S
Salesman

W. T. Coleman
8025 Rainbow Dr.
Cupertino, CA 95014
Transfer (Los Angeles)

OLD FACES - NEW PLACES

Al Berens, 439 Buena Vista, Redwood City, CA 367-8339

Blake R. Borup, 4576 Kirk Rd., San Jose, CA 95124

Richard Brown, 912 El Camino Real, Apt. 8, Burlingame, CA 94010

Richard Cassidy, 955 Laurel Glen Drive, Palo Alto, CA 94303

Dean Curry, 1205 Tulane Dr., Walnut Creek, CA 94596

John F. Hammill, 10210 E. Estates Dr., Cupertino, CA 95014

Judy Keeble, 11130 Crist Dr., Los Altos, CA 94022

Chris Lewis, 350 Budd Ave, A-14, Campbell, CA 95008

S. Madsen, 17205 Quail Ct., Morgan Hill, CA 95037

James Pasha, 9673 Tareyton Ave., San Ramon, CA 94583

Terry Sundblad, 5086 Abbotford Rd., Newark, CA 94560

Richard Reed, 806 Sequoyan, Chico, CA 95926 916/342-7750

John and Diane Wilson, 76 Bunce Meadows Ln., Alamo, CA 94507

Bill Weitzel, c/o Grass Valley Motor Sports, 12121 Nevada City Hwy.
Grass Valley, CA 95945 916/273-0762

The Mart is available to PCA members only. Sorry we cannot accept ads from businesses. The deadline for the Mart is the 15th of each month. Mail (do not phone) your ad to the Editor. Porsche related items only.

FOR SALE

1973 914 2.0 Concorde winner, set up, loaded with extras and spares. $8,500. Bob Kilburn, (415) 327-1442.

European tail light lenses for a 914, $30. Audiovox AM/FM radio for 6V or 12V, $35. '65 SC sunroof coupe, new engine, clutch and suspension, neat car, $10,000. Bill Patton, days-(415) 543-9360, evses. (415) 482-2849.

356 floor pan, complete new, Stoddard. 356A rear drums, good condition. 901 transmission case 5 sp. Don Martin, (415) 665-2774 after 6 p.m.

914 Factory alloy wheels. 1 used as a spare, No. 361.011.01 $95.00. Another set of four, 3 new, 1 used as spare, No. 361.015.00 all for $250. Bill Almon, 494-7593.

Tires: Two 235 x 60 VR15 CN36, with less than 1,000 mi., $175; two 235 x 60 VR15 CN36, used, $50.; four traction recaps on Dunlop SP 185 x 70 VR15, used only three autocrosses, $60. Also front 19 mm H & H anti-roll bar w/delrin bushings, $30. Matt Ballentine, evses. (415) 595-1195.


1972 911T, Targa, Air conditioning, AM/FM cassette, new Pirellis, Norm James, most evses. 521-6588.

Three 185/70VR15 XWXs perfectly suited for recapping. Dale Dorjath, 266-5784.

1976 911S Coupe, continental orange with tan interior. Has AM/FM radio, 8 track with factory speakers, and air conditioning. In excellent condition with Semperit V-600 tires. $13,750.00. Mike Wickstrom, 6426 N. Colonial No. 101, Fresno, Calif. days (209) 229-3511, evses. (209) 431-1415. Will bring to Bay Area if interested.


WANTED

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

Honey, to keep the peas from rolling off. Prefer Sage or Clover.

Bill Patton, (415) 543-9360, days.

To borrow: Your Sony, Toshiba, Sanyo or Zenith home videotape units for the May 27-28 GGR Time Trials. Also your color 25’’ portable TV set to view videotapes at the Time Trials. Call Ted Atlee, 578-7499.

Porsche aircraft engine, or parts for same. This is a 4-cylinder pushrod engine with dual ignition. It looks a lot like a 356A engine, except that it has a different timing cover to accommodate 2 distributors or magnetos. I’d also like 1 or 2 heads for same, with 2 spark plug holes. Rik Beeson, Box 1186, Palo Alto, Ca. 94302. (408) 429-1130.

4 or 5-1/2 x 15 wheels for 914/4 steel or mag, need desperately, Paul Troutner, 923-6251.

2 Semperit Spiders, new or near new condition. 185/70VR15 or 2 XWXs in near new condition, 3 left ok. Call Jim 483-5419.

One front rubber bumper cover for a 1975or 1976 914. Tom Everhart, days 497-5289, evses. 851-0115.

356A Front brake drums, Don Martin, (415) 665-2774 after 6pm.

PERSONALS

Bill Patton: Will the real Roman Polanski please stand up. R & S
The Nugget
1814 Schooldale Dr.
San Jose, CA. 95124

Walt Koerber
286 Romain Street
San Francisco, CA 94131

First Class

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

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164 Pecora Way
Portola Valley 94025  854-2879

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

Coming Events

May

4  BOARD MEETING – ATLEE
6-7  MUTHA LODGE TOUR – JOHNSON
6-7  ZONE HI-SPEED AUTO-X – MITCHELL
10  PIT CREW – LATEER
11  TECH SESSION – FORSTER
13  GGR AUTOCROSS NO. 3 – TROUTNER
13  DINNER MEETING – NEWLIN
16  TIME TRIAL TECH – SHERMAN
19  OPRY HOUSE – TROUTNER
20  TIME TRIAL TECH – SHERMAN
21  ZONE 7 AUTO-X – SAN JOAQUIN
27-28  SEARS TIME TRIALS – HILLS/ATLEE

June

1  BOARD MEETING – BREEDLOVE
3  GGR AUTOCROSS NO. 4 – NEWLIN/HAWKINS
4  FAMILY PICNIC – EVANS/PATTON/PRICE
4  GGR CONCOUR NO. 1 – FORSTER
10  AUTO-X TUNE-UP/FUN DAY – SNR
11  ZONE 7 AUTO-X – SIERRA NEVADA
14  PIT CREW – SANDERS
17  WOMAN'S TECH SESSION – NEIDEL
17  TECH SESSION – PRICE/PASHA
17  DINNER MEETING – NEWLIN
18  GGR RALLYE T & D – EVANS
24  FERRY PORSCHE TOUR – CLEVER
25  PALO ALTO CONCOUR GGR NO. 2 – FORSTER
29  BOARD MEETING – BROOKING