miscellaneous mumblings

By this date, you all have had a good long look at this year’s very busy calendar which a very able Bob Sherman (our activities director) has put together with the help of his committee chairpeople and the many people who attended any or all of the meetings during activities week. If you weren’t able to attend these meetings and/or ‘volunteer’ to chair one or more of the events, I certainly hope you can attend many of the interesting events that are planned. You will only get out of this club what you are willing to put into it. You’ll be delighted with the results—attend as many events as possible!

For your information I am listing all the committee chairpeople who are helping us this year. Call any of them or the seven board of directors if you have any questions or comments.

Autocross chairman/Zone 7 Autocross Rep. Ted Atlee
Time Trial Chairman John Johnson
Rally Chairpeople Paul & Faye Troutner
Tour Chairpeople Norb & Judi Witt
Social Chairpeople Don & Dinah Patterson
Concours Chairman Joe Hartman
Pit Crew Chairperson Marsha Keller

The 1979 Board of Directors has also reaffirmed/appointed the following people:

Nugget editor Jeff Lateer
Panorama reporter Sally Buckthal
Goodie Bag Stephanie Home
Keeper of the Archives Shirley Neidel
Nugget advertising managers Keenan & Donna Jean Cassady
Nugget mailing Paul & Carol Scott/Alan Brooking

Glenn Hills and I had the opportunity on January 27 to attend the Zone-7 President’s meeting. Paul Bates, our new zone rep very able conducted the meeting. Items discussed at the meeting included:

1. Zone 7 autocross series dates.
2. Reports from the regions regarding events of interest to other regions.
3. 1980 Parade in Oregon — Steve George is the chairman and the parade promises to be a well-run and fun event.
4. Interest in a Corvette/Porsche challenge. Details to be announced at a later date.

5. New car badges with Shasta Region added should be available in about four months.
6. Entry fee of Zone autocrosses to be at $5.00/person in 1979.

I enjoyed my day with the other presidents in the zone and the friendship they displayed to me and to Golden Gate Region. Each of us gets an advantage out of zone activities, i.e. visiting new places, getting new ideas and most important meeting new people and making new friends. Remember we all have two common interests — our cars and a great desire to have fun.

ATTENTION

Inspector Tom Grant, Berkeley Police, a PCA member, offers the following information: PCA-GGR member S.R. Swan, P.O.Box 5266, Berkeley, is wanted in connection with several Porsche and Mercedes thefts over the past 18 months. These stolen autos were ‘salvage switched’ with the VIN plates and registration from wrecked autos. Found in Swan’s property during the investigation was the Golden Gate Region directory of members. It is felt that perhaps this document was used to locate cars to steal or that the ‘for sale’ advertisements in the Nugget gave Swan a ‘test’ drive during which a spare key was made for a later theft. Swan was also active in Porsche racing under the name of Rick Swan.

If you know of anyone that has had a Porsche (any year or model) stolen and not recovered, please contact Inspector Brian Oliver, Berkeley Police Auto Theft, 1271 McKinley Avenue, Berkeley, 94703, 415-644-6655. Please give year, model, serial and license number in all communications. It is suggested that caution be used during the ‘test’ drive phase and that going with the potential buyer in the drive might prevent a duplicate key being made for use in a later theft. Additionally, if you happen to locate Swan, please contact the police immediately.

The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Any questions concerning display advertising should be directed to the Nugget Advertising Managers, and any further questions regarding the Nugget should be directed to the Editor. All address changes should be sent to the Membership Chairman for the Nugget, and to the PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310. Anyone desiring information on membership may contact any of the officers listed on the back cover.
A MYRIAD OF MINUTES

The February Board Meeting was held in January at the Forster home in Sunnyvale. In attendance were all regular board members, the Nugget Editors, Goodie Bag Manager, and bunches of other folks including Johnny Johnson, the Trehans, the Fosters, Doug Forster, the Casadys, the Hills, the Brookings, Sally Buckthan, Sonja Blow, the Prices, and even Bruce Anderson was there.

In Gary Myers' absence, Sandi reported the facts relative the agreement we had with Alex's for sponsorship of the 1978 time trial. The facts indicated that Alex's should receive a $150 refund and the Board approved same. Alex's also announced their withdrawal as a time trial sponsor for 1979.

Appointment of Historian, Club Advertising Manager and Roster Editor will be dealt with at the March meeting so the membership can be informed these positions are open.

Jerry Woods intends to proceed with a program for a Tech Quiz Series with year-end awards. Jerry is interested in locating a sponsor for the series. Jerry had nothing further to report on the acquisition of tools for use by the general membership.

Tom Foster, committee chairman of the Patton's Folly II Revisited Committee, passed out a resume of the proposal they wanted the Board to consider. The proposal was approved by the Board after little discussion.

Buckthall had nothing further to report on the subject of 'Expense to the Club of Inactive Members.' Item tabled until further notice.

Ron Trehans reported for Ted Atlee on the need for certain autocross equipment. The Board approved an expenditure of up to $70.00 for a new timer. S.C.A.T. wants to borrow our trailer for a donation of $30.00. The Board approved once it was determined that Ron Trehans will be responsible and Ted Atlee will complete an inventory before the loan occurs.

The 'Future of the Nugget' developed the longest discussion. The advertisers and the membership will be polled to determine their response to the new Nugget. Also, Buckthall will do a complete financial analysis so we can know how the Nugget is doing financially to include in our decision.

Selection of 'Family of the Year' and 'Enthusiast of the Year' recipients will be selected as soon as the applications arrive from National.

Sandi reported that we still have our 'Non-Profit' status. Sharon thinks the by-laws should be sent to each member. We'll probably do it later. Bill Patton volunteered to chair the 'Nominating Committee' and was approved, but not before he was accused of being 'up to something.' John Johnson passed out Time Trial Budget reports for approval. They were. Patton would like to see more sponsorship money returned to membership, particularly with respect to dinner meetings which will accomplish this. The Board approved a $160 advance expenditure for the Lateer/Brooking Wine Tour. The Yosemite budget was approved also.

Patton asked that the meeting be adjourned at 9:01, but was reminded that all items on the agenda had not been discussed.

The President reported that she had filed our 'Statement of Domestic Corporations' with the Secretary of State.

The Vice President indicated she may have to increase the cost of dinner meetings.

The Secretary had nothing to contribute.

The Treasurer submitted a written report which looked o.k., probably wasn't, but nobody had the nerve to challenge it.

Membership Director submitted 6 new members for approval. They were.

Activities Director distributed the final '79 calendar and indicated that the February insurance forms had been mailed.

Technical Director indicated that John Breedlove has gone underground.

Nugget Editor used one of his 12 outrageous stories in explaining why the February Nugget will be late. It was determined that the primary cause of a late Nugget is 'critical' material being received by the editor after the deadline. Ron Trehans asking for cooperation on behalf of the editor indicated that 'This is a 'pain' job, not a paying job'.

Goodie Bag Manager reported she'll have an inventory and request for supplies at the next meeting. She also reported that she soon will have a new box.

Mangled Minutes: It seems we received a nasty letter from another region in response to an item that appeared in this column when that other guy wrote it. This so shook me that I've decided I will write nothing critical, even if it refers to Parade autocross chairmen. It seems that others do read the Nugget.

Patton will host the next Board Meeting on February 23rd. If you wish to attend please let Bill know in advance and please bring your own refreshments.

The meeting was adjourned at 11:01 PM and was another orderly, well-run meeting.

Respectfully submitted
Bill Patton, Secretary
Impressions

You may have received this publication on a date other than the 1st of the month. There may be a reason for it’s apparent ‘lateness’. The 1978 Board of Directors changed the ‘deadline’ for mailing/receiving of the Nugget so that there is not a specific date that the Nugget is to be received by. The new guideline for the mailing of the Nugget is that it is to be mailed by the last day of the month preceding. The end result of this is that you might receive your Nugget anytime between the 1st and the 5th of the month.

There are many problems associated with putting out a publication on time. These problem areas range from the source of the articles (you), to the typing and layout work, to the printer, and finally to mailing and of course, the U.S. Postal Service. You as the membership and contributors must be on time with your articles. If you are late getting articles in, how can you expect a publication to make up that lost time and still arrive on time. I feel that if an article of interest or importance arrives late, I must take into account the benefit of this article to the membership. One always seems to have to make an exception for the article that was late due to mail problems, or for an event that occurred on or very close to the deadline. For example, I have worked very closely with the Green’s and the Atlee’s to get autocross results in as soon as possible, so we don’t run into a backlog of results and so they don’t become quite so dated. You will find in this issue results of the February 10th autocross. Another cause of lateness is easily overlooked. This month for example only has 28 days, as well as a national holiday stuck in the middle of it. The time required to do the typing, paste-up and printing hasn’t changed just because the month only has 28 days. It is quite easy to see that one or two days aren’t going to make a difference as long as you have information on events occurring in the early part of the month. For this reason we have a two month calendar on the back of every issue. If you haven’t received your ‘new’ Nugget look at the back of the old one and call the chairman (his name is there) to get the necessary information.

One purpose in pointing out these difficulties in Nugget production is to have you become a little more tolerant and understanding if your Nugget isn’t in your mailbox on the 1st of the month. In recent months a number of people have been calling Sandi to get information on the anticipated date of arrival of the Nugget. Please, don’t bother her, she has enough to do. If you have any questions or comments on the Nugget direct them to me, I’m the one who has the answers to your questions, and can let you know what the status of the Nugget is.

Jeff Lateer
Nugget Editor
732-1433 days
371-4558 evs.

Many, many thanks to Bruce Anderson and Jerry Woods who again have acted the part of the Nugget ‘grunts’. They both have spent a lot of time and effort on the Nugget, why don’t you thank them the next time you see them.

Prolific Porsche Paraphernalia

The Goodie Bag is alive and well and living in Palo Alto and so is the club store. But you won’t have to drive to Palo Alto to spend your allowance, the Goodie Bag will be at all (well, almost all) the club events. Just look for a little gray haired old lady carrying a big brown suitcase. Inside you’ll find everything from nametags to car badges to decals to the four volume set of Up-Fixin’ which contain the Panorama technical articles up to 1976. For a better idea of what the Goodie Bag has for you, come to an event and peruse Porsche paraphernalia for sale. If you can’t make an event and know what you need contact Stephanie Home at 326-0122 after 5:00 PM.
YOSEMITE CALLS NO. 13
(or PORSCHE ON THE ROCKS)

Take 50 911s
10 914s
4 356s
5 912s
4 924s
1 Turbo
10 Other German-built cars
7 D.T.s (wagon included)

Fill the above with 182 laughing people (equal parts men and women), 12 children, 10 bicycles, 4 pairs skis, 3 dogs and 1 cat. Chains are optional.

Mix with picnic lunch, wine and beer. Shake well along winding Porsche Roads, cool with snow covered Sierra Nevada Mountain Cubes and enlivened with CB chatter. Serve at Prime Rib dinner. Laugh and enjoy.

If you would like to purchase the ingredients for this recipe, please note: Tour date is March 24 and 25, 1979. Reservations or cancellation deadline is March 15th. Cost: singles $52.00. Couples $99.00, additional people are $21.00. This fee includes a beautiful room at the Yosemite Lodge and a famous Prime Rib dinner Saturday night, all taxes and tips. Predinner No host Cocktail Party in Terry Zacccone's suite.

You will be sent your confirmation and necessary information on departure location, time, etc. Make checks payable PCA/GGR. Send to Glenn and LQ. Hills, 1540 Santa Monica Ave. San Jose, CA 95118 (408) 264-1822.

LaQuita

\textit{\'win} 1: fermented grape juice containing varying percentages of alcohol together with ethers and esters that give it bouquet and flavor.

\textit{\'wän-der} 1a: to move about without a fixed course, aim, or goal. b: to go idly about: RAMBLE

The Wine Wander is full at the present time, and we are taking names for a waiting list. It is imperative that those of you who have signed up mail your checks to insure that your place will be held. Due to the amount of response we have had, we cannot hold a reservation if a check has not been received by April 1st. The cost for the event is only $3.00 per person to cover tasting fees and other incidental expenses. Mail your check to: Jeff Lateer 2743 Joseph Ave. No. 5 Campbell, CA 95008

To get on the waiting list, call Jeff Lateer at 408-732-1433 days, or 408-371-4558 eves., or Susan Brooking at 408-269-1914 eves.

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914 Clutch Cable — contrary to popular belief, do not put grease on the clutch cable or plastic clutch cable wheel. The grease only attracts dirt and grime that work on the cable and shorten its life.

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Parts & Catalog (415) 961-2777
Truckin’--mit Porsche

Porsche and Peterbilt have announced a joint project designed to increase fuel efficiency, as well as at the same time reduce emissions, and increase useable power. Porsche of course, with their extensive background in research and development/use of turbochargers is applying turbocharging to a new engine design, said to resemble the 917 engine, although much larger, as indicated by the 14.6 liter displacement. Inspection of the actual engine was not possible, and comments from the driver and engineers were very brief. The only comment regarding performance was from the driver, ‘It’s a torquey mutha!’ he observed. The big introduction and unveiling is slated for the L.H.T.A. (Long Haul Truckers Association) Fall ‘79 Exposition, to be held in Dallas in September. We all look forward to another chapter in Porsche’s automotive history, and this should prove to be an extremely innovative solution to the problems posed. Thanks to Pat Gaines and Bob Garretson for discovering the whereabouts of this test rig.

Pratik L. Jochre

If your car says something about you, your car’s sound system should, too.

A new version of our ever popular “Super System” is now available for both American and foreign made cars. It features:

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**Time Trials School**

New for 1979 is Time Trial Driver's Licenses. Starting with the Memorial Day Time Trial, May 26 and 27 at Sears Point, if you do not have a GGR or POC Time Trial Drivers License, you will be considered a student and be subject to a full weekend of in-car driver instruction. Walt Maas, our Chief Instructor reports that for the balance of the year, each of the 3 time trials (all at Sears Point) will be open to only 20 students. Instructors will be limited to just one student per event and will instruct you for the complete weekend with sign off after the last run session on Sunday.

With this background, Golden Gate Time Trial drivers are notified that the May 5th Time Trial Licensing School is highly recommended for successful 1979 Series participation. This event is open to all drivers, beginners or experienced. Cost is $35.00 per student with all students assigned and instructor. A mandatory (within 50 air miles) ground school will be conducted on May 1st, 7:30 PM at Bud Hart's Porsche Racing. Roll bars and fire suits are NOT required for the May 5 event.

Call John Johnson, Time Trial Chairman for additional information at (408) 274-8659.

Registration is now open. Mail $35.00 check payable to PCA/GGR AND a self addressed and stamped envelope to 1979 Registrar:

LaQuita Hills
1540 Santa Monica Ave.
San Jose, CA 95118

**Laguna**

We have recently been notified that Laguna Seca will be available to us for our second Time Trials on July 21 and 22nd. This is due to some changes in the lease/rental agreement at the track. This is known as the premier event of the season and will fill quickly. This year, as in the past, the people who attend the first time trials will have first priority on registering for Laguna. Last year the Laguna event filled the first day registration opened, with a great many of those people having been participants of the earlier (May) event at Sears Point.

Dale Dorjath has been our contact with Laguna Seca, and it was through his efforts that we were able to pick up this date. Thanks, Dale!

Johó Johnson
Time Trial Chairman

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**SCABI'S SCAVENGER HUNT**

(or A WAY TO USE ALL THAT JUNK)

If you have ever been on a scavenger hunt, you know how much fun they are. For those of you who haven't, ask someone who has and they will tell you how much fun they are. Scavenger hunts are for people who think they have everything or at least think they have a good imagination.

Bring your Porsche, Rabbit, Honda, station wagon or low rider — we don't care. If Patton can find his 'Place', the Gorilla can find a banana, yellow cars can find some more speed or Later can get the Nugget out on time, then you can find all the things you need for this 'hunt'. All of you who attended last year's hare and hound rally already know how much fun our rallies can be. Tell your friends!!! The hunt will be about two hours long with a social get together afterwards.

**WHERE:**
- Eastridge Shopping Center
- Tully Road and Capital Expressway
- In front of the J.C. Penney store

**WHEN:**
- Saturday, March 31
- Instructions given out at 7:00 PM
- First Car out at 7:00 PM

**COST:** $4.00 per car

Call only if you have questions.

The Volunteer aka John Johnson
(408) 274-8659

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NUGGET/9
Spent New Year’s Day getting bleary-eyed in front of the TV set at Brookings. Steph Home, who was also there, spent the day collecting pool money from her winnings on the various games. She was so into it she screamed, hol-  
lored, ranted and raved over the instant replays, not even noticing how much they resembled the preceding plays. 
When the Rose Bowl fumble happened a second time she thought it was absolutely amazing. What a freak situation.  
Steph also displayed a Woody Hayes vocabulary, tho, she didn’t punch a soul. At one point, holding a winning score, 
she was seen kneeling in front of the set praying for a fum-  
ble. Speaking of Woody, there were a lot of Woody jokes 
great ‘punch’ lines. Lou Beckwith showed up in disguise and nobody recognized him. New shoes. If all 
those rumors are true, then I must have had a great time. 
Who is Diane Treat?

The January Board Meeting produced a few items which didn’t seem to fit ‘Myriad of Minutes,’ so I’ll include them here. 
When Steph Home and Al Berens were nominated for Goodie Bag Manager, Steph invited Al upstairs to compare 
goodsie while the voting was going on. Steph, after being elected, suggested to Bob Sherman the 78 G.B.M. that she pick up the materials at his house so they could compare. Presumably Steph is not satisfied with her own goodies. Does Jerry Woods really have a casual attitude about ‘Roberts Rules’ or does it just seem that he wants to run the board meetings like a pit stop at Le Mans? 
When it was suggested that concursing was part of the social committee, Marge Forster took exception saying, 
‘Concursing is not social, it’s competitive.’ Where’d she get that? Does Jerry Woods really want to buy a dyno to keep in my garage? Sharon Neidel went thru the whole meeting saying nothing until the membership report. This is not particularly notable, however she did bring plenty of help who did say plenty. Would you believe the Hills attended 145 events last year?

Hell Week is always good for a laugh or two. The Rallye Committee meeting produced a couple of fresh new ideas. 
A bus school where participants board a bus, are given rallye instructions and ride around the rallye route receiving 
instruction. A great idea, unless you’ve ever had a fight with your navigator; then you can imagine the holocaust that would develop when 80 people fight over the correct interpretation of the route instructions. Ron Trethan showed up to lobby for a rule change permitting popcorn and beer in the back seat of a four place rallye vehicle. Did Sandi Candlin really bite Bob Sherman’s leg? Ferreira and Jim Pasha will team up to put on a rallye called ‘Car-  
nera de Ferreira with a Screw?’

The January Practice Autocross turned up only enough  
10/GOLDEN GATE REGION

cars to make 6 lines on the grid. Many runs, but I had to leave at 5:00 (In joke). The Montana Region showed up with 
a new psychedelic race car, painted every imaginable shade of hot pink and purple (remember Grape T7?) Pat 
Walden spotted it and promptly suggested they change 
their name from ‘Split 2nd Racing’ to ‘Bumbleberry Racing Enterprises and Storm Door Company’. Hooey, 
hooye. Ironic that Sylvia was unable to make the autocross because she was attending drivers school. When informed of 
this Kay Mathews said, ‘Oh, Bondurant?’ No Traffic. 
Seems she’s received too many citations while bopping 
around Oakland. Karen ‘Hawk’ had this same misfortune, 
but, coincidentally on the same day as an autocross school. 
Where’s Karen? Oh, at the driving school.

Is it true department: Tom Foster will pen tech recipe items for the new Nugget? The Social Committee liked 
1978’s weddings so much they’ve put one on the ‘79 calendar on a ‘who to be determined’ basis. They even went so far as to suggest that I offer to co-chair it with somebody yet to be named. What a strange proposal. 
Besides, with all the fun I’m supposed to be having, why 
would I want to co-chair a wedding? Doug Price is hung 
up on Christmas and jealously guards all calendar dates 
from the 15th to the 25th of December. Jim Pasha claims 
Santa drives a Targa.

At the January dinner meeting, notable for its good food, 
overcrowding, rude audience and year-end awards, Marge 
Forster attempting to be heard above the din, announced 
that the mike was adjusted as loud as it would go. One way, in the audience, responded ‘It’s already too loud.’ Marge went on to request, ‘Please keep it down in back’. I believe it was John Clever who wanted to know ‘Who was up?’ By the way, it seems John has discovered Diane Treat, at 
least he was observed assaulting her after the meeting. When 
introduced to distribute Concours Awards, Doug Forster 
was referred to as ‘Mr. Spic ‘N Span’. Fitting, Sasha Thieie 
showed up with a hairdo outdated by 5 years. (Remember 
the 5 Kinks) prompting Brooks to comment, ‘It’s like 
having a strange lady’. Class remark, Brooks. The Dumm-  
koff was awarded to the Thieles for being late to every-  
thing in sight. Probably because Sasha’s new do and their 
new waterbed are creating massive conflicts. Ted Atlee 
almost got the dreaded ‘D’ for designing an autocross 
course with no exit. Probably Terry Zaconne (Is that how 
you spell it?) should have gotten it for not staying on 
course all day. He was the first to run and it he’d been 
smart he’d have just kept going around and around. I 
mean what could they say?

Notes while reading my January Nugget. Dynamite issue. 
The Sally Buckthal resolution should have read, ‘I will not 
sit in one place long enough to have a photo series created 
of my dumb expressions.’ Hey, Zaconne, it’s Genie, or 
even Jeanie, but not Geni, and besides I don’t believe that 
outlandish story anyway. Did Lorna Lunch write that piece 
all by herself? If so, how come she didn’t mention 
me. Love that nostalgia section with reprints from old 
Nuggets. Keep it up. Captions for Page 25 as follows:

(1) Good grief man, you can’t be serious. My laundry is 
not ready yet?

(2) Slow down. I’m sure there’s a left hander up here 
somewhere. I hope this’ll teach ‘em not to let Montara 
Region put on anymore autocrosses.
CRAB

Sacramento Valley Region invites you to share in their annual bash C.R.A.B. As the name implies it is a mixture of a Crab dinner, an Autocross, a Rally, and Begenen, or just socializing and funning. Included this year will be a tour, and the usual Gymkhana along with a Beer and Bratwurst feed following the rally. This is one of the premier events in the Zone, so plan to attend. Dates are April 20 - 22, and the price is just $55.00 per couple. Contact Bob Sherman, or Sandi Candlin for applications, or call to CRABMasters Mike and Vicki Willis at 916-366-8036. Deadline for registration is March 20th.

tech tip

1978 - 1979 911 SC and Turbo – Power assisted brakes use up brake pads at a faster rate than unassisted brakes. Don't wait for normal 10,000 or 15,000 mile services to check pad thickness, you might run out of pad and start wearing down your brake rotors.

Marj Green
Garretson Enterprises

Patton Place - Continued

(3) Who's the lucky party who'll catch Dick Workman's garter?

(4) Damn! How can those two turkeys expect a grown man to play these stupid games in public? or I've got to give up smoking and this is better than chewing gum.

(5) No. It's right at T except after C or at the end of a sentence. But don't forget U-turns are verboten . . . except . . . . . . . . . . . . . .

Did Tom Amon join the club just in the nick of time? In order to get the heat off me I'd like to advise that a certain prominent unimpeachable member of GGR reports that Bruce Anderson is having an affair. It must be true 'cause he's never home and can't seem to keep himself busy anyway. Are you guys beginning to wonder whether this column has turned the corner to soft porn? Oops. I gotta cut this off and run. It's 9:00 PM.

Der Fuhrer

P.S. Sasha, I'm sorry. I didn't mean your hair style was five years out of date. I meant that five years ago, five people in GGR . . . Oh, forget it.
CARLSEN
PORSCHE/AUDI
PALO ALTO

1730 Embarcadero Road  Palo Alto, CA 94303  415/328-1650
10% discount on parts and accessories to PCA members
TECH SESSION

January's Tech Session was a whopping success—approximately 60 people showed up to view another of Chuck Forge's brilliant explanations of why we all need tires, springs, shocks, and sway or Z bars. An extremely interesting session, certainly one to watch (and hope for again in the future.

February didn't exist, as yours truly was entirely teched out. For March, however, I will begin what will be a series of 'tune-up' tech sessions. I will be forming 4 groups of Porsches which I feel will cover most people's demands for tech information (To all of you 4 cam owners; I'm sorry!). The groups are 356/912, 914-4's, 911/914-6, and water cooled (924/928). The plan will be to have 3 sessions for each group during the year. The dates for all of these sessions haven't been finalized, so keep your eyes on the Nugget for information on places and dates. The first of these sessions will be held March 10th, at Garretson Enterprises and will cover the 911/ 914-6 group. Locations will be changed throughout the year to some locations in the North and East bay areas. If you know of a place that would fill our needs please contact me.

I am also in possession of the region's shop manuals, which are now stored at work, where I invite you to come and make use of them as you need. The manuals may not leave my possession so I am making these available at my place of employment during working hours (9:00 - 6:00 Mon. - Fri.). On special occasions, by contacting me ahead of time they can be made available on Saturdays from 10:00 - 3:00. If you have any suggestions or questions regarding the area of Tech, please contact me, at work 415-967-2858 or at home 408-262-2366.

See you all soon, and watch the Nugget!

Jerry Woods
Tech Director

WHERE: Garretson Enterprises
1932 Old Middlefield
Mountain View
967-2858
Exit Hwy 101 north at Sterlin / Old Middlefield
or exit Hwy 101 south at Rengsdorf and turn left
on Old Middlefield.

WHEN: Saturday March 10th 10:00 AM

WHO: 911/914-6 owners (or anyone else interested)
Come on out and get dirty!

Chuck invents the wheel

The EDUCATED Race Driver
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A BONDURANT GRADUATE!
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- Advanced Highway Driving
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For Brochures call or write to:

Sears Point International Raceway,
Sonoma, Calif. (707) 938-4741

NUGGET/ 13
Yesterday's Nugget is the March 1968 issue, containing among its contents an announcement for the 2nd Annual Yosemite Tour. The tour featured dinner and dancing at the Ahwanee Hotel and was only $35.00 per couple. Also noted among the pages was a switch to a choice of two entrees at dinner meetings. Reasoning was to gain more variety, as well as concern over the growing cost of dinners. The idea was to have one entree remain at $5.00 or less, with the other being allowed to 'soar' as high as $7.00!

Other articles included a report on a man engine removal by using a block of ice (recommended for VW's only), a report on 'Der Fressfahrt' (a tour to Occidental), promotion for a drivers school at Cotati Raceways, a tour to Volcano, and a ladies day in the City.

The Board of Directors consisted of Dwight Mitchell as President, Gordon Knight as Vice President, Brian Carleton as Secretary, Lou Marable as Treasurer, Jack Tedford as Activities, Barbara Rose as Membership, Gary Evans as Tech, and Nancy Knight as Nugget Editor. (Nancy and Gordon, by the way, attended the January dinner meeting after a long absence - welcome back!)

The cover photo was the Yosemite tour of 1967, taken by an unidentified photographer. Mart offerings included a 1966 912 for $3295., a 1964 356C (concours prepared by Brian Carleton) at $3800., and 1968 Porsche Calendars discounted to $3.00!

By the way, why don't they wave?

Fred Schefflera

COVER - Photo by Fred Schefflera, subject is a gumball, and not the penny variety. Bud Hart's 1978 SC at the February autocross.

14/GOLDEN GATE REGION

RALLY UPDATE

At the Rally Rules Meeting on February 6th, the following rules were established for the 1979 rally series. Most of the rules remain the same as in 1978, but there are a few changes. The GGR glossary will be the official set of definitions and any deviation by a rallymaster must be approved by the rally chairperson.

As you will notice, the points are designed to stress participation in addition to competition.

Paul Troutner
Rally Chairperson

Rally Classes:

1. Equipped: T & D rallies, the use of any calculating device during the rally. Non T & D, at the discretion of the rallymaster.

2. Non-equipped: T & D, no calculating devices may be used during the rally. Non T & D, at the discretion of the rallymaster.

Points:

1. Points toward year end awards will be accumulated whether participating as driver or navigator

Scoring:

1. Participation: 10 points for driver, navigator, or worker.

2. Worker: 5 points for working during the rally.

3. Place points:
   1st place - 10 points
   2nd place - 9 points
   3rd place - 8 points
   etc.

4. Rallymaster: 25 points

5. Proofer: 20 points and an additional 5 points if you work during the rally.

6. Host an after rally party: 25 points

No person may receive points as a rallymaster, proof, or host more than one time during the year.

Year-End Awards:

1. Awards will be given for driver or navigator, depending upon which class you accumulate the most points in.

2. To be eligible for Year-End awards, you must enter at least three rallies as a driver or navigator.

CREDITS - Photos by Bruce Anderson, Alan Brooking, Jerry Woods, Stephanie Home, and the Editor. We are still in need of other photographers, so send us your photos!
GOLDEN GATE 1979
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SERIES & DRIVING INSTRUCTION
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Did 'Ja Know

Did 'Ja Know... Judi Witt is the pretty half of that look/like, dress/like couple affectionately known as 'Dim and Nit'? (It's a well known fact in GGR, the more popular you are, the more outrageous your nickname!) Well, just look for a curly blonde natural wearing stylish black jeans and a glittry black Porsche T-shirt, racing a black on black Porsche, and you've met Judi! (Or, at second glance, was that Norb, her 'better half'?)

Judi's a Porsche pusher 'thanks to Norb's Philosophy — Every man should have a black Porsche once in his lifetime'. The first was a 1977 924 sporting the license plate 'Norb W.'. The next addition was Judi's 'slot car', a 1973 914 ('we were told '73 was the year for 914s') with 'W. Judi' as its signature. Soon a 1971 914 'Skunkie' was added to the Witt's stable and 'Skunk Hollow Racing' was born. By press time, Skunkie should be proudly wearing a wide white center stripe and the Skunk Hollow Racing Logo — four skunks (two Witts and two Pashas) on a log. Judi smiles when she says, 'I know we're an insurance salesman's dream. That's our third Porsche in a year! I don't know how this race car thing happened, but I love it now!' Judi's first experience 'driving a race car was in the Johnson/Candlin Carrera. I was hooked after that!'

Since her first PCA event (a new member's meeting), Judi has been an outstanding enthusiast. 'If you join in, you're made to feel welcome. If you show interest, the Club will respond to you.' Just some of the many many events Judi's attended include: autocrosses, time trials, CRAB (took 3rd there in her very first rallye), Mutha Lode Dinner Tour, the Women's Autocross School, the Opry House Tour (the stories are still circulating about the great party at the Witts after this event), the Pan Am Rallye (took 1st in the beginner's class), the Mud-Wine Tour, the Witch Way Pot Luck/Rallye (the Witts co-chaired this event), and several concourses 'just to participate, that's the name of the game to me. And, you get a good parking spot on the field, no one will bump into you!' Judi's such an enthusiast, she's also a member of Loma Prieta, Sacramento Valley, and the Porsche Owner's Club.

Wonder what Judi does besides play her Porsch-es? She's also 'mother to three great kids — 17, 18, and 21; editor of The Bell (a newsletter for a boating organization, the Power Squadron); decorating their home 'with trade-off for the cars'; and cleaning up the mess Norb makes while he gets ready to travel again.' Judi's future looks like lots more fun... 'school at Bondurant's for preparing for time trials, a trip to the Caribbean, a party through the Panama Canal with friends, and maybe a world cruise for say, ten years, sailing from port to port, always on the go.' While planning for the future, Judi's 'dream Porsche would be a black 917, with black interior'. Listening Norb? Every woman should have a black 917 once in her lifetime!

Donna Jean Casady

Did 'Ja Know...that when E.F. Tretchan talks, everybody listens. Actually E.F. aren't his real initials, but they do stand for Everyone's Friend. Ron Tretchan is a well respected guy, and has taught the club members a lot about the sport of autocrossing and good sportsmanship. Ron's a busy man. So busy, that he does his gardening at night during the week (by lamplight?), so he can 'play' on the weekends. A trophy collector, Ron has run about 750 events in his 15 years of autocrossing and time trialing, boasting a 'mere' 400 trophies between Ron and his wife Sharon! A 'typical' day once consisted of running an Orange County autocross at 7:00 AM, and by 1:30 PM being on grid in Pleasanton. They even once earned six trophies in one day, and brought home 47 trophies in 1977.

Ron's a bay area local, and met Sharon in a bowling alley in 1962. Ron casually asked a buddy, 'Satch', who the sweet young thing was (Sharon was only 19). Satch replied, 'Don't get any ideas; she's mine'. Apparently not, because their first date was set and they went...what else? Bowling! Four years later, a baby faced guy with a very short crew cut, and a blonde cutie were married (if you don't believe me, ask to see their wedding pictures).
They were both interested in cars (Sharon was driving around town then in a Chevy Impala). Since then, there have been many additions to their ‘family’ - a ’63, ’64, and a ’65 Corvette (this column is beginning to sound like a Corvette advertisement), as well as a ’72 914-4, ’73 911T, ’74 Carrera, a ’77 911S, and a green modified ’68 911S winner, ‘Froggy’. Ron was determined to build the fastest of all Porsches. ‘Froggy was ‘spruced up’ (it was a beauty to begin with) in two months and made the debut at its first time trial in February 1977. (Ron ran numerous events in ‘Froggy’, including the Six Hours of Portland.) He’s come a long way from his Corvette days when he used to spin ‘do-nuts’ on his autocross tires to round off the edges. Bet the neighbors loved it!!

In Ron’s ‘spare’ time, he works at Raychem in Menlo Park in the Sales Department, where traveling has logged him over 100,000 flying miles in a single year. As if this weren’t enough, he also helps out (can’t call it work, it’s too much fun) on the pit crew of Dick Barbour Racing, traveling to such places as Daytona and Le Mans, just to name a few.

There’s also a little rally blood in Ron. At his first one - a time and distance rally, he and Sharon were only six hours late!! But that didn’t discourage him, he recalls the fun rallies around Lake Merritt in super thick fog. (Why not rally in Montara, its always clear there.)

At home in Pleasanton, the Trethans continually entertain after autocrosses, time trial meetings, etc. - a real hospitable couple. In fact they’re so thoughtful, they’ve just bought another gorgeous home, this time in Danville, so that in addition to the pool that we have enjoyed in the summer, we’ll have a hot jacuzzi to relax in during the winter.

Ron won’t be racing around much this next year. It’s time for a well deserved rest, but I think we’ll still see Ron, Sharon, and Cindy (their ‘cover girl’ dog [the Nugget]) around. If you see them, tell them thanks for all they’ve done. You’ll probably spot them driving their Honda Accord!!

Rebecca Newlin
A whale of a start for the new year - great weather, 125 drivers (many of them new), and a course with a few corners to baffle us all day - Jim Pasha put on a good day for the autocrossers.

Stock 4-cylinder class 1 saw the return of Gary and Sandi Eahl in their convertible D, a fast husband/wife team that pulled off a 1-2 act in taking the top two spots. An impressive act for their return to GGR autocrossing. Gary Sanders (Mr. Evil, all in black) had it his way in the 912 class. We really had some unexpected growth in a few classes. The 914-4 1.7/1.8 class has always been weakly attended when all of a sudden seven drivers show up. Let’s hope that this keeps up. Paul Troutner, Jeff Lateer, and Glen Renk had a great time swapping the top spot between one another. Another returnee couple - the Blows are back, in the 914-4 2.0 class. Ray announced his return with a win after being absent for two years. Just wait til he gets the rust out!! Chairman Jim Pasha (ask him what his name means in Swiss) gave Terry Zaccone fits and almost looked like he had Terry put away for the day. Last run, last ditch effort and Terry pulled out a win by a big 4/100th’s of a second. This class is also growing, with 5 914-8’s chasing Terry’s 911. Don’t look back Terry! Randy Hancock put his 924 in first place in the prodified four-cylinder class, pipping Brian Carleton by 1/2 second. It is good to see a variety of Porsches run one class - 924, 366, and 912.

Small bore prodified (2.0 911 and 914-6) is going to be one of the wildest classes to watch in 1979. Jon Milledge, Tom Green, and Bill Newlin will be swapping first place all year, just as they did this Saturday. John Breedlove will have his 911 out soon to make it 2 911’s against 4 914-6’s. Big bore prodified also jumped in attendance, with eight cars in class. Last year’s winner, Johnny Johnson continued his winning ways, but we predict the struggle will be tougher this year. Top-Time-of-Day went to Gary Walton, who started the year with a new 2.6 motor and four new tires. It appeared to have helped!

Lorna Lynch started the year with a big 20 points, beating Faye Troutner and Cheri McLagan in the small 914 class. The big 914 class had Sonja Blow and Terri Rosatelli running just a few hundredths apart all day. Judy Zaccone, like Terry, had better watch those 914-6’s (race cars, you know), as Becky Blanchard gave her fits all day, but Judy won this round. LaQuita Hills took her yellow 911 to a first over Beth Bates, who is really getting excited about autocrossing. Susie Campbell took the big 911 class and also TTOD for women’s stock. A very fast run for Susie. Marj Green took small bore prodified, even with a pylon penalty, in a much increased class - entrants, watch class 29 in 79 - big bore prodified has some new talent and we’re giving no predictions except of say that it is going to be a close race folks. Susie Atlee in a little ol’ ‘T’ took class over the big honking 915’s. Paulette Hart has returned to the ranks of

The new autocross code book is out! If you’d like a copy, call Ted Atlee. We’d like to draw attention to four of the rules. First, the new catagory of ‘Improved’ cars is for those Porsches who meet all the requirements of stock production cars, but want to run race tires. If you don’t qualify as a stock production car and want to move up to race tires you must run in the ‘Prodified’ catagory.

The second rule is ‘no work/no play’. To be able to earn points and have your runs counted, you must work a minimum of one hour on the grid, course, timing, posting, announcing, flags, or registration. Word three, section 9.14 specifically forbids excessive lightening and gutting of cars except in ‘Modified’ catagory. And the last word, 911 front cross braces between the strut towers are not allowed in Stock, Improved, or Prodified cars.

See you at the next autocross!!

Tom and Marj Green
Autocross Editors
| CLASS 1 | 1. Gary Fahl | 52.91 | 20 |
| 2. Sandi Fahl | 53.96 | 16 |
| 3. Karl Beckle, Jr. | 55.51 | 13 |
| 4. John West | 61.14 | 11 |
| 5. Karl Beckle, Sr. | 61.85 | 9 |
| CLASS 2 | 1. Gary Sanders | 52.33 | 20 |
| 2. John Seymour | 55.38 | 16 |
| 3. David J. Palmeri | 55.94 | 13 |
| 4. Jerry Staszewski | 56.26 | 11 |
| CLASS 3 | 1. Paul Trounter | 56.23 | 20 |
| 2. Jeff Lateer | 56.39 | 16 |
| 3. Glen Renk | 56.99 | 13 |
| 4. Dave Swift | 57.64 | 11 |
| 5. Martin Manojlovic | 58.79 | 9 |
| 6. Bill Burns | 60.70 (2) | 7 |
| 7. Kent McLaughan | 61.65 (1) | 5 |
| CLASS 4 | 1. Bob Sherman | 56.30 | 20 |
| 2. Al Davis | 57.05 | 16 |
| 3. Dan Balsley | 58.83 | 13 |
| 4. R.L. Petticrew | 60.35 | 11 |
| CLASS 5 | 1. Ray Blow | 50.84 | 20 |
| 2. Mark Bontempi | 51.16 | 16 |
| 3. Tim Rossetti | 54.95 | 13 |
| 4. Rich Thiele | 55.01 | 11 |
| 5. Jerry Woods | 55.02 | 9 |
| 6. Marc Baleri | 55.37 | 7 |
| 7. Joe Johnson | 62.41 | 5 |
| CLASS 6 | 1. Terry Zacccone | 50.58 | 20 |
| 2. Jim Pasha | 50.62 | 16 |
| 3. Dave Blanchard | 52.43 | 13 |
| 4. Bob Kilburn | 53.08 | 11 |
| 5. Roger Ryan | 53.15 | 9 |
| 6. Bill Patton | 56.95 | 7 |
| CLASS 7 | 1. Walt Maas | 50.43 | 20 |
| 2. Glenn Hills | 51.04 | 16 |
| 3. Dale Bates | 52.42 | 13 |
| 4. Steve Hoover | 54.05 | 11 |
| 5. Pete Kemling | 54.72 | 9 |
| 6. Richard Fitzpatrick | 61.22 | 7 |
| * Tom Amon | 54.31 (2) | 7 |
| CLASS 8 | 1. Dale Dorath | 49.97 | 20 |
| 2. Gary Myers | 50.63 | 16 |
| 3. Ray Mascia | 50.77 | 13 |
| 4. Matt Ballentine | 51.36 | 11 |
| 5. Randy Salveson | 51.53 | 9 |
| 6. Chris Vaughan | 51.75 | 7 |
| 7. Todd Lee | 52.95 | 5 |
| 8. George Warden | 53.53 | 3 |
| 9. Bud Behrens | 53.53 | 3 |
| 10. Donn Murphy | 54.16 | 2 |
| 11. Richard Ogren | 57.22 | 1 |
| CLASS 9 | 1. Ed O'Shea | 55.32 | 20 |
| CLASS 10 | 1. Randy Hancock | 51.17 | 20 |
| 2. Brian Carleton | 51.99 | 16 |
| 3. Mark McLaughlin | 53.60 | 13 |
| 4. Mike Maridon | 54.43 | 11 |
| 5. Rudy Prett | 52.33 | 8 |
| * Bob Wilcox | 55.77 (1) | 1 |
| CLASS 14 | 1. Jon Milledge | 47.20 | 20 |
| 2. Bill Newlin | 47.82 | 16 |
| 3. Tom Green | 47.73 | 13 |
| 4. Peter Thuesen | 50.08 | 11 |
| 5. David Colman | 50.20 | 9 |
| 6. John Breedlove | 52.25 | 7 |
| CLASS 15 | 1. John Johnson | 48.55 | 20 |
| 2. John Hawkins | 49.44 | 16 |
| 3. Ray Larimore | 50.24 | 13 |
| 4. Mark Olson | 50.54 | 11 |
| 5. Ted Atlee | 50.75 | 9 |
| 6. Walt Huff | 51.87 | 7 |
| 7. Steve Kirby | 52.27 | 5 |
| 8. Bill Kelley | 56.22 | 3 |
| CLASS 16 | 1. Gary Walton | 46.23 | 20 |
| 2. Jim Gaeta | 47.55 | 16 |
| 3. Denny Kahler | 48.50 | 13 |
| 4. Bud Hart | 48.73 | 11 |
| 5. Rich Bontempi | 50.11 | 9 |
| 6. Steve Tonelli | 51.64 (1) | 7 |
| 7. Darrel Overstreet | 52.28 | 6 |
| 8. Ron Trehawn | 54.04 (2) | 3 |
| 9. Mike Witt | 55.72 | 2 |
| 10. Norb Witt | 56.89 (2) | 1 |
| 11. Alexander Bolder | 59.34 | 1 |
| CLASS 17 | 1. Sharon Seymour | 63.71 | 20 |
| CLASS 18 | 1. Lorna Lynch | 56.84 | 20 |
| 2. Faye Trounter | 58.94 | 16 |
| 3. Cheri McLaughan | 64.33 | 13 |

| CLASS 20 | 1. Sonja Blow | 53.56 | 20 |
| 2. Terri Rossetti | 53.78 | 16 |
| 3. R. Humphreys | 56.38 | 13 |
| CLASS 21 | 1. Judy Zacccone | 52.32 | 20 |
| 2. Becky Blanchard | 53.19 | 16 |
| 3. Karen Pasha | 57.10 | 13 |
| 4. Cindy Kahler | 59.22 (1) | 11 |
| CLASS 22 | 1. LaQuita Hills | 53.30 | 20 |
| 2. Beth Bates | 54.58 | 16 |
| CLASS 23 | 1. Susie Campbell | 51.85 | 20 |
| 2. Mary Ann Behrens | 53.61 | 16 |
| 3. Kay Matthews | 54.63 | 13 |
| CLASS 25 | 1. Roxanne Truus | 58.55 | 20 |
| CLASS 27 | 1. Elaine Sanders | 68.36 | 20 |
| CLASS 28 | 1. Marj Green | 48.45 (1) | 20 |
| 2. Becky Newlin | 49.76 | 16 |
| 3. Chris Lewis | 50.72 | 13 |
| 4. Karen Breedlove | 52.79 | 1 |
| 5. Sharon Thuesen | 53.13 | 9 |
| 6. Joan Colman | 54.52 | 7 |
| CLASS 29 | 1. Susie Atlee | 50.23 | 20 |
| 2. Sandi Clandin | 51.59 | 16 |
| 3. Karen Hawkins | 52.23 | 13 |
| 4. Carol Huff | 54.74 | 11 |
| 5. Anita Olson | 56.94 | 9 |
| CLASS 30 | 1. Paullette Hart | 55.75 | 20 |
| 2. Judi Witt | 56.54 | 16 |
| 3. Sylvia Rentschler | 74.35 | 13 |
| TOP TEN TIMES | 1. Gary Walton | 46.23 | |
| 2. Jon Milledge | 47.20 | |
| 3. Jim Gaeta | 47.55 | |
| 4. Bill Newlin | 47.62 | |
| 5. Tom Green | 47.73 | |
| 6. Denny Kahler | 48.50 | |
| 7. John Johnson | 48.55 | |
| 8. Bud Hart | 48.73 | |
| 9. Marj Green | 48.85 (1) | |
| 10. John Hawkins | 49.44 | |

( ) - Number of penalty pylons
* - Denotes fun run

THE GGR AUTOCROSS SERIES IS SPONSORED BY ALEX'S PORSCHE HOUSE

NUGGET/21
Dinner Meeting

The January Dinner Meeting was the Annual GGR Awards Dinner, and presented at the meeting were the awards for the autocross series, the rally series, and the concour series. Also presented were the awards to GGR's nominees for National recognition as Enthusiast and Family of the Year, won by Marge Forster, and The Candlin/Johnson Family. Congratulations all!!
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ZONE 7

AUTOCROSS

Time is here once again for the Zone 7 Autocross series. The first event in the series will be hosted by Monterey Bay Region at the Salinas Airport. This is your first chance this year to get out and rub shoulders (noses?) with all the folks from other regions and to see how well your autocross style and expertise stack up against people in other regions. Open exhausts will be allowed, 1979 Zone rules are in effect, bring your own helmet and car, and plan to be early for which ever group you’re in, who knows, they might run ahead of schedule. There will be two course walks, one at 8:00 AM for run groups A and B, and another at 12:30 PM for run groups C and D. In addition there will be an open house and blarney session (read bench racing) on Saturday March 17th at Mel (O’C)Cohon’s in Salinas from 7:00 - 10:00 PM. Call Mel for more information at 408-758-1038 days, or 408-422-9479 eves. Co-chairman for the event will be Ellis Blevins. Go for the gold, GGR!

RUN GROUP | GRID OPENS | GRID CLOSES
--- | --- | ---
A  | Production 356, 912, 924, & Showroom Stock 924. | 8:45 | 9:00
B  | Production 914, & Small Bore 911 | 10:30 | 11:00
C  | Production 911, Medium and large bore, Prod. 928 & 930, Showroom Stock 911 | Noon | 12:30
D  | Improved and Modified | 2:00 | 2:30

AUTOCROSS

The third GGR Series autocross will be coming up the first Saturday in April. It should prove to be another great event chaired by the Green’s. Don’t miss it!

WHERE: Alameda County Fairgrounds
Bernal Avenue
Pleasanton

WHEN: Saturday April 7th
Registration 6:30 - 8:30 AM and 11:00 AM to Noon. Driver’s meeting 8:45 AM, and first car out at 9:00 AM. He who shows up early runs longest!

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NUGGET/25
DAYTONA

Fantasy Racing went to the 24 Hour Pepsi Challenge but didn’t conquer - at one point we were looking very good with one car leading the race and the other in sixth place. It was not to be though as the sixth place car went out after four hours with a holed piston and after running first or second for most of the race, the other car gave up with a blown head gasket just after 14 hours of racing. We were not alone, of 13 Porsche 935’s entered only three finished the race and one of those required an engine change to do so. The winning car, driven by Danny Ongais, Hurly Haywood, and Ted Field was a brand new 1979 single turbo 935. They completed 684 laps or 2,626.56 miles, a near record - the record 724 laps or 2,758.44 being set in Pedro Rodriguez and Leo Kinnunen in a Porsche 917.

Sharon ‘hamming’ it up

hamburgers. Due to some petty bickering between the team manager and Le Patron, the crew was denied the opportunity to sample Paul’s boast.

Another GGR supported effort was that of our friends Bruce Canepa, Rick Mears, and Monte Sheldon who placed third. Their 935 was powered by an engine built by Garrettson Enterprises and crewed by Clark Anderson and old friends from Pikes Peak days, Newman and Dreager. One wag on our crew commented that at least we hadn’t come clear over from Europe to break our cars as all the European teams had.

700 Horsepower and we still have to push!

A good group of Golden Gaters went and we all had a fine time until 14 hours into the race. Representing GGR were: Gary and Sharon Evans, Brian Carleton, Jeff Hammill, Tom Foster, Jerry Woods, Doug Forster, John Clever, Bob Garrettson, Ron Trethan, Greg Elliff, Stephanie Home, Jack Tedford, Pat McGregor and me. Our drivers in car number 9, a 1977 single turbo 935, were Bob Akin, Rob McFarlin, and Roy Woods. In car number 6, a 1978 twin turbo, the drivers were Brian Redman, Paul Newman, and Le Patron, Dick Barbour. Both cars were sponsored by Budweiser Beer so a large segment of GGR has switched from Coors to Budweiser Beer - to support those who support our sport!

One nice thing about racing at Daytona is that they lock you out of the garage area at a reasonable hour of the evening and you are forced to go out and have a nice dinner instead of fooling with the cars all night. As a result, the team had some nice sociable evenings and found some nice restaurants. One night at dinner Paul Newman told us that he might not be a great actor or race driver but he cooked up the best hamburgers and made the best popcorn in the world. The next day Paul bought a bar-b-que and after night practice invited the crew down to the motor home for

Oh goodie, we get to go home.

Bruce Anderson
Daytona Reporter

26/GOLDEN GATE REGION
Coors who?

Good Morning, America

Barbour’s all GGR pit crew (fast too!)

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