You really can afford it

Porsche + Audi
Sales, Service and Parts

At Anderson-Behel Porsche + Audi we pride ourselves in selling some of the finest automobiles in the world. We have one of the largest selections of new and used Porsches and Audis in stock for immediate delivery. We also have a variety of financial plans available to suit your needs making the purchase or lease of a Porsche or Audi affordable.

In 1979 Anderson-Behel Porsche + Audi was one of only three Porsche + Audi dealers in the entire United States to win the Grand Award for Service Excellence. The award was presented for outstanding Porsche + Audi service throughout the year. If you have a Porsche or Audi that needs servicing, let us show you why we are the “best” west of the Rockies.

We care.

Porsche 924 Turbo

The Porsche of the immediate future. 4 wheel disc brakes developed especially for this newly engineered turbocharged Porsche, along with its 5 speed transmission and rack & pinion steering gives the operator complete control in all kinds of weather. The subtlety of the 924 Turbo is quite a change from that of other turbo engines. It lets you know when it’s charging without giving you “whiplash”. Along with a quieter ride than previous 924’s, the future of the Porsche 924 continues.

Audi 5000 Turbo

The looks, the luxury, the ride. The Audi 5000 Turbo blends engineering and elegance with impressive results. Wall to wall carpeting, plush velour, or (opt.) leather upholstery surrounded by a quiet and smooth ride. The 5000 Turbo is one of the finest examples of German engineering and craftsmanship. All that luxury, comfort and agility is waiting for you.

ANDERSON
BEHEL
PORSCHE
+ AUDI

4355 STEVENS CREEK BLVD., SAN JOSE 247-1655
# INSIDE YOUR NUGGET

<table>
<thead>
<tr>
<th>Page</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Directory</td>
</tr>
<tr>
<td>4</td>
<td>In Memorium</td>
</tr>
<tr>
<td>5</td>
<td>Porsche Community Day</td>
</tr>
<tr>
<td>6</td>
<td>Carlsen Concours/Swap Meet</td>
</tr>
<tr>
<td>7</td>
<td>Monterey Tour</td>
</tr>
<tr>
<td>8</td>
<td>Tech Tip</td>
</tr>
<tr>
<td>9</td>
<td>Dinner Meeting</td>
</tr>
<tr>
<td>10</td>
<td>Treasurer’s Note</td>
</tr>
<tr>
<td>11</td>
<td>Zone 7 Autocross</td>
</tr>
<tr>
<td>12</td>
<td>Pit Crew - August</td>
</tr>
<tr>
<td>13</td>
<td>$50.00 Dinner</td>
</tr>
<tr>
<td>14</td>
<td>Hare &amp; Hound</td>
</tr>
<tr>
<td>15</td>
<td>Good Show at the Big O Tennis - No-one!</td>
</tr>
<tr>
<td>16</td>
<td>Auf der Hohe</td>
</tr>
<tr>
<td>17</td>
<td>Wanted - Publicity</td>
</tr>
<tr>
<td>18</td>
<td>Auto Trends</td>
</tr>
<tr>
<td>19</td>
<td>Time Trial No. 2</td>
</tr>
<tr>
<td>20</td>
<td>Nominations 1981</td>
</tr>
<tr>
<td>21</td>
<td>Baron’s Bluff</td>
</tr>
<tr>
<td>22</td>
<td>GGR goes to Le Mans</td>
</tr>
<tr>
<td>23</td>
<td>Autocross</td>
</tr>
<tr>
<td>24</td>
<td>Babbling Brooks’ Minute Minutes</td>
</tr>
<tr>
<td>25</td>
<td>Family Picnic</td>
</tr>
<tr>
<td>26</td>
<td>Time Trial No. 3</td>
</tr>
<tr>
<td>27</td>
<td>Roster</td>
</tr>
<tr>
<td>28</td>
<td>Oops!</td>
</tr>
<tr>
<td>29</td>
<td>Thank you to our Friends Autocross School</td>
</tr>
<tr>
<td>30</td>
<td>Time Trials Event No. 1</td>
</tr>
<tr>
<td>31</td>
<td>The Mart Carrera de Sierra</td>
</tr>
</tbody>
</table>

## IN MEMORIAM

Golden Gate Region recently lost a friend, John Clever’s mother Louise Clever. We will all fondly remember the times she opened her home to us for tours, picnics and bar-b-ques.

## DIRECTORY

Listed below is a directory of GGR’s Committee Chairmen and other important positions that make the club function smoothly. Call these people if you have questions or suggestions for their area of responsibility, or if you’d like to volunteer to help them in the duties of their job. Please call before 9:00PM.

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOCROSS CHAIRMAN</td>
<td>JOHN HAWKINS</td>
<td>1340 ODDSTAD BLVD</td>
<td>415-359-0642</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PACIFICA, CA 94404</td>
<td></td>
</tr>
<tr>
<td>BYLAWS COMMITTEE CHAIRMAN</td>
<td>SANDI CANDLIN</td>
<td>1779 SHADY CREEK COURT</td>
<td>408-274-8659</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SAN JOSE, CA 95122</td>
<td></td>
</tr>
<tr>
<td>CONCOUR CHAIRMAN</td>
<td>JOE HARTMAN</td>
<td>2470 WESTPARK DRIVE</td>
<td>408-265-3483</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SAN JOSE, CA 95124</td>
<td></td>
</tr>
<tr>
<td>GGR REPRESENTATIVE TO ZONE</td>
<td>TED ATLEE</td>
<td>4644 FORT ROYAL PLACE</td>
<td>408-578-7499</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SAN JOSE, CA 95136</td>
<td></td>
</tr>
<tr>
<td>GOODIE BAG</td>
<td>TERRI ROSATELLI</td>
<td>553 SARK COURT</td>
<td>408-262-2366</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MILPITAS, CA 95035</td>
<td></td>
</tr>
<tr>
<td>HISTORIAN</td>
<td>TOM FOSTER</td>
<td>5328 BEECHWOOD LANE</td>
<td>415-969-2769</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS ALTOS, CA 94022</td>
<td></td>
</tr>
<tr>
<td>KEEPER OF THE ARCHIVES</td>
<td>SHIRLEY NEIDEL</td>
<td>5880 LEAN AVENUE</td>
<td>408-225-8103</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SAN JOSE, CA 95123</td>
<td></td>
</tr>
<tr>
<td>PANORAMA REPORTER</td>
<td>AL BERENS</td>
<td>439 BUENA VISTA</td>
<td>415-367-8339</td>
</tr>
<tr>
<td></td>
<td></td>
<td>BEFORE NOON</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>REDWOOD CITY, CA 94061</td>
<td></td>
</tr>
<tr>
<td>PAST PRESIDENT</td>
<td>SANDI CANDLIN</td>
<td>1779 SHADY CREEK COURT</td>
<td>408-274-8659</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SAN JOSE, CA 95122</td>
<td></td>
</tr>
<tr>
<td>PIT CREW CHAIRMAN</td>
<td>DINAH PATTERSON</td>
<td>16478 EUGENIA WAY</td>
<td>408-354-0618</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS GATOS, CA 95030</td>
<td></td>
</tr>
<tr>
<td>RALLY CHAIRMAN</td>
<td>KEITH MCMAHAN</td>
<td>18173 KNUTH ROAD</td>
<td>408-354-2270</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS GATOS, CA 95030</td>
<td></td>
</tr>
<tr>
<td>ROSTER CHAIRMAN</td>
<td>URSULA GRUNFELD</td>
<td>263 SIERRA VISTA</td>
<td>415-966-1402</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MT. VIEW, CA 94040</td>
<td></td>
</tr>
<tr>
<td>SOCIAL CHAIRMAN</td>
<td>DON &amp; DINAH PATTERSON</td>
<td>16478 EUGENIA WAY</td>
<td>408-354-0618</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS GATOS, CA 95030</td>
<td></td>
</tr>
<tr>
<td>SPONSORSHIP MANAGER</td>
<td>MIKE LOMMATZSCH</td>
<td>30 IROQUOIS TRAIL</td>
<td>415-854-7443</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PORTOLA VALLEY, CA 94025</td>
<td></td>
</tr>
<tr>
<td>TIME TRIAL CHAIRMAN</td>
<td>JOHN JOHNSON</td>
<td>1779 SHADY CREEK COURT</td>
<td>408-274-8659</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SAN JOSE, CA 95122</td>
<td></td>
</tr>
<tr>
<td>TOUR CHAIRMAN</td>
<td>NORB WITT</td>
<td>282 BELBLOSSOM WAY</td>
<td>408-356-0866</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS GATOS, CA 95030</td>
<td></td>
</tr>
<tr>
<td>ZONE 7 REPRESENTATIVE</td>
<td>TERRY ZACCONETTE</td>
<td>13046 ANZA DRIVE</td>
<td>408-257-6575</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SARATOGA, CA 95070</td>
<td></td>
</tr>
</tbody>
</table>

The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication (ie: June 1st for the July issue). Questions regarding display advertising should be directed to the Nugget Advertising Manager, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to PCA Executive Offices , 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information.
Through the efforts of a cast of thousands, the swap meet, concours, and auction was a gratifying success. The event chairpeople couldn't have asked for a better location or weather to help ensure its success.

By 9:00AM about 15 swap spaces were filled and displaying the usual array of bargains and temptations.

At 11:00AM, 42 concours cars were in place, being displayed in five classes. They ranged from a 1950 356 Coupe to the very latest 1980 928. There were no less than five Speedsters on hand, and four of them walked away with ribbons. The concours featured a 1972 212 owned by Ron Ferreira, but competition-tuned and concours-prepared by Bill Patton, Jr. It did not win a ribbon because the judges gave it zero points for the engine compartment. You see, a 212 is a human-powered ski bob.

The auction, which began at 2:00PM, featured over $9000 worth of merchandise donated by over 100 donors. (Please note the list of donors elsewhere in this Nugget). Spirited bidding ensued until 6:00PM, when workers and participants packed up and headed for Patton's house for free wine, beer, and pizza.

**Auctioneer Bob Lateer shows off watch**
The final verdict is not in yet, but it appears that we doubled our goal and made $5000 for Pete Giddings Program for Underprivileged Children. By the way, we did get our post-event publicity on Pete's show the Friday after the event. Also, Bill and Jerome (President of BPI)
Porsche Community Day - Continued

will be presenting the check to Pete on the air in the very near future.

GENE BABOW & DAVE WALDEN AUCTIONEERS
CONCOURS RESULTS

Class C-1
(Full Concours to 1965)

1st  John Webb  57 Speedster
2nd  Jim Cameron  63 Cabriolet
3rd  Bill Patton  57 Speedster

Class C-2
(Full Concours 1965 to Present)

1st  Nick Kelez  79 924
2nd  Jerry Huey  66 912
3rd  Bill Patton  79 911SC

Class S-1
(Street through 1965)

1st  Bruce Mackay  63 356 Coupe
2nd  John Meuner  57 Speedster

Class S-2
(Street 1965 through Present)

1st  Bill Harris  73 911T
2nd  Bernie Buschen  79 911SC
3rd  Stan Eng  77 930

Class R
(Race and Competition/Peoples' Choice)

1st  Gary Sanders  66 912S
2nd  Bill Newlin/John Hawkins  69 911T

Come on out of there.
You'll miss the GGR Concours and Swap Meet. Admission is free!

Gates open at 8:30AM Sunday, August 10. Concours registration closes at 10AM and judging starts at noon. Concours entry fee is $5.00.

Bring your camera, there will be some rare Porsches.

Bring your piggy bank, there will be bargains at the Swap Meet.

Or rent a swap stall; $3 for a single and $5 for a double.

Don't tarry! Our good friends at Carlsen Porsche+Audi are sponsoring us again. Its at 1230 Embarcadero, Palo Alto.

Call Bruce or Doug, 967-8634, for more information.
Congratulations . . .

to the following drivers who finished the June 21 & 22 GOLDEN GATE Region time trial in winning form. Car preparation and maintenance by T&D Porsche Works.

<table>
<thead>
<tr>
<th>Class</th>
<th>Name</th>
<th>Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS</td>
<td>Mike Lommatzch</td>
<td>1st</td>
</tr>
<tr>
<td>EP</td>
<td>Roger Ryan</td>
<td>2nd</td>
</tr>
<tr>
<td>G</td>
<td>Tom Amon</td>
<td>1st (Record)</td>
</tr>
<tr>
<td>GSL</td>
<td>Janet Buck</td>
<td>1st</td>
</tr>
<tr>
<td>H</td>
<td>Glenn Hills</td>
<td>1st</td>
</tr>
<tr>
<td>HL</td>
<td>LQ Hills</td>
<td>1st</td>
</tr>
<tr>
<td>M</td>
<td>Karl Rhoades</td>
<td>3rd</td>
</tr>
</tbody>
</table>

A special thanks to the many T&D workers and friends who assisted in this event.
MONTEREY TOUR

See history unfold before your very eyes! Join us August 17th as we take a walking tour of historical Monterey with the aid of a professional guide from the California Heritage Tours.

The morning will include a tour to Monterey and a walking tour of the Custom House Plaza, featuring the first theater. We will then break for a private luncheon at Dino's overlooking the beautiful Monterey Bay. Our afternoon will include tours of both the famed Stevenson and Larkin homes.

Our package price includes the guided tours, lunch, tax and tip. Choices for lunch are:

- Filet of Sole Roulades — $9.95
- Chicken Adobo — $8.25
  (includes: Entree, Salad, Beverage & Dessert)
  (Children under 12 — $6.50)

Reservations are required by August 10th. Please make check payable to PCA-GGR, indicate number of reservations and luncheon choice, and mail to:

Barbara Berens
439 Buena Vista
Redwood City, CA 94061

A confirmation packet will be sent when your check is received. See you on August 17th.

If you have any questions please call:

Barbara Berens — 367-8339 (before noon)
Sharon Neidel — 225-8103 (evenings)

TECH TIP

Both 356 and 914 drivers might both be surprised and find it useful to know that these models have some parts in common. The brake, clutch, and accelerator pedal rubber, of course, have been used in Porsches since time immemorial. Actually, the authentic, correct accelerator pedal rubber should say "Opel" on the underside, and that is the reason it is readily available at your friendly Buick dealer. The windshield washer nozzles on B's and C's are the same as 914's. Also, the shift-lever boot on 914's is identical to the boot on later 356's. And there are other parts. How does that make you snooty 356 drivers feel?

Joe Padermderm

DINNER MEETING

Our August Dinner Meeting will once again be in conjunction with our Zone 7 Autocross-Swap Meet/Concours weekend. It will be a catered Bar-b-que at the Pleasanton fairgrounds. This dinner meeting is for EVERYONE. It will be very informal, and relaxed. Beer, wine, soft drinks and coffee are all included in the price of your dinner and you may partake of these libations as soon as you register for the evening.

WHERE: Under the big shade trees in the picnic area at the Alameda County fairgrounds (same place as last year) in Pleasanton.

WHEN: Sat. evening, August 9th, 5:00PM

WHAT'S TO EAT?: 10 oz. New York Steak (BBQued to your tastes)
Buffet salad bar including: Potato, 3-Bean, Tossed and Fruits Salads
BBQ Beans
French Bread with butter or garlic bread
Ice Cream Sundae

WHAT'S TO DRINK?: Coffee, BEER, Wine, or Soft Drinks, all courtesy of Carlsen Porsche Audi in Palo Alto. Let's hear it for CARLSEN'S!!

COST: $12.00 per person

RESERVATIONS ARE NECESSARY!

Send check made out to PCA-GGR to:

Barbara B. Lateer
2310 D Warfield Way
San Jose, California 95122

or call, before August 5th, (408) 280-6890

Deadline for reservations is absolutely August 5th. You must cancel before August 7th if you are not able to attend.

TREASURER'S NOTE

NOTICE TO ALL THOSE PUTTING ON EVENTS:

Before committing any funds to any restaurant, business, or organization in the form of reservations or deposits, you must have a budget turned in to the Treasurer, making sure to get written contracts for reservations, including price, cancellation clauses, and all agreed commitments. GGR cannot be responsible for unwritten agreements — the event chairperson is responsible for loss of funds due to the lack of proper documentation prior to the event.

Barbara Berens
Treasurer
AUTOCROSS — SATURDAY, AUGUST 9
Alameda County Fairgrounds, Pleasanton
Coordinators: Roger Ryan (415) 657-6743
                      Kent McLaggen (408) 293-8447
Group C — Production 911 medium and large bore, Production 928
            and 930, Showroom Stock 911.
            Grid opens 8:45 AM, closes 9:00 AM
Group D — Improved and Modified.
            Grid opens 10:00 AM, closes 10:30 AM
Group A — Production 356, 912, 924 and Showroom Stock 924.
            Grid opens 12:00 PM, closes 12:30 PM
Group B — Production 914, 911 small bore and 914/6.
            Grid opens 2:00 PM, closes 2:30 PM
All cars must be teched and on grid prior to the grid closing time.
Course walk times are approximate; 8:00 AM and 12:30 PM.
Mufflers are required.

DINNER — SATURDAY, AUGUST 9, 5:00 PM
Alameda County Fairgrounds, Pleasanton
Catered outdoor picnic-style dinner. Price includes beer/
    wine/soft drinks.
Coordinator: Barbara Lateer (408) 280-6890
           Information and reservations

SWAPMEET/CONCOURS — SUNDAY, AUGUST 10
Carlson Porsche — Audi, Palo Alto
Swapmeet — Gates open 8:30 AM, booth rental $3.00 single,
            $5.00 double.
Concours — Registration opens 10:00 AM, judging at 12:00 PM,
           awards to follow. Entry fee $6.00. GGR Concours rules in effect.
           Classes at all levels including autocross.
Coordinator: Bruce Anderson (415) 967-8634
               Doug Forster (415) 967-8634
PIT CREW — AUGUST

Come and visit the Petticrews! We’ll be making decorations for the August dinner meeting and also finalizing plans for the food booth at Carlsen Porsche-Audi for the August 10th event.

WHERE: Suzanne and Richard Petticrew’s home
720-L Blair Ct.
Sunnyvale
737-2628

WHEN: Tuesday, August 5th
7:30PM
BYOB and call Suzanne for directions.

We need baked goods donated (AGAIN) for the Carlsen event. (Even Porsche Pushers have to eat!!!) Call me if you can donate or help that day.

Next meeting will be September 16th at Mike Lommatzsch’s. Circle your calendar NOW!

Special thanks for all of the baked good donations at our charity event and to Marcia and Ed Wilson, Jan Kelerz, Cindy Carroll, Neda Dorjath, Stephanie Home, Becky Blanchard and Liz Stiffier for all of the telephoning for the auction. Thanks, too, for all of the help that day to Lynn and Len Levine, Rosemary Rodd, Barbara Bergen, Donna Trefz, Sonja Blow, Joan Sanders, Rick Bower, Gary Chilozta, Ray and Paul Troutner and Elaine Sanders for selling in the booth. Thanks also to Bob Hubert who brought up many auction items from San Jose, Dave and Pat Walden for the loan of their tarp cover, and to Dan Grange for help in setting up! (and to Don Patterson for help in coordinating the entire “thing”!)

Dinah Patterson,
Pit Crew Chairman

$50.00 DINNER

DINNER MEETINGS TO BE $50.00 PER PERSON

Okay, now that I have your attention, let me explain. I was TOLD that a great many club members were unhappy with the May dinner meeting. However, no one called or talked to me. They all complained to Bill Patton, our President. I, as Vice President, am totally responsible for all dinner meetings. If there is something you want to say, negative or positive, PLEASE SAY IT TO ME! I have tried to let club members put on dinner meetings, to get more variety of people, places, and food. However, if they try to put on dinner meetings and are criticized for their efforts, I really cannot see them EVER trying to put on another event. I, for one, would not want this to happen. Again, if you have something to say about dinner meetings, say it to me, not Bill.

P.S. No dinner meeting this year will be $50.00.

Barbara Lateer
Vice-President

It's time for the Hare and Hound Rally again. The 1980 running of this classic chase will be on an altogether new course (no advantage for you old-timers). For those who have never done it, a Hare and Hound is the easiest kind of rally; simply follow the white markers on the pavement. You will know all there is to know about a Hare and Hound at the first intersection, and there's no chance of getting lost.

The reward for the winning Hound will be a fine trophy, The cost is $4 per car with no limit on the number of hounds per car. The rally will end, after a short, brisk chase, at a family-style eatery where food and drink will be available. All roads and parking places will be suitable for a concours Porsche, but feel free to bring your Detroit Iron (many will). The posse to chase down that rascal Hare will form up at Rogers Jr. High School in San Jose. From Highway 280, take the Lawrence Expressway exit toward Saratoga and then turn left off Lawrence onto Doyle Road in less than a mile. You can't miss the Jr. High School. Be there on August 16. First car out at 8PM. Prepare for a tail-wagging and tongue-lolling good time, Hounds. If you have questions, call Sheriff Larry Jones, 257-3765, or his Deputy Tom Foster, 969-2769.

CREDITS — Photos by Alan Brooking (Family Picnic), Bob Seaman (Time Trials), Bill Patton (Le Mans), Bruce Anderson (Le Mans, Nurburgring, etc.), and the Editor. Thanks to Al Berens, Donna Trefz, Mike Lommatzsch, Neda Dorjath, and Bill Patton for their help with this month's issue.

COVER — Drawing by GGR artist Mark Olson.
GOOD SHOW AT THE BIG “O”

Over 40 Northern California time triallers made the trip to the Big “O” June 14-15 for the Hollywood of time trials.

Ontarios’s 3.2 mile road course is a very fast and exciting track with a beautiful garage and pit area. The 6,600 foot 4-lane freeway straight-away lets you carefully examine redline in 5th gear, and the 20 turns in the infield test your memory and concentration to the limits.

Among the close battles were, Karen Breedlove and Rebecca Newlin, who both went approx. 5 seconds faster than last year, with KB getting the win this year; John Hawkins edging out the famous “never been beat” Mike Hammond, and Dale Dorjath, in the largest class there, running away from the pack.

TTOD? BUD HART, who else? Is a 2:05 fast enough for you?

A great weekend at a great track with great people. Who could ask for more? Thanks, all you POC/PCA people.

P.S. Next trip south is August 16-17 at Riverside.

Mangler

TENNIS — NO-ONE!

The Tennis Tournament has been abandoned due to not enough interested participants. Sorry.

Bill Patton

Brent Regan and Mark Welch wish to extend this invitation to visit their new 6,000 square foot PORSCHE SERVICE FACILITY. The new shop includes normal maintenance and repair service, parts department and body shop. In addition, PORSCHECHATECH features a complete race shop capable of total racing or high performance fabrication.

INDEPENDENT PORSCHE ROAD + RACING SERVICE
565 BRAGATO ROAD • BELMONT, CA 94002
The Parade is only a few short weeks away. As I write this (late June) it is somewhat threatened by the rebellion of Mt. Volcano. I have been keeping in close contact with National and Parade officials re the Parade. As of this writing, there will be no alternate site, and there has been no consideration given to cancelling. The "Oregon 80" people feel that conditions in their present state will not adversely affect the event. Thus, barring further volcano activity the show will go on as planned.

It is inevitable that the GGR image will once again come under scrutiny at the Parade. Whenever there is a West Coaster we show up in great numbers. (We'll have about 15 to 20% of the cars this year). This puts us in high profile and when our competitive successes start rolling in, leaves us being accused of becoming too competitive, over-bearing, poor winners or losers and other similar tags. Unfortunately, there have been times when these accusations have not been far off the mark. On other occasions, one or two individuals have been involved in "controversies" which reflected on the entire Region. Mostly, though, these tags are not true. We are simply misunderstood by the rest of the country.

There are several reasons for this. It is difficult for the rest of PCA to relate to a Region who has as many advantages as does GGR. The size of our membership, the relative compactness of our territory, the weather and other factors create opportunities for us that few other Regions may claim. We have over 100 events a year, could run an autocross or time trials every weekend if we chose to. The area has available 10 or 12 concours each year. You could run 3 rallies each weekend if so inclined. More competitors keep the competition keener which in turn pushes us to higher goals, levels of efficiency and technology. The weather keeps our cars in better condition mechanically and cosmetically, today and for the next 30 years.

The vast dealer network and independents give us more opportunities for technology. These and many other factors give us the competitive edge even if the mere numbers did not.

Additionally, we recognize our own competitiveness and understand it, even cherish it. The spirited camaraderie between 912 owners of a year or two ago or of several groups of autocrossers this year is fun. It is rare in this organization when the competition gets too hot to handle or too heavy to be fun. People around the rest of the country don't understand us when we express our happiness for our fellow competitor at a Parade banquet. They think we are being boisterous.

The purpose of this column is to simply clear the air on something I've noticed at the Parades I've attended. We are going to win more than our share of trophies in Oregon. We are going to express our happiness for our fellow GGR trophy grabber and we are going to be misunderstood. I'd like to ask that we reduce the misunderstanding to its absolute minimum by expressing our happiness with the same style and grace we use at home. Also, let's use the same competitive cooperation and spirit that make our events fun and friendly. Let's compete with the same verve and same determination, but with the same grin. Let's lose or face adversity, if we must, with the same class and style we do at home.

I am sure that we all have the same concern for the image of GGR and its members. Thus, I hope this will not sound like a sermon.

Bring home the hardware.

Bill Patton
President

The Club is interested in locating someone conversant with or willing to learn the ins and outs of publicizing GGR and its events. No criteria or guidelines have been established as yet. We would like to discuss the possible creation of this job with interested members. Please call if you are interested.

Bill Patton

NUGGET/11
Quality service is a rare combination of experience and high standards. We provide the same quality service to our daily customers and our racing team.

Winning long distance GT races against the best teams & drivers in the World Makes and World Endurance Championships requires the same craftsmanship and attention that you require as our customer.

From vintage, carbureted 356's to fuel injected, catalyzed and reactorized 930 Turbos, our professional craftsmen have a wealth of experience.

Our equipment ranges from EFI Analyzers to a Hunter Alignment Rack to CIBIÉ RECLOSCOPE™ Optical Light Alignment. We also have a fully equipped machine shop for precision custom machining and fabrication.

We have reorganized and expanded our parts department for better service and a larger inventory. Our goal is to have all the parts and accessories you need for routine maintenance, restoration, and competition too! Even apparel, gifts, and exotic goodies! Our new catalog will be out soon (fingers crossed) and we think you'll appreciate some of our innovative ideas.

Whether your need is for parts and accessories, or quality service for your Porsche, call on us at Garretson Enterprises. We provide the quality service that wins races, and friends.

Garretson Enterprises
1932 Old Middlefield Way
Mountain View, California 94043
(415) 967-8634/Parts
(415) 967-2858/Service
Open Mon.-Fri. 9:00 To 6:00

garretson enterprises
PIRELLI just introduced their fuel-economy thrust into the tire market with their announcement of the P-8 tire. Seems most of a tire's rolling resistance occurs at speeds below 50 MPH. Reducing rolling resistance at these speeds can mean an improvement in fuel economy. The Pirelli people of Italy have come up with a couple of tricks to accomplish this.

First, they use a special 'low-hysteresis' rubber compound that is more elastic at lower speeds, reducing internal friction as the tire is deformed in its revolutions. Secondly, the major tread grooves go across the tire side-to-side, rather than around the tire. This reduces still more internal friction as the tire rolls through its contact patch.

Pirelli claims that the P-8 tire produces 20 percent less rolling resistance than the standard steel-belted radial, and that this can mean about a 4 percent increase in fuel economy. These figures would be even better in comparison with bias-belted tires.

Production dates have not been announced, but best guess is that the Pirelli P-8 tire will be available in the U.S. about year end.

Tom Green
NOMINATIONS 1981

Now is the time for all good members to come to the aid of their Region! OK troops, this is it. This is your last chance to jump on the Golden Gate Region bandwagon and join the ranks of those who've already decided to be a part of the slate of nominees for the GGR Board of Directors for 1981. GGR wants you!

As the Presidential campaigns reach fever pitch across the country, let us here at GGR keep pace with our own enthusiastic support of our Board of Directors election process. You and only you can make that happen, not only by voting for your favorite candidates when the time comes, but by insuring now that we get the kind of nominees you'd like to see serving you as Board Members, managing and directing this Region in 1981.

The Nominating Committee will do its best to come up with a slate of candidates as representative as possible of all the members of GGR. But, we ask you to encourage and urge your friends and those you'd like to see run to step forward and become candidates. If you don't like the idea of just a handful of people selecting a slate, then you help us to pick your future officers - volunteer to run yourself, or go out and ask others to be candidates.

If you like the way Golden Gate Region is being run, it's your chance to see it stay that way. If you don't like the way GGR's being run, then this is your chance to change it. It's time for you to do something for your Region!

Contact any of the members of the

NOMINATING COMMITTEE

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barbara Berens</td>
<td>(415) 367-8339</td>
<td>before noon</td>
</tr>
<tr>
<td>Susie Atlee</td>
<td>(408) 578-7489</td>
<td>anytime</td>
</tr>
<tr>
<td>Ray Blow</td>
<td>(408) 255-3551</td>
<td>anytime</td>
</tr>
<tr>
<td>Bill Newlin</td>
<td>(415) 728-5351</td>
<td>after 6PM</td>
</tr>
</tbody>
</table>

BARON'S BLUFF

Baron von Collector de Junk and the Pash Team up again for Baron's Bluff - A T & S rally/touring disaster. Workers are needed for this annual bash. If you would like to help call Ron Ferriera at (415) 465-3353, days, or (415) 481-5247, eves.

Remember September 26th, a must for those who love to rally, or those who never want to rally again!!
GGR GOES TO LE MANS

(AND OTHER SELECTED SHORT SUBJECTS!)

This year Dick Barbour Racing and its Golden Gate Region crew ran three races in Europe. May 25 we placed 1st in Group 5, 2nd overall at the 1,000 KM Nurburgring; June 14-15 1st in IMSA, 5th overall at Le Mans; and, June 22 1st overall Norisring at Nurnberg. Our European assault began the weekend of May 17, 18 when Jack McAfee left Mountain View with “Big Red” the Peterbilt transport loaded with all of our equipment and two cars. On his way to the dock in New York, Jack stopped at Goodyear in Ohio to pick up 120 tires for Le Mans. The same weekend the third car and its crew chief, Bob Babbe, flew to Germany to run the Nurburgring.

An arrangement had been made with the Kremer brothers to have their assistance while we were in Europe. Their assistance wasn’t too hard to get as their own driver, Axel Plankenborn, has not had a good season and John Fitzpatrick and our team is their remaining hope for one of the 935K3’s winning the Porsche Cup. For Nurburgring that assistance consisted of providing most of the crew and one of the three drivers for the race. The car was the Sachs sponsored Kremer-built Porsche 935K3 that had been new at Daytona in February of this year. The car was definitely up to the challenge for in the first practice session John Fitzpatrick turned a time of 7 min 28.3 sec, the first ever sub 7-1/2 minutes lap by a Group 5 car and a time good enough to have made the grid for the last Grand Prix held at the Ring in 1976. Fitz’s time, however, was only good enough for the second row as Rolf Stommelen got down to a 7:26.0 in the Liqui-Moly Porsche 908/4 he shared with Jurgen Barth, and Bob Wollek was able to get down to 7:27.5 in his Porsche works prepared George Loos 935. In the race, Fitz was able to lead and set a new racing lap record 7 min 34.39 sec, 112.44 mph. Fitz’s co-drivers, Axel Plankenborn and Dick Barbour, were not able to maintain the pace though and lost an overall win by 40.9 sec to the Interserie class winning 908/4 of Rolf Stommelen and Jergen Barth. Their pace was enough to win the Group 5 World Championship of Makes portion of the race.

Monday, May 26, Jerry Woods flew to Germany as the second wave of our European assault and set up shop at Porsche Kremer Racing in Koln. Jerry was there to rebuild the Nurburgring engine for Le Mans and to help Bob Babbe prepare the cars. Yes, the cars. For Le Mans we would have a brand new Kremer 935K3. The new car had to be prepared, painted our Sachs colors, and have all the lettering done. The car that ran at Nurburgring had to be rebuilt for Norisring the week after Le Mans.

The new Kremer 935K3 was the same as our older cars with the exception of the revised rear suspension pick up points and a new induction system for the engine which utilizes Kugelfischer fuel injection. Both are Porsche factory changes which are being incorporated in all new cars. The Kugelfischer injection is a plunger type mechanical injection pump with a magic electronic box to more accurately control fuel mixture. The new injection provides better midrange throttle response and better fuel economy.

This year the rest of the GGR contingent made more of a tour of our stay in Europe than we had in the past. We arrived in London Friday, June 6, a week before the race. We stayed at the Grovesnor Hotel at Victoria Station about two blocks from Buckingham Palace. With Tony Staddon, PCA’s man in London, as our guide we spent a day and a half touring the sights of London. Friday night we went to a private motoracing club, the Steering Wheel, for dinner. After spending Saturday sightseeing, we caught a night train from Victoria Station to Paris. We crossed the English Channel from Dover to Calais by ferry, then caught another train to Paris. When we arrived in Paris we were met by our French Connection, Jean-Pierre Avis, who had three Peugeot station wagons which had been rented for us by Marshall, one of the team’s sponsors.

From Paris we drove to Le Mans and out to the track to check out the cars and give those who had not previously been there a quick tour of the track. After our tour of the track we went to Malicorne where most of the crew stayed either in the Hotel de la Boule d’Or or a lovely chateau outside of town. The drivers and some of our late arriving helpers stayed in a hotel in the nearby town of Loue.

Monday and Tuesday were spent setting up camp and doing the final preparation of the cars. Monday evening, Jerry Woods arrived from Germany with a commercial truck and the new car from Kremer. The new car was the Sachs sponsored No. 70 which would be driven by Dick Barbour, John Fitzpatrick and Brian Redman. Bob Babbe is the car’s crew chief and he is assisted by Martin Rafauff and Ron Trethan. No. 71 was last year’s made in Mountain View car, this year updated to K3 specifications in Mountain View. The No. 71 car is sponsored by Apple Computers and driven by Bob Garretson, Bobby Rahal, and Allan Moffat. Tony Heyer is the crew chief assisted by Johnny Johnson and Tom Foster. Jim Wright and Brian Melvain tended to fiberglass repair and fitting of spare fiberglass panels. Jack Tedford and John Clever set up the pits and built the timing stand for Judy Stropus and Sylvia. Kress McKinney was responsible for the teams wheels and tires. Jim Wright and Brian Melvain helped him unfold the tires and get them mounted up. Tony Staddon’s son, Julian, showed up midweek to help Kress with the wheels and tires. As always, Jerry was assigned as resident expert-at-large in charge of...
GGR Goes to Le Mans - Continued

engines and transmissions. Sharon Trethan and Stephanie Home took care of meals for the crews and the supply runs. Bob Garretson was the team manager in addition to his duties as driver.

The No. 72 car was the 1978 Dick Barbour Le Mans car sponsored for this race by Wynns of Belgium. The car had been prepared by Jim Thane’s crew in San Luis Obispo. Jim’s crew consisted of Paul Bingham, Darrol Hall, and Rusty Steel. Drivers for the Wynns car were Bob Kirby, Mike Sherwin and Sigfried Brunn.

Scrubineering takes place in downtown Le Mans in the Square of Jacobins, between the Municipal Theater and a cathedral. Our appointments for scrubineering were 5:00 PM, 5:10PM and 5:20PM. To get our cars to scrubineering, small flat bed tow trucks are used to avoid having to move Big Red. The cars went through the ritual of scrubineering without a hitch this year. This is due partially to our two previous year’s experience, but largely due to our French Connection, Jean-Pierre Avis, who was born and raised in Le Mans. Because of a new rule this year that decreed that neither engines nor gearboxes could be changed from the start of qualifying on Thursday to the end of the race, scrubineering would not be completed until Thursday. Repairs were to be OK but to be sure that we did not replace the engine case, cylinder heads or gearbox casing, they were sealed with a special orange paint. This sealing was done at the track Thursday so the scrubineering was completed two days after it was started and we received our official stamp indicating that we were officially in the hunt.

Wednesday night’s practice was four hours starting at 7:00 PM. Most of the evening it rained giving all of the drivers an opportunity to practice on rain tires. Most of the evening, Rolf Stommelen in one of the three Kremer team cars was fastest in the rain, while most of the drivers contented themselves with just staying out of trouble. At the end of the four hour session, it quit raining and the track dried fairly well. The drying track allowed several drivers to go quickly with John Fitzpatrick sharing the fastest time of the night, 3 min 52.2 sec, with Harold Grohs in the Vegla Racing 935. Third fastest for the evening was Jacky Ickx in the Martini-Liqui Moly 936 look alike. This is an interesting new car which they call the “908/80”, it is neither a 908 nor a 936. The chassis is a combination of the two and the body pure 936 of the 1977 front radiator type. It utilizes engine development the Liqui Moly team has been using in their 908/4 which is a twin turbocharged 911 type engine of 2.1 liters.

Thursday night’s five hour qualifying session started at 6:30PM and again it was raining. All of our drivers went out and qualified in the rain just in case it didn’t clear up. Just before 9:00PM it did clear up and by 11:00PM it was dry enough for the drivers all to have to qualify again. During the last half hour, the fast teams were all turning in good times. Pescarola in the Rondeau turned 3 min 44.2 sec; Ickx turned 3 min 41.35 sec; and our Fitz turned 3 min 40.2 sec for the fastest time in qualifying. The qualifying times that counted for grid positions this year were for the average of the best laps set by all of the drivers who would drive the car in the race. On that basis, the Rondeau driven by Pescarola and Rognotti was on the pole and our car driven by Fitz, Brian Redman and Dick Barbour was beside it on the front row. The Kremer entry driven by Rolf Stommelen, Plankenhorn and Ikuzawa, and the 908/80 of Ickx and Jost filled out the second row. Our Apple car, No. 71, driven by Rahal, Garretson and Moffat, was 14th and the Wynns car, No. 72, driven by Kirby, Sherwin and Brunn, was 39th on the grid.

This year the IMSA class was the largest of all with 20 cars entered; Group 5 had 10 cars; Group 6 under 2000 cc had 8 cars; GTP had 7 cars; Group 6 over 2000 cc had 6 cars; and, Group 4 had 4 cars for a 55 car field.

This year the Group 6 cars would have a double advantage, that of being theoretically faster and more fuel efficient. All classes were limited to 120 liters total fuel capacity so fuel consumption and time wasting fuel stops were going to play an important role in the outcome of the race. All fuel at Le Mans is provided by the organizers from a central source and metered to the “dry-break” refueling rig in each pit. For this years race, as a handicap for the more thirsty cars, they had set the fuel meters to deliver fuel at the rate of 50 liters per minute, so that to completely fill a tank took 2-1/2 minutes. At home with our own re-fueling rigs we are accustomed to re-fueling in 18 to 22 seconds. Over the distance of the race, this new refueling restriction was going to cost the 935’s about ten more stops than the more miserly Group 6 cars. The ten additional stops would require about 25 minutes or a little over six laps. To put this in perspective, the winning Rondeau spent a total of 45 minutes in the pits. In order for a 935 to win it would have...
GGR Goes to Le Mans - Continued

to run a hard and perfect race to make up the deficit on the Group 6 cars.

We took special precautions building engines for this race. We have learned through experience that the 935 engines do not like to be run hard for 24 hours. The head to cylinder seal is run at the thermal limit in these engines and in long races they tend to give up. This is the reason the factory went to water cooled heads for their own cars a couple of years ago. With the technology advance in the customer 935 over the past few years and only two 24 hours to gain experience from, it is very difficult for a private team to develop engines for these races. For the No. 70 car we ran our own low compression version of the current 3.2 engine and we maintained the Bosch fuel injection which we felt was more proven than the new Kugelfischer unit. In No. 71 and 72 we used the more proven 3.0 version of the 935 engine. We hoped that these engines would provide the stamina and durability we would need to win at Le Mans.

The Wynns of Belgium people had taken the wives of their car's crew on a two day tour of the Bordeaux region of France. This side trip broke up the tension and boredom of race preparation for Karen Thane, Betty Bingham, Maryann Steili and Stephanie Home. They returned Saturday morning in time to help with the race. Our late arrivals, Bill Patton, Bob Buckthal, Sandi Candiin, Linda Foster and Tony Standen and his lads from England, were all there by Saturday morning. Tony's people man our signaling pit out at the end of the Mulsanne straight for us each year. Race ready, this year's crew and friends amounted to about 40 people, and that's not counting drivers, sponsors, and groupies which amount to another 40 people. Even so, we were down about 50% from last year when we had Paul Newman. As a result, this year's race and preparation was far less hectic. This year we were just another team.

For this year's race, the starting time returned to the traditional 4:00PM on Saturday. The pre-race pageantry starts mid morning when the cars are pushed up to the pit lane for display. They are fueled on pit lane and then, at 3:15, pushed up onto the track into their grid positions. Since there were 22 American entrants this year, we had decided that draping the cars in flags would not be appropriate. However, Jean Pierre Avis decided at the last minute we should have American flags and he was able to find one at the Hotel in Loue where the drivers stayed. The flag he found was left by the Occupation troops after WWII so it had only 48 stars. Tension mounted as the day wore on with bands, drum majorettes, parachutists and clowns. There are a lot of similarities between this race and Indy.

At 3:00PM we had a thunder shower so all of the cars were pushed to the grid on rain tires. At 3:52 the engines were started and at 3:55 the pace lap began. The Porsche 928S pace car dived into the pits at the end of the pace lap and the race was on. John Fitzpatrick took the lead and pushed hard right from the start in an effort to offset the advantage of the Group 6 cars. The push hard tactic seemed to be working for the first quarter of the race as the three fastest 935's were all within a lap of the leaders and there had been several times that the Loos 935 and our 935 had led the race. At four hours Ickx and Jost moved into the lead with their 908/80 for the first time. At 5-1/2 hours, Ickx lost a fuel injection pump belt, 20 minutes, and the lead. Pescarola and Ragnotti took over the lead for the first time with their Rondeau. Eight hours and 45 minutes into the race the leading Rondeau went out with a blown head gasket. From that point until 2:00AM (10 hours) we were looking good with No. 70 leading and No. 71 up as far as fifth. At 2:00 we repaired a bad clutch cable in the No. 70 car and soon after that Garretson came in with the No. 71 car terminally ill with a blown head gasket. The No. 70 car now had an intermittent miss which we were unable to find so it continued to lose ground. By 3:00AM, Ickx was back into the lead where he and Jost stayed until just before 10:00AM when they lost fifth gear necessitating a 28 minute repair. That was actually the end of the race for try as they might, the 908/80 of Ickx and Jost was unable to catch Rondeau and Jassaud.

Our misfire worsened and avoided diagnosis as the car soldiered on to finish fifth. The 935's did not meet the challenge, of 15 entered 11 failed. Of the 4 still running at the end, 2 won their classes — No. 70 winning IMSA class and placing 5th overall and the 935 of Schornstein, Grohs and Tschirnhaas winning the Group 5 class and placing 8th overall. Of the 935's that didn't meet the challenge, the fastest all went out with engine failures — Wallek/Kellener, Loos 935: Ongais, Field, Lafassee, Team Kremer 935 K3 Stommelen/Plankenhorn/Ikuzawa, Kremer entered Goizzy 935K3; Garretson/Rahal/Moffat, 935K3; and, Cooper, Lovell, Wood 935K3. Whittington/Haywood, 935K3 went out with transmission troubles as did Akin/Cooke/Miller, 935K3; and the third Kremer entry, LATYPE/Verney/Trintignant after an accident removed the transmission oil.
AUTO BODY REPAIR
WHEN ONLY PERFECTION IS DESIRED

FRANK CHAVEZ • 2715 HYDE ST • SAN FRANCISCO, CA. 94109 • (415) 775-0557
GGR Goes to Le Mans - Continued

cooler. Both the Kirby/Shervin/Brunn 935 and Mendez/ McKitterick/Walger 935K3 went out with accidents.

The factory entered 924 Turbo Carreras fared much better. There were three and all three finished. The first one driven by Manfred Shurti and Jurgen Barth, 6th overall and 3rd in GTP class. For most of the race, all three had run perfectly and had worked themselves up into the top ten.

By eleven Sunday, two of the 924’s were running roughly on three cylinders and falling back to the tune of some 30 seconds per lap. They finished 12th and 13th at the end of the race.

After the race, we loaded the truck and went back to the Hotel de la Boule d’Or in Malicorne for the team dinner. Monday morning Jerry Woods pulled the engine from the Sachs car and loaded it into an Avis rent-a-van and he and Kress McKinney headed for Germany. The rest of the crew went back to Paris to catch a night train, the Orient Express, for Stuttgart to see the Porsche factory. We arrived Tuesday morning, which was a holiday so we spent the day touring Stuttgart and its suburbs. One group went to Hiedleberg and another went to the Stuttgart zoo.

Wednesday evening Martin Rafauff, Stephanie Home and I caught a train to Koln. That afternoon Jerry Woods had picked up the parts he needed from Frau Bear and he and Kress McKinney had headed for Koln in the Avis rent-a-van. They picked us up at the Koln train station and we went to the Hotel. Thursday, Martin, Jerry, Bob Babbe and I went to Kremers to ready our car for Norisring. Stephanie and Kress toured Koln as it was their last day in Europe. We all went to dinner at an Italian restaurant with Johnny from the Kremer crew Thursday night. Friday we finished the car and loaded it into the truck the Kremers had loaned us and headed for Norisring. Our European invasion was now down to four people; Jerry Woods, Martin Rafauff, Bob Babbe and myself; one complete car, one small bin box of spares, no tools, a borrowed truck and borrowed spare wheels. The trip to Norisring was about an eight hour drive with our dinner stop.

Norisring is a 2.45 mile circuit that runs around the gigantic Nazi rally stadium on the edge of the city of Nurnberg in Bavaria. The vast concrete Nazi tribute holding 40,000 people where Hitler made his speeches is the main grandstand for the track overlooking the start finish line. The Germans call this track the German Monaco and it draws the largest crowd of any race in Germany. To augment the German Group 5 championship races they also had a Super V race and a Procar race. We were joined at the race by Bob Garretson who handled tires for this race. This might sound like an easy job but it rained so we had rain tires and intermediates, then it was dry so we had race rubber and qualifiers. We qualified third to Rolf Stommelen in the Liqui Moly Jost prepared 935, and Bob Wollek in the Georg Loos 935.

The race was short, a 50 lap affair, starting at 1:00PM. We had a very easy race of it as Wollek and Stommelen collided going into the first turn on the first lap. The accident eliminated Wollek and put Stommelen a lap behind. After 21 of the 50 laps we had a thunder shower and they red flagged the race, at that time we had a 29 second lead. The race was restarted after about 20 minutes. The front runners all stayed on slicks and it was very tricky for about 10 laps until the racing line was dry. Rolf Stommelen didn’t make it through the tricky part crashing out of contention. Fitz drove a steady race to win by over a minute over Volbert Merl. It was a nice way to end our assault on Europe.

Jerry Woods and Bob Babbe went back to Kremers to prepare the car for the Paul Revere 250 at Daytona July 4th and rebuild engines for the cars which had shipped home in Big Red for Watkins Glen July 6th. As you may know the Daytona car won, but the best we could do was 3rd and 5th at the Glen, but then that’s another story.

Bruce Anderson
NUGGET/19
ER HE REBUILDING

Autocross

What a rushed Spring, with five autocrissross taking place in just a few months. Sonja and Ray Blow put together a super event, with an old-style course enjoyed by everyone. The course was set up by 7AM! Organization was top notch and we all enjoyed a sunny day at P-town.

Karl Beckie Jr. left no doubt in anyone's mind that he still dominates the stock 356 class. In the stock 912 class Ed Wilson pulled off a dandy last run to cut 2 seconds off his time and to take the class. Kent McLagans has been knocking on the door all year long, and this was finally his event. Kent led the band all day and took his first win of the year. Glen Renk took the battle for second place in a very close class. As usually happens, our event chairman failed to win his own event. Dwight Mitchell took a first place over Ray. Another close one is the stock 914-6 class. Dave Blanchard took the day and has a lead for the year-end trophy, but the class is still up for grabs.

What frustration — Roy Mascia led the 911S class for the first four runs of the day, and even cut more time off his fifth run. Everything looked great — until Dale Dorjath had his fifth run, which really sizzled, beating Ray by 1/2 second. This class is also breeding another hot, new driver — Darrell Terry. This is Darrell's first year and he is really showing his exhaust to some of the older drivers. Mark McLaughlin and Jim Pasha both had the ups and downs in the improved 8 cylinder class, as they switched the lead four times during the day; Mark holding the lead at the end of the day.

At last! thought Bill Newlin, as he beat Gary Sanders for the first time this year. Who would have thought a couple of 912's could go so fast. John Hawkins took another first over Tom Green in the 911/914-6 battle. This leaves these two tied for the series.

In the prodified big 911's another see-saw for first place — this time between three drivers. Matt Ballentine, Brooks Thiele, and Mark Olson. Brooks finished on top to bring in his first win of the year and a big 20 points toward year end trophy. For TTOD and first in modified class, Gary Walton pretty much had his way all day.

The 914/6-911 battle continued in the prodified class, with Marj Green taking another first in her 914-6. Karen Hawkins slipped in ahead of Susie Atlee for second. Meanwhile, back in our too speedy 912's, Becky Newlin repeated her standard wait-until-the-last-run trick to beat Elaine Sanders. But Elaine is making it harder and harder to pull off the trick. In improved six-cylinder, Sue Thompson pulled out a big win over Karen Pasha; while Donna Forrest cut 3 (1) seconds off her best run to win the Production 914-4 2.0, and Sharon Neidel continued to rip the 914-4 1.7 class. Sharon has really matured as a driver —

MACHINE SPORT

RANDY HANCOCK

- CYLINDER HEAD REBUILDING
- TURBO INSTALLATIONS
- SUSPENSION TUNING
- BEAD BLASTING

DOES YOUR PRESENT SERVICE FACILITY PROCESS SO MANY CUSTOMERS THAT IT NO LONGER AFFORDS YOU THE PERSONALIZED ATTENTION IT ONCE DID? IF YOU HAVE BEEN GETTING THE SHORT SHIFT LATELY THEN COME TO MACHINE SPORT. BECAUSE WE ARE NOT A TURNOVER FACTORY. WE ARE ABLE TO OFFER PERSONALLY TAILORED ENGINE AND CHASSIS SERVICE TO A LIMITED NUMBER OF DISCRIMINATING CLIENTS.

1741 DELL AVENUE (408) 866-4689 CAMPBELL.CA. 95008

BMW 914 911 924 VW

20/GOLDEN GATE REGION
Autocross - Continued

look at her times, and those of "faster" cars like the 2
liter 914 and the 914-6.

Another fast 912 — Marsha Wilson squeaked out another
win over Cindy Carroll and her 356.

And so — another great GGR event. Many new people
are showing up. Sears Point will always be Sears Point,

just as our time trial course wandering through the hills
behind Monterey will not change, but each autocross event
at Pleasanton offers a new challenge, a new sequence of
braking and turning. The real variety is in running both
types of events. See ya next time.

Tom and Marj Green
Speed Events Reporters

1980 GGR AUTOCROSS SERIES SPONSORED BY BUD HART PORSCHE RACING

RESULTS — GGR AUTOCROSS NO. 5 — MAY 31, 1980

| CLASS 1 | 1. Karl Beckle, Jr. | 55.33 |
| CLASS 10 | 1. Bob Hubert | 59.48 |
| CLASS 21 | 1. Karen Neidel | 59.29 |
| CLASS 2 | 1. Ed Wilson | 56.63 |
| CLASS 12 | 1. Bill Newlin | 52.06 |
| CLASS 22 | 1. Donna Forrest | 57.69 |
| CLASS 3 | 1. Kent McLaggan | 53.52 |
| CLASS 13 | 1. John Seymour | 55.28 |
| CLASS 23 | 1. Susan Thompson | 54.90 |
| CLASS 14 | 1. John Hawkins | 50.48 |
| CLASS 24 | 1. Rebecca Newlin | 53.34 |
| CLASS 25 | 1. Michael Lommatsch | 57.24 |
| CLASS 15 | 1. Brooks Thiele | 51.08 |
| CLASS 26 | 1. Debralyn Paiva | 56.14 |
| CLASS 26 | 1. Gary Walton | 46.84 |
| CLASS 27 | 1. Tony Alberness | 46.28 |
| CLASS 28 | 1. Marj Green | 51.44 |
| CLASS 29 | 1. Jim Schofield | 56.26 |
| CLASS 30 | 1. Judy Zaccone | 51.40 |
| CLASS 31 | 1. Dale Dorjath | 52.20 |
| TOP TEN | 1. Terry Zaccone | 48.28 |
| CLASS 32 | 1. Ray Mascia | 52.73 |
| TOP TEN STOCK | 1. John Hawkins | 50.48 |
| CLASS 33 | 1. Darrell Terry | 54.68 |
| TOP TEN STOCK | 1. Tom Green | 50.98 |
| CLASS 34 | 1. Richard Stuck | 55.42 |
| TOP TEN STOCK | 1. Brooks Thiele | 51.08 |
| CLASS 35 | 1. Todd Lee | 56.22 (1) |
| TOP TEN STOCK | 1. Matt Ballentine | 51.18 |
| CLASS 36 | 1. Don Wise | 56.47 |
| TOP TEN STOCK | 1. Tom Amon | 51.38 |
| CLASS 37 | 1. Kevin Grady | 58.62 |
| TOP TEN STOCK | 1. Cindy Sheehan | 58.92 |
| CLASS 38 | 1. Bob Stiffer | 58.83 |
| TOP TEN STOCK | 1. Mark Gang | 59.12 |
| CLASS 39 | 1. Mark Gang | 1:01.26 (1) |
MINUTES
BOARD OF DIRECTORS' MEETING
June 25, 1980

LOCATION: Terri Rosatelli's new residence in Milpitas

PRESENT: All regular Board Members excluding Jerry woods who is still in Europe, Past President Sandi Candlin, Time Trial Chairman John Johnson, Goodie Bag Terri Rosatelli, Sponsorship Manager Mike Lommatzsch, and Sergeant-at-Arms Ron Trefz

GUESTS: Sasha Thiele, Stephanie Home, Jim Pasha, and Donna Trefz

Old Business:

Statement of Policy — Bill is to meet with the Secretary to review the updated job descriptions upon receipt from the Board Members. The writing of job descriptions for new positions will be done by the initial appointees and reviewed by the Board.

Scrapbook — Stephanie reported that the scrapbook will be finished by the next Board Meeting and will be super.

Greeting Cards — Barbara presented the final greeting card samples to the Board. Jim Pasha volunteered to deliver them to AMP in Dublin who will do the printing.

PA System — Barbara spoke with Ray Mascia who indicated that the PA System is adequate for small rooms only and to be more useful, it would need an additional amp and speakers which would cost about $50.00. Barbara also found out that PA rentals would be at least $25.00 per rental. The Board decided to table any decision at this time.

PCR Committee — Bill spoke with John Clever who indicated that the 1981 changes have been finished but he is unable to provide them to us and that due to timing we are unable to offer any input. John also indicated that the PCR Rules are available from Jane Maetzold for a small fee but there is a very limited printing. Further discussion was tabled until Dave draws up a motion for Board review.

Archives — Bill spoke with Shirley Neidel and explained the Board's position to organize the Archives. She also volunteered to continue to collect information until a committee is formed in 1981 and work with Bill on it. Bill also wrote an article for the Nugget requesting Archive information from the Club.

Parade Questionnaire — Bill spoke with Burt Propp who indicated that he sent out the questionnaire, received and compiled the data, and submitted the finished report. He indicated that he did not poll all that attended or know what percentage was polled. Bill also learned that Burt's questionnaire will be used as official parade guidance for the 1980 Parade which generated some controversy among the Board.

Roster — Dave indicated that he has had a meeting and that the Roster is coming along and that he has been receiving corrections. Mike mentioned that he is scheduling a meeting regarding Roster sponsorship and will report back. Several suggestions were discussed regarding the need for the Roster to break even.

Helmet — Bill reported that he received three helmets at $10 apiece that he has turned over to John Hawkins. He also indicated that he will try to get three more.

Porsche Community Day — Bill reported that the Porsche Community Day was a success with approximately $6200 gross income with about $5,000 left after expenses for Charity. Bill along with a BPI representative will go on Channel 7 to make the presentation to Pete Giddings.

NCSCC Rules — Bill reported that Jim Pasha was successful in changing the rules to allow 15x7 rims for 914/6 and 911's, and that 911 classes were changed from AS to Class BS.

Bonus Concours — Bill reported that 17 cars showed up and that it was a success. He also indicated that El Paseo de Saratoga was extremely happy with our participation and will allow us to use their facility anytime.
During rules meetings the Competition Board shall vote on proposals brought before them in writing before an agenda is presented to the general members involved to vote on. A petition signed by 20 or more members in good standing shall put that proposal on the agenda without Competition Board approval. Any approved rule cannot take force without a minimum of 30 days notification in the Nugget.

Auto-X Expense — Gary Sanders requested $144.20 expense money for 10 rolls of film and processing for the auto-x trophies which was approved by the Board.

Publicity Chairperson — Bill noted that during the planning for the Porsche Community Day, a publicity person would have been extremely useful as to knowing all the avenues available for publicity of an event. Upon discussion by the Board, it was decided that such a person knowledgeable in these areas might be useful and that a position might be created providing such a person could be found. It was also decided that a Nugget article be written to determine if anyone might be interested.

Directors’ Reports:

President — Bill reported that he has written Bob Bernadel regarding our appointment of Ted Atlee for Auto-x Chairman provided the 1982 Parade is held in Reno. Bill also noted he has received a thank you note from Sierra-Nevada Region regarding our help for the Zone 7 auto-x.

Vice President — Barbara reported that the July dinner meeting will be held at the Bold Knight. The Board approved her requests for a $100.00 deposit for the GGR-Zone 7 bar-b-que dinner at the Pleasanton Fairgrounds in August and the $100.00 deposit for the September dinner meeting at Borels in San Mateo.

Treasurer — Barbara submitted her report which was accepted as corrected. John Johnson also submitted his Time Trials accounting report.

Membership — Dave submitted his report which was accepted by the Board. He also noted that there is a New Members’ Meeting scheduled for July 18 at the Blows.

Technical — No report as Jerry is still in Germany.

Goodie Bag — Terri turned in $272.76 to the Treasurer from the Charity Event. It was also decided by the Board to allow Design Dimensions to go ahead and design a Club t-shirt.

The August Board Meeting will be held at Bill Patton’s residence in Oakland at 7:30PM July 24, a Thursday night.

Respectfully submitted
Brooks A. Thiele
Secretary
Specializing in German 2-stage painting
Major or minor collision repairs
Factory flaring
Restoration, floor pans, fiberglass
Race car painting, striping

"WHERE QUALITY COMES FIRST"

Andy Alongi Body Shop

7 SOUTH AUTUMN AVE.
SAN JOSE, CA 95110

295-0535

"Ask for Cecil Beach"

CONSIDERATION TO PCA MEMBERS
FAMILY PICNIC

A dismal sky and early morning fog didn’t stop the Family Picnic from being the best ever. The sun came through and so did the Porsche People ready for a fulfilled day of games, food and spirits. This year’s new location, Flood Park, provided us with beautiful scenery, ample space and the opportunity to add some new games, most notable of which was the first annual GGR softball game.

After a period of attitude adjustment and enjoyment of the

GEORGE NEIDEL ADJUSTS ATTITUDE
refreshments provided by the club the softball game began.
Those who did not wish to participate cheered their favorite team from the bleachers. We have some very talented athletes in the club. I have it on good authority that two players, who will remain anonymous, were so anxious to catch the ball they ran into each other! It was entertaining and enjoyed by the players and fans alike.

Lunch is always a highlight of the day, particularly this year with everyone contributing one of their favorite dishes for the others to try. The result was some of the most delicious food ever, especially the desserts.

KARL KELLER AND THE NAIL POUNDING
The afternoon was filled with the usual games for the children — and adults. The volleyball, egg toss and nail pounding were as delightful as ever. For those members who are full of wind Donna added a new event, the bubble gum blowing contest for children and adults. Congratulations to our prize blow hard, Barbara Berens and Becky Blanchard!

Many thanks to our chairperson Donna Trefz. Her hard work and planning made this the best picnic ever!

Sharon Neidel

BRETT FORSTER LIKES DESSERT

AUNTIE DONNA AND C.L. JONES

NUGGET/25
Anyone interested in advertising for their business, hobby, or other adventure now has a fantastic opportunity.

The 1981 GGR roster is now being assembled, and classified ads are welcomed. A bold heading and four lines of copy for only $15.00. Our only restriction is that the ad must contain an address and phone number. If you are interested in an ad, please type or print your ad and mail it with a check (made out to PCA-GGR, please) to:

Mike Lommatzsch
30 Iroquois Trail
Portola Valley, CA 94025

If you have questions please call Mike, at work (415) 494-1717, x143 or at home (415) 854-7443.

The July Nugget listed incorrect sponsorship for the May time trial school/practice session. The correct sponsors were Ken's Porsche Technique and Kahler's Import Shop. Our apologies to Kahlers, and sincere thanks to all of GGR's sponsors!
THANK YOU TO OUR FRIENDS

The "Porsche Community Day" auction was a great success thanks to the generosity of those who donated their products and services. We’d like to express our heartfelt thanks to the following donors. We know a few names may have been omitted. Please let us know so we may give you your recognition.

$500+
- Bird Hart Porsche Racing, Santa Clara
- Frank Chavez Body Shop, San Francisco
- Neolite Products, Hayward
- National Semiconductor

$200-499
- Mark Olson Artwork, PCA-GGR
- Tina Moore Artwork, PCA-Yosemite Region
- Shell Helmets
- Dick Workman Auto Body, San Francisco
- Ron Ferrara, PCA-GGR
- Dan Orange, PCA-GGR
- Techno (ùng Box), Redwood City
- Bob Bondurant School of High Performance Driving
- Jeff Melore Artwork, PCA-GGR
- Autohaus Northern Nations, San Carlos
- McPeak Porsche + Audi, Concord
- International Car Service, Daly City

$100-199
- Tosana Baking Co., Oakland
- Royal Crown Beverage Co., Oakland
- Colors Beer Distributing Co., Oakland
- Martin Johnson Porsche + Audi, Oakland
- Louis H. Hill Co., Santa Clara
- Frey Racing, San Jose
- Marlett’s Great America
- Virginia Latham BPI
- AMP Printing, Dublin
- Autotechnik, Santa Clara
- Hamlan, Ltd.
- Dave Marks Artwork, PCA-Sacramento Valley Region
- Highland Plating Co., Los Angeles
- Johnny Humphries, PCA-GGR
- Kahle’s Porsche Service, Dublin
- Bob Garross, PCA-GGR
- R. S. Taylor Porsche + Audi, Vallejo
- Pizza N’ Fries, Redwood City

$50-99
- Auto Radio Headquarters, Oakland
- Andy Almquist Body Shop
- Melvin’s Water Ski Shop, San Pablo
- Porschesport, Belmont
- Elv Porsche + Audi, Hayward
- Carteron Porsche + Audi, Palo Alto
- Bird Wall, C.P.A., San Jose
- Coffee Systems, Inc., Berkeley
- Granada Restaurant, Berkeley
- Bill Patton, PCA-GGR
- Designs in Line, Aspen, Colorado
- Dane Wen, PCA-GGR
- Major Impaired Car Parts, Hayward
- Everit’s Photos, Sunnyvale
- East West Porsche Service, Fairfield
- Jeff Lamer, PCA-GGR
- John and Betty Miseiner, PCA-GGR
- Junkar’s at the Warehouse/Burlington Hotel, Porta Costa
- Speed O’ Tach, Oakland
- T & D Porsche Works, Campbell
- Bandag Tire, Santa Rosa
- Joe and Andy Carrell PCA-GGR
- Ava’s Porčhe House, Campbell
- Metalcraft Body and Paint, Hayward
- Ken’s Porsche Technician, Campbell
- California Porsche + Audi, San Francisco
- C. P. Hunt Auto Parts, Oakland
- Everything German, Campbell
- Dennis Nelson Health Spa, Redwood City
- Huffer Enterprises, Arizona

$25-49
- Fortino Winery, Gilroy
- Bill Wash, PCA-GGR
- The Growing Gate, Oakland
- Barnes Publishing (Grunold), New York
- Ryde Hotel, Ryde
- Sid’s Custom Upholstery, Mountain View

GOLDEN GATE REGION PRESENTS:

AUTOCROSS SCHOOL

RICHARD STUCK
AND
JIM PASHA
Chairman

SEPTERMBER 20

FOR ALL ZONE 7 PCA DRIVERS
COST $10.00 PER STUDENT/DRIVER

MAXIMUM STUDENTS: 60

THIS SCHOOL WILL AUGMENT THE BASICS, GIVING THE NEWER DRIVER THE CHANCE TO LEARN OR RELEARN ASPECTS AND TECHNIQUES THAT WILL IMPROVE THE CALIBER OF HIS OR HER DRIVING.

TENTATIVE SCHEDULE

STUDENTS WILL BE ASSEMBLED IN GROUPS OF 20 WITH THREE DIFFERENT CLASS PROBLEMS TO DISCUSS AND SOLVE (DRIVE) 8AM TO NOON.

GROUPS WILL ROTATE THROUGH THE AFTERNOON PROBLEM: NOON TO 4PM.

PREREGRISTRATION IS REQUIRED – MAKE CHECK PAYABLE TO: PCA-GGR
DEADLINE FOR REGISTRATION: AUGUST 15, 1980

ALAMEDA COUNTY FAIRGROUNDS
PLEASANTON, CALIFORNIA

M.G. Mitten Distributor

Rae’s
AUTOMOTIVE UPHOLSTERY

SPECIALIZING IN PORSCHE INTERIORS
RESTORED TO ORIGINAL QUALITY
USING LEATHER AND VINYL

186 E. Sunnyside Avenue
Campbell, California 95008

Telephone (408) 378-7737

NUGGET/27
TIME TRIALS — EVENT NO. 1

THIS IS THE WAY IT WAS — AS RECORDED FROM FACTS, RUMORS, AND IMAGINATION!

The natives were restless — the camp was attacked by Indians Saturday night (attack was stared off by the HAPPY TRIALS "snake dance" groupies, IN CONCERT!), the wind blew but weather held, the track was in good shape, cars and engines came apart (only slightly, thank God!), students learned, workers worked (hard — and we’re grateful to them), sponsors sponsored, and a very successful Atlee in a clarinet duet performance at the track, booked and executed at a fashionable 9-10PM Saturday night "Happy Trials" review. Never have so many owed so much to so few — the "Happy Trials” groupies fended off the Indian attack and saved the track for the Sunday runs! It's all in how you look at it!

Thanks to the organizers, the sponsors, the workers, and the great people who participated — it was a marvelous event. We missed the contingent doing their thing in Europe!

Hey, take a look at the score sheets, (which was provided as source material,) and see who hit two minutes or missed it by no more than 10%! 43 drivers! including John Hawkins with a 1:59:96, Bud Hart with a TTOD 1:48:08, Walt Maas (numero einse her lehre!) with a 1:45:50 in Bud's car and Paullett Hart with a 1:56:27 for ladies TTOD.

AND THEN THERE WAS BEEZELBAUM!!!

See you all August 1st (PM) of August 2nd (early), at Sears Point (now called Golden State International Raceway!!!).

No protest please, I'm an amateur —
THE ORIGINAL STRANGER ON THE SHORE — FHB That’ 30

Frank Bower

ELAINE SANDERS GOES FOR THE PHOTO

event was held — (with a few rhubarbs about the "rules"). [Note: I'm old time Navy - Rules should be Commander's "Commandments" — not GENERALS!).

So it went — a fun event, and mostly so, for mostly all! Dale and Neda Dorgath made things happen so we could have a good time. Hank Malter performed his super starter act — and Joanie Sanders did a goodie as "superbitch" of the grid. Dave and Pat Walden did their super act on the horn — announcing times et al. Timing was faultless! Jim Meyers kept it all together — this time. Hank Malter sacrificed a car prior to the start of the event and, although not 100% effective, the appeasement of the "Crunch God" was well done! Terry Rosatelli was terrific with the course worker deal — which really makes the whole darn thing possible — and Mike Atlee did flags like a pro! Kent McLaggan was Tech — and Len and Lynn Levine helped out on grid — wore out their shoes but did a happy pre-start safety check of every car to run! And Yours Truly welcomed the 6-8AM arrivals at the gate, drove the #27 car with the new (tight/hot) engine, and accompanied Ted

Custom maintenance and repair by Porsche factory trained mechanics.

Quality parts.

(We also buy and sell Porsches.)

760 El Camino Real, San Carlos, California 94070 • 591-8666
## RESULTS — GGR TIME TRIAL NO. 1 — JUNE 21-22, 1980
GGR TIME TRIAL NO. 1 SPONSORED BY R.S. TAYLOR CLASSIC MOTORS

| CLASS AS | 1. Gary Fahl | 2:15.78 |
| CLASS ASL | 1. Sandra Fahl | 2:21.84 |
| CLASS A | 1. Rick Bower | 2:08.36 |
| CLASS BS | 1. Jim LaMarre | 2:16.41 |
| CLASS B | 1. Gary Sanders | 2:05.04 |
| CLASS BL | 1. Rebecca Newlin | 2:08.78 |
| CLASS CS | 1. Mike Lommatzsch | 2:21.26 |
| CLASS DS | 1. Dale Dorjath | 2:20.23 |
| CLASS E | 1. John Seymour | 2:10.22 |
| CLASS EL | 1. Marta Newcomb | 2:15.52 |
| CLASS ES | 1. Archie Snider | 2:17.47 |
| CLASS ESL | 1. Randi Snider | 2:28.82 |
| CLASS F | 1. John Hawkins | 1:59.93 |
| CLASS FL | 1. Karen Breedlove | 2:08.84 |
| CLASS FS | 1. Jim Garrison | 2:07.32 |
| CLASS G | 1. Tom Amon | 2:01.56 |
| CLASS GL | 1. Debralyn Paiva | 2:16.41 |
| CLASS GS | 1. John Bernstein | 2:11.19 |
| CLASS HS | 1. Jim Schofield | 2:07.33 |
| CLASS HSL | 1. Karyn Peterson | 2:19.78 |
| CLASS J | 1. Tom Green | 2:00.75 |
| CLASS JL | 1. Susie Atlee | 2:01.06 |
| CLASS JS | 1. Corey McMilts | 2:11.47 |
| CLASS JSL | 1. Jan Grove | 2:29.51 |
| CLASS KS | 1. Mike Light | 2:19.62 |
| CLASS EP | 1. Jim Meyers | 2:03.34 |
| CLASS MM | 1. Steve Tonelli | 1:58.60 |
| CLASS X | 1. Larry Chmura | 1:56.35 |
| CLASS XL | 1. Marilyn O'Shea | 2:06.70 |
| CLASS Z | 1. Bud Hart | 1:48.08 |
| CLASS ZL | 1. Paulette Hart | 1:56.27 |
| TOP TEN TIMES | 1. Bud Hart | 1:48.08 |
| | 2. Walt Maas | 1:49.50 |
| | 3. Harald Von K | 1:49.70 |
| | 4. Paulette Hart | 1:56.27 |
| | 5. Larry Chmura | 1:56.35 |
| | 6. Ed O'Shea | 1:56.90 |
| | 7. Ken Mack | 1:58.45 |
| | 8. Steve Tonelli | 1:58.60 |
| | 9. John Hawkins | 1:59.93 |
| | 10. Walter Huff | 1:59.98 |

NUGGET/29
THE MART

The Mart is available to PCA members only. Sorry, we do not accept ads from businesses for the Mart. The deadline for the Mart is the 1st of each month prior to publication. Mail (do not phone) your ad to the Editor.

FOR SALE

4 Michelin XWX casings as set — $60. Al Berens, 367-8339, before noon or 5 to 7:30PM.

1963 2000 GS CARRERA Sunroof Coupe #121 324, signal red/black, 30,600 orig. mi. Excellent in all respects. 4-Cam motor (P97263), had full bottom-up rebuild 5,500 miles ago. 3rd place in 1979 full Concours series, Golden Gate Region. Rollin Polonitza, 8-10PM PST (415) 731-7659.

Pair 6 x 15 factory alloys, black centers, polished rims, $250. Pair 7 x 15 Centerline wheels, $350. Pair 8 x 15 Centerline wheels, $400. Four traction caps, 1 time trial, $120. Four traction caps, 50% tread, $60. This is all good stuff in need of a good home. Chuck Fauvre (408) 867-3366.

1970 914-6 (9140431180) white w/black interior, 69K miles, completely original in superior condition, w/original window sticker, five "Gas Burner" factory mags, factory shop manual and a few spare parts, $13,500. Also four old style polished alloys 15 x 6 $500/offer. Also Elva Porsche without engine, completely torn down and ready for reassembly, many, many suspension parts, 915 transmission, 5 ea. 13 x 6-6 bolt mag wheels, 2 ea. 13 x 14 and 4 ea. 13 x 10 mag wheels, $6,800/offer. Rebecca Blanchard, 727-6278 eves, 727-2772 days.

Turn your M-Benz into an autocrosser. Near new XWX 215-70X15. Very cheap $198. ea list, will sell for $75 ea. Also 2-911 seats, black with head rests, complete $150. EX-YPAF equipment. Glenn Hills, 264-1822.


BBS 3 piece modular wheels. 16" 7's and 8's. Use on Turbo or SC. Very good condition. Asking $1400 (retail is $1900) Bill Patton, 530-0609.

59 356A 1600 Super Coupe. Good street car. Trans refitted (0 miles) by Garretson. Muffler shot, rust in gas tank. Engine out of car. $2600.00. Bill Burns, 3465 Shafer Drive, Santa Clara, CA 95051. Phone (408) 243-7378.

1967 912 - 5 speed, Tan, Good condition. $6,500/Offer. Dale Dorrath 408-266-5784.

'71 911T Sunroof coupe - Original owner car, impeccably maintained. Has 911S option group (alloy wheels, instruments, sway bars, Konis). Gemeni Blue metallic paint, Recaro drivers seat, sport steering wheel and CB. Has won a few autocrosses also. A truly outstanding car for the Porsche enthusiast. Walt or Barbara Maas 867-1738.

SACRAMENTO VALLEY REGION OF
P.C.A. PRESENTS:

CARRERA DE SIERRA VI

SEPTEMBER 20-21, 1980
An open event—Anyone can enter!

THIS CORDIAL INVITATION IS SENT TO YOU WITH GREETINGS FROM THE PORSCHE CLUB OF AMERICA, SACRAMENTO VALLEY REGION.

WITH PLEASURE, WE ANNOUNCE OUR SIXTH ANNUAL CARRERA DE SIERRA, A TWO-DAY RALLYETOUR TO YOSEMITE NATIONAL PARK.

THE EVENT, OPEN TO ALL, WILL BE AN UNCOMPLICATED TIME AND DISTANCE RALLY WITH THE ACCENT ON FUN. THERE ARE CLASSES ACCORDING TO YOUR EXPERIENCE, BUT THE ENJOYMENT OF THE EVENT IS FOR ALL. IN ADDITION, THERE WILL BE A TEAM COMPETITION FOR ANY THREE-CAR TEAM, INCLUDING ONE NOVICE CAR. THE RALLY IS DESIGNED FOR THE NOVICE WITH NO HARD-TO-SEE SIGNS, OR LONG, OFF-COURSE EXCURSIONS.

WON'T YOU DO YOURSELF A FAVOR? JOIN US!!!!

FOR INFORMATION CONTACT RALLYMASTER:

RIK T. LARSON
2120 MADDOX COURT
CARMICHAEL, CA 95608
PHONE: (916) 481-6064

SID'S CUSTOM UPHOLSTERY

Specializing in PORSCHE Interior Restorations

- Most factory original materials in stock (wool carpet, top material and vinyl).
- Targa and Convertible Tops
- Headliners
- From small repairs to complete restorations.

FREE INSPECTION & ESTIMATE

call 969-1539

1917 Old Middlefield • Mountain View, Ca.
August Service Special:
Bosch Four-Wheel Alignment
Regularly — $80.00
AUGUST SPECIAL — $60.00

"We're Cleaning The Attic"

Used Parts At Sale Prices:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 Solex Carbs &amp; Manifolds</td>
<td>$150 set</td>
</tr>
<tr>
<td>1 Black Interior for 72 911T Coupe</td>
<td></td>
</tr>
<tr>
<td>1 1970 911 Frt. Bumper — Only</td>
<td>$75</td>
</tr>
<tr>
<td>1 914 Rear Chrome Bumper</td>
<td>$150</td>
</tr>
<tr>
<td>1 914 Rear Black Bumper</td>
<td>$25</td>
</tr>
<tr>
<td>2 69E Throttle Bodies &amp; Stacks</td>
<td>$150 pr.</td>
</tr>
<tr>
<td>4 2.4T Throttle Bodies &amp; Stacks</td>
<td>150 pr.</td>
</tr>
<tr>
<td>1 Pair stock 924 Sway Bars</td>
<td>$50</td>
</tr>
<tr>
<td>1 1970 911 Front Bumper w/Rubber &amp; Guards</td>
<td>$125</td>
</tr>
</tbody>
</table>

– NEW PARTS SPECIALS:

20 BOGE FRONT SHOCKS CR 211
1975-1978-911s, Carrera                    $25 ea.

2 914-6 Original Mufflers                 $125 ea.
1 911/912 Aluminum Dash Trim             $50
1 1968 911 Dash Board                    $180.00
1 1968 911 Top Dash                      $110
Golden Gate Region Board of Directors

PRESIDENT ............... BILL PATTON
4171 OBSERVATORY AVENUE
OAKLAND 94169
530-8151

VICE PRESIDENT .... BARBARA LATEER
2310-D WARFIELD WAY
SAN JOSE 95122
408-280-6890

SECRETARY .............. BROOKS THIELE
40143 LUCINDA COURT
FREMONT 94538

TREASURER .......... BARBARA BERENS
439 BUENA VISTA
BEFORE NOON
REDWOOD CITY 94061
367-8339

ACTIVITIES .......... SHARON TRETAN
455 BOLERO DRIVE
DANVILLE 94526
838-8514

TECHNICAL .......... JERRY WOODS
553 SARK COURT
MILPITAS 95035
262-2366

Coming Events

AUGUST

2-3 TIME TRIAL – JOHNSON
5 PIT CREW – PETTICREW
9 ZONE 7 AUTO-X NO. 7 – GGR
9 DINNER MEETING – TRETAN
10 CONCOUR/SWAP CARLSEN – ANDERSON/FORSTER
16 TECH SESSION – **CANCELLED**
16 HARE & HOUND RALLY – FOSTER/JONES
17 MONTEREY TOUR – BERENS/NEIDEL
18 BOARD MEETING – THIELE
23-30 PORSCHE PARADE – PORTLAND

SEPTEMBER

6-7 RYDE HOTEL TOUR – PATTON
13 GGR AUTO-X NO. 6 – ZACCONE MAAS
14 MINIATURE GOLF – TRETAN
16 PIT CREW – LOMMATZSCH
20 AUTO-X SCHOOL – PASHA
20 DINNER MEETING – BERENS
20-21 CARRERA DE SIERRA – SVR
23 TIME TRAIL TECH – MCLAGGAN
25 BOARD MEETING – LATEER
26 BARON’S BLUFF – FERRIERA
27 TIME TRAIL TECH – MCLAGGAN
28 ZONE 7 AUTO-X NO. 8 – YOS.