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.

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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>3</th>
<th>Directory</th>
<th>24</th>
<th>Autocross</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Ho, Ho! Pit Crew</td>
<td>27</td>
<td>New Members</td>
</tr>
<tr>
<td></td>
<td>Concours/Swap</td>
<td></td>
<td>Phone</td>
</tr>
<tr>
<td>5</td>
<td>Wine Wander II</td>
<td>28</td>
<td>Nutcracker</td>
</tr>
<tr>
<td>7</td>
<td>Parade '82</td>
<td>29</td>
<td>Maybe It Was The Stars</td>
</tr>
<tr>
<td>8</td>
<td>Heavy Duty Cleaning</td>
<td>30</td>
<td>Not Me</td>
</tr>
<tr>
<td>9</td>
<td>Frankly, Scarlet...</td>
<td></td>
<td>The Mart</td>
</tr>
<tr>
<td>10</td>
<td>Auf der Hohe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Final Impressions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Dummkopf</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Activities Week</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Put-on Place</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>GGR Means People</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Porsche Anatomy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Auto Trends</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Rally Tips VIII</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 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 their 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, PACIFICA, CA 94404</td>
<td>415-359-0542</td>
</tr>
<tr>
<td>HISTORIAN</td>
<td>TOM FOSTER</td>
<td>5328 BEECHWOOD LANE, LOS ALTOS, CA 94022</td>
<td>415-969-2769</td>
</tr>
<tr>
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<td>SANDI CANDLIN</td>
<td>1779 SHADY CREEK COURT, SAN JOSE, CA 95122</td>
<td>408-274-8859</td>
</tr>
<tr>
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<td>SHIRLEY NEIDEL</td>
<td>5880 LEAN AVENUE, SAN JOSE, CA 95123</td>
<td>408-225-8103</td>
</tr>
<tr>
<td>CONCOURS CHAIRMAN</td>
<td>JOE HARTMAN</td>
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</tr>
<tr>
<td>PANORAMA REPORTER</td>
<td>AL BERENS</td>
<td>439 BUENA VISTA, REDWOOD CITY, CA 94061</td>
<td>415-367-8339</td>
</tr>
<tr>
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<td>408-678-7499</td>
</tr>
<tr>
<td>PAST PRESIDENT</td>
<td>SANDI CANDLIN</td>
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<td>408-274-8859</td>
</tr>
<tr>
<td>PIT CREW CHAIRMAN</td>
<td>DINAH PATTERSON</td>
<td>16478 EUGENIA WAY, LOS GATOS, CA 95030</td>
<td>408-354-0616</td>
</tr>
<tr>
<td>RALLY CHAIRMAN</td>
<td>KEITH McMahan</td>
<td>18173 KNOTH ROAD, LOS GATOS, CA 95030</td>
<td>408-354-2270</td>
</tr>
</tbody>
</table>

### REMINDER

MAIL ALL NUGGET MATERIAL TO:

AL BERENS
439 Buena Vista
Redwood City, CA 94061

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**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.

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NUGGET/3
**HO, HO! PIT CREW!**

Last Pit Crew meeting of the year! Come help us make Christmas decorations out of wine corks! BYOB and everyone is welcome!

**WHERE:** Barb and Jeff Lateers’
2310-D Warfield Way
San Jose
(408) 280-6890

**WHEN:** Tuesday December 9th
7:30 PM

**Directions:** From 101 South take the Tully Road exit off the freeway, stay in the far right hand lane, go west on Tully towards the Santa Clara Fairgrounds. Go past 2 signals and then turn right at Galveston. Make an immediate right onto Warfield Way. Warfield makes a forced left turn; we are the first white condo on the right hand side of the road. Unit D is the farthest from the street.

RSVP Suggestions, ideas, etc. to Dinah Patterson (408) 354-0618. RSVP if you are coming to Barb (phone above).

**COVER** – Been wondering where the Evans’, Biddies, Petersons, and Blevis’ have been in the last year? Well now you know. This is BREAKOUT a Santana 35. Why on the cover of the Nugget? Thought you’d never ask. This is for all of you that complained about too many photos of Porsches on the cover! (Yes, there were those who complained. I try to please everyone sometime! - Ed.)

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- Engine Cleaning - Vinyl Top Re-Coloring

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**CONCOURS/swap**

It’s your last chance to sell those dirty, usable Porsche parts rather than storing them away for the winter! Bring them to the CONCOURS/swap MEET at Neufeld PORSCHE/AUDI in Burlingame on SATURDAY, December 6th.

Indoor selling spaces are only $3.00 each.

In addition, this is the fourth and last event of the 1980 concours series. This will mark the end of the most successful series in recent years with over 40 entrants in five classes. (Early and late model street, early and late model concours and competition.) The competition has been of the highest quality and very close with the outcome in nearly all classes to be determined by this last event. If you have never shown your car before, enter this concours and learn what to do before next year’s series. (You’ll have several months to get ready!) Don’t worry about the weather, since we have the use of the large, indoor Neufeld facilities.

Entry fees for the concours are $5.00 per car. Cars are to be in place by 10:30AM with judging to begin at 11:00AM.

**WHERE:** Neufeld Porsche/Audi
1025 Rollins Road
Burlingame, CA

**WHEN:** Saturday, December 6th
8:30AM

(Coffee, soft drinks, and donated baked goods to be sold by the Pit Crew. Don’t forget your donation!!)

For information call: Don Patterson (408) 354-0618
Swap Meet
Joe Hartman (408) 265-4623
Concours

**DECEMBER NUGGET STAFF** – Thanks to Al Berens (Nugget Production Manager), Barbie Berens, Bill and Becky Newlin, Sharon Neidel and Barbara for their help on this month’s issue.
The skies were overcast and looked like rain, but we remembered this is California, so off we went in our Speedster to Silver Creek High School to meet other Porsches and cars for the Wine Wander II. Oh! Fosters had faith in the weather, also, and came in their lovely black Speedster and Brookings drove beautiful Azulito. Ray Blow reads German so he knows that Azulito means “Little Blue.” That’s what he said!

We took off in several different groups and enjoyed the scenery and, of course, the winding roads.

First stop was the Sycamore Creek Winery, which is run by Terry and Mary Kaye Parks. They are building a new tasting room which we used without its new windows but a lovely view of the vineyards. By this time the sun was shining and the weather warming. Mary Kaye explained their wines and poured for the tasting and where was Terry? He was out viewing the Porsches in his driveway, because they are the proud new owners of a 356B Coupe. Could you blame him?

Into the cars — one more winery to visit. We drove onto the grounds of neat, clean, peaceful surroundings of the Emilio Gumielmo Winery. The Neidels played host and hostess because the owners were very busy with other guests and the grapes. We think we tasted some of the finest reds here. They make their wines in the Italian tradition.

In ending a fun filled, interesting day we gathered together for a supper of pasta at Angelo’s in Morgan Hill. Jeff and Jan retreated back to Kirigin Cellars and Mr. Chargin joined the group for food. Thanks Susan and Jeff. This was our first wine tour but won’t be our last.

Bob and Helen Hubert

Just a short ride to the second stop. This was Kirigin Cellars, owned and operated by a very hospitable Nick Chargin. We were given a tour of the winery with an explanation of his wine making methods. Our wine tasting was done in the picnic area with our lunches spread before us. When we finished eating, he once again joined us and served the dessert wines. Mr. Chargin enjoys good food, good wine and women. He stated, “Women should be for pleasure, not work.” By now the weather was very warm or was it the wine?

A little side trip was now on the tour. We stopped at the Flying Lady Museum where we sighed, ooched and ached over the old cars, airplanes, helicopters, carnival figures and much more junk. Everyone enjoyed the break and stretched on the nice green grass, and someone passed around homemade cookies!

CREDITS — Photos by Alan Brooking. He may not be able to pour water out of a boot, but he always comes thru with pictures.
Service is a rare combination of experience and high standards. We provide the same quality service to our daily customers and our racing team.

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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.

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PARADE ’82

The contract has been executed by Golden Gate Region for the Zone 7 Parade to be held in Reno. It is now official that Zone 7 will host "Reno ’82."

The Reno area, the facilities contracted for, and the involvement of Golden Gate/Zone 7 make this potentially the biggest, most spectacular Parade ever.

The MGM Grand is turning cartwheels to satisfy our every whim and then some. Stead AFB gives us the potential to offer two autocrosses simultaneously — one, a 2-1/2 mile high speed; the other, a Pleasanton-type 2nd gear. The Concours site could be the equal of those at Aspen and Monterey.

Much of the organizational work has already been accomplished but obviously this is only the beginning.

All of Zone 7 is committed to getting the job done. The vast pool of talents has already been tapped, resulting in the assignment of the following major jobs:

- Parade Chairman — Bob and Barbara Bernardelli, Sierra Nevada Region
- Golden Gate Region Liaison/Coordinator — Sandi Candlin, Golden Gate Region
- Registrars — Dave and Kathy Eckert, Sierra Nevada Region
- Autocross Chairmen — Ted and Susie Atlee, Golden Gate Region
- Concours Chairman — Gene Babow, Golden Gate Region
- Rallye Chairman — Rik Larsen, Sacramento Valley Region
- Trophies and Awards — Gene Gilpin, San Joaquin Region
- Tech Quiz — Adam Smith, Monterey Bay Region
- Treasurer — Mike Willis, Sacramento Valley Region

Your Board of Directors elected Sandi Candlin as GGR’s liaison. Sandi’s job will be to know everything, represent GGR’s interests at the top, and report to the Board and the membership. All future reports on "Reno ’82" will be over Sandi’s signature.

You are going to want to work at and attend this Parade. It would be appropriate for you to communicate your interest to Sandi or the other chairmen now.

Among the larger jobs still available as I write this are:

1. Sponsors, Products, and Door Prizes
2. Goodie Store (must be qualified and knowledgeable in retail)
3. Worker Program

Contact Sandi for details on these and other available jobs.

Bill Patton

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XMASXMASXMASXMAS

This year’s Christmas party will be held at the beautiful Oak Ridge Golf Club in San Jose. The entire Golf Club will be ours for the evening. We’ll have lots of entertainment; our esteemed leader, Mr. Patton; GGR’s finest; and the greatest Mobile Music Man around for dancing. Prices are reasonable, but the deadline is super early so make your reservations NOW!

WHERE: Oakridge Golf Club
225 Cottle Road (Across from IBM)
San Jose, CA
(408) 227-6557

WHEN: Saturday December 13th
6:30 Cocktails (no host)
8:00 Dinner

ENTREES: Chicken Cordon Bleu $11.00
Prime Rib $15.00

Dinner Includes: Salad, potatoes, vegetable, dessert and coffee or tea.

Directions: Take 101 South towards Gilroy. Take the Ford Rd. exit off the freeway, stay in the right hand lane and follow the signs to Blossom Hill/Cottle, continue South on Cottle approx. 1 mile, the Golf Club is on the right.

Make checks payable to PCA/GGR, indicate meal selection and mail to:
Barbara Lateer
2310-D Warfield Way
San Jose, CA 95122
or phone: (408) 280-6890

RESERVATION DEADLINE IS ABSOLUTELY Thursday December 4TH. (This includes checks being in my hands, if you have not called, by the 4th also)
You are responsible for your reservation if not cancelled by the 4th or have found someone to replace you.
HEAVY DUTY CLEANING

The fog off the Pacific has a deleterious effect on brain tissue. It makes people do whatever it is they do in excess, Thus it is that those people who live on that narrow strip of land between the sea (or bay) and the first mountain range are responsible for all Californians being considered wierd or nutty by the rest of the nation. Those poor people who live in Modesto, for instance, are completely innocent and don’t deserve the reputation at all.

If you spent your formative years on that narrow ribbon of land during the ’50’s, you were into cars. Excessively. And your set of wheels had to be clean, your peers allowed no alternative. Cleaning methods were community knowledge, passed on to new initiates. If you got in your go and showed up at a standabout in a grotty machine, you were out of it, Dude.

At a recent concours, I was party to a conversation in which people wanted the particulars on restoration cleaning. They didn’t know, and why should they? They had never been exposed to such nonsense. Earlier this year, we had a tech article on the cleaning you could do with things that dissolve in water. The following more stringent methods are addresses to the restorer.

There are degrees of restoration: there are considerable differences in the approaches required of the person who wants to make a street-clean Porsche from a neglected 914 and the person who wants to concour his cherry but high-mileage Continental coupe. But the difference is mainly in the degree of disassembly, and the following cleaning methods apply to both. If you want to really get into this thing, show up next time our resident crazies give a concours tech session; you will find them to be helpful people.

Before you start disassembly, take your Porsche to the 50 cent car wash. If you have never done it, disassembly seems a monstrous undertaking, but it’s not bad. Get your car up on good jack stands; remove the motor, transaxle, and suspension; clean the car; clean the parts; apply fresh undercoat and paint to the underside; repaint parts; and reassemble. It’s the only way to restore.

SOLVENTS

You should have a fire extinguisher handy when you use any of the following solvents. If your hot water heater is in your garage, don’t use or store solvents in the garage. Have adequate ventilation.

The standard parts cleaner is Stoddard solvent, available at some service stations. Although flammable, it is not nearly as volatile as most solvents you can use. Unlike paint thinner, it will not leave a thick white film on parts and it’s not nearly as hard on your hands. Stoddard solvent can be used effectively in a Hudson garden sprayer and a galvanized wash tub (you can still find them in country hardware stores).

The same engine cleaner that comes in spray cans can be purchased in concentrated form in quart and gallon cans. A cup of cleaner added to a couple of gallons of Stoddard solvent in your wash tub will clean lots of parts effectively. First, scrape big chunks off with a putty knife, wash with solvent and a stiff-bristle brush, then clean with detergent and hot water. You will have squeaky-clean parts. Remember to towel dry rust-prone metals.

Incidentally, the best source for old towels and rags are Goodwill and Salvation Army Stores. Being choosy, I get the flannel sheets used in baby cribs. A restorer needs lots of rags. To stay out of trouble, toss in ½ cup of TSP when you wash them and the next load of clothes will not have grease gobs on them.

Acetone and Methyl Ethyl keytone (for the latter, the can will usually just say ‘MEK’) are useful solvents for special jobs. Both are absorbed through the skin, so wear neoprene gloves. You will find that both will make latex gloves grow the size of weather balloons. Used judiciously, a little acetone and coarse steel wool will make an old, cracked piece of rubber look like new. Wash with detergent and water to stop the solvent action. Both of these solvents will play havoc with paint and plastics - be careful.

Wax and silicone remover is available in gallon cans at automotive paint supply stores. Turning your rag or paper towel often, use it just before spraying paint or primer. I often use methyl alcohol (sold as stove fuel or shellac thinner) as a final cleaner before painting. The wax and silicone remov-
Heavy Duty Cleaning - Continued

does not attack existing paint, alcohol does.

Carburetor cleaner is the strongest cleaner of this group. The so-called carburetor cleaner that comes in spray cans is not even related. There are fine-printed warnings that cover the entire 5-gallon can. Heed them, this is serious stuff. You are going to want good ventilation, it smells like sheep dip. It isn’t cheap; a 5-gallon pail that includes a dipping screen is upwards of $50. Well cared for and occasionally filtered through a cloth, a pail of carburetor cleaner will last for years. A cast aluminum part, such as a finned, B-Model brake drum, dipped in this stuff will come out looking like a part newly off the shelf. Nothing will come out of that pail but clean metal; any plastic parts left on will become part of the solution.

Gasoline is not a solvent! It is extremely dangerous to use and paint will fall right off a part that has dried gasoline film on it. Do not use gasoline. Please.

Hardened muck is sometimes just not amenable to cleaning with water or solvent and one must resort to mechanical means. These methods should be applied with care; you can quickly destroy a surface. Certainly, you would not use any of the following methods on a machined surface.

A wire brush or flapper sander on your electric drill motor will often work very well. Both come in various shapes and grades. A paint remover wheel consists of a wheel of spring wire and is also intended for an electric drill motor. The wheels vary, depending on the size of the spring wire. They will remove paint and dried undercoat quickly. Do not select a coarser grade than you need.

There is a fine new abrasive brush that will soon be on the market. It is now gaining wide usage in industry. It is a rotary brush that consists of grit impregnated nylon bristles. It is designed for a drill motor. It comes in several grades, with varying grits and bristle diameters. The coarser brushes will cut into steel and the very fine brushes will polish aluminum to a high sheen. They work well and last a long time.

Sandblasters can be rented. I’ve never had to do cleaning that was that serious, but have seen restoration jobs that would justify a sandblaster or even a gritblaster (similar to a sandblaster, but blows steel grit). The sand goes everywhere leaving you with another major cleaning job. Also, sand impacting a metal surface builds up heat. Blown with extreme force, it will even cause sheetmetal to glow red. It will cause body panels to stretch and warp. Be careful.

Cleaning is just the first stage of restoration. But the rest of it is the fun part. Consult one of our concours experts, they have a large fund of knowledge in their heads.

My indenture ends with the term of office of the last elected GGR Technical Chairman. Jerry Woods will release me into the world with the traditional bag of seeds. Contrary to all the joshing I’ve done on the subject, the broad indulgence on the part of the Editor and the absolute freedom granted by the Tech Chairman have been hugely appreciated. And my humblest apologies to you who have endured this malarkey for the past two years.

FRANKLY, SCARLET . . .

The Scarlet Pumpernickel must have been having his cape cleaned to have missed a few things. Where was he when the windshield wipers on Donna Tretz’s 924 went crazy on her way to Parade? It seems her co-pilot would key the CB mike and the wipers would wipe, nearly driving Donna crazy trying to control them.

And it’s true! John Clever was seen with a twelve pack of Olympia beer, and was actually drinking it! Wait until Coors hears about this!

And, by the way, has anyone asked Sharon and Bill how they were going to throw oatmeal at the moon on a night when there was no moon? There is one explanation I’ll have to hear!!

Sincerely,
Spy in the Pie
NUGGET/9
I always get choked up at times like these. You will probably get to see this in living color at the Christmas Party. This is my last, and most difficult to write, column as President of GGR. Many of my earlier columns were geared to keeping you informed about the interworkings of the Club or giving recognition where it seemed necessary or appropriate. This article will be no different, though slightly more emotional.

I'd first like to offer thanks to the Board for their performance in a year that featured several crises. For the most part, the right decisions were made, and those that were not were learned from. In the final analysis, we stuck together and did what we felt best for the Region.

Thanks, also, to the vast network of Committee Chairmen, event chairmen, corner workers and pylon picker-uppers without whom nothing would be accomplished. We tried a lot of new things in 1980 — some worked, some didn’t — but we developed experience for the future with each new idea. I feel that 1980 offered you the broadest spectrum of events to choose from that you’ve ever had and my gratitude goes to the people who created the ideas and followed them through.

Thank you to the participants, from the ten who attended mini-golf to the 180 who attended the Octoberfest. Without you the whole program goes for naught.

There are those of you to whom I must give special thanks. I intend to do it here for all to see, even though only those of you identified will know what your special contribution may have been. The thanks offered here is not for doing the job expected of you, but for contributions above and beyond. This job can’t be done without support. Often it seems it takes ten supporters to offset every adversary. I had more than my share of support and am grateful. Really grateful. So to the people who offered a kind word, a thank you, a pat on the back, a word of advice, a solid suggestion, a supportive gesture, a special effort, availability when needed, thank you for your special variety of help, encouragement and guidance over the rough parts. Thanks to Bruce Anderson, Ted and Susie Atlee, Lou and Ann Beckwith, Bud and MaryAnn Behrens, Barbara Berens, Dave Blanchard, Ray and Sonja Blow, Rick Bower, Bob and Sally Buckthal, Sandi Candlin, Gary Evans, Leta Evans, Marge Forster, Tom Foster, Mark and Linda Gang, Gene and Sheryl Gilpin, Tom and Marge Green, Bud Hart, Joe Hartman, John and Karen Hawkins, Glenn Hills, Stephanie Home, Kathy Hopkins, John Johnson, Bill Johnson, Barbara Jones, Denny Kahler, Nick Kelez, Jim LaMarre, Mike Lommenzsch, Len and Lynn Levine, Barbara Maas, Ken Mack, Hank and Caroline Malter, Tony and Eve Maslowski, Kent and Cheri McLaggan, Keith McMahon, John and Betty Meunier, Dwight and Linda Mitchell, Bill and Rebecca Newlin, Norbert Nieslon, Jim Pasha, Dineh Patterson, Dick and Sue Petticrew, Rosemary Rodd, Terry Rosatelli, Gary Sanders, Joan Sanders, John Sey-

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AUTOMOTION

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10/GOLDEN GATE REGION
Auf der Hohe - Continued


I felt it necessary to acknowledge these people as the President's job is one which can best be described by a flood of adjectives and adverbs: difficult, rewarding, thankless, rewarding, all-consuming, rewarding, aggravating, rewarding, exhausting, rewarding... ad infinitum. I am going to miss it. I do have incredible mixed emotions. I'm glad it's over, but I'm going to miss it. The intimacy with The Club, its problems, its successes, its failures and, mostly, its people, is an intimacy that only the President can know. The pleasure outweighs the grief 100 to 1, but the grief can become devastating and often quite personal. I now realize why so many Past Presidents have temporarily gone underground. I won't be doing that. I'll still be working, fighting the issues, and being a general nuisance. Do it again? Of course, but only in 1980.

Thank you for a memorable year. I am honored to have served you. It was a particular honor to have been the first President to be elected by the membership and to have been selected in GGR's 20th Anniversary year was also of note to me. To have been President of the largest, best organized, most active, regional Sports Car Club in the country is truly an honor.

Thank you for bearing with me. In November of '79 and January of '80 I promised to work hard and give you energy. I am, at best, controversial and have often been accused of being theatrical and possessed of a big ego. This is true, I admit it... and revel in it. It takes ego to get the job done. As to theatrics, it's just a matter of style. No apologies. I gave you all of me, but you know what? I got more in return. I'll never forget it.

Thanks to all of you.

Bill Patton
President

PS: Please support Sonja and the new Board as you've done me and the '80 Board. By the way, '81 may give you the best President and best Board you've ever had.

FINAL IMPRESSION

With this issue, my tenure as Nugget editor comes to an end, some three years and 34 issues after it began. The Nugget, and Golden Gate Region have come a long way in that time. Three years can seem like minutes at times, and like decades at others. I have enjoyed the time spent on the Nugget: I tried to give you a newsletter you could be proud of, one that could reflect the quality of Golden Gate and its members.

The care and feeding of a publication such as the Nugget is a team effort, and so often the team effort gets overlooked. Take some time now; embark on a small nostalgic journey through the last three years of Nuggets (or as far back as you have them), and look for the names of contributors, workers, and photographers. Remember those names - the next time you see these people thank them, they did all that work for YOU! There are a few names you might not see, so let me bring them to your attention now. Ted Livingston and his crew at Roscrician Press in San Jose have printed the Nugget for many, many years, and have made every effort to see that we get excellent quality and prompt service. Gary Walton, Peter Adamson and their employees at Adamson and Walton Associates in Mountain View have allowed us to use their facilities for about 2½ years to produce the Nugget each month. They have taught us production methods to make the job easier and faster, as well as allowed us the use of their specialized equipment.

Other names you may see that I would like to add extra emphasis to are those names of Tom and Linda Foster, Alan and Susan Brooking, Paul and Carol Scott, Bruce Anderson, Stephanie Home, Jerry Woods, Terri Rosatelli, Sandi Candlin, Johnny Johnson, Glenn Hills, Marge Forster, Bill Patton, Donna Trefz, Al Berens, Tom and Marj Green, Stroker Ace, Joe Padermder and of course Barbara. There are many of you who have always made the extra effort to let me know how you like (or dislike) the Nugget. This direct feedback is the only way an editor knows if they are succeeding. Keep it up, especially in this transition period to a new editor. The new editor will need all the support you can muster, its not an easy job!
Congratulations to Don Terry

Don had an unfortunate incident occur that would bring tears to your eyes - if it were your car. However, he had a silent partner.

Like all of us, he's always looking for a more efficient way to do things with the Porsche. Don established a pattern of going into the garage, admiring his prize passion (78 SC) reaching into the car through the open window and starting his Porsche with the turn of the key as the garage door glides open. All well and good, wright? Wrong!

Unfortunately, the last person to drive the car left it in gear. As Don proceeded to start his SC "through the open window" it did what is expected, not was expected. Lurching forward, the SC proceeded to make contact with the freezer. Headlights shattered, freezer door knocked off hinges, freezer door comes into contact with SC.

Can you imagine this in SLOW motion.

All is not lost since Don and Diane are now the proud owners of a Turbo. We did not ask the real reason for the new purchase.

Although Don and Diane were not members of the club when this occurred, the members at our last fantastic dinner meeting at Harry's Hofbrau, by voice vote elected that the presentation be made. Jackie and I thank you.

Ray and Jackie Zazzetti
Aloha

ACTIVITIES WEEK

Your 1981 Board has been elected and they are, at this very moment, selecting the key chairmanships for '81. If you are interested in participating in a leadership role in '81 you should let a Board member know today.

The pivotal period for planning events to be held in '81 is Activities Week. It is during this time the entire event calendar will be planned. If you would like to chair an event, help plan one, be heard on an idea for one, or would just like to observe or socialize, be sure to attend.

Activities Week will take place January 4th through January 9th. Watch your January Nugget for specific times and places.

Bill Patton, President
PUT-ON PLACE

'It's been a long, long time from May to December....' A lot has happened this year; Time Trials... Dinner Meetings... The Portland Parade... speaking of the Portland Parade, the lavender hill mob from Montara Region got a large pictorial in VW and Porsche magazine... if we don’t watch out, Newlin and Hawkins will take over question of the month: is a pole setter Bob Zulkowski’s dog? The winner gets a wallet... That was a great dinner meeting that we had at Harry’s Hofbrau: Thank you to Ray and Sonja... got to see our next national President show off his knees and speak pidgin German... Horst, our one man band, said Malter sounded like a counterfeit Colonel Klink. More like Seargent Shultz... spied Ray Blow drinking wine out of a bottle with a dixie straw, claimed he just couldn’t hang onto the glasses, but the shadow knows... someone with a big crush and no class wrote all sorts of things about Janet Buck on the wall during the dinner meeting: I mean really, even the Scarlet Pumpernickel has enough class to tell a lady like Janet what’s on his mind... lots of old young faces at the dinner meeting... Percy Bliss and his charming missiles always are a welcome sight... Alan and Susan Brookings, Rob ‘tooth fairy’ and Barbara Melli, the Scotts, Forsters, Fosters, Nieslonys, well, all we needed was Harry Weber to complete the picture.

Sorry to see Ray and Jackie Zazzetti leave the region, even if temporarily... super people... single ladies watch out: Dave Blanchard is doing a solo act now... Jan Kelez was trying to get everyone to Polka with her, all Nickums wanted to do was watch. I wonder... Sasha Thiele and Cherri Hills McLaggen are going to be mommies, in Cherri’s case, daddy Hills is the excited one; husband Kent: ‘I ‘warnn’t no big thing’ must’ve been once... seems Jim Pasha got caught being the first in the dinner line... where’s Tony Pole when you need him most: the Blows put the first page out of the Polish SAT test on the wall and a new low in GGR intelligence was unearthed... Terry Zacco on was seen using chewing gum to fix a flat tire in Sacramento... shame on whoever wrote all those bad things about Millard Fillmore... Bruce Dern ought to be inducted into GGR, he brought a Porsche for all the right reasons, it takes a real man to give up Ann-Margaret, the kids, house, family, etc., all for a 928 (see ‘Middle Age Crazy!’)... George Harrison and lovely Linda kept disappearing on the Mendicino tour and embarrassed flora and fauna... Mary Wallace was once Mike Lommatzsch’s 6th grade teacher, I didn’t know Mike was that young... Bill Patton: beware of the 13th of December... Jerry Woods has been around 935s too long, he doesn’t think anything of spending $750 on a popcorn bowl... Barbie Bergens sees Mike Lommatzsch in her dreams... Elaine Sanders has a recipe for Tom Cat Soup, I don’t even want to know how that poor pussy is prepared.

By the way, it’s almost Christmas time again. Well it’s better to give rather than receive, so I’m going to tell you about some of the unusual requests of our GGR members. Maybe Santa can help.

Bill Patton: A lifetime supply of dummkopf awards, Steve Tonelli: A season win in his time trial class (well deserved too), Denny Kahler: More boost for his turbo, Elaine Sanders: A black patent leather leash for Gary (he loves black), Ron Ferreira: A rally the rallymaster won’t get lost on, Bill Newlin: enough nerve to tell everyone he’s color blind, Doctor Hotz: A way to make a really clean turbo cleaner, Bruce Anderson/Bob Garretson: A win at LeMans in 1981, Ray Mascia: Win the 911S class for 1981, Donna Trefz: A boyfriend, Mike Lommatzsch: a girlfriend (not applicable to the above), Gary Evans/Lenny Peterson: A way to enter the boat in an autocross (watch this space; there may be an autocross off the Santa Cruz Pier. Talk about owning a ringer, shame on you two.), Doctor Zog: More ways to sell his sex wax in Albania, Nickums: The first new model Porsche anything, Jain Light: A babysitter for all the kids (including Mike) so she can have fun in the 924 Turbo, Mary Ann Behrens: Some black lace frilly things to entice Bud to stay home on Saturdays, Joan Ryberg: A one-size-fits-all T-shirt, Rob Melli: A tooth fairy that leaves money under his pillow after an extraction, Barbara Melli: A way to keep Rob out of her nighties, Becky Newlin: A countrywestern group that needs a female lead singer, Terry Zacco: An afternoon fencing with Douglas Fairbanks, Judi Zacco: Power steering for the race car, Walt Maas: Beat Gary Walton, Gary Walton: Retire undefeated, Scarlet Pumpernickel: To make sure that the members of GGR remember that the whole deal of GGR is to have fun and share you Porsche experience with others in PCA. Often we lose sight of the fact that this form of recreation is a sharing experience and during this holiday season have a very Merry Christmas and a Happy New Year.

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CONSIDERATION TO PCA MEMBERS
GGR MEANS PEOPLE

There are some people you hang around a lot and think you know. Often, however, you can be quite surprised when given the opportunity to dig further. Do you think you know the Zaccones? I'll bet you'll be surprised by some of the following.

Judy and Terry have been an item for twenty-one years. They met in 1959 while working on the Pelican Staff at UC Berkeley. Terry was the joke editor and Judy the sales manager. If you were familiar with the Pelican back in those days it will give you some idea of how little you can know about someone you know relatively well. It'll also give you insight into what's to follow. Coincidence. Judy's parents met while working on the Pelican staff many years before.

Judy claims she dreamt about Terry even before they met. She vividly saw his face and clearly remembered it. When they met she couldn't believe it. She asked him out on their first date. At the end of the evening they kissed for the first time on the bridge on the campus at Berkeley. (Yes, folks, the bridge. Oh, I know it so well.) Terry's marriage proposal was classic movie stuff: 1960, ski trip, full moon, Donner Lake, light snow, rings, and champagne (shades of Sandra Dee and Troy Donohue). She said 'Yes.' The rest is history.

In 1961, Terry acquired his first Porsche, a '62 356B red Roadster, which provided honeymoon transportation when he and Judy were married in 1962 (see photo). They kept this car seven years, eventually trading it for a family car. The family car turned out to be good old Marcel, a 1968 911L, picked up at The Factory by Terry's father.

Terry had ordered a 911 Targa, but just a few weeks before pickup was due, The Factory informed Terry that a serious mistake had been made. It seems they had produced an L instead, and would Terry mind accepting it for the same price as the 911? Terry, being a nice guy, mulled it over for a few seconds and finally agreed. I mean, you know, he didn't want to put The Factory through any unnecessary trouble. So now the Zaccones have one of two 911L Targas in existence with rear seats and soft window. While waiting for Marcel to arrive Stateside, Terry caught two types of pneumonia as he had to drive his motorcycle to work through rain, sleet, and snow.

The only other Porsche Terry and Judy have had is the red 914-6 race car they share with Walt Maas. Given a choice, Terry and Judy agree their dream car is a Turbo Targa in, of course, Italian red.


In 1970 they were founding members of Loma Prieta Region. Terry served as LPR's Vice President in 1971 and 1972, was President in 1973, and autocross chairman two years. Judy served as LPR's Activities Director in 1978. Additionally, Terry has served PCA at the National level on the Safety Committee 1977-1978 and the PCR Committee 1979. He is currently Zone 7 Rep and has GGR's support for reappointment for 1981-1982. Terry really enjoys the Zone Rep's job, and all of the jobs and associations he's had in PCA through the years. He feels he would probably like to serve at the National level sometime in the future, and would also be likely to accept nomination to the GGR Board when his Zone Rep days are over.
GGR Means People - Continued

The Zaccones have two children, Julie, 16, and Vince, 12. Both are participants. Julie is a super disco dancer and wasn’t slowed down a bit by her full leg cast at 50’s night, Oregon ’80. Judy, Terry, Julie, and Vince were honored as LPR’s Family of the Year nominee to National in 1979.

Terry has had more than his share of exposure to Dummkopf Awards. He won LPR’s by rear-ending an automobile with his motorcycle while distracted by a well-endowed lady in traffic. GGR’s Dummkopf came his way when he mail-ordered a $2,000 911 motor from a guy who didn’t have a motor to sell. Motor never arrived, seller and $2,000 disappeared. At the 73 Parade, Terry got an honorable mention for sending Judy out on the track with an empty gas tank. Judy has never had a Dummkopf, but only because Terry won’t rat on her like she does him.

Judy has never had an embarrassing moment that she’ll talk about. Terry has. Seems when he and Judy first started dating he looked up Donna in his little black book, ran his finger along the line and dialed Judy by mistake. ‘Hello, Donna?’ ‘No, this is Judy.’ CLICK!!!

The desert island question gets better all the time. Terry would opt for Sophia Loren and a water bed. Judy, mistaking ‘desert’ for ‘dessert’, said Christopher Reeves and whipped cream. Do you believe that? Some people will say anything to get in print.

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GGR Means People - Continued

(six binders full!) and goes through all sorts of panic and withdrawal if one goes askance. He also has (oh, God) every issue of American Fencing and Bulletin of Atomic Scientist magazine since 1960. He also has Road and Track and Car and Driver, but who cares about obscure magazines.

In 1980, Judy and Terry rejoined GGR, as 'that's where the action is.' On GGR, the Zaconnes had these things to say:

'You must actively encourage new people to participate and compete. It's up to the Region's leadership to draw the people in. Whereas the Region does it all, and does it well, we think there are too many events. Not enough autocrosses, of course. We like GGR the way it is and can't think of any major changes, but we would like to see more events of the potluck variety. How about a tour to Grand Canyon? Our favorite events have been autocrosses, the Yosemite Tour, autocrosses, the Ryde Hotel Tour, and autocrosses.' The Zaconnes like the new Nugget and want it to survive. Terry says, 'If it doesn't work, it's the membership's fault for not supporting it with work, ideas, and material.'

Terry was asked, 'How do you feel about the GGR/Zone 7 '82 Reno Parade?'

'There is enough talent in GGR and the Zone to pull off the biggest and best Parade ever. Reno and the MGM Grand will certainly be a great place to have it. I'm committed. What a tremendous opportunity for GGR.'

Terry and Judy Zacone - bet you didn't know they were flakes, along with being two very neat people.

Bill Patton

PORSCHE ANATOMY

At least some people are familiar with the ol' foot bone connected to the ankle bone connected to the leg bone... Now at this point how many of you folks are aware that the tie rod hooks to the steering knuckle or the banana arm attaches to the torsion tube? And where the hell's the ball joint, king pin, layshaft, con rod or better yet the poor ol' Pitman arm?

If you've ever taken your Porsche to the repair shop (heaven forbid), gotten it back, were told that the do-hickey was replaced, paid a million dollars, didn't understand, shrugged your shoulders and drove down the road; please drive straight to this tech session, not to the Vallco, Eastridge, or Stanford Shopping Centers.

Thank You,
Jerry Woods

WHERE: Garretson Enterprises
1932 Old Middlefield Way,
Mt. View

WHEN: Saturday, December 20th
10:00AM

PHONE: Jerry Woods for more information
408-967-2858 (days) 408-262-2366 (evens)
Season's Greetings

Tom Amon and Don Wise extend our warmest wishes to you, our customers and friends.
In an effort to lighten cars and get better mileage, Detroit is putting some new innovations into the 1981 cars. The most interesting is the rear spring for the Corvette: a fiberglass rear spring! The old steel spring was 41 lbs, the new fiberglass spring weighs only 8 lbs. It is comprised of fiberglass filaments suspended in an epoxy matrix.

Electronic complexity seems the answer to the nagging tightening of emission standards. Here is a diagram of how far some manufacturers have had to go.

Only sealed beam headlights are legal in the USA; quartz halogen lights, using a replacement bulb in a non-sealed unit are illegal: thus we cannot use quartz lights, right? Wrong. Cibie has just introduced their new legal-in-fifty-states BOBI quartz lights. Over a year ago Cibie gave up battling the US government and started to work with them in order to manufacture a quartz light that would meet US regulations yet offer a stronger, safer light. Cibie designed a sealed unit with a bubble at the back that would accept a regular H4 55 watt bulb.

The new BOBI lights also use the popular Europtic (Z-Beam) lens and have excellent reflective ranges, (only the government uses the vague and misleading phrase 'candlepower').

<table>
<thead>
<tr>
<th>Light Type</th>
<th>Low Beam</th>
<th>High Beam</th>
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<tbody>
<tr>
<td>Standard 7&quot; quartz</td>
<td>1300 ft</td>
<td>4500 ft</td>
</tr>
<tr>
<td>Z-Beam</td>
<td>1600 ft</td>
<td>4200 ft</td>
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<tr>
<td>New BOBI light</td>
<td>1300 ft</td>
<td>4500 ft</td>
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</tbody>
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These lights should become available in December or January. Best of all they are safer than any sealed-beam made, and they are legal.

Tom Green
RALLY TIPS VIII

Last month we talked about the specific traps used in the Porsche Parade rally at Portland, Oregon. This month we will go into the concepts used on this rally, since they are different than those usually encountered on a local northern California rally.

The first concept is that of “thru route priorities” or “main road priorities”. This concept states that at EVERY intersection along the rally route, a “main road” is uniquely defined which leaves that intersection. In the absence of any applicable route instruction, the rallyist follows the “main road” through the intersection. The “main road” at each intersection is determined by applying, in sequence, a set of “main road priorities”. An example of a set of main road priorities might be:

A. Right at STOP.
B. Left at T.
C. Straight as possible.

As you approach each intersection, apply these priorities, in the sequence of A-B-C, until you find one that fits. That priority defines the main road through the intersection. Let's say you come to a crossroad with a STOP sign controlling your progress at the intersection. A priority states “Right at STOP”, but you notice that the road to the right is marked as “not thru”. Therefore A priority does not apply. B priority cannot apply since the intersection is not a T. C priority then defines the main road as being straight as possible. One of these three possible priorities must work at every intersection (except forced turns, which are not intersections by definition).

The second concept is that of “redundancy”. This states that route instructions can only be executed non-redundantly; that is, the execution of the route instruction MUST take you in a direction such that you leave the main road (or thru route) at that intersection. Let's say that the next RI we are attempting to execute is “Straight at STOP”. Using the same set of priorities as before, we come to the same intersection as before. We have already determined that priority C applies since the road to the right was marked as “not thru”. We cannot execute the RI here since it takes us in the same direction as the main road. Drive straight ahead following the main road. We next come to a T intersection with a stop sign controlling our progress. Here we can apply priority A which defines the main road as going to the right. We still cannot execute the RI. Turn to the right following the main road. We next come to another crossroad with a STOP sign controlling our progress. All three roads leaving the intersection are valid rally roads. The main road goes right by priority A. We therefore drive straight ahead and execute our next RI: “Straight at STOP”.

The next concept is that of an “ONTO reencounter”. Most of you are familiar with the concept of: “When placed ONTO a road by name or number, follow that road until instructed off of it.” This concept uses ONTO as a main road priority and is usually defined as: “When placed
Rally Tips VIII - Continued
ONTO a road by name or number, that road becomes the main road at every intersection until you can execute a route instruction containing RIGHT, LEFT, or STRAIGHT. If you come to an unmarked intersection or the road designation ends, determine the main road by other priorities. Suppose the main road priorities we have in effect are:
A. ONTO
B. Left at T.
C. Right at STOP.
D. Straight as possible.
We have just completed an RI which was “Right ONTO Smith” and the next RI is “Left at STOP”.

Our last RI was executed at X. At intersection Y we notice that SMITH Road has ended; the main route goes left by main road priority B; we cannot execute our next RI since it would take us in the same direction as the main road. We turn to follow the main road. At intersection Z, main road priority A directs that the main road goes right. We have

not executed an RI containing RIGHT, LEFT, or STRAIGHT, therefore the ONTO SMITH route following priority is still in effect. We turn right to follow the main road. We have just completed an “ONTO reencounter”.

The last concept we should discuss is the main road priority of PROTECTION. This is usually defined as: “The main road leaving the intersection which is NOT protected by a STOP or YIELD sign.” The main thing to notice are:
1) You need to be able to identify STOP and YIELD signs from the rear side by their shape (octagonal and triangular).
2) STOP or YIELD signs (or their absence) on the road you are traveling as you enter the intersection do not count when using this main road priority.
3) There must be one and only one road leaving the intersection which is NOT protected. If there are 0, 2, or 3 protected roads, this route following priority cannot be used (drop down to next priority).
4) Only valid rally roads leaving the intersection need to be considered.

Examples of intersections where PROTECTION directs the main road left.

In some rallies, the main road priorities are defined in the general instructions for the entire rally. In other rallies, they may change for each leg and be defined on the check point slips. In still other rallies, main road priorities may be introduced and cancelled by the execution of route instructions (just like NOTE instructions sometimes are). The important thing to remember about main road priorities is that they are never executed like an RI is executed. They only define where the main road goes and in order to execute a route instruction you must leave the main road.

I hope this clarifies these concepts for all of you. Don’t be scared of running a rally which uses these ideas. It sounds harder to do than it really is. All you need is to keep the main road priorities in sequence on a sticky back label in front of the driver at all times. Use these priorities as a check list to define the main road at each intersection.

Keith McMahan
New! Tiny binoculars with an extraordinary view.

As one opera-goer put it, "They're no bigger than a couple of short, fat cigars. But you'd swear you were looking through the Mt. Palomar telescope."

In fact, these eight-power Leitz® Trinovid® binoculars, when folded, measure only 2 x 3½ inches. Weight is a mere 6½ ounces.

But from eight feet to infinity the image is breathtakingly brilliant, strikingly sharp. A ten power model is also available. Come and admire the view from

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MINUTES
BOARD OF DIRECTORS’ MEETING
October 22, 1980

LOCATION: Beren’s residence in Redwood City

PRESENT: All regular Board Members, Past President Sandi Candlin, Time Trial Chairman John Johnson, Goodie Bag Donna Trefz, Sponsorship Manager Mike Lommatsch, Sergeant-at-Arms Ron Trethan, Nugget Production Manager Al Berens.

GUESTS: Sharon Neidel, Phil Mullen, Ted & Susie Atlee, Stephanie Home, Sonja Blow, Dave Carey, Jan Kelez, Dinah Patterson, John Seymour, Don Patterson.

Old Business:
Roster - Dave reported that the Roster is proceeding and that he is still checking on printing costs. He also indicated that they have 60 paid advertisers and 20 advertisers committed but not paid. The Board reviewed the following recap for the roster format:
   a. Hard cover with color and artwork.
   b. Non-glossy paper.
   c. Yellow paper for ads and by-laws.
   d. Ads first, roster second, and by-laws last.
   e. Size to be 8 1/2 x 5 1/2.

Dave reported that the costs should be $1300 plus mailing. Barbara Berens volunteered to check her company’s bulk mailing procedures as to mailing the Roster and report back. The Board decided that the Roster will go to the printer on November 1, 1980 with a target date of November 15, 1980 for mailing.

Club Banner - Bill did not have any response from the ad so he must assume that it is lost forever.

1982 Parade - Bill reported the following from his October 18, Parade Organizational meeting:
   a. He executed the 1982 Parade bid for Reno.
   b. The profits from the Parade will be split 50% for National and 50% split equally among the Zone.
   c. Sandi Candlin was unanimously appointed to the liaison position between GGR and the Bernadellis.

Sandi reported the following from the meeting:
   a. All the people were introduced with tentative positions established.
   b. It was decided that the other regions would establish one person as a liaison to work with the Bernadellis’ - 82 Parade Zone 7 Committee - with Sandi as Chairperson.
   c. Sandi also reported the following openings that need chairpersons:

1. Hospitality Room
2. Goodie Store
3. Worker Coordinator
4. Door Prizes
   d. Stead AFB will be the Auto-X site.
   e. Workers will be able to participate in the Parade.
   f. All contracts are being finalized by Barbara Bernadelli.
   g. The MGM Grand noted that the Parade will be the largest convention ever in Reno, they are reserving 900 rooms at $60 base price per night, 200 RV spaces, they will provide a professional MC (not Patton) and an evening show with a professional performer.
   h. T-shirts and hats for 82 Parade are available now for $5.95.
   i. The next meeting is scheduled for February 1981.

Noise at Pleasanton - Bill read a flyer written by Mr. Sinclair of the Council as to possible problems with noise at the Pleasanton Fairgrounds and that GGR has not taken any position. Bill noted that we need to police ourselves as to potential noise violations. Ted Atlee noted that the Auto-X committee does watch for noise violators already.

Bill noted that he will check with Jim Pasha as to NCSCC’S position and with Mr. Sinclair of the Council as to where he got his information regarding GGR’S supposed position. Ron Trethan volunteered to check with Mr. Hall of the Fairgrounds to see if there are any problems and report back.

New Business:
Zone 7 Rep - Bill noted that Terry’s position as Zone 7 rep is about ready to expire. The Board voted to recommend Terry as Zone 7 rep to National for the next term of 2 years.

Zone 7 Rules Meeting - Ted gave the following report from the Zone 7 rules meeting:
   a. New class for Zone was established - Social Racer - essentially for fun runs where they may run any time during the day, instructors will be able to ride with them provided the instructors have already driven their class, and the same costs and rules will apply.
   b. Ted expressed his appreciation from the Zone to Garretson’s for their $100 donation to print the Zone 7 rules books.
   c. Tentative agenda for next year’s Zone events:
      - March 15- Monterey Bay Region
      - May 2 & 3 - Joint Auto - X with Yosemite (Saturday) & San Joaquin (Sunday) at Stockton.

Continued on Page 27
SEASON’S FINALE

The last series autocross had everyone going in circles. Chairman Gary Sanders had everyone wishing for automatic transmissions, as his course gimmick threw everyone for a loop, literally.

Our revived 356 Class had plenty of lead changes during this last event. Karl Beckle, Sr. pulled out the win at the end of the day on his last run. Stephan (son) and Norbert (father) Nieslony have added spark to this class and we hope to see them next year. Ed Wilson continues to dominate the 912 Class and took another 20 points. The Small Bore 914-4 Class has had more class winners than any other class – seven events and four winners. This time it was George Neidel with a great run. Ken Mack has been the wave of the future and brought out his newly acquired 924 (blue, of course). Right out of the shute, Ken took a first place and pronounced the car “driveable,” so long as you never lift!

In the Stock 914 2.0 Class, Dwight Mitchell walked away with all the marbles, and, on a decidedly horsepower course, beat all but one of the stock 911’s. We all kid Bill Patton, but this was certainly one of Bill’s best days at autocrossing. Perhaps the recent auto-x school, plus attendance at all the events, has paid off, for Bill won his first autocross and turned a very quick time. Congrats, Bill. Dale Bates and his 911 won a first place on this Saturday, but by the looks of things, he’ll have some new competitors in his class next year.

Behold, Randy Salveson is back in a 911, and he seems to have lost none of his talent. This 911S Class is always a treat to watch because it has so many talented drivers, and Randy is just one more. Good to see Ron Leppke come out, another recent auto-x school graduate. Hope to see you next year also, Ron. Jim Pasha took the last event over Mark McLaughlin in the battle between the improved 914-6’s. In the Prodified Classes, Bob Courand gave Gary Sanders his first defeat of the year — nothing goes right some days! What happened to the Prodified 914-4’s? John and Sharon Seymour had complete ownership of the class this year. This was, by the way, John’s best run of the year — a really great drive.

And guess who gave up his 912 to play in the “burple” 911 — Billy Newlin, who really put on a great display to take third TTOD. Meanwhile, John Hawkins convinced Tom Green to repeat his famous “scatter dem cones” act from the previous autocross. Tom obliged and John scooted away with second place behind Bill. Brooks Thiele was really hauling the mail — beating the other Prodified 911S’ by a big margin. Roy Mascia jumped into this class, making his early announcement of running race tires for 1981. Could be interesting next year. Without the use of low gear Terry Zaccone didn’t stand a chance against Gary Walton in the battle of the Modifieds, as Gary took...
TTOD.

Cindy Carroll faced a “must win” situation in her battle against Marsha Wilson. Cindy had to win this day, in order to win the class for the year — Cindy’s 356 against Marsha’s 912. She met the challenge well, and really continued to improve her driving. Donna Trefz, another graduate of said recent school, took another first place, this one over Patti Goodwin. Linda Mitchell put in a super run. Linda’s time was TTOD Production Women — a nice wrap up for 1980.

Too many women stayed home this day, so we had Sharon Neidel, Linda Vaught, Karen Pasha, Elaine Sanders, Debra

ly Pruett, and Judy Zaccone taking wins without the enjoyment of competition. Liz Stiffler, however, did have competition from Donna Forrest; Liz took the win and is looking to 1981. Marj Green spent the day instructing two students, keeping husband Tom happy and quiet while he lost the series, and in her free time running fast enough for a nice class win and TTOD Women. Smooth.

Gary and Elaine treated us right and the series ended with everyone pleased that we had participated and had got to know so many people so much better. See ya next year.

Tom and Marj Green
Auto-X Reporters

RESULTS – GGR AUTOCROSS NO. 7 – OCTOBER 11, 1980
1980 GGR AUTOCROSS SERIES SPONSORED BY BUD HART PORSCHE RACING

| CLASS 1 | 7. Dick Woodman | 60.10 |
| CLASS 18 | 1. Sharon Neidel | 61.53 |
| CLASS 2 | 1. Edward Wilson | 60.36 |
| CLASS 9 | 1. Ron Leppke | 59.36 |
| CLASS 3 | 1. George Neidel | 58.45 |
| CLASS 11 | 1. Jim Pasha | 57.28 |
| CLASS 12 | 1. Bob Courand | 56.16 |
| CLASS 13 | 1. John Seymour | 55.52 |
| CLASS 14 | 1. Bill Newlin | 53.42 |
| CLASS 15 | 1. Brooks Thiele | 54.90 |
| CLASS 16 | 1. Gary Walton | TTOD 52.23 |
| CLASS 17 | 1. Cindy Carroll | 61.88 |
| CLASS 18 | 1. Gary Walton | 52.23 |
| CLASS 19 | 1. Donna Trefz | 65.38 |
| CLASS 20 | 1. Linda Mitchell | 57.91 |
| CLASS 21 | 1. Liz Stiffler | 62.25 |
| CLASS 22 | 1. Marj Green | 55.02 |
| CLASS 23 | 1. Marj Green | 55.02 |
| CLASS 24 | 1. Brooks Thiele | 54.90 |
| CLASS 25 | 1. Cindy Carroll | 61.88 |
| CLASS 26 | 1. John Byrne | 58.53 |
| CLASS 27 | 1. Cindy Carroll | 61.88 |
| CLASS 28 | 1. John Byrne | 58.53 |
| CLASS 29 | 1. Cindy Carroll | 61.88 |
| CLASS 30 | 1. John Byrne | 58.53 |
| CLASS 31 | 1. John Byrne | 58.53 |
| CLASS 32 | 1. John Byrne | 58.53 |
| CLASS 33 | 1. John Byrne | 58.53 |
| CLASS 34 | 1. John Byrne | 58.53 |
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| CLASS 93 | 1. John Byrne | 58.53 |
| CLASS 94 | 1. John Byrne | 58.53 |
| CLASS 95 | 1. John Byrne | 58.53 |
| CLASS 96 | 1. John Byrne | 58.53 |
| CLASS 97 | 1. John Byrne | 58.53 |
| CLASS 98 | 1. John Byrne | 58.53 |
| CLASS 99 | 1. John Byrne | 58.53 |
| CLASS 100 | 1. John Byrne | 58.53 |

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Babbling Brooks' Minute Minutes - Continued

June 21 - Sierra Nevada at Stead AFB.
May 17 - LPR at Pleasanton (may try to have a joint with Monterey Bay on March 14).
August 15 or 29 - GGR at Pleasanton
September - Redwood and Shasta (Joint possibility in Red Bluff).
October 10 - Sac Valley at Cal Expo.
These sites are not guaranteed and may change.

Director's Reports:

President - Bill received a letter from Jim Perrin thanking him for GGR's support.

Vice President - Barbara reported that the door prize raffle at Sonja's dinner meeting earned $72.00. Barbara noted that she needs more donations for the next dinner meeting and requested help from the Board in finding them. The Christmas dinner is on schedule for December 13 at the Oakridge Country Club in San Jose.

Secretary - The ballots are under control and will be sent out with the November Nugget. A committee of Jeff and Barbara Lateer, Sharon and Ron Trethan, John and Sandi, and Bill will meet at the Thieles' residence on November 20 at 6:30 PM to count ballots.

Treasurer - Barbara submitted her report which was accepted by the Board. Sandi submitted her Time Trial reports which were all accepted by the Board. Barbara also noted that she received a letter from the Pioneer Museum/Hagen Galleries thanking GGR for our donation in Memory of Louise Clever. Bill submitted his expense bill for $81.40 to the Board.

Technical - 70 people attended the last tech session. No donations were requested. The November tech session is rescheduled for December 20, the subject Anatomy of a Porsche.

Goodie Bag - Donna turned in $592.24 and requested a check for $55.20 for name tags. Donna also indicated that she is running low on certain items and requested $326.25 for restocking which was approved by the Board.

Respectfully submitted
Brooks A. Thiele
Secretary

PHONE

Sponsorship Manager Mike Lommatzsch has a new phone number; it is 415-854-7908. It is effective immediately.

Babbling Brooks' Minute Minutes - Continued

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Brooks A. Thiele
Secretary

NUTCRACKER

I found it! Right, after announcing at the dinner meeting that the Nutcracker was cancelled, I found somewhere it was playing. December 7th, the Santa Clara Ballet presents the Nutcracker; a full length Christmas Ballet. The performance will begin at 1:30 PM. I have reserved seats in the first four rows. After the ballet we will adjourn to someone's home for refreshments, goodies and Christmas cheer. Cost will be $7.00 per person. Contact Barbara Lateer at 408-280-890 for further details. Deadline for reservations will be December 5th.
MAYBE IT WAS THE STARS

Whatever it was, 1980 was one of the best GGR auto-x seasons ever. For Marj and I, it was our 10th consecutive year, and possibly the most enjoyable. John and Karen Hawkins certainly had a lot to do with it — hard work, dedication, and very, very good people. All the event chairmen, the people who came out early and stayed late, and all of you who ran the series — it was the GGR people who made 1980 so great.

In the Production 356 Class Karl Beckle, Jr. ran very few of the events and Karl, Sr. inherited the class win this year. Another new winner was Ed Wilson in his production 912. For the women, the 356 and 912 are combined, and there was one of the year’s best battles here. Cindy Carroll took the class trophy in her 356; for 1981 we may see Cindy out in her newly acquired 914-4. In which case, she will take on another quick driver — Sharon Neidel, who won this year’s 1.7/1.8 Production 914-4 Class. The Men’s Production 1.7/1.8 Class had great potential for a three-way tie. Glen Renk had his best year ever and took the first place trophy. With Kent McLaggan missing the last event, he and Loren Guy tied for second place. In the faster 2.9 914-4 Class Dwight Mitchell took an easy win, while his wife Linda had a good year-long battle with Rosemary Rodd. Linda turned in a couple of dynamite runs at the end of the year to sew up the class. Karen Neidel and Donna Trefz took the 914-6 and 924 Classes. Both are looking for more cars in their classes in 1981. Mike Lommatzsch and his 924 took the first place trophy in this growing class. Small-bore Six-cylinder Class has long been dominated by 911’s, but not this year. Dave Blanchard put in consistent good runs to take a well-deserved class win. Dave’s closest competitor, and second place winner, was Becky Blanchard, also in a 914-6. The Mid-size 911 Class was pretty much owned by Jim Schofield, while Dale Bates put in a very good effort for second place. Beth Bates was consistently fast all year long and won her 911 Class. The Women’s Big-bore 911 Class was very exciting, with three relatively new but quick drivers fighting it out. Sue Wise proved to be the quickest and won her first series trophy. Dale Dorrath won our largest class, with an army of good drivers trying to take the win from him. Looked like Ray Mascia might win some of the events, but Ray later jumped into the Prodified Class.

Mark McLaughlin built up a good lead at the first of the year, and held on to his first place despite the efforts of Jim Pasha. Karen Pasha, however, saved the family name and brought home a first place trophy for the Pasha trophy case. Rebecca Newlin in her Prodified 912 seemed to run rails all year long, and at year end won a nice first place trophy. Bill, however, was plagued by a very quick Gary Sanders. Gary’s consistent first places won him the trophy this year. The Seymour Prodified 914-4 proved to be one of the quicker new cars this year. John and Sharon did very well and deserved their trophy. The 911’s got their revenge in the Prodified Class battle between the 911 and

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If you want an item for Christmas, please order now, to give us time to complete your order.
1980 GGR AUTOCROSS SERIES RESULTS
1980 AUTOCROSS SERIES SPONSORED BY BUD HART PORSCHE RACING

CLASS 1
T 1. Karl Beckle, Sr. 84
T 2. Karl Beckle, Jr. 80

CLASS 2
T 1. Ed Wilson 96
T 2. Jim LaMarre 88
P 3. Glen Voyles 59

CLASS 3
T 1. Glen Renk 88
T 2. Lorin Guy 82
T 2. Kent McLaughan 82
P 4. George Neidel 53
P 5. Marty Martoza 31

CLASS 4
T 1. Michael Lommatzsch 100
P 2. Dick Petticrew 64
3. Paul Seidel 42

CLASS 5
T 1. Dwight Mitchell 96
T 2. Ray Blow 72
P 3. Gary Dorighi 69
P 4. Frank Nevares, Jr. 66

CLASS 6
T 1. Dave Blanchard 96
T 2. Becky Blanchard 76
T 3. George Harrison 74
P 4. Robert Kilburn 66
P 5. Bill Patton 68
P 6. John Moffitt 49

CLASS 7
T 1. Jim Schofield 100
T 2. Dale Bates 88
3. Al Berens 39

CLASS 8
T 1. Dale Dorjath 100
T 2. Ray Mascia 84
T 3. Richard Struck 72
T 4. Todd Lee 62
P 6. Bud Behrens 32
P 7. Darrell Terry 29
8. John Byrne 26
P 9. Bob Stifffer 25
P 10. Craig Walton 19
11. Mark Gang 4

CLASS 9
T 1. Mark McLaughlin 96
P 2. Jim Pasha 88
3. Randy Hancock 46

CLASS 11
T 1. Gary Sanders 100
P 2. Bill Newlin 84

CLASS 12
T 1. Gary Sanders 100

CLASS 13
T 1. John Seymour 100
2. Sharon Seymour 48

CLASS 14
T 1. John Hawkins 100
T 2. Tom Green 92
3. Ted Atlee 68

CLASS 15
T 1. Glenn Hills 100
T 2. Matt Ballentine 84
T 3. Mark Olson 72
P 4. Brooks Thiele 62
P 5. Leo Pruet 49
P 6. Tom Amos 29
7. Dave Belardi 26

CLASS 16
T 1. Gary Walton 25
T 2. Terry Zaccone 19
3. Mark Gang 4

CLASS 17
T 1. Cindy Carroll 96
T 2. Marsha Wilson 92

CLASS 18
T 1. Sharon Neidel 100
P 2. Cheri McLaughan 84

CLASS 19
T 1. Donna Trefz 100

CLASS 20
T 1. Linda Mitchell 96
T 2. Rosemary Rod 84
3. Sonja Blow 56

CLASS 21
T 1. Karen Neidel 100

CLASS 22
T 1. Beth Bates 100
2. Barbara Berens 84

CLASS 23
T 1. Sue Wise 96
T 2. Donna Forrest 85
P 3. Liz Stifffer 84

CLASS 24
T 1. Karen Pasha 72
100. Susan Thompson 100
3. John Byrne 60

CLASS 27
T 1. Karen Pasha 72

CLASS 28
T 1. Marj Green 100
T 2. Susie Atlee 80
P 3. Karen Hawkins 71

CLASS 29
T 1. LaQuita Hills 96
P 2. Debralyn Pruet 92

CLASS 30
T 1. Judy Zaccone 100
2. Cindy Kahler 45

914-6 Porsches. 914-6's have won this class for the last four years, but John Hawkin's fine driving got him and his 911 the class trophy. Marj Green, however, kept to her winning ways, as she won her class for the sixth consecutive year. LaQuita Hills, another prior winner, took the Prodified Big-bore Class trophy; and husband, Glenn, followed up with his class title to give the Hills a double win (the only other double win being the Mitchells). Judy Zaccone did a good job adopting to her new modified car ride and won the class win. Men's Modified Class was more interesting than it has been in years. Gary Walton kept his 914-4 humming to take the class win.

We met a lot of new people this year, witnessed some great competition, and had some great times -- can't wait till next year. Hope to see ya all then.

Tom and Marj Green
Auto-X Reporters

NOT ME

In spite of rumors to the contrary, I am not the Scarlet Pumpernickel. I assure you I would not stoop so low as to submit such illbegotten trash, such lewd gossip, such personal diatribes to the Nugget for publication.

Bill Patton

P.S. Every once in a while I do tell her a story or two but you wouldn't fault me for that would you?
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

His and Hers Christmas gifts — His: '59 convertible D, champagne yellow, not concours, lovely street machine. Hers: '73 2 litre 914, Olympia blue, clean and quick. $8500.00 each; discount on the pair. Alan (his) and Susan (hers) Brooking. (408) 269-1914 eves., (408) 727-4616 days.

1973 Bell Super Magnum Helmet with minor scratches — No structural damage — dropped but never crashed with visor and sunshield — $50.00. 1 — 3" competition seat belt w/quick release and harness attachment — $45.00. 1 — 2" Deist shoulder harness for 911 — $18.50. Belt and harness together — $55.00. Pete Ackerman, Redwood Region, (415) 781-5371 days: 982-0259 eves.

1974 911 Coupe, lime green with beige cloth interior, Mich. XWX's, alloys, driving lights, new brakes, Konis, leather sport wheel, mech. chain tensioners, cover & bra, always garaged — $12,300.00. Gary McNair (415) 825-2969.

Colgan Bra for 356C, very good condition, $50.00. Mohn ski rack for a 914, in the box, $35.00. Trailer hitch for a '74 911, $35.00. C model black plastic steering wheel, $100.00. Bill Patton, 543-9360, days: 530-0609, eves.

Revolution Wheels: 2, 7 x 15 and 2, 8 x 15 in excellent condition, $360.00. Pirelli CN-36 tires: 2, 185 x 15 and 2, 205 x 15. Half new, $190.00. Call Chuck Fauvre at (408) 867-3366.

1975 914 parts and 911 gauges. 914 1.8 engine and exhaust system, will separate. Left and right 914 front struts complete, 5,600 red line tach, ashtray, visor, 17 mm vacuum hose, right seat rail. 911 gauges: oil temp/pressure and VDO clock. Dale Dorjath (408) 997-0914.

Blaupunkt (Berlina) car stereo with ant. @ P/C in tape deck, $675.00; Also, Hirschmann electronic locking ant., $25.00. (Will install @ make up installation drawings at purchasers request at no extra charge). Bra — 911 in good condition (old style) updated, with bag, $40.00. Foot pump — $10.00. Sport "T" steering wheel in good condition (without center), $75.00. Workshop manual Volume 1 & 2 of six volume set, covers '68-'72 911s, $55.00. Set of four (4) 9"/23(7), G/Y, B/S Race tires, $80.00. Vaughn Temple (415) 658-3593.

911/912 radial snow tires on chrome rims, (2 ea.); Continental TS 729 contacts (tubeless) on 5-1/2 wide chrome rims w/4-3/4 Dia.-5 lug bolt pattern. Jack Bowers, 327-9207 (home).


1974 Porsche 914-4 Engine: 2.0 European flat top pistons, 14.5:1 comp. ratio, trick full cam, cross flowed, ported and polished heads with large valves, heavy springs. Heads with large valves, heavy springs. Heads vented to catch tank, and matched to custom exhaust system straight piped and turbo muffler system. Carillo rods, 48 ida Weber carbs. 160+ H.P. Suspension: Front Koni shocks, 21 mm H & H sway bar, 17 mm torsion bar, rear Bilsteins, 180 lb. springs. Short gears, aeroequipped, three piece compototive 8 x 15 wheels, front oil cooling system along with accusump oil pressure feed system. Brake cooling system on front connected to front removeable air dam, fiberglass front and rear bumpers, rear fiberglass whales-tail, custom metal flares, roll bar, Corbou race seat, 13" momo steering wheel, wink mirror, UDO gauges. Spring tilt bed trailer. $15,000.00. 339-9759, eves. after 6:00.

SoIfan radar gun, as new, warranty. The perfect time trial or race watching tool. Extremely accurate to 200 mph. New cost, $175.00, will sell for $150.00. Gary Brauch, (415) 941-2178.

911/02 SN 6301708 racing bearings, racing clutch, new injectors, and calibrated pump. 914/6 oil cooler, forged rocker arms. Used in my 914/6 GT car to win 1979 GGR Class X Championship. Also finished 12th of 31 starters at 1979 Sears Point IMSA GTU Race Ready to go $3,450, or will build to suit — inquire. Dave Bottom, (408) 249-4654 (days), (415) 968-4999 (eves. and weekends).
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FRANK NASETTA
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PETER SANDHOLDT
20 years Porsche mechanic, race car set up and service mgr. and Autocross champion.

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December
6 CONCOURS/ swap meet - Patterson/Hartman
7 Nutcracker Ballet - Lateer
9 Pit Crew - Lateer
12 Caroling - Trefz
13 Christmas dinner - Lateer
20 Tech session - Anatomy of a Porsche - Woods

January
4-9 Activities week
13 Pit Crew
17 Tech Session
17 Dinner Meeting
23 Board Meeting
24 Practice Autocross
25 T&D Rally
31-1 Unknown Tour - Lateer