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THE LATEER'S 2310-D WARFIELD AVENUE SAN JOSE, CA 95122

We don’t have a new phone number yet, so you may contact Jeff at work (408-732-1433 days) if our old number doesn’t give a referral number, or should we get lost in the depths of one of Ma Bell’s computers and not appear in directory information!

Jeff and Barb Lateer

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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. 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 the PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective Members should contact the Membership Chairman, or other Board member for information.
Early on a Saturday morning in March, 53 carloads of people arrived at the Livermore Airport but no one went flying. This strange occurrence marked the start of the 14th Annual Yosemite Tour. This year’s event was organized by two of our most enthusiastic members, Mike Lommatzsch and Donna Tretz. Mike, like us, had never even been on the tour.

Before the start everyone was supplied with a set of route instructions, which included interesting tidbits of the history of the areas we were to travel through, as well as questions to be answered for the rally. The cars were divided into four groups and the tour began without difficulty and proceeded serenely through the California countryside to Manteca. Here we found Brian Barne’s Porsche had succumbed to that scourge of 911’s, the dreaded chain tensioner failure. While Mike L. and Don Wise of T&D Porsche stopped to help, the rest of our group proceeded through town. At this point some of us missed a turn and three non-CB equipped cars proceeded off course. After a quick conference with our back door Bill Patton, he volunteered to take chase of the wayward Porsche pushers. I’m sure Patton’s run would have been a sight to see but that was only the beginning. Bill followed the gold 911 Porsche of Joe and Sarah Maggiora for five miles flashing lights and blowing his horn trying to get them to stop. In desperation he even pulled up alongside Sylvia Rentschler holding a sign reading “WRONG WAY.” It didn’t help. Bill gave up and proceeded back to the remaining cars. While the cars regrouped, Joe and Sarah went by. They didn’t stop, of course. Bob Cafferata and Eileen French, who were unaware of the error, were not seen again until the tour reached Yosemite.

Meanwhile, Linda and I joined the Sacramento group and continued on to the rest stop at Bear Creek Park in Modesto. After a short rest we drove some very enjoyable roads to Midpines Camp Grounds for a picnic lunch where Dan Grange entertained us with some of his original songs. The tour then proceeded on to Yosemite Lodge where we enjoyed the beauty of Yosemite Falls and rested for the evening’s activities.

Darkness fell abruptly. The power had failed over the entire valley and the prospects for dinner appeared dim. Our spirits brightened, however, when we learned that the Ahwane Hotel had its own generator and two huge fireplaces. We were soon treated to a delicious hot dinner of prime rib accompanied by baked potato, vegetables, hot rolls, and sherbet. The unanimous consensus was that the dinner was exceptional.

After dinner Mike raffled off door prizes donated by Everything German and Automation. The results of the
Yosemite 80 - Continued
drawings were highly suspicious as Alan and Susan Brook-
ing won two prizes. First place in the rally was a tie be-
tween Terry & Judy Zaccone and Ed & Marsha Wilson with
28 of 32 correct answers. Each couple received a magnum
of wine donated by the Fortino and Pederzetti Winery's
via the Neidel's. Did you know that Modesto is known for
Water/Wealth/Contentment/Health? George Harrison ob-
viously didn't, taking last place with only 13 correct an-
wers. Ask him what unmentionable prize he won from
Everyzing German.

One of the most competitive events of the weekend was
the hard fought contest for the coveted DUMMKOPF
award. The list of contenders included Mike Lommatzsch,
Dan Grange, Terry Zaccone, Virginia Flickinger, and Joe
Maggiora. The people's choice for the award was Joe
Maggiora for his unique approach to touring. By the way,
did you know that the Neidel's have never received this
honor?

Sunday everyone split to do their own thing. While Linda
and I took the valley-floor bus tour and learned many
interesting facts about the valley and it's history, others
toured by car or even went skiing at Badger Pass. After a
full day we headed back already planning on next year's
tour to beautiful Yosemite.

Mark and Linda Gang
NUGGET/5
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DINNER MEETING

If our May Dinner Meeting isn’t a fantastic one, I’ll resign (safety first)! This will be a meal of course after course of Moroccan food and wine, a sensuous experience by itself, made even better for us with a belly dancer, mint tea and good friends. Although there is no choice of entre and the dinner won’t be cheap, we aren’t getting a “special banquet” meal. Rather, it is straight from the menu, with no delights deleted. We will have the entire restaurant to ourselves for the whole evening — no interference except internally! We can accommodate up to 150 people — seated at tables of six on large pillows. So — (this is Texan I’m told) ya’ll come!

HOSTS: Jon Milledge and Jim Giffin

WHERE: Menara Moroccan Restaurant
41 E. Gish Road
San Jose
(Next to the LeBaron Hotel)

WHEN: Saturday, May 17th
6:30 PM — No host cocktails
8:00 PM — Dinner

Directions: Take the first street exit from either Hwy 101 or Hwy 17. Gish is south from 101 (turn left onto Gish) and north from 17 (turn right onto Gish) between 17 and 101. As soon as you have turned onto Gish, the restaurant will be on your left. Turn left into the parking lot just beyond the restaurant — it’s all ours.

MENU:
- Salade Morocaines
- B’Stilla
- Tajine de Poulet aux citrons
- Lham Mehosa
- Couscous aux Legumes
- Fruits Frais
- Te’ a la Menthe

COST: $18.75 per person includes WINE tax and tip. This is a true gormet meal!

Make your check payable to PCA-GGR and mail to:
Barbara Lateer
2743 Joseph Avenue, No. 5
Campbell, CA 95008
or phone (408) 371-4558

Deadline Tuesday, May 13th — hurry!!! Remember — you are responsible for the cost of your reservations if you do not cancel!!

BASEBALL

Baseball Players: The T&D Racing Team challenges anyone else at a game of slow-pitch softball. This will take place at the Annual Family Picnic on June 1. Get a team together now!
RALLY DE BUS

All you dyed in the wool rallyists and would be rallyists missed the greatest rally in GGR’s history on Sunday, March 30th. Well it wasn’t exactly your typical rally — it was a rally school on wheels — a 50 passenger, six wheel, 40 foot long, 11 feet six inches high rolling school room.

At 12:00 noon we all met our Chief Instructor, Keith McMahon, at the Community Center in the Paseo de Saratoga Shopping Center in Saratoga. We were given our general instructions, route instructions and rally critique plus a brief explanation of what was about to happen. 40 GGR members and prospective members then boarded our classroom (it even had a bathroom — ask Clever about that!). Keith’s two assistant instructors were Kathy Hopkins and of course, John Clever.

We began our rally at 12:52. It wasn’t long before the entire group got into the spirit of things. Each time Keith asked which way would be correct (we learned you never, never say “right!”) the opinions were loud and strong and not necessarily in complete agreement — ask the Woods-Atelli’s, they even argue when it doesn’t count for points! Mid way through we took a short break at Carl Jr.’s — definitely a necessity, after all that concentration we needed a rest.

Our bus driver, Howard Lopes, did a super job maneuvering the bus and keeping on track. But when asked if he could get interested in rallying he said “NEVER”! Sure hope, if we ever do this again, the bus company can find us a driver!

After a short de-briefing back at the Community Center, 21 die hards met for a livation and then onto a Mexican dinner. Thank you Keith for a great event — we’ll let you know if any of it sunk in after Toby and Leta’s rally.

P.S. Don’t bother asking Bill Patton about the rally — he slept through most of it!!

Stephanie Home

one point it seemed like we were on a merry-go-round. Somewhere, in Santa Clara, there is a six block area that everyone knows by heart. And, of course, Clever found a route error. Even the best make mistakes — ask John, he knows.

As expected, Keith’s route instructions were full of “traps.” Don’t think he left anything out. Concentrating that hard makes your mind hurt! After learning how to “read” signs, the difference between “onto” and “at,” remembering “notes,” and just plain paying attention to everything visible and I mean everything, our rally officially ended at 4:00 somewhere in Santa Clara after 60 miles of travel.

8/GOLDEN GATE REGION
DEAR JOE,

After a long, cold winter together in our corner of the shop it was really great to hear about our old friends, the orange 914 and the green Speedster. I have always admired the Speedster because the hairy beast used to make it push that weird-looking, yellow VW Thing all over the country. Why, I can remember racing around Sears Point with the green Speedster when it was still all out of breath from pushing the yellow VW all the way through Tracy via Los Altos. We are so happy to hear about the Diesel engine for the 914. The last six months we have become used to that smell because our master and mistress are driving an old Mercedes Diesel which has more room for car seats, diapers and play pens.

Even though “Yeller” and I don’t get along too well with the funny little British Roadster (looks like a coffin sitting on four harps) we are in total agreement that the person with the wine bottle and coveralls has spent far too much time in the last two years working on that 1928 Ford pickup truck in the other room. Judging from the attention we have been getting the last several months, this must be our year for fun. The guy in the coveralls has pulled our engines again and swapped a bunch of parts. He has been mumbling something about how he is ever going to win a trophy in August without “Yeller’s” motor. I sort of like her motor too, it’s been so much easier breathing through those big Solex carbs.

In a way I’m sort of jealous of “Old Yeller” because this is her year for new cloths. The yellow coat will become piles on the floor to make way for the new Dolphin Grey one and that blue interior will replace the tatty black one. I have been promised that when it’s my turn, in several years, I will get my original ivory coat back again after all this time being green. We have been talking about new names but haven’t decided on any yet. Maybe “Ivory Joe” and “Jonathan Livingston.”

“Old Yeller” and I miss you all very much. I look forward to visiting with you in August. Plan to stop by on your way to or from the Parade. We are 15 minutes off I-5 and two hours south of Parade Headquarters.

Old Yeller and Sweet Pea
Rt. 3 Box 752-J
Albany, Oregon 97321

Editors Note: Old Yeller and Sweet Pea belong to Jim and Claudia Fleming. Jim is a past President of GGR, and as you can see, an absentee member to this date!!

BRUNCH CRUISE

Don’t be left out! Mark your calendar for Sunday, July 13, for an outstanding Brunch Cruise on San Francisco Bay. We will be taking reservations starting in June — the details will be in your June Nugget.

Karen Hawkins
Barbara Berens
Your tour directors

MORE RACE NEWS

Last month we all read about some of the PCA people’s plans for racing 1980 style. After reading the article, I thought I should expand the coverage a little.

In addition to the five Brand X pilots already mentioned we have Jim Giffin going off to do another year of Super Vee Mini Indy/VW Gold Cup racing with his RALT-RT-1. This car, although two years old, is the Super Vee version of the Long Beach Grand Prix Formula Atlantic winning car and will be even more competitive this year with a revised tub and ground effects pods. These cars really fly doing average lap speeds in excess of 150 MPH at many tracks.

Also overlooked in Brand X vehicles was my wife, Vicki, who plans to do many Regionals in her/our? Showroom Stock C Dodge Colt. Vicki got her license last summer at Riverside after she rolled the Colt. Previously rolled by Stephanie Morgan and crunched by Clint DeWitt, this car has most of the race tracks memorized, so I expect her to go pretty fast SS/C (Showroom Stock/C) Vicki style. You all would have loved seeing Vicki as I did, when in driver’s school at Riverside, she was able to lap four seconds per lap faster than a late model Corvette. I wonder if he got a license.

Last fall, I started building a 914-6 race car. I wasn’t exactly sure where I would run it but I was sure I wanted to race it somewhere. In late November/early December the 1980 CRC Trans Am was announced and the new rules seemed to fit the car perfectly. The early rules’ wording seemed to leave holes that large aerodynamic gains could be driven through so I started building. Two rule changes later, I’m still building.

The car, when finished, will look something like a 935 Targa Roadster 908-3 ground effects 914-6 without a wing. (Wings are prohibited.)

Now that you all know as much as I do of the final shape of the car, I would like to mention my sponsors and there are many. Automotion is providing parts help and crew people, Carlsen Porsche-Audi is providing parts help and financial aid (please see my want ad in this issue), Elgins Cams in Redwood City is providing cams, valve train and machine work, Trick Head Parting and technical assistance is being provided by Garretson Enterprises and parts are also being provided by Overstreet Racing Enterprises.

With all of this help, I had better do something of note and I don’t mean crash. I plan to test the car during May for the first Trans Am at Hallet, Oklahoma on June 1. Work harder, work harder, work harder.

Jon Milledge

Karen Hawkins
Barbara Berens
Your tour directors

NUGGET/9
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.

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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
The looks, the luxury, the ride. The Audi 5000 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 is one of the finest examples of German engineering and craftsmanship. All that luxury, comfort and agility is waiting for you.
TECH SESSION 924/928

Here’s your chance to compare notes on the most modern of the Porsches. Exchange fixes, foibles, and fantasy about your 924 or 928. Jim Pasha will host this tech session at Kahler’s Import Shop in Dublin.

WHERE: Kahler’s Import Shop
6392 Scarlett Court
Dublin, CA 94566

WHEN: Saturday, June 7th
10AM to 1PM

BRING: Questions, answers, your 924 or 928

CALL: Jim Pasha
(415) 828-6810, evens

Coming in September: A chance to polish your driving skills without worrying about the competition. Pasha and Stuck are inviting all intermediate drivers to our chalk talk and driving school on September 20. Our definition of intermediate is someone who is interested enough to want to improve their driving skills. This is a part of the Golden Gate Region driver education series.

For further information watch the coming issues of the Nugget or call: Jim Pasha (415) 828-6810 or Rick Stuck (415) 961-1861.

A FRIENDLY REMINDER

No, this is not a notice from one of your creditors. It is just the first in a series of blurbs advising you about the SUMMER MUD WINE TOUR — known hereafter as MUD III — June 28th and 29th. The reason for the early notice is the limitation on accommodations. However, we will try for an increase in the number of rooms this year. Even though plans are to travel to the same wine country any similarity to past “Muds” is strictly coincidental. In other words, this one will be different. Any event having John Clever involved in the planning is bound to be unique. East Bay GGRers call: John Meunier 254-2751, South Peninsula call: Rich Stuck 967-1861, North Peninsula: Len Levine 588-7182 for reservations. Look for us again in next month’s Nugget.

TEENNS ANYONE

We are not quite there yet. We need more entries! Please call if interested in playing in a mixed doubles tennis tournament.

Bill Patton
530-8151

FAMILY PICNIC

It’s time for our annual Family Picnic. This year it will be held at Flood Park in Menlo Park. In addition to our barbecue and picnic area, there is a volleyball court, tennis court, horseshoes, softball and baseball fields. (We’ll probably have to throw our bodies across the tennis and volleyball courts early, though, if we want to use them.) We’ll also have games and prizes as always. And there’ll be something special for the auto-Xer’s too!

Since last year’s “pot luck” was such a success, we’re going to do it again, unless, of course, you choose not to participate. You bring your own meat or whatever to barbecue, and we’ll divide the rest of the goodies according to our last names.

A-G Appetizers: chips, cheese, vegetables, etc.
H-O Salads
P-Z Desserts
A-Z Homemade Ice Cream

GGR will supply the beer, wine, soft drinks, ice, charcoal for the pits.

WHEN: Sunday, June 1, 1980
9:00AM to 5:00PM

WHERE: Flood Park
Menlo Park

The park is located between Bayshore Freeway and El Camino Real on Bay Road between Marsh Road and Ringwood Avenue in Menlo Park. From the South Bay take 101 north and take the Marsh Road exit toward El Camino. Then take a left on Bay Road. From the North Bay take 101 south and follow same directions as above. From the East Bay take the San Mateo or Dumbarton Bridge east to 101 and follow same directions as above.

There is a $2 parking fee due to Prop. 13.

CALL: Donna Trefz (408) 244-9954 if you want to volunteer to help with anything, or if you have questions.
RALLY TIPS III

Two months ago we talked about mounting a clipboard on the dash of your car so that both driver and navigator can read the route instructions. This month we will discuss methods for keeping track of your route instructions so you know what you are looking for at all times.

The equipment you will need to buy are some fine (or medium) point marking pens in a variety of colors (I use black, blue, red, and green) and a broad (1/4 inch) tip pen containing “transparent” ink. This is sometimes called an underliner marker, and is the type that when you mark over a line of print you can still read the printing underneath the colored line. You will also need a package of sticky-back labels about one by three inches.

The various colored pens are used to mark up your route instructions in the parking lot before you start the rally. (One of my pet peeves is a rallymaster who hands out RIs’s two minutes before start time).

The following is a list of how I mark my route instructions at the start. You can certainly use other variations of coding if you like.

1) Underline in green all speed changes. (Examples: CAST 25 or DSB 2.)
2) Underline in red all route following sections which may carry forward for several instructions. (INTO’s and Follow Lined Road) (Examples: Right INTO Smith or FLR until RI 25.)
3) Circle in black the RI number when I need to note time or mileage for some later RI. (Examples: RI 25 right at Jones, RI 28 CAST 35 3.50 miles after RI 25, RI 33 CAST 50 20.00 minutes after RI 28.)
4) Put a blue box around route instructions which require looking for several RIs at once. WOF means Whichever Occurs First. ITIS means If There Is Such. (Examples: RI 25 right at Jones OR, RI 26 left at Smith WOF, RI 75 CAST 25 at Jones ITIS, RI 76 left at Smith.)
5) You may also mark other things in the RIs which you are having problems identifying or doing, such as:
   a) Pauses or dead times
   b) Transit zones
   c) Free zones
   d) Mark signs (quoted) one color and landmarks (unquoted) another color

The underliner pen is used to cross off each RI (or portion of RI) as it is executed. If you get in the habit of doing this, you should reduce problems of doing one RI twice or shipping an RI.

Another useful tip is to record your car’s odometer reading on the RI sheet each time you execute a RI. This will help if you go off course and have to backtrack, if you miss a speed change sign and need to estimate mileage, or if you want to check the rallymaster’s critique and log at the finish.

At the start of the rally, copy each NOTE instruction exactly onto a separate sticky back label. Underline the key sign or landmark that initiates the note so it is easier to see. When the note becomes active, remove it from the backing sheet and stick it on the top of your rally clipboard (above the RIs). Each time the NOTE is executed make a small pencil mark on the label. When the NOTE is cancelled, remove the label and discard it. This is the only way I have found to keep track of several active NOTES at one time.

Keith McMahan

A + B RALLY

The Memorable Memorial AB rally will be held Sunday, May 25.

WHERE: Faber Road next to Carlsen Porsche-Audi in Palo Alto

WHEN: Registration 11:00AM, first car out 12:00

COST: $3.00

EVENT: Simple course following rally. No timing.

LENGTH: Approximately 1.5 hours, finish at Cuesta Park in Mountain View

BRING: Blanket, sack lunch, BYOB, pencil

CALL: Mark and Linda Gang
(408) 267-4913

HP REVISITED

While good old Joe Padermderm’s technical tidbits are much appreciated, I’m afraid he is living in the past. In the March Nugget, he referred to SAE horsepower as being an unrealistic power rating. The current (used widely since the early 70’s) SAE rating used by most automotive manufacturers is SAE Net. SAE Net requirements specify all accessories, intake, and exhaust as installed. As a result, SAE Net yields approximately equivalent power as the DIN ratings. Joe was thinking about the SAE Gross ratings which were widely used in the ‘60’s.

Power data for 1975 911S (California) from 911 factory manual page 0.2-5/1:

| DIN HP  | 160 |
| SAE Net HP  | 152 |

Gene Burgin

Editors Note: Gene presented me with a huge stack of papers (technical variety, of course) to support his position. As soon as I have figured out what they mean I’ll print them. Look for them in about four or five years!!

12/GOLDEN GATE REGION
EXEMPLARY EXAMINATION OF 914's

Jeff Lateer's 914 Tech Session at The Garretson Shop exceeded expectations and was an exceptional excursion into the excesses of "practical experience," expertly examined by the experts who expounded on their exhaustive knowledge. Exactly fifty-five excited 914 owners found expedient excuses to attend this expose of the mysteries of their exalted Porsche cars. The expositors, Jeff, Tom Foster, and Jerry Woods, excelled in exasperating their audience with examples of how to exclude, extirpate, exterminate, extinguish, and exorcise the execrated rust which can make their cars extinct. They also examined the methods one can use to exchange excessive noise for extreme silence with insulation and excrutiating amounts of glue and other exclusive chemicals. Exponents of this German export exhibited ranged from Tom Foster's exquisite to Jeff Lateer's expendable and recently exhumed (looks like a chicken just before the Shake 'n Bake is applied). After the explanations it was time to exert exhilarating execution in the "hands on" extension of the experiment.

Jeff and Jerry rolled up their sleeves and began expending exacting extra energy in an extravagant and expeditious exploration of the extraordinary problems expanded upon by the examinees whose exemplary cars expected exorcism of these exhaustive, expansive and often exorbitantly expensive problems. Some attendees were exulted at the opportunity to exploit the exuberant crew to execute remedies to extricate the problems on their cars into exile forever. Your exalted President exhorted executive privilege in order to have exigence exhuming internal and external problems extant.

The spirit of Joe Padermderm extemporized briefly and then expunged himself with a hasty exit, least his true identity extrude. The most exciting extracurricular happening occurred when Bruce Anderson activated the lift on which Dave Swift was sitting, expediting him into the air and causing him to express explicit exclamations of popular expletives. At this point Jeff extorted and expriated funds from the attendees for the purpose of guaranteeing our tech manuals are not expunged. A worthwhile expenditure extracted from the participants.

All in all, exposure to this excellent extravaganza is to be extolled. The exuberance exuded was exceptional.

If you don't understand this article because of my excursive and extraneous expressions exempt of exigency, please give me a call and I'll attempt to expurgate, or at least explain the extenuating circumstances.

Bill Patton
Ex-Staff Writer

BLOW'S CHICANERY

GGR SERIES AUTOCROSS NUMBER 5

We have a day all planned
that won't be hard to take.
But you must get with it
as soon as you awake!
The date, event and location
are noted below,
get up early and be ready
to go, go, go!
We have ordered a day
laced with plenty of sun,
at our favorite site in Pleasanton.
We hope you will like
the course we've designed,
the slalom section
will "BLOW" your mind.

WHERE: Alameda County Fairgrounds
Pleasanton

WHEN: Saturday, May 31
Early registration closes at 8:30AM
First car out at 9:00AM
Late registration 11:00AM-Noon

CALL: Ray or Sonja Blow
(408) 255-3551

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NUGGET/13
MINUTES
BOARD OF DIRECTORS’ MEETING
March 26, 1980

LOCATION: Berens residence in Redwood City

PRESENT: All regular board members except Brooks Thiele, Past President Sandi Candlin, Nugget Editor Jeff Lateer, Time Trial Chairman John Johnson, Goodie Bag Terri Rosatelli, Sponsorship Manager Mike Lommatzsch, Sargeant-at-arms Ron Trethan

GUESTS: Al Berens, Stephanie Home

The meeting was called to order at 7:36PM. Bill announced that Brooks would not be able to attend the meeting and that Sandi Candlin had agreed to take minutes for this meeting. The minutes of the previous meeting were approved after corrections were made.

Old Business:

Scrapbook — Stephanie Home presented a mock-up of the scrapbook design and the ideas the committee has for putting it together. The Board approved up to $175 in expenses for the scrapbook.

Porsche Corral — Barbara Berens has received a response from four interested people to help with the Corral. There is still no word from Laguna as to whether we can even consider a Porsche Corral this year.

Greeting Cards — Jeff Lateer presented some design ideas, paper samples and various costs involved to produce the greeting cards. There was a great deal of discussion on color and design. After several defeated motions the Board finally decided to order greeting cards printed on Martian gold paper with matching envelopes.

PA System — Barbara Lateer spoke with Ray Mascia (our resident expert) regarding our present PA System for dinner meetings. Ray says the system is not suited for large rooms. They will check the system to see if it needs to be and can be repaired. It was also suggested that we may be able to use our autocross system if needed.

Club Typewriter — Sharon Trethan had our typewriter repaired (at no cost) and delivered it to Doug Forster to deliver it to Marge Forster.

Historian Request for National — Tom Foster has agreed to be GGR’s historian and to supply the necessary information to PCA National by October 1.

GGR 20th Anniversary/National Meeting — Bill announced that Hank Malter and Chuck Stoddard have confirmed that they will attend our 20th Anniversary Dinner in April. A motion was made and passed that the club pay for their dinners (and their spouses). During the meeting, Bill received a call from Hank requesting that the National Meeting be held in this area with GGR as hosts on May 2. Bill will find out the details and report back next meeting.

New Business:

$25 Limit for Directors — Bill explained the $25 approval of expenses. There was some confusion among board members who thought that two Board members could authorize $50, etc., etc., etc. Everyone understands the rule now.

Requirements for Membership — Bill announced that PCA National is considering allowing non-Porsche owners to join PCA. Dave Blanchard suggested that we could possibly sell subscriptions to our publications rather than allowing anyone to become a member. The Board decided that Bill will recommend to National that only Porsche owners be allowed to join PCA but that subscriptions to publications be open to non-members with the exclusion of classifieds.

Parade Registration — As discussed at the last Zone President meeting, there was some discussion about the present ruling that primary members cannot enter a Parade together. Bill is to get Terry Zaccones’ “verbage” and put this item on the agenda at the National Board meeting.

Restoration of Parade Overall Award — The Board agreed that Bill should recommend against reinstating the Parade overall award.

Dummkopf — The Board agreed that it would be acceptable to present the award at events other than the dinner meetings.

Nominating Committee — The Board approved Barbara Berens’ committee which consists of: Ray Blow, Susie Atlee, Dave Walden, Bill Newlin and herself. Their first meeting will be April 15.

Club Fire Extinguishers — John Johnson asked for funds to recharge the fire extinguishers. The Board approved an expenditure up to $90.

New Member Meeting — Dave Blanchard requested an additional $29.61 for expenses incurred hosting the last new member’s meeting. The amount was approved. There was some discussion about changing the dollar amount to be given to each host/hostess, but the Board decided to leave as is.

Format for Dinner Meetings — Jerry Woods mentioned that dinner meetings should be more social, less business conducted. It was decided that all announcements presently being made are necessary and should continue to be made.

Report of Tech Session — Jeff Lateer reported that $17.50 in donations were collected at the last tech session, and that the idea seemed to be accepted by those in attendance. It was moved and passed that we ask for donations at all
Babbling Brooks' Minute Minutes - Continued

future tech sessions also. This money will be used to update the Tech manuals.

El Paseo de Saratoga — In finding a starting point for his rally, Ron Trethan found a community center located at El Paseo de Saratoga shopping center. They asked if we might possibly be interested in displaying some cars there on June 15. Joe Hartman will be contacted to see if this can be arranged.

Directors' Reports:

President — Bill announced that he has done a lot of correspondence for the club. Our insurance has been renewed for another year. Any Parade applications that were received on time have been accepted. Porsche will be producing a Carrera 924 in 1981, and the race car for Porsche for 1980 will be the 924.

Vice President — Barbara Laterre announced that we will be sitting on the floor at the May Dinner Meeting and will have belly dancers for entertainment. Since there were some no-shows at the last dinner meeting that were non-members, Barbara will be requesting advance funds from all non-members in the future.

Treasurer — Barbara presented the Treasurer's Report and the 1980 Budget. After some minor changes, the Board approved the budget. Dave Blanchard will try some alternative methods for delivering items to prospective members to save money. Barbara also read a very detailed report from Marge Forster regarding her Nugget Advertising Manager responsibilities. Marge did request that a Board member be assigned to oversee her and future Advertising Managers. Barb Berens will do this in 1980 and the Vice President will do this in the future as decided in the last by-laws amendment. Barbara will prepare some information on the club's finances for a Nugget article.

Activities — Sharon reported that all insurance is in for upcoming events. The Tech Session has been changed from April 19 to April 26. Bill read all the Zone-7 autocross dates — may have been changed and Sharon read the many changes to the calendar for September.

Membership — Dave presented 21 new members which were accepted by the Board.

Nugget — No report (Ron Trethan reported that his dog apparently did not like the last issue of the Nugget because he chewed it up — Ron brought the evidence).

Goodie Bag — Terri has some damaged PCA badges that she will return to National. The Board approved $399 for an order from National. Barbara Berens and Terri will work further on GGR T-Shirts and report at a future meeting. A motion was passed to pay for the GGR bridges which the Goodie Bag is selling.

The May Board Meeting will be held at the Trethan home in Danville at 8:00PM on Tuesday, April 22, 1980.

Sandi Candlin
Acting Secretary
FRANK CHAVEZ - 2715 HYDE ST - SAN FRANCISCO, CA. 94109 - (415) 775-0557
Many of you are, no doubt, interested in the financial operation of your club. Where does the money come from? Where does it go? Are we solvent? Why do dinner meetings cost so much? Why do I have to pay thirty dollars a year for my membership and why were the dues recently increased? This article will attempt to give you an overview.

I'll attempt to discuss each major area of income and outgo and how it relates to you.

Your Dues — Twenty-one of your thirty dollars is retained by the National PCA to pay for: a) The National Insurance Program, without which we would be unable to have many of the events we presently do; b) Panorama, a nationally recognized, quality automotive magazine; c) Lobbying efforts at the Federal level so we can be heard on such issues as air bags, EPA requirements, etc.; d) National officer's expenses including travel to and from the various meetings; e) Various committees designed to assist us, i.e., legal advisor, valuation committee, and the like. The only remunerated employees in the PCA system are the Panorama Editor and the National Executive Secretary. You may refer to past Panoramas for Annual Reports, as they are published once each year. The remaining nine dollars of your dues is returned to the Region each year. GGR will receive approximately $6500 from National in 1980. This money is not earmarked by the Region for any particular area of expense, but is, rather, considered as a "general fund" item. As you can see, it is important to attract new members as well as retain a high percentage of renewals as the refund represents a significant part of our income.

Nugget Advertising — The funds received from advertisers in exchange for space in the Nugget is all used for the Nugget, which is, by far, and always has been, our largest expenditure. We must pay for the printer, supplies, certain staff expenses, postage, and incidentals. The printing and postage alone are major items. The '80 and past Boards have had keen awareness of these expenses and have attempted to find ways to reduce them. In at least three of the last five years, the Board has attempted to find ways to reduce or hold printing and postage costs. Each time they resolved the best possible result, bearing in mind the need for a certain standard of quality and timely delivery. Each year a Nugget budget is reviewed by the Board. This year the Nugget will run at a $4300 deficit, which is less than some years and more than others. The Nugget in its current format, with advertising, actually costs the club less each year than did the old format. Without advertising the Nugget could not survive in its current format. Thus, your Nugget advertisers are valuable to you in more ways than one. They give you the best Regional newsletter in the country. You could help keep them and the Nugget happy by mentioning their ad when you use their services so we may keep them assured that they are receiving value for their advertising dollar. Recognizing that the Nugget is running at a $4300 deficit, you can easily see that additional support funds must come from other areas. This will be discussed in more detail as we go along.

Event Fees — The amount you pay to attend a given event isn't just pulled out of the air. Each event has a budget which is very detailed and well thought out. These budgets are prepared on the "break even theory" with a little "room" for a small profit. The small profit is meant to be used to assist in those areas which require financial help. A dinner meeting, for example, might be bumped a dollar or less per person. Event series, such as autocross, must budget for an entire year, in order to account for year-end awards, printing of the rules, and the like. Then each individual event must be budgeted in order to keep the annual budget on track. Budgets for competitive events must account for needed equipment, track rental, trophies, publicity, and unknowns. Budgets for time trials are staggering when you consider track rental, ambulance, possible damage to the track, and other costly items. These budgets by necessity must rely on guesswork as to the number of anticipated participants. That is why a time trial will be cancelled if a certain number of preregistrations aren't received by a given date. The club can ill afford to run such an event for twenty drivers. Event chairmen are responsible to the Board of Directors to make and maintain a budget within certain prescribed guidelines. Some of you may be under the mistaken impression that funds derived from autocrosses belong to the autocross fund, etc. This is simply not true. Monies received in excess of expenditures belong to the club and are considered part of the "general fund." It seems only fair that events lend support to the Nugget which publicizes and reports on them, the Board of Directors who runs the show, and other areas requiring support.

Sponsorships — Funds received from our sponsor friends in support of single or series events are gifts from the heavens. Without sponsors, the events would either cost the participants significantly more money, or they would have to be scrapped altogether. At what point does the cost to you to run a time trial become prohibitive? Probably at, or near, the point where the sponsor money gets added to your bill. Printing of the autocross and time trial rules, etc., are expenditures which, without sponsorship, would cost you more money. Event sponsors should be valued, appreciated, and recognized. They, like Nugget advertisers, make a contribution which we would be hard pressed to do without.

Goodie Bag — Merchandise sold to the membership creates only the smallest of profits, probably, overall, about five percent. In practice, this profit is only on paper as the annual expenditure to keep the goods in stock nearly always surpasses the income from the items sold. Goodie
Auf der Höhe - Continued

Bag is maintained as a service to you. If the Goodie Bag were liquidated today, it would probably, in the strictest accounting theory, be at a loss.

Roster — Last year, the roster was produced at a loss of $1100. That is, the cost of printing and mailing radically exceeded the income from the classified section. This year we expect the loss to be minimal as the roster classified should create significantly more income.

Non-expenditures — Whereas the following items do not create income or outgo they are important. The independent shops, dealers and others who provide their facilities for our use in tech sessions, swap meets, concours, and the like are saving us vast amounts of money for rental of facilities to put on these events. Without those who open their doors to us we would be paying for, or not having, the events at all. Also in this area are door prizes. Without door prize donors, we would either go without, or be forced to purchase door prizes and pass the cost on to you. Behind the scenes photocopy work, volunteered typing and many other donated services fall into the non-expenditure category. In short, things we would have to pay for, or do without, were they not donated.

Giveaways — Certain activities earn no income but do create outgo. Among these are Pit Crew and the Family Picnic. There is no charge to you for participating, but there is, particularly in the case of the Family Picnic, significant expense. Tech sessions, for the most part, are a giveaway. You are not charged a fee to attend in spite of the fact we are committed to maintaining the Tech Manuals for your use. This is why we have begun asking for donations. This is another area which we must rely on other profits to make it possible.

Board of Directors — Although only a fraction of the Board expenses ever reach into the club treasury, there is Board expense and the funds must come from somewhere.

Equipment — Rallye clocks, pylons, timing, stationery, and the trailer are all items which must be maintained. Lime, brooms, a hare to chase every year — how many of you think of these items when you wonder where your money goes?

Miscellaneous — Postage and printing for election ballots, bylaws, special bulletins, and flyers. Refreshments for new member meetings and the multitude of nickel and dime unknowns that come up each year.

Let me, at this point, stress that GGR is a Non-Profit Corporation. Some of our activities make money, but only enough to support those which do not. The Nugget, the Board, the giveaways must have money to operate. Therefore, the funds earned by the income-producing activities must, by necessity, provide that support. As an example, the total bottom line budget for 1980 nets the club a loss of sixteen dollars. This budget, of course, is based on the worst possible outcome in each area.

Largely as a result of superior management over the years, your club is solvent and prepared to deal financially with nearly any conceivable emergency. When you stop to think of the management, cooperation, communication, planning, forethought and afterthought to deal with the finances of this organization, you begin to realize that it is run more like a successful small business than a club. Your Board takes on a vast responsibility when it deals with this financial operation. You may not believe this, but your Treasurer writes more than four hundred, and receives more than, sixteen hundred checks per year. Over $120,000 moves from one place to another each year, with the execution of those checks. Elsewhere in this Nugget you will find a recent Treasurer’s report. Take a look; I’m sure you’ll find it interesting.

This article was penned in the hope it would give you more insight into your club. I hope it has accomplished that. Please let me know if this type of material interests you and/or make suggestions relative to other subjects you’d like more insight into.

Bill Patton
President

TT NOTES

The school/practice weekend at Sears Point is only a few days away. This will be the first time trial event for 1980. Come up to Sears Point and see how our events are run if you are not already running or working the event.

The school this year is sponsored by Kahler’s Porsche Service and Ken’s Porsche Technique. The first time trial on June 21/22 at Sears Point will be sponsored by R.S. Taylor Motors. They have sponsored our first time trial of the season for the past four years. The second time trial will be at Sears Point on August 2/3 and will be sponsored by Porsche tech and T&D Porsche Works. The third time trial will be at Laguna Seca on October 4/5 and will be sponsored by Bud Hart Porsche Racing. We all owe a great deal of thanks to these shops for their continued support of GGR events.

You all should have renewed your GGR licenses by now. If you haven’t you must do so right away — before the May 10/11 event. It is also time to sign up for the time trial in June at Sears Point. We have many new students this year who will be getting their licenses at the May 10 school and entering the other events as licensed drivers, so it’s possible the events could fill quite rapidly.

Let’s all have a safe and enjoyable year.

John Johnson
Time Trial Chairman

APPOINTMENTS 80

Historian — Tom Foster reaffirmed.

Bill Patton
President
## PROPOSED BUDGET 1980

<table>
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<tr>
<th>INCOME</th>
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<td>Dinner Meetings</td>
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<td>Pit Crew</td>
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<td>Time trial</td>
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</tbody>
</table>

As you see, Golden Gate Region is going to have a very busy year financially. Please support your events and Goodie Bag to keep our region strong.

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**BONUS CONCOUR**

In return for a recent favor, we have agreed to display cars at El Paseo de Saratoga Shopping Center in connection with their special Father's Day celebration. As an inducement to you to participate, ten bonus points will be given in the Concours Series to all cars on display. Paseo has assured us of a confined area and extra security while the cars are on display. The club will provide additional security as necessary. Other marques and types of vehicles will also be on display, but in other areas of the shopping center. The Center will provide widespread publicity for the event including some specifically for GGR. We encourage you to participate. Contact Joe Hartman to let him know you'll attend so we can arrange the necessary space at the shopping center.

**WHAT:** Bonus Concours

**WHEN:** June 15 (Father's Day)

**HOUR:** Noon to 5:00PM

**WHERE:** 238 El Paseo de Saratoga Shopping Center

Saratoga and Campbell, San Jose

**WHO:** Joe Hartman 265-4623
Specializing in German 2-stage painting
- Major or minor collision repairs
- Factory flaring, leading
- 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

CONSIDERATION TO PCA MEMBERS
At this session I will attempt to explain and demonstrate the processes which one should use to diagnose "major" problems. The largest problem, which that occurs to us all when least expected, the "damn" thing won't start. "Now what do I do?"

Usually when this happens it is a simple problem, a small wire fell off, you're out of gas, etc. This session won't be designed for mechanics or "know-it-all's" but for Ann Onimous and Joe Padermdem who really don't know that Porsche is a two syllable word.

This session will be a possible first in a series of special sessions for women. Don't stay home women, for I will deal directly with your questions.

WHERE:  Garretson Enterprises
         1932 Old Middlefield
         Mountain View, CA

WHEN:  May 17th at 10:00AM

WHO:  'Just you and me'

QUESTIONS?: Call Jerry Woods at 967-2858, days

Several new ideas are being proposed for the 1981 Zone 7 Series to attract more participants. If you have any new ideas to stimulate attendance, please call me with your ideas. Already proposed are:

1) Consolidate event sites (i.e., all events may be held at Sacramento/Stockton and San Jose).
2) Have three runs per event instead of two.
3) Change in stock tire rules.

Please contact me with your ideas so we can present them to the Zone 7 Autocross Committee.

Ted Atlee
GGR Zone 7 Autocross Rep

The May Pit Crew meeting is at the home of Kay Matthews, Tuesday evening, May 13th. The Annual Bake Sale and Christmas Bazaar will be discussed along with the place-savers and table decorations. If you have any ideas or concerns or if you're just handy with scissors and glue your attendance and company is appreciated. Please call the hostess, Kay Matthews or Jannie Ponciroli if you plan to attend.

WHERE:  Kay Matthews
         5719 Begonia
         San Jose, CA
         (408) 266-9904

WHEN:  Tuesday, May 13th
        7:30PM

Jannie, (408) 244-3083 after 10PM is the best time.

This is the first in a series of articles long overdue in the best interest of GGR with a sincere concern on author's part to impart to the general membership that large blank spaces with her name does not mean that her interest is the same.

Janette Ponciroli

COVER — Yosemite Falls and a participant of the 14th Annual Yosemite Tour. Exquisite photo by Alan Brooking.

CREDITS — Photos by Alan Brooking (Yosemite), Bruce Anderson (Vice Squad), Dennis Honeywell (Applecar) and the Editor, Nugget staff workers for this month were Ursula Grunfeld, Mike Lommatsch, Neda Dorjath, John Clever and Donna Trefz. Many thanks for the help.
LOOKING BACK

This being the Twentieth Anniversary of Golden Gate Region, I felt it appropriate to dig into some of the older Nuggets and re-print some articles that show some of our history, from folk lore to technical data, humour, traditions - just about everything that has been Golden Gate Region in the past and the foundations for the Golden Gate Region of the future. I hope that you will enjoy reading these as much as I did selecting them. Editor.

Golden Gate NUGGET

OFFICIAL PUBLICATION OF THE GOLDEN GATE REGION OF THE PORSCHE CLUB OF AMERICA

This masthead was used on the Nugget until its change to the 8½ inch square format in May 1967.

From the February 1965 issue of the Nugget:

PORSCHE POWER FOR INDY?

Harry Shorman tells us that a Bay Area individual with years of experience in midget and dirt-track racers is talking with him about developing a car for the Indianapolis 500 that would be powered by two Porsche engines; one providing power to a front drive axle, and the other powering the rear axle. Years ago at one of the Pebble Beach races, Lou Fageol, descendant of the Fageol truck and bus empire from the Midwest, showed up with a two-engine front and rear drive Porsche Special. We didn’t get a chance to evaluate its performance potential because they wrecked it during practice. This is evidence it can be done. We wish Harry’s friend much success.

From the March 1965 issue of the Nugget:

HELMET AWARD

Through the good efforts of Dick Knight, we have instituted a new award program for fun. Those of you who got to sit in the Coffee Shop at the February 13th meeting may have seen the beautifully mounted World War I officer’s helmet. This trophy will be awarded by acclaim to the member who by some means of driving notoriety is deemed to have need of such recognition. The member receiving the award will bring it to each succeeding meeting until he or she finds someone to take over its possession. The only penalty that each recipient will have to pay for their own engraving.

Mainly because we had to have someone to give it to to start the program, the trophy was awarded to our esteemed president Paul Scott at the last meeting. Fortunately Paul only had a 57-cent name. Just wait till Les Feurerstrater gets it! WOW!!

We understand that Al Collins could have been a winner for this award: he hit a horse with his Porsche, and the horse walked away. Many dollars damage to Al’s car, of course. See what you could have won, Al, if you’d become a member of PCA? There are untold and unforeseen benefits to be had with the membership. A word of warning! Watch out that you don’t bump a police car, or have a flat without a jack, or something equally silly, for BIG DADDY (Paul Scott) will be watching to give You the HELMET!!!!

Anonymous

The announcement for the 5th Anniversary Dinner Meeting

APRIL - 1965

PCA INVITES YOU TO

5th

ANNIVERSARY MEETING

Dominic’s

HARBOR RESTAURANT
EXCELLENT EUROPEAN CUISINE

SEF FRANCISCO BLVD., SAN RAFAELO

APRIL 10th

From the August 1965 issue of the Nugget:

Wolfgang was the pen name of Jean and George McClell-and’s ‘dog’. These articles were written over a period of years. Following are excerpts from an article written about the Tenth Porsche Parade.

THINGS AND PEOPLE SEEN AT THE 10th PORSCHE PARADE BY YOUR NOSEY REPORTER, WOLFGANG

Perc Bliss cussing out the trains at the Concours and Alice and her ‘ICED’ tea!

Long-legged Bob Garretson, beau of the Ach-Yah!

Newlyweds Dick and Sue Osgood spent most of their time in bed.

Dwight Mitchell spending all his time preparing for the Concours and taking home trophies in the Rally and Overall - Linda and her stretch pants and modeling a bikini!

Bruce Anderson living it up at Motel 6 until the management closed down Garretson’s Open House.

Burt Propp - washed his car and took movies of ‘Linda’.

Lou Marable’s fight with the seagulls.

Rolf Soltai crying in his beer ‘cause the Polkas made him homesick.
Looking Back - Continued

Your Bright-Eyed, Skinny Tailed Reporter,

Wolfgang

From the September 1966 issue of the Nugget:

SEMI-TECHNICAL HINT

For those of you who drive 356 series Porsches and haven’t found it, there is a handy storage space under the passenger side floor board, which will hold many emergency items. It is reached by lifting the right side rubber floor mat, removing a 10-mm bolt, slipping out a flat wrinkle spring clip, and lifting out the wooden floor panel. It is a handy place to store emergency items such as spark plugs, points, fan belt, fuel pump repair kit, wheel bearing grease, spare ignition wire, spark plug bakelite cap, distributor cap, light bulbs, and other items which would come in very handy on your next vacation or anywhere far from service availability.

From the June 1967 issue of the Nugget:

This is an article on the first Yosemite Tour - little did anyone guess that there would be a Fourteenth Annual!

YOSEMITE TOUR

Well podner, it happened this-a-way. On Saturday morning, I awoke to the howl of coyotes (actually it was the neighbor’s dog, but the effect is the same). In less than two hours I must rendezvous with the PCA hands at Merced. The rest of the hands are starting from the Hyatt spread in SJ, but this means an extra 50 miles for me, so I choose the short cut. I quickly packed my gear in the Porsche pony and climbed into the saddle. After a fast ride I reined up at Merced to await the others. After a while foreman Bob Stone came riding up with some more Porsche ponies. There was a silver steed, a strawberry roan (red) and several other varieties. Actually I had toe only spotted one there (rock chips).

We had to wait for the second group of hands led by Stu Grannis but it seems thru a small mix-up in directions, Stu led the group for a scenic tour of Merced before finding the correct park to meet at. Well we started out, 39 Porsche ponies which were divided into two groups, and up the trail we went. This move was designed to protect us from Indian attack (you know, Pontiac Chieftans, Thunderbirds OK, OK, but did you ever hear of an Indian named Riviera?). We continued up the road and after a lunch stop, we arrive at Yosemite about 3 PM. Foreman Bob immediately got the keys to the bunkhouse and we were soon in our quarters. Immediately after arrival it started to snow lightly, the more adventurous PCAers hiked around the valley, enjoying the scenery and the rest took precautions against the weather with a little snake bite preventive. We were joined on our cabin by the Chuck Shepards (who had preceded us by a day), Lohses, Lollichs, Azevedos and Brakers, where we had a little red-eye and swapped ranching stories.

That evening all hands gathered at the Ahwahnee Hotel for a cocktail party prior to dinner. Ahwahnee, that’s an Indian word meaning if you don’t have wampum don’t come (wampum that’s an Indian word meaning LOOT!). We had a room set aside for our party that was beautiful and after everyone was properly sauced we went in the main dining room for dinner. Well now we know why the Ahwahnee charges all that wampum, the meal they served was magnificent. After dinner some enjoyed dancing while others retired to the saloon for an after dinner drink. Eventually all drifted back thru the snow to the bunkhouse.

Sunday morning dawned bright and clear. With brilliant sunshine and blue skies. The valley was never more magnificent than with three foot of snow on the ground. The trees had snow on them, the rocks in the river looked like frosted cup-cakes, and the traditional Yosemite sights were completely changed. Mirror Lake was frozen over, the falls were full and all the PCAers enjoyed a morning of touring the valley and vinting their photographic ambitions on the scenery. Shortly after noon most of the PCAers started preparations for the return ride. Bob Stone took part over the Big Oak Flat Road and some of us less hardy people took the low road back. And so we started home, having enjoyed the greatest spread in Californ-i-a, Bar None.

Burt Propp

From the March 1968 issue of the Nugget:

FROM THE PRESIDENT...

While this probably belongs in Gary Evan’s tech column,

Please turn to page 46

NUGGET/23
<table>
<thead>
<tr>
<th>CLASS 1</th>
<th>Events</th>
<th>Points</th>
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<td>Karl Beckie, Sr.</td>
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<td>Bob Hubert</td>
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| CLASS 2 | Ed Wilson | 4 | 72 |
| Glen Voyles | 4 | 29 |
| Jim LaMaire | 3 | 52 |

| CLASS 3 | Glen Henk | 4 | 65 |
| Lonny Guy | 4 | 64 |
| Ken McLaughlin | 4 | 58 |
| George Nedd | 2 | 22 |
| Paul Baldarelli | 1 | 20 |
| Dick McCaulfield | 1 | 11 |
| R. Harvie | 1 | 9 |
| Ken Lewis | 1 | 9 |
| Keith Richmond | 1 | 9 |
| L. Jacquin | 1 | 9 |

| CLASS 4 | Michael Lommatsch | 4 | 59 |
| Dick Pettorino | 3 | 48 |
| Paul Serde | 2 | 29 |
| Paul Campezzi | 2 | 22 |
| Bob Granoff | 1 | 12 |
| Gary Goodwin | 1 | 13 |
| John Wittaker | 0 | 9 |

| CLASS 5 | Ray Blow | 3 | 56 |
| Dwight Mitchell | 2 | 36 |
| Gary Doright | 3 | 31 |
| Frank Newares, Jr. | 2 | 24 |
| John Breidt | 2 | 22 |
| Joe Johnson | 1 | 20 |
| Mark Balter | 1 | 16 |
| John Muske | 1 | 11 |
| Chuck Wenzel | 1 | 11 |
| Russ Fitts | 1 | 9 |

| CLASS 6 | Dave Blanchard | 4 | 69 |
| Becky Blanchard | 4 | 63 |
| George Harrison | 3 | 57 |
| John Moffitt | 3 | 35 |
| Bill Patton | 3 | 27 |

| CLASS 7 | Dale Bates | 4 | 68 |
| Jim Schofield | 4 | 60 |
| Dale Dobson | 2 | 24 |
| Al Berris | 2 | 22 |
| David Martinez | 1 | 11 |
| Ed Ringe | 1 | 7 |

| CLASS 8 | Dale Douglass | 2 | 20 |
| Ray Macia | 4 | 96 |
| Richard Stick | 4 | 48 |
| Todd Lee | 4 | 48 |
| Don Murphy | 2 | 22 |
| Don Wise | 3 | 21 |
| Bud Behrens | 2 | 19 |
| Ken Mack | 2 | 18 |
| John Byrne | 2 | 18 |
| Bob Ishimoto | 1 | 17 |
| Craig Watson | 4 | 7 |
| Bob Strother | 4 | 47 |
| Don Vizzard | 4 | 33 |
| Lee McCurry | 1 | 2 |
| Darrell Terry | 1 | 1 |
| Terry Heidt | 1 | 1 |
| Mike Garie | 0 | 1 |
| Walter Peasley | 1 | 0 |
| Mark Rogers | 1 | 0 |
| John Nords | 1 | 0 |
| Rich Kernella | 1 | 0 |
| Gerry Rower | 1 | 0 |
| Bobby Fitch | 1 | 0 |

| CLASS 9 | Al Davis | 1 | 20 |
| Class 11 | Jim Puala | 4 | 65 |
| Rich Hancock | 3 | 42 |
| Mark Mcflaughlin | 0 | 0 |
| Rodney Ragon | 1 | 13 |

| CLASS 12 | Gary Sanders | 4 | 80 |
| Bill Newlin | 4 | 61 |
| Jerry Stawski | 1 | 16 |
| John Seymour | 4 | 80 |
| Sharon Seymour | 2 | 29 |
| Roy Nolan | 1 | 16 |

| CLASS 14 | Tom Green | 4 | 17 |
| John Hawkins | 4 | 60 |
| Ted Best | 4 | 55 |
| Bernie Bienen | 3 | 33 |
| Kevin Edgren | 3 | 27 |
| Phil Mulher | 3 | 21 |

| CLASS 15 | Glenn Hills | 4 | 80 |
| Matt Ballentine | 4 | 58 |
| Mark Olson | 4 | 58 |
| Brooks Thiele | 4 | 42 |
| Leo Puett | 3 | 27 |
| Tom Amon | 3 | 23 |
| Dave Barden | 2 | 10 |
| Tom Schirmer | 1 | 9 |
| Timothy King | 1 | 9 |

| CLASS 16 | Gary Watson | 4 | 73 |
| Walt Maest | 3 | 52 |
| Tory Dacrome | 1 | 40 |
| Sonny Jabs | 3 | 33 |
| Bob Hunter | 2 | 26 |
| Mark Wilson | 3 | 33 |
| Steve Tonelli | 0 | 14 |
| Richard Haffner | 1 | 9 |
| Walt Haff | 2 | 9 |
| Bob Crawford | 1 | 9 |
| Bud Hart | 2 | 8 |
| Ron Whitehead | 1 | 7 |
| Wayne Courant | 1 | 7 |

| CLASS 17 | Cindy Carroll | 4 | 72 |
| Marsh Wilson | 4 | 65 |
| Tiina Biondo | 1 | 20 |
| Class 18 | Sharon Tiel | 4 | 80 |
| Other McLagan | 3 | 52 |
| Julie Arnold | 2 | 26 |
| Karen Johnson | 1 | 16 |
| Class 19 | Donna Test | 4 | 76 |
| Nanette Sorensen | 2 | 36 |
| Class 20 | Rosemary Rodd | 4 | 57 |
| Scott Blay | 3 | 58 |
| Linda Mitchell | 2 | 36 |
| Karen Brederlow | 2 | 22 |
| Chris Lewis | 1 | 16 |
| Terri Rossetti | 1 | 16 |

| CLASS 21 | Karen Nede | 4 | 80 |
| Lydia Nelson | 1 | 16 |

Note: All points subject to recalculation in accordance with Section 7.07 of the 1980 Autocross Code.
I arrived at 9AM undecided as to whether I wanted to show or sell. Bev Hartman greeted me, said my car looked pretty clean and I ought to show. I drove the car for a third of a lap once in an autocross and Bev agreed that had qualified me for the competition class.

I backed my car in between the Newlin/Hawkins's headache 911 and Mike Lommatzsch's 924, both of which have seen at least one complete lap on an occasion or two. Confident that I could win over these turkeys, I strode off to look through all the swap meet goodies. The goodies ranged from a rusty convertible "D" to a real nice 914/1.7 (Geo Neidel snapped this up real fast) and all the parts to build any kind of Porsche from the ground up.

Jeff Lateer and Terry Zacco were seen bartering over Terry's surplus 914 parts as Jeff apparently thinks it's possible to put his car back together again.

Patton bought another seat but we all know Bill's a sucker for seats.

I saved the best part for last. Entering Bud's shop was a delight. Bright and shiny examples of Porsche finery at their best. They were all there, 356's, 911's, 924's, 930's and 962's. Of course, the 356's were the prettiest and attracted the most attention. Nick Kalez was observed trying to pry deep secrets from Linda Smith while simultaneously watching Tom Weber prepare Nick's old 930 beyond even Nick's wildest dreams.

There were five classes available. Concours through 1965 and 1966 to present, street through 1965 and 1966 to present and competition which was a peoples choice class. When the judging was over. Bob Sherry grabbed the most points for the day with his beautiful 1963 356-B/2000 GS. Newlin/Hawkins took the peoples choice compe-

Thanks Joe Hartman and Bud Hart.

Sylvia Fuhrer
# RESULTS – BUD HART CONCOUR – GGR SERIES EVENT No. 1 – MARCH 2, 1980

<table>
<thead>
<tr>
<th>CLASS</th>
<th>ENTRANT</th>
<th>MODEL/YEAR</th>
<th>CONCOURS POINTS</th>
<th>CLASS POINTS</th>
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<tr>
<td>C-1</td>
<td>Bob Sherry</td>
<td>356B/2000GS/63</td>
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<td>20</td>
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<td>911S/67</td>
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<td>Nick Kelez 924 D prod/79 175.0 20</td>
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<th>Street, 1966 to present</th>
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<td>John Webb 356 Spd 84</td>
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<tr>
<th>Competition Race Time Trial and Autocross – People’s Choice</th>
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<tr>
<td>Newlin/Hawkings 911</td>
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<tr>
<td>Sylvia Rentschler 356/65 31% 16</td>
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<tr>
<td>Mike Lommatsch 924/77 25% 13</td>
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**JUDGES**

thru 1965: Linda Smith  
Jim Fowler  
Mark DeVincenzi

1966 to present: Ernie Wilberg  
Harvey Smith  
Bev Hartman
WARM AIR?

Tired of looking for a good air conditioning company? Quit looking! The specialists know Porsche air conditioning and can bring your discharged, leaking, or broken system to full efficiency. This summer, let T&D help keep your cool. We care about you.

PORSCHE COOL!

PORSCHE WORKS
1320/D DELL AVE.
CAMPBELL, CA 95008
378-1911
Most of you who are inclined to read these technical articles (we know from the survey that there are six of you out there) are doing some or all of the maintenance on your Porsche. That gets you into the use of solvents. Yes, I use them too. I keep Stoddard solvent, MEK, and alcohol available at all times. Some of you dummies out there use gasoline. You do it because it’s always readily available in the fuel tank of your car — even on Sundays.

We’ve all heard that a lighted match can be thrown in a container of gasoline and it will fizzle out just as though it had hit water. Some of us have seen it demonstrated. Forget it! Gasoline is volatile, flammable, dangerous stuff. A small amount of gasoline vapor mixed with air can be set off by the tiniest spark. Do this for your old friend Joe: some dark night go out and drop a monkey wrench on your driveway. Surprised? See the light? It’s certainly not because they are cheap that the oil companies use only forged in the same ratio and manner as TSP. In addition, you any of you doing otherwise going to tell Ray Blow. To begin with, dirty oily motor is fire hazard. More bronze nonsparking tools around gasoline refining and can lust put parts in the dishwasher provided your wife to the desperate. Don’t choose the desperate when the gether different attitude about clean Porsche as opposed detergent no cleaners just plain water saw that six anything but just plain cold water to clean it. No soap no effectiveness but steam goes wherever can go and when and hell give you a tongue lashing you won’t forget ever clean motor reveals problems that are hidden by to clean parts. If you use any solvents take care. Get it car their motor and their transmission clean. There are little gasoline makes lot of fire. Please don’t use gasoline boon to those who want to keep the underside of their during the 1979 racing season. It’s frightening friend. We had two hellacious gasoline fires in neighboring pits during the 1979 racing season. It’s frightening, friend, a little gasoline makes a lot of fire. Please don’t use gasoline to clean parts. If you use any solvents, take care. Get it outside and have your fire extinguisher handy. If I hear of any of you doing otherwise, I’m going to tell Ray Blow, and he’ll give you a tongue lashing you won’t forget.

We’re going to give you an alternative to volatile solvents. Yes sir, we’ll give you something to do with water besides filling your hot tub and adulterating your Scotch. The following cleaning methods are organized from the mild to the desperate. Don’t choose the desperate when the mild will do.

Several years ago, while BSing with Clarence III at his shop, he pointed to his 914-6 and stated that he wouldn’t use anything but just plain, cold water to clean it. No soap, no detergent, no cleaners, just plain water. I saw that six recently, and it looks as good as ever. Clarence can launch into a detailed explanation of how the densest, hardest part of the paint layer is right at the surface, how paints must outgas (ever so slowly) over their useful life, and how detergents and cleaners take the life out of paint. The point of all this is that just plain, cold, tap water has a place among your array of cleaning materials, especially for exterior paint finishes. Park your Porsche in the shade, embre with water and let it soak to soften suicide bugs and dust, clean with a nylon mitt and more water, rinse with water.

You can do some heavy-duty cleaning with some things that dissolve in water. Detergent and water, especially if the water is hot, is an effective parts cleaner. Heavy deposits of crud can be removed from parts that have been warmed in the sun, sprayed with an engine cleaner (Gunk, Gumout, etc., or snitch your wife’s Spray n’ Wash, it’s the same thing), allowed to soak, and then cleaned with detergent and hot water. The parts will come out squeeky clean without the oily film deposits left by most solvents.

A half-cup of TSP (trisodium phosphate) dissolved in a bucket of hot water will clean off some serious crud. This stuff is not for painted surfaces. Used with a stiff parts brush and hot water, it will make a motor case, transmission, brake drum, etc., look like new. Rinsing with hot water also helps. Be aware that you can attach a garden hose to the drain bib on your hot water heater. Be sure to turn the water on and off at the heater; if you leave static hot water pressure on the hose, you will soon have an advanced case of herniated garden hose on your hands.

Even stronger than TSP is the dishwasher powder your wife uses in the automatic dishwasher. If you want to know how strong dishwasher detergent is, just put a little piece in your palm and add just enough water to dampen it a little. Don’t wander far from the faucet, you’re going to want to get rid of it. Dishwasher powder can be used in the same ratio and manner as TSP. In addition, you can just put parts in the dishwasher provided your wife isn’t looking; the parts come out clean, dry, warm and ready for primer if they are to be painted.

The 50ψ, do-it-yourself, coin-operated, car washes are a boon to those who want to keep the underside of their car, their motor, and their transmission clean. There are good reasons to keep those parts of your Porsche clean. To begin with, a dirty, oily motor is a fire hazard. Moreover, a clean motor reveals problems that are, hidden by a dirty motor until it’s too late. The air-cooled Porsche motors (and all transaxles for that matter) transfer heat to the passing air more readily if they are clean; mixtures of dust and oil are effective insulators. If you must take your Porsche to the shop, the mechanic will have a altogether different attitude about a clean Porsche as opposed to one that must have crud removed before he starts work.

You can rent steam cleaners, but they are recommended for restoration work only. There is no denying their effectiveness, but steam goes wherever air can go, and when it gets there, it changes to water. It’s hard on wiring, under-coating, sound insulating materials, and paint. It should be considered an extreme measure, and certainly not done on a routine basis.

Corrosion is a justifiable concern when you clean with water or steam. It becomes a problem only when the parts are left wet. The parts can be dried with paper towels or use your wife’s hair dryer for nooks and crannies. You will be able to buy VCI (volatile corrosion inhibitor) on the retail level very soon. It is a powder that is mixed with water for the final rinse. VCI leaves a one-molecule-thick layer on metal finishes that will withstand even salt water atmosphere for up to three months. I’ll explain it more thoroughly in a future technical article (remind me if I forget). A squeeky-clean part that has been rinsed with a VCI solution will remain corrosion-free and ready for paint.

Joe Padermderm

*TSP is available at nearly all paint stores.
THREE IN A ROW FOR DICK BARBOUR RACING

For us old geezers, Sebring is an important landmark in the development of sports car racing in this country. There's a lot of history there. And nostalgia. We read in Sports Car Graphic (before it was swallowed by a combine) and Road and Track (before it became another sales brochure) of those grand old days of sports car racing at Sebring. Hill and Spear, respectively, in small and large Ferraris; Pollard in Allard; Richie Ginther, Ken Miles, and Jack Macafee in Porsche Spyders.

We trooped after them to the races on the West Coast: Goleta, Pebble Beach, Golden Gate Park; but the big race was Sebring, where the European teams showed up. The Porsches never qualified well, God knows why, and we delighted in seeing them move up through the pack. You kept your own lap chart, because there were no loudspeakers or lighted scoreboards. The Spyders would close in the turns and tight portions of the track and fall away in the straights. Macafee had an identifiable passing strategy, dictated largely by the lack of power but excellent handling of the little mittlemotor Spyders. He would choose a turn with a short following straight, enter wide on the outside flank of the larger, more powerful car, come down on the inside and take an exaggerated late apex to force the already passed car off the good line, and then run hard for the next turn and occupy the other driver's fast line to make the pass stick.

Richie Ginther and Ken Miles were skinny little squirts and fit in the Porsche Spyders. But Jack Macafee was over six feet and over 200 pounds. He looked like a kid who had outgrown his peddlecar. An additional 80 or 90 pounds was a distinct disadvantage in a car that weighed only 1250 pounds. He always ran well, and he won his share, nevertheless. Jack Macafee. It's the kind of name that sticks in your memory.

You must be wondering why I ramble on about Jack Macafee in an article that is purportedly about the recent race at Sebring. Well, Jack is a new member of the Dick Barbour Race Team. He drives the big red race car transporter and, you can ask anyone on the team, he's still a shoe. He broke all records between Mountain View and Sebring, Florida. The team arrived in Sebring Tuesday evening expecting the truck to arrive midmorning the next day. We were met at the hotel by Bob Garretson who insisted, faced with general disbelief, that the truck was not only sitting at the track, but Jack Macafee had taken time to stop at a truck wash and it was shining clean.

You bet that I sat directly across from Jack Macafee at dinner each evening. I gained an altogether new insight into the early days of Porsche racing in the United States, and, in particular, the early days of racing at Sebring. Incidentally, there is a forthcoming book about early sports car racing in the United States in which Jack Macafee figures; I'll pass the title on when it's published.

Since the truck was parked at the track, we decided to get a head start on the weekend. We worked until 3:00AM setting up the truck, unfurling the canopy, and gathering up a few loose ends on the cars. As it turned out, the
Sebring 80 - Continued

early arrival of the truck gave us a tremendous leg up. We
seemed to be ahead of things right up to race time. In
fact, things went so smoothly it made everyone uncom-
fortable.

John Fitzpatrick put the Sachs Number 6 car on the pole,
winning a Sachs Moped for Dick Barbour. (A Sachs Moped
is the hot setup; a minimum of tinkering will take it well
beyond the legal 25 MPH — in fact, very close to the
40 MPH it shows on the speedometer.) Our impression at
the time was that Fitz could have put down an even better
time if required. In point of fact, he turned a few laps
during the race that were better than his qualifying time,
and he wasn't on qualifying tires. John Fitzpatrick is a
full-time professional driver, and it shows. But Dick Bar-
bour's practice times were not that far off John's, so things
looked promising.

It's nice to have friends in neighboring pits. Bob Zulkowski
dropped by to congratulate us on being in the pole position
and, of course, couldn't resist reminding us that he too
would be starting from the pole position. Gary and Sharon
Evans and Brian Carlton let me poke around the mid-
engined M-1 BMW they crew on. With the body panels
off (naked, so to speak), that BMW looks suspiciously
like a formula car. Consistent with GP practice, the motor
is a stressed member; it's a sophisticated, clean machine.
We saw lots of their driver, Bruce Jenner. He, like Don
Prudhomme, hung around our paddock all weekend;
either they liked the pit puppies who lounged about our
paddock area in short-short shorts, they are looking for
a ride, or both.

Preparations continued without a hitch, contributing to
the feeling of pending malevolence. Then it happened.
When it came time for the drivers to gird their loins and
grid the cars, the pole-sitting Number 6 Sachs Porsche
would not start. The Number 9 car, sponsored by Apple
Computer and driven by Bob Garretson, Kees Nierop, and
Bobby Rahal, was trapped behind the Number 6 car. The
Apple Computer Porsche, (known among us as "applecar")
was finally taken out a devious route through the paddock
and past several transporters to be grided. Jerry Woods
identified a fuel pump as the problem and a frenzied call
went out for Peter Porsche Parts. There wasn't enough
remaining time to replace the pump, so Jerry left it in
place and lashed the new pump down beside the faulty
pump. The 935 fired off and it was quickly placed on grid.

The race began well and after a few hours the crew began
thinking fondly of finishing one-two at Sebring. And it
might have been. The Sachs Porsche was running com-
fortably in first place and applecar was cruising in sixth
place with all three drivers turning steady, consistent
times. We've been around endurance racing long enough
to know that attrition would begin to work on the front-
rinters and, if everything went smoothly, the applecar
would quickly climb in the standings starting about the
9th or 10th hour. But a header cracked in the applecar,
dropping pressure to the turbocharger; it had to be replaced.
Twenty minutes in the pits. After nightfall, Bobby Rahal
ducked into the pits reporting bad handling. Shock re-
placement ate up an additional fifteen minutes. Oh well,
every team at Sebring is thinking of things that might
have been.

Seventh place at Sebring is a creditable finish. The Apple
Computer people, local to the Bay Area, were there and
had a good time. We hope they were pleased with the
finish their car made. The Sachs Porsche took the Dick
Barbour Team to victory circle for the third straight year
at Sebring. The car ran beautifully the whole race. John
Fitzpatrick yelled across to Jerry Woods that it may have
been the best motor he'd ever had and if he never built
a worse one he'd have no complaints.

We worked until 4:00AM packing the big red transporter.
The crew was ready to relax on Sunday. Dick and Jerri
Barbour took that part of the team that is your fellow
Golden Gate Region members to lunch at a lovely old
inn in Central Florida. If you ever pass through Lake
Wales, Florida, we can recommend the Chalet Suzanne.
It's a nice old rambling inn furnished entirely in antiques.
The food is outstanding. It was there that Bob and Sue
Garretson, Ron and Sharon Trehban, Jerry Woods, Jack
Teford, John Clever, John Johnson and Tom Foster
kicked back and relaxed with the Barbours for a couple
of hours drinking Tedco fizzes (Jack Teford's recipe)
before an outstanding luncheon.

Bruce Anderson, your race reporter under normal cir-
cumstances, was the only team member not present. The
race at Sebring conflicted with his Annual Snail Hurling,
which is conducted strictly in phase with the moon. He
has no truck with new-fangled methods such as pellets,
sparys, beer in saucers, etc., and once a year searches out
snails in his garden with a flashlight and flings them against
the garage door. (He stands well back, being, as you may
know, somewhat squeamish.) The Annual Snail Hurl fell
on March 22 this year. If he wasn't such a gardening en-
thusiast, he certainly would have been there.

This was the 28th running of Sebring. The Sachs Porsche,
driven by Dick Barbour and John Fitzpatrick may have
been the last winner. The old airport track, one of the
last remaining, is crumbling badly. There has been talk of
the demise of this, the oldest sports car race in the
Americas, in past years. But the talk is serious this time.
Sections of the track are outrageously rough. The circuit
includes crumbling concrete runways and interconnected
narrow runs of lumpy, patched asphalt that pass dilapidated
hangers and corroding hulks of old airplanes.

Yes, it's an antiquated old race track. But it brings back
memories of sports car racing in the 50's when the courses
were laid out on unused airports with hay bales in the
corners to keep the cars out of the spectator areas. The
smell of hay and castor oil. The sounds of exotic motors.
Drivers you could see working behind the wheel. Do you
remember? Let's get a six-pack and a tire to sit on and
we'll remember together.

Bruce's Substitute

PS —

Bob Zulkowski caught his crew using polish remover on
the race car at Sebring. He ranted on for hours, accepting
no explanation.
SCRAPBOOK

Remember those great pictures you took last year that are just lying around in a drawer? Put them to good use - donate them to the 1979 edition of the GGR Scrapbook which will be entered at the Portland Parade. If you don't want to give up the print I could use the negative - which, of course, will be returned to you. Thanks for your help!

Stephanie Home

SIERRA NEVADA ZONE

Attention all Zone 7 Autocross buffs! (hmm - naked autocrossers?) The Sierra Nevada Zone 7 Autocross and Heck of a Good Time Weekend Rib Feed Etc. has had a date change to June 7 - 8. Saturday will be a tune-up autocross and fun runs at Ski Incline followed by the Rib Feed and volleyball, beer drinking, etc. Sunday will be the Zone 7 Autocross at Ski Incline (on a different course). There will be accommodations available at the Hyatt, or the Lake Tahoe Resort Condo Complex. Reservations are required (in advance) for the Rib Feed and/or accommodations. For reservations write to Sierra Nevada Region, P.O. Box 11644, Reno NV 89510 or see the SNR people at the May Zone event at San Joaquin. For more info in this area you might call Terry Zaccone, Zone 7 Rep.

TIME TRIALS

WANTED: WORKERS

The Time Trial School at Sears Point on May 10 & 11 still needs concerned individuals to help work the event. There will be no timed runs at this event, so the practice sessions (that are the most fun to watch) will run all day Sunday. This is the perfect weekend to start that suntan, sharpen up your photo skills, or just kick back and enjoy the company of other Porsche Pushers. You may request a favorite corner to be assigned to, and as is tradition there will be free beer Saturday after the practice sessions close. All you need to do to become a part of this madness is contact Terri Rosatelli, and tell her which day you would like to work, and which corner. Terri can arrange half day shifts if we get enough people so call her even if you can only make it up for one (or a partial) day. See you there!

Call: Terri Rosatelli
262-2366

TECH TIP

If you store oil cans on an open shelf, dust and dirt will inevitably settle on the top of cans. Turn the can over and weld your church key on the clean bottom of the can to avoid transferring the grit to your Porschemotor.

Joe Padermdem

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

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

- Fully electronic, German-made Blaupunkt Bamberg radio and cassette player
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- 2 mylar dome tweeters
- Custom crossover networks

$129900

System installed and tuned to your car's acoustics. Complete with our "right-now" one year service FREE.

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Open Mon.-Fri. 10 to 9, Saturday 10 to 6, Sunday 1 to 5
ZONE SEVEN
SAN JOAQUIN '80
PORSCHE CLUB OF AMERICA
WEEKENDER

MAY 17 - 18
LEMOORE NAVAL AIR STATION

RUN GROUPS

<table>
<thead>
<tr>
<th>GROUP</th>
<th>GRID OPENS</th>
<th>GRID CLOSES</th>
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</thead>
<tbody>
<tr>
<td>C</td>
<td>8:45 AM</td>
<td>9:00 AM</td>
</tr>
<tr>
<td>D</td>
<td>10:00 AM</td>
<td>10:30 AM</td>
</tr>
<tr>
<td>A</td>
<td>12:00 PM</td>
<td>12:30 PM</td>
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<tr>
<td>B</td>
<td>2:00 PM</td>
<td>2:30 PM</td>
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</table>

CARS MUST BE TECHED AND ON GRID PRIOR TO GRID CLOSING. OPEN EXHAUST OK. VERY FEW LOANER HELMETS. 1980 ZONE 7 RULES IN EFFECT. COURSE WALK AT 8:00 AM FOR GROUPS C & D, COURSE WALK AT 12:30 PM FOR GROUPS A & B. COURSE WALK TIME IS APPROXIMATE — BE EARLY!

EVENT CHAIRMAN — JON KOOBATION — 209-638-5533 (days) 209-332-2105 (evs)

DIRECTIONS: From Hwy 99 north of Selma, take Hwy 43 to Grangeville Blvd in Hanford. Turn right and continue 15 miles to sentry gate.

SATURDAY SPECIAL
2:00 PM
BACKYARD PARTY AT THE GILPIN'S
SWIMMING AND VOLLEYBALL
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DIRECTIONS: Take Hearndon Avenue east off Hwy 99 just north of Fresno, then Van Ness Avenue south (first light), then east to 2321 W. Sierra.
INFORMATION: Gene Gilpin - 209-439-7292

SPONSORSHIP BY ARNOLD WIEBE PORSCHE+AUDI, VISALIA
AUTOCROSS — MARCH

For the third event in a row, we’ve had an excellent course design that really challenges the drivers. Anyone winning one of the recent events has much about which to be proud. No exception was this event by old pro Jim Pasha and novice Mike Lommatzsch.

For the big TTOD trophy, Walt Maas had his sights really zeroed in on this prize. Walt kept getting faster with each run and ended up with a last spectacular run. Gary Walton kept trying to catch Walt and forgot about Terry Zacccone, who was in third place most of the day. Well, Terry just zipped one in there to take second place and his first triumph over Gary. Good to see our autocross sponsor Bud Hart come out for a couple of runs in Walt Huff’s car. Bud’s new zoomy car is not finished yet, but should be out soon. Judy Zacccone was the fastest woman and won the Women’s Modified Class.

Big-bore prodified is becoming as close a race as we predicted months ago. Matt Ballentine led after the first run, but Glenn Hills pipped him later and held on for the win. Brooks Thiele held a close third most of the day, with Mark Olson only edging him out on the last run. Brooks is surprising a lot of people this year with his very improved driving. Women’s Prodified brought out Susie Campbell for her first event this year. Susie has forgotten little as she beat LaQuita Hills and Debralyn Paiva. Watch Debralyn, she promises to be a threat in this class. Small-bore prodified saw a real rarity as John Hawkins tied Tom Green’s best run. In three events both John and Tom have two wins! Going to be a close year.

It was a pylon day, as course workers stayed busy. Between Karen Hawkins, Susie Atlee, and Marj Green’s combined 13 runs, 16 pylons were knocked down on eight of the runs. Marj’s last run found all the pylons standing and her in first place. For the third event we find the Newlin/Sanders’s team split. Becky took her class, and watched hubby, Bill, keep nipping at Gary Sanders’ time but without ever catching Gary. Mark McLaughlin continues to tear up the 6-cylinder Improved Class in his 914-6. The struggle here is for second place. Jim Pasha won this spot after a close contest. At one time during the day Mark, Jim, and Roxanne Truro held the lead. Still our biggest class is the Production 911S. Roy Mascia led after two runs and had to leave the event early. He left leading and had it not been for Dale Dojaths last run, the lead would have held up. Dark horse, Ken Mack, slipped in ahead of Richard Stuck to take a well-earned third. Women’s Class was dominated all day by Susie Wise and the many fast times she was turning. Jim Schofield had a great first run in the morning, and never came close to it again. Rare that a first run will hold up, but Dale Bates and the rest of Class 7 could never catch Jim. Beth Bates, again, won the Women’s Class.

The news is that Becky Blanchard did not beat Dave this time. But, she was close! Bob Kilburn is not giving up either. This is going to be a close class all year. Looks like Dwight Mitchell may run the GGR series, especially after a nice win on this Saturday. Dwight’s Production 2.0 914-4 just smoked and he took class by a big lead. Linda Mitchell took the win in the Women’s Class, after a lot of bad changing at the end of the day. Sonja Blov had the lead early on, followed by Terri Rosatelli’s class leading run late in the day, followed by Linda’s blazing run at the end. Co-chairman Mike Lommatzsch continues to beat the other 924 drivers, and Donna Trefz took a close one over Nanette Sorensen. Lorin Guy got his first win this year, beating class leaders Glen Renk and Kent McLaggan, George Neidel retired his 356 and is now campaigning a 914-4 in this class. Sharon Neidel put in one of her best runs ever to have a good margin over Cheri McLaggan. Glenn Voyles had his way all day to take the 912 Class; as was the case for Larry Power’s class win in his 356. Dina Bishop came out to stop Cindy Carroll’s string of win’s of two.

A little noticed scene was the breakage of a CV joint on new-timer’s Gary Dorighi’s 914-4. Stranded, and not knowing whom to turn to, the friendly person of Denny Kahler appeared. Taking time out from the event, Denny drove over to his shop, picked up a new CV, and hopped back to the event, where he instructed Gary how to make the change. Lorin Guy came forward with some of the needed tools. Gary was delighted, as he fixed the car. He thanked Denny and Lorin for their help and time, as we all should. This is one of the things that makes GGR so great.

Tom and Marj Green
Autocross Editors

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# RESULTS – GGR AUTOCROSS No. 3 – MARCH 22, 1980

1980 GGR AUTOCROSS SERIES SPONSORED BY BUD HART PORSCHE RACING

<table>
<thead>
<tr>
<th>CLASS 1</th>
<th>1. Larry Powers 54.75</th>
<th>13. Mark Rogers 57.78</th>
<th>4. Rosemary Rodd 52.98</th>
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<tbody>
<tr>
<td>2. James W. Livingston, Jr. 60.10</td>
<td>14. John Ronda 58.95</td>
<td>15. Rich Kinsella 60.79</td>
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<tr>
<th>CLASS 2</th>
<th>1. Glenn Voyles 51.62</th>
<th>1. Mark McLaughlin 46.91</th>
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<tbody>
<tr>
<td>2. Ed Wilson 55.07</td>
<td>2. Jim Pasha 48.84</td>
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<tr>
<td>4. George Neidel 53.50</td>
<td>4. Randy Hancock 49.39</td>
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<tr>
<td>5. Ken Lewis 56.20</td>
<td>5. Rodney Rapson 48.40</td>
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<tr>
<td>* Roger Bowmer 59.98</td>
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<tr>
<td>6. L. Joaquin 61.36</td>
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<tr>
<th>CLASS 3</th>
<th>1. Lorin Guy 50.48</th>
<th>1. John Seymour 50.68</th>
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<tr>
<td>2. Glenn Renk 50.93</td>
<td>2. Roy Nolan 57.50</td>
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<td>4. George Neidel 53.50</td>
<td>1. Mark McLaughlin 46.91</td>
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<td>5. Ken Lewis 56.20</td>
<td>2. Jim Pasha 48.94</td>
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<td>6. L. Joaquin 61.36</td>
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<tr>
<th>CLASS 4</th>
<th>1. Mike Lommatsch 50.44</th>
<th>1. Rebecca Newlin 49.91</th>
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<tr>
<td>2. Dick Petticrew 55.15</td>
<td>2. Elaine Sanders 50.93</td>
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<td>3. Barry Goodwin 59.14</td>
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<td>4. Phil Caminez 61.08</td>
<td>1. John Hawkins 47.26</td>
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<td>5. John Wittaker 62.83</td>
<td>2. Tom Atlee 47.26</td>
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<th>CLASS 5</th>
<th>1. Dwight Mitchell 49.11</th>
<th>1. Judy Zaccone 47.03</th>
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<tr>
<td>2. Ray Blow 49.44</td>
<td>2. Judi Witt 50.04</td>
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<td>3. Frank Nevarez, Jr. 53.83</td>
<td>3. Cindy Kahler 50.66</td>
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<td>4. Chuck West 56.03</td>
<td>1. Walt Maas TTOD 42.79</td>
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<tr>
<td>5. Gary Dorighi 56.36</td>
<td>2. Terry Zaccone 44.03</td>
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<td>6. Leo Pruet 50.10</td>
<td>3. Gary Walton 44.33</td>
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<td>7. Dave Belardi 50.91</td>
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<th>CLASS 6</th>
<th>1. Dave Blanchard 50.10</th>
<th>1. Walt Maas TTOD 42.79</th>
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<tr>
<td>2. Becky Blanchard 50.58</td>
<td>2. Terry Zaccone 44.03</td>
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<td>3. Bob Kilburn 50.86</td>
<td>3. Gary Walton 44.33</td>
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<td>4. George Harrison 51.07</td>
<td>4. Danny Kahler 46.64</td>
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<td>5. Bill Patton 53.33</td>
<td>5. Steve Tonelli 47.13</td>
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<td>6. Dave Swift 55.90</td>
<td>6. Walt Huff 47.38</td>
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<td>7. Norb Witt 48.66</td>
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<th>CLASS 7</th>
<th>1. Jim Schofield 48.69</th>
<th>1. Dina Bishop 56.23</th>
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<tr>
<td>2. Dale Bates 50.26</td>
<td>2. Cindy Carroll 56.78</td>
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<td>3. Darrell Overstreet 50.37</td>
<td>3. Marsha Wilson 58.34</td>
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<td>4. Dave Dubson 56.38</td>
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<td>5. Al Berens 56.81</td>
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<td>6. Ed Ringo 57.15</td>
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<tr>
<th>CLASS 8</th>
<th>1. Dale Dorjath 49.29</th>
<th>1. Sharon Neidel 50.75</th>
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<tr>
<td>2. Ray Mascia 49.42</td>
<td>2. Cheri McLaughan 52.59</td>
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<td>3. Ken Mack 50.03</td>
<td>3. Gary Dorighi 52.60</td>
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<td>4. John Byrne 52.90</td>
<td>4. Danny Kahler 46.64</td>
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<td>5. Craig Walton 52.92</td>
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<td>6. Don Wise 52.55</td>
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<td>7. Bud Behrens 52.58</td>
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<td>8. John Byrne 52.90</td>
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<td>9. Steve Tonelli 53.08</td>
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<td>10. Darrell Terry 54.62</td>
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<td>11. Bob Stiffler 55.40</td>
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<td>12. Mark Gang 56.29</td>
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<td></td>
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<tr>
<td>* Zhyna Kirushkin 58.35</td>
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<th>CLASS 9</th>
<th>1. Dona Trefz 58.01</th>
<th>1. Linda Mitchell 49.23</th>
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<tr>
<td>2. Nanette Sorenson 58.49</td>
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<th>1. Judy Zaccone 47.03</th>
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<td>3. Dale Dorjath 49.29</td>
<td>3. Cindy Kahler 50.66</td>
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<td>4. Ray Mascia 49.42</td>
<td>1. Walt Maas TTOD 42.79</td>
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<td>5. Ray Blow 49.44</td>
<td>2. Terry Zaccone 44.03</td>
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<td>7. Ken Mack 50.03</td>
<td>4. Danny Kahler 46.64</td>
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<td>8. Dave Blanchard 50.10</td>
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<td>9. Dale Bates 50.26</td>
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<td>10. Richard Stuck 50.31</td>
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<tr>
<th>TOP TEN STOCK</th>
<th>1. Linda Mitchell 49.23</th>
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<tbody>
<tr>
<td>2. Terri Rosatelli 50.50</td>
<td></td>
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<tr>
<td>3. Sonja Blow 51.12</td>
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</tbody>
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*No points (did not work)*

NUGGET/35
OFaces — New Places

Ron Ferreira, 16627 Selby Drive, San Leandro, CA 94578

Paul Bates, 8207 N.E. 94th Street, Vancouver, WA 98662

Bob and Sally Buckthal, 319 Tall Trees, Palatine, IL 60067

Anthony Girdley, 145 Evergreen Way, Milpitas, CA 95035

Dan Grange, P. O. Box 2189, Martinez, CA 94553

Johnnie Moore, 2191 Dexter Court, Hayward, CA 94541, (415) 538-1179

Terri Rosatelli and Jerry Woods, 553 Sark Court, Milpitas, CA 95035, (408) 262-2366

Murray Scureman, 555 Middlefield Road, #F104, Mountain View, CA 94040

T. M. Skeren, Jr., 104 Aurora Lane, Los Gatos, CA 95030, (408) 356-7515

Bob Rettenbacher, 475 Filbert, Half Moon Bay, CA 94019, (415) 726-7515

Nicholas Ward, 27947 Via Ventana, Los Altos Hills, CA 94022

Gary Brauch, 26630 Snell Ct., Los Altos Hills, CA 94022

CONCOURS UPDATE

The 1980 Concours Series started in March with the Bud Hart event. Two, possibly three concours are planned for rest of the year. You would think that would be enough for even the most fastidious of the cleanliness fanatics. Apparently not so, as several people have asked about other shows in the area. One nice thing about the Bay Area is the many and varied car related activities; Concours is no exception. The SCCA, in conjunction with various civic groups, sanctions and assists in about five Concours de Elegance each year. The schedule for 1980 is:

- April 27: Stockton Lincoln High School
- May 18: Hillsborough North School
- June 22: Palo Alto Palo Alto High School
- July 13: Lafayette Alcalanes High School
- August 3: Alameda College of Alameda
- October 26: Winners Show

As you can see, most of these are before Parade and provide an excellent opportunity for independent appraisal of all your hard work before the “toughest show of the year.” Even if you are not planning for the Parade, an SCCA show is quite different from a PCA event (judging, atmosphere, etc.) and is usually very enjoyable. I normally receive entry forms for each event a couple of months in advance and would be happy to mail one to those interested. Give me a call at (408) 265-4623.

Joe Hartman

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70 911 Targa
Programmer

Sandra Baseman (Carl)
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Santa Clara, CA 95050
(408) 988-7890
73 914
Linguist

Stephen B. Beckerman (Sandra Jernigan)
3654 Witherspoon Common
Fremont, CA 94538
(415) 656-1565
78 924
Neurosurgeon

Jack Bowers (Marianne)
543 Channing Avenue
Palo Alto, CA 94301
(415) 327-9207
69 911E
Engineer

David Carey (Mark)
14730 Wyrick Avenue
San Jose, CA 95124
(408) 377-1882
73 911
Jr. Engineer

Martin Diefenbach
11 My Road
Lafayette, CA 94549
(415) 932-4346
74 911 Carrera
Eqcup Co. Owner

Ronald Lee Fong
1615 Stannage Avenue
Berkeley, CA 94702
(415) 527-5778
79 924
Shipping Clerk

Robert Keck (Nancy)
65 Jessica Court
Danville, CA 94526
(415) 768-0263
72 911S
Purchasing Manager

Allan Remund
1039 Farley Street
Mountain View, CA 94043
(415) 964-5684
61 356B
Programmer

Sura Schechtman (Barry)
6617 Creekview Court
San Jose, CA 95120
(408) 268-9685
75 914 2.0
Teacher

Leroy (Lee) Schwoerer (Ophelia)
3819 Melody Lane
Santa Clara, CA 95051
(408) 241-6929
78 924
Engineer

Hal Stephens (Nancy)
5286 Rafton Drive
San Jose, CA 5124
(408) 267-4490
69 911T
Staff CTA

Rolf Soltau
1566 Capri
Campbell, CA 95008
(408) 379-1536
72 911T
Service Mgr (Garretson)

Darrell Terry (Roger Ryan)
477 Wraith Avenue
Los Gatos, CA 95030
(408) 395-4892
72 911S
Glazier

Brian Barnes (Richard)
2623 Sonoma Way
Pineole, CA 95644
(415) 768-9665
76 911S
Student

Jonathan Haylock
1440-D Btry Caulfield St.
Presido of SF, CA 94129
(415) 221-6775
76 912E
Maint. Officer

Dexter Hong (Mei Mei)
122 Dudley Avenue
Piedmont, CA 94611
(415) 655-7640
79 928
Dentist

Dave Belardi
(Tom Amon)
495 Tabor Drive, #1
Scotts Valley, CA 95066
(408) 438-6093
74 911
Engineer

Dave Olds
P. O. Box 1258
Los Gatos, CA 95030
(408) 735-7696
66 912
Scientific Consultant

Kathryn Petticrew
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San Jose, CA 95117
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77 924
PO Processor

Charles Price
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Hayward, CA 94545
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78 911SC
Flight Attendant

TRANSFER IN

Mike Gallagher
288 Fairlawn Drive
Berkeley, CA 94708

Lewis Mengle
P. O. Box 2543
Martinez, CA 94553
From Oregon

NEW DUAL MEMBERS

Larry Powers
42 Los Ranchitos Rd., #5
San Rafael, CA 94903

Clint Cummins
6065 N. Dewe
Fresno, CA 93711
(209) 431-1761
The weather could not decide whether to be wet or dry, but the autocrossers had no trouble deciding what they wanted to do — throw out the pylons, set up the clocks and have another great GGR autocross. After a couple of brief ground dampeners, the blue sky appeared for most of the day. Everyone was in a joyous mood and had great things to say about Matt Ballentine and John Seymour’s event. John’s course design was very unique and continued the string of good events we’ve had this year.

Ed and Marsha Wilson won each of their classes in their 912, Marsha setting her second win over Cindy Carol to make that class a tight one. Stock small bore 914-4 was won by Loren Guy in Rod Rapson’s car. Loren has given up on his car, finding Rod’s much faster. Glen Renk beat out Kent McLaggen for second spot. The women’s class was won by speedster Sharon Neidel, who went so fast she even beat the bigger 2 liter cars and her sister in the 914-6. Mike Lommatzsch added another win to his string of 924 first places.

A bit of an upset in the small-bore stock 6 cylinder class, as class leaders Dave and Becky Blanchard didn’t bring their trick tires. So John Moffitt and George Harrison fought it out. They were actually tied at mid day, but John cut two seconds off on his last run to win the class. Dale Bates had Jim Schofield worried in the medium bore 911 class. Point count in this class is very close. Jim took the class on the last run, but Dale still leads in points. Beth Bates was one-half second behind Dale. Beth, who usually wins her class and has recently been the TTOD Stock Woman Driver, almost got beat by Julie Arnold. Julie is making the move from 914-4 to 911 and promises to give Beth lots of competition.

The Dale Dorjath-Ray Mascia battle swung the other way this weekend, with Ray really zinging in a great run. This also gave Ray TTOD Stock. Richard Stuck and Don Wise were close enough to be real contenders, Don is a novice and shows much promise. Susie Wise is doing more than show promise, as she won her class to stretch her points lead.

Gary Sanders loved the course, and stayed ahead of co-driver Jerry Steszewski and regular competitor Bill Newlin. Becky Newlin, however, had to fight an uphill battle in order to finally catch Elaine Sanders in their prodified 912. Tom Green put another 20 points in the bank in his black 914-6, and John Hawkins took second, ahead of Ted Atlee. Marj Green took her fourth straight win in small bore prodified and also was the fastest woman at the event only one hundredth of a second behind Tom. Glenn Hills continues to just barely stay ahead of Matt Ballentine and Mark Olsen, but you don’t have to win by alot to get the 20 points. The unwritten battle between small-bore and big-bore prodified cars continues, as Glenn beat Tom Green’s time, giving the 911 an occasional win in this non-class.

The TTOD struggle between the modified cars continues to be of great interest at the event. Gary Walton has made suspension modifications to the 914-4, and it certainly looks faster. Walt Maas, twice during the day, turned times fast enough to take the class, but was plagued by the pylon curse. Terry Zacone is smoothing out his driving and is really in the hunt for first place. Denny Kahler designed and installed his own Turbo unit for his 911, in search of more power and a TTOD. It looks and sounds good, and as the car gets better sorted out, Denny will also be a factor. Judy Zacone pushed her red 914-6 to another win over Cindy Kahler.

Believe it or not — the autocross season is one-half over. Four quick events; the next autocross is not until Ray and Sonja Blow’s event at the end of May. Should be a good one.

Maybe it is too early to start thinking about 1981, but how about our Autocross Chairman, Time Trial Chairman, and GGR President starting to think about combining these two committees into one — one set of meetings, one set of rules, and two administrative chiefs.

Tom & Marj Green
Autocross Editors
# RESULTS – GGR AUTOCROSS No. 4 – APRIL 5, 1980

1980 GGR AUTOCROSS SERIES SPONSORED BY BUD HART PORSCHE RACING

<table>
<thead>
<tr>
<th>CLASS 2</th>
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<tr>
<td>1.</td>
<td>Ed Wilson</td>
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<tr>
<td>2.</td>
<td>Jim LaMarre</td>
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<td>3.</td>
<td>Glenn Voyles</td>
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<td>1.</td>
<td>L. Kenneth Guy</td>
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<tr>
<td>2.</td>
<td>Glen Renk</td>
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<tr>
<td>3.</td>
<td>Kent McLaggan</td>
<td>1:06:19</td>
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<td>4.</td>
<td>George Neidel</td>
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<td>5.</td>
<td>Keith Richmond</td>
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<tr>
<td>1.</td>
<td>Michael Lopmatzsch</td>
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<td>Dick Petticrew</td>
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<td>Joe Johnson</td>
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<td>2.</td>
<td>George Harrison</td>
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<td>Dave Blanchard</td>
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<td>Jim Schofield</td>
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<td>Dale Bates</td>
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<td>Dale Dobson</td>
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<tr>
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<td>Ray Mascia</td>
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<td>2.</td>
<td>Dale Dorrath</td>
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<td>Richard Stuck</td>
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<td>Don Wise</td>
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<td>Todd Lee</td>
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<tr>
<td>1.</td>
<td>Bud Behrens</td>
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<td>John Byrne</td>
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<td>Bob Stiffler</td>
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<td>Craig Walton</td>
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<tr>
<td>1.</td>
<td>Mark Gang</td>
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<td>2.</td>
<td>Gerry Rovner</td>
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<td>3.</td>
<td>Bobby Finchum</td>
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<tr>
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<td>Jim Pasha</td>
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<tr>
<td>1.</td>
<td>Gary Sanders</td>
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<td>Bill Newlin</td>
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<td>1.</td>
<td>John Seymour</td>
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<td>Sharon Seymour</td>
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<tr>
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<td>Tom Green</td>
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<td>John Hawkins</td>
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<td>Ted Atlee</td>
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<td>Bernie Buschen</td>
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<td>Kevin Edgren</td>
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<td>1.</td>
<td>Glenn Hills</td>
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<td>Mark Olsen</td>
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<td>Matt Ballendshe</td>
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<td>Brooks Thiele</td>
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<td>Tom Schutter</td>
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<tr>
<td>1.</td>
<td>Gary Walton</td>
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<td>Walt Maas</td>
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<td>Terry Zaccoone</td>
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<td>Denny Kahler</td>
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<td>Rob Courand</td>
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<td>Wayne Courand</td>
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<td>Steve Tonzelli</td>
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<tr>
<td>1.</td>
<td>Marsha Wilson</td>
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<td>Cindy Carroll</td>
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<td>1.</td>
<td>Sharon Neidel</td>
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<td>Karen Johnson</td>
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<td>1.</td>
<td>Donna Trefz</td>
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<td>Rosemary Rodd</td>
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<tr>
<td>1.</td>
<td>Karen Neidel</td>
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<tr>
<td>1.</td>
<td>Beth Bates</td>
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<td>Julie Arnold</td>
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<tr>
<td>1.</td>
<td>Susie Wise</td>
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<td>2.</td>
<td>Mary Ann Behrens</td>
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<td>Donna Forrest</td>
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<td>Liz Stifter</td>
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<tr>
<td>1.</td>
<td>Susan Thompson</td>
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<tr>
<td>1.</td>
<td>Rebecca Newlin</td>
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<td>Elaine Sanders</td>
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<tr>
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<td>Marj Green</td>
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<td>Susie Atlee</td>
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<td>LaQuita Hills</td>
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<tr>
<td>1.</td>
<td>Judy Zaccone</td>
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<td>Cindy Kahler</td>
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<td>Denny Kahler</td>
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<td>Tom Green</td>
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<td>5.</td>
<td>Glenn Hills</td>
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<td>John Hawkins</td>
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<td>7.</td>
<td>Kurt Olsen</td>
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<tr>
<td>1.</td>
<td>Judy Zaccone</td>
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CAMEL RYDERS BUMPED

Due to technical humps we were unable to overryde, including John Johnson's sudden refusal to ryde the camel. The tour has been bumped. In its place the Gang/Patton team will present "Son of the Ryde Hotel" or "I almost went on a Camel Race." This tour is famous the world over and promises to be worth whatever ridiculous price we decide to charge for it. Due to the nature of the event and a few new twists, we would recommend no children. We will endeavor to keep the camel theme so you won't be disappointed. As usual, this will be a two-day tour, featuring two meals, rallye/quiz, entertainment and some rather disconcerting surprises. We are shooting for a per couple price of $65, singles $45, but this is subject to change. Preregistration by June 1, 1980 will be required. Bear in mind there is a 40 car limit and the tour will fill fast. Last time, we indicated "first in, best room" and received a lot of funny remarks, so this year we're advertising "last in, worst room." (Ha!) The only acceptable means of registration is your check in Mark Gang's hands at $5.00 per person. Checks will be numbered as received. If you don't like the final price and event description we will give full refunds until August 15, half refunds until September 1 and no refunds after September 1. (We have a tough budget.)

This tour is a collector's item. If you miss it you'll kick yourselves forever.

Warning: The rallye/quiz will require 1) an old photo of each participant (preferably pre-18 years) 2) any photo of a camel (exception — no camel cigarette packs) 3) any photo of Floyd Patterson. For important bonus points these should be received by Bill Patton prior to August 1. Trust me, it'll be worth your effort.

WHAT: We're gonna take you for a Ryde

WHEN: September 6 and 7

SEND CHECKS TO: Mark Gang
2262 Fairvalley Court
San Jose, CA 95125

Mark Gang
Bill Patton
Co-conspirators

DEADLINE FOR THE JUNE NUGGET IS MAY 1st. DEADLINE FOR THE JULY NUGGET WILL BE JUNE 1st. PLEASE HEED THESE DEADLINES, THANKS!!

AUTOMOTION

Anything you would ever want in accessories and parts for your Porsche.

Send $2.00 for our catalog.
(VISA, Mastercharge, Check or Cash)

AUTOMOTION, 3535 Kifer Rd., Santa Clara, CA 95051, (408) 736-9020

40/GOLDEN GATE REGION
CONCOURS SWAP MEET

This, first ever, joining of the talents of BPI and GGR is for the benefit of Pete Giddings' (KGO weatherman) program for underprivileged children. Our goal is to raise $2500.00 for this worthy cause. Due to the nature of the event, there is likely to be pre- and post-event television coverage. Come on out, have a good time, win a ribbon, find some bargains, help a good cause and get your Porsche on the tube.

We look forward to seeing you there! Event Chairman – Bill Patton (415) 530-8151, BPI Coordinator – Jerome Nedd (415) 339-8450.

CONCOURS: Second event in the GGR Series. Same classes apply, i.e., C1 = Full Concours thru 1965, C2 = Full Concours 1966 to present, S1 = Street thru 1965, S2 = Street 1966 to present, R1 = Competition (AX, Time Trial, Race). Ribbons to third in each class. Fee to show is $5.00 per car for preregistration to 6-1-80. $6.00 after that and at the gate. For reservations, call: Chairman — Joe Hartman (408) 265-4623 BPI Coordinator — Lonnie Cunningham (415) 638-2042.

SWAP MEET: Sell your unwanted parts or find treasures. Spaces available for $5.00 with preregistration to 6-1-80.

WHERE: MERRITT COLLEGE — OAKLAND
WHEN: SUNDAY JUNE 8th
9:00AM to 4:00PM

CHARITY AUCTION BAKE SALE

$6.00 after that and at the gate. For reservations, call:
Chairman — Gary Sanders (415) 283-0513, BPI Coordinator — James Johnson (415) 530-7399.

CHARITY AUCTION: We’ll be auctioning everything from Porsche parts to the kitchen sink. Come out and find one of those once in a lifetime bargains. We need donations of items to auction, including any of the above, artwork, jewelry, white elephants. Anything you or your business may wish to donate. Receipts gladly given for donations. To commit a donation, contact: Chairman — Glenn Hills (408) 264-1822, Rebecca Newin (415) 728-5351, BPI Coordinators — Henry Cotton (415) 841-5515 and Gordon Brooks (415) 255-1132

We need auctioneers. If you are willing to do a half hour stint, contact Jerome Nedd or Bill Patton.

BAKE SALE: Bring your cookies, cakes, and other baked goods to be sold with coffee and soft drinks. To volunteer your baked goods, contact: Chairman — Jannie Ponciroli (408) 244-3083, BPI Coordinator — Debra Lane (415) 436-8279.

DIRECTIONS: Use the Redwood Road off ramp from Highway 13. Drive up Redwood Road to the Campus - it will be on your right.
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

Set of (6) Michelin 185x70 XWX tires for autocross, 80% worn, excellent shape $180.00. John Wilson (415) 791-2970 days.

1979 911SC No Down - take over payments. A very rare car - Try to find another SC without all the Cadillac type options. No power windows - No Air - No sunroof - No added weight to slow you down. A real drivers car. Red w/black interior and headliner. Leather sport seats, sport shocks, 22 and 28mm torsion bars, 7x15 and 8x15 factory alloys. 7.000 miles, very carefully broken in. Rick Woodbury (415) 838-8560, work (415) 829-2100.


1975 914/2.0 black with custom blue stripe, seats with blue inserts, 7 inch polished 911 alloys, 215 VR 60 CN 36's, oil cooler, deep sump, 21 mm adjustable front sway bar, 19 mm adjustable rear sway bar, 23 mm torsion bars, A-arm plastic bushings, rear arm plastic bushings, 180 pound rear springs, new tie rods and rubber boots, lowered, bump steered and wheel weighted, stainless steel brake lines, stainless steel heater boxes, new rotors, euro lights, rear electric Porsche lens, custom fiberglass air dam, bra, cover, z-beams, etc. Your choice of car stereo, extra 911 2.0 engine and 216-60 VR 15 P-6's, etc. See 6-78 Panorama. G. Walsh, P.O. Box 3033, Hayward, CA 94540, (415) 895-9735. Call 24 hours, leave message.

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1968 912 5 speed, burgundy/black with Recaro LN's momo steering wheel, sr sal mats, 6 inch polished alloys, front/rear sway bars, rebuilt engine, Koni shocks. Make offer. Also have new traction tires mounted and balanced on 5-1/2 inch chrome wheels, 2 rebuilt Solex carburetors and two black seats. Bill Kerler (415) 574-8704.

1975 911S Carrera No. 9115400147. India red/blk leather int., A/C, Blaupunkt AM/FM, recent engine work: new valves, valve guides, mechanical chain tensioners, resale, new brakes, master cylinder, clutch. Engine and body are excellent – $19,000. Also, two 8x15 inch factory alloys with tires – $800 + shipping, Rob Biddle, 160 Rancho Rio Avenue, Ben Lommond, CA 95005, (408) 336-2921.

2 - 8 inch x 15 inch steel wheels. Big Brake 911 – $50.00. 4 - 7 inch x 15 inch steel wheels for Big Brake 911 – $150. Time trial or Auto-X. Todd Lee 462-1371 or 828-4041.

4 Compo motive 3-piece wheels, 4 inches wide and makes it possible to 2 pieces 8 inches wide, includes lug nuts – $750. 1 78/79 Turbo Tail (fiberglass replica - New) – $240. 1 IROC Tail - Used – $100. 1 Stock 911/912 deck lid – $60. 1966 912 front suspension – $100. 1 356 right-hand door with upholstery and handles – $200. Call: John Johnson (408) 274-8659 7:00-9:00PM; (415) 364-4971.


Set of four early 7x15 factory alloys. Black centers, polished rims and hubcaps, very clean – $1100.00. Bruce Fong (415) 391-9666, days.

911 parts: 1970 911 front bumper, no trim – $70; pr Hella halogen fog lights, 1 broken lens – $30; Blaupunkt AM pushbutton radio – $20; Blaupunkt AM/FM/SW Frankfurt, 6/12 Volt – $90; two dark tan 1974 911 sport seats – $400/pr. Dennis Winter, home (408) 996-1770; office (408) 255-0900, ex3307.

1960 S-90 Roadster #88613, yellow/black, new cloth top, new muffler and ‘S’ pipes, chrome wheels, solid street car with all parts – $9000. Dennis Winter, home (408) 996-1770; office (408) 255-0900, ex3307.

Oil lines for 911 cooler. Metric to A/N. Bolt in to 911 oil cooler loop. 911 (740N) Brau, 1 with holes for fog lights, 1 without. Stock Carrera torsion bars, 19 and 22. Dale Dorjath 266-5789.

1979 – 911 SC Targa, bra, Cibie headlights, AM-FM cassette, 7,000 miles, tan leather sport seats, air con., electric antenna – $28,500.00. Troy Powell (415) 934-9151.


1970 914-6 – $11,000 offer. 50,000 orig mi. Sig. orange. Very clean. Steve Young (415) 938-8851.


WANTED

Wanted: Persons who are planning to purchase a Porsche or Audi. One of my sponsors, Carlson Porsche-Audi on Embarcadero Road in Palo Alto, has offered to increase their sponsorship of my Trans Am 914-6 if anyone mentions Jan Middles Racing before buying a car from them. This program benefits my racing effort directly and can benefit you. If anyone is about to purchase a car anyway please call me at (408) 379-2275.

15x7 racing minilite wheels for 911/914-6. Tom Green 967-2858, days.

Orig exhaust system for early 57 Speedster also 5-1/2 chrome wheels for same. Bill Patton (415) 543-9360, days; (415) 530-8151, eves.; W.E.

To buy, rent, or borrow for 1980 Time Trial Season – approved driver’s suit. Height 5 feet - 7 inches, weight 160, chest 40. Prefer swift suit with history of winning. Any color but yellow. Frank Bower (415) 493-8001; home (415) 948-5638.

Headlight rings for 356. VW may fit. Fair condition OK. For front end of race car. Frank Bower, work (415) 493-8001; home (415) 948-5638.

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DINNER WITH BILL

The February dinner meeting, hosted by Bill Patton, was held at Neptune's Galleon in Alameda. The restaurant provided a very relaxing nautical atmosphere overlooking a beautiful marina and the food was outstanding.

The dinner was well attended by over 110 members, prospective members and guests. It was especially nice to see Rob and Barbara Meli who hobbled across the Bay to join us. Among the special guests were the Nedd's and Humphrey's of BPI who came to help solicit support for a joint charity event to be held later this year. Bill Patton had some personal guests, including his parents. We found it quite interesting to meet some of Bill's grammar and high school cronies and hear them tell their "war" stories; many of which left us wondering just how he made it this far. Bill, did you really rob liquor stores?

The door prizes were somewhat spectacular with stereo speakers, a sonic car alarm, Porsche jacket, t-shirts, tire gauges, Porsche checkbook cover, wine, etc. Thanks to Bud Hart Porsche Racing, Martin Johnson Porsche Audi, Automotion, Hole in the Wall Book Bindings, House of Porsche, Ron Ferreira, Ely Porsche and Headquarters for your donations.

This year GGR celebrates its 20th birthday as a PCA region. To mark this special occasion, it was announced the names of Bob Garretson as National Vice President and John Clever as National Treasurer were submitted to the PCA National Nominating Committee. Both Bob and John have been active in PCA for many years and their nomination is a well deserved honor.

There was another surprise Fickle Finger door prize. This time the envelope under the seat was for John Clever who refused to take his out in public (tsk, tsk, John!). Mr. Clever was awarded a special device for his well publicized affliction, known as Coors Anemia, caused by the consumption of vast quantities of the golden brew. He need only fill the prescription at any liquor store and inject the nector of the Gods intravenously. He was last seen trying it out in the parking lot. Along with the syringe, John was given a can opener befitting anyone wishing to change their car to a convertible.

Finally, we were entertained by a newly/oldie-wed game. The contestants, John & Vicki Millidge, Ray & Sonja Blow, Gary & Elaine Sanders, and Carl & Judi Moore, provided us with some very revealing answers. We all discovered Ray Blow wears Sonja's panty hose. He claims it's for his varicose veins, and of course, we all accept that... (kinky, Ray)! Carl told the world Judi's boobs don't match, and all this time she thought she had a perfect set. Jon learned Vicki posed in the nude, he forgot it was for him. Married only two weeks, how quickly they forget. The tie breaker question proved the most controversial. When asked what they have done in their Porsche not covered by the owner's manual, Elaine immediately revealed they "made Jackie." However, Gary offered a different opinion as to what really happened and claimed he missed a shift. Little Jackie will have to grow up thinking she is a missed shift! Elaine, you better explain to Gary the difference. The winning prize went to that old and revered couple, Ray & Sonja Blow, which is further testimony to the belief that senility is only a myth. Thanks to Gary Evans for dreaming up those crazy questions and hosting the game, and thank you, Bill Patton for a super dinner meeting.

Becky Blanchard
Looking Back - Continued

I thought it would be allright to tell you a story, passed on to me by Joe Reitmeier, about an ingenious VW owner who was going to remove his engine with no other tools except the ones which came with the car.

It seems that while the individual in question was able to get the car up in the air without a big hydraulic jack (he used the car jack and some blocks of wood), he ran into a bit of a snag when it came time to let the engine down from the car. Fortunately, this stalwart individual was not easily dismayed and came up with a rather logical, though far out, solution to the problem.

Would you believe...he got himself a large block of ICE, pulled the engine out onto the ice and then melted the ice, allowing the engine to settle gently to the ground.

Dwight Mitchell

From the May 1971 issue of the Nugget:

CRAB AND SPAGHETTI FEED

This was the first C.R.A.B. event held as a joint dinner meeting with Sacramento Valley Region. Cost for the dinner was $5.00 per person for all you could eat of crab, spaghetti, wine, salad etc. A little confusion resulted from the instructions as the exit (Mace Avenue in Davis) was described as being “5 minutes from the Nut Tree” (at an average speed of 130 MPH). This year’s event was CRAB 91.

From the May 1972 issue of the Nugget:

HOW TO RALLY

As your friendly old rallymaster comes sliding round the corner and up your block (at 6000 in second gear, making up time), you think, ‘Gee, I wish I knew how to rally so I could drive fast, too.’ Well folks, here’s your chance. Keep those cards and letters coming kiddies, so your dear old R.M. won’t lose his job.

A reader in Saratoga writes (which I find amazing as I didn’t know anybody there could read): What is an Odometer Check? The odometer check is the calibration portion of the rally. It gives you a chance to compare your odometer to the rallymaster’s. If your mileage is longer than the R.M.’s, you must drive a little faster to stay on time. If your’s is shorter, drive a little slower (If it is exactly the same, you probably cheated).

From a San Jose doctor: When I get lost, how do I recover? Trace your steps to the point where you were sure you were on course. Then try to figure out where you went wrong and continue on. Never give up hope. Remember, there will be beer at the finish. Besides this gives you a chance to drive really fast (Would you believe 110 MPH on the CRAB rally?).

A Berkeley student writes (but just barely): Where is Sproul Plaza? Wrong kind of rally dummie! This column deals only with serious type automotive rallies (Karl Keller, please note).

A Palo Alto scientist inquires: How can I check my watch to see how accurate it is? The telephone time signal is the most available (Dial: PORSCHE) but as a point of reference to check small differences it just doesn’t do the job. The best check is station WWV (National Bureau of Standards). They broadcast on 2.5, 5, 10, 15, 20 and 25 Megahertz. There are now a great many inexpensive radios that, besides standard broadcast, cover at least some of these shortwave bands.

A navigator writes: What are the duties of the driver? Generally, besides driving the car, he is responsible for staying on course, and spotting all signs. He should also be prepared to accept full blame if you do poorly on the rally and give credit where credit is due (to the navigator) if you win.

The last question is from a Mill Valley reader: Now that I know how to win, how can I reduce my error? Practice makes perfect. While out driving, try driving at a true speed. Perhaps even make going to work a rally, assigning yourself speeds and mentally calculating time to check against.

That’s all for this month. Next month: How to navigate using the Stevens Calculator.

John Clever

If you ever get the chance to sit down with any old issues of the Nugget, you will rapidly see that we have a very rich heritage - one that makes one proud to be a member of Golden Gate.
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Coming Events

MAY
3 TIME TRIAL TECH – JOHNSON
10-11 TT SCHOOL/PRACTICE – JOHNSON
13 PIT CREW – MATTHEWS
17 TECH SESSION – WOODS
17 DINNER MEETING – GIFFEN/ MILEDGE
18 ZONE 7 AUTO – X No. 3 – SAN JOAQUIN
19 BOARD MEETING – BLANCHARD
25 A+B RALLY – GANG
31 GGR AUTO – X No. 5 – BLOW

JUNE
1 FAMILY PICNIC – TREFZ
7 TECH SESSION – PASHA
8 CONCOUR/SPORT MEET/CHARITY AUCTION/BAKE SALE – PATTON
8 ZONE 7 AUTO - X No. 4 - SIERRA NEVADA
10 TIME TRIAL TECH – JOHNSON
11 PIT CREW – BLANCHARD
14 TIME TRIAL TECH – SHERMAN
14 DINNER MEETING – BROOKING
15 BONUS CONCOUR – HARTMAN
21-22 TIME TRIAL SEARS – JOHNSON
25 BOARD MEETING – WOODS
28-29 SUMMER MUD TOUR – LEVINE/ STUCK/MEUNIER