You really can afford it
Porsche + Audi Sales, Service and Parts

At Anderson-Behel Porsche + Audi we pride ourselves in selling some of the finest automobiles in the world. We have one of the largest selections of new and used Porsches and Audis in stock for immediate delivery. We also have a variety of financial plans available to suit your needs making the purchase or lease of a Porsche or Audi affordable. In 1979 Anderson-Behel Porsche + Audi was one of only three Porsche + Audi dealers in the entire United States to win the Grand Award for Service Excellence. The award was presented for outstanding Porsche + Audi service throughout the year. If you have a Porsche or Audi that needs servicing, let us show you why we are the “best” west of the Rockies. We care.

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

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

ANDERSON
BEHEL PORSCHE + AUDI
4355 STEVENS CREEK BLVD., SAN JOSÉ 247-1655
### INSIDE YOUR NUGGET

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## DIRECTORY

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

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUTOCROSS CHAIRMAN</td>
<td>JOHN HAWKINS</td>
<td>1340 ODDSTAD BLVD PACIFICA, CA 94040</td>
<td>415-369-0542</td>
</tr>
<tr>
<td>HISTORIAN</td>
<td>TOM FOSTER</td>
<td>5328 BEECHWOOD LANE LOS ALTOS, CA 94022</td>
<td>415-969-2769</td>
</tr>
<tr>
<td>BYLAWS COMMITTEE CHAIRMAN</td>
<td>SANDI CANDLIN</td>
<td>1779 SHADY CREEK COURT SAN JOSE, CA 95122</td>
<td>408-274-8659</td>
</tr>
<tr>
<td>KEEPER OF THE ARCHIVES</td>
<td>SHIRLEY NEIDEL</td>
<td>9800 LEAN AVENUE SAN JOSE, CA 95123</td>
<td>408-225-8103</td>
</tr>
<tr>
<td>CONCOURS CHAIRMAN</td>
<td>JOE HARTMAN</td>
<td>2470 WESTPARK DRIVE SAN JOSE, CA 95124</td>
<td>408-265-4623</td>
</tr>
<tr>
<td>PANORAMA REPORTER</td>
<td>AL BERENS</td>
<td>439 BUENA VISTA REDWOOD CITY, CA 94061</td>
<td>415-367-6339</td>
</tr>
<tr>
<td>GGR REPRESENTATIVE TO ZONE 7</td>
<td>TED ATLEE</td>
<td>4644 FORT ROYAL PLACE SAN JOSE, CA 95130</td>
<td>408-378-7499</td>
</tr>
<tr>
<td>PAST PRESIDENT</td>
<td>SANDI CANDLIN</td>
<td>1779 SHADY CREEK COURT SAN JOSE, CA 95122</td>
<td>408-274-8659</td>
</tr>
<tr>
<td>PIT CREW CHAIRMAN</td>
<td>DINAH PATTERSON</td>
<td>16478 EUGENIA WAY LOS GATOS, CA 95030</td>
<td>408-354-0618</td>
</tr>
<tr>
<td>RALLY CHAIRMAN</td>
<td>KEITH McMAHAN</td>
<td>18173 KNUTH ROAD LOS GATOS, CA 95030</td>
<td>408-354-2970</td>
</tr>
<tr>
<td>ROSTER CHAIRMAN</td>
<td>URSULA GRUNFELD</td>
<td>263 SIERRA VISTA MT. VIEW, CA 94040</td>
<td>415-968-1402</td>
</tr>
<tr>
<td>SOCIAL CHAIRMAN</td>
<td>DON &amp; DINAH PATTERSON</td>
<td>16478 EUGENIA WAY LOS GATOS, CA 95030</td>
<td>408-354-0618</td>
</tr>
<tr>
<td>SPONSORSHIP MANAGER</td>
<td>MIKE LOMMATZSCH</td>
<td>30 INQUISIT TRAIL PORTOLA VALLEY, CA 94025</td>
<td>415-954-7443</td>
</tr>
<tr>
<td>TIME TRIAL CHAIRMAN</td>
<td>JOHN JOHNSON</td>
<td>1779 SHADY CREEK COURT SAN JOSE, CA 95122</td>
<td>408-274-8659</td>
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<tr>
<td>TOUR CHAIRMAN</td>
<td>NORB WITT</td>
<td>282 BELBLOSSOM WAY LOS GATOS, CA 95030</td>
<td>408-356-0986</td>
</tr>
<tr>
<td>ZONE 7 REPRESENTATIVE</td>
<td>TERRY ZACCONE</td>
<td>13046 ANZA DRIVE SARATOGA, CA 96070</td>
<td>408-257-6575</td>
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The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication (ie: June 1st for the July issue). Questions regarding display advertising should be directed to the Nugget Advertising Manager, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information.
AUF DER HÖHE

Elections - Golden Gate Region and National PCA elections are this month. Your GGR ballot is in this Nugget and the National ballot will arrive in Panorama. Please mark and mail your ballot now. These elections are important and deserve your attention. Please vote.

The Nugget - Many of you are, no doubt, hearing rumors about the Nugget. The following should bring you up to date and put to rest the rumors.

Recently it was determined that the Nugget was in some financial difficulty. The news came suddenly and without warning. The reason we were taken by surprise is there were too many people involved with too little definition to the guidelines for responsibility. The financial responsibilities seemed adequate at first glance but a year and a half of the new Nugget has brought to light certain problems which must be monitored with a more efficient method of checks and balances. These problems have been dealt with by defining the responsibilities into written form and clearly stating where the responsibilities lie.

In order to get back within the 1980 Nugget budget, we have initiated certain cutbacks for the remainder of the year. The production run has been reduced. The paper quality is reduced, an expanded issue eliminated, color eliminated, and all production work is in-house rather than subcontracted. Additionally, we may go to less expensive postage. We feel that none of these things have greatly reduced the quality of the Nugget.

An advertising blitz is under way at this very moment. You can help. We need advertisers in order to insure ongoing publication of the Nugget in its current state and hopefully return it to color and quality paper. If you, or your business are interested in an ad, please contact a Board member or the Editor post haste. We are no longer restricting our ads to Porsche-oriented businesses.

Nugget production can be a costly item. The Nugget needs help here, too. Typesetting, layout, illustrations, photography, and photo developing are expensive items if farmed out. We need club members to take on the responsibility for these items if we are to continue to produce the Nugget as you’ve seen it for the last two years.

The Nugget Editorship is open for 1981. If you are interested, or even curious, we’d like to know now. This is so you may follow the production for the next couple of months and be ready to produce the January issue with minimal transition problems.

If you have anything to contribute in any of the above areas, please let a Board member or the Editor know. Let’s work together to keep the Nugget in its award-winning position.

Thanks,

Bill Patton
President

4/GOLDEN GATE REGION

THE AUTOHAUSS
OF NORBERT NIESLONY

Custom maintenance and repair by Porsche factory trained mechanics.

- Quality parts.
- (We also buy and sell Porsches.)

760 El Camino Real, San Carlos, California 94070 • 591-8666
This is your last chance to autocross for 1980, so come out and have a good time. Unless the October event is unavoidably cancelled this event will be strictly for fun (no points).

If you have questions call your event chairperson.

Sharon Neidel
408-225-8103

WHERE: Alameda County Fairgrounds
Pleasanton

WHEN: Saturday November 8th
Registration 7:00 - 8:30AM
Late Registration 11:00AM - NOON

CUSTOM QUALITY
HAND CAR WASH
UNHAPPY WITH THE FULLY AUTOMATED CAR WASH?
We Take Better Care Of Your Car Offering A Detailed Car Wash For Those Who Want Quality. By Hand We Clean Both The Exterior & Interior Using No Power Brushes.
We Take A Little Longer But You Benefit By Our Results. We Clean Boats & All Vehicles.
- HAND CAR DETAILING -
  Interior - Exterior - 2 Coats Of Polish Engine Cleaning - Vinyl Top Re-Coloring
371-6660
Plaza Car Wash
1667 S. BASCOM AVE.
(NEAR HAMILTON)
CAMPBELL

PICTURE RALLY

Picture this - - a rally that uses pictures. Sounds like some fun, huh? It should be. Involved will be easy to follow route, with some photographs that will have to be identified along the route. Object of the rally is to see how observant you are. Or are not! Anyway, afterwards there will be a spaghetti dinner and get together to discuss results and to compare f-stops and shutter speeds. The 'afterwards' is BYOB, so bring your BYOB to the start and it will be transported to the 'afterwards'.

WHAT: Picture Rally
WHEN: Sunday, November 9th
TIME: 1:00PM Registration
1:30PM first car out
START: San Jose Mercury News
750 Ridder Park Drive
San Jose

COST: $7.00 per car (Includes spaghetti feed, BYOB)

DIRECTIONS: The Mercury News is off Highway 17, just north of the 17 & 101 intersection. From the north take the Brokaw/Schellenberger exit, a very quick left and then to stop sign. Go left, under 17 overpass to the first road on right. That’s Ridder Park Drive. We’ll be in the Visitor’s lot in front. From south take 17 just north of 101 and get off at the Brokaw/Schellenberger exit and go right at stop to Ridder Park Drive.

QUESTIONS: John Fulton/Janet Tyson 408-287-9260
In Recognition . . . .

of this special 1980 Porsche Parade issue of the Nugget, Tom Amon and Don Wise congratulate the many Golden Gaters who competed in the Concours, Driving Event and Rally.

T&D also recognize their team members who won in the Driving Event on the Portland International Raceway, of course with Porsches prepared and maintained by the specialists, T&D, *the Winning Way*.

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<td>Mike Lommatsch</td>
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<td>Matt Ballentine</td>
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<td>Glenn Hills</td>
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<td>23</td>
<td>Sandi Fahl</td>
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<td>LaQuita Hills</td>
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PORSCHE WORKS
1320/D DELL AVE.
CAMPBELL, CA 95008
378-1911
ADUMMKOPF DINNER MEETING

Well Time Trialers it's your favorite time of year Trophy ome Thats oght umme trial trophes will be awarded at the November dinner meeting. This dinner meeting is hosted by Dick Petticrew and Johnny Johnson This meeting will no doubt be very large and a super chance to meet lots of people. Get your reservations in early. The reservation deadline will be strictly adhered to with no cancellations accepted after Tuesday, November 11. See you there!

WHERE: Ricky’s Hyatt House 4219 El Camino Real Palo Alto

WHEN: Saturday, November 15th 6:30PM cocktails 8:00PM dinner

COST: Breast of Capon Maderia - $12.50 Roast Sirloin of Beef - $14.00 Dinner includes Salad, Pilaf (with Capon), Parisienne Potatoes (with beef), Vegetable, French Rolls, Coffee, Tea, or Milk.

Make checks payable to PCA/GGR and mail to: Barbara Later 2310D Warfield Way San Jose, CA 95122 or phone: 408-280-6890

Reservation deadline is Tuesday November 11th. You are responsible for your reservation if you do not cancel before November 11th.

NOTICE:

All Nugget material for the January, 1981 issue, due December 1, 1980, should be mailed to:

AL BERENS 439 Buena Vista Avenue Redwood City, CA 94061

The position of Nugget Editor for 1981 has not been filled. Anyone interested in the position should contact Bill Patton, a 1980 Board member, or Jeff Later as soon as possible.

COVER — The beautiful 924 (Ex-Sebring Edition) of Nickums and Jan Kelez. This shot was taken at the Parade Concours in Portland, where Kelez’s bright red car on the green grass of the golf course was absolutely stunning. Paul Simon was right in this instance - everything looks worse in black-and-white.

CREDITS — Photos by Alan Brooking, Ted Atlee, Liz & Bob Stiffler and the Editor. Photos for the “GGR Means People” article were supplied by Harry Weber from his archives.

I had plotted my course, picked my line, and was racing against the clock on that particular Friday afternoon; the mission entailed wrapping up an unexpected rush project at the office in time to descend on JB Trophies by closing time to lay claim to my bounty. If I’m late the penalty could be severe - I could be subjected to receiving the “Dreaded D” on two consecutive occasions, this time for arriving at the September dinner meeting sans appropriately engraved Dummkopf (in order that I can bestow the Big “D” on my successor).

But the powers that be have smiled on me and, Dummkopf in tow, I set off for Borel’s in San Mateo the following evening, still confident that I am going to have the honor of rewarding some other poor unfortunate soul who has erred (which is human) but has had the misfortune of being caught doing so (divine).

I no sooner arrive and elbow my way to the bar when I am sought out by various underworld types, each assuring me that the story I am about to hear is not only absolutely true but the perfect grounds for Dummkopf honors. My heart quickens with each successive tale; I never knew the thrill and power apparently vested in me by virtue of my current dubious position - the holder of the “Dreaded D”.

Then, at last! I found the pearl. It seems that two of our more enthusiastic GGR’ers were so anxious to see all of us again at the September dinner meeting the they not only showed up early for the fun and frolic, they showed up twice - initially a full week in advance. I’ve heard of avoiding the rush, but Ray and Jackie Zazzetti have gone beyond all hopes of a plausible explanation for their early arrival. Nice try though, after discovering they were more or less traveling to the beat of a different drum (or calendar, as it were), they casually opted to stay and feast at Borel’s anyway . . . BEAUTIFUL!!!

So the next time you see Ray and Jackie, congratulate them for being on time to the dinner meeting (twice). I’ll bet my Armor-All they make it on time to the engraver’s next month. Divine...

Janet Buck

SEE THE STARS

Don’t forget to reserve your spot for the Observatory/ Finger Party/Howling/Oatmeal Slinging event on November 7th. For reservations and what to bring to the party call Sharon Trethen 838-8514.

Sharon Trethen (Howler) Bill Patton (Slinger)
ELECTIONS '81

The following are the Nominees for the various Board positions as approved by the Board of Directors. The By-Laws state that there must be two candidates per position in an election. After 5 months of intensive work by the Nominating Committee, including 3 Nugget articles, a mailing to over 120 members, and over 100 phone calls, the candidates below were the only ones who would step forward to serve the region in the capacity of Board Member. I would like to thank the members of the Nominating Committee for all their hard work, and the Board of Directors for their support.

Barbara Berens
Chairperson
Ray Blow
Bill Newlin
Susie Atlee
Dave Walden
(a special thanks to Sonja Blow for her help)

PRESIDENT
SONJA BLOW

What motivates an individual to run for President of GGR? In my case, it is a sincere desire to serve the many super members of the Region by contributing my time and effort in the administration of the Region's business. Further, it is to generate enthusiasm, encourage participation in club events, to meet people and perpetuate the friendly club concept. (It also helps to be a little crazy!)

As a member of GGR for the past eight years, I have chaired many events, served as Editor of the Nugget, and assisted my husband Ray, when he was President in 1976.

Your vote and support would be appreciated.

Sonja Blow

VICE PRESIDENT
SHARON NEIDEL

As most of you are aware I was raised in the Golden Gate Region. I joined the club on my own in 1973 and have attended virtually every event since that time. Besides attending, and enjoying all of the events I have chaired events, been a committee chairperson and served three prior terms on the board as your Treasurer, Technical Director and Membership Director. I love the Golden Gate Region and would be very honored to serve on the Board of Directors once again as your Vice-President for 1981.

Sharon Neidel

8/GOLDEN GATE REGION
I joined Golden Gate Region in 1978. Since that time I've become active because of the varied events and the friendly and enthusiastic members of this Region. I've enjoyed autocrossing and working at our Time Trials for the past year. I've contributed articles to and assisted in the preparation of the *Nugget*. I hosted our 20th Anniversary Dinner Meeting and chaired the Family Picnic this year. In August I was appointed Goodie Bag Manager, I enjoyed my first Parade in Portland. I appreciate being nominated for Vice-President and would enjoy giving my time, energy and enthusiasm serving on the Board.

Donna Trefz

I am a long time Porsche enthusiast and have been a member of Golden Gate Region since 1964. I have served on the board four times previously and look forward to serving the club again.

Bruce Anderson

I have enjoyed this year as a Board Member serving as Treasurer and would like to continue serving GGR as Secretary in 1981. I have been a member for 6 years and have put on several tours, auto-x's and social events, including in 1980 a dinner meeting, the Bay Cruise, and the Monterey tour. As well as Treasurer, I have held the positions of Pit Crew Chairperson, Goodie Bag Manager, Chairperson of the Nominating Committee and Co-Nugget Editor. I have tremendous enthusiasm for the Club and would appreciate your vote.

Barbara Berens
1981 is going to be a pivotal year for Golden Gate Region. The new Board will be faced with boosting event attendance and financial upheaval. Prior experience on the Board is necessary. Both Susie and I have been active members of GGR for over 7 years with a combined total of 4 years on the Board. We believe in the Board position being a family commitment, so we will both bring the experience vitally needed in 1981. My marketing job, with budgets and sales transactions dealing in millions of dollars gives me ample experience to handle GGR's treasury, which has an annual cash flow of over $60,000.00. I would be honored to serve GGR on the Board of Directors for 1981 and promise to represent you and your thoughts in the coming year while instilling enthusiasm and positive thinking into the 1981 Board.

Ted Atlee

I have been a member of GGR for 8 years and I'm pleased to accept the nomination for the position of Treasurer. During this time I have been an active participant and would now like to have the opportunity to give more to the club than just my attendance.

I feel qualified for the board position of Treasurer as I ran my own business, including the books, for the last 12 years. I have also served in this capacity for another car club while I was living in Seattle. I look forward to doing the same for GGR.

Jan Kelez
Having been a PCA-GGR member for more than a year I feel well qualified to be a member of the 1981 Board of Directors as Membership Chairperson.

I have been active and enthusiastic in all phases of this club; from putting on numerous events to attending well over 100 events. I have also received the Don Matthews Memorial Award, served as Sponsorship Chairperson and attended all Board meetings for the past year.

Again, I feel thoroughly qualified to serve as Membership Chairperson for the coming year and promise to continue to make Golden Gate Region the best region in PCA.

Mike Lommatzsch

Dear Fellow Members,

I hereby submit my name for consideration of nomination to the ballot for election to the office of Membership Chairman for the year 1980-81.

My wife and I have been members of Golden Gate Region since 1973. During those years, we have participated in many activities including rallies, dinner meetings, autocrosses, time trials, tech sessions and swap meets. Earlier this year I co-sponsored (chaired) an autocross with Matt Ballentine. However, for most of the time, we have "taken" from the Club, and have given relatively little in return. We feel that the time is ripe to rectify this imbalance and to begin giving more in return. Thus, I submit my name for consideration.

Being a member of the Club has meant the fulfillment of many dreams. It has made the ownership of the automobile whose name graces our masthead the fullest pleasure it was intended to be. But more than anything, being a member of the Club has provided the opportunity to meet and come to know the many wonderful people who have likewise sought the fulfillment of their dreams, varied as they may be. If possible, I would like to help as many others as I can to realize the same satisfaction by becoming active members of our Club.

John Seymour

As a member of the Porsche Club for 6 years, current Pit Crew Chairperson, 2 family picnics, 1 dinner meeting, and lots of support to other people when they put on events, I feel I am ready to take on Social Chairperson. I'd like to run on a platform of cheaper dinners, a brunch to replace one dinner meeting, an ol' fashion potluck Thanksgiving dinner, and entertainment following the dinners. I'd also like to see some different tours take place this next year and see some new events replace some of the regulars. I hope you'll support an enthusiastic member, and - - if elected, give me lots of your support!

Dinah Patterson
ELECTIONS '81
COMPETITION DIRECTOR
WALT MAAS

I'm Walt Maas, candidate for your Board of Directors as the Competition Director. I have been an active member of GGR for 5 years, and I have enjoyed participating in all areas of the club's activities and look forward to serving you in 1981.

Being the Competition Director requires a person who not only is familiar with the operations of the club and its activities, but also a person who can exercise good judgement and maturity in dealing with the people and issues. I believe my experience qualifies me for this position. I have participated in all areas of competition activities, and I originated and have conducted the Time Trial Drivers School which has provided comprehensive instruction on driving a Porsche to over 100 of our members.

My basic platform is that our activities must be enjoyable and interesting to the club membership. As your Competition Director I will work toward this goal throughout the coming year.

Walt Maas

COMPETITION DIRECTOR
JIM PASHA


I am running for the office of Competition Director because I want the competitive events to remain as a recreational sporting diversion. I have, in the past, been chairman of each type of competitive event, excepting time trials, and am well versed in the operation of all the events. A vote for me will insure representation and an open forum for all competitive events.

Jim Pasha
ATTENTION

Activities week arrives early. My concept for the 
Nugget in 1981 is to have it be an activity. One you can 
participate in and enjoy much like Pit Crew or any other 
event you enjoy participating in. To solidify and introduce 
this concept, a meeting is being planned to formulate the 
Nugget’s direction for 1981. The tentative agenda will 
include:

I. Candidates for Editor

II. Development of a staff

III. Satisfying your curiosity, educating you and 
encouraging you on.
   A) What it takes to produce the Nugget
   B) How you can contribute

IV. General discussions re:
   A) Advertising
   B) Material
   C) Timeliness
   D) Technical
   E) Cost

Each of you has an opinion, some a skill, idea or possible 
contribution. Combining these can make the Nugget a 
community project, thus, an enjoyable activity.

This meeting will greatly affect the direction of the Nugget.

in the near future. This is your opportunity to have your 
input heard.

I specifically encourage your participation if you fall into 
any of the following categories:
A) Possible interest in the Editor’s job
B) Possible interest in joining the staff
C) Would like to contribute material
D) Would like to contribute a skill
E) Have an idea or opinion
F) Curious
G) Are a member of:
   1) Nugget Guidance Committee
   2) Nugget Staff
   3) 1980 Board
H) Are:
   1) an advertiser
   2) a candidate for the 1981 Board
   3) care about the Nugget

WHEN: Wednesday, November 5th
7:30PM

WHERE: Nick & Jan Kelez’s home
332 Shad Court
Foster City

DIRECTIONS: From north or south on 101 use E. 
Hillsdale Blvd off ramp, right on Foster City Blvd., left on Marlin, right on Shad Court.

From the East Bay take 92 (San Mateo Bridge) to 
the Foster City Blvd. offramp, left on Marlin, 
right on Shad.

No Reservations required.
Please, BYOB.

Thax,
Bill Patton

TRAVELS WITH J.R.
MIKE AND BILL

By now, anyone who has registered should have received a 
questionnaire and a confirmation notice. If you have not, 
please call me immediately. For those who forgot about the 
tour or could not make up their minds earlier and would 
still like to go, I might still have some room - so call.

For more information, please see your October Nugget.

See all of you on November 22.

Mike Lommatzsch

PS - By now, some of you should know who JR is. If not, 
he is somewhat similar to Ted Atlee!
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THE GREAT CAMEL HUMP

Leave it to Bill Patton, and you will always have a first class event.

Earlier this year, Mr. Bill had a tour to Virginia City planned. We were going there to watch the camel races. Golden Gate Region was going to sponsor one of those two hump beasts and we were going to hire our time trial chairman, Johnny Johnson to do the riding (driving)!. The pit crew was to consist of John Clever (the camel distributes Coors!) and our fearless leader Mr. Bill. Due to technical difficulties though, Mr. Bill was forced to cancel the above and revert to his old standby, "The Ryde Hotel".

In the process of setting up the Ryde Hotel tour, Mr. Bill recruited another fanatic, Mark Gang, to help him with his fiendish scheme and to have someone to blame if something went wrong.

A few people started the tour Friday night by gathering at Mr. Bill’s and driving to Port Costa. Upon arrival at Port Costa, all Porsches were put to sleep for the night. In the meantime, the contents assembled at “Juanita’s at the Warehouse” for a prime rib dinner. Juanita is a junk collector and her restaurant is decorated with them in various stages of becoming antiques. The dinner was fantastic with many participants walking through the buffet line 3 or 4 times. During the course of the evening, Juanita made her rounds and kept everyone amused. Walt Maas had a grand ole evening. Juanita with her immense affections gave Walt a thrill he won’t soon forget. Right Walt? She placed both of her affections on Walt’s shoulders and began to compress them together, slowly eliminating Walt’s head from view. Well, the rest of the evening went quite the same, with all the men receiving Juanita’s delightfully astounding treatment.

Sometime during the late evening hours, everyone went to their rooms at the Burlington Hotel. This hotel is located across the street and upstairs from Juanita’s and is decorated with much the same decor.

Saturday morning dawned with a low overcast. The additional participants and cars on this tour arrived early in the morning and everyone received their rally instructions from Mark Gang. We all gathered at Juanita’s for another of her magnificent meals: breakfast a la buffet. Again, Juanita made her rounds with her affections and got to “almost” everyone that missed the previous night. Somehow I missed it both times!

After breakfast, we all gathered outside and received final instructions from Mr. Bill and Mark. The answers to all of our questions was always the same, "I don’t know". Within minutes, we were all off to our cars with pencil, paper, rally instructions and a list of outrageous questions. The tour took us to the far reaches of the San Francisco Bay and to the Sacramento Delta. During this time all participants tried to answer the many questions Mr. Bill had arranged for us. There was not a "correct" answer for anything. Each question was either cunning, shrewd, clever, sly, entertaining, difficult or all of the above. Some questions were quite simple. Like finding out who a certain phone number belonged to. Sounds simple? Ask Sonja Blow, she kept getting a busy signal (It’s hard, if you call from the number you’re trying to call.). Also, we were asked to identify numerous event participants pictured in the rally instructions. Of course there was a trick. All those pictures were pre-18 vintage.
The Great Camel Hump - Continued

Later that afternoon the participants arrived at the Ryde Hotel and Speakeasy. There each car turned in its score sheets, received its room key, and then settled into the bar for some well deserved spirits. Some people went to their rooms to rest up for the evening, only to find squeaky beds, dresser drawers with no bottoms, broken water pipes and many other problems, all of which come with the price of the room.

At 8:00PM the real entertainment began. Keny Stewart took to the stage with his comedian/ventriloquist act. It was great. Keny uses two dummies - one a dummy named Sylvia and another lifelike dummy named Hank Malter. Hank showed us all how to play dumb and only speak when your neck is squeezed. Of course Sylvia out played Hank and stole the show. Better luck next time Hank - and thanks for the good laughs.

Next came the magician act of Mike Davis. He is also a good comedian. Again, this show was great and included the use of Walt Maas for part of it. Incidentally both Walt and Hank were set up by Mr. Bill as were both fantastic shows. Again, thanks to both Hank and Walt.

At the end of both shows, Mr. Bill and Mark awarded the prizes to the winners of the rally. In first place were the Levines (Len, Lynne and Lisa). They received a Howard Shoemaker cartoon print made especially for this event. In second place were Jim Garrison and Karen Lawson, third went to Brooks and Sasha Thiele and Norb and Judi Witt wound up in fourth. Bringing up the rear were Jesse and Roberta Marquez. Len and Shirley Peterson received the event Dummkopf. Seems as though they received an answer sheet with their questions and proceeded to copy almost all of it. They tried to miss just enough to look good. They received a framed collage of camels.

The Shoemaker drawing was sponsored by Andi Alongi Body Shop of San Jose and the printing was courtesy of Rosecrucian Press, Ltd. of San Jose. We thank both of them for their support of this event and other GGR club activities.

Soon afterwards, there were a few announcements of which included Mr. Bill receiving his name badge back (he lost it in Portland), after of course, he sang for it as is GGR tradition. Then for many it was to bed, while others proceeded to dance the night away to the live band in the bar.

Sunday came and with it were many activities. First was brunch at the Ryde Hotel, and then a day of rest or sightseeing. There are many old towns on the delta, all of which have their interesting points. At about 4:30PM, 21 survivors of the weekend had dinner at “Al the Wop’s”. There they were served a delicious New York Steak dinner. Afterwards, the last 21 proceeded home to recover from this marvelous event.

Thanks Mr. Bill and Mark, you both did a great job. This could easily become the “Event of the Year”. You both deserve it.

Mike Lommatzsch

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

I got to exercise a childhood fantasy this past month. The fantasy was to spend a weekend at that gorgeous old hotel in Berkeley, the Claremont. The occasion was the 356 Registry West Coast Holiday. What an absolutely perfect combination.

The West Coast Holiday is an annual event of the Registry. And the object of the gathering is to the further enjoyment of the 356 model Porsche. Friday was the normal registration, get acquainted, and complete your concours project time. We participated in the first two functions only, and contributed a little heckling in the third category.

Very early Saturday morning the excitement began. From our room we had a panoramic view of the Bay, SF skyline, bridges, etc. But the noise was coming up from directly below. The concours entrants were assembling - there's nothing quite as eye opening as a Carrera II starting up on a cool overcast morning. You can even smell the Castrol!

There were some competing noises from the Wine Stomping contest at the other end of the hotel grounds. The wine stomp included Oakland Raiders, Raiderettes, Dick Smothers and microphone. They also had a good time!

The highlight of the day was the sun coming out to shine on 70+ concours prepared 356's! What an extraordinary sight. The Oregon Parade Manhattan trophy winner was on display, as well as the People's and Judge's Choice award winner from the Oregon Parade. There were lots of familiar faces - the entrants, the judges, the gallery. To name any or all, the list would read like a Who's Who of PCA. This spectacular day was followed by an awards banquet, door prizes, dancing and the normal comraderie of Porsche people.

Sunday morning we understand there was a super tech session, but we slept late that morning due to too much Saturday night comrade! The event, the place and the people - all made for a great weekend.

Alan and Susan Brooking

Congratulations to the 1980 PCA Parade Winners at Portland, Oregon

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NUGGET/17
AUTOCROSS SCHOOL

Once upon a time in a far away place, there was this strange little town called Pleasanton. Every once in a while these funny little people in strange looking little cars would arrive on a large black square and drive around in circles all day long. In the evening some would look happy and some would look sad. Now, if you don’t know what we are talking about you’ve been had. This is what is known as autocrossing.

On September 9, 1980 there were 54 student drivers, 20 volunteer instructors and several morning course supervisors that met to have an autocross school.

At registration a question was posed to us which was, “What is the purpose of this school? Is it to teach a person how to drive his or her Porsche with better driving skills and techniques?” We feel that is what an autocross school is all about.

The school was designed and put on by our own Jim Pasha, with the help of 24 volunteers. The instructors were all very accomplished drivers and gave a full day of time to instruct 3 students each.

The school was in two sessions. The morning session consisted of three different course problems to solve.

Course No. 1, run by John Byrne from Redwood Region, was an oval course with a short slalom in the middle. Each student group ran this course an equal number of runs in both clockwise and counterclockwise directions.

Course No. 2, run by Glen Renk, consisted of tight turns and corners and was also run in both directions.

Course No. 3, run by John Hawkins, was a slalom course. This course was run in the counterclockwise direction only, due to the physical layout of the course.

For the afternoon session the oval was eliminated, with the combining of courses 2 and 3 and some fancy pylon moving a super course was obtained. At the beginning of the afternoon session John Hawkins was overheard to say “look at the overabundance of course workers.” There were about thirty courseworkers and grid workers abounding.
All the student drivers learned basic techniques and fundamentals. All the drivers improved their driving skills and drove the afternon course with good times.

Several couples that took the school inquired about membership. Rich Woodman and Marilyn Swift were welcomed to their first event as members. GGR is a wide-spread region, we come from all corners of the Bay Area to attend an event and some of our people travel great distances, but consider the enthusiasm of Dotti Cohen, Lyn Mangiameli, Paul Balderelli and Laurie Adams who came all the way from Reno to attend our school. They are members of Sierra Nevada Region.

Al and Sharon Gibson have bought Walt and Barb Maas' 911. The Gibson's came to the school not knowing that Walt would be there or instructing, needless to say Walt showed them some of the finer points of driving.

The Pasha came to Bill Reynard's rescue by fixing his 924 so he could participate in the school, another job for a very busy man.

The day wasn't complete without a couple of spins by Patton, a fact which we don't think is caused by the paint job. Keep trying Patton.

We hope that this school has inspired some new Porsche Pushers into coming out to our autocross series. Thank you Jim Pasha for an excellent learning experience. We feel the job was well done.

Bob and Liz Stiffler

RULES RULES RULES

TIME TRIALS RULES DISCUSSION MEETING

WHEN: November 16th
12:00PM

WHERE: John Johnson's home
1779 Shady Creek Court
San Jose, CA 95148

CALL: Only if you have questions.

NO ALCOHOL WILL BE ALLOWED DURING THE MEETING

ZONE 7 MESSAGE

Zone 7 car badges are available. Be the first on your block to have one (new style, includes Shasta Region). Anyone interested should tackle the Goodie Bag lady next time they see her.

Donna Trefz
Goodie Bag Lady

FA-LA-LA

Save December 12th for Christmas Caroling. Watch for more in the December Nugget.

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CONSIDERATION TO PCA MEMBERS
PUT-ON PLACE

There has been much speculation about the missing Pan Am leg on the Ryde Hotel Tour . . . . It can now be told that Bill Patton laid out the rally/tour and didn’t realize that corn grows high enough to obscure the stand-off for that leg of the rally . . . . so much for Wild Bill Patton and his usual mode of operation. Jim Pasha and Ron Ferreira put together a wild rally through the East Bay hills - got a few people lost and the CHP gave John Clever a lecture on how to make an illegal left turn . . . . not out of the ordinary except that this time John had made a legal left turn. According to foxy Rossetti, Pasha and Ferreira need to learn how to spell . . . . among many other things they need to learn . . . . Some of the regular autocrossers are glad Ron Lepke doesn’t make a regular habit out of autocrossing, seems he went pretty fast at the Autocross School. Seems the dragon lady of Yosemite Region and her companion were enroute during the Ryde tour and while pouring one of her outstanding Margaritas, one of California’s finest looked on in obvious thirst. For those of you who aren’t aware, Jon Milledge recently returned to Formula Atlantic competition . . . . something about Jon running into old aquaintance Gilles Villanueve . . . .

The Scarlet Pumpernickel has a proposition for GGR. The time has come for a dinner meeting to be more than Bill Patton getting laughed off the podium. The Scarlet Pumpernickel will donate a $50.00 1st prize if GGR will put on a costume ball for the February dinner meeting with a theme of coming as a swashbuckler or a lady of the period. Douglas Fairbanks eat your heart out. GGR really does know how to do it, they just need to prove it once in a while. Well, why not? Tell Bill Patton if you really want one. I do!

There has been some conjecture as to who I am. Well you aren’t even close. Some people think Patton’s at it again, sorry, but are you sure you have the right gender? Oh well, for now I’ll let you guess (PS - nice try, Bill!). Till next month . . . .

The Scarlet Pumpernickel

AUDITIONS

We still need 'NO-CLASS' acts and/or carolers for our Grand Finale at the Christmas Party. Please contact Al Berens (415-367-8339) if you want to Audition.

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Ah, time for the next saga. Application received and competitive number given. Beautiful, we're going!!!

ENTER: Mt. St. Helens. Nick says no way will he take “Little Red” up there. Well go in the Bimmer (BMW). We argue, no discuss, back and forth the relative merits of each course of action. Deadline passes for meal tickets; no room reservations are made; we get reassuring memos from Portland that Parade is on and that we and our Porsches will be safe. What to do? What else? Go . . . . . . . .Get meal tickets; get lodging from Mike Lommatzsch (who had the foresight to reserve 3 rooms) and join his caravan going up.

Well, Nickums was so elated that all this decision making was completed that he decided to celebrate with fellow GGR neighbor; unfortunately that lasted until 2:00AM. We were scheduled to get up at 4:00 so we could join Mike and his group leaving for Portland at 5:30AM. Well, I got him up all right, reminded him to pack, and went to get our lunch packed and load the car. Two hours later he was still trying to pack (he was later amazed at what he brought), and at 6:30 we waved at the spot where we were supposed to meet the rest of the group.

By noon, Nickums was feeling almost HUMAN, so we found a neat spot by the Rogue River and had lunch. Later we stopped at Albany, Oregon for much needed Beer Brake and afterwards we toured with red 908 and host of others from our neighbors to Portland with them.

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Next day Nick took me over to the Portland Exposition Hall to look at all the wackos concouring their cars. As we ate our Brats, and drank our beer, he kept reminding me how lucky I was that he had decided not to concour. "Why look," he exclaimed, "some people have been here since Thursday preparing their cars. Just think, if we had entered I would have made you sit on sheets, you couldn't have eaten all those munchies on the way up, and we wouldn't be here socializing and enjoying the day!"

Well, maybe I just happened to catch that infectious disease known as "The Spirit of Parade", but in my heart I really know what it was. It was the beautiful pewter tray that one of the Portland people just happened to show me after the dinner and raffle. Before Nick could say "You're out of your MIND!" I had him signing up at 9:50PM to enter the Concour at 8:30AM the next day. I raced back to the hotel with Mike Lommatzsch (who had also decided to become a wacko and enter his car) and picked up a change of clothes and a lot of hotel towels. Next I called a few people and asked them to a "Concour Working Party" (a lot of them later accused me of leaving out the work "Working" when doing the inviting) and went to Safeway to pick up wine, nibbles and Q-Tips.

While I was gone, Nick had been playing "Beggerman." Thanks to Bert Wall and Marta Newcomb, he had the cleaning and waxing supplies; Jerry from Sierra Nevada loaned us jacks and tools; from Nord Stern and Rocky Mountain came solvent, vacuum and extention lights. By 11:00 we were ready to start. Marge Forster worked 2 hours on the engine pan; Sue Wise and Dennis Winter spent 3 hours on wheels and wheel wells; and little Billy Patton stayed until 4:00AM working on the engine.

What was the end result of all these Porsche people in action? Well 39 hours later we were able to crawl in bed for some much needed sleep. Sitting on our dresser, however, was a shining pewter plate and a 2nd place red ribbon. A true TEAM AWARD if there ever was one!

If you ever have a chance to attend a Parade, don't even think about it. It's a marvelous experience and you will meet some beautiful and caring and sharing people. GO . . .

Jan Kelez

Monday: We awoke to a crystal clear sky, the sun was already beginning to warm the air, and with great excitement departed for the West Delta Park Golf Courses, site of the Parade Concours. The cars were situated around a small pond, gleaming in the sunlight, looking elegant on the lush grass. Wandering amongst the cars, judging beginning, a wonderful box lunch provided by Porsche/Audi jazz ensemble in the background really fantastic site and day. The team of judges for the concours was spiced with GGR members. Among them were Harv and Linda Smith, Don Patterson, Bev and Joe Hartman, Bruce Anderson, Doug Forster and Bob Garretson. Gene Babow announced and interviewed some of the notable car owners. That night, the awards banquet, where GGR did take home some awards, and all of Zone 7 cheered as Gene Gilpin was announced as People's and Judge's Choice car. Incredible car - you should see it some time.

Tuesday, Wednesday, Thursday: Autocross. Portland International Raceway. If you weren't autocrossing there were side excursions, to Lloyd Center, the Ladies Luncheon (GGG style), buying sprees at the Pendleton Woolen Mills factory seconds outlet, and general running around sightseeing and watching the autocross. The autocross went something like this:

The 1980 Parade driving event was held at Portland International Raceway and sponsored by Koni America, Incorporated.

PIR is a closed circuit road racing course. The track is 1.9 miles long with nine turns and very little elevation change. There were pylons locating the chicanes before turns 1 and 8, turn apexes and braking points. There are plenty of run-off areas around the entire track to make it one of the safest tracks and to keep your car from getting hurt.

Last year, for Portland Region's Mini-Parade, it rained like a monsoon. This year, the weather held back (except for a shower or two on Tuesday), and the event was held under mostly cloudy and threatening skies.

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BE WATCHING FOR OUR AD NEXT MONTH!
During all three days of driving, GGR and Zone 7 participants provided a cheering section for all Zone 7 participants. If you weren't driving, you were in the bleachers cheering for your favorites. We hung up the Zone 7 banner which Terry Zaccone brought (we are still looking for GGR’s banner), behind us each day. For the most part, we kept our cool, were behaved and tried not to be the most obvious group of people out there. Every so often though, we couldn't help but get a little rowdy.

The final results show GGR and Zone 7 as the region and zone to beat. Out of 40 GGR participants in the driving event, 29 of them brought home trophies. Out of those 40 participants, there were 14 firsts, 7 seconds, 6 thirds, and 3 fourths plus 10 other places. The total number of trophies to all Zone 7 was 51. The total number of trophies given was 110. GGR swept first, second and third in only one class. That was the class 19 with Matt Ballentine, Glenn Hills, John Hawkins placing 1st, 2nd and 3rd respectively. GGR did, however, take two out of the top three places in some six other classes. Those included: in class 6: Mike Lommatsch and Dick Petticrew - 1st and 3rd respectively; class 18: Bill Newlin and Phil Mullen - 1st and 3rd respectively; class 25: Sharon Neidel and Neda Dorjath - 1st and 2nd respectively; class 26: Lona Brownell and Kerry Biddle - 1st and 3rd respectively; class 40: LaQuita Hills and Karen Hawkins - 1st and 2nd respectively and class 41: Susie Atlee and Judy Zaccone - 1st and 2nd respectively.

Top women's time went to Susie Atlee, while Emmett Wilder and Terry Zaccone were going at it for top men's time; only to be beaten out by Neil Shelton in his dad's 1978 935.

All in all, the driving event was run very smoothly and efficiently. There were a few protests, one of which resulted in Bill Newlin and Elmer Lundgren protesting each other cars. Bill's car was found to be OK while Elmer's was disqualified (Elmer started the whole thing).

Again, Portland Region did a fantastic job running the driving event and there are numerous participants ready to go to Portland for their Time Trial at PIR next year.

Mike Lommatsch

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<tr>
<th>CLASS 2</th>
<th>CLASS 18</th>
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<tr>
<td>2. Jim Fleming</td>
<td>3. Phil Mullen</td>
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<th>CLASS 3</th>
<th>CLASS 19</th>
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<tr>
<td>1. Jim Lamarre</td>
<td>1. Matt Ballentine</td>
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<td>2. Glenn Hills</td>
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<td>3. John Hawkins</td>
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<tr>
<td>1. Dale Dorjath</td>
<td>2. Terry Zaccone</td>
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<td>6. Doug Price</td>
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<tr>
<td>6. Rob Biddle</td>
<td>2. Neda Dorjath</td>
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<td>11. Frank Nevares</td>
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Friday: Rally day, cars scurrying to make their out times. A beautiful route, along the Columbia, through beautiful forests, past spectacular waterfalls, and finally to the finish at majestic Mt. Hood and the stately Timberline Lodge.

Having just returned from the 25th Porsche Parade in Portland, Oregon, this seems like a good opportunity to talk about the traps on the Parade rally, for those of you who didn't attend. I plan to give just a brief summary of the traps on each leg this month and next month I will explain more thoroughly the concepts used on this type of rally. They include thru route priorities, protection, reencounter and redundant instructions. The rally was about 160 miles long, running through some very pretty country along the Columbia River gorge to the town of Hood River, then going south to the finish at Timberline Lodge halfway up Mt. Hood.

Leg 1 had three fairly easy traps: a straight off from a major highway into an on-course control; a protected intersection which sent you into an off-course control if you did not see it; and an OR instruction with a spelling trap involving “Core of Engineers” or “Fire warehouse”.

Leg 2 had a redundancy trap. We were looking for RI 44: Right at “Corbett” or Left at “Bell Road”. We encountered a Y shaped intersection with a single sign indicating Corbett to the right and Bell Road to the left. The road to the left had a backward facing STOP sign. To do this correctly, you had to remember that protection has a higher priority than LEFT at Y, therefore the through...
route went right. The first half of the OR instruction could not be executed since that would be redundant with the through route. The proper action was to execute the second half of the OR instruction to leave the through route.

Leg 3 was the most interesting series of traps on the entire rally (See Figure 1 for a sketch of the roads). The instructions we were seeking to execute were:

Note B: Right on "ELLIS".
NRI 54: Left onto Rickert.
NRI 55: At fourth "STOP AHEAD" CAST 30.
NRI 56: Right onto Evans.

In order to do this leg correctly and not enter any of the off-course controls, we had to:

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Follow the through route right at Hulburt and Littlepage (by protection).

Follow the through route left at Gordon Creek and Hulburt (by protection).

Execute NRI 54 at Gordon Creek and Rickert.

Follow a forced left at Rickert and Littlepage by observing a parallel "DEAD END" sign.

Pass by an off-course route control on the left side of the road.

Observe the first "STOP AHEAD" sign for NRI 55.

Follow the through route left at Hulburt and Littlepage (by protection).

Observe the second "STOP AHEAD" sign.

Follow the through route left at Gordon Creek and Hulburt (by protection).

Follow the through route left at Rickert (onto reencounter).

Observe the third and fourth "STOP AHEAD" signs the second time around the loop.

Execute NRI 56 at Evans and Hulburt.

Leg 4 had three traps: the first was an OR instruction using STRAIGHT FIRST OPP. The trick here was to recognize that the first opportunity to execute a straight must cause you to leave the through route (not the first intersection). The second trap was the old PCA trap of completing a mileage in one route instruction before you can execute a turn for the next numbered route instruction. The third trap was an OR instruction: Pause 0.55 at BRIDGE, OR Pause 0.05 at "RAT". Since BRIDGE was defined in the

generals as " a card game for four players derived from Whist and believed to be of Russian origin", we were looking for four people with fur hats playing cards (We never saw them). We did see a sign "Beware of Rat quoting sign" which we used for the second part of the OR.

Leg 6 had only one trap which involved following COUNTRY CLUB RD as it made several turns.

Leg 7 had the same trap as used on Leg 4, except that the NOTE instruction to GAIN 0.50 minutes within the next 2.00 miles did not have to be completed before the next numbered route instruction could be executed.

Leg 8 used on old trap which I personally don't like. NRI 125 and NRI 145 were swapped on the route instruction sheet. If you did NRI 145 after NRI 124, it caused you to go into an off-course control.

Leg 9 was a boring 5 mile drive up the Mt. Hood old access road at 20MPH. John Clever and I came in third place overall, with a score of 88. We got 71 of those points on Leg 6 when we got stuck behind a couple of slow moving farm tractors. The winning score was 26. Mike Lommatzsch and Kathy Hopkins won first place in novice class. Mark & Linda Gang won 6th in Navigational Class. Dale & Neda Dowrat won 8th in Navigational Class, and GGR won the third place team award (5 cars). That's not too shabby for a region that's supposed to be interested only in autocross and concours.

Keith McMahan

Saturday: Tech Quiz. Final banquet. Time for good-byes, and for recovering from a hectic (but fun) week. The tech quiz draws a crowd of the knowledgeable and the curious. The knowledgable sit quietly and write furiously, the curious sit shaking their heads and writing spasmodically. Among GGR winners of the tech quiz were Ken Mack, and Kerry Biddle. I know there were others, but badly things got a little carried away at our table and other peoples accomplishments were overlooked (we sat with the Biddles). The overall winner of the Tech Quiz wasn't from GGR, but his display of joy at having achieved this feat was so fun to watch, that he deserves mention here: Alan Singer from Joisey, where-ever you are, Congratulations!

As the evening wound down, good-byes were said, plans made for future parades, congratulations exchanged and homeward journeys started, journeys that will lead back to the Smokey Mountains in 1981 for the Parade there. Parades are an experience - experience one for yourself. To quote Jan Kebea - GO! 

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In fact, these eight-power Leitz® Trinovid® binoculars, when folded, measure only 2 x 3 1/2 inches. Weight is a mere 6 1/2 ounces.

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### NEW MEMBERS

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GGR MEANS PEOPLE

Earlier this year, Gotthard (Harry) Weber was the star of the GGR Anniversary Party. Because you are Porsche enthusiasts you deserve to know more about Harry. So I am going to relate to you all I found out about this wonderful legend during a delightful, three-hour interview in his office at the Weber Motors BMW dealership in San Leandro. So why, you ask, does a BMW dealer deserve mention on these pages? Read on.

Harry, like you, is a Porsche enthusiast, but let's start at the beginning. First, let me tell you that Harry still speaks with a heavy German dialect and peppers his conversation with 'mit, das, and der.' This is part of the charm of Harry Weber and he readily admits to hanging on to his accent as 'It's good for business.'

A Czechoslovakian by birth, he served in the Navy from 1941 to 1945...on the other side. Yes, Harry served in the German Navy on a U-Boat (A new hero for Nickums). After the war he went to Stuttgart where he married Charlotte, his childhood sweetheart, and became employed at the Porsche factory.

In 1954, because of his genius with the innards of a coupled with his ability to communicate and teach others, Dr. Porsche requested that Harry go to the US as Technical Service Engineer and instructor to train American technicians. At that time, the factory considered themselves pioneers, and believed their Stateside success depended upon a network of people here who were able to service and take care of the cars. Harry was to be a key figure in the stronghold Porsche wished to grasp in this country. Harry was also assigned the task of directing the efforts of Porsche racing here in the early days. This, as he had been heavily involved since 1950 in the development and building of the Spyders, Carreras and rallye cars in the Experimental Dept. Many of the engines Harry built were raced at Hockenheim, Nurburgring and Mille Miglia.

Once in the States, Harry became Senior Advisor for the Western Region and maintained all factory cars racing SCCA. Harry is full of stories. One he particularly likes to tell about the early days involves the acquisition of his first home. He acquired a 4½% VA loan which, if you are reading carefully, is somewhat humorous. Later, government officials tried to cancel the loan but Harry quite succinctly pointed out to them that the question on the application simply asked if he was a veteran of WW II. Of course he was a veteran. Harry kept his loan.

Harry quickly became involved, and quite well known, in club racing circles. In 1954, new on these shores, and barely able to cope with the language, he was involved in a typical race of those times. The story is another of those with which Harry's life is rich. The Santa Rosa Sports Car Club often went road racing, illegally, on the back roads. In a newly acquired Speedster, Harry was challenged by the local hot shoe, TTOD type, complete with pipe and mohair sweater, driving an Austin Healey 1000. The competition was wheel-to-wheel, over a prescribed course and timed by stop watch so local records could be maintained. Harry won the race and set a new course record. Unfortunately, during the race, on a corner and wrong side of the street, Harry ran a CHP car off the road and into the weeds. Said CHP recovers and, in hot pursuit, finds Harry sitting on the hood of his car, beer upraised, celebrating the victory. Harry had, in his elation, forgotten to run for it. Not being aware of driver's licenses and insurance, Harry had neither. CHP places cuffs on Harry and stuffs him in rear of patrol car. Harry protests, cites innocence - in German, of course - and tells CHP he can't even 'sprechen der English.' CHP tells Harry 'Don't worry, you'll speak perfect English by the time you get out of jail'
Soon after this incident, Harry decided he’d better obtain a driver’s license. So, one day he jumped in an open Porsche and drove down to the local DMV office. Now, you have to understand that taking a behind-the-wheel driver’s test in Germany is somewhat different than here. In Germany it was a true test as to whether you could operate a car. High speed and handling were emphasized. Harry, still having trouble with the lingo, was ushered to the car by the examiner. On entering the car, the poor unsuspecting examiner announced ‘go.’ Harry went. High speed down main and side city streets, four-wheel drifts, heavy braking and speed shifts dominated Harry’s efforts to prove his skill. A four-wheel drift, high speed turn onto a one-way street in downtown Oakland brought the examiner to his knees. Harry was headed the wrong way into a rush of oncoming traffic. Escape dominated Harry’s thought processes and a hand brake U-turn saved the day. Escape also dominated the examiner’s thought processes and when the car came to a screeching halt at the next signal, he dove for the curb, examination papers and brief case flying. Harry couldn’t understand what went wrong, and followed the examiner, now on foot, back to the DMV office, all the while pleading with him to get back in the car to finish the exam. The following week Harry returned to the DMV to try again, this time driving a four-wheel-drive Jeep so as to keep things under control. When, coincidentally, the same examiner came out and saw Harry, he refused to administer the test.

WARNING TO PORSCHE OWNERS

PORSCHE THEFTS ARE INCREASING AT AN ALARMING RATE. SEVERAL RINGS ARE OPERATING IN THE AREA.

IF YOUR PORSCHE WERE STOLEN TODAY, CHANCES ARE THE AMOUNT YOUR INSURANCE COMPANY WOULD PAY AFTER DEPRECIATION WOULD BE SIGNIFICANTLY LESS THAN THE COST OF A REPLACEMENT. ODDS ARE THE DIFFERENCE IS SUBSTANTIALLY MORE THAN THE COST OF THE ULTIMATE ALARM, AN UNGO BOX.

A PROFESSIONALLY INSTALLED UNGO BOX CAN BOTH PROTECT YOUR PORSCHE AND INCREASE ITS VALUE. AS THEFTS INCREASE, SO DO INSURANCE RATES. AN UNGO BOX QUALIFIES YOU FOR REDUCED RATES WITH MANY MAJOR INSURANCE COMPANIES.

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One of Harry’s lifetime highlights and yet another ‘Harry story’ involves his first Christmas in America. It seems that Christmas Eve he was celebrating the year’s many racing victories at a party held at the old Carl Block dealership in Oakland. Harry had never had whisky before, and this night there was plenty. Harry, somewhat gassed, ran out of gas on the way home. Trouble was, the location was a busy highway intersection near the Bay Bridge late at night. Harry, in fear for his life and his car, was on the roof of his car frantically directing traffic when found by a fellow Porsche enthusiast, rescued, and taken home. The irony of this story is our hero had forgotten all about the reserve tank which would have rescued him an hour and many close calls earlier.

In 1957, Harry fielded the first U.S. entry at the Nürburg-ring. With three Carreras in the race, they finished 2nd and 4th, with factory cars in the 1st and 3rd slots. Harry was at the helm, that same year, for a third place finish at Nassau, in the Bahamas.

The year 1959 brought Harry to the distributor Reynold Johnson as Service Manager. He continued his weekend racing activities with private teams, aiding them with both technical know-how and parts supplied by R.C.J. Interestingly, it was another well-known GGR name, Norbert Nieslony, who arrived Stateside from the factory to replace Harry as the factory technical instructor. Norbert still maintains his own shop in San Carlos.

On leaving R.C.J., Harry opened his first independent shop in Hayward, later moving to San Leandro. He specialized heavily in racing. During this time he owned or built cars which won at Riverside, Laguna Seca, Santa Barbara, Pomona and Nassau. He used to test drive the cars over Fish Ranch Road and through the Caldecott Tunnel. More often than not, he’d be chased by a string of Oakland and San Leandro gendarmes. He always managed to lose ‘em and get back to the shop unscathed.

Among Harry’s early brainchildren were the change from Solex to Weber carbs on the Carreras, the balanced exhaust system popular with so many of us today, and the design, development and production of racing springs and forged racing pistons. During his time Harry was the last word on the technical aspects of the 356. One of Harry’s favorite ways to make extra money, one which he will still do today, was to offer the challenge to anyone to place any 356

Soon Harry decided he’d like to become a Porsche dealer. For a lot of reasons, some as yet unexplained, there was no room for Harry. It’s a shame, as in 1966 he was approach-

ed by BMW, then on an image-changing campaign, to take on a dealership in San Leandro. Harry jumped at the chance and encouraged many of his Porsche and racing cronies to follow suit. Soon five of Harry’s most intimate friends became Bay Area BMW dealers. Harry applauds the change, saying ‘BMW is the perfect compromise between Porsche and Mercedes. Performance, handling, and economy, with room for your family and the prestige that goes with owning a special automobile.’ He still believes service and special treatment of his customers is the bottom line.
GGR Means People - Continued

way to success. Harry opened his second BMW dealership in Fresno in 1971. His son Bernd, 31, a former Porsche racer, is President and General Manager.

Harry's past includes a roster of names familiar to GGR and racing enthusiasts of the 50's and 60's. Driving for Harry in those days was considered 'arriving' and lent certain immediate status. Because of this, Harry often had as many as twelve cars entered in a single race. Skip Hudson, Don Wester, Milt Minter, Sammy Weiss, and Eldon Beagle were notable drivers from Harry's stable. Others like Dan Gurney, Carroll Shelby, and Ritchie Ginther became well-known internationally. Harry trained and developed many notable Bay Area Porsche technicians, including Bill Shoreman of Lukes and Shoreman, and GGR member Reinhardt Reidel.

Yet another Weber crony, Rolph Wutterrich, was a passenger in the James Dean 550 Spyder on the day the accident took the actor's life. On the way to the Salinas races the 550 crashed into a farmer's pickup which had suddenly crossed the road. Wutterrich, thrown from the car, survived the crash, but spent months recovering from the crushed and broken bones. Harry continues to surround himself with old friends from the past. Many of his pals from his racing days are employed in trusted positions at his dealership. He constantly has visits from his old stable of drivers and it is clear from his memorabilia that they still love him madly.

Harry has always been a Sports Car Club enthusiast. He was a charter member of POC in 1955 (the forerunner of GGR) with other well-known GGR people, including Perc Bliss and Burt Propp. In 1960 he was a charter member of GGR and has maintained his membership ever since. He has twice attended the Treflan, in 1959, and again in 1961. When asked to comment on GGR today, Harry said, "It used to be more like a family, but I understand as it grew larger, more competitive and more complicated, like a business, it was more difficult to maintain the old atmosphere." He feels that "GGR is the finest, best organized sports car club in America. I admire the enthusiasm and quality of the current leadership. One thing about GGR is you will always find someone interesting to talk to." Harry would like to see pot luck picnics at the driving events, feeling that this type of sharing draws people together.

SAMMY WEISS DRIVES TO A WIN IN WEBER 550 SPYDER. THAT'S MISS RACE DAY WITH THE VICTORY WREATH AND HARRY IN THE FAMILIAR SCOTCH CAP.

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PORSCHE HOUSE
374-5920

Sales-Service-Parts  •  3303 S. Winchester  •  Campbell

32/GOLDEN GATE REGION
GGR Means People - Continued

Harry is also a true community leader. He is presently San Leandro's Commissioner of Parks and Recreation, a Director of the Chamber of Commerce, Past President of the Lions Club, Past President of the NorCal BMW Dealer's Association, and sponsors Boy's Club, Youth Soccer, and baseball teams. He is one of the best known, most respected men in his community.

Among the cars Harry has owned were an RS Spyder; a '57 and a '58 Speedster; a 550 Spyder; a Cooper Porsche Pooper; a 356 Carrera Coupe; a Carrera Speedster; '57, '58, '59, and, '64 Coupes; and two 911's. He didn't like the concept of 911's too much and sold both after a breif time. He currently owns and enjoys a black '58 Coupe. His favorite of all Porsche cars was the '64/'65 CS Coupe. (We call it the SC, but Harry, for reasons only he can explain, insists on calling it the CS.) He asserts it was the best car ever made. He cites workmanship, dependability, fuel economy, handling, performance and ease of service. He refers to it as, simply, "a masterpiece." Harry wishes the factory would make an affordable four cylinder car. His dream is reproduction of the "C" model and he cites the Mazda RX7 as proof that it can be done. On Ferry Porsche, Harry comments, "He was the most dedicated, hardworking man I ever knew. He was interested only in the continued development of motor vehicles which would make the enthusiast happy. I have the utmost respect for his handling of the business affairs and development of the cars during the various periods of growing pains at the factory."

Harry's generosity is well known. Recently he needed to clear space at the dealership and needed to dispose of a huge collection of Christophorus, engine parts and other publications and memorabilia, including over 100 posters. He carefully sought out a good home for each with people he knew would love and treasure their windfall (Where was I?)

Harry is humble, too. When asked about his most embarrassing moment, he said, "I've already told you about most of them, but I used to be very embarrassed about losing a race, as I always thought I had the best drivers and equipment."

Harry's other interests and hobbies include skiing, sailing, autoracing, gardening, and the symphony. His favorite hobby is reminiscing about his racing memories, the many experiences he has had and the many friends he has made.

Harry has much to reminisce about. He has had a full life of beautiful experiences and there will be many more because Harry is neat people. Drop in and visit with him, and see his office filled with memorabilia. Be sure to have plenty of time as he'll talk your ear off and make you laugh a lot.

Harry Weber is Nostalgia.
OVER 11,000 LOCAL POOLS CONSTRUCTED

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LAFAYETTE
BABBLING BROOKS’ MINUTE MINUTES

MINUTES
BOARD OF DIRECTORS’ MEETING
September 25, 1980

LOCATION: Lateer Home in San Jose

PRESENT: All Regular Board Members, Past President Sandi Candlin, Time Trial Chairman John Johnson, Goodie Bag Donna Trefz, Nugget Editor Jeff Lateer, Sponsorship Manager Mike Lommatzsch.


Old Business:

Scrapbook - The scrapbook was displayed at the meeting. Both Jerry and Hank Malter noted that it was extremely well done. The Board extended their appreciation to Stephanie for the job she did in completing the Scrapbook.

Roster - Dave reported that by reducing the roster size, using lesser quality paper, and a smaller format, the cost for producing the roster would be approximately $1450.00 for 1000 copies. For approximately an additional $200.00, the cover could have art work and a heavier grade of paper.

similar to previous rosters. Bill felt the cover should be similar to previous rosters and that the Board should help find more advertisers, as he had, to cover the additional costs. The discussion was tabled until Dave could find out the exact costs and at that time poll the Board for their decision as to which way it should be produced.

New Business:

1982 Parade - Bill passed out the Parade contract and the bids submitted by the Bernadelis. Due to conflicts within Sierra Nevada Region, GGR was asked to sign for the 1982 Parade to be held in Reno. As previously discussed, the Parade will be a Zone 7 Parade with all regions participating. The Parade has the support of all Zone 7 Presidents excepting Sierra Nevada’s. National (PCA) feels that the Reno site and the bid submitted by the Bernadelis is the best bid and has given their full support. It was noted that National would cover any losses incurred by a host region as the Parade is primarily a National event. It was also noted that parades are profitable events for the host region. The concern among the guests was the financial responsibility and the control that GGR would have as the Region actually signing the bid. It was decided by the Board that Bill can sign the bid after the October 18th organizational meeting of Zone 7 Presidents, Bernadelis (Parade Chairmen), and other Parade organizers, provided that Bill works out an acceptable concrete financial agreement between GGR, National and Zone 7, and that a Parade overseer from GGR be appointed.

Directors Reports:

President - Bill reported the following from the National President’s meeting at the Parade: (1) Tony Maslowski resigned as National Public Relations chairman effective at the end of this year. (2) Harvey and Linda Smith will be the 1981 Concor chairpersons. (3) PCA total membership is approximately 15, 000. (4) Zone reps have noted that they don’t want casual memberships. (5) The two female leads of “Dallas” will be driving Porsches this year (Who ran over J.R.?). (6) There are 3 new films available to the regions from National.

Treasurer - Due to personal reasons, Barbara requested that last month’s Treasurer’s report be thrown out as there were several mistakes; the Board approved her request and accepted her revised report. Barbara also submitted her current month’s report which was accepted by the Board.

Membership - Dave submitted his membership report which was accepted by the Board, and reminded everyone that there will be a New Members meeting on November 15th at Bill Patton’s home.

Nugget - Bill noted that he had received commitments for approximately $600.00 in additional ads for the November issue. If there are sufficient ad funds generated to cover the costs of an expanded issue, the Board will be polled for a final decision. Bill noted that Nugget costs are going to continue to increase, and that in the future it may be
Babbling Brooks’ Minute Minutes - Continued

necessary to charge events for advertising in the Nugget, at a reduced rate. Bill volunteered, and the Board approved, his taking over as Nugget Advertising Manager for the remainder of the year. The only stipulations were that he not have to do billing, or collection, and that he be reimbursed for any expenses incurred in the pursuit of ads. Jerry reported on his fact finding trip to the Post Office to survey mailing costs for different classes of mailings. It was decided to stay with the current mailing program and turn all information over to the 1981 Board.

Goodie Bag — Donna turned over $386.81 to the Treasurer for merchandise sold. She requested $326.10 for various items, many of which were pre sold. Donna reported that new Zone 7 car badges were available and requested an order of the badges. The Board declined, preferring a system of special orders with prepayment.

The November board meeting will be held at the Beren’s on October 22nd at 7:30PM.

Respectfully submitted,
Brooks Thiele
Secretary

POLAR MOMENT

No, it’s not a chilling instant or a sudden cold draft. It is something race car constructors worry a lot about. The designers of your Porsche, regardless of the model, were very concerned about it. If you are going to drive Porsches, you should know a little about polar moment. In the old days, we had heckmotor Porsches and a few mittelmotor Porsches, all with transaxes mated directly to the motor. Things are complicated nowadays with Porsches that have the motor out front and the transaxle out back. These various configurations all have differing influences on polar moment.

Let’s determine what it is before we decide whether it is affecting the quality of our lives. We will postulate two sliding weights on a 4-foot wooden dowel. We will say that each weight is 2 pounds, a total of 4 pounds. Imagine that we slide the weights out to opposite ends of the dowel, clamp them in place, and then grasp the dowel at the center. Now, by holding the dowel at arm’s length and rotating your wrist, twirl the dowel one direction and then the other. You will find that the dowel is difficult to get into motion and, once in motion, is difficult to stop. Feel that? High polar moment.

Now, slide the weights toward the center of the dowel and clamp them in place right against your fist. Twirl the dowel again. You will find it much easier to waggle that stick about even though the total weight remained the same.

The Cockpit
Panasonic’s Over-Head Console Car Hi-Fi System

All systems are go with The Cockpit. And it’s loaded with electronic wizardry like:
- Cassette Player with Auto-Reverse
- Pre-set soft touch buttons for 3 FM stations
- Manual FM stereo tuner
- Auto Eject system disengages cassette when ignition is turned off
- 16 flashing LED indicators show at a glance what station you’re listening to
- 60 watts maximum output power (front: 10W + 10W, rear: 20W + 20W)

AUTO RADIO HEADQUARTERS
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OAKLAND 893-5855

Panasonic

Retail
$1,000.00
20% off with this ad.
Polar Moment - Continued

You got it, low polar moment.

You can stand your imaginary stick in the corner over there.

By now you have leapt way out ahead of me, likened the Porsche 924 to the stick with the weights on the ends and the Porsche 914 to the stick with the weights at the center, and perhaps the 356 and 911 to a stick with both weights on one end, and jumped to your own conclusions. Simon says come back. Quit that leaping and jumping. Its not that simple.

Let us now postulate what we will call the Ralph Nader Optimum. A Cadillac Coupe de Ville with a 1100-pound engine out front and five bags of rabbit pellets in the trunk has high polar moment. While it won't change directions quickly, it won't hand you any sudden surprises either. An obstruction in the highway allows you one course of action: stomp on the brakes and hang on. While you are hanging on and the tires are squalling, the nose will dive, the tail comes up, the rear begins to slew to the right because of the road-crown slope, you automatically steer to the right because you like to keep the front out in front, and that Caddy skids into the next lane or off the road. The DOT, AAA, and Ralph Nader all approve. And perhaps, for most drivers, its best.

Before you start saying, "tsk, tsk, tsk," let's look at another example of high polar moment, the Porsche 935. Yup, compared to its competition, the most successful race car of all time has very high polar moment. A heavy motor hung out behind the rear wheels, more than twice the fuel capacity of your own Porsche out front, and an oil tank beside the fuel cell and a big oil cooler in the air dam that together hold about as many gallons as your Porsche holds quarts. And sometimes there are slabs of lead under the fuel cell. Yet, it works. It can even be used to advantage. If you've ever seen Rolf Stommelen exit the turn that enters the start/finish straight at Sebring, his foot in it and up on boost, the tail hung out, the front rhythmically rising and falling as he churns through the gears, you know it works. And you know that Rolf has confidence in it as he drifts the hung-out tail to within less than a foot of the concrete bridge abutment, at over 100 MPH, lap after lap. The high polar moment is there; Rolf influences and even uses the effects of polar moment.

Although the term had not yet been coined, Dr. Ferdinand Porsche knew all about polar moment. The mid-engined Auto Union was born of that intuitive knowledge. And low polar moment is the reason that all Formula and Indy cars now follow the good Doctor's example. Lower polar moment allows higher ultimate cornering forces. But as 914 drivers know, when adhesion limits are finally overcome in a mittlemotor car, things happen suddenly (remember the stick with the weights in the middle).

The early Auto Unions were a handfull because the swing axles gave sudden transitions into oversteer while there was very little weight out at the ends to slow things down. A car with low polar moment can change directions quickly. We should note here that although a rear mounted motor tends to make a car continue to rotate once there is misalignment between the centerline of the car and direction of travel, the high polar moment makes that tendency controllable.

The new generation of Porsche race cars will have the motor on one end and the transmission on the other. But the next time you see a cutaway view if the 924, observe how both the motor and transmission have been placed low and as close to the center of the car as possible. It is admittedly a performance compromise that has been influenced by DOT and crash tests, world market, and economics. Porsche prepares and races versions of cars they sell to customers. They now sell 924's and 931's and they will race 937's. And they clearly intend to win with them.

In summary, the polar moment of any given car is determined by the weight distribution of that car. As we have suggested, the effects of polar moment are influenced by suspension systems and aerodynamics. The effects are also influenced by the dynamics of acceleration and trailing throttle, as you well know if you have a pre-A 356. If you wish to know more on this subject, ask our own Chuck Forge; he is a bonafide expert and he explains things with marvelous sound effects.

You now know enough about the subject to snicker knowingly when you hear someone say they got goosebumps from a polar moment.

Joe Padermderm
AUTOCROSS

Many people missed a great autocross. Chairpeople Terry Zaccone and Walt Maas put on a great event, and with the light attendance, we got about 8 or 9 runs. Like the good old days, except we have a lot of new names.

One of the new names is Marsha Wilson, who pits her 912 against Cindy Carroll's 356. Marsha is getting the hang of it and took another first place. Sharon Neidel continues to dominate the small-bore 914-4 class, but Cheri McLaggen is close - who knows for next year, with Cheri and Kent to become parents. Linda Mitchell took the big-bore 914 class, but Rosemary Rodd really gave her a battle all day long. Seems there is a different winner everytime in the big-bore 911 class. This time we have another new driver - Donna Forrest, with Liz Stiffler and Sue Wise close behind.

Marj Green kept an eye on the constantly improving Karen Hawkins, and kept ahead of Karen all day long. Debralyn Pruett (congratulations on recent marriage to Leo - a great couple!) got her first win of the year. Debralyn is new and has the potential to be a very quick driver. Judy Zaccone was the fastest woman of the day and fourth overall.

First overall was Walt Maas in his red 2.8 914-6. Just a wink behind followed Gary Walton in his black 2.4 914-4. The big powered 911 class was won by Matt Ballentine Carrera, followed by Mark Olson, Glenn Hills and Brooks Thiele. Bob Ishimoto returned after a long absence and stayed ahead of Darrell Terry. The close battle between John Hawkins and Tom Green continues, with John Hawkins nipping at a first place. Phil Mullen following up for a third place in his 914-6. Good to see Ron Leppke come out and try autocrossing in his 911SC.

Back in the production car ranks, Dale Dorjath won the big-bore 911 class; while Jim Schofield took the mid-size 911 class and was the fastest production car driver. Dave Blanchard put his 914-6 ahead of George Harrison's 911. The big 914-4 2 liter class was owned all day by Dwight Mitchell, but Gary Dorighi was certainly striking close by the end of the day. Certainly the class with the biggest scramble of first places was the small-bore 914-4 class, with Glen Renk, Kent McLaggen and Lorin Guy swapping the class lead at each event. Glen put on a fine display of running a 10 tenths to take another big win. The 912 class went to Jim Lamarre in his patched coupe.

Going into the last event, many first and second places are still up for grabs. It has been a superb series in most classes. Many new club members are out this year to add a new dimension to their Porsche enjoyment.

Tom and Marj Green
Autocross Reporters

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# RESULTS – GGR AUTOCROSS NO. 6 – SEPTEMBER 13, 1980

## CLASS 1
1. Karl Beckle 53.77  
2. Karl Beckle, Sr. 57.15  
3. Bill McEvoy 54.14  
4. Don Wise 54.30

## CLASS 2
1. Jim Lamarre 52.82  
2. Ed Wilson 54.25

## CLASS 3
1. Glen Renk 51.57  
2. Lorin Guy 52.40  
3. Kent McLaggen 53.83  
4. Marty Martoza 54.84

## CLASS 4
1. Michael Lommatsch 55.20

## CLASS 5
1. Dwight Mitchell 50.67  
2. Gary Dorighi 51.12  
3. Frank Nevares, Jr. 56.12

## CLASS 6
1. Dave Blanchard 50.57  
2. George Harrison 52.46  
3. Robert S. Kilburn 52.57  
4. Bill Patton 54.82

## CLASS 7
1. Jim Schofield 50.13  
2. Dale Bates 51.41  
3. Glenn Eisenbrandt 57.33  
4. David Carey 62.17

## CLASS 8
1. Dale Dorjath 51.04  
2. Todd Lee 52.12

## CLASS 9
1. Ron Leppke 54.91

## CLASS 11
1. Mark McLagghlin 48.26

## CLASS 13
1. John Seymour 49.45

## CLASS 14
1. John Hawkins 48.11  
2. Tom Green 48.13  
3. Phil Mullen 51.54

## CLASS 15
1. Matt Ballentine 49.29  
2. Mark Olson 49.58  
3. Glenn Hills 49.90  
4. Brooks Thiele 49.97  
5. Bob Ishimoto 52.88  
6. Darrell Terry 53.17

## CLASS 16
1. Walt Maas TTOD 45.32  
2. Gary Walton 45.48  
3. Terry Zacccone 46.87  
4. Denny Kahler 49.12

## CLASS 17
1. Marsha Wilson 54.96  
2. Cindy Carroll 57.16

## CLASS 18
1. Sharon Neidel 58.15  
2. Cheri McLaggen 58.82

## CLASS 20
1. Linda Mitchell 52.56  
2. Rosemary Rodd 52.77

## CLASS 23
1. Donna Forrest 54.90  
2. Liz Stifler 55.68  
3. Susie Wise 55.88  
4. Patti McEvoy 58.44

## CLASS 28
1. Marj Green 49.14  
2. Karen Hawkins 49.99

## CLASS 29
1. Debralyn Pruett 52.33  
2. LaQuita Hills 52.51

## CLASS 30
1. Judy Zacccone 47.65

## TOP TEN
1. Walt Maas TTOD 45.32  
2. Gary Walton 45.48  
3. Terry Zacccone 46.87  
4. Judy Zacccone 47.65  
5. John Hawkins 48.11  
6. Tom Green 48.13  
7. Mark McLagghlin 48.26  
8. Kenny Kahler 49.12  
9. Marj Green 49.14  
10. Matt Ballentine 49.29

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1968 912 Sand Beige/Black, 5 speed, 6" factory alloys, new Recaro buckets, new engine, 90% original paint, 'S' front spoiler, SCCA roll bar, Britania 4-spoke wheel, Blaupunkt AM-FM-SW, 4—point Simpson harnesses, fire extinguisher, Konis, fully adjustable sway bars, Q1 lights, Stainless/Teflon brake lines, detailed undercarriage, de-smogged, Bursch quiet exhaust, cover, bra, records, factory birth certificate, sales literature, 'S' guages, sisal mats and more. $11,000.00 or offer. Bill Newlin, PO Box 911, Montara, CA 94037 415-728-5351

1969 911T Magenta-Purple-Lilac w/Turquoise pin striping. Black interior, Scheel seat, Racemark wheel, fire extinguisher, Alan Johnson custom roll bar, fully adjustable heim jointed sway bars, 22 and 26mm torsion bars, 9" rear flares, IROC and stock tails, Stl. air dam, Stainless/Teflon brake lines, ducted brakes, 6-7" steel wheels w/slicks, 7" alloys and chrome wheels w/street tires, sport muffler and 24" megaphones, fresh 2.0 engine with 'S' pistons and cylinders, AFMSX gears, European lenses, street legal (1981 registration). 3rd place 1980 Parade Concours, 1st place 1980 Parade autocross, 1978 & 79 PCA & POC Time Trial champion class F. $11,000/offer. John Hawkins 415-359-0542 or Bill Newlin 415-728-5351

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40/GOLDEN GATE REGION
TECH TIP

Barons Bluff

Ideally, a set of tires will wear evenly right down to the DOT wear indicators. When they don’t there is a reason. Tires are often reliable indicators of potential problems. Feathering, for instance, is a condition where one edge of a each tread wears so that the tire treads begin to look like overlapping feathers or shingles. Depending on which edge is worn, it is a fairly reliable indicator of too much toe-in or too much toe-out. On the other hand, if you are autocrossing a Porsche that has fierce understeer and notice Ramon Hefler and Carolyn Burns with first time ralliest Dave Carey and Marc Bracy coming in third. John Clever and von Halda could only manage second place in the equipped class behind John Sears and Bill Jonesi what happened, John?). Altogether the event turned out to be a pretty enjoyable evening for everyone, including two recently recruited members. Thanks Ron and Jim!

Cris Huergas, Jr.

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BARON’S BLUFF

10 cars lined up on a somewhat chilly Friday night for the start of the Baron’s Bluff rally, a T & D nite rally, organized by Ron Ferreira and Jim Pasha. It started at the top of Merrit College in the Oakland hills area and proceeded up to Skyline Blvd, and down to the city of Walnut Creek, where everybody was going around in circles and down to the first checkpoint. The second leg of the rally took us out to the Danville area and ended in San Ramon. Here Ron Ferreira distributed prizes and T-shirts donated by Auto Radio Headquarters, Martin Johnson Porsche-Audi, Roger Kraus Racing, Mekatron, and Garretson Enterprises. In the unequipped class Bill Patton and Cris Huergas managed to take first place in spite of Patton getting car sick and so had to declare dead time (good excuse Bill - - it worked!). Second place went to Stu Heffler and Carolyn Burns, with first time ralliest Dave Carey and Marc Bracy coming in third. John Clever and von Halda could only manage second place in the equipped class behind John Sears and Bill Jonesi what happened, John?). Altogether the event turned out to be a pretty enjoyable evening for everyone, including two recently recruited members. Thanks Ron and Jim!

MINIATURE GOLF

Looks like there must be more autocrossers out there in GGR-land than there are miniature golfers! The Zone 7 autocross really took its toll on our participation for the Trethan’s golf outing. But that’s O.K. you guys! The nine of us had a great time, even though the pressure was nearly unbearable.

The race was on from the very beginning for that illusive hole-in-one. Roger Ryan was the first to succeed. And on the second hole no less. Then he did it again on the back nine! What a showoff! It was all I could do just to keep the ball on the green. But he became a hero later when he won a free game and gave it away to a little boy.

Then, four more hot dogs popped up with them - holes-in-one that is, not free games; Dave Carey, Jerry Woods, Bill Patton and host Ron Trethan. Patton’s scorecard shows he also made two holes-in-one. Next time we won’t let him keep score. Dave Carey was the days big winner with 12 under par 42.

Doug “Big Red” Price did not get a hole in one. But then neither did Reata Price, Sharon Trethan nor I. But Doug did take charge of the pizza later at the Woodsatelli’s home. He did a good job!

We have no pictures to prove we had a good time or to prove any of us were really on the scene. So you’ll have to take our word for it. Besides, I couldn’t have made all of this up. Next time I’ll dust off my Instamatic!

Thanks Ron and Sharon!

Donna Trefz

NUGGET/41
LAGUNA SECA TIME TRIAL

Cool evenings, warm day, lots of time on a challenging track, efficient administration, and best of all, countless friendly Porsche people - all this made a Time Trial we all want to duplicate next year. It was also a fitting conclusion to a fine series overseen by Johnny Johnson and a talented cast of supporters.

With no students at Laguna Seca, attendance was less than at Sears Point; we also had the usual amount of mechanical failures that prevented a number of people from running for time. Thus several classes went uncontested. Mandatory use of mufflers provided for a quieter pit area, although we lost horsepower over the open exhaust we were used to running. Next year we will be running mufflers at Sears also, as Sears ownership is under severe pressure, with possible legal suits pending from local milk farms. No doubt the winter will see some testing between the various exhaust system alternatives.

During the weekend, Norb Witt distributed fancy participation awards from the two previous events. The highlight for innovation goes to Johnny Johnson and Sandi Candlin for bringing in a group of local farmers to prepare us a great Saturday evening barbeque dinner. Thick Steak, tasty beans, salad and wine - a welcome treat after a long day of trying to master Laguna Seca. We really hope this can become a regular Laguna feature; it added a lot to the fun and friendliness of the two days. (by the way, this is also a very worthy cause: the money goes to help support one of the poorer farmers in the area, to help him and his farm in the coming year - an excellent self-help program.)

GGR put on another great event; and, as usual, it could not have happened nor been as much fun without the support of so many club members, and friends of members who came out to work. Thanks.

Tom and Marj Green
Time Trial Reporters

TIME TRIAL NOTES

The time trial season is over for another year. I would like to thank all the people who helped this year:

Our workers — Hank Malter, Stephanie Home, Diane Treat, Joan Sanders, Bill Patton, Dave Newcomb, Glenn Hills, LaQuita Hills, Kent McLaggen, Cheri McLaggen, Len Levine, Lynn Levine, Sasha Thiele, Barbara Maas, Walt Maas, Jeff Lateer, Barbara Lateer, Joe Hartman, Norb Witt, Judi Witt, Dave Walden, Pat Walden.


The year-end awards dinner will be November 15 at Rickey’s Hyatt House in Palo Alto. You will find details of the dinner, and year-end results elsewhere in this issue of the Nugget.

There will be a time trial rule meeting on November 16 at my home to discuss the rule changes as per the letter that was sent to each GGR licensed driver.

This year we have had more students than ever before and times within classes were closer than ever before. Also the class split (i.e. number of cars) between modified, prodified, and stock is still about the same. Our program seems to be a very successful venture and I hope next year will go as well.

I would like to give a very special thank-you to Sandi for all the hard work she’s done this year. The time trials season wouldn’t have happened this year without her.

John Johnson
Time Trial Chairman

NOVEMBER NUGGET STAFF — Al Berens - Production Manager, Terri Rosatelli, Rebecca Newlin, Barbie Berens, Rosemary Rodd, Sharon Neidel, Mike Lommatzsch, Donna Trefz, Don Patterson and Barbara Lateer. Thanks to all!!
| CLASS AS | 1. Gary Fahl | 1:30.17 |
| CLASS ASL | 1. Sandra Fahl | 1:35.16 |
| CLASS A | 1. Rick Bower | 1:26.14 |
| | 2. Frank Bower | 1:30.89 |
| CLASS BS | 1. Jim Lamarre | 1:34.78 |
| CLASS B | 1. Gary Sanders | 1:26.27 |
| CLASS BL | 1. Elaine Sanders | 1:37.23 |
| CLASS CS | 1. Mike Lommatzsch | 1:35.20 |
| | 2. Dick Petticrew | 1:40.14 |
| CLASS DS | 1. Dale Dormath | 1:33.65 |
| | 2. Richard Soward | 1:40.49 |
| CLASS DSL | 1. Neda Dormath | 1:39.15 |
| | 2. Lois Soward | 1:45.85 |
| CLASS ES | 1. Joe Johnson | 1:43.88 |
| CLASS ESL | 1. Rosemary Rodd | 1:35.69 |
| CLASS E | 1. Archie Snider | 1:26.69 |
| CLASS EL | 1. Randi Snyder | 1:32.75 |

One of the best kept secrets in the automotive industry is the fact that Koni shock absorber company started manufacturing their products in Culpeper, Virginia, three years ago. Koni, a subsidiary of ITT for the last five years, now manufactures about 60% of their part numbers in the US of A. Within two years, all Koni shock absorbers sold here will also be made here.

Currently, each shock absorber is tested on an electronic tester that produces a graph of the jounce and rebound hydraulic vibrations. This graph must match a master graph, or the shock is discarded from production. These improved production and testing techniques now allow Koni to offer a life-time guarantee on their shocks.

Shades of the thirties - we may get superchargers in production cars again. Fiat, as well as Japanese and U.S. car manufacturers are testing superchargers for possible future use. Superchargers have the advantage of having no lag response, the common complaint about turbo installations.

Although total highway miles driven continues to decline, highway deaths are rising. 55 mph is not working!
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# Year-End Point Standings
## 1980 Golden Gate Region Time Trial Series

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* An asterisk (*) designates a trophy winner. Points are computed on the best two out of three events run, and an entrant must have run a minimum of two events to be eligible for an award.

The 1980 Golden Gate Region Time Trial Series was sponsored by:
- Kahlers Porsche Parts/Service
- Ken's Porsche Technique
- R.S. Taylor Classic Motors
- T & D Porsche Works
- Porschatech
- Bud Hart Porsche Racing
The Mart - Continued from P. 40

1973 914-2.0 12 coat black lacquer, factory GT flares, new T/A Radials on 8" mags, new brakes, lowered, adjustable sway bars, Bilstein shocks, Cibie headlights, European front and rear lenses, rear insert, appearance group, center console, factory air, Racemark wheel, tinted glass, floor mats, AM/FM/8 track, power antenna, bra, car cover, 77,600 original miles, excellent condition, $7,000.00
For adoption interview call Norb Witt at 408-356-0866.

Colgan bra for 356C, very good condition, $45.00. Mohr ski rack for 914, in the box, $35.00. Trailer hitch for a '74 911, $35.00. C model black plastic steering wheel, $95.00. Bill Patton 415-943-9360 (days), 415-530-8151 (even).

911 - 912 parts for sale: Blaupunkt 4091 AM/FM/8 track in dash unit, 2 years old, excellent condition, $85.00. H&H rear adjustable sway bar for 69-77 911 - 912, 16mm, full hardware kit, 500 miles, $65.00. Make on offer on the following: 912 muffler, 90,000 miles. 13 & 15mm front 911 factory sway bars. Used black and gold Coco mats. 912 Mahle alloy pistons and cylinders 90,000 miles. NPR steel big bore kit 356 - 912, 20,000 miles. Bruce Fogerty, 651-0139 (even).

Wheels - steel (2) 7x15 and (2) 8x15, $100.00. Spoilers - front valance and rubber $100.00, and rear fiberglass whale tail $100.00 without rubber. Both spoilers came off '74 Carrera. Both slightly damaged. ANSA exhaust system $75.00. Other parts - rubber door seals, front bumper pad (excellent), front bumper lip, rear window seals (pop out), whale tailed car cover (small whale), all at very reasonable prices. Call for prices. Todd Lee 415-828-4041 (days), 415-462-1371.

Blaupunkt Manhattan radio, $12.00. Two 912 chrome wheels 4¾x15 trade for 5¼x15, 914 steering wheel $10.00. J. Richardson, 58 Heather Lane, Orinda, 94563, 415-254-6648.

16x20 Shoemaker cartoon drawing for the Ryde Hotel tour. A few copies left at $7.00 each. Ryde Hotel/Shoemaker T-Shirts, one more order to be placed. Deadline 11-15. Profit on above items goes to the Club. Call Bill Patton 415-543-9360 (days), 415-530-8151 (even).

1970 Porsche 914-6. 60,000 original miles (8,000 on rebuilt engine). Externally adjustable rear shocks, adjustable front bar. 7" polished Porsche alloys with 205x50x15. No rust. Call Jim Parker 408-633-3220 for information (after 6:00PM).


914-4 E Production race or time trial car. Full cage, new paint, many extras. $8,000.00. Roger Ryan 415-657-6743 or Susie Barrett 209-521-1968.

Used 23x8.5x15 Goodyear race tires. Lots of rubber left for the first of the year. $30.00 each. Tom Green 408-736-9020 (days).

(1) IROC whale tail - $250.00. (4) 7x15 Centerline wheels - $325.00. (1) roll bar for 911 - $175.00. (2) sets Deist lapbelt, shoulder harness, and subbelts - $185.00. Joe, 415-665-7942 (even).


WANTED

356B or C convertible in, or restorable to, good street condition. Jim Young, 415-497-1674 (days), 415-493-6906 (even).

4½" chrome drum brake wheel for a 356A to be used for spare. Bill Patton 415-543-9360 (days), 415-530-8151 (even).


Bluempt Manhatten radio, $12.00. Two 914 chrome wheels ¾x15 trade for 5¾x15, 914 steering wheel $10.00. J. Richardson, 58 Heather Lane, Orinda, 94563, 415-254-6648.

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46/GOLDEN GATE REGION
Porsche Swap Meet &
Neufeld Porsche/Audi 1025 Rollins Rd.
Burlingame

DEC 6

OPEN AT 8:30AM
FREE ADMISSION
INDOORS
PIT CREW FOOD

SWAP SPACE $3
CONCOURS ENTRY $5

FOR INFORMATION CALL
408-354-0618 - SWAP MEET
408-265-4623 - CONCOURS

Golden Gate Region - PCA
Concours
Coming Events

**NOVEMBER**

2 AUTO-X RULES MTG – HAWKINS
7 OBSERVATORY/FINGER PARTY – PATTON/TRETHAN
8 GGR AUTO-X FUN – NEIDEL/TRETHAN
9 PICTURE RALLY – FULTON/TYSON
11 PIT CREW – PATTERSON
15 TECH SESSION – CANCELLED****
15 DINNER MEETING – JOHNSON
16 TIME TRIALS RULES – JOHNSON
22-23 HEARST CASTLE TOUR – PATTON/LOMMATZSCH

**DECEMBER**

6 CONCOURS/swap meet – PATTERSON
7 NUTCRACKER BALLET – LATEER
9 PIT CREW – LATEER
12 CHRISTMAS CAROLING – PATTERSON
13 CHRISTMAS PARTY – LATEER