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

<table>
<thead>
<tr>
<th>4</th>
<th>Directory</th>
<th>16</th>
<th>Pilgrimage to Stuttgart</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Auf der Höhe</td>
<td>17</td>
<td>Pit Crew</td>
</tr>
<tr>
<td></td>
<td>Tech Session</td>
<td>18</td>
<td>Babbling Brooks’ Minute Minutes</td>
</tr>
<tr>
<td></td>
<td>Impressions</td>
<td>19</td>
<td>Put-on Place</td>
</tr>
<tr>
<td></td>
<td>Wanted: Editor</td>
<td>20</td>
<td>Stroker Ace at the Races</td>
</tr>
<tr>
<td>7</td>
<td>Octoberfest Dinner Meeting</td>
<td>23</td>
<td>Monterey Tour</td>
</tr>
<tr>
<td>8</td>
<td>Travels with JR, Mike and Bill</td>
<td>24</td>
<td>Star Gazing 1</td>
</tr>
<tr>
<td>9</td>
<td>South Pacific</td>
<td>25</td>
<td>Your Nugget</td>
</tr>
<tr>
<td></td>
<td>Auto Trends</td>
<td>26</td>
<td>Time Trial</td>
</tr>
<tr>
<td></td>
<td>Rules, Rules, Rules</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Elections</td>
<td>27</td>
<td>Gall</td>
</tr>
<tr>
<td>11</td>
<td>Picture Rally</td>
<td>28</td>
<td>Kidnapped</td>
</tr>
<tr>
<td>12</td>
<td>GGR Means People</td>
<td>29</td>
<td>914 Flexy Flyer</td>
</tr>
<tr>
<td>13</td>
<td>Mendocino Tour</td>
<td>30</td>
<td>Zone 7 Autocross</td>
</tr>
<tr>
<td>15</td>
<td>About the Cover</td>
<td>31</td>
<td>The Mart</td>
</tr>
<tr>
<td></td>
<td>Autocross</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## DIRECTORY

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

<table>
<thead>
<tr>
<th>AUTOCROSS CHAIRMAN</th>
<th>JOHN HAWKINS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1340 ODDSTAD BLVD</td>
<td>PACIFICA, CA 94044</td>
</tr>
<tr>
<td>415-356-0542</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>BYLAWS COMMITTEE CHAIRMAN</td>
<td>SANDI CANDLIN</td>
</tr>
<tr>
<td>1779 SHADY CREEK COURT</td>
<td>SAN JOSE, CA 95129</td>
</tr>
<tr>
<td>408-274-8659</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>CONCOURS CHAIRMAN</td>
<td>JOE HARTMAN</td>
</tr>
<tr>
<td>2470 WESTPARK DRIVE</td>
<td>SAN JOSE, CA 95124</td>
</tr>
<tr>
<td>408-265-4823</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>GGR REPRESENTATIVE TO ZONE 7</td>
<td>T. T. ATLEE</td>
</tr>
<tr>
<td>4644 FORT ROYAL PLACE</td>
<td>SAN JOSE, CA 95136</td>
</tr>
<tr>
<td>408-578-7499</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>GOODIE BAG</td>
<td>DONNA TREFZ</td>
</tr>
<tr>
<td>1158 RANCHERO WAY No. 75</td>
<td>SAN JOSE, CA 95117</td>
</tr>
<tr>
<td>408-244-9654</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>HISTORIAN</td>
<td>TOM FOSTER</td>
</tr>
<tr>
<td>5329 BEECHWOOD LANE</td>
<td>LOS ALTOS, CA 94022</td>
</tr>
<tr>
<td>415-969-2769</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>KEEPER OF THE ARCHIVES</td>
<td>SHIRLEY NEIDEL</td>
</tr>
<tr>
<td>6660 LEAN AVENUE</td>
<td>SAN JOSE, CA 95123</td>
</tr>
<tr>
<td>408-226-8103</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>PANORAMA REPORTER</td>
<td>AL BERENS</td>
</tr>
<tr>
<td>439 BUNGEE VISTA</td>
<td>REDWOOD CITY, CA 94061</td>
</tr>
<tr>
<td>415-365-8339</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>PAST PRESIDENT</td>
<td>SANDI CANDLIN</td>
</tr>
<tr>
<td>1779 SHADY CREEK COURT</td>
<td>SAN JOSE, CA 95122</td>
</tr>
<tr>
<td>408-274-9659</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>PIT CREW CHAIRMAN</td>
<td>DINAH PATTERSON</td>
</tr>
<tr>
<td>16478 EUGENIA WAY</td>
<td>LOS GATOS, CA 95030</td>
</tr>
<tr>
<td>408-354-0616</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>RALLY CHAIRMAN</td>
<td>KEITH MCMANAH</td>
</tr>
<tr>
<td>18173 KNUTH ROAD</td>
<td>LOS GATOS, CA 95030</td>
</tr>
<tr>
<td>408-354-2270</td>
<td></td>
</tr>
</tbody>
</table>

** The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication (ie: June 1st for the July issue). Questions regarding display advertising should be directed to the Nugget Advertising Manager, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information. **
HARE & HOUND

Although it was summer, we did go back to school. As dusk descended in the Santa Clara Valley, a troupe of fifty intrepid ralliests gathered at Rogers Jr. High. At 7:30 sharp, the hare was let out of the bag and disappeared into the sunset, followed by rallymasters Larry (Sheriff) Jones and Tom (Deputy) Foster to see that it stayed on course.

The hounds were anxiously awaiting the signal from the starters, Linda Foster and Julie Jones. The first hound was out of the chute by 8PM followed by the rest of the pack.

The odometer check run took the hounds to the Lockheed area - Silicon Valley - where the fun began. Almost immediately small groups of cars would congregate by the white lime at the intersection trying to determine whether it was right, left or straight ahead. Those of us who were new or just poor ralliests sought out the second course marker by traveling in our cars. Needless to say we piled many extra miles using this faulty technique. The hot shots were seen screaming up to an intersection, piling out of their cars to reconnoiter on foot until the elusive second marker was found. At one point the Neidel's Volksbus was seen screeching up to an intersection, all the doors flying open, disgorging runners to the points of the compass. It should be noted that several of the younger fellers (namely Dave Blanchard and Roger Ryan) equipped themselves with beautiful assistants. Hey Dave, which of the three of you was driving the 914 when you took that two wheel left on Mathilda?

Mark Gang utilized his Navy training to spot the white marker. You see, he used night binoculars to locate the telltale sign and motioned Linda to proceed when he discovered the correct route. A black Targa is not a good car to take on night rallies, particularly if Janet Buck is driving and does 180's directly in front of the car behind.

Lisa Levine participated in the event by being navigator and runner for the Levine family. After the eighth intersection she raced back panting breathlessly, gasping "Isn't there an easier way to find that @%* &† marker?".

It usually only happens on college campuses, but there, before everyone's eyes five people were crammed into one VW bug - Paul & Karen Leuty, Barbie Berens, Jovanna Soldra and Mike Lommatzsch. How it ever got out of neutral will remain a mystery - and they even took second place!

Ironically, the most amazing occurrence of the evening took place as we were driving down Mathilda trying to spot the first marker. A long legged gray hare bounded out of some shrubbery at an extremely fast pace, It stopped dead in its tracks (this also being right in the middle of Mathilda Ave.) and forced us to come to a screeching halt. The hare proceeded to stare starry eyed straight ahead for just a moment, then continued on its journey returning to the shrubbery on the opposite side of the road. We sat bewildered for a moment... was this some kind of special message? Should we try and attempt to follow it? An omen maybe, why? We "The Levines" finally finished a rally without having to open the panic envelope in order to be rescued. This is the honest to goodness.

Congratulations to the Neidel's for finishing first and to Tony, Roberta and Robert Reid for finishing third.

All in all the final party at Togo's was a blast!

The Levines

HIGH PERFORMANCE HOUSE

- New parts and accessories, everything from Antennas to Z-beam headlights
- Huge inventory used PORSCHE parts
- Complete quality service & repairs
- Damage free tow service on flatbed trailer
- Autocross & race preparation and advice

2005 SPRING ST. [415]364-6234
REDWOOD CITY CA. 94063

Rich Bontempi - owner

4/GOLDEN GATE REGION
AUF DER HÖHE

Jeff Lateer recently announced that with the publication of the December Nugget he will retire as Editor, a position he has undertaken with excellence for nearly three years. Jeff got the "new" Nugget off the ground in January 1979 and worked it to where it is today, one of the classiest auto club publications available anywhere. As a topper the Nugget was so recognized at the Parade in Oregon, winning a second place award in Division A (regions with over 300 members.) Jeff deserves a lot of credit and your thanks for his accomplishments with this often thankless job.

More bad news. After nearly two years of service as Goodie Bag Manager, Terri Rosatelli has found it necessary, for personal reasons, to resign this position. Terri has done an absolutely super job. Her talents and dedication will be missed. Thank you, Terri for a job well done. The Goodie Bag position will be filled for the remainder of the year by Donna Trefz.

The above, and the impending GGR elections, make it timely to mention that not only are the above positions available, but all other chairmanships, and support positions will need to be filled by the 1981 Board. All the jobs listed on the lower front page of the Nugget will be available. If you are interested in working for the club and guiding its direction, let your availability be known to a Board Member so you won't be overlooked when the selection process takes place. I've tried to avoid appeals in this column, but this is the time to make yourself available. Please do.

Thanx

Bill Patton

IMPRESSIONS

Change. Priorities, people and needs change. Time has come for a change of Editor for the Nugget. 30+ issues, hundreds of pages and countless words have passed under my direction. It is time for new directions, fresh ideas, restated objectives and renewed vigor in the pursuit of the Nugget's goals. Now is the time for constructive ideas to be brought forward about the goals and directions you want the Nugget to have in the future. The needs, desires and priorities of GGR have changed in the last three years, and will continue to change in the future. Constructive ideas and realistic goals will help a new editor shape the Nugget to continue to make it a publication that reflects the needs of Golden Gate.

This is a time for a regrouping of all facets of the club, and a time for each "special interest faction" of GGR to join with others to build a region (and a Nugget) for the 80's. We all must realize and admit that our interests and desires are different. With this realization we will know that the Nugget can't be tailored to each individual's desires, but rather to the desires of a body of people whose desires are as diverse as their interests. The majority of what will be seen in the Nugget will come from the people who are willing to spend the time and make the effort to insure that what they like to see will be there. Complaints about Nugget content can easily be solved - write something you'd like to see! If you're not a writer or a do-er, then attack the problem with constructive and creative suggestions. These are the key to a successful Nugget!

Please be prepared to build a strong (creative and constructive) foundation for a new editor to grow from, and don't be afraid to give of yourselves to help create a Nugget we all can enjoy.

Thanks,

Jeff Lateer
Editor

TECH SESSION

So you own a 911 and want to know everything about it. Boy, do we have a deal for you. Saturday, October 18th, Tech Director Jerry Woods will present a tech clinic on the 911. Questions on subjects from A to Z will be answered. Be there, this is one session all 911 owners won't want to miss.

WHERE: Garretson Enterprises
1932 Old Middletown
Mt. View

WHEN: Saturday, October 18th
10:00AM

WHAT: 911 Tech Clinic/Answer session

WANTED: EDITOR

The Nugget needs a new editor, starting with the January 1981 issue (which begins production December 1, 1980). If you are interested in this position, please contact a Board member or Jeff Lateer as soon as possible. Training will be available during production of the November and December issues. Contact Jeff Lateer or Al Berens for production schedules.

Editing the Nugget is a rewarding experience — try it!
Specializing in German 2-stage painting
- Major or minor collision repairs
- Factory flaring
- Restoration, floor pans, fiberglass
- Race car painting, striping

"WHERE QUALITY COMES FIRST"

Andy Alongi Body Shop

502 W. SANTA CLARA ST.
SAN JOSE, CA 95110

295-0535
"Ask for Cecil Beach"

CONSIDERATION TO PCA MEMBERS
October Fun Fest - Dinner Meeting
Saturday, October 18

Harry's Hofbrau
390 South Saratoga Avenue, San Jose
(Off Hwy 280, between 280 & Stevens Crk)
243-0434
6:30PM Cocktails
Dinner starting at 7:30PM

HIGHLIGHTS OF AN INEXPENSIVE,
FUNFILLED, ENTERTAINING EVENING,
GERMAN STYLE

HORST KURIO, THE TYROLEAN BALLADEER (Form-
erly starring at The Ratskeller, S.F., and the Holiday Inn).
Horst is a one man German Band. He will provide listening
music during cocktails, lead us in a sing-a-long of German
drinking songs, followed by his one man band show. Horst
will also provide music for us to polka, waltz, and whatever.

A LIMERICK WALL filled with limericks about GGR
members, with a space for you to add a limerick or two.

A QUIZ BOARD (ala the Union Hotel at Occidental) with
a prize for the person answering the most quizzes correctly.

DINNER includes a variety of hot entree (roast beef, roast
turkey, corned beef, daily specials to name a few) at an
unbelievable price of not more than $5.00 per person (unless
you eat like a horse).

LIGHT EATERS: A choice of super, hot sandwiches
(turkey, ham, ruben, etc) for a low price of about $3.00
per person.

PORSCHE TREFFEN SLIDE SHOW (Including shots of
the Factory and German Countryside).

DOOR PRIZE RAFFLE by Barbara Lateer, Vice President
(Rob Meli and Len Peterson where are you!).

SPECIAL GUESTS: PCA National President Elect, Hank
Matler and his wife, Caroline -(other anticipated attendees:
Harry Weber, Norbert Nieslony, Burt and Joan Propp - and
YOU!).

RESERVATIONS NOT REQUIRED Don't forget the date.
Just show up! Room seats 150. Pay for your own dinner as
we go through the buffet line used by all of Harry's
customers. Service is quick, the food is excellent and plenti-
ful, the atmosphere fantastic!

DRESS CASUAL Feel free to wear something German.
Arrive early prepared to have a super, fun-filled evening.
Join us —participate in GGR's own German festival.

PRIVATE BAR featuring all the regular drinks and starring
Dinkle Acker Beer and Rhine Wine, two German favorites.

The evening's entertainment is made possible by the gener-
ous sponsorship of:

GARRETSON ENTERPRISES,
1932 Old Middlefield Way,
Mountain View, 967-8634
AND
TECHNE, UNGO BOX
3600 Haven Avenue,
Redwood City, 367-UNGO

Hosted by Ray & Sonja Blow
(408) 299-4971 (days)
(408) 255-3551 (evenings)
or for further information, call
Barbara Lateer, Vice President
(408) 280-6890
TRAVELS WITH J.R. MIKE AND BILL

Listed below are more pieces of information that you will need to go on this very low-key/simple, but interesting weekend.

Sorry, but Charlie has taken ill and J.R. has volunteered to resume Charlie’s position as tour leader.

LEAVE: San Jose Area 8:00AM Nov. 22
Travel time is approximately 4 hours; we will stop for a picnic lunch on the coast around noon, so BYOL.

TOUR OF CASTLE: Tours are available as follows: starting at 8:00AM (8:00AM, 8:20, 9:00, ...until 2:00PM) each tour (there are three different ones) is available, but has a maximum number of people per time (tour No. 1 -53 max., tour No. 2-12 max., tour No. 3-18 max.). Please inform me as to which tour you would like on Saturday afternoon and if you’d like a tour on Sunday morning. Each tour is about 1 hr. 45 min. long.

LODGING: Saturday night rooms are available at Vic El Rey Motel. We have a number of rooms reserved. Let me know!

SATURDAY NIGHT DINNER: This is the only meal we will organize. For all others you will be on your own. We will have two choices for you. More later!

PRICE: At this time price is $72.00/couple. This includes dinner for two, one nights room and one days’ tour of the castle for two.

If interested, mail your check for $67.00 ($72.00-$5.00 pre-registration) to:

Mike Lommatszch
30 Iroquois Trail
Portola Valley, Ca 94025
(415) 854-7443

AUTOCROSS RULES

It’s that time of year again. This year will be slightly different than the past. We would like to have a set agenda prior to the meeting. This will require all interested parties to submit a formal proposal in writing to the Autocross Chairpersons, John and Karen Hawkins, before the rules meeting. We hope this will eliminate the need for two meetings and help decrease the length of the meeting. Each proposal should include the following: specific rule to be changed, added or deleted; the intent of the change; the cars affected; name of the person making the proposal, etc. The proposal should be as specific as possible.

Please send all proposals as soon as possible to:

John and Karen Hawkins
1340 Oddstad Boulevard
Pacifica, CA 94044
415-359-0542

The meeting will be November 2, 1980, at 12:00PM at John and Karen’s house in Pacifica. BYOB and refreshments. Coffee will be served.

THE AUTOHAUS 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
SOUTH PACIFIC

PORSCHE PUSHERS IN PARADISE !!!!!!!

Balmy breezes under a tropical sky on a lush faraway island shared with Porsche friends. . . . . . . . . Sound good? Then save your money and plan to go with us and other Porsche friends around Zone 7 on a Club Med party to TAHITI!!

DATE:* October 17-25, 1981

APPROXIMATE COST:* $2,400.00/couple (75 couples maximum)

INCLUDES:* Airfare from San Francisco to Tahiti and return
All meals at Club
All recreation facilities at Club for one week

DEADLINE:* April 1, 1981
$600.00/Couple deposit
Balance due 60 days prior to departure

PLACE:* Moorea, Tahiti

Future Nuggets will announce more details.

*Please note that all items are subject to change as further information becomes available. Any questions, contact:

Ted or Susie Atlee
408-578-7499

AUTO TRENDS

Porsche joining the National Hot Rod Association? Yes, you may see this next year. As far as I know the factory has no plans to build Porsche-powered dragsters (AA Fuel 924 or "funny" 928's - Ed.), but the Indianapolis 500 may be sanctioned and officiated by NHRA in 1981. Motor Speedway owners are nervous about the continuing rift between CART and USAC organizations. Officials at the Indy 500 track have invited NHRA to present a proposal for their sanctioning of the event. It is a logical choice - NHRA is one of the oldest race sanctioning bodies in the country and sanctions over 1000 successful events each year - and use of a third party might head off boycotts by drivers of one or both of the warring organizations that have proven so costly to the Speedway. See ya at the Fremont Winter nationals!

Speculation is that US car manufacturers will require this oil be used in their 1982 models, which means we will see it on the shelf late next year. From all appearances, the new SF standard can only help all Porsche engines, and it may also help our pocketbooks.

Tom Green

RULES RULES RULES

New ideas have been submitted to the autocross and time trial chairmen that suggest different ways to make our annual rules changes, appoint competition chairmen and administer the operation of the time trials. Copies of these ideas will be made available at the next autocross and time trial to all interested participants. Discussion of these ideas will be held at the respective rule change meetings in November.

Bill Patton

NUGGET/9
ELECTIONS

Momentarily, you will be receiving a Panorama containing a ballot for the National PCA elections. Four of the people listed on that ballot will guide the National organization for at least the next two years. Your Board feels it appropriate to take a position in this election. Our recommendations and the reasons for same follow.

President — Hank Walter
We recommend Hank not because he is running unopposed but he is the best man for the job.

Vice President — Jim Perrin
We recommend Jim because of his record, his vast contributions to PCA and the fact that he is a friend of GGR. Jim’s record includes:
- Joined PCA in 1960
- Founder and first President of Mid Ohio Region - 1960
- Newsletter Editor Mid Ohio Region - 1960
- Member Golden Gate Region - 1961-1966
- Co-chaired first GGR Auto-X series
- Tech Chairman Mid Ohio Region
- Activities Chairman Mid Ohio Region
- PCA National Secretary 4 years
- PCA National Treasurer 2 years
- National Activities Chairman
- Zone Representative 2 years
- Attended 13 Parades
- Legislative Liaison Committee borne from Jim’s idea

Secretary — Don Murray
We recommend Don because of his record and past accomplishments, which include:
- Joined PCA in 1965
- President Pacific Northwest Region
- Secretary Pacific Northwest Region
- Zone 6 Representative 5½ years
- Parade Rally Chairman 1975
- Executive Committee 1975 Parade
- Attended CRAB 3 times
- Rainbonnet Tech borne from his idea
- Attended 12 Parades

Treasurer — Bob White
We are unable to develop the details on Bob’s dazzling list of service and accomplishments so they are not included. Bob’s record, however, justifies our confidence in recommending him.

Please read your election Panorama carefully. Each of the candidates will have something to say which may earn your confidence. Above all, please vote.

Bill Patton

PORSCHE GIFTS!
We have those special holiday gifts for you. We have them in gold, in silver, in leather, in glass, in books, in sets, in pairs ... in just about anything Porsche. (We also keep secrets about who bought what for whom!) Stop by today. We're just off Lawrence Expressway; or call for one-day delivery service. Ask for our new 80-page full Porsche catalog of gifts and parts. $3.00 refundable.

OPEN MONDAY-FRIDAY 8:30 a.m. to 6:00 p.m.

3535 Kifer Road, Santa Clara, CA 95051
(408) 736-9020
Picture Rally?

Okay, so you've timed, distanced and looked for lime bags on rallies this year. How about something that'll be fun and easy. You'll have a simple set of instructions to follow and some scenic country roads to drive. Just you, your car, a friend and the countryside. Oh, one other thing. On your lap you'll have some pictures of various sites along the route to identify, too. That's it. The Picture Rally will be Sunday afternoon, November 9, 1980. Details in the November Nugget. Questions: John Fulton, Janet Tyson, evenings 408-287-9260.

John Fulton

DUMMKOPF

Wow! I got rid of it. Saved at the last minute too. Seems that about 10 minutes before I was to make the presentation I got bailed out by a hot tip from a typical GGR fink.

Janet Buck is your new Dummkopf. A classic too. Janet sitting in her 911 Targa was at a stand still in traffic on 191. One of those sunscorched 100+ days. In an effort to cool down she decides to remove the Targa top while still stopped in traffic. Proceeds to unhook the top. Traffic begins moving just as she gets it off. Top now wants to fly away with wind resistance from car now in motion. With white knuckle grip on top in her left hand, she proceeds to steer, shift, straighten skirt and all other necessities with her right hand. With both hands occupied and resistance getting stronger as car speeds up, she takes on resemblance of a sailboat. Now decides she better pull off road and rescue top, but by now top position has shifted so as to block her view thru the rear view mirror. Lack of vision prevents all but the most desperate of lane changes. As panic sets in, she lunges for the right lane, makes it, brings car to a stop, pulls in Targa top and wins Dummkoph.

Bill Patton
GGR MEANS PEOPLE

John and Betty Meunier are people. There's a lot of interesting things you don't know about them. But, not for long.

John and Betty are car freaks and PCA freaks, too. You've all seen the neat red 57 Speedster. Well, John bought it new in 57 and will never let it go. Betty is very emphatic about that. John, B.B. (before Betty) also had an Ivory with red interior 62 Super Coupe, a blue with black 65 356SC coupe, and a white with red 69 911E Coupe. Each of these was acquired brand new by John and driven bunches of miles. 84,000 on the SC and he figures over 200,000 on the Speedster. He's not sure tho as the Speedster has had 5 odors. They have just recently (A.B. = after Betty) acquired a dark blue 67 912. John says the best car he ever owned was the SC, but his favorite is the Speedster. Betty and John were unanimous in their selection of Bill Patton's 911SC as the car they'd like to own. Sans whale tail, of course, but they are crazy about the beige/grey paint and the tobacco leather interior.

Perhaps we should pause now to explain A.B. and B.B. John and Betty have been married five years and seem committed to 105 years. They both work at Bechtel in SF, John as an Engineering Supervisor and Betty as an Administrative Secretary. This is where they met under circumstances which make a rather good story. John had separated from his wife (who went south with the 911E, but left him with the house). He did not know Betty, but knew she lived in the neighborhood, (Orinda) so inquired as to whether she knew a good local divorce lawyer. Un-

...and M-E-U-N-I-E-R spells Men-yay...

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
1657 S. BASCOM AVE.
(NEAR HAMILTON)
CAMPBELL

12/GOLDEN GATE REGION
GGR Spells People - Continued

known to John at the time, was the fact that Betty, had herself, been separated for about 3 weeks. The plot thickens. Betty had four teenaged daughters: Marilyn 19, Lisa 17, Janelle 13 and Sabrina 12. Now what man could resist such a sweet thing as Betty, especially with 4 daughters included in the package? And, how could Betty resist this foxy charmer, this man about town, this handsome dude with the cute red car and the contemporary house in the Orinda Hills? What a natural.

Patton and Peterson once gave John and Betty the "Obscure Driver Award" on a Ryde Hotel Tour. Shows how much they know. Check these facts out. From scratch, John and five Porsche owning cronies, with the help of Burt Propp, created Sacramento Valley Region in 1962. At the second meeting they added 34 members to get the new region off the ground. John designed the SVR logo. That's his Speedster in front of the State Capitol Bldg. on the car badge. John also wrote SVR's first bylaws, served on the SVR Board 8 or 9 times, held every office except Secretary and was President in 1972, though he had moved into GGR country early in the year. He attended the 82 Parade in Monterey, 65 in Santa Barbara, 66 in Boulder, Colorado, 73 in Monterey and Portland in 80. Portland was Betty's first Parade.

John's credits go on. He was President of the Sacramento Sports Car Club in 1964 and President of the Aerojet Sports Car Club in 1959. He won an autocross trophy at the 62 Parade and lost a clutch while autocrossing at Monterey in 73. John joined GGR shortly after his term as SVR's President expired.

John is not perfect. He has won the SVR Dummkopf twice. Spent an entire day washing and waxing the Speedster then rolled it into the garage and scratched the entire side to the bone on a protruding object. That took care of Dummkopf No. 1. The second was even better yet. SVR had a wine tour. John was going to be late so arranged to meet the group at the winery. While enroute he saw a group of about 15 Porsches heading in the opposite direction. Thought it somewhat strange, but figured they had finished the first winery and left without him. So he did a U-turn, got in behind and followed. Later, he determined he was touring with a group from GGR to a completely different place. Incredible.

John's other interests and hobbies include: water skiing; scuba diving; metal sculpture; and jazz. He used to play ice hockey and has the stitches to prove it. He was a goal judge at the 1960 Winter Olympics at Squaw Valley. John also acquired a commercial pilots license in 1945, though it is rumored he got it from a cracker jack box. Betty says John's main claim to fame is he's a hell of a stepfather.

Betty, whose daughters were all born in different states (Arizona, Massachusetts, Nevada, and California) has given up being transient and is now interested in cars (though she refuses to share John with them), sewing, men, crewel, and horses. She used to raise silver Persian cats for show.

Together, the Meuniers enjoy Carmel, wine tours, tennis, ACT, concerts and PCA. Their favorite PCA events have been the Ryde Hotel Tour (all 3), the Lommatzsch Yosemite Tour and the Mutha Load Tour. They put on a pretty mean tour themselves, having chaired or co-chaired three very successful Summer Mud Tours to Calistoga.

When asked about their most embarrassing moments, Betty couldn't think of one as, "I'm never embarrassed." John couldn't think of one as, "I'm always embarrassed."

Asked about being stranded on a desert island, Betty said (this is getting boring), "With John of course." John wasn't so sure. He thought it might not be too bad to be stranded with Charles Goran and a deck of cards. When pressed further, Betty responded with Robert Mitchum and a machete, but couldn't explain the machete. John went with Bo Derek and a Cribbage board and couldn't explain the Cribbage board.

The Meuniers enjoy GGR and responded as follows to specific questions.

Q: What would you tell a prospective member?
A: GGR is a great social outlet and place to make new friends. The car is the common denominator and it's a great place to start.

Q: What advice would you give new members?
A: Volunteer to do things. Help out. Write Nugget articles or even set up pylons.

Q: What events would you like to see more of?
A: Gimmick Rallys especially Poker Rallys.

Q: What direction would you like to see the club take in the next few years?
A: The club is too heavily based in the San Jose area. Perhaps a Region split might be appropriate. We think this end of the region could support events and do very well.

Q: How do you like the Nugget?
A: It is a very good publication, which we look forward to receiving. We like the new Nugget better than the old.

John and Betty Meunier. Look them up. They are really fun people.

MENDOCINO

This tour is kick-back relaxed — if you haven't received your confirmation/information by now, you had better call me ASAP. And, if you missed the first sign-up — call me to be placed on the waiting list. There has been such a terrific response for this tour over the hills and through the redwoods to the MacCallum House in Mendocino, that it's almost filled twice. So if you don't go this October, we will do it again in April (that's really not long to wait — just after taxes when we need to do something nice for ourselves — or enjoy what the government didn't get!). Any further questions, please call me at (408) 262-2366.

Terri Rosatelli
NUGGET/13
When your Porsche engine comes to the end of its life, the specialists can bring it back. Complete rebuilding to factory specifications with original type components or upgrading to stronger performance is available at reasonable costs. A valve grind with a new set of rings is often the cure for loss of power and heavy oil consumption.

For the racer or a trick setup, internal components can be balanced and polished for superior performance.

At T&D we build engines to last, to perform and to serve. We care about you.
ABOUT THE COVER

GGR member John Fulton will be in a two person photography exhibit at the San Jose Institute of Contemporary Art, 377 South First Street, San Jose. Fulton’s show, “Vehicle”, photographically explores cars, trucks and airplanes. Included in the show are, of course, some Porsches. Jacqueline Thurston will also be exhibiting her series on circuses. The show runs October 17 to November 26, with the opening reception on October 19, 4-6PM. GGR members are invited to attend the opening.

This photo will be included in the exhibit “Vehicle”. It was taken at the 1979 GGR/Carlson Concours.

AUTOCROSS

WHEN: Saturday October 11th
Early registration closes at 8:30AM
First car out 9:00AM
Late registration from 11:00AM - 12:00 Noon

WHERE: Alameda County Fairgrounds
Pleasanton

WHY: This is the final points autocross of the year. The battle for final positions are close and has come to this final showdown.

WHO: All pylon dodgers with Porsches.

CALL: Gary Sanders or John Hawkins for more info.
Werks I includes some outbuildings, some of which contained some interesting race machinery. One was a very old wooden building with faded letters on the side that read "Reutter" in the familiar script.

Some know that between European races Jerry Woods rebuilds the DBR 935 motors at the factory. It is in the Werks I facility that he sets up shop, and those krauts who work there are his cronies. He was a bit uneasy about our behavior and admonished us to act dignified during that portion of our tour. We tried hard not to embarrass him in front of his friends. Don't tell Jerry, but I believe we managed to be considerably more dignified than his kraut cronies.

Werks I is a rather old building. It was, in fact, an existing facility when Porsche moved from their shops in Gmund, Austria. If your bent of mind is such that you thought the bronze works one of the chief interests of Athens, or found the huge forge in Pompeii to be more interesting than the baths, you would love this place. It is a pleasant old brick building with lots of small-pane windows. From the inside, the walls seem to be almost entirely glass. It was overcast and sprinkling during our tour, yet the interior was bright with natural light. The building faces a large cobblestone-paved courtyard. The view from the other windows is lush green trees at a few yards distance. The floor is wood blocks on end.

The interior space of the main Werks I building is less than half a basketball court. It makes one wonder how it could have been arranged for the assembly of the early Porsches. One could now view the Brookings' collection of large photos (which the good Doctor signed for Susan) with a new appreciation.

Part of our special treatment included lunch in a dining room on the fifth floor of the new Porsche office building. It had large windows on two sides overlooking Stuttgart and the valley beyond. Bill Patton noted that there was nothing in the room that was automotive-related. In fact, all of the paintings were landscapes, mostly very nice dry-brush-over-wash watercolors. By the by, Bill learned that the present mayor of Stuttgart is General Rommel's son and thereafter announced to all that he was General Patton's nephew. Fortunately, those few who understood disbelieved him.

It was an outstanding lunch under very pleasant circumstances. We can heartily recommend the Porsche dining room. For those of you who are accustomed to the fruity and somewhat sweet German wines of the Rhine and Mosel, the local wines served in the Porsche dining room would be a different, yet pleasant surprise. It was a very nice white with a touch of spritz and a dry finish. We made so much over the wine they broke out a red local to Stuttgart so that we could sample their skills in that direction. Not bad; light, dry, and similar to a good Rhone.

After lunch we piled in cars and drove to Zuffenhausen to visit the Porsche goodie store. I rode to the factory that morning in the back of Jerry's Citroen van with the grungy
Pilgrimage to Stuttgart - Continued

LeMans motors. For the ride to Zuffenhausen, I jumped in the station wagon driven by John Clever thinking I had improved my lot. He promptly got lost. Such is life: Pilgrim's Progress so to speak — many's the obstacles on this thorny path. We were each given a big roll of genuine factory posters at the goodie store and, of course, we bought umbrellas, pens, knives, etc.

It was both a pleasant and enlightening tour. Surely, it will be a major candidate for “Event of the Year.” There were certainly enough GGR members present for it to qualify and we who made the tour cannot imagine what could top it. Ask the Activities Director, she was there, as was her tag-along husband, Ron. Others of your fellow GGR members were Jack Tedford (who kept advising the workers how to do their jobs), John Clever (he rummaged through the scrap bin), Stephanie Home (she was agast at J. C.'s behavior), John Johnson (who got lost), Sandi Candlin (she finally put him on a tether), Bill Patton (he leered at the secretaries), Bruce Anderson (who took notes), and Tom and Linda Foster (who, except for pocketing some paper napkins emblazoned with the Porsche crest, behaved themselves at all times).

And, of course, there were our Stuttgart tour leaders, Bob Garretson and Jerry Woods. The tour went like Black Forest clockwork. We are a headstrong group of individuals and not the easiest to herd about anywhere, much less in a foreign country. Bob and Jerry ensured that we were housed, fed, and feted well above our stations and far beyond our expectations. It couldn’t have been easy.

Whether it wins the award or not, those of us who were there know that it was the Event of the Year, perhaps even the Event of the Decade.

Joe Padermderm

PIT CREW

WHEN: Tuesday October 14th
7:30PM

WHERE: Sandi Candlin/John Johnson’s home
1779 Shady Creek Court
San Jose
408-274-8659

Come join us in making decorations for the Octoberfest dinner meeting. If you have any great ideas for centerpieces or place savers, let me know!

RSVP if possible - but come anyway!

Next Pit Crew meeting at my home in Los Gatos on November 11th!

Dinah Patterson
Pit Crew Chairman
408-354-0618

(And thank you to Doug Forster for making the signs for the food booths at Merritt College and Carlsen’s. Also thanks to all of the bakers and sellers at Carlsen’s, especially to Al Berens, who helped me set up, Sonja Blow, Sharon and Teresa Neidel, Donna Trefz, and the Levines for selling and clean up! - and to Marge Forster for entertaining my boys!!!)

Alloy Wheels
Polished & Painted

Complete Service
Dismounting, Mounting & Balancing
Superior Wheel

510 S. Railway Avenue
Campbell, CA 95008
379-9491

Polished Pointed
MINUTES
BOARD OF DIRECTORS' MEETING
August 18, 1980

LOCATION: Thiele residence in Fremont

PRESENT: All regular Board members except Barbara Lateer and Sharon Trethan, also absent were Jeff Lateer and Ron Trethan; also present:
Past President Sandi Candlin, Time Trial Chairman John Johnson, Sponsorship Manager Mike Lommatzsch, and Goodie Bag
Terri Rosatelli.


Old Business:

Greeting Cards — Bill delivered the greeting cards to the Board with the extras to be left with the Secretary.

Nominating Committee — Barbara Berens reported that the Nominating Committee has contacted over 60 people and has selected 9 candidates thus far, and presented a tentative slate to the Board. The Nominating Committee was given a vote of confidence by the Board and was urged to have a completed slate by October 1. The Committee also reported they have encountered some apathy from potential candidates.

Roster — Dave reported that the Roster is progressing very well but the costs to produce it are more than planned. He indicated that 200 advertisers will be needed to cover costs.

PCR Committee — Bill received correspondence regarding the 1980 PCR’s that he passed out to the Board. He also indicated that he felt it out of place to approach National at this time with GGR’s proposal. After considerable discussion the Board decided that Bill should give GGR’s suggestions to National.

New Business:

Smog Inspections — Bill urged the Board to contact their assemblymen to express their disfavor with the mandatory Smog Inspections Bill presently before the Assembly.

A Modest Proposal — Tom Green’s proposal for combining the Time Trial and Autocross rules, and establishing a rules sub-committee was discussed with the Board deciding more input would be needed from the general membership for a decision. The Board decided that any rule making materials be made available to the membership with advance notice to the membership to be placed in the Nugget. As a result Bill is to make 100 copies of “A Modest Proposal” and Jim Pasha’s information for distribution to the membership.

Directors’ Reports:

President — Bill reported highlights from the recent Zone 7 Presidents’ meeting: LPR has established their autocross dates for 1981; CRAB date for 1981 will be April 24-26; Ted Atlee reported on the Autocross discussion at the meeting. It was decided to combine sites for certain region’s events in an effort to centralize the location and have a two day event. They are still considering sites. Ted also noted that the rule changes for 1981 have been submitted and there will be only one Zone 7 Autocross per month.

Nugget — Jeff was unable to attend. Bill reported that through his extensive investigation and discussions he has found that the Nugget is in financial trouble, and at the present rate is expected to finish up the year at best, with $2500 above the editor’s budget for a total expense to the club of $6800. It was decided by the Board to cut back on all unnecessary Nugget expenses at this time by: Eliminating color issues; Cutting out expanded issues; Do our own typesetting in an effort to save $1200; Determine number of issues actually needed; Check into cost cutting areas such as grade of paper and postage costs. Bill requested that Jeff explain the loss of $2500 to the Board. Bill also recommended dropping the Nugget Guidance Committee as they don’t want the financial responsibility of the Nugget.

Goodie Bag — Terri reported $551.54 in sales this month with most of that from the Swap Meet. Terri, due to personal reasons, resigned as Goodie Bag Manager. The Board extended its sincere thanks for a job well done. Donna Trefz was selected to replace Terri.

Respectfully submitted,
Brooks A. Thiele
Secretary

NOVEMBER BOARD MEETING
WEDNESDAY OCTOBER 22nd
7:30PM
BARBARA BERENS — HOSTESS
Please call the hostess if you plan to attend.
Please, BYOB.

CREDITS — Photos by Alan Brooking, Bruce Anderson, Tom Green, Tom Foster, John Fulton, and the Editor.

NUGGET STAFF — The staff members helping this month were Terri Rosatelli, Mike Lommatzsch and Barbara Lateer. Thanks all!!
PUT-ON PLACE

Well everybody, here I am! I survived Portland's gray snow and all the rain I can handle.

It sure is nice to hear about Golden State Region PCA. Maybe they think Al Attles is President or Bill Patton has been getting a darker tan ... maybe its' cause we play to win, Zone 7 and GGR really brought home some trophies!

Patton was looking for a partner for tennis, but all it would do is rain ... Sylvia was right ... he's all wet. Rumor has it that Bill Newlin/John Hawkins were protested for being too outrageous - something about "they may be factory colors but only in San Francisco would that option be popular." Speaking of Newlin, a "lets get acquainted party"? Well, if our reputation isn't tarnished enough! Sounds like a great idea for CRAB next year - anyone interested? Send letters to the Editor (Money too - Ed.).

I didn't mind my door prize, but it will take me 10 parades to get enough oil to change Silver's oil. Heres one for Janet Buck: Becky Newlin got up and gargled with Jean Nate and used Lavoris for cologne - something about living in a fog.

Mike Lommatzsch went to the sock hop dressed his age. Gary and Elaine Sanders have luggage autographed by the Hefty man ... she forgot to pack Gary's underwear.

John Clever is getting old; he needed directions to the rally meeting at Dorjah's. Speaking of names, that guy who kept mispronouncing everyone's names should have been dumped in Mt. St. Helens. Anyone who agrees that Oregon made a fortune on traffic tickets off PCA raise their hand ... talk about ripoff city. The Dukes of Hazzard had it easier. Thank You: To the Neidel's for having the sense to bring wine, the best wine cellar (?) in Portland for one week was the Neidel family chariot. Whoever sent the guide dog to Ted Atlee during the Autocross - shame on you! Is there a Jeff Later in the house? (No, but there will be sooner or later - Ed.) Mel Cohon from Monterey did it again, locked his keys in the car. Who knows if Golden State is going to put on a parade? If you know tell Patton, he hasn't figured that one out yet.

Tell Jeff Later that MPL needs help taking pictures, it took him two hours to get four cars sponsored by Sunriver Farms in place for a picture. One worthy mention - last minute concours entry Nickums Kelez took a second in the 924 class with a "dirty car." Far Out!! If you weren't mentioned this month, remember, the Scarlet Pumpernickel sees all! So watch thy self!

The Scarlet Pumpernickel

---

PORSCHATECH, INC.

REGAN/WELCH RACING
(415) 595-2425

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.

INDEPENDENT PORSCHE ROAD + RACING SERVICE
565 BRAGATO ROAD • BELMONT, CA 94002

NUGGET/19
STROKER ACE AT THE RACES

Stroker Ace is back. After a disappointing “play for pay” episode with Busby’s M-1, it was back with Dick Barbour racing for Watkin’s Glen. After a lot of fun and a 3rd and 5th at the Glen it was back to winning with Fitz scoring victories at Sears Point, Portland and Mosport. Racing fans will have read the reports in Autoweek so I’ll try to furnish the background information.

Let’s start at Sears. The weather was typical 100 degrees plus all three days. With our big tent and two motor homes this wasn’t too hard to handle. Both cars, Sachs No. 6 and Apple No. 9 had mysterious misfire problems.

Jerry Woods worked long and hard with no definite solution. No. 6 was crewed by Jerry, Bruce Anderson, Martin Raffauf and Ron Trethan. Tony Heyer, Jim Wright, Johnny Johnson and I did No. 9. Kress McKinney and John Clever handled tires while Jack Tedford handled pit set up, tools, nitrogen etc. Sharon Trethan was boss lady on timing, lap charts, lunches, beer and her dog, “Lady”.

Bob Babbe has quit the team to pursue fame and fortune in the wine business. Samples are always welcome, Bob. Good luck in your new career!

On Saturday, Tom Urbaniak staged a Cecil B. DeMille race car movie staring our two cars plus the Moretti 935. Tom said the show should be on TV early September so watch your boob tube. I was fortunate to get a ride for four laps with Bob Garretson in the Apple car during the film session. What a blast when the turbos lit up. After the movie the qualifying session came up. Despite the misfire, Fitz and Bobby Rahal did the job, nailing down 2nd, and 3rd behind Danny Ongais. Pole positions are Fitz’s thing.

As he said, the crew did their best and so did he so let’s see how it comes down race day.

Ongais made his usual dynamite start leading Fitz and Bobby. That didn’t last long as a spin dropped Danny back in the pack. Fitz took the lead with Bobby on his tail. Moretti was driving well in third, 3-4 seconds back. The heat proved to be a factor especially for the drivers. Our Portage air conditioning ducts did nothing but blow 100 degree air on the already cooking drivers. Bobby came in after about 10 laps to report 120 degree oil temperature. His body temperature was close to that and he took on a pot of ice water inside his driver’s suit before rejoining the fray. Moretti was now second to Fitz, but the inevitable local yuk took him out at turn 11. There’s one driver who won’t be welcome to pasta in the Momo pit.

Ongais was really moving back into contention also John Paul who had a flat tire on the first lap. Fitz was obviously suffering from the heat. Each pit signal with laps to go was gratefully acknowledged. Bobby was now back in second place coming fast. At the checker it was Fitz first and Bobby second. The cars pulled up side by side with doors open while completing the “cool off” lap. An impressive sight—Two cars from the Barbour stable finishing 1-2.

Our drivers needed some attention before appearing at victory circle. Lots of Gatorade, cold towels and ice water revived them sufficiently to accept their trophies from Bob Bondurant. After the victory celebration it was fun time — Load up all the gear. The job went a little faster since Big John from Swepeco had offered to treat the crew to dinner. It was well worth it. An excellent meal with German beer at a little place in Novato. Thanks John, it was an enjoyable dinner.

Next episode — Portland. It was thrash time at the racing shop preparing the two cars. Again it was No. 6 Sachs Turbo for Fitz and Sachs No. 4 for Skeeter Mckitterick. Bob Garretson had hired a new wrench, Bruce Jenner, from New Zealand and with his help it got done. Bruce co-drove with O.R. in the Momo 934 at the Glen to a first in Group 4. We had a short crew at Portland. Missing were regulars; John Clever, Johnny Johnson, Kress McKinney, Sharon Trethan and Jack Tedford. Jerry, Bruce, Marty and Ron tended to No. 6. Tony Heyer, Jim, Bruce J. and I did the number on Skeeter’s car. Jack McAfee did some of Sharon’s chores handling lunches and drinks. It was a pleasant trip with super rooms at the Thunderbird, a hosted cocktail party and fun times in the “Quiet Bar”.

The EDUCATED Race Driver
The EDUCATED Road Driver

A BONDURANT GRADUATE!
- Competition Road Racing
- Advanced Road Racing
- High Performance Driving
- Advanced Highway Driving
- Complete Skid Control
- Corporate Chauffeurs Course
(Anti-Terrorist; Anti-Kidnap)

For Brochures call or write to:

BOB BONDURANT
SCHOOL OF HIGH PERFORMANCE DRIVING

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

20/GOLDEN GATE REGION
Stroker Ace at the Races - Continued

Saturday's practice put the writing on the wall for Peter Gregg's lap record. This was another new track for Fitz. He learns quickly and with little time at the wheel blasted Peter's time by almost 2 seconds during qualifying. Moretti's Joest 935 was very fast and Hurley Haywood was a threat in Levens new 935. John Paul qualified fourth keeping in touch with possible points in the IMSA ratings. Jerry suspected cylinder problems with No. 6. He and Bruce had a fast conference and soon Bruce was winging his way to Mountain View for parts. Skeeter had problems with the brake bias on No. 4. The Kremer K-3 has a knob to adjust bias inside the car but Skeeter had turned the thing the wrong way. With all front brakes he was lucky to qualify 7th. By this time Bruce returned with the engine parts Jerry was ready to reassemble. Martin stayed late also to get it all together for race day. Dinner was catered by Alex Hasen Cleaver of Sachs. He and Jack McAfee went to town and got a truck load of Chinese food and a case of beer so everyone was happy. Just as well that Johnny wasn't there.

Moretti was very quick on the long straight so Fitz's strategy was to hold down the speed on the pace lap. He played it perfectly and as the starter let them go, it was Fitz blasting away with Moretti, Hurley and John Paul in tow. John was playing it cool as everyone was concerned about fuel consumption. The race was one hour, not 100 miles as usual so it was doubtful the 935's could go without a stop. Skeeter drove well in the early laps, then pitted with gearbox problems. There was no quick remedy and he returned to the race. Laps later he parked it with the 2-4th gear selector broken. Fitz continued to lead with Moretti never far behind. As the leaders began lapping the strugglers, Fitz could open up a few seconds leads only to lose it as Gianpiero cranked up the boost on the straight. Toward the one hour mark, the lead group began to stop for the vent bottle of gas to complete the race. First Hurley, then Busby, Moretti and Ted Field on the final lap. Consternation reigned as Fitz sailed on to victory without a stop. At victory circle chief tech steward, Billy Cook, invited Jerry to discuss fuel cells with some puzzled crew chiefs from the other teams. Yes, indeed! Every car had a similar fuel cell so no protest. Jerry was awarded a roll away mechanics tool box by Gl Joes (the sponsor) as crew chief on the winning car.

By Tuesday, the Big Red Rig is back in town. The motors have spent two sprint races logged so an overhaul was required for the six hour at Mosport.

Mosport Canada. Here we are again with three cars. A last minute effort by the crew had put Sachs No. 6 and the Apple car in the van plus No. 4 sans engine. Porsche had offered parts plus an engine so that Dick Barbour Racing could field three cars. Brian Redman and Fitz would team in No. 6. O.R. and Bobby Rahal had No. 9 Apple car and Skeeter and Indy winner Rick Mears would drive No. 4. Since the Lancia Turbos lead the "World Championship of Makes," Porsche was loading the deck with 935's to ensure victory and revenge for the Glen defeat.

Ron, Sharon, Johnny and I met the Barbour at Chicago airport. After much wrangling by R.T. we got the engine for No. 4 thru customs and into our van. Surprise folks! It's a 3.1 litre big single turbo. Those don't fit in Kremer cars. Jerry did a fast inventory of spares and things looked bleak. We needed turbos, headers, etc. to convert the motor to twin, air to air set-up. Garretson's other new Kiwi, Max Crawford was scheduled for the Friday night red-eye. Some fast phone calls to Mountain View and our man Max arrived Saturday morning with all the goodies in his suit case. At this time there were two engines to be worked on. Bobby Rahal had done a fantastic qualifying lap in the first Saturday session but missed a shift and bent some valves. No. 4 was together for the afternoon run at the clock. Skeeter could do no better than 14th and turned the car over to Rick. The air dam was in sheds so lift was a problem. Rick had the problem and rode the Armaco at turn one bailing wheels and suspension on the left side. Meanwhile Fitz, the man, did it again and bumped Bobby off the pole by less than 1/10th second. Now it's midnight oil time. No. 6 is in good shape. B.J. and Max put No. 4 back on four wheels in quick time while Jerry and Bruce wrenched on the Apple car motor. Manager O.R. sent most of the crew home while Jerry, Bruce, B.J. and J.J. stayed late to finish the motor job.

Sunday dawned clear and sunny. We now had gas for the race thanks to McAfee doing a rush trip to Buffalo for racing fuel. The warm up was essential as all our cars except No. 6 had had major mechanical work. So at 9:30 we rolled our babies out — All with functioning air dams thanks to Jim Wright. After the warm up there was a fast 30 minutes to get ready to grid for the 11:00AM start. It was a fire drill, but the crew came thru as always. Once again an all Dick Barbour front row. Starting drivers were Fitz, Bobby and Skeeter. The schedule called for two pace laps. Bobby forgot I guess and went for the lead as the pace car pulled off. The starter kept his cool and next time around it was a clean break at the green flag. Bobby led with Fitz in tow, followed by Hurley, John Paul, Akin, Ongais and Co.

Six hour races are tough on the drivers and cars. The early laps are a sprint until better sense prevails and the drivers settle down to reasonable lap times. After about 10 laps, Fitz took Bobby on the straight and flashed by in first. Our lead cars were holding a handful of seconds over the pursuit group led by Hurley. The Lancias were settled in the top 10 and running strong.

Our first fuel stop was routine and now Brian had the driving chores. Bobby pitted early with a vibration complaint. The right front tire was replaced, fuel added and O.R. took the wheel. Bob planned to do the middle part of the race and let Bobby bring it home. It wasn't to be, he collided with another car at turn 5 and spun off course. The car was damaged pretty badly so kiss off the Apple turbo. Fitz and Brian continued to lead while the No. 4 car had worked up through the pack although we weren't too sure of their position. The pace car came out midway through the race to allow the wreckers to clear up an accident. No. 6 and No. 4 pitted under the yellow and were ready for the restart. Our timing went awry at that point as driving time must be according to FIA rules. Fitz had planned to finish but had to turn the lead car over to Brian as he was pushing the 3 hour time limit. There was one pissed off Englishman. After Fitz was convinced that the IMSA officials were correct, he casually informed JLP racing that hot shoe
Quality service is a rare combination of experience and high standards. We provide the same quality service to our daily customers and our racing team.

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

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

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

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

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

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

John Jr. was pushing the rule also. Exit another pissed driver. Our lead was now comfortable allowing Brian to roll home with time in hand over John Paul Sr. A great effort by Danny Ongais gave Porsche a 1-2-3 finish. Hans Heyer drove the Lancia to 4th place. Rick nursed No. 4 home in fifth place running on 5 cylinders for the last 45 minutes.

It’s victory circle again. Plaudits from the very enthusiastic Canadians and tributes to our sponsors. Thanks to Sachs, Bosch, Valvoline, Marchal, Goodyear, BBS, Sweptco and race organizers Molson Brewery. Even Charlie Kuell - Ex National President was there to join us in our celebration.

As this goes to press, the team will be on the way to the Pabst 500 at Elkhart Lake. Dick Barbour will be fit again and will co-drive with Fitz. The Apple car has been repaired so O.R. and Bobby will have a last shot at endurance racing as the season comes to a close. Wish us luck as we go for the IMSA series, “World Endurance Title,” “Porsche Cup” and “Championship of Makes.”

Monte Rey

Getting up and being anywhere at 7:30 Sunday morning seemed insane, but those who did had a real treat in store!

With clear, cool weather, 50 PCAers including several children headed to Monterey! Why did they go? Several answers from one of three quizzes to “keep us awake and alert” were. “I went because my mother made me,” or, “I didn’t feel like mowing the lawn.” Anyway, we counted cattle, deer, and horse signs, looked for wineries, copied down populations and elevations, and arrived in Monterey wide awake and ready to see some history.

Our tours took us to historical places like the old Custom House, the old theater where melodramas still are held, and to several old homes from the 1830’s era.

For those who continued the tour after a delicious luncheon overlooking the Monterey Bay, we had an excellent history lesson!

Beautiful classic furniture from Europe, old photographs, fancy clothing and shoes, jewelry, and a fantastic collection of first edition books were among the many things our tour guides enthusiastically showed us! The Robert Louis Stevenson home has the largest collection in the world of his memorabilia and was well worth viewing.

Sorry you missed this tour! Thanks to Barbara Berens and Sharon Neidel for a well organized and fun tour.

Dinah Patterson
Tour Reporter

Tech Tip

He’s done it again! Just let Jerry Woods out of the country and off Joe Padermendr starts cranking out faulty info, thinking Jerry won’t spot it. He was right, Jerry didn’t catch the mistake, however Tom Green did! Sorry! - Ed.

The 356 accelerator pedal is not interchangable with the 914 unit. The 356 unit has a steel plate with a replaceable pad covering it, while the 914 has a one-piece bonded unit. The windshield washer nozzles on the 356A’s, B’s and C’s were all different; only the C’s use the 914/911 nozzles. There are three 914 shift boots - two optional leather ones for the 1973-76 914’s, and the standard rubber boot for 1970-76 914. The rubber boot will fit the 356 B/C.

Tom Green
STAR GAZING 1

See the stars with Sharon and Bill.
A tenth grade science course? No.
*Parking at Lovers Leap? No.
Street corner loitering at Hollywood and Vine? No.
A visit to Oakland’s Chabot Observatory/Planetarium?
Yes.

Your host(ess)’s, Sharon and Bill, will take you on a tour of the solar system, featuring lecture, movies, a star show and a look thru the **observation telescope.

The show begins at 7:30PM and runs about 2 hours. After the show, 100 paces away, a finger food party at Bill’s house. Potluck hors d’oeuvre’s, desserts and BYOB. Admission $5.00 per person at the Observatory and your finger goodies at Bill’s front door. Limit 50 people. Reservations required. Call Sharon Trethan for reservations and to indicate what goodies you will bring.

WHAT: Star Gazing and Finger Party
WHERE: Oakland (directions to follow)
WHEN: Friday November 7th
7:30PM
OPTION: At midnite we will go high into the Oakland Hills to howl and throw oatmeal at the moon. No charge for this, but bring your own oatmeal. Note: this is a GGR first and should not be missed.

*Inspiration Point is nearby for those of you who wish to partake.

**This telescope often pauses at Patton’s bedroom window. Maybe you can find out what really goes on in there.

Bill Patton
Sharon Trethan 415-838-8514

YOUR NUGGET

You’ve no doubt noticed the Nugget, last month and this, has been printed on a lesser quality paper and with no color. This, we hope, is a temporary condition caused by the outgo surpassing the income by more than the budgeted amount. Certain cutbacks are necessary to get back on target. We hope the Nugget will return to color and better quality paper by January or February.

Bill Patton

TIME TRIAL

T & D Porsche Works and PorscheTech sponsored a great time trials at Sears Point (Golden State) - no protests, beautiful 80 degree weather, great friendship, and some close competition. Our regular stuff of fantastic volunteer workers performed par excellence, doing their much appreciated tasks in the warm sun.

Our three groups of cars were fairly evenly divided - 23 stock drivers, 28 prodified drivers, and 27 modified drivers. 23 drivers were female (statistics do not indicate if they were modified or not - Ed.), 55 male. This ratio is better than the heavy dominance of male drivers we had many years ago. We had 5 356 drivers, 2 in 912’s, the largest amount in 911-types at 32, 19 in 914-4’s, almost as many 914-6’s at 17, and 3 in Porsche’s newest race car, the 924.

In most classes the speeds are about the same - except in the modified classes, where the cars are becoming better developed and more highly refined. The series is three events long, and the last event in October at Laguna Seca will wrap up a very successful series this year. We’ll have the final winners in our next issue.

Tom & Marj Green
Time Trial Reporters

Wine Wander II

Bill Patton

24/GOLDEN GATE REGION
# RESULTS – GGR TIME TRIAL NO. 2 – AUGUST 2-3, 1980

SPONSORED BY T & D PORSCHE WORKS AND PORSCHE TECH

## CLASS AS
1. Gary Fahl 2:14.71

## CLASS ASL
1. Sandi Fahl 2:21.29

## CLASS A
1. Rick Bower 2:06.63
2. Frank Bower 2:15.64

## CLASS B
1. Gary Sanders 2:04.05

## CLASS BL
1. Elaine Sanders 2:17.38

## CLASS CS
1. Mike Lommatsch 2:16.18
2. Dick Petticrew 2:27.24

## CLASS DS
1. Dale Dorjath 2:18.95
2. Richard Soward 2:28.90
3. Tom Guadagni 2:29.05
4. Doug Price 2:32.21

## CLASS DSL
1. Neda Dorjath 2:28.83
2. Lois Soward 2:33.53

## CLASS ES
1. Johnny Humphreys 2:18.92
2. David Durham 2:21.86
3. Greg Peart 2:25.70

## CLASS ESL
1. Rosemary Rodd 2:26.33
2. Judy Meyers 2:50.90

## CLASS E
1. Archie Sneider 2:09.77
2. Bert Wall 2:11.72

## CLASS EL
1. Marta Newcomb 2:15.43
2. Randi Sneider 2:19.88

## CLASS FS
1. Jim Garrison 2:05.91

## CLASS FL
1. Rebecca Newlin 2:04.91
2. Karen Breedlove 2:05.31

## CLASS G
1. Tom Amon 2:02.28
2. Brent Regan 2:02.75
3. Leo Pruett 2:02.82
4. Mark Welch 2:03.17
5. Paul Koehn 2:06.66

## CLASS GL
1. Sue Thompson 2:07.41
2. Debralyn Paiva 2:10.38

## CLASS HS
1. Jim Schofield 2:07.13
2. Chuck Fauvre 2:09.20
3. Scott Davis 2:13.67
4. Randy Salveson 2:14.41

## CLASS HL
1. LaQuita Hills 2:08.37

## CLASS HSL
1. Karyn Peterson 2:17.41

## CLASS J
1. Ted Atlee 1:59.02
2. Tom Green 2:01.32

## CLASS JS
1. Robert Kilburn 2:13.53

## CLASS JL
1. Susie Atlee 2:02.02
2. Marj Green 2:02.46

## CLASS KS
1. Michael Light 2:18.50

## CLASS EP
1. Jim Meyers 1:59.65

## CLASS M
1. Steve Tonelli 1:57.71
2. Joe Riedhart 2:10.73

## CLASS ML
1. Bev Riedhart 2:12.71

## CLASS X
1. Lawrence Farmer 1:47.59
2. Dennis Grimsman 1:50.45
3. Gary Manning 1:51.07
4. Larry Chmura 1:52.23
5. Ken Mack 1:56.19

## CLASS XL
1. Judi Witt 2:02.46
2. Pam Babor 2:05.86

## CLASS Z
1. Walt Maas 1:45.88
2. Paul Bates 1:50.43
3. Emmett Wilder 1:50.84
4. Jim McDade 1:52.15
5. Terry Zaccone 1:53.35
6. Ken Moore 1:55.79
7. Vots Borken-Hagen 1:56.16
8. Walt Huff 1:56.82
9. Don Miraglia 1:58.06

## TOP TEN PRODIFED
1. Ted Atlee 1:59.02
2. Bill Newlin 2:00.61
3. Gary Meyers 2:00.96
4. Glenn Hills 2:00.96
5. Tom Green 2:01.32
6. Susie Atlee 2:02.02
7. Tom Amom 2:02.28
8. Marj Green 2:02.46
9. Brent Regan 2:02.75
10. Leo Pruett 2:02.82

## TOP TEN STOCK
1. Jim Schofield 2:05.91
2. Chuck Fauvre 2:09.20
4. Scott Davis 2:13.67
5. Randy Salveson 2:14.41
7. Mike Lommatsch 2:16.18
8. Karyn Peterson 2:17.41
9. Ken Moore 2:18.50

## TOP TEN OVERALL
1. Walt Maas 1:45.88
2. Lawrence Farmer 1:47.59
3. Paul Bates 1:50.43
4. Dennis Grimsman 1:50.45
5. Emmett Wilder 1:50.84
6. Gary Manning 1:51.07
7. Jim McDade 1:52.15
8. Larry Chmura 1:52.23
9. Terry Zaccone 1:53.35
10. Ken Moore 1:55.79
GALL

The inhabitants of the area that now includes Stuttgart were called Galls by the Romans. But that is an ancient spelling, and we have more or less arrived at 'Gauls.' According to Pliny the Elder, those peoples were most notable to the Romans because the blond males put butter in their hair and it very quickly turned rancid. One did not stand downwind while conversing with a Gaul. But that is not the gall we mean.

The very finest and most expensive leathers are tanned with oak galls. Upholstery leather for Porsches is tanned in that way. Cheap leathers, often from South America, are tanned with cow piss, which is collected by boys who run about with buckets. The cow signals her readiness -- the little boy grabs his bucket and runs. If you have noticed a musty odor from your leather jacket during humid weather ----- Oak gall is not our subject either.

Ann Ominous has gall. She is a bumptious, fractious, capricious termagant; a virago; a veritable malkin. Her in a Porsche is like Odoacer in Rome: there is no doubt she owns it, but the limited horizons of her mind make it impossible for her to appreciate it. She and Ray Blow are always exchanging oeillades. She galls me, preying on Ray's Li'l Abner-like innocence that way. However, those two galls are not our subject either.

It is the gall that interests metallurgists that we wish to discuss. (If I had mentioned metallurgy in the first paragraph, many of you would have stopped there. You've come this far, you may as well find out how it turns out). Some metallurgy texts define gall as high-point friction welding that takes place between mating, moving, metal parts. That is
Gall - Continued

certainly a valid definition. It simply isn’t the kind of metallic gall we are discussing, so we discard that too.

It is important that you understand work hardening and metallic embedability before we begin the following discussion. Work hardening was the stock-in-trade of the old-time blacksmith (you know, ‘Under the spreading chestnut tree, the village smithy stands...’). He took a chunk of iron, heated it red, and then pounded the puddin’ out of it. As he shaped it, the iron hardened. Samurai swords were fashioned by pounding a soft ingest flat, folding it over, pounding it flat, etc., until there were sixteen layers impact welded together. Those swords are as hard as bejabbers. A farmer will take a soft, pliant hank of baling wire in his hands, bend it back and forth several times in one spot, it will work harder, get brittle, and soon break. He probably doesn’t know why it breaks, but by now you do.

Embedability is the quality of some metals that allows a piece of grit or harder metal particle to be embedded in the surface. Some metals have it, some don’t, and there are degrees between.

Now then, let’s say that as you run up a very hard nut on a moderately mild steel stud, a piece of hard grit gets between the threads. Everything is fine, until you try to get the nut off. As you back off on the nut, that piece of grit ploughs up a tiny piece of the mild steel from the stud. (The grit was not embedded into the stud material). That steel burr gets compressed and work hardened. It becomes as hard as tool steel and ploughs up even more steel in front of it, which also work hardens. As you continue to force the nut, that piece of steel between the threads adds metal until the nut will not turn. You attempt to turn the nut in the other direction and the work-hardened chuck of metal breaks loose and rolls between the threads, picking up more metal like a snowball. After a fraction of a turn, the nut stops again. It won’t turn in either direction. The harder you turn the tighter it locks. Metallurgists insist that forcing the fastener is nearly never the answer. You have got yourself a classic case of galling. It’s as common as mud. There has been more research into its cause and cures than you can imagine.

Dick Barbour Racing lost one race for certain, and possibly two races, because of galled wheel nuts. It is always frustrating and infuriating. It is even worse to know the mechanism by which it takes place when it happens to you. From now on you will know, Gotcha.

How can we prevent it? Cleanliness is one preventive measure. Oily threads sometimes collect grit, so dry lubricants such as molybdenum, powdered lithium, or teflon in an evaporating medium are prescribed.

There are anti-galling lubricants that are a tad more viscous than tranny lube. They are akin to the centerpoint lubricants used by machinists, in that they have a lot of lead soaps in their formulation. This family of lubricants will maintain an oil film under extremely high loads. I have a tube of it that came out of a salesman’s sample case over ten years ago. It’s never been opened: you can take that as an indication of my opinion, if you wish.

The dominant type of grit in your area has a lot to do with how many incidents of galling you will have. You can crush some grains of sand to powder between your thumbnails. Others are considerably harder than any material in your Porsche, including the windshield. We should note that once the gall is started, the grit ceases to be a factor.

The material, and combinations of materials, has a lot to do with galling, but we usually can’t do much about that. We can inspect threads to insure that they are smooth and free of burrs, particularly if we know the part we are working with is susceptible to galling.

Gallndern
Joe Padermderm

KIDNAPPED

Has the region’s PCA banner been kidnapped or has it inadvertently been misplaced in your garage? We desperately need to locate this fabric replica of the PCA national emblem. If you have it or clues to its whereabouts, please call the Hotline at 415-630-8151 or simply mail it to a Board member. Your anonymity will be protected unless you ask for the small reward. Complete amnesty guaranteed (shades of Gerald Ford).

Thanx
Bill Patton
NUGGET/27
The factory once built chassis strengthening kits for racing 914's - now I know why. Prior to now I only thought 'real' race cars with big wheels and tires needed them, but 6 years of autocrossing and time trialing took their toll on our chassis.

PHOTO A — inside engine compartment. Inner suspension tower has popped its spot welds and caused metal to crack and separate.

PHOTO B — inner suspension mounting cracked (left rear).

PHOTO C — right rear panels have separated and cracked.

PHOTO D — right rear seam has cracked and separated.

PHOTO E — right side in engine compartment. Suspension tower has worked so much from chassis flex that it split the metal in two places. All the spot welds into the back corner have popped loose - this is a distance of over 20 inches.

PHOTO F — right side suspension mounting has separated from the chassis, with a gap of ¾". The crack from this is well over 12" long and goes on into the crack in PHOTO C. This allows for variable rear camber, with a range of about 20 degrees.
Conclusion: If you run race tires (or caps?), even on relatively small 7" wheels for any period of time, carefully inspect the chassis regularly. I stress "carefully" because many of these cracks were not detected until all the undercoating was stripped away. The two places to watch are the large seam at the bottom of the chassis (PHOTO C), and the top and forward edges of the suspension mounting panel (PHOTO F).

Tom Green

Editor's note: In Tom's notes accompanying the photos he indicated that, "In real life, it was worse than the photos indicate!". Take heed!

ZONE 7 AUTO-X

Sacramento Valley Region presents their Zone 7 Auto-X, Sunday, October 19th, at Cal Expo. All cars must be teched and on grid prior to the grid closing time. Course walks at 8:00AM and 12:30PM.

Group A – Production 356, 912, 924 and Showroom Stock 924, grid opens 8:45AM, closes 9:00AM

Group B – Production 914, 911 Small Bore and 914-6 grid opens 10:00AM, closes 10:30AM

Group C – Production 911, Medium and Small Bore, Production 928 and 930, Showroom Stock 911, grid opens 12:00PM, closes 12:30PM

Group D – Improved and Modified grid opens 2:00PM, closes 2:30PM

WANTED: BODIES!

In order to keep the current format of the Nugget, Golden Gate Region needs Ad Managers to secure ads, starting with the November 1980 issue.

Our quality newsletter has a lot to offer our advertisers - there are new sources of advertisers out there - we just need interested people to secure them. Please contact Barbara Berens (415-367-8339, before noon) if you have some time to offer.

TECHFEST 80

Orange Coast Region Presents the Fall Tech Session

November 14, 15, and 16 at the Sheraton Newport in Newport Beach, Calif.

- Restoration
- Racing
- Technical
- Photography
- Vendors
- and More

"An All Porsche CARRERA Show"
On Sunday

Write or Phone as registration is LIMITED

TECHFEST 80
C/O P.O. Box 936
Lake Arrowhead
California 92352
(714) 337-2083
THE MART

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

FOR SALE

PORSCHE 911 IMSA GTU-3rd Sebring 1977, consistent top 10 IMSA and top 5 endurance car. 1:49's at Sears Point, 1:13's at Laguna Seca. Cage, fire system, dry break cell, many spares - gears, wheels, rods, heads, case, etc...excellent trailer with tire rack or 1973 911T CIS-sepia brown, tan leather, air, dynamite stereo, PG’s on polished alloys, S instruments, trim & suspension, fresh engine, gearbox, clutch and shocks. Excellent. MUST SELL ONE to make room for new race car. Gary Nylander, 21073 Patriot Way, Cupertino, CA 95014 (408) 257-0459 or (415) 961-8886(evenings).

66 911 body parts, doors complete $75 ea, deck lid $60, hood $60, roll bar $20, front suspension complete, seat, good condition $75. Don Martin, office 563-2022, home 665-2774, San Francisco

BACK ISSUES OF NUGGETI Some lucky Golden Gater may purchase the following to complete or begin their library. All of 1964 through 1976 with these exceptions: 1969 NO MAR, APR, or DEC 1971 NO JAN 1973 NO JULY, SEPT

These may be viewed just about anytime in my home in sunny Suisun, just near Cordelia. Also have two C78-14 snow tires with 5K on them? Phone first, just about anytime. Phillip Marks (707) 864-1101.

1974 911/5 COUPE (9141402950) - emerald green metallic, black interior. ‘S’ instruments, Carrera suspension, Koni's, XWX's, alloys. Leather sport steering wheel. GGR car until '79. 52,000 miles, excellent condition. $11,900. Gene Parry, 1718 Ridgewood Road, Fort Collins, Colorado, 80526, (303) 221-5915.

1955 SPEEDSTER (80509) - white acrylic lacquer, new top (cloth) rebuilt engine and trans., new interior, solid and rust free. $14,000. Dick Royce, 281 Elvira, Livermore, Calif. (415) 278-7630, 455-5638;

1963 2000 GS CARRERA SUNROOF COUPE (121 324) signal red/black, 30,600 original miles, excellent in all respects. 4-cam motor (97263), had full bottom-up rebuild 5,500 miles ago. 3rd place in 1979 full Concours series. GGR Rollin Polonitza, 8-10PM-PST- (415) 731-7659.

1979 935 Apple Computer Turbo. Upsidedown gearbox. Total Kremer K-3 conversion. Pole setter at Watkins Glen and Elkhart Lake. 2nd fastest qualifier at Sears Point and Mosport. Consistent top finisher. Serious inquiries contact Bob Garretson at (415) 969-2369 days and (408) 739-0404 evenings, or 1932 Old Middlefield Way, Mountain View, CA 94043.

1978 924 Turbo No. 9248206619 white/black interior, windblown turbo, air, sunroof, AM/FM cassette, silver alloy wheels, rear conversion kit, 25,000 miles, paint and body original, $13,000. Bob Garretson, 1641 Kalispell Ct, Sunnyvale, CA 94087, (408) 739-0404, (415) 969-2369 work.

4 185x70 XWX tires for recapping. $5.00 each. Larry Robison, 241-2437.

4 Goodyear race tires 22.5x7.5x15 used once, great for 914, $60. Larry Krager (415) 333-4825.

WANTED

Factory Whaletail, 75-78 or 78-79 style. Larry Robison, 241-2437.

KEN'S

PORSCHE TECHNIQUE

1070 FLORENCE WAY • CAMPBELL, CA 95008

Complete Service
And Repair On All
Models Of Porsche

Always Top Quality At Fair Prices

Phone (408) 379-3220
Do It With TECHNIQUE

30/GOLDEN GATE REGION
Wine Wander II
Sunday October 12
25 car limit
Reservations required
Phone Jeff (408-732-1433 days) or
Susan (408-269-1914 evens) for reservations
The Nugget
2391 BLUE LAGOON DRIVE
SANTA CLARA, CA 95050

WALT KOERBER
286 ROMAIN ST
SAN FRANCISCO CA 94131

First Class

NUGGET EDITOR .......... JEFF LATEER
2310-D WARFIELD WAY
SAN JOSE 95122        408-280-6890

NUGGET ADVERTISING MANAGER ...... MARGE FORSTER
1572 BEDFORD AVENUE
SUNNYVALE 94087        737-0861

PRODUCTION MANAGER .... AL BERENS
MAILING ...... ALAN & SUSAN BROOKING

Golden Gate Region Board of Directors

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

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

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

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

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

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

MEMBERSHIP .......... DAVE BLANCHARD
2391 BLUE LAGOON DRIVE
SANTA CLARA 95050     408-727-2897

Coming Events

OCTOBER

4-5 LAGUNA TT – JOHNSON
11 GGR AUTO-X NO. 7
12 WINE WANDER II – BROOKING LATEER
14 PIT CREW – CANDLIN
18 TECH SESSION – WOODS
18 DINNER MEETING – BLOW
19 ZONE 7 AUTO-X NO. 9 – SVR
22 NOV. BOARD MEETING – BERENS
25-26 MENDOCINO TOUR – ROSATELLI

NOVEMBER

2 AUTO-X RULES MTNG – HAWKINS
7 CHABOT OBSERVATORY/ FINGER PARTY – PATTON/ TRETHAN
8 AUTO-X FUN DAY – NEIDEL/ TRETHAN
9 PICTURE RALLY – FULTON/ TYSON
11 PIT CREW – PATTERSON
15 TECH SESSION – WOODS
15 DINNER MEETING – JOHNSON
16 TT MEETING – JOHNSON
21 JOINT BOARD MTNG – PATTON
22-23 HEARST CASTLE TOUR – PATTON/ LOMMATZSCH