FROM THE BEGINNING

356  550
356A  718
356B  804
356C  904
911   906
912   907
914   908
914/6 910
924   917
911SC 935
928   936

MARTIN–JOHNSON
PORSCHE+AUDI

HAS ALWAYS BEEN THE ENTHUSIASTS’ STORE

290–27th Street  Oakland, CA  94612  [415] 465-3353

‘WE’RE CLOSER THAN YOU THINK’
Election time is here again. The nominating committee has put forth a great deal of effort to seek you out to run. If you haven’t made up your mind, the deadline of October 1st should make you think twice. The Region has grown more and more complex and is in need of talented members to serve on the Board. If you are not ready to govern the Club, look closely at the candidates and issues involved in the Bylaws recommendations. The Board and the Bylaws committee have spent countless hours going over issues which will make significant changes in the future operation of the Club.

The Parade issues of the NUGGET have come and gone without the proper recognition of being given to the outstanding honor conferred upon the Region and last year’s premier Golden Gate Family, the Zacones, Porsche Club of America’s Family of the Year. The Board of Directors chose the Zacones last year for their outstanding achievements for the Region and Terry in particular has diligently served as Zone Rep and in other capacities on the national level of the Club.

To quote in part from Walt Maas’ cover letter for their nomination is to understand the important contributions this family has made to our Region and to PCA in general.

"Golden Gate Regional proudly submits the Zacone Family — Terry, Judy and children Julie and Vince — in nomination for 1981 Family of the Year...

Terry was (and still is) the Zone 7 Representative and is very active in all facets of that position. The family fully supports him, with Judy and Julie hosting some of the meetings and Vince beating a mean tattoo on the family word processor to keep the paperwork flowing.

...they are very active in Regional and Zone activities both as participants and workers. Terry and Judy have been active participants, as drivers and organizers, in both Zone and Regional autocross and time trial series (Julie has been practicing on the side, awaiting for her 18th birthday). In 1981, they nailed down 5 series trophies including 3 first place awards, plus securing top-time-of-

---

**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>
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<tr>
<td>Autocross Chairman</td>
<td>Darrell Terry</td>
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<tr>
<td>Historians</td>
<td>Paul &amp; Carole Scott</td>
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<tr>
<td>Bylaws Committee Chairman</td>
<td>Bill Patton</td>
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<tr>
<td>Concours Chairman</td>
<td>Don Patterson</td>
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<td>GGR Representative to Zone 7</td>
<td>Matt Ballentine</td>
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<td>Pit Crew Chairman</td>
<td>Lynn Levine</td>
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<td>Social Chairman</td>
<td>Jan Kelez</td>
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<td>Tour Chairman</td>
<td>George &amp; Shirley Neidel</td>
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<td>Goodie Bag</td>
<td>Karen Neidel</td>
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<tr>
<td>Swap Meet Chairman</td>
<td>Paul Seidel</td>
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<td>Rally Chairman</td>
<td>Sue Wise &amp; Dennis Winter</td>
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<td>Roster Chairman</td>
<td>Felix Ormaza</td>
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<td>Time Trial Chairman</td>
<td>Glenn Hills</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 month prior to publication (i.e. 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. DUAL MEMBERSHIP FEE $9.00 ANNUALLY.
From Der Fuhrer continued
day numerous times. Terry has spearheaded the announc-
ing team for the regional autocross series, and Judy has
helped organize the timing crew. Julie and Vince are
active as timing slip runners and pylon picker-uppers.
Autocrosses are a family affair with the Zaccoles!

To reach the Asheville Parade, the Zaccoles toured 600
miles cross country in the family Targa (Actually, Terry
and Judy each flew one way, leaving the back seat free for
Vince and the overflow luggage). At the Parade, Judy
worked the driving event, Julie the rally, Terry (as Zone
Rep) attended the business meetings and Vince’s offer of
help was politely declined because of his age. Terry and
Judy participated in the rally and driving event, each
returning with a trophy for their efforts."

At Reno the Porsche Family presented the autographed
steering wheel to the Zaccoles. Congratulations, Terry,
Judy, Julie and Vince.

Al Berens
President

BOARD MEETING

Board Meeting to held at the Prez’s house, again? Yep,
folks, you heard it right...fer sure, fer sure. Come and
watch our board (not ouji board) conjure and brew
on the evening of October 5th, 7:00PM. The meeting
is BYOB (Bring your own brew). For further information
contact Al at (415) 367-3889.

GGR AUTO-X NO. 7

Do you remember when -
The days of autocrosses when the corners were round
and much more difficult than going down a dragstrip?
Ron & Gary will give you a challenge regardless of type
of car or horsepower.

This is one course you will have to walk prior to running.

See you on the morning of Saturday, October 24th,
at the Pleasanton Fairgrounds to help set-up and to pre-
pare yourself for a real challenge.

Ron Trethan & Gary Walton
Event Chairmen
IT’S HALLOWEEN

On Saturday, October 23rd at

Harry’s Hofbrau
390 Saratoga Ave., San Jose
(308 W. Saratoga between 280 and Stevens Creek)
243-0434

COSTUME PARTY

Admission $3 per couple
6:30 p.m. No host cocktails (at our own private bar!)
8:00 p.m. dinner

Door Prizes

Wear a costume and win a prize

Bring a carved pumpkin to enter in the pumpkin contest!

Reservations not required. Our room seats 50 people. Pay for your own dinner as we go through the buffet line used by all of Harry’s normal customers. Prices are reasonable and the food is excellent. That’s why Harry’s Hofbrau is becoming an October tradition!

WISHBOOK #6 IS HERE!


Get your copy of #6 today. $4.00 (refundable), you can pick it up at our Porsche Center, Monday–Friday 8:30AM–5:30PM, or give us a call and we’ll send it UPS prepaid on your VISA or MasterCard.

AUTOMOTION

3535-L Kifer Road • Santa Clara, CA 95051 • (408) 736-9020
Night of the Hunter VIII
(A Hare & Hound Rally)

Date: Friday Night, October 8th
Time: First car out at 7:00 p.m.
Place: Almaden Fashion Plaza - San Jose (Corner of Almaden Expressway and Blossom Hill Road)
Parking lot next to the Emporium
Price: $7.00 per car full
Awards: Trophies 1st - 5th; place plaques 6th - 10th

Prose: I like the wide open spaces -- out where the ranchettes grow. Don’t even try to catch me. That’s right folks, the ‘old slippery’ is back and he is just as fast as ever (slightly wiser too).

I know, just mention the word ‘rally’ and the pain starts behind each eyeball. And, this could just be another one of THOSE events for you if you decide to let other hounds lead you astray. But, don’t let that happen!!! This is a fun event!! There are no set speeds, no sneaky route instructions, no checkpoints, and no need for heavy driver/navigator(s) arguments. All you need is a working odometer in your hound and the desire to make it to the ‘bunny pen’. It would help, however, if you could bring along a CLIP BOARD and PENCIL.

Driving Time? The chase will last approximately two hours, unless??

Bunny pen: Has for your enjoyment -- suds, food, ornaments, awards and Porsche camaraderie.

See: The beautiful Santa Clara Valley by moonlight. Drive some REAL PORSCHE ROADS! Uncork those QI’s! Clog intersections! Hide blotches -- you devil. Hopping to see many of you at the Bunny Pen!!

End: Somewhere within the continental limits of Santa Clara County.

Directions to Almaden Fashion Plaza: From Highway 101 and 17; or, 101 and 280/680, go SOUTH on 101. Take Capitol Expressway WEST. Turn LEFT (South) on Almaden Expressway. Almaden Fashion Plaza is on the right less than two miles from the intersection of Capitol and Almaden Expressways.

‘Hare’: Karl Keller (408) 256-7264 Days; (408) 225-4837 Eves.

Protests: Must be submitted, in quadruplicate, prior to the event.

Scoring: Dead reckoning and Abacus.

TTOD RENO ’82 PARADE

GGR members Gary Walton and Beth Bates drove the Garretson Enterprises 914-4 to Top Time of Day (Mens and Womens) at the recent Reno Parade Autocross. Hot on their heels were Judy and Terry Zaconne in their Garretson Powered 914-6 2.8 with second in class finishes. Both of these cars were equipped with Phase 9 Silencers, for improved torque and horsepower while emitting less than 100 dB. Congratulations also to Johnny Humphreys, recent SCCA E-Production race winner at Sears Point in his Phase 9 equipped 1600 356 Speedster. Dyno testing his motor showed a significant horsepower and torque gain with the Phase 9 Silencer.

PHASE 9 SILENCERS $125.00/EA.

DRIVING IN COMPETITION

Alan Johnson’s book on driving techniques. Very helpful for autocross or time trials. See our selection of other books.

REG. $9.95 NOW $8.50

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Service: (415) 967-2858 8:30-6:00 M-F
GOLDEN GATE REGION MEMBERS
CONCOURS D’ELEGANCE 1982

August 8th was this year’s date for GGR’s social event of the year—the 8th annual Carlsten Concours/swapmeet. Carlsten again outdid themselves providing superb trophies three deep in each class. Additionally, the best of show winner received a tribute to Porsche poster for the Historic Car Races at Monterey, tickets for the Historic Car Races and a copy of the new book “Porsche.” This book is of particular interest because the majority of the photos are of local cars. All three of the cars in the Carlsten show room the day of the Concours appear in the book: Carlsten’s red 906, Marshall Mathew’s 1964 356 SC GT, and Tom and Mari Green’s trick 924 turbo. Additionally three cars in the concours are shown in this book, both of Brian Carlton’s cars, his 1957 Speedster and 1980 Weissach Edition 911 SC. And, last but not least, best of show winner, Nick Kelez’s 1979 D production 924.

This year’s concours was predominately a 356 show with 15 356’s entered, the remainder of the 28 car field was made up of cars ranging from a new 944 to a 910 Spyder. At last we got to see Ernie Wilberg’s 58 Speedster. Ernie won his class, C1, and scored second highest in the show. Nick Kelez won his class and best of show with his beautiful 1979 red 924. Bruce Mackay won class S1 with his red 356 B. Phil Zimmers won Class S2 with his brand new red 944. Phil had just picked up the car a week and a half before the event and all he had done with it was put a radio in and clean it. Take note Don Patterson, three out of four classes were won by red cars. The race and competition car class had only two entries this year, Walt Maas and Terry Zaccone’s autocross time trial 914/6 and Charlie Burton’s 910 Spyder. The winner of this class is selected by vote of all entrants and the judges—the winner: Walt & Terry’s red 914/6.

The Swap Meet was its usual success with Doug Forster selling all the spaces available to a good cross section of commercial vendors and private individuals. The Pit Crew’s Bake Sale was again a huge success.

Thank you all for making the eighth annual Concours/Swap Meet/Bake Sale the success it always is—the social event of the year. We would like to thank our friends at Carlsten Porsche/Audi for their continued sponsorship of this event and again for the lovely trophies. A special thanks to owner Charlie Burton, our Concours announcer, and to Rich Pasquali, General Manager, who coordinates this event with the club.

Bruce Anderson

CONCOURS D’ELEGANCE CARLSTEN RESULTS

CLASS C-1 (Full Concours to 1965) Event Points
Ernie Wilberg .......................... 284.4
Brian Carleton .......................... 272.2
John Webb .............................. 268.6
Bob Sherry .............................. 233.9
Bill Patton .............................. 217.6

CLASS C-2 (Full Concours 1966 to Present)

Nick Kelez .............................. 288.1
Gary Griffiths .......................... 256.3

CLASS S-1 (Street through 1965)

Bruce Mackay .......................... 125.6
Karl Keller .............................. 117.8
Steve Moore ............................ 117.8
Bill Packwood .......................... 116.9
Ron Meyer .............................. 114.3
Ron Trethan ............................. 111.4
Annie Romero & Joel Loane .......... 105.2
Ted Lyman .............................. 99.3
Dave Burch ............................. 79.1
George Baltzer .......................... 78.2

CLASS S-2 (Street 1966 to Present)

Phil Zimmers .......................... 135.9
Brian Carleton .......................... 133.5
Gary Johnson .......................... 128.3
Trische Robertson ........................ 126.1
Felix Oramas .......................... 123.5
Kim Nelson ............................. 122.4
Bill Walsh .............................. 120.4
Richard Goupie .......................... 113.4
Dick Duncan ............................. 93.4

CLASS R
(Race & Competition -- Judges & Entrants Choice)

Walt Maas .............................. .9
Charlie Burton .......................... .6

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Visit our new Long Beach store...a treasure chest of original and reproduction parts for 356 and 900 series Porsches.

Featuring many hard to find restoration parts for bodies and interior...Introducing the PB Tweeks line of accessories and apparel for the discriminating Porsche enthusiast.

Specializing in original and reproduction parts for the 356 and 900 Porsche.

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Carrera Shocks™, a three-position adjustable shock with 50/50 valving designed for performance with a variance in length and dampening to suit any racing or production need. Carrera Springs and Coil Over Kits are available to suit any application, with spring rates from 6" 65 lbs to 15" and 1300 lbs.

For that competitive edge ask for Carrera Shocks and Springs.

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(408) 734-5211
MOTHER LODE TOUR

INCLUDES:
- Buffet lunch (Sat.) at Murphy's Hotel.
- Entry to Calaveras Big Trees State Park.
- Saturday night's lodging at Murphy's Hotel in modern accommodations -- a few completely restored "period rooms" are available.
- Prime Rib Dinner at the historic Avery Hotel preceded by no host cocktails with entertainment.
- Sunday Brunch at Murphy's Hotel.
- Wine tasting at the Stevenot Winery.
- Entry to and tour of Moaning Caverns.
- Plus maps, brochures, local papers, etc.

LIMIT: 30 cars/couples

DEADLINE: Get those checks or cash or money orders to the chairman no later than Friday, October 15th. With an event such as this I can't reserve the entire hotel without your paid reservations. And, we want to have the whole place to ourselves, don't we??

DRESS: Strictly casual pardner. Like Western -- know what I mean? The weather is usually nice, although it could be cool so bring something warm.

NOTES: Where the tour starts on Hopyard Road, there are service stations (Mobil, Shell, Chevron -- just to name a few) and places for breakfast (Denny's, Burger King, Carnation -- just to mention a few). Just remember, we want to start the tour -- LEAVE -- at 8:00AM. Driving time to Murphy's Hotel is about two hours and there are NO rest stops planned. So, check your bladders!! No one should get lost because we will have maps and us intellegent Porsche folks don't get lost anyway. And besides, we'll have tour group leaders who surely know where the hell they're going.

DATE: Saturday and Sunday, Nov. 6th and 7th

TIME: Tour groups start to leave at 8:00AM

PLACE: Harris Realty parking lot on Hopyard Road. Hopyard Road is the first turnoff east of the intersection of Highways 680 and 580 near Pleasanton/Livermore.

COST: $98 per couple (check payable to PCA/GGRI)

RESERVATION: Mail, or Deliver your $98 reservation check to:
KARL KELLER
388 BAY STREET
SAN JOSE, CA 95123

PHONE: Talk to the tour chairman himself at (408) 256-7264 (days) or (408) 225-4837 (eves)

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QUEEN OF THE SIERRA

THE ULTIMATE DRIVING MACHINE
SINCE 1965

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T&D Porsche Works
Zone 7 Porsche Club of America
Autocross Series
Saturday, Oct. 16 — Yosemite Region
Sunday, Oct. 17 — San Joaquin Region
San Joaquin County Fairgrounds - Stockton

RUN GROUPS

A- Production 356, 912, 924 and Showroom Stock 924.
B- Production 914, Small Bore 911 & 914/6
C- Production 911, (Medium and Large Bore), 928, 930, and Showroom Stock 911.
D- Improved and Modified.

RUN GROUP SEQUENCES

SATURDAY GRID OPENS GRID CLOSES SUNDAY
D 8:45 9:00 A
C 10:00 10:30 D
B 12:00 12:30 C
A 2:00 2:30 B

TECH ETCETERA: All cars must be teched and on grid in run-ready condition prior to the grid closing time.
Course walk times are approximate: 8:00AM & 12:30PM Mufflers are required. Social racers may run with any group. Registration and tech open at 7:30AM. Cars teched on Saturday need not be teched on Sunday. Fee $7.00 for first driver, $6.00 for second driver.

SATURDAY NIGHT SPECIAL: Dinner at Angelina's in Stockton. Menu choice includes spaghetti @ $6.75; spaghetti and ravioli combination @ $9.00 or spaghetti and roast beef @ $11.00. Prices include salad bar or minestrone soup, French bread, beverage (coffee, tea, or soft drink.) and tax and tip. Wine is extra. For reservations call Carol Snyder at (209) 952-2674 before Oct. 11.

BED AND BREAKFAST? Call Mary Ann Behrens at (209) 477-6496. She will try to find accommodations for your out-of-towners in the Stockton-Modesto area.


The Saturday event is sponsored by

Thomas Motors, Inc.
PORSCHE + Audi and Subaru
600 N. El Dorado St.
Stockton

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DOWNTOWN VISALIA

JIM PUTNAM
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ALARM SELECTIONS
CAR STEREO REPAIR AND INSTALLATIONS
PALO ALTO SPEEDOMETER & AIR CONDITION, INC.

718 Emerson Street
Palo Alto, California 94301
(415) 323-0243
FROM THE
DRIVER’S SEAT

The "Labor of Love" Time Trials are over. This event was the smoothest running Time Trial ever. We stayed on time, finished both days on time, had our Saturday night social on time, and the awards concluded on time. There were no major incidents, with just a couple of very minor off-course stunts. In all, the success of our "Labor of Love" is in part due to the high caliber of the drivers and instructors. Golden Gate Region can certainly be proud of the skill and ability of the participants, however, the major credit for the success must be the professionalism of the staff of our Time Trial Series. For instance:

Registration: Laquita Hills. For several years, this woman has handled our paper work, answered the phone, ran to the printer, pumped up the chairman and in general, is the administrative brains and brawn of the series.

Track Steward: Kent McClaggan. In his second year, Kent has demonstrated the poise and confidence necessary to manage the running of practice and timed runs with the precision rarely found. Think this position is easy? Try it!

Chief Communicator: Dave Neukom. He has given his all for many years to GGR Time Trials. Training and managing the turn-workers, coordinating with the Track Steward, timing and grid, plus being responsible for the instant decisions so often required.

Turn Marshall: Julie Arnold. This beautiful lady is a champ. Always in view, always ready to assist in the function of assigning the turn workers to their positions. A very valuable assit to the Time Trialers.

Grid Marshall: Sharon Neidel. Another pressure job, but Sharon and her crew know their business. Grid and the drivers are always in good hands with her firmness, gentleness and professionalism.

Chief Tech Inspector: Bob Lain. Try this position and see if it is easy. Bob has no problems with this job. His care of inspectors is commendable for the outstanding services performed. The pre-techs and Time Trials are well-handled and very professional.

continued next page

WE PREPARE WINNERS!

It takes dedication to build a winner. It took us four years the first time—we had served our apprenticeship. In the six years since then we have prepared cars that have brought home their share of HARDWARE, more than forty class wins and five class championships in Auto-X and time trials.

Apex is Your Chassis Specialist.

- SHOCKS
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- TORSION BARS
- ANTI-SWAY BARS
- PLASTIC BUSHINGS
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- TIRES
- WHEELS
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- HANDLING PACKAGES FOR STREET CARS & TOW VEHICLES

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2545 KEYSTONE AVENUE, SANTA CLARA, CA 95050

Dave Bottom — PCA GGR Member since 1974
For the many others that contribute to the series, some a little, others more, but without them we could not go on. A fabulous team, a great Region.

The Series management also at this Time Trial, assisted in compliance with car preparation rules. The production classed cars were all impounded after timed runs and inspected for proper adherence to the tire rules. Several cars were found to be improperly classed and subsequently re-classified. We will continue to impound certain class or category cars and inspect for rule adherence, as per Board of Directors directions.

Our next sponsors are ANDY ALONGI BODY SHOP, QUALITY WHEELS and REITMEIRS WERKSTATT. They are combining forces to sponsor Time Trial No. 3, "Our Love Affair with Laguna Seca".

Remember the Golden Rule concerning allowable modifications: 'if the modification is not specifically allowed by the rules, it is NOT permitted.'

Glenn Hills
Time Trial Chairman
(408) 264-1622

Looking for totally awesome dudes ‘n’ chicks for a really far-out 12-month commitment with a really tubular club, fer su-u-u-r-r-e! Omahgawd! Like, you know, give one of the 82 Nom. Comm. a call, like, fer su-u-u-r-r-e! Check out the totally awesome article in this NUGGET for more details! Totally!

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Complete Restyling
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186 E. Sunnyoaks Ave. Campbell, Calif. 95008
The Driver's School

Okay, I had driven a less than totally successful autocross, but after 7 years off track as an autocross driver and in a brand new (to me) car, not bad, really. The next step into more serious competition was not planned until August or September, not wanting to make major variances in my cash flow. But it was either that or start an advance escrow account for traffic tickets...

As luck would have it, the next Driver's School was two weeks away, having been postponed from a rather wet weekend earlier in the season. This put the Driver's School and a Time Trial back-to-back over the Memorial Day Weekend without so much as a one-day gap in case of any last minute repairs.

After reading the rules closely, plus a phone call or two, I found that if I graduated from the School, I would be immediately eligible for both the Time Trials (TTs) the next two days. Bingo, registered for both!

Step 1: I passed Tech Inspection without any recommended changes to the car and in the bargain met a number of old acquaintances for NCSOC (the Council), PCA and other sources.

Step 2: The Ground School. Due to Memorial Day Weekend traffic, it took 2.5 hours to negotiate what normally required 1.5 hours for to reach SPIR. This was with the Porsche in flat tow behind the Ford Wagon.

The Ground School was conducted by Walt Maas, Chief Instructor for PCA/GGR. Having worked for SPIR as a flagger/turn marshall for the last 8 or so years, there was little new except how to negotiate 2 or 3 turn sequences more safely than my rallye experience would have dictated out of habit. It paid off...in spades...

Step 3: The On-course School. According to PCA style, the 46 entrants were divided into two equal groups called White and Yellow according to speed potential/displacement of the cars.

We were assigned three separate instructors who were to be bolted into the passenger seat during the 7 excursions on track in order to obtain 'different points of view.' I knew 2 of the 3 in advance and took heed of the advice of all three!

As per Bondurant style, the morning was divided into "Sector Practice" with the course divided into the "Hill Sector" and the "Esses Sector." The theory is to divide your attention such that you only have to trouble yourself with mastery of half of the course per time on the track rather than tackle the whole sequence of turns at once and get overwhelmed in the bargain.

I drew the back half (The Esses) for the first two 15-minute sessions with Ted Atlee (The Gorilla) as my instructor. Ted is the fastest 914/6 in my class and a great mentor. There are two tricky parts to the back half and Ted got them indelibly into my brain.

Ted also got the "permanent 10-2" hand grip into my head whereas autocrossing and other tighter situations require constant shifting of one's hands on the wheel. It's SPIR, constant adjustment is a definite "no-no" which can be both dangerous and also ruin any good times you might be trying for when you find yourself actually at speed!

For the Hill Sector, I drew Rich Bontempi as my instructor. Rich has a SCCA D-Production record at SPIR in a 914 4-banger and definitely has different lines through the turns than Ted. Due to the tight entry and re-entry to the Hill Sector, you can't get a true feel for turns 1 and 6, but the remainder has sufficient tricks to keep the student guessing as to what gears to use and where the apexes are over blind hills.

Following lunch, we got three 30-minute sessions on full course. My instructor for this was Mike Fellows, another 914/6 pilot. He sat back, enjoyed the ride, and called out the few flaws I managed to perpetrate.

continued next page
continued

The requirements for a PCA Time Trial license include the following: a) Do you have good driving technique and car control? b) Are you comfortable driving on a race course? c) Will you obey all of the rules of the event? d) Would your instructor want you on the course with him?

This last one is the clincher. If your Driver Instructor (DI) doesn't feel safe with you on course with him, forget your license!

The one NOTE from the School to bring up is: "Speed has not been mentioned. Lap times during licensing are not a criterion!" As a result, none of the students were timed and we had no idea of our 'base' times from which we could improve...

Fortunately, we had a bumper crop of very safe and competent drivers this year and we all made it through certification. From this point, all of us who were interested entered the Time Trials although some of us were distributed into different run groups than we had during the School.

Rybit T. Moatmonster
alias Larry McGowan

*Rybit T. Moatmonster is the author's pen name of long standing. To find out how he got it and a pondful of frogmania, just ask. He'll be wearing a baseball cap with a large green toad affixed to the top at most future events.

As this issue comes to a close - I would like to extend a special thank-you to Amy Schmitt for all the help she has given to me on this issue and on previous ones. Without the help of this dedicated and bubbly lady, I think that I would have just gone nuts! GGR is very fortunate to have this lady so very active in the club. I just hope that I'll be there when you need me next year when your the NUGGET editor. Thanks again, Amy-head!

The others that helped on this issue are: Sharon Neidel, Bill and Rebecca Newlin, Bob Lain and Susan Griffiths. Thanks a whole bunch, gang!

Photographs for this issue were contributed by Ron Leppke and Bill and Rebecca Newlin.

I must commend Glenn and LaQuita Hills on their Labor Day Time Trial that was held during the Labor Day weekend. If there ever was a time trial that went so smoothly, this was it! I noticed a certain aura of contentment about the drivers and workers on Sunday afternoon as they put aside another well planned event.

October!! Then comes November, then December...but who wants to think about that? December only means Christmas season, and so few of us are ready to even think about that yet. So, instead of sitting around waiting for the rest of the year to catch up to you, the club still has many events scheduled to keep you occupied until that time of the year does finally come about.

Merciful Remarks . . .

Mercey Lain
Nugget Editor

Alexander Valley
WINE TOUR '82

If you are interested in going on the Alexander Valley Wine Tour on Saturday, October 9th - You don't have much time to sign-up!

For further information, see your September Nugget or contact Joan Sanders or Rick Bower at (415)854-4782 before 9:00 PM.

NUGGET/15
Haven't you always wanted a great body?

Andy Alongi Body Shop

- Specializing in German 2-stage painting
- Major or minor collision repairs
- Body and frame alignment system
- Factory flaring
- Restoration, floor pans, fiberglass
- Race car painting, striping
- Consideration to PCA members

"Ask for Cecil Beach"

502 W. Santa Clara St. • Santa Clara, CA 95110 • (408) 295-0535
The three co-sponsors of the October 2nd and 3rd Time Trials offer three different services for your car. Andy Alongi’s Body Shop at 502 West Santa Clara St., San Jose, can fix any kind of body damage. Quality Wheels at 203 Kennedy Ave., Campbell, can set you up with everything you could ever want concerning wheels and tires, and Reitmeir’s Werkstatt at 309 North First St. in Los Altos stands ready to repair everything else. One thing these three different shops do have in common is a dedication to providing excellent service. This means having well trained personnel and using state-of-the-art equipment. Although I don’t have the time and space to give an exhaustive report on the high-tech equipment and sexy tools our sponsors use, I would like to give you a quick look at some of these recent additions to the modern automotive shop.

The importance of the cosmetic aspect of body work is obvious and anyone who has seen a car returning from a stay with Cecil Beach at Andy Alongi’s knows the quality of his work. But the less visible frame work is equally, if not more, important. If your car’s underpinnings aren’t returned to the precise configuration which the designers at the factory specified, your Porsche will not be the precision machine you bought. It also will not handle an off ramp properly, not to mention the Carousel.

The ideal way to return a crumpled frame to its original shape is to pull it at with the same force and in the opposite direction as the force which created the dent. Well, Cecil has recently acquired a Chief EZ-Liner Body and Frame Alignment System which allows him to do just that. This latter-day ‘rack’ has three hydraulic towers, each of which can exert 30 tons of pull. The platform itself has 200 pulling points so that a huge pulling force can be applied from any angle. The alignment system comes with a specification service which lists virtually all of the factory spec dimensions for any car you can imagine. With these dimensions, Cecil can calculate the angle from which to pull and can confirm when he’s gotten the frame truly straight, not just looking OK. The 90 tons of force available allows a smooth controlled pull instead of a jerk or wrenching motion. This machine is so sophisticated that Cecil requires that each employee who is going to use it go to Los Angeles for a one-week course in the ‘rack’s’ use. Only then can they even start to work with the 30 ton towers. I was truly impressed with this awesome combination of brute strength and precision.

Jim Lewis and Bob White originally started Quality Wheels just to sell wheels. Their service department was developed when they found that there was no one willing or able to provide quality service for the alloy and wire wheels they sold. Wheels and tires, of course, are especially critical because of the significant impact that any increase in unsprung weight can have on your car’s handling and the major effect that even a tiny imbalance in a tire has by the time it is transmitted to the steering control. The attempt to reduce unsprung weight is the reason that Porsche, as well as other manufacturers and individuals who are looking for a precision driving machine are using alloy wheels. But alloy wheels are very soft and easily bent, dented or cracked. Therefore, special equipment and care are needed when working on alloys. Jim and Bob use a special changer when mounting tires on alloys. This machine, unlike standard tire changers, does not bite down on the wheel, but applies force directly and only to the tire to break the bead. The tools used with this machine are all self-lubricating teflon, as further protection.

Once the tires are mounted, they obviously have to be balanced. But before Quality Wheels balances your wheel, they mount the wheel-tire combination on an Auto-Dynamic 6000 Tire Matcher. This machine deals with the problems caused by the fact that all tires exhibit uneven flexing under the weight of the car. The Tire Matcher simulates the weight of your moving car and then buffs the tires to permit complete uniformity in the tire as used, as opposed to it may come off the shelf.
Only when the tire is 'matched' is the wheel-tire combination put on the Tortron 73000 Dual Plane Static and Dynamic Computer Balance. The computer permits the location and measurement of any imbalance so that the corrected wheel and tire combination is balanced to within 1/10 of an ounce while in motion.

The SUN Analyzer which Joe Reitmeir showed me in his shop is a large box with innumerable knobs, dials and wires on and around it. Some were familiar to me even, a dwell meter, a volt meter, a vacuum gauge - nice to have in one machine, but not really beyond the reach of a home mechanic. But the left hand side of the SUN is taken up with something that looks like a TV screen. In fact, it is a screen, but instead of 'Lucy' reruns, it graphically displays the strength of the electrical impulses in the ignition system. This scope allows the mechanic to quickly pinpoint ignition problems that may have taken hours of diagnostic in the old 'replace things 'til it works' days. Since ignition problems are often intermittent in their effect, actually 'seeing' the system at work on the scope's screen offers a great savings in time, money and frustration.

In this article I've tried to tell you about just one or two of the tools our sponsors use on your cars. I don't have the time to discuss MIG welders which allow Cecil and his crew to weld parts without heating and thus weakening adjoining parts; or the complete wheel assembly plant at Quality Wheels or the advanced electronic center at Reitmeir's. Carol Kleindienst, the General Manager at Andy Alongi's, was telling me that auto mechanics in general and body shop people in particular still suffer from the 'grease monkey with nothing between the running lights' image. I hope I have been able to help give a more accurate 'high-tech' picture of our super sponsors.

Last month I told you to patronize our sponsors. This month I have a special message to PCA'ers who do their own auto repairs. Your co-workers, friends and relatives respect your automotive knowledge. Take advantage of your position to refer these people to our sponsors. Remember, they don't only work on Porsches. So go out there and spread the word. SUPPORT THE SPONSORS - THEY SUPPORT US!!!

Attention autocrossers and owners of super street Porsches

Zone 7 is considering two new classes for 1983. One super street class would be for 4 cylinder porsches 2 liters and under. The other super street class would be for all 6 cylinder porsches and any 4 cylinder over 2 liters. All super street porsches would be street legal and run street legal tires. These classes would allow porsches to compete that are not competitive in modified yet are not legal in stock or improved. Porsches that would compete in super street would be allowed modifications such as: engine swaps, engine modifications, oversize wheels and tires, short gears, etc. The rules are not yet finalized. Please contact me or Terry Zaccone with your suggestions or questions.

Other major proposed changes include:

- Inverted grid
- 944's run with 924 Turbos

The Zone 7 banquet will be November 27th at the Prime Rib Inn in Stockton.

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GGR Rep. To Zone 7

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NINA YABLOK

18/GOLDEN GATE REGION
IT'S THE PITS

Once again, I want to extend a special thank-you to Friedel DelFoventino, Janet Buck, Amy Schmitt, Barbie Berens and all the people who baked goodies and helped at the Carlsen Swapmeet and Concourse in August. It was a great success! I couldn't have done it without you!

Meanwhile back in the Pits...

Wait a minute, Diablo Valley is really a nice place! And some nice people there are inviting the rest of you nice people to their house to make table decorations for the October dinner meeting. We look forward to seeing you!

**WHEN:** Tuesday, October 19th, at 7:30PM

**WHERE:** At the home of John and Betty Nelson, 1324 Davis Ave., Concord

From Highway 680 take Highway 24 towards Pittsburg/Concord. Exit on to Willow Pass Road. Turn right on Colfax. Colfax curves onto Clayton Valley Road (or follow signs to Clayton Valley Road). Turn right on Davis Ave., which is 2 signal lights and two blocks up on Clayton Valley Road (or about ½ mile from the BART station).

For other information, call the Nelson's at (415) 686-2435 or me at (415) 228-4863.

Marsha Wilson
Pitcrew Chairperson

---

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Hi-performance tested through 11 quality controlled steps to bring you a retread of proven quality. Proven in over 2,000,000 miles at the Bob Bondurant School of Hi-performance Driving...proven at the 24 hours of Daytona and the 12 hours of Sebring.

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(707) 527-5867
### NOVITIATE WINERY
**LOS GATOS**

<table>
<thead>
<tr>
<th>PORSCHE CONCOURS</th>
<th>WINE TASTING &amp; PICNIC</th>
<th>DIRECTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Last concours of year.</td>
<td>Wine tasting at 12:15 PM</td>
<td>1. From Hiway 17 to Santa Cruz take East Los Gatos turnoff to Los Gatos Blvd</td>
</tr>
<tr>
<td>All classes (street, full concours, competition)</td>
<td>$3.50/Person, includes glass</td>
<td>2. Turn right and continue on Los Gatos Blvd which becomes Main St.</td>
</tr>
<tr>
<td>Entry Fee $7.00</td>
<td>Picnic afterward, wine available for purchase.</td>
<td>3. Take left onto College Ave continue uphill on College Ave to Novitiate.</td>
</tr>
<tr>
<td>Open 9:30 AM</td>
<td>Bring hors d'oeuvre or dessert to share.</td>
<td>4. Enter Novitiate property &amp; continue uphill to winery parking lot.</td>
</tr>
<tr>
<td>Judging 11:00 AM</td>
<td></td>
<td>No reservations required.</td>
</tr>
</tbody>
</table>

Entry Fee $700 available for purchase
Open 9:30 AM for hors doeuvre or dessert to share.
Judging 11:00 AM

**WINE CONCOURS PICNIC OCTOBER 10**

GOLDEN GATE REGION/ PORSCHE CLUB OF AMERICA

**PORSCHE**

Call Don or Dinah Patterson (408) 364-0618 For Info.
This past August 7th saw the Zone 7 autocrossers try to negotiate their cars around the perimeter of a giant wine goblet at the Pleasanton fairgrounds. Some otherwise described the course as being two drag strips with four slightly nasty to outwardly vicious corners, (Boy! — you can please some of the people...). The past August 7th saw the Zone 7 autocrossers try to negotiate their cars around the perimeter of a giant wine goblet at the Pleasanton fairgrounds. Some otherwise described the course as being two drag strips with four slightly nasty to outwardly vicious corners, (Boy! — you can please some of the people...).

Most of the drivers managed quite well, while a few others found it intoxicating as evidenced by some nifty spin-outs. A particularly interesting one happened near start/finish. After it was over, someone was overheard commenting that a 911 on pre-grid seemed to become cooled by a liquid similar in color to Prestone antifreeze as a nefarious 928 did a 90/270 degree whoop-di-do in front of it and was headed backwards toward the 911 and its nervous driver. (Isn’t a little excitement now and then supposed to be good for the pulse rate?).

As far as the day’s competition went, it was nice to have the ‘A’ group cars run first so that even a 924 held top time of the day for — oh, all of at least half an hour. The driver’s hat size quickly got back to normal when the improved and modified cars took to the course in the second run group. Gary Walton made sure that the upstarts don’t get too cocky as he turned a 47:78 for official TTOD. Following him closely was Terry Zaccone with a 48:17. It was good to see Bob Garretson come out and run. When he isn’t winning international endurance races, he probably likes to keep GGR’s super-zoomies in line as evidenced by Bob’s .71 second difference between his time and TTOD. Watch it, Gary!

In Class 1, another father/son rivalry took place between Steve and Norbert Nieslony with but .20 of a second separating their respective 3rd and 4th places. In Class 12, the ongoing father/son battle between Dick and Rich McClelland resulted in only .44 of a second separating their best times. Other close races occurred in Class 15 with less than .60 of a second between the first through fourth place finishers.

Some of the women drivers were further proving their mettle as Susie Atlee (10th overall), Mary Ann Behrens, and Marsha Wilson outdrove their respective husbands.

The event was a general success even with some problems to contend with such as the timing clock deciding to go on strike for awhile and some of the worker slots left to be filled at the last moment.

We do want to thank all those who helped by covering worker billets so the event could be run. Special thanks go to Gary Dorighi who helped set up the course at an early hour. Others we wish to recognize for working early hour. Others we wish to recognize for working more than the one shift we had asked them to are the Neidels, (George, Shirley, Karen, Rob, and Theresa), Nancy Dorighi, Janine Peichoto, Dick McClelland, Dick Petticrew, Bob Stiffler, and especially Sharon Neidel and Liz Stiffler who took care of registration all day, and Norbert Nieslony for his sponsorship.

With the combined efforts of everyone involved, we genuinely hope those attending enjoyed this year’s 5th zone autocross.

DARRELL TERRY
JOHN PEICHOTO

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729 Heinz Bldg. 15 Berkeley, CA 94710
415 540-5656
# ZONE 7 AUTOCROSS RESULTS
## AUGUST 7, 1982

<table>
<thead>
<tr>
<th>Class 1</th>
<th></th>
<th>Class 12</th>
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<tbody>
<tr>
<td>Larry Wilson</td>
<td>59.97</td>
<td>Rich McClelland</td>
<td>54.34</td>
</tr>
<tr>
<td>Norm Bianchi</td>
<td>61.96</td>
<td>Dick McClelland</td>
<td>54.78</td>
</tr>
<tr>
<td>Steve Nieslonly</td>
<td>62.37</td>
<td>Bob Peake</td>
<td>57.03</td>
</tr>
<tr>
<td>Ian Thompson</td>
<td>63.41</td>
<td>Jeff Tomhave</td>
<td>62.45*</td>
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<tr>
<th>Class 3</th>
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<th>Class 13</th>
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<tbody>
<tr>
<td>Greg Edward</td>
<td>71.65</td>
<td>Charlie Wolter</td>
<td>58.03</td>
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<tr>
<th>Class 4</th>
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<tbody>
<tr>
<td>John Peichoto</td>
<td>59.11</td>
<td>John Byrne</td>
<td>54.62</td>
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<tr>
<td>Paul Seidel</td>
<td>59.80</td>
<td>Ray Fiore</td>
<td>57.59</td>
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<tr>
<td>Jerry Clark</td>
<td>60.34</td>
<td>John Moffitt</td>
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<tr>
<th>Class 5</th>
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<th>Class 15</th>
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<tbody>
<tr>
<td>Ed Wilson</td>
<td>59.69</td>
<td>Darrell Tarry</td>
<td>53.27</td>
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<th>Class 6</th>
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<tr>
<td>Stan Breyfogle</td>
<td>57.20</td>
<td>Mike Willis</td>
<td>54.70</td>
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<td>Robert Lain</td>
<td>57.95</td>
<td>Dale Doriath</td>
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<td>George Neidel</td>
<td>58.14</td>
<td>Richard Stuck</td>
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<td>Don Harley</td>
<td>58.95</td>
<td>Don Wise</td>
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<td>Steve Trager</td>
<td>60.01</td>
<td>Ron Leppke</td>
<td>56.52</td>
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<tr>
<td>Bob Stiffler</td>
<td>62.35*</td>
<td>Rick Giacomazzi</td>
<td>56.56</td>
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<tr>
<td>Bill Packwood</td>
<td>57.72</td>
<td>Rick Jenkins</td>
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<tr>
<td>Dwight Mitchell</td>
<td>53.03</td>
<td>Kevin Gilpin</td>
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<td>Ed Clement</td>
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<td>Rob Snyder</td>
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<td>Art Seeger</td>
<td>58.05</td>
<td>Bob Burton</td>
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<td>Jeff Reitmeir</td>
<td>58.81</td>
<td>Doug Nishikawa</td>
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<td>Wayne Foster</td>
<td>60.19</td>
<td>Steve Poncirolil</td>
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<td>Mike Hogan</td>
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<td>Dave Burch</td>
<td>57.06*</td>
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<td>Dale Dobson</td>
<td>57.88*</td>
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<td>Mike Ellick</td>
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<tr>
<td>Bill Newlin</td>
<td>54.37</td>
<td>Stan Michelman</td>
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<tr>
<td>Jim LaMarre</td>
<td>56.79</td>
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<tr>
<td>Bob Fernandez</td>
<td>58.56</td>
<td>Dave Colman</td>
<td>50.33</td>
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<tr>
<td>James McCulloch</td>
<td>58.72</td>
<td>Ted Atlee</td>
<td>53.15</td>
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<tr>
<th>Class 11</th>
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<tbody>
<tr>
<td>David Israel</td>
<td>54.49</td>
<td>Mark Olson</td>
<td>50.90</td>
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<td>Larry Grove</td>
<td>54.74</td>
<td>Tom Amon</td>
<td>51.18</td>
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<tr>
<td>Dave Blanchard</td>
<td>54.84</td>
<td>Matt Ballentine</td>
<td>51.29</td>
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<tr>
<td>Joe Reitmeir</td>
<td>58.36</td>
<td>John Everett</td>
<td>53.45</td>
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<tr>
<td>Tom Provasi</td>
<td>59.16</td>
<td>Bud Behrens</td>
<td>57.70</td>
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</tbody>
</table>
Class 19
Gary Walton ..................... 47.78
Terry Zaccone ................. 48.17
Bob Garretson .................. 48.49

Class 20
Pat Wilson ....................... 61.60

Class 23
Janine Peichoto .............. 64.75

Class 24
Marsha Wilson ................ 59.32

Class 25
Sharon Neidel .................. 57.17
Karen Neidel .................. 59.53
Sandy Molinari .............. 60.16
Pam Harley ..................... 60.71

Class 26
Linda Mitchell ................ 55.53
Rosemary Rodd ................ 57.63
Elaine Seeger ................ 57.99
Nancy Dorighi ................ 58.01

Class 27
Rebecca Newlin ............... 55.16
Linda Long ..................... 58.21

Class 28
Sue McGlumphy ................ 61.72

Class 30
Jan Grove ....................... 55.90
Valerie Blanchard ............. 56.71
Susie Barrett ................. 56.91
Darla Reitmeir .............. 61.14

Class 31
Annie Choquette .............. 59.49

Class 34
Susie Wise ...................... 56.53
Liz Stiffler .................. 56.87
Neva Burton .................. 57.87
Cheryl Gilpin ................ 63.11
Danielle Maddox ............. 63.40
Jeanne Stewart .............. 65.83*
Jill Sass ....................... 71.71*

Class 36
Susie Atlee ..................... 52.41
Joan Colman ................... 53.59

Class 37
Mary Ann Behrens ............... 57.47

Class 38
Beth Bates ..................... 50.18
Judy Zaccone .................. 50.24

Class for 924 Turbo (Men)
Dave Swanson .................. 57.99
Bob Devore ..................... 58.40
Jim Pasha ..................... 59.07

Class for 924 Turbo (Women)
Jan Lanz ....................... 64.99

TOP TEN
Sharon Neidel .................. 57.17
Karen Neidel .................. 59.53
Sandy Molinari .............. 60.16
Pam Harley ..................... 60.71
Linda Mitchell ................ 55.53
Rosemary Rodd ................ 57.63
Elaine Seeger ................ 57.99
Nancy Dorighi ................ 58.01

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Listen...

Laugh...

Find the 'Biggest One'...

Tell 'em you found the 'biggest one'...

Demonstrate the proper munch

Say Thanks for Comin'...

Sorry if you missed it. It was a 'first' in the 'no arm-twisting' approach to getting interested members on the slate of nominees, thanks to the Nominating Committee. Approximately sixty people showed up at Harry's Hofbrau on Friday, August 27th. Harry's Hofbrau is conducive to a casual atmosphere (which is just what we wanted), and with the Board members (past and present) and Nominating Committee bringing the munchies, and the club providing the beer and wine, we enjoyed a cocktail hour (or so!), followed by some brief introductions, door prizes, and then the current board members told us a little about what it is that they do.

A sign-up sheet was provided in case you wanted to list yourself as 'interested' in running for a board position. We're pleased to announce the following interested people: President - Ted Atlee and Sharon Neidel; Vice President - Nick Kelez and Paul Seidel; Secretary - Karen Neidel and Felix Dramas; Treasurer - John Clever; Competition Director - Dale Dorjath; Membership Director - Joan Sanders; and Social Director - Valerie Blanchard. The intent of this party was No to party and to discuss what the club needs in the way of good candidates, and to let those people know that being a board member has some real benefits. There were a number of firm commitments. Don’t let these names keep YOU from signing up!

There’s still a little time to express YOUR desire to run for a board position. The slate MUST be finalized by the October 4th board meeting. So RUN, don’t walk, to your telephone NOW and give one of the Nominating Committee members a call. You’ll be glad you did.

Jan Kelez (415) 349-7684  
John Johnson (408) 274-8659  
Walt Maas (408) 867-1738  
Rebecca Newlin (415) 728-5351  
Dinah Patterson (408) 354-0618

Many thanks to all those members who helped out, and the businesses who donated prizes, making this 'experiment' a success.

REBECCA NEWLIN

---

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All regular board members were present. Guests present were Bob Stiffler, Felix Oramas and Karen Neidel. The minutes from the previous board meeting were approved. The board reviewed the financial position of the club. Remember when I told you last month that the NUGGET was losing money? Well, now it looks like we may have too much money instead of too little. The NUGGET is not losing as much as we thought and currently appears to be ahead of budget by about $1,200 and there are more ads coming in. Dale Dorjath, Liz Stiffler, Walt Maas and Glenn Hills will get together and come up with a program to make the budget balance at year end. You think you are confused, you should have been there. I can say no more, Dale Dorjath will get mad at me, Liz too.

Walt reported that the Nominating Committee happening had gone well and that 9 candidates had signed up. Everyone liked the concept of having a meeting where anyone wishing to pursue an office had the opportunity to discuss the positions and then be able to sign up without any pressure. There were about 50 people at the meeting. The nine who signed up were: Dale Dorjath for Competition Director; Karen Neidel, Nick Kelez and Felix Oramas for Secretary; Joan Sanders for Membership; Paul Seidel and Valerie Blanchard for Social; John Clever for Treasurer; and Sharon Neidel for President. Walt will have a full slate by the October meeting. The Nominating happening came in under budget at $111.

Bill reported that he and Dave Himelberger were still working on the Golden Gate Region jacket design. Dave was on vacation so Bill was unable to present the designs to the board. Bill said one of the designs uses the Region’s logo colors in big bands as the body color of the jacket with the GGR logo on the breast along with a place for a name badge and the Porsche logo on the back. Walt asked that we check into the legality of using the Porsche logo on our club jacket -- Al Berens will do so.

Felix Oramas reported that he is midway with the Roster with $560 worth of ads and $300 for front and rear cover ads. He is scheduled to start production after the September NUGGET is complete. Linda Smith will again do the typing, bless her. The scheduled mailing is early November. Bill gave Felix a list of 200 names to try as advertisers for the Roster. Bill Patton was not quite ready with the by-laws committee’s recommendations for changes because of a misunderstanding between he and the Prez. Bill will mail out the committee’s proposed changes for review before the next meeting.

Al Berens said that several people had contacted him requesting a by-laws change that would prohibit an officer who was appointed to fill a vacancy from running for a third term. I fall into that category now and feel that the situation is somewhat self limiting. First, the person has to want to run for the third term and then the club has to elect said person. I don’t think anyone has ever run for a third term to test my theory and it won’t happen this year. The issue was dropped for lack of a motion. Al reported that he is still waiting for a response from Steve Jianakopolos for guidance on record keeping. Remember back at the beginning of the year we decided that we had to devise a system for record keeping. The way it is now a huge stack of records is passed from one board member to the next each time the board changes without anyone ever knowing what the stuff is. The basis for our record keeping system will be what we need to keep: a) for National requirements; b) for our own requirements; and c) for legal and financial requirements. Once we decide what to keep, it should be easy to devise a record keeping system, but in the absence of a system, each board member just keeps everything and the pile of stuff just gets bigger.

Al reported on the most recent past Zone President’s meeting which was held at the Carlson Concours Swap Meet. Al said that the Zone Presidents supported the election of the Zone representative by popular vote. Under the present rules, the Zone Presidents will attempt to come to a unanimous decision on their recommendation to National for the Zone rep. Larry Wilson is head of the President’s council and as such will coordinate the selection of the candidate for Zone rep and present the selection to National. Al also reported that the President’s council objects to the single slate election process currently in use and would like to see more than one candidate for each position so that the membership has a choice. For the more traditional thinking on this subject read pages 20 and 21 of the July Panorama. Having just put on an excellent Zone Parade, the President’s council would like to produce a “how to put on a parade book” to pass on what they have learned about putting on a Parade to future Parade committees. The President’s council decided that they will establish a universal format for Zone autocross flyers and require each region putting on a Zone event to provide all regional newsletters with camera-ready artwork.

Bill Patton proposed that we look into having a regional belt buckle made. Bill had a Germany Region belt buckle, loved the quality and discovered it was made in Washington State. A prototype would cost $100, $50

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26/GOLDEN GATE REGION
with an order of 50. An order of 50 would cost $9.50 each. The board felt the buckles might be a nice idea but we are working on the jackets now and would like to put off the buckles until sometime in the future. The next item was to have been a discussion of generating revenue to pay for the NUGGET and the possibility of subscriptions or dues. The subject was dropped now that we find we have adequate funds to pay for the NUGGET.

The four candidates for Zone 7 representative are: Terry Zaccone, Gene Gilpin, Emit Wilder and Bill Arnet. Our board voted to continue to support Terry Zaccone. Al asked that we allow him to throw his support behind another candidate if the candidate of our choice was not selected by the President’s council. The board selected San Joaquin’s Gene Gilpin as our second choice.

Under NUGGET report we discussed the current issue. Bill Patton had some specific complaints which he prefaced by saying that the NUGGET should be a source of information and pride to the Region’s members.

The Board selected Amy Schmitt as our prospective 1983 NUGGET Editor. As our candidate, Amy is to learn the ropes of editorship with Mercy on the assumption that the 1983 board will choose to select her as Editor. Bill Patton will submit an insurance application on Karl Kellers’ tour, all other events for the rest of the year are insured. Danielle Maddox is meeting with Bill Hildebrand and will assist him with the NUGGET ads for the rest of 1982.

The Treasurer’s report was approved. Liz reported that the Goodie Bag had generated $530.50 revenue for the month of August. The Goodie Bag requested $405 to order car badges and Up-Fixins from National. Karen also reported that the prices on all items from National would be going up in price. Liz also reported that we now have a budget for the Concours Series. The Marina Green Concours made a profit of $72 after expenses and the Goodie Bag generated $530.50 revenue for the month of August. The Goodie Bag requested $405 to order car badges and Up-Fixins from National. Karen also reported that the prices on all items from National would be going up in price. Liz also reported that we now have a budget for the Concours Series. The Marina Green Concours made a profit of $72 after expenses and the Goodie Bag generated $530.50 revenue for the month of August. The Goodie Bag requested $405 to order car badges and Up-Fixins from National. Karen also reported that the prices on all items from National would be going up in price. Liz also reported that we now have a budget for the Concours Series. The Marina Green Concours made a profit of $72 after expenses and the Goodie Bag generated $530.50 revenue for the month of August.

Walt reported that the proposed rules will be out by the next Autocross. The General Membership Rules Meeting will be October 19 at 7PM, probably at Harry’s Hofbrau. Walt also reported that questionnaires would be at the Labor Day Time Trial to see if participants wish to continue joint time trials with POC. Continuation will require participation of GGR members at joint events held in Southern California. The September 17th tech session has been cancelled - “A Night at the Movies”. The board approved 28 new members. Sharon said we had a big influx of applications from the Carlsen Concours/Swap Meet. I was chastised for signing a membership application which was subsequently sent to National rather than to Sharon. I don’t remember doing it, but Sharon says she has proof, guess I just lost my head. We reviewed pages 41 through 54 of the Statement of Policy making updates and corrections as necessary. The meeting was adjourned at 10:40PM.

Respectfully submitted,
Bruce Anderson
Secretary

The Golden Gate Region would like to welcome a new addition to the membership - Catherine Therese Sanders - born to Gary and Elaine Sanders on Wednesday, September 9th at 12:40 PM. She weighed 7 pounds 7 ounces. Congratulations Gary and Elaine!
### RESULTS

<table>
<thead>
<tr>
<th>CLASS N</th>
<th>CLASS HPL</th>
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<tbody>
<tr>
<td>42   Terry Harvel 2:24.02*</td>
<td>71L   Liz Stiffler 2:25.91</td>
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<td>219  Doug Price   2:27.65</td>
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<td>73   Hermann Bonasch  2:21.59*</td>
<td>53   Denny Kahler 2:11.49</td>
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<tr>
<td>43   Len Krajowski  2:23.39</td>
<td>94   Dave Swansons 2:18.09</td>
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<td>60   Bill Dawson   2:24.71</td>
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<td>73L  Marcia Bonasch  2:35.61*</td>
<td>3    Joe Reitmeir 2:10.96</td>
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<td>86   Ric Dayem  2:15.79*</td>
<td>158  Rick Bower 2:06.18</td>
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<td>82   Ken Young  2:19.17</td>
<td>58   Frank Bower 2:17.58</td>
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<td>20   Mike Howe  2:11.17*</td>
<td>39   Paul Seidel 2:19.25*</td>
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<td>62   Eric Winston 2:14.90</td>
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<td>36   Patrick Fitzgibbon 2:24.60</td>
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<td>48   Mark Johnson 2:15.94</td>
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<td>88   Dick Petticrew 2:20.49</td>
<td>148  Lee Britell 2:22.43</td>
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<td>93   Jim Kershaw  2:27.73</td>
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<td>50   Rich Bontempi 2:09.73</td>
<td>99L  Roxanne Truro 2:15.79*</td>
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<td>10   Dale Dorrath 2:13.11</td>
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<td>97   Dick McClelland 2:09.58</td>
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<td>76   Ed Clement 2:13.92</td>
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<td>80   Ed O'Shea   2:56.81</td>
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<td>81   Dick Johnson 2:02.63</td>
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<td>15   Rich McGlumphy 2:03.07</td>
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<td>107  Jerry Foster 2:18.19</td>
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<td>161  James Naves 2:06.79</td>
<td>124  Leif Olson 2:03.20</td>
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<td>100L  Karla Shattuck 2:17.61</td>
<td>90L  Sheila McDade 1:54.85*</td>
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<td>70L  Annie Choquette 2:19.26</td>
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<td>71   Bob Stiffler 2:22.13</td>
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<td>63   Vaughn Temple 2:23.01</td>
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<td>77    Ted Atlee 1:58.90</td>
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<td>77L  Susie Atlee  2:01.90</td>
<td>32    Corey McMills 2:00.72</td>
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<td>16L  Tracy Fellows 2:18.98</td>
<td>16    Mike Fellows 2:04.38</td>
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<td>66   Gary Sanders 2:01.05</td>
<td>102  Amrond Tallstrom 2:03.91</td>
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<td>38    Don Lang  2:05.12</td>
<td>57    Scott Boyl  2:14.40</td>
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<td>28    Bob Fernandez 2:20.35</td>
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**Fun Runs:**

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<td>26   Glenn Hills 1:59.11</td>
<td>5    Tom Amon 2:00.01</td>
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<td>18   Larry Dick 2:00.76</td>
<td>68   David Keystone 2:10.13</td>
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<td>168  Doug Keystone 2:11.76</td>
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**TTO:**

- **Men:** 90 Jim McDade
- **Women:** 90L Sheila McDade

Track Record awards will be presented at the driver's meeting October 2, 1982.

*New Track Record.*
A LABOR OF LOVE

Friday, September 3rd, there was a forecast of rain, which proved to be no threat to our weekend for Sears Point Time Trial #2.

There were 100 registered drivers including 10 new students for the school. Saturday was a gorgeous day with people like Roger Ryan giving his time as Chief Tech Inspector, since Bob Lain had a prior commitment for Saturday. Thanks Roger. First thing in the morning we had our drivers meeting and awards presentation from the May 30-31 event. At 9:00 AM the first car was out in the Blue run group. The whole practice session Saturday went without a hitch. In fact, we are proud to say there was only one hurt car body during the whole weekend, when a car decided to see what a ditch looked like. (Only minor scratches were incurred.)

Saturday evening with turn workers in and drivers cooled off, we all gathered for beer and cold drinks before dinner. Dinner was again catered by Sausalito Caterers which consisted of lasagna, salad, french rolls and wine. What a great meal.

Sunday the weather was hot and the track was fast. All drivers turned super times in the morning practice session. Then a break for lunch and a drivers meeting to determine the timing procedures. (1 & 3 won out.) Also Time Trial Certificates were awarded to the student drivers. Congratulations, see you all at Laguna.

Speaking of timing, there was a great group of people running the timers. They were trained by Barbara Maas. Paul Zak and Nina Yablok were asked at the last minute and, of course, agreed to do timing along with Karen Hawkins and Barbara Bower. They never missed a time during the entire timing session. Great job done and thanks to all of you. A special thanks to Frank and Barbara for letting us use "Henry" as the timing trailer.

Thanks also to Ted and Susie Atlee for posting and watching the poker hand winners for a prize of champagne. Your best time determined your poker hand. (Three of a kind or better won.)

With timing over and turn workers back in, we went to the picnic area for a beer and soft drinks before the event awards were given. Glen, you out did yourself again, the awards were really super. There were also many nice door prizes given throughout the weekend. (Thanks, Rosemary.)

A big round of applause to Glen and LaQuita for another great time trial weekend. We would also like to thank all of the turn workers, grid workers, tech inspectors and all the people responsible for making this weekend a great success.

We hope to see all of you at Laguna Seca, October 2-3, 1982.

Liz and Bob Stiffler

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

Ungo Box, brand new, in original package--3 year warranty--$200. Paul Seidel, (408) 578-9413 (after 6:00 p.m.)

1969 912 Targa, 129010171, Rare, Tangerine/Black leather, 1750 cc, Konis, P-6's, chrome wheels, AM/FM/ SW. Very good condition. $13,500. David Howerton, 942 Foye Dr. Lafayette, CA, (415) 283-7441

1974 914 No engine or trans. Late model S.C. front suspension, "S" brakes, 914-6 rear suspension, or choose stock suspension. Car has never been hit, has been dipped and is ready for paint. Race Car or Street Car! Make offer. Bob Kilburn, (916) 451-9111

1981 Rabbit diesel L.S., special interior, A/C unit, car has every option but sun roof. Car is in perfect condition. Not even one door ding! $8,500. Bob Kilburn, (916) 451-9111

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- Damage free tow service on flatbed trailer
- Autocross & race preparation and advice

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REDWOOD CITY CA. 94063

Rich Bontempi - owner

NUGGET/29
1981 Honda Express, still new, 150 original miles. $650. Bob Kilburn, (916) 451-9111

1974 Austin Marina G.T. Original owner, great 2nd car or commute car. 50,000 miles. $1,800. Bob Kilburn, (916) 451-9111

924 Turbo: 1980 updated to 1981 injection. BBS wheels, MOMO steering wheel, VDO gauges, custom bodywork, new engine with over 225 hp, short gears. Beats 930 Turbos to 120 mph. A stunning car for show or go. Over $70,000 invested. Sell for $39,000. Tom Green, 3535 Kifer Road, Santa Clara, CA 95051, (408) 736-9020

Parts: 901 Gears M3 (or ZA5), N4, V4/5, X5, ZD5 (or KA3) $65 to $110. BBS 1-piece 7x16, new, $450 pr., 924 crank, needs turning .010 $125. 924 Turbo flywheel, lightened 50%, fits only 1980, $85. 924 Sport 3-spoke brown leather steering wheel, new, $490 value for $190. Buyer pays shipping. Tom Green, 3535 Kifer Rd., Santa Clara, CA, 95051, Days: (408) 736-9020, Evenings (408) 249-2723

Interior, 356 B/C Cab., seats, door panels, etc. 16 pieces in good condition. Make offer. Kenneth Abraham, (415) 851-2509

1976 912 E Coupe, 9126000101. Immaculate Black on Black, with electric sunroof, 5 speed, Chromed alloys with new Michelin's; Cibie headlights, Bosch fog lamps, Britannia leather steering wheel; Blaupunkt CR2001. Car has zero miles on new balanced blueprint engine; lowered and aligned, with new Bilstein shocks. All service records, garage kept. A marvelous car that is truly appreciating. $17,500. Stephen Gertz, 225 Mallorca San Francisco, CA 94123, (415) 922-4034

1963 356 180 mm clutch and press plate, never used, $35. Extractor exhaust for 356, complete $30. John Linden, 575 Bridle Ct., Walnut Creek, CA, 94596

Kennis

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30/GOLDEN GATE REGION
Our SELECTION Is NOW COMPLETE!

Test Drive!

Audi 5000 Turbo Diesel

Audi 4000 Diesel

Porsche 928

Porsche 911SC

944 Porsche

Audi Quattro

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4355 STEVENS CREEK BLVD., SANTA CLARA, 247-1655
Golden Gate Region Board of Directors

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REDWOOD CITY 94061 415-367-8339

VICE PRESIDENT .......... BILL PATTON
4171 OBSERVATORY AVENUE
OAKLAND 94619 415-530-0609

SECRETARY .......... BRUCE ANDERSON
209 WAVERLY
PALO ALTO 94301 415-326-0122

TREASURER ............... LIZ STIFFLER
7677 BRIGHTON DRIVE
DUBLIN 94566 415-829-2049

SOCIAL ............... AMY SCHMITT
1180 LOCHINVAR AVENUE #42
SUNNYVALE 94087 408-244-3373

COMPETITION ........... WALT MAAS
21231 SULLIVAN WAY
SARATOGA 95070 408-867-1738

MEMBERSHIP ........ SHARON NEIDEL
5880 LEAN AVENUE
SAN JOSE 95123 408-225-8103

Coming Events

CALENDAR

OCTOBER

2/3  Laguna Seca Time Trial - Hills
5  Board Meeting - Berens
8  Hare N' Hound Rallye - Keller
9  Wine Tour - Bower/Sanders
10  Concours/Picnic - Patterson
16/17  Zone 7 AX - Stockton - Yosemite & San Joaquin Regions
19  Pitcrew - Nelson
23  Dinner Meeting - Wilson
24  GGR AX No. 7 - Trethan/Walton
30/31  Tour - Cancelled

NOVEMBER

2  Board Meeting - Patton
6  Tour - Keller
7  Pitcrew - LaMarre
13  Dinner Meeting - Hills
14  Foto Rallye - Fulton
20  GGR AX - raindate only