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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 for their area of responsibility, or if you’d like to volunteer to help them in the duties of their job. Please call before 9PM.

<table>
<thead>
<tr>
<th>Position</th>
<th>Contact Information</th>
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<tbody>
<tr>
<td>Autocross Chairman</td>
<td>Terry Zaccene, 13046 Anza Drive, Saratoga, CA 95070, (408) 257-6575</td>
</tr>
<tr>
<td>Assistant Treasurer</td>
<td>Dale Dorjath, 6079 Burnbank Place, San Jose, CA 95120, (408) 997-0914</td>
</tr>
<tr>
<td>Concours Chairman</td>
<td>Don Patterson, 16478 Eugenia Way, Los Gatos, CA 95030, (408) 354-0015</td>
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<tr>
<td>Dinner Meeting Chairperson</td>
<td>Valerie Blanchard, 795 Dunkardine Way, Sunnyvale, CA 94087, (408) 735-0877</td>
</tr>
<tr>
<td>Goodie Bag Chairperson</td>
<td>Stephanie Home, 209 Waverly, Palo Alto, CA 94301, (415) 326-0122</td>
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<tr>
<td>Historians</td>
<td>Paul &amp; Carole Scott, 1508 St. Francis Drive, San Jose, CA 95125, (408) 264-5589</td>
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<tr>
<td>NCSCC Rep</td>
<td>Sandi Fahl, 761 Knickerbocker, Sunnyvale, CA 94087, (408) 737-7535</td>
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<td>NUGGET Mailing Mgr.</td>
<td>Felix Oramas, Jr., 826 Revere Drive, Sunnyvale, CA 94087, (408) 737-9456</td>
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<tr>
<td>Panorama Reporter</td>
<td>Rebecca Newlin, P.O. Box 911, Montara, CA 94037, (415) 728-5351</td>
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<tr>
<td>Pit Crew</td>
<td>Marsha Wilson, 1028 Palisade Drive, Martinez, CA 94553, (415) 228-4863</td>
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<tr>
<td>Roster Chairperson</td>
<td>Darlene Swain, 6 Cadiz Circle, Redwood Shores, CA 94065, (415) 596-3997</td>
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<tr>
<td>Social Activities Chairperson</td>
<td>Melissa Masles, 26937 Hayward Blvd, No. 220, Hayward, CA 94523, (415) 886-4645</td>
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<td>Sponsorship Manager</td>
<td>Bill Patton, 4171 Observatory Ave, Oakland, CA 94619, (415) 530-0609</td>
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<td>Tech &amp; Safety Chairman</td>
<td>Rick Bower, 2142 Ayr Avenue, Menlo Park, CA 94025, (415) 854-4782</td>
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<td>Trial Chairman</td>
<td>Glenn Hills, 1500 Santa Monica, San Jose, CA 95118, (408) 264-1822</td>
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<tr>
<td>Tour Chairperson</td>
<td>George &amp; Shirley Neilde, 5880 Len Avenue, San Jose, CA 95123, (408) 225-8103</td>
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<td>Time 7 AX Rep.</td>
<td>Ed &amp; Marsha Wilson, 1028 Palisade Drive, Martinez, CA 94553, (415) 228-4863</td>
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<td>Zone 7 Rep.</td>
<td>Gene Gilpin, 2321 West Sierra, Fresno, CA 93711, (209) 439-7292</td>
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I’d like to thank Bill & Rebecca Newlin, Sharon Neidel, Barbara Cummings (whose learning the ropes very quickly) and Bear... (my strength).

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: May 1st for the June 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 for the NUGGET should be sent to the Membership Chairman and any changes for the PANORAMA should be sent to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310. Prospective members may contact the Membership Chairman or any other Board Member for information. DUAL MEMBERSHIP FEE $9.00 ANNUALLY.
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TUNED by ALEX is a trademark of A.M.'s Porsche World.
October is here, and it won’t be too long before our Activity Day is held on January 8th to plan the 1984 calendar for GGR. Now is the time for you to start thinking of what new event you might want to put on in 1984. Try coming up with a new tour, a different type of rallye, or an innovative twist on a dinner meeting. Then, when you come to Activity Day, you’ll be practically assured of getting the event on the calendar because you’ve planned ahead. We are hoping for a record turnout by combining the calendar scheduling into one day, so make plans to be there to support YOUR club. I’ve heard several people commenting on the 1983 calendar this past year, so here’s your chance to effect the calendar by participating in the planning of GGR’s activities for 1984.

Also, the 1984 Board will be looking for people to serve the year in appointed positions, such as Rallye Chairman, Tour Chairman, etc. Next month is election month for the 1984 Board. If you have any desire to really participate in GGR’s activities, volunteer for an appointed position to either someone on the 1983 Board or Nominating Committee, or to anyone who is elected to the 1984 Board. A list of appointed positions is shown on page 3 of the NUGGET, so give it some thought and get involved with your club’s activities.

Our congratulations to Gary Walton and John Clever! Both of them had excellent results at the Ozarks 1983 Parade. Gary successfully defended his Top Time title at the AX, while John placed first in the Rallye with a total of 11 penalty points. Congratulations also to the other award winners from Golden Gate and Zone 7. While we didn’t have a lot of people at the Parade, those who attended made their presence known. Speaking of Parades, Los Angeles Region has been awarded the hosting Region bid for the 1985 Parade. Susie Atlee has been appointed to the National Parade Competition Rules Committee, representing both Zone 6 and Zone 7. If you want to see some Parade rules changed, you now have a direct voice into the committee.

Our spotlight this month falls on Janet Buck for all the assistance she gives GGR. Janet recently chaired a special committee to study the allowable expenses on events. This will result in a policy guideline that will be given to all event chairmen at the beginning of the year to better help you budget your events. Attorney Janet has also been available for “unofficial” guidance when we need her assistance on matters requiring legal savvy. Be sure to thank Janet next time you see her!

Have an Outrageous October,
Ted Atlee
GGR President
This is another in a series of “I told you so” articles concerning a tour you shunta passed up. Janet Buck and Gary Nylander put together a package tour that is hard to beat. We all gathered outside of Bob Berkley’s Porsche establishment early on Saturday morning and were promptly awarded with an erasable memo pad with all the pertinent data upon it and a choice of rainbow-hued visors to shade our eyes from the hot Valley sun to be encountered on our rafting expedition. All the Porsches were there, a Mercedes Porsche, a BMW Porsche, an Audi Porsche and an American Porsche were among the exotic machinery on the tour. Sandi Fahl had told her sister and her husband to look for the line of Porsches; boy, was that a mistake!

After a nice drive to our destination, the secret headquarters of a terrorist group known by the acronym, W.E.T., we were feasted on quiche, fruit laced with liquor, and fruit juices as we prepared to board the bus for the dangerous part of the journey—not the raft trip, the bus trip. It gives one confidence to sign a waiver and then board a bus with a lug nut sheared off. C’est la vive. We even survived that harrowing experience. It was so hot that at ten in the morning everyone was gazing beer to beat the heat even that early in the day.

The true ordeal—for some anyway—began at the edge of the American River. All the Coors people were thinking about the Coors Lite commercial, the burly guys going down the Colorado in the raft. Our guides reassured us all by telling us that the worst set of rapids were at the start. You put on life jackets that are snug enough to cut off your breathing and too hot to wear, but we’re told that they are essential if you fall out. Palpitations and murmurs, more assurances and we’re introduced to Colin, a truly crazy type (“Call me Colin, or call me a-----, but don’t call me colon!) whom the Evans group (Gary and Sharon brought a whole party with them) immediately snatched up as their guide. Between Gary and this guy, I’ll bet that boat had a good time.

Barbara and I managed to group up with the Fahls, her sister and husband, and Cindy, the mother hen of the guides—we always did things last and had to wait for the others to get yelled at, still we had a lot of fun.

No one wanted to be in front, the Coors Lite commercial again, but it turned out to be a great view, although cold (that water had to be in the low fifties). At the first set of rapids, the Evans boat lost a crew-member, the only person who couldn’t swim! She floated downstream and was picked up a little bruised but safe. The water was either too rough or too calm depending on what people expected before they got there. We shot a few rapids, good for some adrenalin pumping—about like riding a rollercoaster. Then we had lunch and a few beers. Dick Wallace was the obvious fashion leader of the group. He wore suit pants from what must have been a nice suit in its better days and a ladies sun bonnet to protect his fair skin—quite the picture of sartorial savoir faire.

After lunch we headed for the biggie—the trouble maker or as Cindy called it, the toilet bowl. The second description was quite apt as this set of rapids whirled about like a flushed john. All of the river slowed down after this and suddenly the beer really broke out in earnest and the nonsense right along with it. Gordon Knight was the real culprit here, He’ll tell you that he was just following orders (they said that at Nuremberg too you’ll recall) but he engaged in mass assault water fights. Not content to merely attack PCA members, they wreaked havoc upon other boaters as well. Our boat went into the Harvard rowing position every time that they drew near. Revenge was waiting in the wings. The last set of rapids proved the downfall of two of our boats trying to “surf” the rapids, that is, go against the current. Gordon’s boat was among those which overturned, fortunately in shallow water. No sympathy there.

We all arrived safe and sound at our final destination, not a drop of beer left. We poured into our
cars (I found my credit cards melted in the back of my 924) and headed off for a drive to the wild and wooly town of Jackson and the National Hotel Louisiana House. A relic of boomtown days boasting an impressive array of guests, from General Grant (we’re sure we slept in the original bed he used, mattress and all) to every California governor (yes, even Ronnie) and even a few crowned heads of Europe. If you enjoyed the Ryde Hotel this place was your cup of tea.

Janet had arranged a dinner there which was out of this world, you wouldn’t believe the prime rib they had. Our whole group was waited on by one waitress, of the sixty-ish persuasion. Nobody waited for anything. She was phenomenal! After dinner we went upstairs where a seventy-ish lady played the pianny, and everybody sang (Rebecca where were you when we needed you?). Revenge visited itself once more upon Gordon Knight when the wife of our competition director (whose name I will not mention) had the last word by pouring a glass of water on his head. End of that tale.

The next morning we headed out to look at some picturesque buildings in the largely unspoiled town of Sutter Creek. After about an hour we headed for Volcano where we had one at the bar, and a nice brunch (we did a lot of eating on this tour). Then it was off to the wineries! The first, D’Angosti (a screw top winery—but good!) was about the fourth oldest in the state. You wouldn’t believe the cooperage in this place. The second was Shenandoah started by a former aerospace engineer who let his hobby gain control over his senses. They had some mighty fine wines there. After the tasting, what else, more food.

There were door prizes like you wouldn’t believe on this tour, and the best is a video tape of all of us shooting the toilet bowl.

Many thanks to Janet and Gary for a fun weekend. Their planning was superb. We’re ready to do it again.

Al Berens
Join us TUESDAY, OCTOBER 11th for a fun-filled evening in Hayward. I bet you've been wondering if there is anything exciting to do in Hayward. Jim La-Marr and Linda Long are going to prove there is by hosting the Pit Crew Meeting. We hope you will join us at 7:30PM to help create table decorations for the dinner meeting. To get to Jim's house, take the Nimitz Freeway (Highway 17) to the Jackson St. exit (Highway 92). Go east on Jackson. Turn left at the first signal light (Santa Clara). Turn left on Larchmont. Larchmont T's on Willimet Way. Jim and Linda will welcome you at 24761 Willimet Way. For further information, call Jim or Linda at (415) 783-5419 or myself at (415) 228-4863. See you there ! ! !

Marsha Wilson
Pit Crew Chairperson

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B/GOLDEN GATE REGION
*Deadline for reservations is TUESDAY, OCTOBER 11th.

We are going to have a good time at the October Dinner. The Affair has been planned so it can’t miss. Good food will be provided by Michael’s, our good friends will all be there. We’ll reminisce about the “Good Old Days” with help from slides during the cocktail hour. We will also have a special guest speaker, Hank Malter. To have a good Time with us at this very special Affair, call for reservations.

Our Very Special Guest Speaker

Hank Malter—National President of Porsche Club of America

When: SUNDAY, October 16th

Hostess: Marge Forster

Where: Michael’s Restaurant
830 East El Camino Real
Sunnyvale, CA
(408) 245-2925

Time 6:00—7:00 No host Cocktails
7:00 Dinner served

*We promise not to keep you out too late, for all those who have an early bugle on Monday morning.

Dinner:
Roast Prime Rib, au jus—$15.50
or
Broiled Salmon Steak—$14.50

Dinner includes tossed green salad, pasta, potato du jour, vegetables, french bread, coffee & dessert.

Reservations: call Marge Forster (415) 967-1169 and or send check with choices indicated to Marge Forster, 2281 Via Maderos, Los Altos, CA 94022
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*Class Record
** TTOD Women
*** TTOD Men
As the Star Series Time Trial season draws to a close, we are faced with a paradox. On one hand, the level of participation has grown to new highs. The driver's school is filled at each event with nearly all drivers becoming certified to drive. Everybody wants to become a Time Trialer. People are coming from everywhere. Our sport is growing at a rapid pace, fun and excitement abound.

But, on the other hand, how many drivers can we accommodate? This year at the first three local events, 2 at Sears Point and 1 at Laguna Seca we averaged 134 drivers. By dividing those drivers into 5 groups each one averages 27 per group. There is where the dilemma comes in. At Laguna Seca Raceway the park officials limit us to 27 cars on the track at any time. The 1.9 mile circuit can just barely handle that number. Nobody can dispute that. A crowded track is impossible for good practice and is certainly frustrating at best. At Sears Point the track is about one half mile longer and it can handle about an additional 5 cars, up to 30 per run group. Soon we must make a major adjustment to our events if we are to continue to grow and prosper.

Here are a few ideas to ponder upon:

1) Limit each event to the number of cars per each run group. First come, first served. No exceptions. Series participants would not receive any special consideration. At the event, switching run groups would only be possible when a space became available.

2) Add more practice groups. Instead of the 5 groups we now have, one additional practice group would reduce each competitors practice time by 20%, from 115 minutes to about 90 minutes. This probably would not make anybody happy, but it would accommodate the increasing demand by newcomers.

3) Eliminate the downtime at the lunch breaks. The drivers could temporarily replace the workers, both on course, grid, flags, communications, etc. This could recover 120 minutes for a new run group.

4) Substantially increase the late entry fee or take no driver after the deadline for entry.

I would greatly appreciate hearing from you with your opinions and ideas. Any suggestions will be seriously considered. Please don’t complain later, now is the time for action.

At Game 4, Sears Point Raceway on the Labor Day weekend, we featured the time trial as a Celebrity Road Racer event. I’m pleased that so many of our fine drivers participated. Here is the list of names: Walt Maas, John Johnson, Jim McDade, Bob Copeman, Larry Chmura, Rich Bontempi and Gary Nylander. Thanks, group.

Also, an impound of all Production and Prodified cars was conducted at the conclusion of each cars timed run. We measured the rear track width of these cars and found five cars in excess of the 2 inch permissible track increase. No penalty was given with each driver notified that corrective action should be taken. A special thanks to Hammill Fabrication, 1060 Florence Way, Campbell (408) 374-1312 for the manufacture and design of the track width measurement tool. John Hammill also provided us with a custom wheel width tool. These tools will be available at all future tech inspections.

Our thanks also to the sponsors of Game 4; Broadmour Break and Tire, Reitmeir’s Werkstatt, EASY Auto. We do appreciate their participation.

Coming attractions will be the Time Trial Awards presentation which is also the November Dinner Meeting. Put the date on your calendar. November 13 at Arthur’s Second Floor in Los Gatos. Last year the limit of 140 dinners was reached; this year Arthur can accommodate a few more. If you like a class act, please join us.

Another date to remember is October 13. The 1984 Autocross and Time Trial rules will be discussed. Harry’s Hofbrau is again the location in San Jose at 6:30 PM.

Glenn Hills
Time Trial Chairman
(408)264-1822
WELCOME TO GGR

NEW MEMBERS

ANDREW LEVIEN
658 Nash Ave.
Menlo Park, CA 94025
(415) 325-8633
68 911

JAMES MAGEE (CHRISTY)
6535 Canterbury Ct.
San Jose, CA 95129
(408) 446-0314
77 911

EDWARD RAMONES (EDWARD, JR.)
6116 Buena Vista Ave.
Oakland, CA 94618
(415) 547-2551
78 924

DAVID REZIN
4239 Erie Ct.
Santa Clara, CA 95054
(408) 727-4657
944

MICHAEL RYAN
1128 Nimitz Ln.
Foster City, CA 94404
(415) 349-4182
80 924 Turbo

STANLEY SCHNEIDER (AF: SUSAN GELLERWAY)
19867 La Mar Dr.
Cupertino, CA 95014
(408) 255-3992
83 944

DOREEN SCONTRINO
2045 Casa Mia Dr.
San Jose, CA 95124
(408) 371-6213
66 912

BILL TURPIE (rita)
167 Brodia Way
Walnut Creek, CA 94598
(415) 938-5188
71 911T

DAVID ANDERSON (ANNA)
371 Riviera Drive
Union City, CA 94587
(415) 471-4662
77 911S

STEVEN CAVALIERI (DRUCILLA)
330 N. Mathilda
No. 111
Sunnyvale, CA 94086
(408) 732-0224
76 911S

LAWRENCE CHOY (MELODY)
1021 Auburn Ct.
Alameda, CA 94501
(415) 521-5100
83 911Sc

DOUGLAS CHURCH
(AF: ELIZABETH SLAY)
514 S. El Dorado St.
San Mateo, CA 94402
(415) 342-5061
75 914

ANDREA DENCKER
14557 S. Bascom Ave.
Los Gatos, CA 95030
(408) 358-3393
77 911S

GAAR EDWARDS
1300 University Dr.
Menlo Park, CA 94025
(415) 325-8473
58 356A

JAMES GADDIS (SEAN)
2387 Bay Meadows Dr.
Pleasanton, CA 94566
(415) 846-1399
83 944

CHRISTIAN GLOVER
2462 Wellingham Dr.
Livermore, CA 94550
70 911

LT. COL. THOMAS HALL, JR.
1384 Highland Ct.
Milpitas, CA 95035
(415) 262-3648
75 911S

ARTHUR HAMEL (JANE)
13056 Brandywine Dr.
Saratoga, CA 95070
(408) 867-1696
82 911Sc

ANDREW LaCOUR III (PATRICIA)
3108 Penitencia Creek Rd.
San Jose, CA 95132
(408) 923-4680
83 944

ROB LABNER, JR.
1025 Robinhood Ct.
Los Altos, CA 94022
(415) 967-7359
69 912

12/GOLDEN GATE REGION

It's 11 pm. Do you know where your car is?

There are a lot of so-called car alarm "systems" on the market. But nothing protects your car as many ways as the new Unco Box TL-3000.

Any attempt to enter, jack, tow or vandalize your car triggers an attention-getting hidden horn.

Any attempt to start your car, by hotwiring or even with its own keys, disables the engine.

Any attempt to disarm the coded, keyless Control Console immediately puts the Unco Box into full alarm state.

For more information on what Consumer's Digest calls the most sophisticated car alarm available, call us toll-free at 800-227-8875. (In California, call 415-856-UNCO.)

The Unco Box.
So you can sleep nights.
John Peichoto and Knut Lien did an outstanding job of putting on our part of the Zone 7 autocross series at Pleasanton on August 20. In fact, I must say I have never seen a better-run Pleasanton event. It was worthy of the largest PCA Region in the world and we have John and Knut to thank for that.

As you can see from the results, the competition is as close as it is in our own series.

Terry Zacccone
Autocross Chairman

ZONE 7 AUTOCROSS - GGR

Rather than continue last year’s theme of a wine goblet for a course layout, this year’s course perimeter followed the support spans of the Golden Gate Bridge and finished by ‘riding the waves’ at its base to the start/finish line.

Most all who participated commented favorably about the design simplicity, yet it offered some challenging turns which provoked some occasional ‘nasty thoughts and dirty words’ from those who spun out and/or tangled with more pylons than they cared to during those all important timed laps. The TPCOD (top pylon count of day) was six and that distinction was aquired by the venerable Dwight Mitchell. (He still won in his class, though.)

You would think the course would be favorable to the person who designed it, but John Peichoto could not figure out how to drive the real thing as evidenced by three separate spin outs and finishing last in his class - (wait till next year!) We thank all those who worked to keep the event progressing well throughout the day. We appreciate those who volunteered early which saved us a lot of time in setting up the worker board. Additionally, we wish to recognize Steve McCrory who helped us set the course corners on Friday night and Gary Dorighi who, again this year, came out early on Saturday morning to help set up the course.

Those who covered worker openings after they had already covered one shift are especially appreciated. A special thanks to Paul Seidel, (besides those who volunteered early on the sign up sheet,) who was the only person to phone and volunteer his help and wound up working two shifts consecutively. We even had three new members, Jerry Holbrook and his family, Kopel Sandler and Len Sequeira come out to their first competitive event within GGR and lend a hand.

To those who have not yet chaired a Zone 7 Autocross, consider doing so. It gives you a sense of giving to the Region much in return from what it has given to you.

The opportunity we had certainly was rewarding.

John Peichoto
Knut Lien
MINUTES
Board of Directors Meeting
August 25, 1983

Location: The Kelez Residence
Present: All regular Board members except John Clever
Guests: Charlie Arolla, Susie Atlee, Rick Bower and Jan Kelez

A. MINUTES
The minutes of the July 25, 1983 Board of Directors
meeting were approved as presented.

B. OLD BUSINESS
Expense Study Report: The Board decided to adopt the
recommendation of 1.A.B., 2.B.C. and 2.D. in principle
with Ted to re-write for further approval. There was also
a suggestion to include the budget symposium as part of
the final draft. The Board then decided to have the re-
sults of the final draft published in the NUGGET.

Bonding of the Treasurer: Nick Kelez reported that we
must have two signatures per check no matter what the
amount might be. The cost of this insurance is $60 and
covers 5 people for an amount up to $5000. The Board
decided to adopt this idea and passed it on to the 1984
Board for implementation.

Insuring GGR Property: Nick reported that it will cost
between $250/400 to insure up to $5000 in the club’s
property.

Back-Up Timer: Gary reported he had tried to see and
possibly pick-up the Oregon Region timer when he was
in Portland recently. There was a misunderstanding be-
tween either Oregon Region or Gary Fahl thus causing
some harsh words and the cancellation of the sale of the
Oregon Region timer. Ted received a letter from the
president of Oregon Region stating that Oregon Region
never made any commitment towards selling the timer
and that Gary had made some uninvited derogatory
comments about Oregon Region while he was there. We
will ignore the letter. Gary received information about a
timer called Data-Speed. It would mean buying two units
to cover our needs for both AXing and Time Trialng.
Gary will look into this a little more.

Event Budgets for Next 60 Days: The budget for the
Sept. dinner meeting was approved by a telephone poll
of the Board members. The cost will be $4 per person
with people bringing various appetizers and desserts for
consumption before, during and after the Novitiate wine
tasting. The October dinner meeting will be held at
Michael’s restaurant in Sunnyvale. We need a minimum
of 50 people and will try to put some sort of entertainment
 together for the evening.

Nominating Committee Report: Mike Lommatzsch re-
ported that the Nominating Committee social was a good
success. The committee filled all the Board positions with
at least one person except the Secretary position. The
committee will be meeting later in Sept. to fill the balance
of the open positions and to try and have at least two
candidates for every position.

C. NEW BUSINESS
NUGGET Format: The discussion evolved around the
lack of articles and/or information in the NUGGET. A
discussion followed on the necessity of having an associ-
ate Editor to help relieve the amount of work that the
NUGGET Editor has to do. The Board asked Amy
Schmitt to report back next month with a possible solu-
tion to the work requirement of the Editor.

Storage Lockers: Mike brought up the idea of locating
all of the club’s past records in one place. This would
elivate the transfer of records from all of the club’s
offices each year and everything would be easily acces-
sable. The only problems would be the location and the
price. Mike will look into this further and report back
next month.
Board Transition Dinner: Mike brought up the idea of bringing back the Incoming—Outgoing Board Dinner that used to take place in December. After a short discussion, the Board approved the idea with Valerie making all the arrangements. The date of December 2 was picked for this year’s dinner. We will continue to have the joint social event to thank the various chairpeople for their year’s work for the club.

Post Mortem of August Events: The turnout for the tech session in August was 38 people to start with and 15 others that finished it off the following Saturday. There were lots of new faces and the idea of having the lecture and then a hands-on tech session was well received. A short discussion followed on the possibility of GGR putting on a National Tech session similar to Warbonnet etc. Rick Bower will pass on the idea to next year’s Tech Chairman. Everyone that participated in the rivercraft excursion had a really fun time. The Zone 7 AX had 85 participants. Only 58 people attended the August Dinner Meeting afterwards at the Trethen’s. The Swap Meet/Concours on the following day had a good turnout with 12 competition cars and 18 concours cars shown. The pit crew booth did very well and we sold over 100 swap slots. The membership area distributed well over 55 applications during the day. The time trial tech on July 23 drew only 10 cars.

Yearend Awards: Ted reminded us to continue to watch for various yearend award recipients.

D. DIRECTORS’ REPORTS
NUGGET: Amy again reminded us that all articles are to be in her hands by the FIRST on the month preceding publication.

President: Ted reported that the 1984 Parade will be held in Wisconsin area while the 1985 Parade will be held in the Los Angeles area. The total membership in PCA has now reached 18,667. Ted also informed us that Susie Atlee has been selected to be on the PCR Committee and will represent Zone 6 and 7. Ted also received a letter from Gene Gilpin reporting on the 1983 Ozarks Parade. Gene commended the Ozarks Parade Committee for a job well done. Gene also reported that the new Valley Oak Region received their charter. Also, all of Redwood Region’s proposals were defeated. Ted received a letter from Northern California Sports Car Club wanting to know if we would be interested in sponsoring the best Porsche award for their sports car olympics. We approved the expense.

Vice President: Nick reported he has applied for insurance coverage for all events that need it through December.

Secretary: No Report

Treasurer/Goodie Bag: No Report

Competition: Gary informed us that the Rules Committee findings will be published in the NUGGET instead of being hand distributed or mailed. Also, he has received the first list of dates that we have received for the Alameda County Fairgrounds for our 1984 AX Series. We are trying to get a few more dates. Good dates are as follows: Jan 7, 28; Mar 3; Apr 21; Aug 18; Sept 15, 22; Oct 6 and Nov 3.

Social: Valerie reported the Reno Train trip in January needs a chairperson if it is to be an event.

Membership: Joan presented her monthly membership report which was approved by the Board.

E. NEXT MEETING
The next Board meeting will be held at the home of Mike Lommatzsch on Sept. 19, 1983 at 7:30PM.

F. ADJOURNMENT
The meeting was adjourned at 12:18AM.

Respectfully submitted,
Michael P. Lommatzsch
Secretary
THE CELEBRITY ALL STARS... by LaQuita Hills

All 133 drivers attending the September 4 and 5 Time Trials at Sears Point were stars, however, the DEDICATED WORKERS are the real stars.

On Friday, the early arrivals found the paddock filled by the Shelby Club with just about every kind of car on the track. There were Cobras, Panteras, Ferraris and even Porsches entered. As the Shelby Club packed up and pulled out, Golden Gaters moved in and started preparing to compete on the track and in the tailgate party. (See article in this issue by Janet Buck.)

John Hawkins and his 16 students had their mandatory ground school on the top floor of the Press building from 5 to 7PM. It must have been a very good school for they are some great new drivers. (See results in this issue.)

The weather at Sears Point was the best I can remember. Warm nights, only a slight breeze during the afternoon and although it was hot, it was bearable. Greeting early arrivals on Saturday morning was Sue McGlumphy, our new on-track registrar. She does a very good job of treating our drivers as guests. Susie Atlee does all the before and after work and follow up.

On Saturday, Bud Behrens stood in for Kent McGlagoon, while Jack Kuhn stood in for Bud on flags. Dave Neu-kom gave Chrissie the weekend off and was our Chief Communicator. Julie Arnold, as Turn Marshall Chief kept all the turns filled. Sharon Neidel and her friendly crew kept the grid humming along smoothly.

Our sponsors for this event were Joe Reitmeir of Reitmeirs Werkstatt, Broadmore Tire and EASY Porsche Parks. Joe Reitmeir and John Holmes of Broadmore Tire were there. Joe as a driver and John to aid some of our drivers. Broadmore Tire donated a set of TA radials to several of our drivers to test. A very generous gesture. Both Broadmore Tire and Reitmeir had pre-techs at their shops. Reitmeir's pre-tech became a mini-party with people staying until 10:30 PM on a Tuesday night. Even if you are not a driver, you are always welcome to come to any part of a Time Trial, including pre-tech. There are always good friends to see, and cars to examine.

Scott Campbell was there on Saturday as our Track Photographer, taking people pictures. See them in our time trial scrapbook. He has taken some sensational track pictures.

Gary & Susan Griffiths again did our timing, and what a job that is! Timing, by its very name, is the heart of a Time Trial. This is a job that does not give a moments rest. Our thanks for a truly fine job.

Kent McGlagoon was there as Track Steward and he and Bud shared timed runs. Bud was in training and took the last half dozen cars on the grid. Shirley Neidel had the red flag after the checkered flag lap to pull cars off the track. Barbara Maas and Charlie Arolla were our teamsters and drove workers to and from their corners. Chief Tech Inspector, Don Wise, checked the track width of all production and prodified cars. The information was given to drivers after the event so that anyone over the allowable 2-inch increase could adjust it before the next event at Laguna Seca. John Hammill graciously made us a tool to use to do this measurement. Rodney Rapson & Roxanne Truro did their usual professional job of track prep. This behind the scene job takes a lot of time before, during and after the event. Posting and scoring was done by Sandi Candlin and Ted Atlee. Gary Ringen was the winner of a free entry with the closest guessed time. Marilyn O'Shea & Janet Buck were the co-winners of the Best Hat contest. Janet was only running on three cylinders and Marilyn had cleaned the track and wore it on her head.

Buhler & Associates again provided a case of Porsche Champagne for the hat contest and poke scoring, 3-of-a-kind or better, won a bottle of the bubblely.

The Titan Class must have been class E. Four out of the seven entrants were named Richard, and the youngest won. Rick McClelland not only took the class by .8 seconds but set a new track record. If I have left out any of our dedicated workers, I'm sorry. You are appreciated. Glenn & I would like to thank all of you for the vote of confidence we received at the awards ceremony after the event. It is only because of such great people, good friends and support we receive that we continue to play Time Trials with you. We will see you at Laguna Seca.

LQ
The First Annual April Fools Day 1984 Tour to Yosemite

or

The Second Annual Photo Tour to Yosemite

or

The Third Annual "Last Yosemite Tour"

If you missed last year’s warm and sunny tour to Yosemite, make plans to join us on March 31 and April 1, 1984. We will once again have dinner at the Ahwanee and lodging at Yosemite Lodge.

Additional information will appear in a future issue of the NUGGET.

Jack Kuhn

1983 MONTEREY
HISTORIC AUTOMOBILE RACES . . .

1982 was a hard act to follow! The Tenth Annual Monterey Historic Car Races were a "Tribute to Ford" and while Ford was well represented by many of its old race cars and former drivers, Americas second largest auto-maker could not hope to compete with the Porsche effort last year. Even the number of cars parked in the club area (including Shelby Cobras, G.T.350s, Panteras and even Model As) was equalled by the number of Porches parked on the hill above them. Much ado was made of Ford’s long involvement in racing, but rather than a continuity of race cars, one saw evidence of involvement in selected classes only for a specific time period. Clearly there was a commitment to racing, but only when it met their marketing needs.

All this is only evidence that, no matter which marque is honored, the real tribute belongs to all those people who believe that cars should be driven, not dusted! These individuals, who have the courage to take cars that are usually only seen sitting silently in museums, out onto the race track, deserve everyone’s gratitude. They allow us to experience these works of art in their natural element.

This year’s races were not without high points for Porsche lovers. Vasek Polaks 917-10 certainly was in its element as it ran off and left a field of McLaren Can Am cars. Suddenly it was 1972 again and all was right with the world, and Porsche was winning another Can Am. Or how about a 1949 "Gmund" special chasing a 2600 cc Austin Healey 100-4? Or a RSK chasing a King Cobra. Once again, Porsche was relying on superior engineering (and drivers) to help it play the role of "Giant Killer".

Each year for ten years, I’ve wondered, "How can they top this next year?" After last year, I don’t think any manufacturer can. The enthusiasm, not only of the Porsche owners, but the factory as well, would be difficult for any marque to match. Yet each year I’m impressed with the individuals that show up with car in tow, just for the chance to let the car be star once again. Occasionally, a big name driver will show up in one of the cars . . . but don’t be deceived, people come to see the cars, not the drivers. In a time when race drivers are regarded with the same awe as movie stars (with money to match) it is nice to see the proper order of things restored! Racing should be FUN, not just a job. Maybe it’s that enthusiasm, the fact that Porsche enjoys racing, that separates it from Ford. Perhaps that explains why there were so many Porsches at a "Tribute to Ford".

Jack Kuhn

REPAIR AND RESTORATION OF ALL PORSCHE INSTRUMENTS
SPEEDOMETER CONVERSION TO 150/180 MPH
ALARM SELECTIONS
CAR STEREO REPAIR AND INSTALLATIONS
PALO ALTO SPEEDOMETER & AIR CONDITION, INC.
718 Emerson Street
Palo Alto, California 94301
(415) 323-0243
Had it not been for Hank Malter we would have flown! Nevertheless we found ourselves on the way to our first Parade, edged into Mana Buccaneletto's Ford Escort wagon, a U-Haul cartop carrier on the roof, and a C.B. radio and Escort radar detector to protect us on the Interstates.

We decided to take a shortcut through the Nevada desert via Hwy 50, only to find the road closed due to flooding past Ely; and after a 100 mile detour through Milford, we were into Colorado and back “on course.” Our next exciting moment came as we tried to ascend the 12,000 ft. pass into Denver. There were a few tense seconds as we crunched into first gear at 20 mph just a half-mile short of the peak!

Then there was Kansas! You haven’t lived until you’ve driven through Kansas. Besides bumpy roads there was a thunderstorm that lit up the sky to the far reaches of the horizon and rain that washed off every bug we’d collected so far. Then there was the Motel 7 in Salina. Nineteen dollars for the room, a dollar if you wanted the key to the T.V., and if you wanted a wake up call...that was a $5. deposit and “please return the alarm clock before you leave”!

Friday morning found us passing through Kansas City and taking a backroads tour through the Missouri foothills into Lake of the Ozarks and Tan-Tar-A, site of Ozarks ’83. These were the roads that the rallyists would enjoy late in the week.

Tan-Tar-A is a fantastic site for a Parade, set among rolling hills and adjacent to a warm-water (86 degrees) lake. There wasn’t much Porsche activity going on when we arrived except for a few early Concours people and the host region’s members setting up Registration and the Goodie Store.

GGR’s Bruce Anderson and Stephanie Home were among the early arrivals, as well as Bob Garretson, and PCA National President Hank Malter, Carolyn, and their son Darin arrived late Friday afternoon.

Saturday officially began the Parade with the opening of Registration which ran smoothly except for those of us who forgot to bring their PCA membership cards. Snookie and I spent most of the day helping set up the Goodie Store, but snuck out often enough to find other GGR members had arrived, among them Terry & Judy Zaccone, Ed & Darlene Swain, Dennis Winter & Sue Wise (& kids), and Isabella Hawke and Barbie Walker. With them were Yosemite Region’s (GGR Dual) Bud & Mary Ann Behrens. They all had toured to Parade together and enroute the Behrens’ 911 had frozen a front shock. Before it could be replaced, the car passed tech inspection with a comment from the inspector: “This car is really set up for autocrossing...stiff.”

Sunday marked the opening of the Goodie Store and the crowds inside were reminiscent of White Flower Day at Macys. Escort radar detectors and T-shirts were the big first-day sellers. By now the fifth level of the parking garage, site of the Concours prep area, was filled with Porsches receiving last-minute detailing. Among those working on their shoeboxes in the unbearable Missouri humidity were Harv and Linda Smith, reassembling their pristine Speedster. Following our “sauna tour” of the prep area we arrived back at our room to discover that our room to discover that our Parade next-door neighbors were none other than Monteru’s own Bill and Rebecca Newlin.

The first real “event” of Parade was the Michelob ’n Brats dinner that was held on a large outdoor terrace at lakeside. Here we ran into Bill Patton and Collie, Zone 7 Rep. Gene Gilpin and Cheryl from San Joaquin Region, and former GGR’ers Jeff and Joyce Hammill who now hail from Maverick Region in Texas. Also enjoying the brats, kraut, and beer were SVR’s Drifter editor Stan Breyfogle and Marty Lausten, along with Bob and Neva Burton from PCA’s newest (Zone 7) Region, Valley Oak. John Clever was off in a corner enjoying a six pack of Coors he had smuggled into Parade.

The Porsche Audi Concours D’Elegance was held on Monday at the edge of the first fairway of Tan-Tan-A’s golf course and provided a lush setting for the display of Dr. Porsche’s Finest. The hours of preparation were evident as the entrants’ mirror-like finishes reflected their owners’ pride and attention to detail. As the judges inspected every recess with white-gloved scrutiny we tried to pick our favorites. Mine were an ivory ’73 911S and SC Carrera look-alike in Agablue. The eventual overall winner and Manhattan Trophy recipient was a late-model 930 in BMW blue (painted by the Factory, of course). Besides voting for the People’s Choice Award we conducted an unofficial poll as to the origin of the mystery meat included in the box lunch. I still say it once wore feathers!

Tuesday, Wednesday, and Thursday brought the Pirelli Driving Event, an autocross held in the parking lot of the Worldwide Church of God several miles from Tan-Tar-A. The course was long and fast, with only four turns to slow you down. From a spectator’s viewpoint the course was difficult to watch as it stretched away from you. Then there was the lack of shade which in the 100+ degree Missouri heat was a real factor.

Back on course there were also the “marbles” --- the loose surface on a major portion of the track. Each entrant received two runs: the first lap of each for practice, the second one for time. Start/Finish lacked a flagman, and course exit was rather close afterwards. Despite these infirmities Golden Gate Region did its members proud
by taking home some medals. Among the winners were: Terry & Judy Zaccone, 1st in class; Bill Newlin, 6th place among 34 entrants in Patton's borrowed 944; Beth Bates, 2nd in class; and of course Gary Walton in the Garretson 914 taking 1st in class and the overall top driver award for the fastest time. Sierra Nevada Region's Dave Eckert (a GGR time-trialer) provided the fireworks for the event, crossing Start/Finish sideways in his 930 nearly redesigning the officials' building and the limping off to the Impound area with a collapsed chain tensioner.

Meanwhile back at Tan-Tar-A the Technical Sessions were in progress. There were sessions on photography, tires (presented by Pirelli, Goodyear, and Goodrich) and of course our own Bruce Anderson on Porsche's amazing Six (yes, Bruce, you did catch me napping.) Director of Research & Development at Weissach, Mr. Helmuth Bott, spoke before a SRO audience answering questions and showing some personal home movies of nearly 356 testing and LeMans footage.

Thursday night the Zaccone's hosted a Zone 7 party where we saw Gary & Sue Griffith, Rob & Kerry Biddle, and former PCA Enthusiast of the Year Dick Broemmell and his wife Pat from San Joaquin Region. Snookie even stole the "pig hat" that Clever had been bragging about all week off Dick's head to add to her (our) collection! Terry later snuck off to play Rob in the semi-finals of the racketsball tournament. Zaccone won in a come-from-behind victory with Biddle explaining, "I've never played a left-hander!" Terry went on to lose in the finals to GGR's Bob Garretson.

On Friday Tan-Tar-A resembled an Old West ghost town as everyone headed out on the B'F' Goodrich Rally and into the countryside to enjoy those "Porsche roads" we had experienced earlier. Rebecca Newlin teamed with Monterey's Don Tevini in his 356 that a carburetor fire had struck earlier in the week; Bob Garretson drove Isabella Hawke's 924 turbo as she navigated on what was her first rally experience! Meanwhile Dave and Kathi Eckert rallied in a new 928S provided by Porsche-Audi while his 930 was being "re-tensioned." John Clever, the ever-solo ralleyist, even took along a navigator for this one and finished with only 11 penalty points!

Dogpatch night marked the lightpoint of Parade. As shown on last month's cover of the NUGGET, the attire was strictly Ozarks. We all danced to a great country band and drank a lot of country grape. Snookie won two Art Show awards for her stained glass and Kerry Biddle walked off with an armful of Golf Tourney awards.

Afterwards we trooped en masse to the Grand Rally, the biggest of the local go kart tracks and had a ball dicing wheel to wheel. Lapping the field was Stephanie Home—pigtails flying, nose to the steering wheel—leaving one spectator to remark, "Look at that o- lady go!"

With Saturday came the Final Awards Banquet and the close of Parade. We listened to Porsche A.G.'s President Peter Shutz and watched John Clever win the Rally award (and a set of tires). We said our goodbyes to those new friends we had made and resolved that next year we would meet in Appleton, Wisconsin.

For those of you who have never attended a Parade, think about it for next year...I'll even drive the Porsche. I promise.

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PROPOSED AX AND TIME TRIAL RULE CHANGES FOR 1984

PAGE 2, PARA 2.1A(c) Change 4:00PM in first sentence to 5:00PM and delete the rest of the first sentence. Delete the last sentence of paragraph (c) entirely.

PAGE 6, PARA 2.7T Add: (f) A contestant who makes a four-wheel course deviation either by going through an established row of pylons or by cutting across the course on one of his timed laps must return to the course at the point of departure or be considered a DNF. (Timing shall record elapsed time and specify DNF.)

PAGE 8, PARA 3.1T(a) Delete the words "by pouring".

PAGE 8, PARA 3.2 Add: (i) Windshield wiper arms may be removed.

PAGE 10, PARA 4.1(a) In last paragraph, delete the expression, "The general guideline is" and start the sentence with, "If the modification . . ."

PAGE 10, PARA 4.1(c): Change to read: Any Porsche factory non-racing sway bar assembly or camber compensator assembly is permitted.

PAGE 10, PARA 4.1: Add(c) Steel braided brake lines may be used on any car in any class.

PAGE 11, PARA 4.2(a) In last paragraph, delete the expression, "The general guideline is" and start the sentence with, "If the modification . . ."

PAGE 13, PARA (ai 4) Delete the last sentence which begins "Tires must be DOT . . ."

PAGE 13: Delete paragraph 4.2T(a).

PAGE 14, PARA 9 (a): In the last paragraph delete the expression, "The general guideline is", and start the sentence with, "If the modification . . ."

PAGE 17, Appendix A - The following changes are recommended:

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<td>6½ X 15 7 X 15</td>
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<td>5½ X 14</td>
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<tr>
<td>914/6</td>
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<tr>
<td>944</td>
<td>7 X 15 7½ X 15 8 X 15 or 16 or 16</td>
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</tbody>
</table>

The committee would like to know the popular opinion for:
1) Having the 944 in a separate class.
2) Replacing 70 series tires with 60 series.

A meeting will be held to discuss these rule changes as follows:

DATE: October 13th, (Thursday)
PLACE: HARRY'S HOFBRAU
390 Saratoga Avenue
San Jose
TIME: 6:30PM
HARE SNARED BY HUNGRY HOUNDS

The 1983 version of the annual hunt between the "Hare and Hound" on August 26, was a classic, challenging hunt, providing many laughs for the participants.

Nineteen carloads of "Hounds" spent 2½ to 3 hours traipsing over neat Porsche roads surrounding San Jose, Gilroy and Morgan Hill. Many of the hounds spent a great part of the evening backing up, trying to track the elusive "scent" of a very sneaky Hare.

The Neidel family was out in force, showing up in three cars. They were here, there, everywhere. Rob Neidel and friend, Bert, suckereded a long string of five cars on a wrong way turn from which we had to back up about 3/10 of a mile to get back on course. Another Neidel decoy trapped several cars, including the Clever, Mr. Clever, into another off course excursion. A couple of big teams of "hounds" showed up for this year's hunt—Mike Lommatzsch, Dan Patterson, Kevin O'Shea, and Jeff Reitmeir in one car; with the Atlees, Arollas & Blows teaming up in a Vanagan appropriately dubbed the "County Transit Special" by Karl Keller. Team efforts for a "Hare 'n Hound" are a blast. Hope to see more groups of howling hounds in 1984.

Paul Seidel was hell bent for revenge this year, having been beaten out of second place by Atlees & Blows by 1/100 of a mile in 1982 (Clever was first). Paul and Gary Kirshner tried every possible trick to trip up the team of 4A2B (Atlees, Arollas & Blows). Paul promised to eat his cigarette if 4A2B beat him in the '83 hunt.

Lommatzsch & friends wanted to make up for their last place finish in '82, so they ran every corner by foot, looking for the Hare's trail and succeeded in coming in second. Several new members including Ozolson and Jan Blair, Sherman Ting and Roland Hwang, and Byron and Dana Cole joined the hunt and we enjoyed their company. New members Gary & Sheila Korpi, one of the last cars out, got tripped up by over zealous citizens who erased the Hare's droppings with straw, mud and gravel. In spite of the man made obstructions, Gary & Sheila placed fifth overall, only 0.504 off the Hare's actual mileage. Final results after a couple of late arrivals and recalculation:

1st—4A2B (Atlees, Arollas, Blows)
2nd (tie)—Paul Seidel & Gary Kirshner
2nd (tie)—Mike Lommatzsch, Jeff Reitmeir, Kevin O'Shea and Dan Patterson
3rd—John Clever
4th—George & Teresa Neidel & sidekick Shirley
5th—Gary & Sheila Korpi
6th—Rob Neidel & friend, Bert
7th—Gary & Susan Griffiths
8th—Rob & Carrie Biddle
9th—Karen & Sharon Neidel & friend Tanya
10th (tie)—Sherman Ting, Roland Hwang
10th (tie)—Jerry Foster, Carol Wilhelmy

Tom Provasi & Sandy Jayner were the recipients of the "Empty Cage" award for finishing last. Paul Seidel, with his newfound taste for the leaf, kept his promise—he did in fact, eat his cigarette.

Dennis Winter, Sue Wise, Lee Fallansbee, Sue Martin and Karl Keller deserve a big 21 Carrot salute for a super event, well laid out and executed.

The "Hare 'n Hound" is an event everyone in GGR should try, at least once. Join us next year, you won't regret it!

Sonja Blow

---

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NUGGET/23
This year we had our ninth annual concours swap meet at the Carlson Porsche+Audi dealership and as always it was the Porsche Social event of the year, with an estimated 1500 to 2000 Porsche enthusiasts attending the event. As always, Carlson proved to be the perfect hosts providing a great site for the whole event, superb laser-engraved trophies for the Concours, and great hospitality.

The Concours had 32 cars entered in the five classes: 3 in C-1 for full concours up to 1965; 2 in C-2 for full concours from 1966 thru current; 6 in S-1 for street cars up to 1965; 10 in S-2 for street cars from 1966 thru current; and 11 in R-1 for competition cars. We used the Don Patterson’s scheme of judging where the 6 judges for the full concours classes are then divided into 2 teams of 3 to judge the street classes. We had an esteemed panel of judges for this event consisting of: Don Patterson (Concours Series Chairman), Gary Evans (Sailor), Ernie Wilberg (Concours Wacko), Gary Nylander (Racer/Time Trialer), Doug Forster (Blind Salesman/Swap meet Chairman), and Jim Perrin (National Vice President/PCA). When they split into 2 teams to judge the street classes Don Patterson, Gary Evans, and Gary Nylander judged the late cars and Jim Perrin, Ernie Wilberg, and Doug Forster judged the early cars. The Carlson people wanted to give trophies to the competition cars so they asked that we reinstate the R-1 class for competition cars, so for this event only we again used the 1982 Concours Series Rules. For those of you that wondered how the winners in this class were selected, each concours entrant and the judges received one vote for the cars in this class.

The winners in a concours are all the entrants that take the time and pride to enter their cars and all the spectators that have the opportunity to see these cars. The big winners are all of the entrants fortunate enough to take home a trophy as a measure of their success. The grand winners at this event were Bev and Joe Hartman, who won BEST OF SHOW with their 1974 911 Carrera and in addition to a trophy as a measure of their success, they also won the use of a brand new 911SC Cabriolet for a week.

Thank you all for making the Concours/Swap Meet/Bake Sale the social event of the year. We would again like to thank our friends at Carlsson Porsche+Audi for their continued sponsorship and support of this event, especially Charlie Burton, Owner and Concours announcer, and Rich Pasquali, General Manager and friend and member of GGR, who coordinates this event with the club.

Bruce Anderson

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**1983 CARLSEN PORSCHE+AUDI CONCOUR RESULTS**

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* BEST OF SHOW (Bev & Joe Hartman)
THIS IS THE ARTICLE THAT GLENN HILLS ASKED JANET BUCK TO WRITE ABOUT THE "TAILGATE PARTY" AT THE SEPTEMBER TIME TRIAL.

Those of you who time trial (or come out to help, or watch) know by now that things get a bit crazy at times. Our chairman, Glenn Hills, seems to have a never-ending bag of tricks to keep us entertained. One of his latest marvels (never mind the hat contest...) are Friday night tailgate parties at the track. Gary and I were drafted to host and judge the one held at the September 3-4 Time Trial at Sears Point Raceway. Prizes are awarded to the best tables.

To keep the entrants on their toes, I pulled a switch on them and set up new competition classes for this tailgate party. They were: "The Class Act" (the sky’s the limit; entrants were judged on overall presentation, table decor, food, attire, creativity, and effort); "The Porsche-iest" (a tribute to the marque and a chance to display all those trophy mugs and other Porsche goodies); and "The Tackiest" (we had had some unofficial entries in this category at the prior event so we decided to make a place for them). Judging was scheduled to begin at 7:00 P.M. SHARP on Friday, at the track (although bribes for the judges would be acceptable anytime after 6:00!)

Due to a last minute panic (as usual) in the preparation of the race car, Gary was unable to make it on time to judge. Now, if you’ve never seen the newly-acquired Nylander-mobile, you won’t appreciate this, but I had to drive the "bread truck" ALL BY MYSELF to arrive on time for the judging. (Only one small mark from a guardrail that jumped out in front of me near the Golden Gate Bridge...) What I saw upon my arrival at Sears Point was truly poetry in motion. Our tail-gaters were busily setting up their tables (I did receive one chocolate bribe) and the competition was FIERCE! We had the Reitmeirs and Lommantsch in an undeclared class, the Newlins, Roxanne Truro and Rodney Rapson, McGilumpy, Mack and friends, and LaMarre, to name but a few, and even had spectators!!! (the Johnson-Candlin crew, Atlee, et al.) Not wanting to take full responsibility for selecting the winners, (or more importantly to eliminate the losers...), I recruited Snookie Arola to assist in the judging and to be my chief SCAPEGOAT to deal with the losers. After much deliberation, the decisions were made.

Even though Rebecca Newlin made last-minute attempt to take "The Tackiest" prize by throwing her martini all over Valerie Blanchard’s daughter Melissa (who was all decked out in formal attire) we couldn’t resist giving it to the table that kept the prize tags on their bologna, individually wrapped cheese and white bread. Their names are being withheld to protect the innocent, as promised, but (hint hint) wedding bells are in the air for the two of them. (No it’s not Roger and Betsy...) Look for their mugs elsewhere in this issue. They were aptly rewarded with a six-pack of (warm) EconoBuy beer and a little something to keep them entertained during dinner (just way too TACKY to mention here).

"The Porsche-iest" was really tough - Glenn and LaQuita Hills even had Porsche champagne from the Historic Races! But Ken Mack’s table, sporting a crankshaft candleabra, Porsche hubcap "service plates", distributor rings for the napkins and Porsche decals on the tablecloth won our vote for first place. (I hope I got all those parts right - if not, my apologies to the technical chairman.) A well-deserved bottle of wine went to Ken and his group.

Last, but certainly not least, (you had to see it to believe it) Frank and Barbara Bower put us all to shame with their "Class Act". With Barbara in her (guaranteed "flake") Halston, and Frank in his "lux", their first course (of course) of vichyssoise (I had to look THAT up in the dictionary) was ELEGANTLY served with a side-order of violin-a-la-Frank. Beef Wellington (NO KIDDING) followed. A well-deserved reward - a Carriage Trade Dinner Club membership - went to this dynamic duo.

Thanks to all of you who made this a success. (Gary, get the RIGHT clutch next time so you won’t be late...). A special thank you to Paul Seidel for door prizes. What a pleasure to have such a great group of people as friends. Come out and join us - we’d all love to have you at one of our future "happenings". You may even find out who those TACKY masked tailgaters were...

Bon appetit!

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1917 Old Middlefield • Mountain View, Ca.
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  - Steve McCrory: 64.40
  - Barbara McCrory: 65.07
  - Doug Murdock: 66.45

- **K**
  - Tom Green: 60.28
  - Scott Campbell: 61.39
  - Jim Pasha: 64.47

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  - Janet Lanz: 70.75

- **L**
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  - Sergio Meze: 68.48

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  - Dick Petticrew: 66.12
  - Ian Thompson: 66.80
  - Knut Lien: 68.02

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  - Don Courson: 60.77
  - Jim McCulloch: 61.45
  - Rodney Rapson: 61.63

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  - Karen Hawkins: 61.44

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  - David Colman: 58.56
  - Steve Wamanawa: 67.36

- **QL**
  - Joan Colman: 60.36

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  - Rick Giacomazzi: 57.89
  - Ray Mascia: 59.45

- **S**
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- **U**
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  - Roger Ryan: 57.07
  - Betsy DeVilbiss: 60.06
  - Jerry Foster: 63.99

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  - Jack Kuhn: 66.82
  - Robert Ponce: 67.97
  - Bill Tsai: 73.22

- **VL**
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  - David Anderson: 67.73
  - Ron Lange: 68.90

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  - Anna Anderson: 69.48
  - Judy Lange: 72.51

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- **Z**
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- **ZL**
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- **Fun Run**
  - Vaughn Temple: 62.88
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GGR AUTOCROSS RESULTS, AUGUST 6, 1983

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**AUTOMOTIVE UPHOLSTERY**

Distributors for Quality...
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NUGGET/29
IN & AROUND THE ZONE
OCTOBER—1983

1  SVR Auto-X (FRAX)
1–2  GGR Time Trial No. 5
2  SR Photo Rally
7  SVR Oktoberfest
8  GGR Rally
9  YOS Wine Tour
15  RR Nominations Dinner
  MBR Dinner
  GGR Auto—X No. 7
  SJR Tech Session
16  SVR Big Apple Rally
  GGR Dinner
22  YOS Dinner
23  SVR Jack London Tour
28  RR Night Rally
29–30  SVR "Other Car" Auto—X
  GGR Tour
30  RR Wine Tour

IN & AROUND THE ZONE
OCTOBER—1983

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Zone 7 Banquet and Victory Celebration

10th Annual
Autocross Awards Presentation
and featuring the
"Great American Dance Party"

Open to all Zone 7 members. Autocross participation is not necessary. November 19, at the Willow Park Country Club in Castro Valley. Cocktails: 6:00 p.m., Dinner: 7:30 p.m., Festivities: 8:30 p.m. and the Great American Dance Party at 9:00 p.m.

Enjoy a fabulous New York steak, $20.00 per person or fresh and delicate Halibut, $18.00 per person. Price includes tax, tip, guest speakers and the disco.

Please respond no later than November 10th with your check made payable to PCA/Zone 7. Mail to: Gene Gilpen, Zone 7 Representative, 1047 R Street, Fresno, CA 93721. Indicate entree selections on your check.

An additional treat: A Ladies Luncheon and Fashion Show, 1:00 p.m., Willow Park Country Club. Club sandwich, $5.00 or N.Y. steak sandwich, $7.95, plus tax and tip. Contact Marsha Wilson for information (415) 228-4863.
You are invited to
THE PLEASANTON BOWL
Saturday, November 25, 1983

The last Autocross of the 1983 Season

Show that tough competition that it's not over yet!
Bring your spirit, bring your Porsche

Plan to tailgate before 8:30AM to insure best grid position. Any questions, contact Rodney or Roxanne
(408) 773-1655.

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2545 KEYSTONE AVENUE, SANTA CLARA, CA 95050
Dave Bottom — PCA GGR Member since 1974
### ZONE 7 AUTOCROSS NO. 7
### GOLDEN GATE REGION
### AUGUST 20, 1983

**CLASS 1**
- Larry Powers ........................................... 65.09
- Brian Perry ............................................ 71.51

**CLASS 2**
- Knut Lien .............................................. 71.89

**CLASS 3**
- Ray Clements ......................................... 64.59
- Lin Hokana ............................................. 66.81
- John Peichoto ......................................... 67.16

**CLASS 4**
- Jim Pasha .............................................. 67.05
- Janet Pasha ............................................ 73.89

**CLASS 6**
- Scott Campbell ....................................... 63.00
- Tom Green .............................................. 64.51
- Jerry Holbrook ........................................ 67.21
- Michael Dhux ......................................... 70.64

**CLASS 7**
- Don Harley ............................................. 63.76
- Stan Breyfogle ......................................... 64.16
- George Neidel ......................................... 65.39
- Gary Hartschok ........................................ 69.33
- Rob Neidel .............................................. 70.97

**CLASS 8**
- Dwight Mitchell ....................................... 60.90
- Larry Wilson ........................................... 61.29
- Dale Dorjath ............................................ 62.25
- Ed Clement .............................................. 63.75
- Art Seeger .............................................. 63.80

**CLASS 9**
- Marty Martoza ......................................... 65.73

**CLASS 10**
- Ed Wilson ............................................... 63.36
- Jim LaMarre ............................................ 64.86

**CLASS 11**
- Gene Gilpin ............................................. 59.83
- Dick McClelland ....................................... 61.03
- Rick McClelland ....................................... 61.41

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  - NOW $67.20
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  - NOW $224.00

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  - NOW $10.95
- 911 Service Covers. The best protection available for your car’s rear fenders when performing engine maintenance.
  - REG. $34.95
  - NOW $28.95
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  - REG. $37.95
  - NOW $26.95
  - REG. $11.95
  - NOW $9.95

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1932 Old Middlefield Way
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(415) 967-8634

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SALE ITEMS LIMITED TO STOCK ON HAND

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<td>Ron Leppke</td>
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<td>Richard Stuck</td>
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<td>David Colman</td>
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<td>Glenn Hills</td>
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<td>Terry Zaccone</td>
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<td>Sara Clements</td>
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<td>Pam Harley</td>
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<td>Marsha Wilson</td>
<td>65.74</td>
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<td>Valerie Blanchard</td>
<td>67.79</td>
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<td>Yvonne Saber</td>
<td>71.58</td>
<td>Shirley Newhouse</td>
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CLASS 40
Mary Ann Behrens ...................................... 64.46
Vicki Willis .................................................. 64.65
Liz Stiffler .................................................. 68.72

CLASS 41
Danielle Maddox ........................................... 68.63
Rebecca Ortega ........................................... 79.04

CLASS 44
Joan Colman ................................................ 63.69

CLASS 45
LaQuita Hills .............................................. 61.44
Shirley Neidel ............................................. 85.32

CLASS 46
Susie Atlee ................................................ 58.34
Rebecca Newlin ........................................... 58.50
Judy Zaccoone ............................................ 59.29

SOCIAL RACERS
Gary Dorighi .............................................. 63.60
Wayne Foster ............................................ 65.12
Bob Hartsock ............................................. 69.28
Brian Maxwell ........................................... 72.99

TOP TEN
Terry Zaccoone ........................................... 56.45
Bill Newlin ................................................ 56.90
Ted Atlee ................................................... 58.02
Glenn Hills ................................................ 58.32
Susie Atlee ................................................ 58.34
Rebecca Newlin ......................................... 58.50
Judy Zaccoone .......................................... 59.29
Matt Ballentine ......................................... 59.50
Gene Gilpin .............................................. 59.83
David Colman ........................................... 60.21

*TTOD

AUTOCROSS REPORT

Our last two autocrosses occurred within two weeks, so the results from both are given here.

We're having some real battles in most classes. Tom Green and Scott Campbell keep trading the lead in class K. The same with Dick Petticrew and Denny Zucchi in Class N. Ray Clements seems to have John Peichoto's number right now in Class C and Richard Stuck is currently sticking it to Dale Dorjath in Class H. Darrell Terry is showing that a properly set up and driven 911 Targa can beat a racing Volkswagen. (Roger Ryan's 914-6.) Roger has probably been distracted lately since he and Betsy DeVilbiss are getting married September 30, (if they pass tech.) Class leader Ron Trehan had a surprise when Jim Giffin showed up with his 930 and took the class. I think Ron may be in trouble.

Both autocrosses were very successful events. Our campaign to get beginners out is really working. We're getting several new autocrossers out at every event. Thanks to all the hot shoes who are being instructors. You are the backbone of this program. Thanks, and keep it up!

Our turnouts have been so good that we are way ahead of our budget for the year. I haven't worked it out completely with the Board yet, but my plan is to drastically reduce the entry fee for the last few events so we can all benefit from our success.

See you at the next event.

Terry Zaccoone

TECHTIPS #7

BRAKES
A mysterious loss of brake fluid or a sticky pedal cluster in your 911 or 914 means that the master cylinder needs replacing. Also clean the pedal box and install new bushings.

Full Service Maintenance

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PORSCHE TECHNIQUE

130 E. Sunnyoaks Ave., Campbell, CA 95008. 408/379-3220

NUGGET-35
PROPOSED AX RULE CHANGES FOR 1984

GENERAL PROVISIONS

2.1 The Zone National Representative, or his designee, shall act as the Chairman of the committee. In case of a designee, the Zone Rep shall act as an ex-officio Committee member.

4.2.1 If adequate sponsorship is available, the amount may be reduced to $0.75 per entrant.

8.2 An instructor may ride with the entrant. Both instructor and entrant must sign the release.

COMPETITION REGULATIONS

5.4.2 The run groups shall be:

GROUP CLASSES CAR TYPES

A. 1,2,3,4,5,6,7,10,23 Mens: Production 356/912/924/944
Super Street, Showroom Stock 924/944
27,28,29,30,31,32,33,36,49 Mens: Same as above
Womens: Same as above
B. 8,9,14
34,35,40 Mens: Production 914, Small 911
Womens: Same as above
C. 14,16,17,18,19,20,21,22 Mens: Medium & Large 911, Showroom Stock 911
41,42,43,44,45,46,47,48 Womens: Same as above
D. 11,12,13,24,25,26 Mens: Improved, Modified
37,38,39,50,51,52 Womens: Same as above

5.4.6 Each entrant is to receive at least two official separate.

5.9.5.a. Pre-running the course as a driver.

5.11.1. . . .directly to the gasoline tank, and additives which may raise the . . .

5.11.2. Passengers will be permitted in a competing automobile.

9.1. "Showroom Stock" category is open to any 1975, or later, Porsche except 914 & 930. The only performance-affecting modifications to be allowed in this category will be:

1. Car may be lowered.
2. Rim Widths: Any rim that will fit under an unaltered fender on a like car.
3. Rim diameters: Only those listed as standard or optional for that particular model (see Time & Rim specs).
4. Recapped tires are not permitted.
5. Installation of a "Thermal Reactor By-pass" (log-type, not headers) or replacement/removal of the catalytic convertor is permitted.
6. All tires must comply with the Calif. Motor Vehicle Code Section 27465(b)&(c), requiring 1/32 tread depth in any two adjacent grooves.
7. Any series tire may be used.

9.1.1 There are six classes in this category: 924—mens, womens; 944—mens, womens; 911—mens, womens.

9.2. Add to Type Range:
14. 911SC Carrera — 1984 on
15. 930 Turbo — 1976-1979
16. 928—1977 on
17. 944—1983 on

9.2.1. Only those tires which are approved for delivery on the Porsche automobile, or their equivalents, shall be allowed on the Production category automobiles. Race tires are not allowed. Any aspect ratio may be used, provided it will fit without modification to the fenders. (see 9.2.5.t.)

9.3.3.f. NOTE: Any car originally equipped with 8" rear rims, whether standard or optional, may use those rims. All others are limited to 7 inch rims width maximum. 944 may use 7 inch rims with no penalty, with the following restrictions: 60 series minimum profile with 15 inch rims and 50 series minimum profile with 16 inch rims.

9.3.3.i. Delete

9.4.1.g. Modifications, and/or substitutions to fuel delivery system otherwise not permitted. Turbo or superchargers are not allowed.

9.4.1.m. 911 brakes, up to and including 911S may be used on any 914/914—6.

9.7.1. Non-street legal recaps, such as "traction caps", may be used in this category.

GOLDEN GATE REGION—36
There will be no minimum number of entrants to establish a class.

All pushrod engines in classes 11, 12, 13, 37, 38, & 39 are limited.

CLASS SCHEDULE

New classes for 1984 include the following: (classes will be renumbered).

1. 944 Showroom Stock — men/women
2. 2.7 911 Carrera — men/women
3. 3.2 911 SC Carrera — men/women

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CLASS SCHEDULE

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3. 3.2 911 SC Carrera — men/women

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The Mart is available to PCA members only. Sorry, we do not accept ads from businesses. Mail (don't phone) your ad to the Editor by the first of each month—prior to publication.

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1971 Porsche 911T Coupe, 5-speed, 55K original miles, Metallic Blue, S-gauges, lowered, sway-bars, Konis, new XWXs, new chain tensioners. $10,900/ OBO. Roger D. Shapiro, 2407 Skylark Way, Pleasanton, CA 94566 (415) 846-7407.

1983 MB2 CD—Turbo, Anthricite, Palmino interior, sunroof, all options, 10K miles, 5 months old, Lease/pur option. Richard Kraus, (408) 867-0565 and leave message.

1977 911S Coupe No. 9117201462, Grand Prix white, black interior with black out trim, air, sun roof, sport seats, 7 X 15 alloys with 205VR-15/60 tires, Bilstein shocks, Bamberg stereo with factory rear speakers, center console, fog lights, Cibie H-4 headlights, Ungo box, cover and bra, 11-blade fan, fully desmogged, all service records and receipts, 40,446 miles as of 8/8/83, impeccable example. $18,500. Donald Chiang, 110 Valdeflores Dr., Burlingame, CA 94010, (415) 871-0700 (day) or (415) 348-5764 (eve).

911/912 A/C parts (1969). Original Behr. Air outlets (black, with speed and temp controls, mount one inch below left and right knee guards), 3-speed blower, drier, condenser, compressor, expansion valve, hoses, and brackets. Sell parts or all for $200. Robert Ponce, (408) 733-0865 after 7:00 P.M.


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The Mart is available to PCA members only. Sorry, we do not accept ads from businesses. Mail (don't phone) your ad to the Editor by the first of each month—prior to publication.

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Original 944 optional steering wheel $50 w/trade.

BMW 320i steering wheel - $35, bra for VW bug

- $25, four 5-bolt American mags w/185 tires (use on 356C, 911, 914-6) - $80, four 4½” chrome wheels with tires and moon caps for drum brake 356 - $80, Snell approved helmet, never worn - $75, 6 X 15 factory forged alloys w/P6’s, discuss price or trade, cushion centerpiece for 914 tray - $35, passenger side footrest for 914 - $40, Beta video cassette of “Get Hank Nite” - $25. New in the box Alpine CassetteAM/FM stereo $150 (won door prize at Parade). Bill Patton (see above).

1965 356 SC vin 220014 Blue/black leather seats and interior. Totally restored. Tape deck, silver sheepskin seat covers, etc. 10 Grand, firm. Call Al Berens, (415) 367-8339 and leave message on my answering machine.
1967 912 five-speed, silver grey with black interior, AM/FM tape player, Webers, looks and runs well. $6,500/offer. *Ted Berry or Sherry or Gary (415) 582-2391, (415) 865-1725.*

26 ft. enclosed car trailer - Pro-trac brand, 4-wheel elec. brakes, lights, work bench, cabinets, 3 yrs. old. $3,500. *Rich Bontempi, (415) 369-1364.*

Saratoga Sunroof for 924 or 944 Porsche. *Ron Weller, (days) (408) 942-4000 Ext. 4552; (eves) (415) 657-1193.*

1968 911, soft window Targa. Excellent condition. 5-speed, 90,000 original miles. Alloys, Konis, new stainless steel heat exchangers. All original except for leather Racemark steering wheel. $6,900 or best offer. *Call Jeff Witwer at (415) 949-1110 (eves) or (415) 941-3438 (days).*


Set of 4 tires CN36, (2) 185 X 15 & (2) 2 X 5 X 15 race recaps - same hardness as race tires with (4) zig zag tread pattern. Set of (4) $175 ind. $45.

Strainless steel air box new still in packing $400-good for 2.7 or 3.0 liter eng. (C.I.S.). *Vaughn Temple (415) 527-2704.*


1965 911 Time Trial Car - class F winner for several years - beautifully set up car but engine just lost a rod bearing - willing to sacrifice for $5,000, as is. Has turbo flares, locked diff., 22/29 mm T-bars, adjustable S-bars, centerline wheels, cage, whaletail, spoiler and unique yellow/blue paint scheme. Tow car $1800 and trailer $700 are extra. This is a bargain for the aspiring TT or SCCA racer. *Call John Breedlove (415) 949-1890 or Gary Myers (415) 854-2423.*

GOLDEN GATE REGION--38


‘82 911 SC 9,000 miles, like brand new, P7, Blaupunkt digital AM/FM cassette factory installed, clifford alarm, lowered, electric sunroof, cover, chiffon white with dark brown interior, leather seats, fully loaded. Price $32,000 or best offer. Serious buyers only, please. *Jaime Martorell (408) 279-3992.*

2 16 X 10 wheels - cheap. *Larry Chmura (415) 944-5300.*

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**NORBERT NIESLONY**

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ENGINE AND TRANSMISSION REBUILDING TO EXACTING SPECIFICATIONS.

EXPERIENCED RESTORATION WORK TO ORIGINAL SHOWROOM CONDITION.

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The new Audi 5000S is so aerodynamically sound on the outside, it reduces sound on the inside.

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The more you reduce wind resistance, the more you reduce wind noise.

That's one reason why we've worked so hard to make the new Audi 5000S the world's most aerodynamic luxury sedan. Because we believe a luxury car should offer you the luxury of peace and quiet.

To accomplish this, our German engineers spent 6 years designing and refining. They created new techniques, like placing side windows flush with the car body. They designed the underside with an aerodynamic precision normally reserved for hood and roof lines. And they road tested the 5000S over 3.2 million tortuous kilometers.

The result is an unusual blend of luxury and performance (0 to 50 mph in just 8 seconds).

In fact, 53 journalists from 16 countries were so impressed, they named the 5000S Europe's "Car of The Year."

Why not test drive it for yourself? We think you'll be just as impressed with what you see and hear. (And don’t hear.) PORSCHE + AUDI

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Coming Attractions

OCTOBER
1-2 Time Trial—Laguna—GGR/POC—Hills
8 Picture Rally—Fulton
11 Pit Crew—LaMarre
15 GGR AX No. 7—Mack
16 Dinner Meeting—Forster
27 Board Meeting—Blanchard
29-30 Mother Lode Tour—Keller

NOVEMBER
5 GGR AX No. 8—Rapson
6 Rallye—Seidel/Petticrew
8 Pit Crew—Hills
12 Swap/Concours—Seidel
13 Tech Session—Bower
13 Time Trial Awards Banquet
19 Zone 7 AX Awards Banquet

Picture of Right