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We have had an overwhelming response to our plea for pictures for recent GGR events, especially the Parade. We had over 180 photos to choose from to grace this issue. Please check the credits to see who volunteered. By the way, we can use color prints as well as black and white as long as there is good contrast. In fact, all the pictures in this issue came from color prints.

We decided to take the plunge (budget-wise) to include as many of these great photos as possible while the events pictured are still recent history, and expanded to a 32 page format. Hope you all like it.

A couple of issues ago, we asked for captions for the Ray Blow/Diane Terry photo duo, and, as there were NO entries, we are enjoying the Dom Perignon ourselves. Next time we have a contest, be sure to respond!

We did get a number of comments on the "Buck/Arolla" photo from the July issue... (is it or isn't it????). All you Sherlock Holmes hopefuls should have realized Janet's Targa doesn't have Pirellis on the rear OR a whale tail, and Charlie wouldn't be caught dead on a Kawasaki.

Now that we have piqued the enthusiasm of you shutterbugs, what about somebody out there with a literary bent? How about anybody who will write about our events? Eventmasters, draft someone to write up your event so we can all enjoy at least reading about it if we couldn't attend. PLEEZE!! By the way, don't be shy about your fractured English. We'd be happy to help you out editing (ours may not be any better but that doesn't stop us...!)

We reran the article setting out the dates you can join us in putting together the next issue of the Nugget. See page 12. We'd love to have you - give us a call. Also, if you know of anyone (including yourself) that is interested in advertising, give Mary Wallace a call at (415) 948-9203 for rates and info.

'Til next month...

Janet and Gary

FROM THE EDITORS
Janet Buck & Gary Nylander.........3
GRR DIRECTORY
Of Chairpeople....................4
DAL PRESIDENTE
Terry Zaccoone....................5
'85 PARADE
Janet Buck..........................7
TRULY UNOFFICIAL PARADE RESULTS
Gary Nylander......................10
NUGGET STAFF PARTY
Janet Buck and Gary Nylander....12
CARLSEN CONCOURS/swap meet
Paul Seidel........................14
CARLSEN LITERATURE AND MODEL SWAP MEET
Don Patterson.....................15
AUGUST DINNER MEETING
Ron & Sharon Trehant.............17
RALLY NOTES
Byron Cole.........................18
TECH SESSION
Bill Newlin.........................18
WINE TOUR
Sanders/Bower/Zimmers...........18
RALLY SCHOOL & BARBEQUE
Byron Cole........................19
T & D RALLY
Phillip Marks/Rik Larson-SVR....19
PICTURE RALLY
John Clever/Diablo Region.......19
ZONE 7 AUTOCROSS-GGR
Pleasanton.......................19
1985 MOTHER LODE TOUR
Karl Keller.......................21
FIREHAWK ENDURANCE SERIES
Brian Carleton....................22
TIME TRAIL #4
Sears Point.......................23
COMPETITION NOTES
Darrell Terry......................23
FAMILY PICNIC
Notes and pictures..............24
NOMINATING COMMITTEE SOCIAL
Charlie Arolla...................25
NEXT BOARD MEETING
Darrell Terry.....................25
MEMBERSHIP REPORT
Charlie Arolla...................27
THE MART
Classified Ads....................29
944 TURBO-MORE POWER FOR THE MARQUE
Tom Green.........................30

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**QuickAlert**

4/GOLDEN GATE REGION
I'm writing this as we are heading north on I-5, returning home from the Parade. Judy and I had a great time at the Parade, as usual. Golden Gate Region and Zone 7 were very well represented in entrants, trophy winners, and noise. Zone 7 has developed a reputation for being a close-knit group that always seems to be having a great time. This is exactly true, as those of you who have been participating in Zone events knows! We had a Zone 7 party Friday night at Mike Edgar's folks' ranch in El Toro. We invited many guests, including Dr. Wolfgang Porsche. At least five different people came up to me the next day and said something like: "I really envy you people in Zone 7 - you always have so much fun!" Hey, what can I say? If we've got it, we've got it!

The Riverside Parade Autocross was exciting at times. Some of us got to run the track in 112 degree heat. On that day, Rich Bontempi, Greg Peart, and Dennis Winter got reruns because they were washed off the track by a 3 inch wall of water sweeping across turn 8! This was somewhat unexpected, being in the middle of the desert as we were. (Does anybody know who Martin Churchill is, or was?) Anyway, it seems that the local water storage crew just across the freeway decided to release about 3000 gallons of water. It took 45 minutes to dry in that heat and we were able to continue.

Our own Neidel family received the International PCA Family of the Year award for an unprecedented second time! A richly-deserved tribute.

Peter Schutz spoke at the final banquet. He related many Professor Porsche stories, two of which I must share with you. Peter was telling about the new 3.2 liter flat-six Porsche airplane engine, which is now replacing the 10 liter engine for that airplane. When he told us the two engines have the same horsepower, he added that Dr. Porsche said, "But then, their horses always seem to be a little smaller than ours." He also related the response to a North American correspondent who asked "Dr. Porsche, what is your favorite Porsche?" Dr. Porsche immediately responded, "It has not been built yet!" Awesome.

Next year the Parade will be in Portland, Maine, in the first week of August. Judging from the talk, we should have quite a few people going to Maine. I intend to arrange a Canada tour, probably for the return trip. The 1987 Parade will be in Dallas, Texas, starting the weekend of the Fourth of July.

Enough of Parade for now. You will find more Parade news and results elsewhere in this issue. Our next big event is the Zone 7 Autocross/Trethan Dinner Meeting/Carlson Swap Meet & Concours on August 10 and 11. See you there!

Ciao!

Terry

We received this note from Julie Arnold:

I would like to thank all the Porsche people from the Time Trial Series, Yosemite Tour, and Zone Autocrossers for contributing so much to my recovery and well being. Your thoughts, prayers, flowers and donations have given me a real boost.

Liz Stiffler, on your behalf, presented me with a lovely gold chain with a Porsche crest pendant. It will be a constant reminder of my Porsche friends. Thank you for your continued support.

On June 27, my assailant was sentenced to nine years in state prison.

Julie Arnold
Photos this page left, top to bottom: Rick Bower gets Marcel off to a good start for Parade as Joan Sanders, Terry Zaccone and Rick Guido look on; Karl Keller and Susan Ramer register Parade entrants; Karl Keller's lucky room number; Joan Sanders and Rick Bower help out at registration; right, top to bottom: each hotel guest at Parade was presented with a scrumptious chocolate Porsche; L.Q. and Glenn Hills enjoy hospitality room with Mary Ann and Bud Behrens; Karen Towler readies for the concours with Bill's assistance... .
Blue skies and bright sunshine (in fact, too much sunshine) greeted eager PCA'ers in Costa Mesa, California as they arrived to register for the 1985 Porsche Parade, held June 29-July 7. As we rolled up to the Westin South Coast Plaza hotel, Parade headquarters, we were welcomed by smiling faces and (thanks, Lowenbrau!) a cold beer. After registering, we headed for the Goody Store, where certain t-shirts, jackets and other trinkets dented our pocketbooks. If you brought enough $$ or credit cards, you could have outfitted yourself, your car and your home at the Goody Store with everything Porsche! We shared our new treasures with other PCA'ers over (more) Lowenbrau in the Hospitality Room. This room turned out to be the oasis throughout the week, where one could always find friends, a place to sit out of the heat, bulletin boards with party news, messages, and items for sale, art objects, scrapbooks and other items to delight the eye, and of course, MORE LOWENBRAU! The serious Concours folks had taken over a floor in an adjacent parking garage and Q-tips were being consumed in mass quantities. We covered my car, not to keep it clean, but to avoid the scrutinizing eyes of these strangely wired types. Some of these crazies had driven from New York or Canada and planned to enter the Concours set for Monday.

Sunday, June 30 was the first big party, a Mexican food banquet held by the pool at the Westin. Mariachis serenaded us throughout the evening and Al Holbert talked shop after dinner. Of course we had plenty more Lowenbrau and were given Lowenbrau visors and hats (which came in handy during Southern California's heat spell!) Door prizes were a-plenty and among the lucky was Tom Maslen of Diablo. Reigning home a titanium Porsche watch! Monday brought no relief from the heat as the 85 Porsche Day at the Concours got underway on the gentle grassy slopes outside the Westin. Apparently the heat attracted a swarm of tiny green bugs that covered all the beautifully prepared Porsches (or did they just have good taste?) The judges didn't count off for the pesty creatures, thank goodness. I suggested that Bill and Karen Towler might try polishing their 914-6 with Raid.... The Concours judging was completed and the hard work rewarded at the Monday night Concours Banquet. This black-tie affair was held out-of-doors to the dismay of those counting on air conditioning to ease their discomfort. Besides the Concours awards, other kudos were given, most notably the Family of the Year Award to GGR's Neidels. Congrats! The Parade Autocross was held at Riverside Raceway beginning on Tuesday, through Thursday. Prospective participants were warned at Monday evenings' dinner that the heat had already put 4 event workers on the sick list. Armed with plenty of wet towels and fluids, GGR'ers trenched in and brought home the hardware, as usual! Speed Event Awards were presented at a Fourth of July Picnic back on the lawn at the Westin, where we were entertained with bluegrass music and the ladies' shotput competition, and we were fed copious amounts of hot dogs, hamburgers, peanuts, popcorn, and, yes, MORE LOWENBRAU! Derek Bell not only amused us with anecdotes of his racing career, he assisted in presenting the Speed Event Awards. Most of the ladies (and some of the men) seemed to enjoy a hug and a kiss from Mr. Bell.

Friday was the day for the Yokohama Tire Rally. Afterwards, most Zone 7 folks opted to attend the BBQ in El Toro at the home of Mike Edgar's parents rather than the rally reception (you guessed it - "Lowenbrau Night") at the Westin. In El Toro, we enjoyed a feast on deep-pit BBQ beef with all the fixin's, took group photos with awards, visited with other PCA friends and held the coveted Zone 7 Quilt drawing. A lucky Sacramento Valley Region needleworker won this masterpiece, to the envy of all who had their fingers crossed.

The early risers on Saturday morning (7:00 A.M. start!) took the Bosch Tech Quiz, which lasted three hours. We non-early risers and non-technical types spent the day sunning ourselves, shopping, visiting local sights such as Disneyland, making a last attack on the Goody Store, or, you guessed it, enjoying more Lowenbrau in the Hospitality Room. We were treated to a cocktail reception Saturday evening before the grand finale banquet in the grand ballroom at the Westin. Special guests included Peter and Sheila Shutz, and of course, Dr. Wolfgang Porsche. Rally, Art Show, Tech Quiz and Special Awards were presented as well as an abundant number of door prizes, the grandest of which was a trip to Stuttgart! No one went home empty-handed, as each attendee received a nifty little Pirelli tire guage in its own case and a gold-rimmed mug sporting the Parade logo.

You'll find what results we could obtain as well as various photos herein. Let us know if we missed your award and we'll print it next issue. Everyone ought to attend at least one Parade. Those that seemed to enjoy Parade the most were the folks that participated in many of the events and planned special side trips or get-togethers with their Porsche friends. It is also rather essential to have your favorite Porsche to get around town, or even to just cruise the parking lots brimming with everything from 356's to 904's...
to 911SC's to 914's. Ah heaven... Do you suppose someone in Maine would rent us their pride and joy for a week so we can just fly back next year? I mean, we love to drive our Porsches, but that's really a long haul! Guess we'll have a Lowenbrau and think it over... (Gee, wonder where we developed a taste for Lowenbrau?)

Janet Buck

Photos this page left, top to bottom: Auto exotica at Parade Concours; right, top to bottom: Concours entrants Roxanne Truro and Rodney Rapson's 914-6; Vasek Polak's 917; earliest 356 at Parade Concours; Bill and Rebecca Newlin's 914-4. Opposite page left, top to bottom: Bill Towler, head chef at Dave and Valerie Blanchard's anniversary party at the beach; Zone 7 party in El Toro on Friday; Valerie Blanchard's form in the ladies' shotput competition; right, top to bottom: more of Blanchard's beach party; GGR'ers at 4th of July Picnic-Awards banquet; bottom two photos from the Monday Night Concours (black-tie) Banquet.
Truly Unofficial Parade Results

Here are some of the results from the various competitions at the 30th PCA Porsche Parade in Costa Mesa, California. I apologize for any omissions—I hurriedly copied down results from computer printouts, scanning for GGR and dual members. If I missed you, let me know and I'll publish it next issue.

'85 PORSCHE DAY AT THE CONCOURS

Class C: 1st-Albert Lauder/Wolfgang Reif ('62 356); 3rd-Norbert/Margrit Nieslony ('62 356); Class G: 1st-Gary/Susan Griffiths ('69 911S); Class M: 4th-Debbie Killam/Steve Kubel ('73 912-4); Class N: 3rd-Bill/Karen Towler ('70 914-6); 4th-Roxanne Truro/Rodney Rapson ('71 914-6); Class R: 9th-Ken Mack ('70 914-6); 10th-Rich McGlumphy ('70 914-6); 12th-Bill/Rebecca Neuvin ('71 914-4).

RUNNING (ON FOOT) EVENT (Regions were not listed, so these are a best guess!)

Finishers: Category 2 Ladies: Joan Colman, Valerie Blanchard and Jan Grove; Category 2 Men: Dave Blanchard, Terry Zaccoone.

GOLF

Bill Towler - tied for 4th best score; Bill Neuvin - finished.

SPEED EVENT-RIVERSIDE RACEWAY

Class P1: 4th-Gary Apotheke; Class P3: 1st-Ed Wilson (Diablo); Class P4: 3rd-Steve Kubel; Class P5: 1st-Rich Bontempi; 3rd-Dennis Winter; 4th-Greg Peart; Class P7: 2nd-Dave Blanchard; 8th-Dick Petticrew; 9th-Dale Dorjath; 10th-Bob Biddle; 13th-Bob Garretson; Class P8: 1st-Don Havranek (also second fastest on street tires); 3rd-Steve Ross; Class P9: 1st-Terry Zaccoone; 10th-Keith McMahon; Class P10: 2nd-Charlie Arolla; 11th-Sergio Meza; Class P11: 11th-Jack Kuhn; 15th-Mark Gang; Class P12: 1st-Jim Brooks (also fastest on street tires); Class P15: 1st-Don Whaley; Class P19: 1st-Marsha Wilson (Diablo); Class P20: 1st-Debbie Killam; Class P21: 1st-Kathryn McVean; Class P23: 1st-Valerie Blanchard; 7th-Joan Colman; 9th-Neda Dorjath; 10th-Kerry Biddle; Class P25: 1st-Kathy Hopkins; Class P26: 2nd-Snookie Arolla; Class P28: 3rd-Mary Matoza (Yosemite); Class P11: 2nd-Bill Packwood (Diablo); 3rd-Steve Nieslony; Class P12: 1st-Glenn Hills (also fastest production-based car); 2nd-Rodney Rapson; 3rd-Darrell Terry; 10th-Bud Behrens (San Joaquin); Class M1: 1st-Bill Neuvin; 2nd-Don Tervini (Monterey Bay); Class M3: 3rd-Ken Mack; 5th-Emmett Wilder (Redwood); (Rich McGlumphy apparently finished 4th but there was a timing dispute which hadn't been resolved by press time); Class M4: 1st-Dave Morse; Class T4: 1st-Sue McGlumphy (Sacramento Valley); 2nd-Sandy Molinar (Diablo); Class T6: 1st-Roxanne Truro; 2nd-Mary Ann Behrens (San Joaquin); 3rd-L.Q. Hills; 4th-Denise Terry; Class M5: 1st-Rebecca Neuvin.

YOKOHAMA TIRE RALLY

Class A: 1st-Tom/Melissa Masles (Diablo); 2nd-Harvey Cain/Connie Farlinger (Sacramento Valley); 10th-Joe/Bev Harman; 13th-Terry/Judy Zaccoone; 30th-Dick/Suzanne Petticrew; 31st-Debbie Killam/Steve Kubel; 41st-Rick Bower/Joan Sanders; 78th-Gary Apotheke/Lynne Grant; 88th-Gary/Susan Griffiths; 107th-Darrell/Denise Terry; 108th-Sharon/George Neidel; (there were many more contestants but I was unable to obtain scores beyond 108th due to time limitations); Class B: 2nd-Linda Gang; 6th-Bob/Kerry Biddle; 7th-Mark/Stan Michelson (Monterey Bay)/Carl Wishek (Yosemite); Class C: 1st-John Clever (navigator) (Diablo); 4th-Keith McMahon/Kathy Hopkins; 5th-Sue Wse/Dennis Winter; 11th-Toby/Leta Evans; Class D: 5th-Stan Michelson (Redwood).

ART SHOW

In the Art Show, both Snookie Arolla's beautiful stained glass piece depicting the Don and Diane Terry Turbo and the Zone 7 Quilt, which was organized by Shirley Neidel and contributed to by members of the Zone 7 Regions, took first place in their categories.

Congratulations to all the entrants as well as the winners! Gary Nylander

GGR'ers claim their trophies at Parade: at left, Dave Blanchard, Terry Zaccoone; opposite page left to right, from top row: L.Q. Hills, Darrell Terry, Ken Mack, Bill Neuvin, Roxanne Truro, Rich Bontempi, Charlie Arolla, Valerie Blanchard, Glenn Hills, Rodney Rapson, Snookie Arolla, Dennis Winter.

10/GOLDEN GATE REGION
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You will learn how simple it is to type articles, hot-wax copy, use all the nifty pens, tools and gadgets and even learn how to proportion photos. What's more, we will be ever grateful for your help. If you are even slightly interested in taking on the job of Nugget Editor for next year, this is what the doctor ordered. We really are having fun editing the Nugget and would love to show you how easy it is since the club acquired all the necessary equipment to produce the Nugget at home.

Please check your calendar and join us if you can on the following dates and times:

SATURDAY, AUGUST 3: 12 NOON-5:00 P.M.
Typing/layout

SUNDAY, AUGUST 4: 12 NOON-5:00 P.M.
Typing/layout

TUESDAY, AUGUST 13: 7:00-10:00 P.M.
Paste-up

WEDNESDAY, AUGUST 14: 7:00-10:00 P.M.
Paste-up

We hope to see you on one or more of the above dates! Please call to let us know you're coming and we'll try to have your favorite beverage ready for you upon your arrival. Feel free to bring munchies or whatever else and we'll make a party out of it!

To get to our house from Freeway 280, take the Foothill Blvd. exit in Cupertino and go south about 1 1/2 miles on Foothill Blvd.; after you have crossed Stevens Creek Blvd. and Voss (light signal), turn right on Alcalde; go to second street and turn left (on Santa Lucia); make an immediate right on Cordova Road; follow up the hill until the fork in the road and take the left fork, staying on Cordova. We're on the left at 10638 Cordova Road. Call us if you get lost or to let us know you're coming, at (408) 257-0459.

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[Map of location]
PORSCHE LITERATURE AND MODEL SWAP MEET AT CARLSEN PORSCHE-AUDI

Again this year we will have a special area for Porsche literature, model and memorabilia swaping at the Carlsen Swap Meet, August 11. Literature collecting of Porsche memorabilia has become more and more popular, whether it is collecting up all the sales literature, owners and service manuals for your car or to collect all the known 356 literature produced.

Porsche collectibles cover a wide variety of material including sales and technical literature, CHRISTOPHORUS, PANORAMA and 356 REGISTRY magazines, calendars and calendar coins, posters, owner's manuals, service manuals and parts catalogs and Porsche advertising items such as ash trays and unusual accessories. Particularly sought after are 356 items such as sales literature, owner's manuals and early issues of CHRISTOPHORUS.

For those of you who just have a few items to sell, we will have a consignment table where we will sell items with a 10% selling fee going to the Club. Last year we sold over $500 worth of consigned items. We can also assist you in valuation.

So, if you have a few items of sales literature laying around in drawers, a stack of old PANO's, CHRISTO's or old calendars in the garage, bring them out. It's a good way to clean out the garage and see that these items get a good home rather than eventually going into the trash can. Or, if you are looking to collect the accessories manual or sales literature for your car, stop by.

In order to let me know how many spaces and tables we will need, I would appreciate your letting me know in advance if you are planning on being a seller. Table rental is $10.

Don Patterson
(408) 354-0618

Photos this page from '85 Porsche Day at the Concours at Parade; left, top: exceptionally prepared 907; right, top: 914's of Ken Mack, Rich McGlumphy and Bill and Rebecca Newlin lined up for judging; bottom: Bill and Karen Towler's 914-6.
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Danville, CA

WHEN: Saturday, August 10, 1985
12:00 Noon - Swimming (BYOB)
5:00 P.M. - Keg opened and Wine poured
(Provided by GGR)
6:30 P.M. - Dinner

COST: $7.50 Adults, $6.50 Children

Dinner buffet includes Lasagna, Teriyaki Chicken, Green Salad, Fruit Salad, Garlic Bread, Wine, Beer, Coffee and Punch. If you come early, bring munchies. If you come later, bring dessert.

Make checks payable to "PCA-GGR" and mail to:

SHARON TRETAN
455 BOLERO DRIVE
DANVILLE, CA 94526

RESERVATION DEADLINE IS TUESDAY, AUGUST 6, 1985!

Note: You are responsible for your reservation and if you are a no-show, you will be assessed the cost of the dinner(s) and will be required to pay by check in advance of all future dinner meetings.

DIRECTIONS: From San Jose, take Highway 680 North to Sycamore Valley Road. Take Sycamore Valley Road East, Right on Greenbrook, Left on Bolero Drive, proceed to the top of the hill. House is on your right. From anywhere else, get to 680 and take Sycamore Valley Road East, then follow above instructions.
The Firecracker Foto rally on July 4 lived up to its name. The rally wound its way through back country roads and nice neighborhoods from Mountain View to the beach at Santa Cruz. You were supposed to find where photos were taken along the route. If you found the pictures and recorded the correct mileage then you scored well.

Recording corrected mileages may sound complicated but it is really easy when you know the tricks. This month we are going to share all the tricks of the trade with you to become an expert ralliester at THE RALLY SCHOOL AND BAR-B-QUE, August 24. We will teach you how to run Pan Am and Monte Carlo style rallies and let you run a two leg rally created just for the school. We'll show you the power of D + R x T and how to make corrections in hundredths to an odometer that only reads in tenths. Then you can relax over Bar-B-Q and drinks and share exciting stories of Standoffs and Checkpoints, odo factors and zeros.

If you've been running autocrosses and/or time trials for awhile then you have acquired the skills and spirit to take on a rally. All the best ralliester learned to drive on the track first. A rally, now that's real excitement. The rush of adrenaline as the TVV beeps down to your start time. The rhythm of the road and a chance to drive your car the way it was designed to be driven. New roads you've never seen before; valleys you didn't know were there. Finding your way around with maps and your wits. Now that's real excitement. Strap on your boogie boots and come on out to the Rally School.

We need workers for the August rally school and the November rally. Call me if you would like to help. Experience is not necessary.

My sympathies go out to Niello's. They've been waiting this past six months along with me for a door panel. Is there no hope for us. It could have been shipped through Beirut by now.

August Rallies: August 3, Revenge of the Baron, a T & D rally by Diablo Region, call Liz (415) 829-2049; August 3, Hare and Hound rally by Redwood Region, call John (707) 764-4174; August 18, Picture rally and picnic by Diablo Region, call Liz (415) 829-2049; August 24, Rally School and Bar-B-Q by GGR, call Byron (415) 828-2896. September Rallies: Sept. 22, Sun Fun II, an A-B rally by ESCA, call Bob (707) 584-1421.

Date: Saturday August 3rd, at 10:00 A.M. at Carlsen Porsche-Audi, 1730 Embarcadero Road, Palo Alto.

Subject: 944 Turbo and 928S 4 valve intro.

Carlsen's technical guru, Rick Bower, will be spillin' his guts about the innermost secrets of Porsche's latest hot rods. Rick has been to Porsche's technical schools on these particular models and his enthusiasm about these cars will be a technical treat for all attendees.

Remember: 10:00 A.M., Carlsen's in Palo Alto, on August 3rd.

We'll have slides, photos, cars literature, coffee, donuts, and a chair waitin' for your bod....And....

At the Carlsen Swap meet on August 11, the following weekend, there will be a special technical presentation of Halon fire extinguishers at 12:00 noon. Don't miss it!! This will be mind boggling!

Porschially, Bill "finally a tech session" Newlin

WINE TOUR

Saturday

September 28, 1985

Once again fall is approaching and it's time to head for Sonoma County for a one day wine tour. We have an all new line-up of small Russian River and Alexander Valley wineries in store for those PCA'ers who enjoy touring the wonderful Porsche roads of Northern California. For those of you who are interested, be sure to watch your September Nugget for more detailed information. Watch closely, this tour fills up fast!

Rich Bower/Joan Sanders/Phil Zimmer
RALLY SCHOOL AND BBQ

Help us celebrate Gary's birthday and learn the fine art of rallying! We will start off with a rally school to teach you the art of running Pan Am and Monte Carlo style rallies. Then we will send you out on a two leg rally designed especially for the school. After the rally we will have a BarB-Que dinner and rally awards presentation at the Ringen's home.

START: 1:30 P.M. Saturday, August 24
FINISH: About 7:00 P.M.
LOCATION: Meet at the Ringen's
1072 Echo Dr., Los Altos
DIRECTIONS: From I 280 take the El Monte exit and go North-East, After Foothill turn right onto Covington, Right onto Fremont, continue to Echo, Left at Echo, house on corner.

CLASSES: First Timer
Beginner
Everyone else
$3.00/car

INCLUDES: Rally School, Mini-Rally, Soft drinks, Beer, Wine, Charcoal, Hot Tub

BRING: Your own meat to BBQ
Last Names A-M: Desserts for 4 people
Last Names N-Z: Salads for 4 people

OPTIONAL:
Swim suit and towel for the Hot Tub
Calculator
Clip-board
Time piece: Watch, timer, etc.
Binoculars

Come alone or bring a friend. Call Byron at (415) 828-2896 for information. Sponsored by RINGEN FINANCIAL CORPORATION.

PORSCHE CLUB OF AMERICA DIABLO REGION PRESENTS
THE PICTURE RALLY 85
FASTER THAN YOUR FASTEST SHUTTER
MORE POWERFUL THAN YOUR BEST LENS

DATE: SUNDAY, AUGUST 18, 1985
TIME:
REGISTRATION OPENS 10:00 AM
FIRST CAR OUT 11:00 AM
(COME EARLY TO STUDY THE PICTURES)
LENGTH: APPROXIMATELY 3 HOURS
FINISH: IN THE PARK IN PLEASANTON,
BRING A PICNIC LUNCH TO ENJOY
ON THE GRASS.

INFORMATION: JOHN FULTON (408) 287-9260
JOHN CLEVER (209) 835-9090

Sacramento Valley Region Presents A
TIME & DISTANCE RALLY

WHAT: A unique Time and Distance Rally (so unique that we don't have a name for it yet)

WHY: Just because we want to have a good time, good food, good drink

WHERE: Vacaville area (between Sacramento and San Francisco)

WHEN: Sunday, Sept. 15, 1985

WHO: Sacramento Valley Region
Porsche Club of America

RALLYMASTERS: Phillip "GOOSE" Marks and Rik "SNAKE" Larson - more than 40 years of rally experience (not quite as much as John Clever, but close)

1985 SERIES
MARK PORSCHE + AUDI
5787 N. BLACKSTONE, FRESNO CA 93704 - 209-431-7500
AUTOCHOICE NUMBER 4
AUGUST 10, 1985
Alameda County Fairgrounds, Pleasanton
Presented by Golden Gate Region

RUN GROUPS
A - Production 355, 912, 924, 944, Showroom Stock 924, 944
B - Production 911, Small 911, Medium 911, Showroom Stock 911
C - Large 911, 930
D - Super Street, Improved, Modified

RUN/WALK SEQUENCE
A Run, Host Region Works - Grid open at 9:00 a.m., closes at 9:30 a.m.,
B Run, A Works - Grid open at 9:30 a.m., closes at 10:30 a.m.,
C Run, A Works - Grid open at 10:30 a.m., closes at 12:30 p.m.,
B Run, C Works - Grid open at 1:00 p.m., closes at 2:30 p.m.,
Social Racers may run with any group. Run Group B has "Walk Bye" this event.

REGISTRATION AND TECH open at 8:00 a.m. All entrants must have a current PCA Club and Host Group's license. Everyone must sign the PCA release form. All drivers must work as per above schedule in order to receive earned points for this event. All cars must be timed and on grid in new-ready condition prior to closing of grid. Course walk times are approximately 8:00 a.m. and before the third run group. Mufflers are required. Some loaner helmets will be available.


EVENT CHAIRMEN: Jim Paine (415) 828-5810 - Gary Ringen (415) 363-8909/948-9025
SATURDAY NIGHT: Swim & Feed at Treharne (415) 828-8914. Reservations required.

SUNDAY CONCOURSE/ swap Meet: Carlton Porsche/Audi, Palo Alto. Opens 8:00 a.m.

EVENT SPONSOR
AUTOHAUS
760 El Camino Roasl, San Carlos, CA - (415) 591-8666

NUGGET/19
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COME IN AND DRIVE HOME A COMMITMENT.

SUNNYVALLE PORSCHE AUDI

815 E. El Camino Real, Sunnyvale, CA. 94086, 408/732-9100
1985 MOTHER LODE TOUR

DATES: Saturday & Sunday, October 5th & 6th, 1985

TIME: Tour groups start at 8:00 a.m. sharp on Saturday the 5th.

START: Harris Realty parking lot on Hopyard Rd. From the intersection of freeways 580 & 680 go East on 580. Hopyard Rd. is the first turnoff to the right.

COST: $125.00 per couple (check payable to PCA-GGR).

INCLUDES: SATURDAY

* Buffet lunch at Black Bart Inn
* Wine tasting at the Shenendoah Winery
* Walking tour of Sutter Creek (Carmel of the Mother Lode).
* Prime rib dinner with wine & door prizes
* Live play at Black Bart Dinner Theater
* Night's lodging at the Black Bart Inn with secured parking; ALL rooms are modern motel-type rooms with a bath.

SUNDAY

* Champagne brunch at the Black Bart Inn
* Steam train ride on the "Mother Lode Cannonball" and a round house tour
AND MORE
* Great Porsche roads, history, Maps, Brochures, etc.

LIMIT: Forty (40) cars/couples.

DEADLINE: Get those checks FOR $125 to the chairman no later than Friday, September 6th to secure your reservation. With an event such as this I can't reserve the entire hotel without your timely PAID reservation.

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

NOTES: Where the tour starts on Hopyard Road, there are service stations (Mobil, Shell, Chevron to name a few) and places for breakfast (Denny's, Burger King, Carnation - to name a few). Just remember we want to start the tour - leave at 8:00 a.m. Driving time to the Black Bart Inn in San Andreas is about two hours with a rest stop inbetween. No one should get lost because we will all have driving instructions.

RESERVATION: Mail, or deliver, your $125.00 reservation check to: Karl Keller, 388 Bay St., San Jose, CA 95123 Phone: (408) 256-5566 (days) - (408) 225-4837 (eves)
Close but no cigar! After six hours in the hot, humid midwest, Jon Milledge and Walt Maas ended up third behind a Camaro and a 300 ZX Turbo. My lap count didn't agree with the IMSA scorers so there is a chance to move up. It will probably mean points and prize money if the final review goes our way. The other team 944 driven by Paul McIntosh and Larry Bziel finished well down the list after losing some laps early in the race. For their first ever road race, Paul and Larry did very well.

The crew flew into St. Louis Thursday evening and, after a rent-a-car foul up, drove to Collinsville, Illinois. It's a fast 10 minute drive to the race track which is still far from complete. The paddock was a mess with mud, gravel and tundra to make life a challenge. Paul had taken good care of us with two class A motorhomes and an ATC to scoot around on. On this trip we had no ladies with us so it was fend for yourself on chow. Dick Barbour would have had a fit to know the crew was granted "john privileges" in the motorhomes. We even drank the drivers' Gatorade.

Practice and qualifying had the usual rash of accidents as everyone had to learn a new course. Walt termed it a track which demanded finesse rather than throw it and catch it technique. Sort of a flat Laguna Seca. The competition was tough with lots of Camaros, 300 ZXs, Pontiacs, 944s and Fords. Our team cars ended up 6th and 23rd in a field of sixty some cars.

Work in the paddock was routine so we had dinner out every night. Jerry Woods, Ron Trethan and I were dining at Sonny and Cher's on Saturday night. Young Bobby Akin who also runs a 944 in our series was in the restaurant with some friends. R.T. talked our waiter into presenting our dinner tab to Bobby for "services rendered at the track involving great Porsche expertise". Needless to say, Bobby threw the bill in the air and used Richard Nixon Watergate language. The food and service wasn't bad but far from California standards. The best thing about going out to dinner was the fantastic teamwork of Woods and Trethan on hand brake turns with the locked Grand-Am.

The weather improved by race day. All crew members were now on the job. Steve Cate, Rick Bower and Heinz Shafer wrenched on #91 for Walt and Jon, while Jerry, Ron and I did the thing for Paul and Larry on #92. Charlie Burton and Rich Pasqualli pitched in as required. Paul had some friends there who willingly did all the grunt work, shopping trips and such.

After all the pre-race incidents, the start was fairly good and there were no pace cars in the first couple of hours. Jon and Larry were our starting drivers. Jon settled in 4th place but the car was running hot and pitted early on lap 39 about 1 hour and 15 minutes into the race. Walt took over and ran out another tank of gas. The #92 car is new and has a larger tank so was able to stay on the track over two hours with ease. Paul and Larry had listened well to our instructions and did excellent driver changes. The engine stalled after a good pit stop and the resultant delay dropped #92 from contention.

Without a well-trained lap scorer (we need you Judy Stropus), our info on the race standings was guesswork. Both cars had radios and we also used the pit board. The first two hours produced a high attrition rate so the smoothly-run heads-up teams began to sort the race out by the three hour mark. After both cars had made their final pit stop we tried to feed the drivers the best information we had available. Walt was in #91 and Larry in #92. Since Walt was racing for the win, most of our signals were for him. Some laps from the end, a pace car period and a sudden rainstorm screwed up any chance to make the strategic moves. The checker was given to the 300 ZX which Walt had passed on its last pit stop. After the provisional results were issued we discussed our lap count with IMSA at impound. We will talk more at Lime Rock on the scoring.

Anyhow, both cars finished and we are pleased with that. Charlie Burton will have a new 944 (non Turbo) for Walt and Jon at Lime Rock. Vicki can have her car back to do battle in the SCCA races. It will need some TLC from Marshall Mathews before racing again.

Lime Rock is on July 4th so while all you PCA'ers are celebrating in traditional style, the troops will be in the trenches working for our long-overdue victory. After the race, everyone is going off in all directions for sightseeing, Watkins Glen GTP Race and what-have-you. Over and out until next month.

Stroker Ace

Late racing news! Walt and Jon win Lime Rock - story in the next Nugget!
I received about two dozen rule change proposals prior to the July 30 cutoff. These proposals will be reviewed by the drivers' event committee in late July and a pro and con statement written for each. At that time all proposals and statements will be published in the Nugget to be voted on by all members.

Our autocross chairman, Terry O'Toole, recently received one of those proverbial job offers you can't refuse and he didn't. By the time you read this, Terry, Ina, and family will be setting up housekeeping in the wilds of Pennsylvania. Thanks so much to both of them for all their help and for being such great people and good friends. Good luck in this new endeavor.

Needless to say, I will be needing help to finish out the autocross season as smoothly as it has run so far. If you are interested in doing any of the following, please contact me soon: 1) year-end point calculations; 2) year-end trophies; 3) assist in set-up at two remaining autocrosses; 4) course chairman for October 2 event.

Upcoming events: August 10 - Zone and GGR Autocross (Pleasanton); August 31 - September 1 - Time Trial #4 (Sears Point); August 24 - GGR Rally School & BBQ.

Darrell Terry
Competition Director

The Lowenbrau 962 was on display at the '85 Porsche Parade at Costa Mesa, California.
The annual family picnic got underway with perfect weather on June 9. Shirley Neidel arranged plenty of fun and games for all, including, as pictured above top left: a clown (Wendy McCullough) that painted all the kid's faces; top right: volleyball; left below: ladies' nail hammering pound-off (won by Janet Buck); right below: darts (Gary Korpi showing awesome form). Of course, others found their own sport. If you are an expert mariner, you may have gone for a cruise on Lake Vasona, as Sharon Evans and Gary Fahl did. As shown below, Sailor Sharon really showed Gary the ropes. Oh well, it was warm that day, anyway....

Everyone enjoyed the sunshine, the company, the barbeque, and the exercise. The surprise announcement of the day was from Janet Buck and Gary Nylander, who announced their engagement. Thanks Shirley for your efforts again this year. We'll look forward to doing it again next year.
The 1985 GGR Nominating Committee has been appointed by the Board to establish a slate for the 1985 GGR Board Elections. The Committee Members are as follows:

Charlie Arolia, Chairman (408) 243-2999
Dave Blanchard (408) 735-0877
Sonja Blow (408) 248-8291
Rick Bower (415) 834-4782
Donna Trefz (408) 559-8171

It is the purpose of this Committee to answer questions for those members who are interested in running for the 1986 Board. The Committee will also be contacting those of you who have expressed an interest in running for election. But the Committee cannot read minds, so please come forward if you wish to run for office.

I want to extend a special invitation for newer members to consider running for office. This club cannot sustain itself on the experience of "old timers" indefinitely. If you feel that Golden Gate Region is ready for some new ideas and types of events, now is your opportunity to have a say in the clubs' future direction.

There will be a Nominating Social on Friday, August 23 to fully explain the different Board positions and their respective duties and responsibilities. More importantly, this is a Social, so please attend if you have even the remotest interest in participating in GGR in 1986 as a board member.

All regular Members, as defined in Article IV, Section 2 of GGR's By-laws, are eligible to run for office. The Nominating Committee is in place to answer your questions, so give us a call.

We welcome all members to step forward and run for office.

Charlie Arolia

SEE THE STARS

The September Board Meeting will be held on August 27 at the home of Darrell Terry, GGR's Competition Director. Board Meetings are open to all members, but please call the host or hostess in advance to let her know you are coming as a courtesy. The board provides munchies and drinks for itself as a general rule; please B.Y.O.B. if you attend. Call Darrell Terry for information on how to get to his house at (408) 448-7799.
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### NEW MEMBERS

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<tr>
<th>Edward H. Baxter (Dora)</th>
<th>Harold A. Henderson</th>
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<tbody>
<tr>
<td>420 Burning Tree Ct.</td>
<td>4113 Ashbrook Circle</td>
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<tr>
<td>Half Moon Bay, CA 94019</td>
<td>San Jose, CA 95124</td>
</tr>
<tr>
<td>(415) 726-4828</td>
<td>(from Los Angeles)</td>
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<th>Michael D. Patton (Sheri)</th>
<th>Young H. Kim</th>
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<td>605 Market St., #900</td>
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<td>San Francisco, CA 94105</td>
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<td>11057 Flowering Pear</td>
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<td>Campbell, CA 95008</td>
<td>Cupertino, CA 95014</td>
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### NEW DUALS

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<tr>
<th>Richard Rutherford (Arlene)</th>
<th>Daniel Baker</th>
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<tr>
<td>61 Maywood Way</td>
<td>P.O. Box 8070</td>
</tr>
<tr>
<td>San Rafael, CA 94901</td>
<td>Walnut Creek, CA 94596</td>
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<td>(415) 457-2315</td>
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<tr>
<th>Alan R. Hall</th>
<th>George Canavan</th>
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<tr>
<td>Robert V. McDermand</td>
<td>1035 Robin Hood Ct.</td>
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<tr>
<td>Joe Petersack</td>
<td>Los Altos, CA 94022</td>
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<tr>
<td>Robert L. Raede</td>
<td>(415) 967-4909</td>
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<td>H. Peter Young</td>
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<tr>
<th>Vincent Dauciunas</th>
<th>David Durham</th>
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<td>2351 Emerson St.</td>
<td>116 Delmar St.</td>
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<tr>
<td>Palo Alto, CA 94301</td>
<td>San Francisco, CA 94117</td>
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<th>Evelyn Drew (Terence)</th>
<th>Thomas Escamilla</th>
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<tr>
<td>721 Loma Prieta</td>
<td>14638 Story Rd.</td>
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<td>Aptos, CA 95003</td>
<td>San Jose, CA 95127</td>
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<tr>
<th>Loren Weinbrenner</th>
<th>TOTAL MEMBERSHIP OF GOLDFIELD REGION: 960</th>
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<tr>
<td>P.O. Box 583</td>
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<td>Monterey, CA 93942</td>
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Do you suppose Jim Brooks was saying: "Gee, I drove 1000 miles to run 3 laps at Riverside - was fastest on street tires, won my class, and this is all I get?" Maybe he would have been happier with one of these...
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FOR SALE

1984 944 #WP0AA0949EN452207; Sable brown metallic, partial lea. seats & sheepskin covers; Ungobox alarm, elec. snrf.; Alpine AM/FM Cass. stereo w/100 watt amp; bra, H-D suspension stabilizers, rear window wipers, 14,500 mi., garaged; PERFECT. $21,000. Sheila Wright/(408) 629-9099.

1983 944 #WP0AA943DN455909; Guards red/blk lea. sport seats, 5 spd, F/R stabilizers, rear lowered, 15" alloys w/P6s, air, snrf.; Alpine 7347, UNGO TL-3000, Perma-Plate (warranty), lea. steering wheel, cass. & coin holder, Porsche mats, wheel locks, cover, garaged, mint cond., 10,600 mi. $19,950. Sherman Ting/(415) 964-9681.

1983 944 G-MACHINE FOR SALE. Black/black; snrf.; Blaupunkt digital tape radio; remote UngoBox alarm; Weltmeister F&R sway bars & front springs; Sway-A-Way rear torsion bars; new Koni low-pressure gas shocks; choice of factory alloy forged 7x16 or BBS 7x16 wheels; headers; thorough chassis preparation allows car to exceed 1.0g. Never been hit or seen snow. Under 21,000 mi. & in outstanding condition. Asking $21,900. Tom Green/(408) 736-9020 (days); (408) 249-2723 (eves until 9pm).

1983 944; Platinum metallic; immaculate inside & out; performance package; 16" wheels, sport shocks, sway bars, leather seats, snrf., stereo, always garaged and covered. $19,250. Don Smith/(408) 264-9822 (days); (408) 374-0728 (eves & wkends).

1974 911 CARRERA TARGA; 7&8 forged alloys, Blaupunkt AM/FM/tape; air; halogens, 22/26mm torsiions, adjustable sways, turbo & duck tails; strong motor, very fast and beautiful! Many extras. Chuck Fauvre/(408) 867-3366.

1974 RED 914 2.0; Immaculate inside & out; all available options; a real performer—quick; European pistons; short gears; stereo; always garaged & covered; unfortunately must sell. $6,500. Don Smith/(408) 264-9822 (days); (408) 374-0728 (eves & wkends).

1973 911S TARGA #9113310922; Silver/black, 5-spds; 11,000/2,000 mi. on rebuilt engine/transmission; lowered, P6 (205), Recaro's; over $25,000 spent on major maint. & repair, exc. cond; 2 previous owners (same family); 157K mi.; rare, fast, & beautiful! $14,000. David G. Beech/(415) 931-1519.

1973 & 1976 RS; one is Peter Porsche's auto; both are one of 50 built. Also 1978 930S slope nose; many Porsche parts including 3.0 engine & transmission. Larry Chmura/(415) 340-9409.

1972 911T TARGA 2.4, 5 spd.; Blk/Blk; just stripped & repainted; top & rubber redone last year; fact. Recaros w/sheepskins; S instruments; Momowheel; polished mags; bra; Euro. lenses; new muffler; S pistons & pump; steel brake lines; sway bars; Hofco alarm w/auto door locks; 74K mi. Take it home for $11,500/Offer. Janet Buck/(408) 257-0459 (hm); (408) 983-1300 (wk).

1963 B COUPE; light yellow/black; body perfect; good interior; rebuilt engine, front end, guages; Nardi wheel; records for last 11 yrs.; Calif. car. Best Offer. Bob Blackbourn/(408) 746-6826 (days); (415) 790-2971 (eves).

1975 2.7S MOTOR, Runs strong, low mileage since top end overhaul. $3000/offer. Darrell Terry/(408) 448-7799 (eve) or 943-9777 (day).

911 ITEMS: Misc. short megaphones $5/ea; '80SC outer axle flanges $10/ea; early trans flange $5; '80SC rear brake calipers $25/ea; early rear brake caliper (non-vented) $10; '68-'72 bumper guards, OK, $10/ea; 99mm master cyl's $20/ea; fuel pump $10; '73 air cond. compressor/bracket $100. Gary Nylander/(408) 257-0459.

912 ITEMS: Rear bumper guards $10/ea; '68 wiper motor & assembly $10; (new) front seat covers $95/pr; '69 air cleaners $35; 1mm base gaskets $6; speedo head $10; engine tree $20; ABC's of Porsche Engines, Secrets of the Inner Circle, Murphy is my CoPilot $30. Dave Nishihara/(415) 793-5340.

911/912 PARTS: 5-spds. transmission $500; left front fender for '68-'69 $175; (4) 4 1/2"x15" chromed Porsche wheels for disk brakes dated 11/64 $95/set; chrome hubcaps; starter motor. Bill Curley/(408) 395-2062 or 973-2825.

NUGGET/29
The NEW engine is only part of the story, albeit one of the most interesting chapters of this story. Make no mistake, this is not just a 944 with a turbo hanging from one side of the engine, a la 924; this engine is very new, from the block, to the heads, valves, pistons, ignition, flywheel, and most of the parts in between.

The new chassis, engine, transmission, interior, and body styling features introduced to the 1985/2 944 (see my previous article) are part of the new Turbo package. In addition to all of this, the 944 Turbo has:

Engine: Porsche quotes 220 horsepower for the European model, regardless of whether or not the car is equipped with a catalytic converter. Porsche is the first car company to achieve this feat. U.S. figures give the car 217 horsepower. The factory says that "only one type of engine will be employed worldwide", and the 3 horsepower difference appears to be in wastegate pressure. It is apparent that the engineering staff has been less than idle in recent years, and has performed superlative work on this new Porsche model. And it really is new. Journalists who continue to state that the 944 engine is really only one-half of a 928 engine don't know their Porsches from their Pierce-Arrows.

Precautions to rid the turbo unit of a premature death are evident everywhere. The turbo itself is mounted on the driver's side of the exhaust system, away from the heat of the exhaust manifold. The best news is use of a turbo that is water-cooled. A small electric water pump is activated by a thermostat at 82 degrees C. Water from the regular cooling system expansion tank flows to the turbo to cool it and then back to the expansion tank. The cleverest trick, however, is a switch that turns on the turbo's water pump for 25 seconds each time the engine is stopped, regardless of engine temperature. This prevents heat soak from a hot engine after the engine is shut off. Additionally, an air-to-air intercooler is used to cool the charge mixture and to provide more power without accompanying heat buildup. To keep the engine running cooler overall, there is an optional auxiliary engine oil cooler that can be ordered.

Camshafts for the new engine are the same as in the regularly aspirated 1983 through early 1985 944. Exhaust valves are now sodium cooled to keep temperatures down. Another totally unique feature of this engine is thermal insulating ceramic exhaust ports. These ceramic tubes are actually cast into the head. The rationale is that in order to meet future emission standards it will be necessary to get the exhaust to the catalytic converter as hot as possible during the warm-up phase of the engine. The thermal insulating exhaust port liners prevent the exhaust heat from being pulled into the aluminum heads, while the exhaust manifolds have insulated sleeves to keep this exhaust as hot as possible until it reaches the catalytic converter. This aspect may not be too good. It reminds me of all the problems with thermal reactors holding excess heat in the 1975-77 911's and 912E engines. If this problem does not resurface, then this port innovation, plus other changes to the head, may result in extraordinarily long valve and valve guide life. There is a new turbo head gasket. It has a silicone bead on it and improved fringe design, and can be used in all 944 engines. There is even a new dipstick.

Like the 1981-82 924 Turbo, there is an electronic knock sensor, preventing the high temperatures (and possible piston melting) that come from detonation. The electronic knock sensor and turbo air pressure regulator are as sophisticated as the Motronic ignition unit itself. The factory wants "to approach the thermal and mechanical limits of an engine in every operating condition with considerably more sensitivity", that is, more power without compromises. If a knock is sensed, the system recognizes in which cylinder this occurred, and the next ignition spark for this cylinder will be retarded 3 degrees. If the knock reoccurs, the ignition - for this cylinder - will be retarded again 3 degrees. This continues until the knock is corrected. At which time the ignition is slowly advanced in three degree increments.

Transmission: The new 1985/2 944 engine/transmission mounting design is also used on the Turbo, but to compensate for the weight of the turbo engine the rubber composition is harder for the 944 Turbo. To handle 32% more power, the gears, bearings, and pinion drive are all stronger. The transmission case is stronger and 4mm longer. The transmission has an oil cooler pump and outboard cooling oil line to control temperatures. A gear-driven pump force-feeds the oil from the differential case through the oil pipe coil that is cooled by the air stream and back into the transmission. Gearing in the transmission is taller all the way around, and the differential ratio went up from 3.888 to 3.375. This helps to account for the 153 mph top speed. (I believe only production cars of the V-8 or V-12 variety better this speed.) The 40% limited slip has also been strengthened and can be used in earlier 944's. This transmission is basically an all-new transmission. No automatic is offered.

Suspension: No shock absorber manufacturer name has been mentioned, but is appears
that the 944 Turbo may be the first Porsche to have the new Koni low-pressure gas shocks. These shocks are the talk of the shock absorber world right now. Basically a double-tube gas/hydraulic unit with valving that damps over a wider range. The front Koni low-pressure shocks are adjustable without removal from the car. A knob is used to alter the dampening in a matter of seconds. This feature should be very welcome to Porsche owners participating in weekend competition. It appears these shocks will also be available soon on new 911 Carreras, and available to most Porsches in the aftermarket.

Front springs have been strengthened slightly to compensate for the heavier engine. The rear sway bar has been increased from 14mm to 18mm. And the front sway bar can now be ordered as a hollow tube to reduce weight, although the sway bar rate remains unchanged. The spare wheel has a unique aluminum rim to reduce weight.

Brakes: The 944 Turbo has perhaps the most beautiful brakes of any production Porsche. These are the first actually designed by Porsche for one of their production cars. ATE designed the others to Porsche's specifications. Each casting is identical but machined for different size front and rear pistons. The four-piston design, similar to that of the 935/917, quickly and smoothly pulls the car down from its top speed of 153 mph, with stopping power left over.

There is a brake pressure control unit for the rear brakes so balance can be adjusted - tell me this car wasn't designed to be raced!! Read on. The front spoiler has a duct on each side that feeds fresh cool air through a port in the body that ducts out in the wheel housing in front of the wheels. The air then hits a guide plate connected to the lower a-arm and is directed to the inner cooling ports of the brake rotor for rapid brake cooling and longer brake pad life.

Brake pads are completely free of asbestos. This is a trend in the brake industry, and in probably 2 years there will be no more asbestos brake pads. Much development is going on in this area, and there may be enough information soon for a quick article.

Body: You've read Betty Jo Turner's article in the PAN0, and possibly seen other articles describing the new front end treatment, extended side rocker panels, and rear "spoiler" lip under the rear bumper. All of this was developed in wind tunnels, and has resulted in the lowest production car CD drag factor of .33. The only real change to the interior is the boost guage sitting in the lower portion of the tachometer face. Turbo owners are deprived of the "Economy Control" needle, which usually sits here. Smart move.

Price: Initial U.S. price is $29,995. This is without some of the standard features found on the regular 944, such as air conditioner and sun roof, to mention a few. But the Turbo is expected to receive a substantial price increase sometime after the first 6 months, at which time features like these may be included in the higher price. Even the factory says "this 944 Turbo takes a central position in the price spectrum alongside the 911 Carrera." This means a price in the mid-30's, which may be the price Europeans pay for this car. The marque only get better; and the 944 Turbo is a significant new contribution.

Tom Green
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Coming Attractions

AUGUST

3  Tech Session/Newlin (Pg. 18)
10  Zone 7 Autocross #6
10  GGR/Pleasanton (Pg. 19)
10  August Dinner Meeting
11  Tretian (Pg. 17)
11  Concours/Swap Meet
17-18  Carlsen Porsche (Pg. 14-15)
22  River Raft Tour/Blanchard
22  Time Trial Tech
23  Nominating Social/Arolla (Pg. 25)
24  Rally School/Cole (Pg. 19)
27  Time Trial Tech
27  Board Meeting/Terry (Pg. 25)
31-9/1  Time Trial #4 (Pg. 23)

SEPTEMBER

8  Beach Party/Mascia
14-15  Zone 7 Autocross-SVR/VOR
21  Dinner Meeting/Berens
22  Autocross #7
24  Board Meeting/Oramas
28  Zone 7 Concours
28  Wine Tour
28  Sanders/Bower/Zimmers