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It's hard to believe that the holiday season is upon us already. This time of year the club's activities wind down and we reflect on what we've experienced through the year. For us, it's been a year with at least twice as much to see and do as there was time, but somehow we've managed. We sincerely hope you've enjoyed our efforts on the *Nugget* - it has given us a sense of accomplishment and contribution to have been your editors.

We still haven't heard from anyone that is interested in being the editor(s) for next year. We do have a special enticement, however. The club has just purchased an IBM PC. All YOU have to do to enjoy it is volunteer to be the *Nugget* editor for 1986! What a deal, huh? Gary and I would be happy to show you the ropes and get you started. Give us a call if you're interested.

At the last time trial at Laguna Seca, someone left 2 gas cans at the track. If you can identify them, we've got 'em for you.

Looking for ideas for nifty Christmas presents? Don't forget the club has a goodie bag with all kinds of treasures that Porsche lovers love. Call Sharon Neidel (this year's Goodie Bag Chairperson and most probably next year's President) to do your shopping.

Welcome to our new advertiser, Economy Imports. We need the support of our advertisers to keep this publication going. By the way, Mary Wallace has worked hard as your Nugget Advertising Manager this year and deserves a big thank you. She has developed a new ad rate schedule for display advertising which you will find summarized on page 23. If you would like more information, please call Mary.

Happy Holidays!

Janet and Gary

P.S. Try my favorite eggnog recipe: add dark rum and Amaretto! Cheers. JB

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Credit where credit is due!!!

Cover Photo: The #91 944 that took the Carlsen Team to victory in the IMSA Firehawk Endurance Series - photo by Tom Green; story on page 9; Other photos: page 7, Rally pictures by Byron Cole; Octoberfest pictures by Danielle Ringen; page 17, Michael Duncan and Bill Newlin. Many thanks to Sharon Neidel for her help typing this issue and to Vaughn Temple and Des Fitzgerald for lay-out and paste-up.
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.

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BENZ PORSCHE BMW ROLLS ROYCE FERRARI PEUGEOT FIAT"
I noticed a lot of new members this year. It seemed that an unusually large proportion of members attending all the events were new. I think that's a good sign, because we need more new people to enliven things and bring new perspectives. I noticed another interesting phenomenon this year that was new to me. I have been participating in the administrative side of the Porsche Club since about 1970, and I have constantly noticed, and struggled with, the problem of cliques. I think the cliques we have had in GGR the last few years have been positive, open cliques. They consisted of the group of members, including the Board, who were doing the work of running the club. These cliques were, and are, open to anyone caring to pitch in. But recently, I have noticed something new - Negative Cliques. What are negative cliques? These are groups of people who band together for the purpose of not participating in activities. I realize this sounds ridiculous, but I think it is real. I would be interested in hearing your thoughts on this.

I would like to remind you of our remaining activities. The biggest, of course, is the Christmas Party at the Oak Ridge Golf Club in San Jose on Saturday, December 14. Be sure to make your reservations with Mike Lommatzsch. Starting out 1986, we have Activities Day on January 12, 1986. Then on January 18, we have the Autocross Awards Banquet.

There are some other major dates you will want to put on your calendar for next year. The first event is our GGR Yosemite Tour. This is always a great tour because of the setting. Just imagine 60 or so Porsches driving through the Sierra foothills into Yosemite, quite possibly the most beautiful place on earth. The Yosemite Tour is particularly good for the new or prospective member because it is not competitive and it involves a lot of people just thoroughly enjoying their cars and the fabulous scenery. The Tour is on March 8 and 9, so mark your calendars.

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 the PCA Executive Offices, P.O. Box 10402, Alexandria, Virginia 22310. Prospective members may contact the Membership Chairman or any other Board Member for information. DUAL MEMBERSHIP FEE is $12.00 ANNUALLY, prorated from July 1 through June 30.
The second event is CRAB, which stands for Crab, Rally, Autocross and Begegnung ("getting together"). This year CRAB will be the weekend of April 26 and 27. Briefly, it includes an autocross, funkhana, and all-you-can-eat crab feed on Saturday, and a rally ending at a park for beer and brats on Sunday. You will be hearing a lot more about CRAB in the next few months. This is what is technically called a "multi-region Zone event". To qualify as such, an event must last at least two days and include at least three competitive events and a banquet. CRAB qualifies splendidly. I consider CRAB second only to Parade in the amount of pure Porsche Club pleasure.

Well, this is it. Goodbye, and thank you again for giving me the opportunity to have so much fun this year!

Ciao,

I would like to thank all of you who helped me through these last 11 months and a special thanks to the following chairmen:

Rally
- Byron Cole

Autocross
- Terry O'Toole

Time Trial
- Rodney Rapson
- Roger Ryan
- Rick Giacomazzi

Safety
- John Peichoto

NCSCC
- Gary Walton

Zone Rep
- Jim LaMarre
- Terry Zaccone

Tech Sessions
- Bill Newlin

I have a strong premonition that Eric Winston will be your Competition Director for the next year. You can help to lighten his load by helping out with and/or volunteering to chair one of the above series.

Thanks again for all the support.

Darrell Terry
Former Competition Director

ACTIVITIES DAY

Want to be the first on your block to know exactly what GGR will be doing in 1986 - and when? Then mark your calendar for January 12th (Sunday), because on that day the destiny of GGR will be cast for 1986. If you're like some of us, you'll want to plan your year around the GGR calendar in which case activities day is a must.

Activities day 1986 will be held at the Neidel's house on January 12th from 10 to 4. The format will be like last year. There are plenty of restaurants close by for lunch, and please remember BYOB & munchies.

AGENDA

10:00 - 12:30 COMPETITION
Time Trial, Autocross, Rallies, Concours, Meet Members, Tour.

12:30 - 1:30 LUNCH

1:30 - 4:00 SOCIAL
Dinner Meetings, Pit Crew, Tours, Family Picnic, Swap Meets.

Whether you want to "chair" an event or just be well informed plan to be there.

Questions? Call Jack Kuhn (415) 796-8041 (6-9 PM).

DIRECTIONS

Exit Southbound 101 at Blossom Hill Rd. Turn Right at the signal onto Blossom Hill Rd. Left at signal onto Lean Ave. Neidel home is a few blocks down on the left.

Jack Kuhn

OCTOBERFEST!

The Octoberfest dinner meeting on Oct. 12 at Harry's Hofbrau was a great success. German food and plenty of beer, a wonderful assortment of door prizes generously donated by many sponsors and two of our lucky GGR members went home with their very own, race prepped jet black 944's!! Now that's what I call a party. For those of you who couldn't make it, check the parking lot at the next event for those new cars!

Thanks to Dick Petticrew for a job well done.

Danielle Ringen

Photos opposite page are from the Octoberfest dinner meeting on Oct. 12.
This column is going to be a little short this month as we are busily taking care of those last minute details for the rally Saturday. The weatherman has forecast rain but other than that everything looks really good. There have been lots of phone calls so we should have a big turnout. Stay tuned for the results next month.

If you are into rallies at all I would again encourage you to try Starlite. It is an all night Pan Am from Santa Barbara to Las Vegas on December 6. Rooms are provided along with a banquet. Call me if you are interested.

Your club still needs you to put on a rally next year. Get involved and make your contribution. We provide free training to those who wish it.

December Rallies: 1st, Toddler, an A-B Rally by Harriet Gittings, bring a toy for entry fee, call Harriet (415) 793-2514 (not a GGR rally); 6th, Starlite by SBSCC, call Jane (805) 967-5481 (not a GGR rally).

Byron Cole

Photos at right are from the GGR Rally School held on October 13.
Series Sports Class points champions Jon Milledge and Walt Maas roll to their fifth overall Firehawk win in the Carlsen 944.
The Carlsten 944 team rolled to victory at the Watkins Glen 3 hour race on September 28th. Jon and Walt led the string of 944's to take 1st thru 6th place. Our #92 car driven by Paul McIntosh and Bruce McIntosh had its best finish of the year in 4th spot. The championship is now won and the 24 hour in October can be looked at as just another challenge.

The Glen is much improved since my last trip in 1980. Our race was a supporting feature to the IMSA GT event so they had the garage area and we got the boondocks. Hurricane Gloria pushed local weather around giving us high winds and heavy rain on Friday - ideal conditions to change the cylinder head on #91. We had no ladies on this trip - good decision on their part.

All the usual crew were there except driver Larry Bleil who had to attend a wedding, giving Bruce an opportunity to join us.

The weekend events were covered by TV and the camera crews got great shots. Our race was scheduled for minimum coverage but may end up as a highlight. Walt and Jon and points runner-up Hendricks put on quite a show. Jon started and turned the car over to Walt after 2 hours and some minutes. A great pit stop gave us a comfortable margin only to have the safety car come out and bunch up the field. Walt led Hendricks with Bruce a lap down in 3rd. Bruce radioed in that he could pass Hendricks if it would help. I told him it would, so he did. The TV guys loved it - the two Carlsten cars in line astern with frustrated Hendricks attempting to pass. After trading some paint Hendricks got by to chase Walt. Walt was in control and, using superior brakes, raced just hard enough to win.

After victory circle, IMSA decided to look at camshafts so off comes the head again. While Rick and Heinz took care of that, #92 was loaded and Charlie set us up for the victory dinner. I think Jerry and I drove over 50 miles trying to follow CB's directions. Finally we found the restaurant and did our thing, champagne and the whole works. Two tables of all guys get strange looks, people think we are California Queens.

On Sunday the big guns had their turn. Jerry and Marty worked on the Akin 962 with Bob Akin and Hans Stuck. R.T. was with the Bayside 962 driven by Bob Wollek and Bruce Leven. Rick and Heinz saw very little of pit stops and 12 lap margin after 24 hours. Really dominant performance. 92 ran 2nd at one time but tendency to overheat finally caused it to be retired at 5:30 AM Sunday. Jerry had changed the cylinder head prior to the race but as the hours went by the coolant disappeared more.

Both 962's retired during the GT race so all our crew drove in convoy back to Rochester for the flight home. Steve Fie towed the cars to Mario's Rochester Autohaus for the 24 hour preparation.

Moving right along... In the next two weeks the driver line-up for the October 12th gut buster was finalized. Kees Nierop from Canada and Drake Olson joined Walt and Jon in the #91 car. Bruce McIntosh and Bob Garretson signed up with Larry and Paul in #92. A strong team as Kees, Drake, and Bob have done 24 hour races before.

Heinz flew out early to work on the cars and the rest of us arrived in various groups. At the dealership, we had Heinz, Rick, Jon, Steve Cate, Larry, Paul, Jerry and I. Jerry had a helluva time with electrical gremlins on #92. Apparently the repairs after Elkhart were not well done and a whole day was spent tracing wiring problems. We arrived at the track in time for a night practice but the fog was so thick IMSA called a halt for safety reasons. The garages were all ours providing a nice working area out of the cold overcast weather. Drake and Kees met the crew and were briefed on the 944 switches and knobs by Rick.

All drivers got time in the cars as we bedded brake pads and scrubbed tires for race day. Spare rotors were assembled and all spares readied for the 24 hour grind. Knowing how miserable it can be at Daytona our racing pit was covered in with heavy plastic and 2x4 framing. Steve and Mike are construction guys and gave us a snug shelter. Paul had listened well providing lites, heaters, 3 RV's and hot food prepared by Steve's girlfriend Lisa. Listen up Dick Barbour, an RV for the crew! Each driver team had their own unit so could hope for rest between driving stints.

By winning the 3 hour race #91 was assigned pole position. Bruce qualified #92 in 15th spot. Drake and Kees were fast as expected and the team was optimistic for race day. Firestone hosted the teams to a great party at the Corning Glass center on Friday evening. We all had a good time. The heavy hitters popped for nice Steuben glass presents for the race widows while those who will remain nameless shopped in the bargain basement.

What can I say about the race. The #91 car ran like a Swiss watch. Good driving, good pit stops and a 12 lap margin after 24 hours. Really a dominant performance. #92 ran 2nd at one time but a tendency to overheat finally caused it to be retired at 5:30 AM Sunday. Jerry had changed the cylinder head prior to the race but as the hours went by the coolant disappeared more.

(Continued on page 27)
3-DAY SALE

Save money on every part and accessory you buy during these 3 days. 20% discount on everything. Plus we're introducing our January sales early, with even greater discounts (only one discount applies).

Come in December 27th, 30th, and 31st. 8:30 am – 5:30 pm. Sale is for only these 3 days. You must come in — no phone orders. We are just 200 yards East off Lawrence Expressway (between El Camino and highway 101)

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The largest gathering of drivers for the 1985 GGR Time Trial Series took place on October 19 & 20 at Laguna Seca Raceway. Ninety-nine entrants registered for the season finale around what has been described at one of America's most challenging road courses. This last event, which was sponsored by A.M.'s PORSCHE WORLD of Campbell, PORSCHE FM in Emeryville and ANDERSON BEHEL PORSCHE-AUDI in Santa Clara, produced nine class records and dozens of record efforts to better previous times.

Saturday morning the damp Monterey weather combined with an always-precarious Turn 4 to make the track a little difficult; but as the sun broke through it felt more and more like a summer Saturday at Sears Point. First-timers for the event included GGR's Jeff Reitmeir; Christine Harvel, Phil Short, Nancy Dorighi, David Weiss, Rod Packwood and Julie Taylor. The warm weather made their introduction to time trialing a welcome one. For excitement, however, nothing came close to the well-executed save by Terry Hunt of his M class racer as it spun twice—in opposite directions—after an oil problem exiting Turn 8.

A new tradition was "launched" from the top of Turn 6 on Saturday at noon time. Touted as the "31st Annual Challenge of the Corkscrew", this Bill Newlin-inspired little red wagon race had three entrants coasting from the top of 6 to the pit entrance: Newlin in his Purple Flier (with plastic wheels so loud the Park Rangers dB Meter wincled), George Neidel riding a downsized model of unknown origin, and the winner Rick Giacomazzi tilling a highly modified version. Rick promptly accepted his prize, but declined a winning kiss from Ramsey the Trophy Dog.

Sunday's timed runs were a picture of precision with Track Steward Bud Behrens flagging the cars onto the track and Jeff Lateer capturing times. In Class N Tom Provasi clipped Terry Zaccone by .35 seconds to capture the event. However, Terry walked off with a first in the series in what he admits is now a "tired" 914 that he must return to his daughter. Debbie Killam, Mary Hayes, and Valerie Blanchard all drove to 1st place event finishes in Classes NL, SL, and VL. Jerry Kondeff, driving in his second event, posted a 1:26.47 to set a new Class W record.

In what has become one of the more hotly-contested classes in the Series, Class V once again provided heart stopping drama as Terry Sullivan broke his previous Laguna record by nearly 2 seconds only to be upstaged by Bob Neal's 911T. Although Sullivan emerged the Series leader, Neal's 1:24.62 established a new Laguna record for Class V. Bob now holds the record at both Series venues and is leaving the stock ranks for F Production next year.

In the Production Classes, Don Henkel, Barbara McCrory, Gary Meyers, Gary Ringen, and Danielle Ringen all gathered first place finishes. Ed and Marsha Wilson drove to wins in AP and APL and the Tarrants - Darrell and Denise - edged out the Dorighis - Gary and Nancy - in EP and EPL. Gary Walton, in what was rumored to be his final appearance in a Production car, posted a 1:23.36 to break the previous 914-6 records set in 1979. Jim LaMarre bettered his Class B 4-cylinder record with a 1:27.15 while Jim Brooks made it five in a row in Class L.

In the seesaw battle for the Series lead in Class DP, Bob Hartsock and Bob Lain were tied going into this final event. Lain was given the edge after having set a Laguna record in 4/85, but Hartsock was coming off his own record Sears win. Lain, after experiencing an off-road excursion during the morning practice, turned a 1:31.39 to better his old mark, but it was only good enough for 3rd as Mike Lommatzsch finished second behind Hartsock whose 1:30.35 gave him the Event and Series top spot.

In Class A, Llew Kinst edged father William Kinst for 1st place while Donnie Courson set a record for Class D turning 1:25.42 in his 914. Eric Winston won Class F for the first time and his wife Leslie slipped past Sue McClumphy to post her first win in EL. Tom Yamamoto moved to within one second of the record for Class F while carmate Julie Taylor posted a win in FL.

While Rodney and Roxanne Rapson were wrapping up Series wins in Class J and JL, LaQuita Hills was busy equaling her previous Laguna record of 1:25.78. And although Rick Giacomazzi collected his second Laguna Class H win, besting Glenn Hills by 1 second, Glenn's three straight victories at Sears Point have assured him the Series win. This fact has fueled speculation that Rick is secretly negotiating for three Laguna events next year.

Jim Sjoberg wrapped up the Series trophy with a win in Class G while Bill and Rebecca Newlin posted wins in Classes M and ML. Rebecca's 1:19.53 earned her TTOD for Ladies. Jerry Harvel, the Series champion in M, finished 2nd with a 1:16.48. Over in Class X, the busiest car was John Hammill's 911 Spyder as it carried John and three other drivers to finishes from 1st to 4th place. John's turn at the wheel established a new Class X record of (Continued on page 27)
GGR TIME TRIAL #5 RESULTS

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<td>0-John Hammill.........</td>
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<td>213 Don Henkel...........</td>
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<td>04-Ted Hammer.........</td>
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<td>222 Bob Harstock........</td>
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<td>011-Bob Fernandez.....</td>
<td>1:16.60</td>
<td>31 Mike Lommattszch.....</td>
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<td>1:18.73</td>
<td>17 Bob Lain.............</td>
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<td>1:24.44</td>
<td>131 Jeff Reitmier.........</td>
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<td>33 George Neidel........</td>
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<td>1:20.57</td>
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TOP TEN: OVERALL

Z Dave Eckert........ 1:11.62
Z Tom Amon............ 1:11.77
X John Hamill........ 1:12.88
Z H. von Keszycki.... 1:13.67
U Ken Mack............ 1:13.98
EX Terry Atlee........ 1:14.13
Z Felix Mancinez..... 1:14.95
U Rich McGlumphy..... 1:15.15
M Bill Newlin........ 1:15.26
X Dennis Tholen...... 1:15.34

TOP THREE LADIES: OVERALL

ML Rebecca Newlin.... 1:19.53
UL Betsy Ryan........ 1:19.79
UL Carol Kleindienst 1:19.97

TOP TEN: STREET TIRES

L Jim Brooks.......... Y 1:21.37
L Randy Salveson..... Y 1:22.94
L Bill McEvoy........ Y 1:23.18
JF Gary Walton....... Y 1:23.36
VF Bob Neal........... Y 1:24.62
IF Gary Ringen....... G 1:25.40
J Erik Ostly......... Y 1:25.81
HP Gary Myers........ Y 1:25.92
VF Terry Sullivan..... Y 1:26.41
W Jerry Kondeff.Y/P 1:26.47

TOP THREE LADIES: STREET TIRES

FPL Barbara McCrory... 1:30.26
JPL Danielle Ringen... 1:30.40
APL Marsha Wilson.... 1:31.83

R = New Class Record.
S = Student at this event.
CAR NUMBERS: The numbers (or the common parts of the numbers) of cars having more than one driver are underlined...in those cases where the commonality is not obvious, the numbers are connected by J.
* 53 (54%) of the drivers competed on street tires; Y = Yokohama, G = Goodyear, P = Firelli.
TIME TRIAL FINAL CLASS STANDINGS

STOCK

CLASS N
1 Terry Zaccoone.................. 69T
2 Tom Provasi...................... 56T
3 Keith Standiford.............. 44T
4 Thomas Lepper................... 36
5 David Dickson................... 36
6 Steve Kubes....................... 34
7 Jack Kuhn........................ 22
8 Gary Apotheker................. 13

CLASS NL
1 Sandy Provasi.................... 60T
2 Debbie Killam.................... 56
3 Lynne Grant...................... 16

CLASS S
1 Dennis Winter.................... 20

CLASS SL
1 Mary Hayes....................... 80T
2 Christine Harvel.............. 16

CLASS V
1 Terry Sullivan.................. 76T
2 David Blanchard............... 58T
3 Dick Petticrew................. 54T
4 Bob Neals......................... 51
5 Larry Heitman................... 38
6 Eric Lim.......................... 13
7 Len Kraylin....................... 9
8 Dennis Hiffman................... 9
9 Bill Tsau......................... 7

CLASS VL
1 Valerie Blanchard.............. 80T

CLASS W
1 Bill Sturgis..................... 20
2 Jerry Kondeff.................... 20
3 Phil Short......................... 16

PRODIFIED

CLASS A
1 Llew Kinst ...................... 20
2 William Kin....................... 16

CLASS C
1 Paul Seidel....................... 80T

CLASS D
1 Don Courson....................... 80T
2 Bill Barte......................... 16

CLASS E
1 Ed Clement......................... 73T
2 Bert Wall......................... 68T
3 Eric Winstrom.................... 62
4 Herm Bonash...................... 49
5 Dave Bottom....................... 11

CLASS EL
1 Marta Newcomb................. 80T
2 Sue McQuiggly................. 64T
3 Leslie Winstom................... 53
4 Marcia Bonash.................... 52

CLASS F
1 Tom Yamamoto................... 60T
2 Dave Bottom...................... 16

CLASS FL
1 Julie Taylor..................... 20

CLASS H
1 Glenn Hills...................... 76T
2 Rick Giacomazzi.............. 72

CLASS HL
1 LaQuita Hills.................... 80T

CLASS I
1 Mike Howe......................... 80T

CLASS J
1 Rodney Rapson.................. 80T
2 Larry McQuigg................. 36
3 Erik Ostly......................... 16

CLASS JL
1 Roxanne Truro.................. 80T

MODIFIED

CLASS G
1 Jim Sjoberg...................... 60T
2 Gene Gilpin....................... 58T
3 Bob Blaska......................... 48T
4 Frank Bonfiglio................. 43
5 Don Tevlin......................... 39
6 Bob Fernandez..................... 20
7 George Whitson.................... 5

CLASS U
1 Ken Mack......................... 72T
2 Rich McQuiggly................. 69T
3 Roger Ryan....................... 58T
4 Dave Michals.................... 34
5 Adam Rosenblatt.................. 27
6 Cecil Beach....................... 26
7 Mark Hansen....................... 20
8 John Packard...................... 9
9 Jim Navas......................... 9
10 Patrick Buhrt................. 10

CLASS UL
1 Betsy Ryan....................... 60T
2 Carol Kleindienst............ 36

CLASS M
1 Jerry Harvel..................... 63T
2 Terry Hunt......................... 60T
3 Bob Paul........................... 29
4 Bill Newlin......................... 20
5 Charles Forbes................... 16
6 Don Lang......................... 13
7 Mark McLaughlin............. 11

CLASS ML
1 Susie Hunt....................... 40
2 Rebecca Newlin............... 20

CLASS X
1 John Hammill................. 80T
2 Dennis Tholen................... 61T
3 Ted Hammer......................... 54T
4 Ed O'Shea......................... 46
5 Jerry Freitas..................... 24
6 Richard Sutiffe................. 11
7 Bob Fernandez..................... 11
8 Mike Suputo......................... 9
9 Jerry Demele...................... 9
10 Oscar Sotello.................... 7
11 Ken Davis......................... 7
12 Doug Dowd................. 10
13 Don Cain......................... 7

CLASS XL
1 Marilyn O'Shea.................. 80T

CLASS Z
1 Mat Lowrance.................... 72T
2 Dave Eckert...................... 62T
3 Tom Amom......................... 52T
4 Felix Macinski................. 27T
5 H. von Keeszycy.................. 24
6 Ron Wilson......................... 22
7 Jon Milledge...................... 20
8 Mark Shattuck.................... 16
9 Walter Gruener................... 14
10 Steve Tonelli................... 14
11 Doug Clark......................... 13
12 Ron Mistak......................... 13
13 Mark Estkuch..................... 11
14 Tom Wagner......................... 9
15 Ken Moore......................... 3
16 John Wagner......................... 1
17 Al Tonelli......................... 0

PRODUCTION

CLASS AP
1 Ed Wilson......................... 56T
2 Gary Apotheker................. 45
3 Gary Fahl......................... 40

CLASS APL
1 Lynne Grant..................... 49T
2 Sandi Fahl......................... 40
3 Marsha Wilson.................... 36

CLASS CP
1 Don Henkel....................... 80T

CLASS DP
1 Bob Hartsock..................... 76T
2 Bob Lain......................... 72T
3 George Neidel.................... 49
4 Michael Duncan................... 39
5 Mike Lommatzsch.............. 16
6 Jeff Weimeir................. 11
7 Tom Greenberg................... 7

CLASS DPL
1 Karyn White...................... 60T

CLASS EP
1 Gary Dorighi..................... 76T
2 Darrell Terry..................... 49T
3 Mike Peters......................... 45
4 Rich Bontempri................... 20

CLASS EPL
1 Denise Terry..................... 56T
2 Karen Neidel...................... 33
3 Kathryn McVean................... 20
4 Nancy Dorighi................. 16

CLASS FF
1 Charlie Arolla.................. 80T
2 Ian Thomson....................... 65T
3 Steven McCorry................... 45
4 H. Schoenershoven.............. 26
5 Sergio Meza......................... 11

CLASS FPL
1 Barbara McCrory................ 80T

CLASS HP
1 Gary Myers......................... 80T
2 Bob Stiffler......................... 68

CLASS HPL
1 Liz Stiffler......................... 60T

CLASS HP
1 Gary Ringen......................... 60T

CLASS IPL
1 Danielle Ringen................ 80T

CLASS UP
1 Gary Walton......................... 80T
2 Carl Wishek......................... 56T
3 Larry Grove......................... 16
4 David Weiss......................... 16
5 Steve Russo......................... 13

CLASS B
1 Bill Packwood................... 76T
2 Jim LaMarre......................... 36
3 Dan Vescelos......................... 16
4 Rodney Packwood................... 13

CLASS BP
1 Jim Brooks......................... 80T
2 Des Fitzgerald.................... 56T
3 Stan Michaelman................. 44T
4 Bill McCowen......................... 29
5 Rahl Hoeptner......................... 29
6 Randy Salveson................... 29
7 Carl Wishek......................... 13
8 Jerry Kondeff....................... 9
9 Paul Friedman......................... 9

1st Place ... 20 Points
2nd Place ... 16 Points
3rd Place ... 13 Points
4th Place ... 11 Points
5th Place ... 9 Points
6th Place ... 7 Points
7th Place ... 5 Points
8th Place ... 3 Points
9th Place ... 2 Points
10th Place ... 1 Point
**THE 1985 PORSCHE CARRERA**
With its higher displacement engine, the new Carrera is the ultimate expression of every progressive concept embodied in Porsche's classics from the very beginning. The most technically advanced and highly developed in its twenty year history, yet still incomparably fun to drive!

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**THE 1985 AUDI 5000S**
The most aerodynamically efficient luxury sedan the world has ever seen. Acclaimed Europe's Car Of The Year, it is an automobile so well engineered, that it now comes complete with a new 24 month unlimited mileage warranty. The Audi 5000S, now the new world standard for luxury 5 passenger touring sedans.

*When you've decided to drive one of the world's finest automobiles, why settle for anything less than Anderson/Behel Porsche-Audi.*

---

**Anderson/Behel**
*Member of the Magna Society in recognition of automotive excellence.*

4355 STEVENS CREEK BLVD., SANTA CLARA • 247-1655
Conveniently located between Kiely Blvd. and Lawrence Expwy.
CHRISTMAS PARTY
WHERE: OAK RIDGE GOLF CLUB
WHEN: December 14, 1985
NO-HOST COCKTAILS: 5:00 P.M.
DINNER: 6:30 P.M.
DANCING: 9:00 P.M.-1:00 A.M.

MENU CHOICES: Chicken Cordon Bleu $13.50
Prime Rib $17.50

Dinners include entree, potatoes or rice pilaf, vegetables, sherbet and coffee, tea or milk.

Dancing to "Sound Odyssey" with their fabulous light show!

DIRECTIONS: Take 101 south, exit Blossom Hill Road, at signal make right turn onto Blossom Hill Road, follow signs and proceed onto Cottle Road (approximately 3 tenths of mile on right), proceed past IBM to Oak Ridge Golf Club on right (approximately 1.2 miles after entrance to Cottle Road).

For information and reservations call Mike Lommatsch at (408) 978-2108. Reservation deadline is December 10th. You are responsible for the cost of your dinner if you make a reservation and fail to attend.

Sponsored by SPARCO, U.S.A. c/o Frank Bonfiglio.
The meeting was called to order at 7:13 PM, October 29, 1985. Those present included board members Darrell Terry, Felix Dornas, Charlie Arola, Paul Seidel, Sharon Trethan, Terry Zaccone, Gary Nylander, and your secretary. Guests included Snookie Arola, Karl Keller, Carole Seidel, Mike Lommatsch, Karen Hawkins, and Jack Ruhn.

The minutes of last month’s meeting were approved with corrections.

OLD BUSINESS: Budgets for the next 60 days: All budgets through December have been submitted and approved. Event Financial Reports: The treasurer needs financial reports for the following events: Time Trial #5 and Zone 7 Autocross. Nominating Committee: The ballots for the 1986 Board of Directors will be counted at my house on November 19. Sharon will get at least one more member of the nominating committee to help count. Time Trial carry over: Sharon reported that there will be no problem carrying forward money for more than one year to accumulate enough to purchase the desired timers.

NEW BUSINESS: New Equipment: Charlie Arola moved that the club set aside $500 to acquire a portable sound system for time trials, autocrosses, and dinner meetings, assuming the money is available. Questions raised were: who will store the equipment? and who is responsible for bringing it to events? The questions were not answered but the motion was approved. Yosemite Tour: Jack informed the board that Yosemite won’t reserve parking or provide guard, but we can hire one from outside the park if we want to. The board recommended not hiring a guard as he would not be very effective if there was not reserved parking.

Letters,
we get letters...

Dear Friends,

Just want to drop you a line to tell you how life is back in Norway 1 3/4 years after I left you all.

Of course the main news, as I see it, is that I have bought a new house, at almost double the cost of my old one - a new 911 Cabrio is NOT currently on the top of my shopping list with bread and butter. But as my ol' 78 924 is doing so well (except for a recent broken fuel pump), I'm most happy. Next month my baby is in for respray/derusting etc. News from the UK talks about a 924 S; i.e., a 924 with 944 engine. But what about a 924 with 944 turbo?? May I be the first one?

16/GOLDEN GATE REGION
Rick Giacomazzi rolled by the competition at Laguna Seca in the red rocket. It was an exciting race as the Mangler, Bill Newlin, tried to put a block on Rick as he rounded turn 7 in his low slung flier, but Rick was able to get around him and head for turn 8 and the checkered flag in the 31st Annual Red Wagon Classic.

George Neidel led the pack from the top of the hill, turn 6, through the famous cork-screw, when Rick and Bill, who were busy trading tricks with the tiller (steering) blew by George in his little vintage wagon.

A crowd had gathered at the finish line to watch the pack come down the hill as they were followed by the photographers and groupies who clocked them at an awesome 37 MPH!

For Rick's effort (and an undisclosed sum of money which he spent to build his wagon,) he received a beautiful trophy with a tiny red wagon atop and a rousing cheer from the crowd. George Neidel received the coveted LPR loaner award, a beautiful (once) Bell helmet. I'm sure this award will be passed along through the years as other fine racers earn their place in the annals of racing history. I should also mention that Christopher Hawkins was a late entry, with Dad being dragged along behind, tied to Chris' Big Wheel with a rope. We're talking 37 MPH here! Awesome!

Thanks to Shirley Neidel and all who joined in the fun -- those who didn't, you really missed out.

Mangler
Once a year GGR leaves the crowded environs of the bay area and heads east into the majestic Sierras. Their final destination is the scenic grandeur of Yosemite, for a weekend of beautiful "Porsche roads", good food and good friends. This is one of the premier events on the GGR social calendar. But space is limited. This year's tour will be on March 8 and 9th. (Easter is early this year, too.)

Because the tour is earlier this year, we are foregoing the traditional Saturday picnic for a buffet lunch inside at Yosemite Lodge. After lunch there will be plenty of time to enjoy Yosemite’s scenic beauty before dinner. This year's dinner will be in our own private room at Yosemite Lodge. Our dinner choices are: 8 oz. Sirloin or Breast of Chicken Eugene (breast of chicken stuffed with Canadian bacon and deep fried in beer batter). After dinner we will hold the first GGR "Winter Olympics". If you want to go for the gold, you have to be in Yosemite on March 8th!

The price of the 1986 tour is $125.00 per couple. Reservations must be received by February 7th with payment in full. Send to: Jack Kuhn, 33789 Cassio Circle, Fremont, California 94536. If you have any questions, please call between 6-9 pm at (415) 796-8041.
INTRODUCING A COMMITMENT.

SERVICE. OUR SERVICE FACILITIES AND PERSONNEL ARE, SIMPLY STATED, THE VERY BEST.

1) KNOWLEDGE AND PROFESSIONALISM. THE KEY DIFFERENCES.
2) TRAINING. EVEN THE EXPERIENCED MUST RE-TRAIN ANNUALLY.
3) EQUIPMENT. STATE-OF-THE-ART FOR CARS THAT REPRESENT THE ART OF ENGINEERING.
4) DETAIL. WHEN YOUR CAR COMES IN FOR A CHECK-UP, IT LEAVES WITH A COMPLETE PHYSICAL.

COME IN AND DRIVE HOME A COMMITMENT.

SUNNYVALE PORSCHE AUDI

815 E. El Camino Real, Sunnyvale, CA. 94086, 408/732-9100
GOLDEN GATE REGION AUTOCROSS #8 RESULTS

CLASS A
Ed Wilson 50.397
Ian Thompson 51.746

CLASS AL
Marsha Wilson 54.387

CLASS B
Al Lise 53.302
Brian Zucchi 53.507

CLASS D
Bob Hartsock 50.375
George Neidel 51.454
Mike Lommatzsch 51.612
Denny Zucchi 52.470
Rob Neidel 52.586

CLASS DL
Sharon Neidel 52.911

CLASS E
Jeff Reitmeir 49.132
Gary Dorighi 49.214
Jim Lane 49.888
Darrell Terry 50.248

CLASS EL
Nancy Dorighi 51.456
Stacy Lynd 52.437
Karen Neidel 52.976
Michele Reitmeir 53.227
Denise Terry 53.592

CLASS F
Terry Zaccone 48.908
Ron Kooper 50.023

CLASS FL
Judy Zaccone 50.177
Barbara McCrory 50.874

CLASS G
Charlie Arolla 51.375
Sergio Meza 52.322

CLASS GL
Snookie Arolla 52.978

CLASS H
Dwight Mitchell 48.067
Bob Stiffler 50.295
Art Seeger 50.596
Lee McKay 51.880
Walt Peasley 52.523
Jon Seeger 56.897

CLASS HL
Linda Mitchell 49.527
Liz Stiffler 51.338
Eve McKay 52.571

CLASS I
Kim Buurma 53.989
Edward Zeff 60.779

CLASS J
Roger Trindade 50.525
Glen Renk 50.858
Rich McClelland 53.388
Dick McClelland 53.467

CLASS L
Steve Kirby 51.751

CLASS N
Jim Pasha 51.922
Andrew Blyholder 55.727

CLASS NL
Janet Lanz-Pasha 52.624

CLASS P
El Clement 50.137

CLASS R
Bud Behrens 51.529

CLASS RL
Mary Ann Behrens 50.592

CLASS U
Greg Orton 52.881

CLASS W
George Harrison 52.406
Felix Oramas 52.719
Mark Zanella 52.996
Scott Day 55.557
Russ Webber 55.729

CLASS WL
Nancy Lee 54.044
Dee Norrega 58.309

CLASS Y
Dick Petticrew 51.396
Bill Packwood 51.918
Bob Gamble 52.224
Jerry Holbrook 52.515
Sandy Molinari 52.665
Michael Dhuey 52.702
Tom Yamamoto 54.213
Jeff Adachi 54.283

CLASS V
Paula Evans 57.099
Julie Taylor 59.056

CLASS Z
Gary Walton 43.039
Jeff Lateer 45.329

CLASS ZL
Johanna Caslander 45.608

FUN RUNS
Vaughn Temple 55.205
Al Ng 57.119

TOP TEN
Gary Walton 43.039
Jeff Lateer 45.329
Johanna Caslander 45.608
Dwight Mitchell 48.067
Terry Zaccone 48.908
Jeff Reitmeir 49.132
Gary Dorighi 49.214
Linda Mitchell 49.527
Jim Lane 49.888
Ron Kooper 50.023

*TTOD
**TTOD LADIES

20/GOLDEN GATE REGION
## AUTOCROSS YEAR END STANDINGS

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<tr>
<td><strong>CLASS H</strong></td>
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<tr>
<td>Dwight Mitchell</td>
<td>120</td>
<td>1st</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Art Seeger</td>
<td>97</td>
<td>2nd</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Lee McKay</td>
<td>84</td>
<td>3rd</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Bob Stiffer</td>
<td>79</td>
<td>4th</td>
<td>P</td>
<td></td>
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<tr>
<td><strong>CLASS HL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Linda Mitchell</td>
<td>120</td>
<td>1st</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Liz Stiffer</td>
<td>100</td>
<td>2nd</td>
<td>P</td>
<td></td>
</tr>
</tbody>
</table>

**CLASS I**
- Ron Leppke 100 1st T

**CLASS J**
- Glen Renk 105 1st T
- Roger Trindade 68 2nd P

**CLASS K**
- Tom Green 100 1st T

**CLASS KL**
- Marj Green 100 1st T

**CLASS L**
- Terry O'Toole 120 1st T

**CLASS N**
- Jim Pasha 120 1st T
- Jack Kuhn 93 2nd P

**CLASS NL**
- Janet Lanz-Pasha 120 1st T

**CLASS P**
- Ed Clement 100 1st T

**CLASS R**
- Bud Behrens 116 1st T

**CLASS RL**
- Mary Ann Behrens 120 1st T

**CLASS V**
- Jay Hicks 120 1st T
- Eve McKay 90 2nd P

**CLASS W**
- Mark Zanella 116 1st T
- Felix Oramas 104 2nd P

**CLASS WL**
- Nancy Lee 120 1st T

**CLASS Y**
- Dick Petticrew 108 1st T
- Jerry Holbrook 100 2nd T
- Michael Dhuey 84 3rd P
- Sandy Molinari 77 4th P

**CLASS YL**
- Paula Evans 100 1st T

**CLASS Z**
- Gary Walton 120 1st T
- Jeff Lateer 84 2nd P

**CLASS ZL**
- Johanna Caslander 120 1st T

*T=Trophy/P=Participation Award*
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- Replacement Coupling Teeth for 901/915/930 Gears
- Targa into Cabriolet Conversion Kits (OEM)

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In California 415-856-UNG0
Elsewhere in United States 800-227-8875

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630 Reading Pl.
Danville, CA 94526
(415) 838-8609 '76 930

Jerry P. Kondeff (Daisy)
215 Seneca Ave.
San Francisco, CA 94112
(415) 333-2203 '78 911SC

Dick Palfreyman (AF: Gina Moore)
2901 Peralta Ct.
Oakland, CA 94605
(415) 568-6588 '85 944

Harvey Roth (AF: Dorothy Mattingly)
3685 Rocky Creek Ct.
San Jose, CA 95148
(408) 238-5717 '85 944

Stephen J. Russo (AF: Paul Ricci)
1922 The Alameda
San Jose, CA 95126
(408) 246-7502 '70 914-6

Russell Webber (Peggy)
25 French Creek Pl.
San Mateo, CA 94402
(415) 341-8209 '77 911S

TRANSFER IN

Jana McEwen
2131 Vallejo #1
San Francisco, CA 94123
'75 914
(from Redwood Region)

NEW DUALS

Don Carlberg (Joyce)
205 Rutgers
Turlock, CA 95380
(209) 632-4885

Ronald L. Fong
45461 Fremont Blvd. #8
Fremont, CA 94538
(415) 659-9307

Art Seeger
210 North Center St.
Turlock, CA 95380
(209) 667-2750

TRANSFER OUT

Bill Brittle
(To Redwood Region)

Urbane Standifird
(To Los Angeles Region)

William Tantau
(To Redwood Region)

CHANGES

Gary Apotheker
461 Kings Road
Brisbane, CA 94005
(415) 468-2729

James B. Garrison
2736 Elmwood Ave.
Berkeley, CA 94705
(415) 548-9949

Deanne Harrison, D.C.
2457 Rebecca Lynn Way
Santa Clara, CA 95050
(408) 241-3760

TOTAL GGR MEMBERSHIP: 953

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The new advertising rates for display ads in the Nugget are as follows: The rates listed reflect the monthly rate, followed by the monthly rate if advertising is prepaid for 6 months and for 12 months, respectively. For further information, contact the Nugget Ad Manager (see the directory on page 4). 1/8 Pg., $20, $16, $14; 1/4 Pg., $40, $32, $28; 1/2 Pg., $65, $52, $46; Full Pg., $100, $80, $70; Inside Cover, $125, $100, $88; Half Center, $150, $120, $105. If ads are paid monthly, you will be billed on the fifteenth of the month, and payment must be received by the first of the month preceding the issue date, i.e. payment for February advertising must be received by January 1st.
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"technically speaking"

AUTOCROSS/TIME TRIAL PREP

One question that seems to come up a lot is about car preparation. After a lot of inquiring as to the current level of preparation my first recommendation would be tires. The current hot set-up for tires has got to be Yokohamas. Some of the new Goodyear Gatorbacks have shown well also, but the tire technology wars are producing some real performers so watch your competition closely. The Yokohamas of today, A008 or O01R's are almost as good as the Goodyear race tires of a few years ago such as 22x7.5x15 or even 23.8.5x15.

OK, you've got the latest trick tire but you still aren't winning. Next would be shocks, sway bars, torsion bars and springs. Usually in that order but if your funds permit maybe all at once. When making changes to your car's handling try to keep it to a minimum between events so you can analyze each change before making another. This will help you to understand your car's handling characteristics better.

As with any suspension modification you will always want to keep an eye on lowering (or raising if you've gone too far) and aligning after each significant change mentioned above.

OK, you've done all the above and even rebuilt your engine and still can't seem to be as fast as you would like to be. When was the last time you got some professional help? No, not a shrink but how about a GGR instructor? Hey, it's free. Just ask at any event. The club has many who are willing to help you. One of my best competitors spent some time at the Bondurant school and it really paid off as he now holds the track record. Congrats Terry Hunt!

Don't let your pride stand in the way of your success as a better driver. Everyone should feel free to ask for some tips from any of the many GGR instructors, either at a time trial or an autocross. Maybe even on a tour. (You didn't hear me say that.) Like I said before, it's free, although I do take donations.

Porschially,

Bill Newlin

24/GOLDEN GATE REGION
A complete listing of class records from 1977 through 10/85 for both Laguna Seca and Sears Point follows. Fastest men's and ladies' times in each of the four car-categories are shown in bold:

<table>
<thead>
<tr>
<th>STOCK</th>
<th>SEARS POINT</th>
<th>LAGUNA SECA</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>9/85</td>
<td>1:31.32</td>
</tr>
<tr>
<td>NL</td>
<td>9/85</td>
<td>1:38.88</td>
</tr>
<tr>
<td>S</td>
<td>7/84</td>
<td>1:30.17</td>
</tr>
<tr>
<td>SL</td>
<td>5/83</td>
<td>1:35.28</td>
</tr>
<tr>
<td>V</td>
<td>9/85</td>
<td>1:24.62</td>
</tr>
<tr>
<td>VL</td>
<td>9/84</td>
<td>1:30.79</td>
</tr>
<tr>
<td>W</td>
<td>9/84</td>
<td>1:26.47</td>
</tr>
<tr>
<td>WL</td>
<td>9/83</td>
<td>1:30.60</td>
</tr>
<tr>
<td>Y</td>
<td>5/84</td>
<td>1:27.49</td>
</tr>
</tbody>
</table>

**PRODUCTION**

| AP    | 9/85        | 1:26.46     |
| APL   | 9/85        | 1:28.74     |
| CP    | 9/82        | 1:31.36     |
| CPL   | 9/83        | 1:33.64     |
| DP    | 9/85        | 1:30.35     |
| DPL   | 10/77       | 1:39.15     |
| EP    | 7/85        | 1:23.62     |
| EPL   | 9/83        | 1:22.99     |
| FP    | 9/85        | 1:22.73     |
| FPL   | 9/85        | 1:21.22     |
| HP    | 9/84        | 1:23.39     |
| HPL   | 5/85        | 1:28.35     |
| IP    | 9/85        | 1:22.61     |
| IPL   | 9/85        | 1:29.86     |
| JP    | 9/85        | 1:23.36     |
| JPL   | 9/79        | 1:23.70     |
| KP    | 5/79        | 1:22.99     |
| B     | 9/85        | 1:27.15     |
| L     | 5/85        | 1:21.22     |

**PRODI FIED**

| A     | 9/83        | 1:26.04     |
| AL    | 5/82        | 1:26.04     |
| C     | 9/85        | 1:31.71     |
| D     | 5/85        | 1:25.42     |
| DL    | 9/83        | 1:30.76     |
| E     | 9/84        | 1:21.75     |
| EL    | 7/85        | 1:25.54     |
| F     | 9/79        | 1:20.14     |
| FL    | 9/84        | 1:26.45     |
| H     | 5/85        | 1:17.16     |
| HL    | 9/85        | 1:25.78     |
| I     | 7/85        | 1:25.56     |
| J     | 7/85        | 1:17.99     |
| JL    | 9/84        | 1:21.16     |
| K     | 5/79        | 1:19.35     |
| KL    | 5/79        | 1:26.07     |

**MODIFIED**

| G     | 9/85        | 1:24.13     |
| GL    | 7/84        | 1:36.35     |
| U     | 7/84        | 1:13.98     |
| UL    | 9/84        | 1:19.79     |
| M     | 9/85        | 1:14.40     |
| ML    | 9/84        | 1:19.42     |
| X     | 5/84        | 1:12.88     |
| XL    | 5/83        | 1:16.95     |
| Z     | 7/85        | 1:10.67     |
| ZL    | 9/82        | 1:17.97     |

**NOTE:** Records have yet to be established in Classes YL, KPL, BL, LL, CL and IL.

* Record set in 10/83, equalled in 10/85.
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BICYCLE CARRIER FOR 911 - a PCA member in Houston was sent a copy of a picture from a 1969 Nugget showing same but the copy is so poor he can't make it out. If you can help, call or write Jack Baldwin at 10826 Timberglen, Houston, TX 77024; (713) 467-1793.

1976 911 CHASSIS/ROLLER; perfect for race car project. $1800.00. Ken Mack (408) 379-3220.

1975 911S; Brown w/tan interior; power windows; sunroof; complete rebuilt engine; body in immaculate condition. $11,000. Patricia Bochner (415) 327-7774.

1974 911 COUPE; #9114102840; 82K original miles; all service records from 26K miles on for this Calif. car; 27K miles on rebuild w/"S" pistons and barrels, upgraded tensioners. Recently detailed. Excellent condition. $13,500/B.O. Ralph Conradt (415) 851-2750 or message 2604.


1973 911T TARGA: White w/black interior; 5 spd.; CIS; AM/FM Blaupunkt w/Clairon cass. & graphic equalizer/booster, 3 special sound enclosers; engine completely rebuilt 41K mi. ago (total 145K) w/new pistons, rings, valves, guides, clutch, etc. (receipts); “S” instrument pkg. & susp. (orig. equipment); bra. Immaculate cond.; must be seen & driven to fully appreciate. $11,500 or offer. Tony Delgado (408) 984-3554.

1973 914-6, 3.4 litre, roll cage, trick suspension. 3rd over-all at '85 Parade, 1st place Class "H" '84 & '85. Holds current track records at Sears Point & Laguna Seca. It is fast! Spare gears; 768" alloys for the track. Single axle trailer w/tire tack & storage box included. Will consider 911SC trades. The #1 Time Trial Package for $22,500. Ken Mack (408) 379-3220.


1966 912. Excellent condition. Must see to appreciate. Rebuilt engine - all original German parts. New paint job - Bermuda Orange. $8500 or best offer. Linda Courtney (209) 575-3212 eve. & weekends.


FOR SALE: 95% off .. used only once .. California lottery tickets.

(Continued on next page)
1957 COUPÉ #58580. White. Rebuilt engine has 9,000 miles. Looks good, runs great, no rust. A good driving car and excellent restoration candidate. Mostly complete except for partial bumpers but '58 bumper included. Owned 15 years, always garaged. $7,200 or offer. Jeff McAlpin (415) 892-5079.

PIRELLI P-7s 225/50 VR x 15. Brand new, zero miles, never mounted. No blem. $149 each, or $550.00 all four. Jeff Adachi (408) 725-0785.

USED GOODYEAR EAGLE RACE TIRES (about 20), 23.0 x 8.0-15 and 23.0 x 9.0-15, various amounts of rubber remaining & various hardinesses. Will work quite well with formula V tread treatment. Fit 6" to 9" x 15" rims. Come & select the ones you like. From $50 to $20 each. Chuck Forge (415) 941-3084.

PORSCHE ALLOYS 6x15, 3 early offset $300; 1 late offset $125. Jim Garrison (415) 548-9949.

944 PLUSH MATS. Full four-piece set of charcoal grey plush mats with light grey lettering. Used for 10,000 miles, like new, $50. Colgan bra, very good condition, $50. Gary Brauch (415) 941-2178.

914-6 RACE PARTS: 2 sets heads/new; both tube port exhi, one set completely ported, GM valve seats, relocated spark plugs $1200; one set big seats not ported $600; one shuffle pinned case not used $450; six ea. 95mm Mahle Nikasil pistons/cyls $175 ea./$900 set of six; Super lite 2.0 crank w/dowels $210; much more, cans etc.; one complete 2012 cc engine, drysumped etc. etc. 200 hp. Terry Hunt (209) 578-5610.

PARTS: C-6 Camshafts, new w/nuts $750; 2.7 ltr. crankshaft std./std. $450; '79 914 trans. $750; 914 1.7 & 1.8 ltr. competition rods w/SPS bolts new $375; SC 3.0 ltr. cyl. head $250; Phase 9 muffler new $100; 911S 2.2 ltr. crank & rods std./std. $500; 911E Camshafts reground $275; 86 M.M. Mahle pist./cyl. 2.5 ltr. on short crank $350; 6 x 15 allow wheel early offset $200; oil cooler 74-911 $150; 901 A lst., F 2nd gear sets like new $175 ea.; 915 1st gear set $325; 2R & 3R eng. cases $300 ea. Bernie Buschen (415) 793-6067.

914 PARTS: 2 front struts, complete $75 ea.; cylinder head (1.8) $100; rear suspension w/trailing arm $100; side shifting connecting rod $30; 1.8 cam $45; driver's side seat mechanism $20; 914/6 alloy rims, 5 1/2 x 15, set of 4 $200. Dale Dorjath (408) 997-0914.

PORSCHE STORAGE. Have large secure warehouse which houses my cars w/avail slots for approx. 6 more cars; space will be cheap but access limited. Jim Barrington (415) 655-1088.

(Laguna Seca Finale, continued)

1:12.88. In Class XL Marilyn O'Shea turned a personal best of 1:22.41 to finish the series. Preparing for next year's X Class Series were Ted and Susie Atlee in their just-completed Johnny Johnson-prepared 914 that ran in Exhibition Class for this event.

In Class Z, Dave Eckert's 1:11.62 was just enough to clip Tom Amon by .12 second to give Dave the event win, TTOD, and a second place Series win behind Mat Lowrance who was forced out of action because of a broken crankshaft.

Carol Kleindienst notched a 1:19.97 in Class UL, bettering her previous 4/84 mark of 1:21.62, only to have a stellar driving effort by Betsy Ryan lower the record to 1:19.79.

But the biggest story of the weekend appeared to be the return to form of Ken Mack in Class U. With only one previous 1st place finish all season (#2 at Sears) and two straight losses to Rich McGulph, Ken entered this event with only a 2 point lead making this an "all the marbles" effort. Rich's near-perfect 1:15.15 (which broke Ken's previous 1:16.02 records) was not enough as Ken thundered around Laguna in his 914-6 rocketship, turning a 1:13.98 - not once, but twice! As he re-entered the pits his smile said it all!

Charlie Arola

(Stroker Ace, continued...)

and more frequently. The weather went from cold and clear to wind and rain to clearing and sunshine for victory circle. I'm happy to say all our "cherry" 24 hour participants held up very well. Barbara Maas took lots of pictures and even got one of me dozing. I've never slept while the cars are still running but after #92 died I was only a stand-by fueler so why not sleep. Nice to meet Larry's new bride Christine and her parents at their first race.

The season is now in the record books. Walt & Jon are co-champions in the inaugural Firehawk Series and won the first 24 hour IMSA Stock event. Drake Olson may win the Porsche Cup with his ride in the Carlsen car. Kees Nierod is the first Canadian to win in the series. Many of our crew helped Kees be the first Canadian to win Sebring a few years ago.

Thanks to everyone on the team, our sponsors and to the many people in PCA whose lives were disrupted while we went racing. When you see our drivers, congratulate them on a great job.

Over and out for 1985. Stroker Ace
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Coming Attractions

DECEMBER

14 Christmas Party (Pg. 15)
   at Oak Ridge Golf Club
   (Lommatzsch)

JANUARY

12 Activities Day (Pg. 6)
   (Kuhn)
18 Dinner Meeting (Seidel)