ELECTION ISSUE

NUGGET
PORSCHE CLUB OF AMERICA
GOLDEN GATE REGION  Nov. 1985
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Well, I've decided to write this month's column as Gary was so kind to do it last month. However, Julie Arnold has mistakenly given me the credit for it! She writes:

"Janet...
You jumped the gun! After reading of my marriage in the October Nugget... it seemed like such a good idea that I decided I really would go through with it.

The wedding will be October 12 at 12:00 noon. It will be official by the November Nugget.

Julie Arnold...almost (Zych)"

Oops! Honest, Julie, it wasn't ME! Gary claims he got this tidbit from a very reliable source... This could be the Watergate of the West.

Anyway... hope you're all ready to think about next year's schedule of activities. Don't forget to come to Activities Day on January 12, 1986. This is where we plan out the events for the entire year. It's also a great social occasion. Even if you don't think you want to chair an event, come on out to put in your two cents' worth or to offer a hand to someone who needs it.

Only two more chances to help us on the Nugget. We'll be typing the December issue between November 5 and 13 and probably pasting up the 12, 13 and/or 14. Please call if you want to help and we'll schedule you in. Our last issue will be the January 1986 one, so now is the time for all good Golden Gaters to step forward to be next years' Nugget editor! We've had fun this year, but Gary has a race car to build (zoom zoom) and I have a law practice to tend to...

Janet (and Gary)
 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.

ASSISTANT TREASURER
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716 Duncanville Court
Campbell, CA 95008
(408) 377-5358

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1021 Gremlin
Pleasanton, CA 94566
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700 Cornell Dr.
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778 Loyola Dr.
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(415) 948-9023

NUGET MAILING MANAGER
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1021 Gremlin
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(415) 846-7163

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P.O. Box 91
Montara, CA 94047
(415) 728-9351

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1727 Selig Lane
Los Altos, CA 94022
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SPECIAL CONSIDERATION TO PCA MEMBERS

4/GOLDEN GATE REGION
Dal Presidente

How come nobody blinks their lights anymore? Let's see a show of hands; how many of you blink at other Porsches? Maybe it's because most new Porsches don't have exposed headlights, although 911's and 356's don't have this excuse. Do you suppose new 911 owners do not know that they can flash the headlights? I have been "blinking off" 911's while driving our family car (Mazda 626LX) just to see if there is any reaction. The best response is when the driver goes by with his hand stopped in mid-wave, because he suddenly realizes it isn't a Porsche and he is trying to see who it is. I think the real explanation is that the 911's do blink, but too late. This is because most 911's are owned by real old guys who either bought the car new when it was more affordable, or had to work most of their lives, saving up. Because of this high average age, the reflexes are slower and they can't react fast enough to blink back.

It's only a couple of months until we sign up for the Parade in Maine. I'm planning to arrange a tour, probably on the way, that goes through Canada most of the way. The Parade is the first week of August. Let me know if you would like to be part of this.

Darrell Terry has certainly had disappointing response to his plea for people willing to put on an autocross. I told him I'd put on the last one, simply because no one else would. I can do it, certainly, but this would be a great opportunity for someone to break in on this activity, especially since the 17th of November will probably be a fun day. See me if you want to help.

Don't forget the November Dinner Meeting at the Palo Alto Holiday Inn on the 16th. The autocross is at Pleasanton the next day and then our Christmas Party is on December 14th at the Oakridge Golf Club in San Jose. B there or B Square!

Ciao,

VOTE VOTE VOTE VOTE VOTE VOTE VOTE

Yes, that means YOU! On the next two pages you will find the statements from the candidates for the 1986 Golden Gate Region Board of Directors. You'll note that there are two statements from "write-in" candidates. Our bylaws require that candidates step forward by October 1 to be placed on the ballot. Inasmuch as we had no candidates for two offices, we've included the write-in statements to let you know that these folks are ready, willing and able to serve you but you'll need to send in a ballot with their names entered to take them up on it! Won't you do so today? If you are eligible to vote, you'll find a ballot inserted in this issue.

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.

NUGGET/5
PRESIDENT

It's hard to write a campaign article when you know you are running unopposed. I won't bother to ask for your vote, only your support during my term of office. It takes a great many people to make this Region successful beyond the elected Board. I speak on behalf of the Board in requesting your cooperation by volunteering for one of the many appointed positions that will be available. If nothing else, please give us your ideas and attend the events.

I'm willing to make the commitment to work as hard as it takes to make 1986 a great year for GGR and hope you will come out and join me.

Sharon Neidel

VICE PRESIDENT

I joined PCA in October 1982. Since then I have participated in a variety of ways. I have been a worker in the GGR Time Trial Series for the past three years. This year I have been registrar for the GGR Autocross Series. I have also been an entrant in both series. In 1983 and 1984 Cathy and I organized the GGR Yosemite tour. In 1983 I received the Don Matthews Memorial Award.

I would like the opportunity to serve the club as your Vice President. I'll appreciate your vote, but no matter who you vote for, please take the time to vote.

Jack Kuhn

SECRETARY

I have been a member of PCA over 10 years, with 8 being in GGR. I have participated in many of the club's activities, including organizing 2 tours, 2 years as co-autocross chairman and 2 years assisting the time trial Chief Instructor. I feel I can offer a positive influence as a member of the Board of Directors.

Karen Hawkins

COMPETITION DIRECTOR

As an active time tracker over the past years, I have enjoyed the experience of driving my Porsche for which it was designed. In the past year, however, I have noticed a marked decline in participation at time trial events, which has given me great concern as to the future of competition events. It is my desire to bring to these competition events a social aspect as well as the competitive atmosphere. I feel my experience in business as a manager will provide the basic guidelines to successfully re-establish time trials, autocrosses, and rallies as a source of club income and draw new members. Safety must be paramount, both to the individuals and the automobiles involved, along with coordinated social activities. Next year promises to be fun for all.

Eric Winston
MEMBERSHIP DIRECTOR

Why would I like to be Membership Director?

I've only been a member for 2 years, but I feel that I've gotten a lot out of it. It's a great Club and a great bunch of people. Now I feel it's my turn to give something back to the club.

Rick Guido

SOCIAL DIRECTOR

The Golden Gate Region has lots of wonderful social events. The problem is ATTENDANCE! If elected, I will continue the varied social calendar we have always had, improve the quality of the events and try to understand what it is going to take to get you "Nugget Subscribers" out to some GGR social activities. There is much more to GGR than speed events and I can prove it. Oh, by the way, I'm a charter member of this region and have a lot invested in it. A vote for Karl will provide you all with the return.

Karl Keller

MEMBERSHIP DIRECTOR

Periodically participating in social and competitive events since joining GGR in 1981 has been gratifying for me and Janine as well.

During that time, in one year I thought of running for a Board office; very passively threatened to run the following year; and this year -- I decided it's time to give back to the Club's membership what it has so generously given me.

Provided you, the voters agree, I look forward to returning in service as your Membership Chairman what you have given me in enjoyment as a member of GGR.

John Peichoto

TREASURER

I would appreciate the opportunity to serve on the Golden Gate Board of Directors as Treasurer. I have served previously on the board and am very familiar with the operation of the club. Thank you for your "write-in" vote.

Mike Lommatzsch

NUGGET/7
Thirty-seven Porsches gathered in Pleasanton on a sunny October morning for a jaunt to the El Dorado hills of California's golden past. This was a real Porsche tour with no Porsches-in-disguise, all 911s, 914s, 924s, 928s, 944s, and even the latest 944 Turbo courtesy of Rick Bower and the Carlson Porsche dealership. As usual Karl Keller had staked out some real Porsche roads following the freeway portion of the tour. We even passed a contingent of Diablo Region tourists (with some familiar Golden Gaters among them) heading in the same direction we were traveling.

Pool Station Road was the fun road this year, lines of Porsches gliding along windy roads at the top of the gears. As George Neidel put it, it was everyone into the Pool. This year Karl put us up at Black Bart's in San Andreas but he stuck to his tradition of the most for the bucks with a great buffet lunch with everything from salad to pasta to meat dishes. Nobody was going hungry on this tour. After stuffing ourselves with food it was off to fill up on wine at Shenandoah winery, run by an ex-Silicon Valley type who abandoned chips for grapes. If you enjoy your wines on the dry side, they had some very nice Zinfandel and Sauvignon Blanc, a fruity white Zinfandel (we bought a few), and a dessert Black Muscat. The tasting room also had its version of the lottery - chocolate truffles with various liqueurs. Various chocoholics such as Gary Nylander, Janet Buck, certain Neidels, Russ and Peggy Weber, and instigator Barbara Berens were determined to taste them all. It seems the Guidos were waylaid by a Suzuki Samurai in the town of Sutter Creek who used his flashing red to stop their flashing red 928. Karl gave them a taste of the wine by giving them a bottle gratis at dinner.

On the way back to San Andreas, groups of shoppers, sight-seers, and curiosity seekers stopped in Sutter Creek (a town of scores of historic homes), Dry Town, and Amador City. The Soares and the Rapps were seen checking out some historic markers which seem to be every few feet in this most colorful part of California.

Dinner was in an old quonset hut converted into a theatre where, in addition to a prime rib dinner, the group took in a production of "The Sunshine Boys" on its closing night. It was quite a good amateur production. Being closing night, the cast awarded one another, including an upside down trophy. Not to make too early of a night, some persons even went dancing in the Black Bart Bar (complete with bikers to make it more interesting.)

Due to the fact that everyone was hooked on food, many people were up early Sunday morning to get the jump on the big buffet breakfast Karl had arranged. To get the adrenaline flowing, Rick Bower offered rides in the 944 Turbo. Jack Kuhn swears he would lose his license in a matter of days were he to purchase one of these beauties. Karl Keller and I took a trip down Pool Station Road in it and believe me, this car has to be driven to be appreciated. You would swear this thing had eight big cylinders instead of four!

After breakfast some people headed off to take in some other activities before our arranged afternoon in Columbia. Barbara Cummings had her mother visiting with her from Germany so naturally they had to run off to Murphys with Joan Sanders and assorted others to take in the Oktoberfest. Salvatore Lima took in the lumberjack festival while the diehard 49er fans stuck to the TVs to watch the Falcons get beaten.

Our day ended in Columbia Historic Park where Karl had, of course, arranged for more food. Not content with this the Towlers, Mike Farnsworth, Jan Alves and others jumped out of their cars upon arrival and proceeded to the nearest ice cream parlor. Karl arranged some rides on pre-Porsche transportation which made Speedsters look like luxury GTs. Once again Karl Keller and Susan Ramer produced a splendid event package with non-stop fun and food. We can hardly wait for the next one.

Al and Barbara Berens
Well, the Big One is only a few days away. November 9 at 10:00 AM registration will open. At 11:01 AM the first car will begin the ADVENTURE. There are only four checkpoints and if you can zero all of them you will be rewarded with a bottle of excellent California Champagne.

This rally has been created in the "Bigger than Life Style" of the best of the California rallies. Awesome distances and double checkpoints will challenge your driving and navigational skills. And of course we have chosen some of the best roads around for your driving pleasure. The only equipment necessary is a watch with a second hand. And possibly an auto.

Come on out, rain or shine, and share the Adventure. Call me if you would like to work, we need your help for this one.

On December 6 Starlite will be run again. This is the biggest Pan Am style rally in California. It starts in Santa Barbara on Friday night and ends in Las Vegas around noon on Saturday. There is a big banquet Saturday night. This is a great rally, don't miss it.

I would like to take this opportunity to thank our editors, Janet Buck and Gary Nylander for the great job they have done this year in getting my articles into the Nugget and supporting the sport of rallying. I wasn't always on time you know. Terry Zacccone and Darrell Tarry deserve a lot of credit too for all of their support. They have made it a pleasure to serve you this year. And THANKS to all of you who have been so kind to read my articles and a special THANKS to those of you who found the time to come on out and participate. You are what makes the club worthwhile and I sincerely appreciate your interest.

Now is the time to volunteer for Rally Chairman for 1986. I will unfortunately not be able to serve again next year and we need you to carry on. Don't be afraid to speak up, experience is not necessary, your club needs your help. Call anyone, Terry, Darrell or myself and talk to us about it. This is a great time to offer to put on a rally for next year, too.

November Rallies: 9th, Pan Am Adventure, a Pan Am Rallye by GGR, call Byron (415) 828-2896.

December Rallies: 1st, Toddler, an A-B Rally by Harriet Gittings, bring a toy for entry fee, call Harriet (415) 793-2514; 6th, Starlite by SBSCC, call Jane (805) 967-5481.

Byron Cole

Nobody went hungry on the Mother Lode Tour!!

We enjoyed a stagecoach ride - complete with bandit!
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ZACCONIE HONORED AT ITALIAN NITE

On September 21st, Golden Gaters gathered at the Floodlite European Restaurant in Redwood City to pay tribute to our Prez, Terry Zaccione. Al and Barbara Berens put on a great evening, with plenty of social time, door prizes, and great groceries. Various "friends", including Walt Maas, Harv and Linda Smith, Brian Carleton, and Gary Fahl told their tales on Terry and of course, all the Italian jokes they knew. Toby and Leta Evans entertained us with some great slides of their travels through Italy. The photos here capture some of the evening's moments: top left, Phil Zimmers and Linda Fox with Gary and Sandi Fahl and Danielle Ringen; top right, Terry Zaccione passes on the Dummkopf; middle left, Walt and Barbara Maas and Sharon Evans; middle right, Sharon Evans and Gary Fahl give their side of the Dummkopf story; bottom left to right, Gary Fahl and Toby Evans claim their door prizes from our host and hostess, Al and Barbara Berens.

Thanks Al and Barbie for a job well done!

Janet Buck
I really enjoyed the GGR autocross on September 22 at Milpitas. Not only was the course challenging and fast (redline in second), some of the superzoomies elected to skip this event (scared, probably), thereby leaving the coveted top-time-of-day spot open to low-power, stock type cars like poor old Marcel. Also, the modest attendance (50 drivers) was just right allowing everyone six runs and an early enough quitting time to allow us to get home to watch the 49ers finish off the Raiders. It took six runs and five lead changes before I was able to sneak under Larry Wilson for TTD.

There was very close competition in many classes. The first four places in the large 944 class spanned 0.483 seconds, with Tim Hagner taking the top spot.

Steve Nieszony led Class A with a very fast time of 52.992, in his 356, until Ed Wilson showed up later with his 912 and turned in a 51.629 to make the top ten. Jeff Reitmeir shocked Gary Dorighi and Darrell Terry with a 50.879 to put him second to Larry Wilson in class and fourth overall. Bud and Maryanne Behrens made the top ten with Bud taking third overall. The ladies 914 2 liter class was hotly contested all day with Denise Terry edging out Pat Wilson for second and Nancy Dorighi wiping them both out for first place with a blistering 52.184. Jack Kuhn worried Jim Pasha all day until Jim finally pulled it out with a 53.584. In class W, Felix Oramas and Mark Zanella were very close with Mark winning the day by a slim 80 milliseconds!

Rounding out the top ten were fast runs by Ed Clement and Lloyd DeMartini, a guest from LPR.

Naturally, everyone aims for the top ten, but the rest of the drivers had a great time. The bottom ten battle was almost as fierce as that for top ten with a span of only 3.4 seconds. Everyone broke a minute by the end of the day.

This course elicited more spinouts than any I've seen lately. I don't know if there was anybody who didn't get at least completely sideways.

Good job, Darrell! I hope we have more events like this one!

Terry Zaccone

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2/12/GOLDEN GATE REGION
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<th>CLASS A</th>
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<td>Ed Wilson 51.629</td>
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<td>Mark Zanella 53.982</td>
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RIDDLE???

See if you can guess what is pictured at left.
(Turn upside down for answer!)
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Saturday November 16, 1985

HOLIDAY INN, PALO ALTO
625 El Camino Real, Palo Alto
415/328-2800

Entrees: Sliced London Broil
Roast Cornish Game Hen

Dinner includes soup, salade, entree
potatoes, vegetables, french rolls,
desert and coffee or tea.

6:30 pm No Host Cocktails
7:30 pm Dinner and Awards
price $22.50

make checks to PCA-GGR
mail to:
Danielle Ringen
1072 Echo Dr., Los Altos
94022
or call 415/948-9025

remember - you are responsible for your reservations
reservations deadline November 11
dressy attire preferred

Our November dinner meeting is the annual awards banquet for
our Time Trial Series. We invite all club members to participate
in an elegant evening of dining and to share the awards presenta-
tions for our drivers, workers and supporters. The Holiday Inn
is offering special room rates for PCA members who wish to
stay overnight- make your room reservations early for best choice.

Please join us for an evening of
good food and great competitors!
CARLSEN TEAM WINS AGAIN!

Elkhart Lake, Wisconsin. Walt and Jon scored another victory at the 8-hour race at Road America. The other good news is that Charlie Burton (Le Patron) bought us all dinner at the Elkhart Inn. Thanks Charlie.

The crew drifted into Elkhart Lake on Thursday and Friday Sept 12 and 13. Steve and Lisa had a tough trip with the transporter so the only track time Thursday was in Hertz Rent-A-Racers. Even that was worthwhile as it's been a long time since Walt and Jon had raced there and Paul and Larry were again learning a new course. Bob Garretson and Bruce McInnes were also entered in car #92. They have had time on this track in recent years so only had to get comfortable in the 944.

The best way to count heads was at Siebkens Bar on Friday evening. Present were: Walt and Barbara Maas, Jon and Vicki Milledge, Bruce McInnes, Bob Garretson, Paul McIntosh, Larry Bleil, Jerry Woods, Marty Raffauf, Ron Trethan, Rick Bower, Joan Sanders, Phil Mullen (Old GGR Member) Steve Cate, Steve, Lisa, Mike and Myself. Charlie Burton and Heinz Shafer flew in Saturday. We had a good time at the bar tended by David Hobbs' son, Guy. Siebkens is an old resort hotel. The rooms are quaint with brass beds and old paintings and stuff. No TV, no phones, no wake up call. Bathrooms are shared by the adjoining rooms which caused many a traffic jam.

On Saturday we got down to business with two one-hour qualifying and practice sessions. The turbo and big engine cars had us on this track and the pole position was out of the question. #91 took 6th and #92 in 19th. Comtrack didn't show up with radios forcing us to depend on the pit boards. During practice we established our signal sequence for use during the race. At one time we wanted Garretson to get tire temps at Firestone so Jerry displayed a Firestone Firehawk hat and pointed to Bob on his final lap. Bob immediately showed up in the racing pit thinking we were getting free hats. It's all a matter of interpretation.

We had done our homework on brake pad wear and decided the fronts would have to be changed. 944 brakes are not designed like 935's for fast changes so a practice stop was scheduled. Jerry and Rick did a great job, clocking 1 min and 50 seconds. This experience was to be an important factor in the race. SCCA had a sports 2000 event this weekend with our endurance. Augie Pabst was driving in this race and I enjoyed telling our younger troops about Augie driving the rental car into the Mark Thomas pool back in the old Can-Am days. Everybody remembers that, Right!

At the Charlie Burton dinner, Jerry did a number with a 460Z strawberry margarita. At $12.95 a pop, you got to keep the glass. Later that evening, young Guy Hobbs poured beers into the glass so that Jerry could determine exact capacity. All the racers were there and try as we might we could not get our rivals, the Nissan 300ZX Turbo team, to get drunk. They were on the pole and Gramble, Jones and Kendall would not cooperate.

Paul McIntosh issued team T-shirts on Sunday. Thanks, Paul, glad you brought plenty as J.W. needed a few changes before the day was over.

The weather was perfect on the weekend. No B-52 size mosquitoes on this trip. Our race got underway at 9:40AM. The 40 some car field behaved themselves again and the pace car was never used. Jon started in #91 and Paul in #92. After 30 laps, the leading Nissan Turbo pitted for gas and Jon took the lead. Ace timer Judy Stropus was working our lap chart providing us with all kinds of good info to relay to our drivers. Paul was unhappy with his driving and pitted early to hand over to Garretson. Walt took over from Jon and in the next few hours #91 began to build the two lap lead we held at the finish. Jerry and Rick did the front pads at approximately half the distance and matched their practice time. Other competitors were to learn to their cost that changing the pads at the right time is crucial. Some crews had to change rotors after wearing the brake down to the metal.

#92 had moved up to 6th place when an MR2 crashed in front of Larry, who had no place to go. After 35 minutes we got him racing again. We had radiator hoses, coolant, front end damage and a brake change on that stop. Scratch one J.W. T-shirt. Sometime later, Larry came in with no clutch. Bruce McInnes got in the car and struggled around with sometimes only 4th and later 3rd. It was a disappointment to all as Bruce is a real pro and could have moved up if the car were in shape. To his credit he nursed the car home to finish. Thanks for the effort Bruce, lots of drivers would have parked it.

We had done our homework on brake pad wear and decided the fronts would have to be changed. 944 brakes are not designed like 935's for fast changes so a practice stop was scheduled. Jerry and Rick did a great job, clocking 1 min and 50 seconds. This experience was to be an important factor in the race. SCCA had a sports 2000 event this weekend with our endurance. Augie Pabst was driving in this race and I enjoyed telling our younger troops about Augie driving the rental car into the Mark Thomas pool back in the old Can-Am days. Everybody remembers that, Right!

16/GOLDEN GATE REGION
WELCOME TO GGR

NEW MEMBERS
Wm. F. "Bill" Bearden (Lynn)
1497 Ormsby Dr.
Sunnyvale, CA 94087
(408) 736-6342
'74 911

Michael Lynn (Linda)
P.O. Box 1262
Pleasanton, CA 94566
(415) 846-6211
'85 911 Carrera

NEW DUALS
Don Girard
2536 Knightwood Way
Rancho Cordova, CA 95670
(916) 635-8159

Jay Hicks (Judy)
9910 Silver Oak Ct.
Oakdale, CA 95361
(209) 847-7943

Mat Lowrance (Marcia)
P.O. Box 233
Sierra City, CA 96125
(916) 862-1367

TRANSFER IN
George T. Harrison (Linda)
154 Lombard #63
San Francisco, CA 94111

Thomas Larson
1879 Catalina St.
Berkeley, CA 94707

Frederick Ohlrich (Fran)
3439 Fillmore St.
San Francisco, CA 94123

Gregory Pantelis
127 Worcester Loop
Los Gatos, CA 95030

TRANSFER OUT
Donald Canardo
(To Redwood Region)

Doug Forster
(To Rocky Mountain)

Jana McEwen
(To Redwood Region)

CHANGES
James Garrison
1102 Neilson
Albany, CA 94706

Thomas Hall, Jr.
902 Wilson Ave. NE
Orangeburg, SC 29115

Larry Israel
327 Eureka St.
San Francisco, CA 94114

Jim Mather
4290 Albany #P245
San Jose, CA 95129

Kaaren Peterschmidt
7720 Orogrande
Cupertino, CA 95014

Ken Scott
c/o Polo
271 N. Mathilda Ave.
Sunnyvale, CA 94086

Jeff Sellman
6363 Castle Drive
Oakland, CA 94611

Erika Williams
749 C Loma Verde
Palo Alto, CA 94303

TOTAL MEMBERSHIP OF
GOLDEN GATE REGION: 950

Stroker Ace, continued...

Thirty five minutes after the race some of us were on the way back to Milwaukee for the flight home. Rick and Jerry stayed with the car for the mandatory IMSA Tech. Both cars will remain in the East for Watkins Glen. #92 needs a lot of work and will be prepared in Florida.

Janet and Gary consider they put out a good Nugget when it is read in the "john". Hope that's where you are.

Ciao
Stroker Ace

NEWS FLASH!
WALT AND JON WIN WATKINS AND ALSO CHAMPIONSHIP

YOSEMITE

YOSEMITE 1986!

DATES HAVE BEEN SET. MARK YOUR CALENDAR NOW!

March 8 & 9, 1986 have been set aside for the traditional GGR tour to Yosemite. As in the past, we will be staying at Yosemite Lodge on the night of March 8. This year we will have a choice of two entrees from the Ahwahnee Hotel menu, but like last year, we will have our own banquet room at Yosemite Lodge.

This tour is always over-subscribed, and it fills up fast, so set aside March 8 & 9, and watch the Nugget for further details.

Jack Kuhn

NUGGET/17
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Dwight & Linda Mitchell
Tom & Marj Green
present

THE "VW/PORSCHE" WORLD INVITATIONAL
AUTOCROSS

Van Tune, the editor of "VW/Porsche" magazine is visiting GGR's last autocross of 1985 in preparation of an article for his magazine. Van has been working with the Green's and Mitchell's on a project to make the 928 a mean handling machine. The test site has been Pleasanton, with a special course designed by Dwight. We'll use this course for the year's final autocross, and Van will drive the 928 to illustrate how well a prepared 928 can perform. We invite all Porsche owners to join us. Special awards and prizes presented by Automotion.

DATE: Sunday, November 17
TIME: 8:00 am-5:00 pm (Last registration at noon)
PLACE: Alameda County Fairgrounds in Pleasanton

COMPETITION NOTES

This year is fading fast. By the time many of you read this article our autocross, rally and time trial series will be history.

Time now to reflect back on what you liked or disliked about those events and start thinking about how you can help to improve them.

The competition series is a large and important part of our club, they also take a lot of work to plan, coordinate and execute. A lot of work for one person that is.

When enough people pitch in and work together, the individual efforts are substantially reduced and the results are immeasurably better.

Don't just be a "participant" next year. Lend a hand, a thought, or an idea or, better yet, all three.

This club will only continue to be as great if the great members involved in it do their share to keep it that way.

Please contact me if you are interested in chairing and/or helping out with either the autocross, time trial or rally series in 1986.

Competition Director
Darrell Terry

UPCOMING EVENTS

Nov. 2nd Auto-X #8 Pleasanton
Nov. 17th Rain Date #9 Pleasanton
Nov. 16th Time Trial Awards Banquet - Holiday Inn Palo Alto.

GGR AUTOCROSS #8

THIS IS IT, FOLKS!!!!!!!!!

The last autocross for 1985 series will be chaired by Janet and Jim Pasha. The Pasha's are sure to design a course to not only tease the beginners but advanced drivers as well.

DATE: NOVEMBER 2, 1985
LOCATION: Pleasanton Fairgrounds
TIME: Early Registration 7 am-8:30 am
       Mid Registration 10 am-10:30 am
       Late Registration 12 pm-12:30 pm

If you have any questions, contact Jim Pasha at (415) 828-6810.

Please show up early and help with course set-up.

NUGGET/19
Every knowledgeable Porsche enthusiast depends on certain things. One is a source for parts and advice for his special Porsche requirements.

For most enthusiasts, the Automation catalog fills this need. Altogether, over 110 pages of accessories, tune-up parts, posters, books, suspension kits, racing equipment, wheels, spoilers, flares, restoration, seats, gauges, steering wheels, clothing, decals, model kits, and tech tips—dozens of tech tips that can save you hundreds of dollars.

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Call (408) 736-9020 to order your catalog shipped via UPS for $4.00, refundable.

Because until you have it, you don't have the essentials.
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).

QUESTIONS: Please call Mike Lommatzsch at (408) 978-2108.

NUGGET/21
## '85 Zone Autocross Series

By Bud Behrens

### Class Points

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**ZONE AUTOCROSS TEAM POINTS**

**TEAM 1 “DAMIFING”**
- Don Henkel
- Mary Ann Behrens
- Bob Burton
- Linda Mitchell
- Art Seeger

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**TEAM 3**
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PORSCHE ON MARS

by Dr. Terry Zaccoone
Staff Scientist, GGR

Note: This is the first in a series of "Porsche on Mars" that was originally written thirteen years ago, and appeared in the Prieta Post. I have updated them to reflect modern times. If all the chapters are eventually published in the Nugget, I will continue the series, but you need the background first...

The Porsche careened down the mountain road, seemingly out of control. The edge of the road was a precipice that vanished in the mists below. The specially prepared 959 vanquished corner after corner with breathtaking ease. Jon Carter was exhilarated. The factory had just confirmed his selection as number one driver for the Porsche Formula One team. His astounding wins at tracks like Nurburgring, Daytona, LeMans, and Laguna Seca, driving an old 906 prepared by himself, was ample proof of his skill. Now, as he pushed the 959 closer and closer to the limit, he was thinking of nothing else but the superb feel of the Porsche on the narrow road. He set the car up for a tight left-hander.

Suddenly, an old Rambler appeared, in his lane, coming right at him! His lightning reactions proved his undoing. He swerved right, missed the Rambler, and shot off the cliff into space, disappearing into the darkness below. There was a great concussion, like lightning close by; a vast, chilling change in the air around him, then blackness.

The distant sound of racing engines aroused him. He was still strapped into the Porsche, which was apparently undamaged. Stepping out of the car, he sharply sucked in his breath at the cold, thin air. The landscape was bleak, and the sun did not give its usual warmth. As far as he could see, the surface of the ground was flat and tinged with red. The sound he heard was coming from beyond a low hill some distance ahead. He turned the key and was somewhat surprised to hear the engine spring to life. As he accelerated toward the hills, he noticed that the car felt unusually strong. This was probably due to the low gravity and thin air on this planet. Apparently, he had somehow ended up on Mars, for the two moons, Phobos and Deimos, could be seen whirling by overhead. The surface reminded him of a red Bonneville Salt flats. Before he realized it, the speedometer needle was sitting at 190 and he was still picking up. This did not surprise him, as he was quite familiar with the air drag problem at high speeds. Here, the thin air held him back hardly at all!

As he crested the hill, he looked down upon a vast panorama of life. As far as he could see, beings of various shapes, sizes, and colors were busy setting up shelters, cooking, fighting, and occasionally working on different sorts of vehicles. As he drove through this great campground, he saw things he could never have imagined. There was a group of giant green men, standing upwards of fifteen feet tall, with six arms and two giant tusks protruding from their ferocious mouths. They were apparently tuning a racing machine that had ten wheels and looked vaguely like a dinosaur. Further on he came upon what appeared to be furry, pure-white apes. The vehicle they were uncovering looked like a long snowmobile.

Then he reached the track. It was beautifully maintained, and larger than any he had ever seen. As he stared at the track, he became aware of activity behind him. He whirled around, only to find a strange assortment of creatures examining his car. They crawled underneath, opened the various decks, climbed in and out, and generally thoroughly checked it out. Brave as he was, Jon was not quite ready to try to rescue the car, especially as they were not harming it. Abruptly, as if on command, everyone stood away from the car. One tall fellow, who resembled a nine foot, inverted test-tube, with an anemone for feet and a

(Continued on page 27.)
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Porsche on Mars, Continued...

half-dozen thin tentacles on each side for arms, glided forward to the car. One tentacle, which ended in a sharp point, reached forward and inscribed a tiny symbol in the upper right corner of the side window. The four others pushed the car out onto the track, lining it up with the others at what was apparently start/finish.

Jon Carter knew then what was going on! Somehow, he had stumbled onto an intra-martian race meet! His car had been teched and he was in the race. Having nothing else to do, and being an ardent race competitor himself, he was more than happy to participate, especially since he had not been certain as to his fate.

The starting flags were being wielded by a turtle-shaped thing, having a row of long arms across its back. This worthy was on a high platform, suspended by cables of some sort, over the start/finish line. Apparently, a green flag was represented by a large golden ring, which was twirled at the end of one arm. The checker was a long rod with sparkling, incandescent spheres spaced every foot. There were no other indicators, or provision for accidents, troubles, etc. On Mars, they start the race, and finish it with no complications between.

There was a large roar, a blending of hundreds of loud and alien sounds. The race was on! The pack surged forward, each driver fighting for position. There must have been three hundred vehicles, some alike, some different, all loud. At first Jon had some difficulty keeping from being crushed by some of the larger machines. He quickly realized, however, that the Porsche was clearly superior to the Martian cars. He accelerated through the pack, reaching the front after the race had proceeded some five miles. There were two who were obviously fastest. On his left was one of the giant green men, astride his ten-wheel dinosaur. On his right was a vehicle which closely resembled a mahogany-decked inboard speedboat. The driver was kneeling in a small, open cockpit. He appeared to be humanoid in form. An electric tingle of excitement ran through Jon as he dropped back for a better look at this driver. Perhaps here was someone he could communicate with! Humanoid indeed! The driver was the most beautiful woman he had ever seen! Her hair was long and golden, reaching past her waist, and her skin was of a soft red hue. She wore some sort of diaphanous garment which clearly revealed a form to match the incredible beauty. A sharp jolt wrenched his attention back to the race.

Tune in next time to find out what happens to Jon Carter and his 959 on Mars!
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