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In 1979 Anderson-Behel Porsche + Audi was one of only three Porsche + Audi dealers in the entire United States to win the Grand Award for Service Excellence. The award was presented for outstanding Porsche + Audi service throughout the year. If you have a Porsche or Audi that needs servicing, let us show you why we are the "best" west of the Rockies.

We care.

Porsche 924 Turbo

The Porsche of the immediate future. 4 wheel disc brakes developed especially for this newly engineered turbocharged Porsche, along with its 5 speed transmission and rack & pinion steering gives the operator complete control in all kinds of weather. The subtlety of the 924 Turbo is quite a change from that of other turbo engines. It lets you know when it's charging without giving you "whiplash". Along with a quieter ride than previous 924's, the future of the Porsche 924 continues.

Audi 5000 Turbo

The looks, the luxury, the ride. The Audi 5000 Turbo blends engineering and elegance with impressive results. Wall to wall carpeting, plush velour, or (opt.) leather upholstery surrounded by a quiet and smooth ride. The 5000 Turbo is one of the finest examples of German engineering and craftsmanship. All that luxury, comfort and agility is waiting for you.

ANDERSON BEHEL PORSCHE + AUDI
4355 STEVENS CREEK BLVD., SAN JOSE 247-1655
INSIDE YOUR NUGGET

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DIRECTORY

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: June 1st for the July issue). Questions regarding display advertising should be directed to the Nugget Advertising Manager, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information.

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EXOTIC (EROTIC) DINNER

So you got your Nugget and fainted when you saw the price of the May dinner meeting. Well, you should have revived yourself and sent in your check. Not only was the wine (an excellent Spanish red) included in the price but there was an abundance of entertainment both provided by Menara's and the membership itself.

Menara's is a slice of the Casbah in San Jose; it's not Rick's Cafe American from Casablanca but one might expect to find Peter Lorre or Sidney Greenstreet seated at a back table exchanging letters of transit. Brass tables and leather cushions are scattered about the room while waiters in various Morroccan outfits buzz around the room. The small turnout for this one enabled us to feel like desert sheiks, help was never more than a few feet away.

The official entertainment was a belly dancer and in honor of the occasion Dinah Patterson engaged Alan Brooking to produce a "name that navel" contest. Nine navels of both genders were taped to a board and everyone took a guess. The only obvious one, a naval with a can of Coors where the ruby usually sits, belonged to John Clever. The number eight naval belonged to every woman in the room, funny about that. That svete tanned tummy actually belonged to the lovely Pat Walden. And all you people thought Alan only photographed the south ends of girls headed north. The contest was harder than it seemed, since the winners were a tie with four bellies each, Marge Forster and Barbara Berens; they each guessed four that is.

Seated for dinner, President Bill Patton discovered there

NUGGET/4

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Exotic (Erotic) Dinner - Continued

are other uses for fingers besides his usual. No silverware here, I have a bunch the Hunt brothers ate there before us. The salad looked like it had been stomped out by camels, but it was delicious, especially on the heavenly bread. At Menara, when they say breadbasket they mean basket, about four feet high. The next course was described as a kind of chicken pot pie, with cinnamon and powdered sugar!

About this time the real entertainment started with the Menara belly dancer. I didn't think you could do those things with your stomach. Personally my eyes can't un-

ulate that fast. John Clever sat in the front row and wanted to play Pepe Le Moko. His hopes of snatching the gem from her naval were foiled when she wrapped him in her veil.

Jim Davis and Wayne Hotzakorgian must have thought they were in Tahoe or something, they kept running up and trying to put dollars in the slot. Not only did they fail to find the proper receptacle, but they never got her to pay off. They even confused the normally sedate Don Patterson into slipping a dollar or two into the waistband of her costume.

To cool off the men, they went back to serving food, but by then Keith McMahen had started his table into feeding one another, and licking one another's fingers clean. Barbara Berens attempted to spread that entertainment to other tables. In response the management brought out the belly dancer again, and sure enough Jim Davis was up there trying for three oranges again.

The real treat came when we didn't have to listen to Bill Patton conduct a business meeting.

Fezzes off to the Milledges and the mysterious Jim Giffin (he wasn't there) for a gourmet meal and an entertaining meeting.

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CONSIDERATION TO PCA MEMBERS
TT NOTES

GGR put on another successful time trial school/practice session in May. Everything went very smoothly and everyone seemed to have a very good time. As I write this article (May 31) we have only half the entries we need for the June time trial. Hopefully the other half will come through and we will have an event in June. By the time you read this, June 21 and 22 will be over and the event will have happened or not happened. I'm writing this article to explain several things — why we must have our entries several weeks prior to the event, why we must have a minimum number of entries, what our refund policy is and the costs to put on an event.

A time trial is a very costly event. Listed below are the expenses incurred at each time trial:

<table>
<thead>
<tr>
<th>Expense</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track rental</td>
<td>$3,000.00</td>
</tr>
<tr>
<td>Communications</td>
<td>500.00</td>
</tr>
<tr>
<td>Workers</td>
<td>300.00</td>
</tr>
<tr>
<td>Printing</td>
<td>250.00</td>
</tr>
<tr>
<td>Ambulance</td>
<td>500.00</td>
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<tr>
<td>Tow truck</td>
<td>160.00</td>
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<tr>
<td>Fire truck</td>
<td>500.00</td>
</tr>
<tr>
<td>Guard</td>
<td>100.00</td>
</tr>
<tr>
<td>Awards</td>
<td>700.00 (Individual event and year-end)</td>
</tr>
<tr>
<td>Beer</td>
<td>85.00</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>50.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$6,195.00</strong></td>
</tr>
</tbody>
</table>

The sponsor for the event contributes $750.00 and the rest, $5,445.00, must come from entry fees. If we do not have enough entries to generate this income, we do not have an event. If we have the minimum number of entries and actually have the event, the event will break even. Our 1980 budget is based on this break-even basis. If an entrant is unable to attend, but doesn't cancel by the cancellation date we cannot refund the money for obvious reasons.

For an example at our May event, the event had a net profit of $95.88. We had nine people who were unable to attend at the last minute. To be fair to everyone, we would have to give refunds to all or to none of them. Nine refunds would have resulted in a net loss of $429.12. We simply cannot operate these events at a loss. We have equipment to maintain and purchase, i.e., flags, fire extinguishers and timers and this all costs the Club money.

A little added note — something to compare with. Consider your cost and track time, the entry fee costs you $0.68/minute. Malibu Grand Prix costs $1.50/minute and you don't get to drive your Porsche.

John Johnson
Time Trial Chairman

DINNER MEETING

The July Dinner meeting will be held at the LaBaie Restaurant. At the time of this writing, the restaurant is only two weeks old. It has a fantastic banquet room with views of The City, East Bay, two bridges and the San Francisco Airport approach pattern. If anyone misses this dinner meeting, you will miss the sights and time of your life.

**HOST:** Mike Lommatzsch

**WHERE:** LaBaie
800 Airport Boulevard
Burlingame, CA
343-3711

**WHEN:** SATURDAY JULY 12th
6:30PM Cocktails (no host)
8:00PM Dinner

**ENTREES:**
- Roast Beef $15.00
- Petraile Sole $15.00

Dinner includes: bread, soup, salad, vegetable, a fantastic dessert and coffee or tea.

**Directions:** Take 101 North or South towards Burlingame and exit at Broadway. Go East on Broadway (towards the Bay), and continue around the Bay for about 1/2 mile. The restaurant is on your left, in the Four Seas Center, on the fifth floor. There is plenty of parking and it is in a nice area.

Make checks payable to PCA/GGR, indicate meal selection and mail to:

Barbara Lateer
2310-D Warfield Way
San Jose, CA 95122
or phone: 408-280-6880

Reservation deadline is July 8th. You are responsible for your reservations if not cancelled.

HARE & HOUND 1980

It's time for the annual hare chase, hounds. We have a new hare and we will be running in new fields. It will be the same howling good times however.

Hare and Hound is one week before the Parade and, as requested, there will be a place and time provided before the chase for Parade discussions. Parade-goers can form strategy, choose up tour groups and set departure times for those who like the fun and security of traveling in clumps, and the ladies can discuss what should be worn at Beer and Brat and the Awards Dinner.

Be there, Saturday night, August 16. Check your August Nugget for details, or call Larry Jones or Tom Foster if you have easy questions.

**MEMORABLE MEMORIAL AB RALLY**

The Memorable Memorial AB Rally was attended by 18 hearty souls who braved the clear warm Spring weather to match wits with the rallymaster. After an enjoyable afternoon of rallying, the competitors relaxed with a picnic lunch at Cuesta Park. Prizes donated by Automotion, House of Porsche, and Everyzing German were awarded to the first 2 places in the novice and experienced classes.

<table>
<thead>
<tr>
<th>Experienced</th>
<th>Score</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alan &amp; Gloria Baker</td>
<td>2</td>
<td>1*</td>
</tr>
<tr>
<td>John Clever &amp; Susan Brooking</td>
<td>2</td>
<td>2*</td>
</tr>
<tr>
<td>Toby Evans &amp; Bill Patton</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>Bob &amp; Helen Hubert</td>
<td>10</td>
<td>4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Novice</th>
<th>Score</th>
<th>Place</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nick &amp; Anne Ward</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Brad Whitworth &amp; Sue Berberet</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Donna Trefz &amp; Stephanie Home</td>
<td>9</td>
<td>3*</td>
</tr>
<tr>
<td>R. &amp; Dave Shepard</td>
<td>9</td>
<td>4*</td>
</tr>
<tr>
<td>Dale Wren &amp; Jean Christian</td>
<td>16</td>
<td>5</td>
</tr>
</tbody>
</table>

* Position determined by tie breaker.

*Editors Note: Mark had supplied me with color slides but I was unable to transform them to black and white in time because my darkroom is still in boxes! Sorry, Mark!*

8/GOLDEN GATE REGION

Mark Gang
Ralley Master
MENDOCINO TOUR

This is a set-back (clocks) and sit-back (easy) weekend tour to Mendocino October 25th-26th. A leisurely drive thru wine country (we will sip) and redwood forests (we will picnic) on carefree PORSCHE roads (FUN). Cocktails will be served with a view of the Pacific from the Gray Whale dinner offers special delights, and a peaceful nights sleep in antique carved beds under cozy comforting quilts. Room accommodations in the MacCallum House (built in 1882) are quaint, with shared baths, some fireplaces; all are sharing in love and warmth of yesteryear.

The town of Mendocino offers activities from relaxing to nature hikes, beach combing, skin diving, whale watching, fishing, tennis, etc. There are galleries and crafts linking old with new for shopping enthusiasts. Space is limited to 45 people, reservation deadline is early. Mail your check for $25.00 per person (room deposit) to me at 553 Sark Court, Milpitas, CA 95035. More details by return mail.

Terri Rosatelli

PS: Private parking area available.

COVER — Ken Mack at the recent Time Trial School and practice weekend. Photo by the Editor.

356 TECH CLINIC

This Tech Session is for all 356 owners, future owners, as well as those of you who like to admire the older generation of our marque. The idea is to have participation from those of you who wish to talk about a particular problem/symptom you have remedied on your 356.

I have contacted some of you to assist but would like to hear from others. We have room for a dozen 356's with each one being devoted to one particular point. In addition, I would like to have another 12 cars which are exceptionally clean to be placed in roped off area. This clinic needs you to assist others in appreciation of the 356. Please call me as soon as you have read this far.

WHERE: Garretson Enterprises
1932 Old Middlefield
Mountain View
WHEN: Saturday, July 16th
11:00AM
CALL: Ron Trethan, 838-8514 for further info.

BUD BASH BOWLING

This year will be the First Annual Budweiser Bowling Classic. This event is open for everyone as there will be prizes for all ages.

It doesn't matter if you know how to bowl, but rather if you want to have a fun afternoon socializing, bowling, and enjoying Budweiser beer.

WHERE: Amador Bowl, Dublin
(not the same place as last year)
Directions: Take 680 to the 580 junction and take 580 to Hopyard (first off ramp). Proceed East (over freeway) one block past signal. Amador Bowl on left.
WHEN: Sunday, July 17th
2:00PM
COST: $3.50 per person. Shoes extra. No host pizza to follow.
CALL: Ron Trethan 838-8514 for further info.

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Sears Point International Raceway, Sonoma, Calif. (707) 938-4741
PIT CREW — JULY

This could be the most SCANDALOUS of the Pit Crew meetings this year! Bill promises to have a flasher in front of his house (identity unknown!!!) Join us for an evening of planning, making decorations and SOCIALIZING.

PIT CREW

WHERE: Patton’s Place
4171 Observatory Avenue
Oakland
(415) 530-8151

WHEN: Tuesday, July 8th
7:30PM

Directions: Take 580 North thru Oakland, take Seminary off-ramp. You will be on the Mountain Boulevard which makes a forced right. Do not go back on freeway — continue past observatory on left. Watch for Observatory Avenue on left . . . it is a private road and deadend street.

(BYOB and try to let Bill know if you’re coming. If you’re coming from San Jose area, RSVP to me and let me know if you want to car pool up. I’ll try to set-up some cars!)

Dinah Patterson
(408) 354-0618
Pit Crew Chairman

PIT CREW — AUGUST

In case the meeting comes before your Nugget . . .

WHERE: Suzanne and Richard Petticrew’s home
720-L Blair Court
Sunnyvale, CA 94087
(408) 737-2628

WHEN: August 5th
7:30PM

Mark your calendars now for the August Pit Crew, and RSVP to Suzanne if you’re planning to attend. BYOB, and more information in the next Nugget, or call Dinah — (408) 354-0618!

PRICE INCREASE

ATTENTION ZONE 7 AUTOCROSSERS!!!

As a result of the Autocross Committee meeting in Fresno on May 17, an emergency rule for 1980 was added. Starting with the Sierra Nevada Zone Event on June B, the entry fee for Zone 7 Autocrosses will be $7.00 (seven dollars) for singles and $13.00 (thirteen dollars) for male/female couples.

Terry Zacccone
Zone Representative

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AUF DER HÖHE

Desk top cleaners — uppers and answers to often asked questions:

The Parade — All GGR registrants were accepted. If you have not received a packet or don't know what to do, contact me as soon as possible. I'd suggest making hotel reservations now, as things are getting tight already. There are still social registrations available with some chance of a competitive entry, but again, do it now. Golden Gate has over 80 cars registered with the next largest turnout being Rocky Mountain with about 50. Plans are being made for group caravans. Watch your Nugget for details. As of June 1st the Parade was in no danger from the volcano, but I understand an alternate site may be arranged just in case. This situation is being monitored closely. More on Parade later.

The Nugget — No, the Nugget does not have a new publication date. A series of unusual and unfortunate circumstances caused the May issue to be late. Editor Lateer and Membership Director Blanchard had moved just days before mailing. Thus, when a problem came up at the Post Office, no one could be reached to put out the fire. Through the relentless efforts of a few super sleuths, your Nugget was found, repasted, and mailed, though a few days late. (With much chagrin! Sorry! Ed.)

Dinner Meeting (May) — No, $18 Sunday night dinner meetings are not the direction your Club is headed in 1980.

A breakdown in communication caused a problem which was difficult to reverse. Those in attendance will attest that Jon Millidge and Jim Giffin put on a super event which will long be remembered by the forty in attendance. This event, however, should have been arranged and billed as an extra under the social category. (By the way, I apologize for my act. I just lost my head. I guess bananas and wine don't mix). I've had many comments on this event. I apologize and assure you once again, this is not the direction we are heading in 1980.

Time Trial School — I attended my first TT School and was amazed at the countless people who gave their time to make the event happen and didn't even drive. At the risk of leaving someone out, I'd like to thank John Johnson, Walt Maas, Hank Malter, Dave Neukom, Terri Rosattelli, Stephanie Home, Donna Trefz, Barbara Maas, Sandi Candel, Kent McLaggen, Joe Hartman, and the many corner workers for their tireless and often unrecognized efforts. Even Captain Mike (Atlee) spent two whole days sitting on a garbage can waving a cheekered flag. These people gave two days of their time, plus the expense to drive to, and stay at, the site to put on this event for you. Thanks also to Bud Hart Racing and Ken's Porsche Technique for their generous sponsorship.

Our History (The Archives) — National's efforts to create a well documented history of PCA and its regions, coupled with our efforts to display GGR historical material at the April Anniversary Celebration, brought to the attention of the Board the fact that our archives are, indeed, in a sorry state. On several occasions Shirley Neidel has attempted to enlist your help in preparing a better, permanent record of GGR's vast and rich history. The time has come for action. Shirley and I promise, if you'll participate, we will give you a library of information you can be proud of and which will be available for your observation. We need a recorded history and only you can supply the material. The Dummkep stories, Parade winners, National officers, racers, and other VIP's in written and photographic form are needed. The first step is formation of a "Research Committee." If you have any material to contribute or want to help find it, please volunteer for the committee by informing Shirley or myself. We especially need you old-timers. If you don't contact us, we'll be contacting you as this project is going to be fun and rewarding. Please don't wait for us to contact you. There will be more on this subject in the future.

Thanks for listening
Bill Patton
President

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NUGGET/11
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T & D

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Testing Cylinder Compression

Cylinder compression test is accomplished at cranking rpm. To perform the test, first remove all spark plugs and then proceed with testing. Each cylinder should be allowed about 12 piston strokes (compression strokes). Cylinder pressure should be even on all cylinders. The difference between cylinders should not exceed 22 psi. The test may be accomplished with a common compression gauge.

Perform compression test with fully open throttle and oil temperature not less than 140°F (60°C).

Rocker Arm Shaft

Remove valve cover and check rocker arm shaft retaining bolts for proper tightness using Allen wrenches.

Proper torque when tightening the bolts on cold engine is 12-13 ft-lbs (1.7-1.8 mkg).

Breaker Points

Breaker point gap should be .016 in (0.4 mm), dwell angle of 40°±3° (Marelli) or 38°±3°

Adjusting Valve Clearance (cold)

Valve clearance in cold engine:

Intake - .004 in (0.1 mm)
Exhaust - .004 in (0.1 mm)

Excessive valve clearance results in a noisy engine, loss of power and also affects timing. Insufficient valve clearance causes poor performance which may result in burned valves and valve seats. Timing is also affected.

The valves should be adjusted only when the engine is cold by following the firing order, i.e. 1 - 6 - 2 - 4 - 3 - 5. When setting the valves of any cylinder make sure that the piston of that cylinder is at top dead center (TDC) of the compression stroke since the valves are closed when the piston is in that position.

Checking and Adjusting Clutch

Pedal adjustment should be 13/16 to 1 in. (20 to 25 mm). It is checked by moving the clutch pedal in direction of the arrow.

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378-1911
GOLDEN GATE REGION PRESENTS:

AUTOCROSS SCHOOL

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JIM PASHA
Chairmen

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SEPTEMBER 20

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COST $10.00 PER STUDENT/DRIVER MAXIMUM STUDENTS: 60

THIS SCHOOL WILL AUGMENT THE BASICS, GIVING THE NEWER DRIVER THE CHANCE TO LEARN OR RELEARN ASPECTS AND TECHNIQUES THAT WILL IMPROVE THE CALIBER OF HIS OR HER DRIVING.

TENTATIVE SCHEDULE

STUDENTS WILL BE ASSEMBLED IN GROUPS OF 20 WITH THREE DIFFERENT CLASS PROBLEMS TO DISCUSS AND SOLVE (DRIVE). 8AM TO NOON.

GROUPS WILL ROTATE THROUGH THE AFTERNOON PROBLEM. NOON TO 4PM.

PREREGISTRATION IS REQUIRED – MAKE CHECK PAYABLE TO: PCA-GGR DEADLINE FOR REGISTRATION***************AUGUST 15, 1980

SEND TO: JIM PASHA
9673 TAREYTON AVENUE
SAN RAMON, CALIFORNIA 94583

INFORMATION CALL: (415) 828-6810 (AFTER 6PM)
MINUTES
BOARD OF DIRECTORS' MEETING
May 19, 1980

LOCATION: Dave Blanchard’s residence in Sunnyvale

PRESENT: All regular Board Members, Past President Sandi Candlin, Time Trial Chairman John Johnson, Goodie Bag Terri Rosatelli, Sponsorship Manager Mike Lommatzsch, Sergeant-at-arms Ron Trethan

GUESTS: Sasha Thiele, Jim Pasha, Ted and Susie Atlee

Old Business:

Porsche Community Day — Bill reported that everything is going great with over 3000 flyers in circulation. In addition, prior to the event there will be numerous spots on radio and television and that several celebrities will be present at the event. The Board approved Bill’s request for $290 for Merritt College to cover security, cleanup, etc., and $96.70 for Royal Crown cola. Bill also noted that the event will break even.

PCR Committee — Bill spoke with John Clever who noted that the ‘81 rules are already at committee and will be approved at the ‘80 Parade. Any input we have will be for the ‘82 Parade. It was decided that our input would be premature now for the ’82 Parade. John will be reporting back to Bill on the ‘81 changes and Bill will report back to the Board then. It was decided by the Board that the PCR rules should be made more accessible to all PCA members with Bill to contact National and the PCR committee. He was also to bring this matter up at the Executive meeting at the Parade.

Mendocino Tour — Terri reported that the Mendocino Tour is on schedule for October 25 and has reserved the MacCallum House for ±51 people. Her request for a $500 deposit was approved by the Board provided that there is a cancellation clause to protect the club. She is preparing an article for the Nugget for advance reservations.

National Insurance — Bill reported that after extensive searching he discovered that liquor liability insurance was extremely expensive and prohibitive.

New Business:

1982 Parade — Bill reported that Reno as well as Kansas City are still being considered for the 1982 Parade. If the Parade is held in Reno, it will be a Zone 7 joint effort. GGR would be handling the auto-X. Ted Atlee accepted the position as auto-X Chairman if the Parade is held in Reno. Ted also noted that there will be a price increase for Zone 7 auto-X’s to $7.00 for single drivers and $13.00 for couples.

Brent Regan and Mark Welch wish to extend this invitation to visit their new 6,000 square foot PORSCHE SERVICE FACILITY. The new shop includes normal maintenance and repair service, parts department and body shop. In addition, PORSCHATECH features a complete race shop capable of total racing or high performance fabrication.
Babbling Brooks' Minute Minutes - Continued

Auto-X and Time Trial Rules — The question of combining the auto-X and time trial rules was discussed per Tom Green's request. After considerable discussion, it was decided that this would be dealt with in the Statement of Policy via the job description for the Competition Director.

Auto-X Timers — It was decided by the Board to loan LPR our timers for their Zone 7 event in July with either John Hawkins or Ted Atlee to be responsible.

Ryde Hotel Tour — Bill reported that the event is scheduled for September 6 and 7 and will be the biggest and best ever.

Malibu Grand Prix - Dave reported that he has reserved the Redwood City track for July 12, all day, and that everything is on schedule. The Board also approved his request for a $50 refundable deposit. Dave also reported that in addition to the Grand Prix, there will be Pee Wee golf, a batting cage, and other activities for the Almost Anything Goes event.

NCSCC Rules — Jim Pasha reported that he has made several requests to NCSCC to change their rules for Porsche Classing and feels he will be successful. He also requested that more Porsches participate.

Auto-X School — Jim Pasha reported that the auto-X school is on schedule for September 20. He also has submitted an article to the Nugget and will be distributing flyers.

Directors’ Reports:

President — Bill reported that the National Board meeting was held in Millbrae, May 3, as scheduled with a good turnout. Bill also noted that it was a productive meeting and that the National Elections will have two candidates per office. Bill also reported that the Bonus Concours is coming along as scheduled with the publicity releases to be given to El Paseo.

Vice President — Barbara reported that June 14 dinner meeting at Miguels in Hayward is all scheduled.

Treasurer — Barbara submitted her report which was accepted by the Board. Barbara also noted that the certificate has been transferred to Bay View Savings to a 2-1/2 year account with a 12-1/2% return. Barbara reported for Marge, the Nugget Ad Manager, that Alex's has been sold and have cancelled their ad, with Anderson-Behl taking that space. Marge felt that it was necessary for out-of-state advertisers to have the ads prepaid. John Johnson submitted his Time Trial Budget for the first event and after all expenses it will break even. Sandi Candilin noted that Dale Dorjath has filed the Club's tax returns and that the Club does not owe any taxes. She also noted that the Club needs to reimburse Dale $5.00.

Activities — Sharon reported that she has received all the necessary insurance forms for the June events. She also noted that Kent McLaggen is the new Time Trial Tech Chairman. It was decided by the Board that the Club should take advantage of Eurasian's offer to replace the auto-X helmets with six new helmets that meet newer safety standards at a maximum of $20 each.

Membership — Dave submitted his membership report with five new members and an up-to-date GGR membership of 815 members which was readily accepted by the Board.

Technical — Jerry reported that there were 15 people at the last tech session and that it turned out very well.

Goodie Bag — Terri turned in $151.24 and reported sales of $217.17 for last month. The Board also decided that Terri will check Design Dimensions to see if they will design an interesting T-Shirt utilizing our logo and name for the GGR region and report back.

The July Board meeting will be held at the Rosatelli residence in Milpitas at 7:30PM June 25, a Wednesday night.

Respectfully submitted
Brooks A. Thiele
Secretary

MALIBU GRAND PRIX

All you fun loving Porsche pushers bring the whole family and join us for a day of fun and excitement at the Redwood City Malibu Grand Prix on Saturday, July 12 at 10AM.

Malibu Grand Prix has expanded their facilities and promises to have their new attractions open for our group. So, if there is anyone who doesn't have the urge to try their hand at driving formula cars, join us for the other events including: an expanded arcade, batting practice, miniature golf, and jumper boats (I'm not sure what this is but it sounds like fun!)

For those of you with a competitive spirit we will have some prizes; however, to qualify you'll have to try everything!

Bring the kids as we plan to have special games for them as well.

This should be a fun day so plan on joining us.

WHERE: Malibu Grand Prix

Directions: 101 to Woodside Road. Take Woodside Road toward the Port of Redwood City and follow the signs.

WHEN: Saturday, July 12
10AM

CALL: Only if you have questions:
Sharon Neidel — 225-8103 (H); 288-8000 (W)
Dave Blanchard—733-1630 (H); 996-9800 (W)

NUGGET/15
CARLSEN
PORSCHE/AUDI
PALO ALTO

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10% discount on parts and accessories to PCA members
CONCOURS SWAP MEET SUNDAY AUGUST 10

Presented by Golden Gate Region, Porsche Club of America, and Carlsen Porsche Audi

Open at 8:30 AM
Concours
Registration opens 10:00 AM
Judging at 12:00 PM
Entry $5.00
GGR Concours Rules in effect.

Free Admission
Swap Meet
Single Space $3.00
Double Space $5.00

coordinators
Bruce Anderson 967-8634
Doug Forster
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BOOK REVIEW

The A, B, C's (and 912's) of Porsche Engines or Porsche Engines and the Future of the Human Race.
by Harry Pellow
Published by:
Harry Pellow/HCP Research
20655 Sunrise Drive
Cupertino, California 95014
Price: Standard binder $19.95
Deluxe $24.95
Plus $1.95 for shipping
(Available only from publisher at this time.)

It isn't every day that I get to read a personal approach to Porsche philosophy as interpreted by a Porschephile. Usually I get progressively incoherent, beer tainted opinions, information, and philosophy after an autocross or dinner meeting, not the best way to hear about it all.

I've just finished an amazing book on the subject of 356/912 four cylinder engines by a fellow Golden Gater, Harry Pellow. Harry approaches the subject with an unusual, but quite accurate, accounting of the differing types of components, possible assembly combinations and some advice about assembly and care in choice of components that could save the 356/912 owner some grief. Harry explains that this book is intended to assist the person in assembling a reliable, good performing 356/912 engine. He does not provide instructions on assembling the engines, as he assumes the reader already has some knowledge of what he or she wants to do and a good assembly manual.

Harry covers components of the 356/912 engine family (1500 cc and 1600 cc only) completely and by categories: crankshafts, engine cases, bearings, etc. and prints out advantages and disadvantages of each type. Harry discusses the differences between all of the years and/or models of each component group; a very ambitious and successful undertaking, I have found. He gives a brief description of how to identify each part or group of components (part number, casting marks, etc.). Harry doesn't hesitate to include tips he considers important on part selection, assembly, or preparation. Some of the information he supplies is only available through experience or an afternoon with Harry Weber. Mr. Pellow doesn't hold back on his commentary of which component he considers best for the application. Harry shares incidents out of his Porsche experience with the readers which reflect on some of the horrors that can occur after the newness wears off. This part of Harry's book is sort of a cumulative history that he's put together, noting that with Harry's engineering background failure analysis can provide the insight for avoiding previous failures in the future.

Harry's philosophy is interwoven into the text all the way through this book. He provides humor, insight, technical commentary, tables of component part numbers, and a form to fill out in the back of the book to share your experience with him to add to his library of failure analysis and be included in a later revision of this book. Some of the stories related (all true, attests the author). Some names should be changed to prevent the Dummkopf Award from being given to some of the participants) are right out of a book of horrors of owning a Porsche, some are about members of GGR.

I enjoyed reading Harry's book, his philosophy is good, interesting reading and his coverage of the pieces that make up the 356/912 powerplant is excellent. This is a good addition to the restorer/part-time mechanic's library.

Jim Pasha

BRUNCH CRUISE

This is your last chance to sign up for the Brunch on the Bay Tour. The cost is $10.50 per person for the Champagne Brunch and Hour and One-Half Cruise of San Francisco Bay. Reservations are required for this fabulous tour. Please call immediately — the deadline was yesterday!

DATE: Sunday, July 13, 1980
12:30PM Departure time
PLACE: Pier 43-1/2
Fisherman's Wharf, San Francisco
YOUR TOUR DIRECTORS:
Barbara Berens — 367-8339 — before noon
Karen Hawkins — 359-0542 — evenings

Join us for a guided walking tour of history Monterey on August 17th, 1980. This low cost tour includes a picnic on the beach and lots of surprises! Read your August Nugget for details.

Sharon Neidel
Barbara Berens
Tour Directors
As this written, we are preparing to leave for LeMans. The number 6 Sachs 935 Porsche was airmailed, along with an abbreviated crew, to Nürburgring where it came in first. Lots of local glee. The remainder of the crew and the number 9 Apple Computer Porsche will meet up with the Nürburgring contingent at Le Mans. Jerry Woods has gone ahead with a fresh motor for the Sachs car as a carry-on; Lufthansa is rather lenient that way. It's a relaxing time for the rest of the crew, there being no car to flog.

In keeping with our relaxed mood, the following is a rambling miscellanea of information and maintenance items. Virginia Woolfian-style, if you will. Joe's stream of consciousness follows.

It has come to light that at least some of you out there believe that the torque values you read in your manual are minimums, and if you apply that much or more it's hunkydory. No so. Overtorque is as bad, and often worse, as undertorque. In the case of covers fastened by studs and nuts, too much torque forces the cover against a pliant gasket and eventually warps it. Torque values are often given to stretch a bolt a given amount. In highly critical applications, the amount of bolt stretch is actually measured, either from the ends of the bolt or through a small hole down the center of a stud that is provided for that purpose. The design engineer can calculate the amount of stretch for a given amount of torque (actually, being lazy, they pick it off a table in a book). When stretched, the bolt acts as a spring, clamping parts in place. Too much stretch can fracture the bolt so that it will later fail. Or, it can cause stress corrosion, which is corrosion caused by the electrical field set up by stresses.

All of the above is oversimplified. If you wish to have more, and more exact information, and I hope you do, I have just the thing for you. (How's that for Woolfian-style?) Bosch puts out a wonderful little book, titled Automotive Handbook, which addresses every conceivable automotive subject. It has been published for many years in Germany (it's in the 18th German Edition), and just recently it has been translated and published in English. Your Uncle Joe recommends it highly.

One of the nice things you can do for your Porsche in the Springtime is to clean your headlight buckets. When you drive in the rain, lots of water is forced past the sealed beam unit and into the bucket. There is a drain in the bottom of the bucket that is designed to remove the water. However, the drain often gets obstructed or clogged with bug parts and corrosion sets in as a result of standing water.

Don't mess with the screws at the top and side of the headlight bezel and you won't have to readjust your headlights when you are through. Remove the screw at the bottom of the bezel and lift the headlight assembly up and away from the fender. Disconnect the electrical connector at the back of the assembly (don't worry, it reconnects only one way). Check the rubber gasket at this point, you may wish to replace it. Check to insure that the drain at the bottom of the bucket is clear (it's a metal tube on early 356's and 540's and a rubber tube on later 356's and 911's. Clean and wax the bucket, connect and replace the assembly, and you've done a good thing. Although not nearly as readily, 914's, 924's, and 928's can get clogged headlight drains; they are accessible from the front hood.

After checking the headlight drains, check the drains in the trunk. The trunk drains are backward-facing vents at the bottom of the well in which your spare tire hides in 356's and 540's, and they are little rubber tubes like the headlight buckets in 911's.

Bruce Anderson has rambling fits, too. In a fit of rambling, he mentioned the following, which I pass along. If your late-model 911 makes ticking noises like it needs valve adjustment and you have just recently adjusted the valves, it probably needs valve guides. (A valve guide is like a close-fitting bronze sleeve, if you've never seen one.) Some late-model 911's need valve guides as early as 30,000 miles. Not many, mind you, but some.

He continued to ramble in the same vein. The exhaust valves, sez he, are sodium-cooled to transfer heat to the valve guides and thus on to the heads to cool the valve. Now then, when wear between the valve and stem is to the extent the gap between the stem and guide is too wide to maintain a continuously contacting film of oil, heat doesn't transfer, the valve overheats, the valve head breaks off it, and that little dude causes havoc. On exhaust valves, the
Desultory Tech Notes - Continued

wear occurs on the valve guide because the material from which the valve is made is as hard as bejabbers. On the intake valves, the stem wears instead of the guide. Thus sayeth Bruce. Well, I embellish it a tad, but that’s the gist of it.

For those 356 owners among you who need to know, there is a little plate at the forward end of the left door jamb that gives a number that designates the original color of the car. Believe me, concours judges all know about it. Now don’t all of you call at once, or I’ll never hear the end of it, but Bruce Anderson can look up the color for you if you give him the number off your plate.

Several have asked, “What kind of name is Padermderm? Who are you?” Well, I’ll answer here and now and be done with it. In the southwestern tip of England (long before it was “Angle Land”) I lived a Celtic tribe called the Britons. Although a rather small tribe, the British Isles took their name from them. The area was called Westwealas, then Isca Dumnoniorum by the Romans, then Cornubia, and finally Cornwall. They were a gentle people and the fertile land and temperate climate afforded them the leisure to seek their pleasures. (Quite unlike the fierce and frenzied Picts who inhabited the cold and stark Scotland at the time; they denied the existence of pleasure.) There were two divisions of the Celtic language: Goidelic, which became Gaelic (or Erse) and is still spoken, such as it is, in Ireland; and Brython. My ancestors were Britons, lived in Westwealas, and spoke Brythonic. Padermderm was as common a name there as Jones in the U.S., Shultz in Germany, and Sakashita in Japan. Several Brythonic words remain in the English language, “Mavourneen,” for instance, came to us through the Gaelic, but was originally a good Brythonic word, nevertheless. If it were not so, I would have told you, mavourneen.

Joe Padermderm

NO TALENT?

Do you have no talent? Would you like to prove it? Has Chuck Barris refused your act?

Well, GGR wants you. In fact we need you for the Annual Christmas No-talent Talent Show. I’m looking for individual acts, duets, quartets, or just some bodies to fill out our gala production number. Here’s your chance, don’t miss it.

Come to the July Pit Crew meeting or call me at 367-8339 before noon or between 5 and 7:30 PM.

Al “Tutu” Berens
NOMINATIONS 1981

The Election of the 1981 Board of Directors will be held very soon. The Nominating Committee needs candidates to fill each position. Take the time to talk to Board Members to find out what involvement is required in each position you desire. Being a member of the Board of Directors requires time and dedication to the welfare of the Region. The direction in which the Region will head depends on those elected to office — they are responsible for decisions on day-to-day issues, the financial status, and the general policies of GGR.

The general qualifications of members of the Board are that one be exposed to the various activities of the Region and be willing to make a commitment for a full year to Golden Gate Region — to attend as many functions as possible and all Board meetings.

The following is a description of the various positions on the Board of Directors from the Bylaws of Golden Gate Region. Please look them over and when you find a position that suits and interests you, contact one of the members of the Nominating Committee as soon as possible.

**PRESIDENT**

(a) To chair the Board of Directors.

(b) To serve as ex-officio member of all committees except the Nominating Committee; Bylaws Committee, and any other committee the President deems appropriate to delegate the Chair to the Vice President.

(c) To preside at all meetings of the Members and of the Board of Directors.

(d) To execute all documents and correspondence in the name of the organization as authorized by the Board of Directors and/or the Membership.

(e) To sign in the absence of the Treasurer all drafts upon the accounts of the organization and all documents financially obligating the organization.

(f) To act in the capacity of Safety Chairperson.

**VICE PRESIDENT**

(a) To preside at meetings in the absence of the President, or when ordered to do so by the President.

(b) To assist the President and/or the Board of Directors in any manner that the President or the Board may direct.

(c) To act as Parliamentarian.

(d) To chair the Bylaws Committee, keep and maintain the Statement of Policy; participate on any committee, in place of the President, as deemed by the President; manage all matters pertaining to insurance, including reporting of events to PCA National; keep and maintain the official calendar of GGR events; work closely with the Social and Competition Directors on maintenance of their calendars; serve on and assist the Nugget Guidance Committee; and be responsible for all sponsorships and advertising.

**TREASURER**

(a) To keep records and books of account reflecting the financial condition and operation of the organization.

(b) To sign all checks and drafts upon the accounts of the organization and all documents financially obligating the organization.

(c) To receive all monies paid to the organization and deposit same to its credit with the bank approved by the Board of Directors.

(d) To furnish during the last four (4) weeks of the term of office or upon request of the Board of Directors, to the auditor designated by the Board of Directors all financial reports and/or books and statements as provided in the Bylaws.

(e) To secure from each standing and special committee chairperson a budget of the yearly anticipated income and expenses for all functions of the Region; and to compile and submit a consolidated budget to the Board of Directors for approval. A progress report of said budget shall be submitted to the Board at least quarterly.

**SECRETARY**

(a) To record and preserve the minutes of the meetings of the Board of Directors and to present and to read such minutes at the request of the President or any of the Directors.

(b) To record and preserve minutes of all special membership meetings and to present and read such minutes upon demand.

(c) To receive all ballots, count them, cause to be published the results thereof, and keep them for inspection for a period of thirty (30) days after the results are announced.

(d) To do all acts otherwise required of the Secretary by these Bylaws or other applicable laws.

**COMPETITION DIRECTOR**

(a) To develop a suitable schedule of competitive events which will provide a broad range of such events for all members. These events to include Rallyes, Autocrosses, Time Trials, Concours, and other events deemed to be competitive in nature.

(b) To compile, enforce and interpret competition rules under which events are conducted.

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Nominations 1981 - Continued

(c) To schedule events, said schedule subject to approval of the Board of Directors.

(d) To negotiate for and procure suitable sites for competition events.

(e) To coordinate with other organizations in connection with conducting and participating in competition events.

(f) To issue press releases concerning competition events.

(g) To procure competition awards.

(h) To appoint with approval of the Board of Directors such Special Committees as is necessary to carry out the above.

(i) To work closely with the Vice President and Social Director for the accurate and sensible maintenance of the official GGR calendar.

MEMBERSHIP DIRECTOR

(a) To distribute application blanks to prospective members.

(b) To process and record said applications and necessary membership data.

(c) To notify the Nugget Editor of the names of the new members to be published.

(d) To disburse extra Panorama copies to new members.

(e) To greet new members and guests at all Club functions.

(f) To maintain the master list of all Members.

(g) To distribute the club roster in conformance with the master roster as maintained above.

SOCIAL DIRECTOR

(a) To develop a suitable schedule of social events which will provide a broad range of such events for all members. These events to include Dinner meetings, tours, tech sessions, pit crew, picnics, swap meets, and other events deemed to be social in nature.

(b) To schedule events, said schedule subject to approval of the Board of Directors.

(c) To negotiate for, and procure, suitable sites for social events.

(d) To coordinate with other organizations in connection with conducting and participating in social events.

(e) To procure participation awards as deemed necessary.

(f) To appoint with approval of the Board of Directors such special Committees as is necessary to carry out the above.

(g) To work closely with the Vice President and Competition Director for the accurate and sensible maintenance of the official GGR calendar.

As you see, last years’ election brought on a few changes in the makeup of the Board of Directors. Also keep in mind that there are very few incumbents this year, so we need strong, experienced GGR people to run for office. If you have a friend, whom you feel would make an excellent Board Member, because of their enthusiasm and ability to get a job done well, encourage them to run for an office!

Your Nominating Committee:
Barbara Berens – (415) 367-8339 – before noon
Ray Blow – (408) 255-3551 – anytime
Susie Atlee – (408) 578-7499 – anytime
Bill Newlin – (415) 728-5351 – after 6PM
Dave Walden – (415) 462-0892 – evenings

Rich Bontempi - owner

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NUGGET/23
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GOLDEN GATE REGION
PRESSENTS:
EVENT No. 7-1980

ONE SEVEN-PCA
AUTOCROSS
DINNER
SWAPMEET
CONCOURS

AUTOCROSS — SATURDAY, AUGUST 9
Alameda County Fairgrounds, Pleasanton
Coordinators: Roger Ryan (415) 657-6743
              Kent McLaggan (408) 293-8447
Group C—Production 911 medium and large bore, Production 928
and 930, Showroom Stock 911.
Grid opens 8:45 AM, closes 9:00 AM
Group D—Improved and Modified.
Grid opens 10:00 AM, closes 10:30 AM
Group A—Production 356, 912, 924 and Showroom Stock 924.
Grid opens 12:00 PM, closes 12:30 PM
Group B—Production 914, 911 small bore and 914/6.
Grid opens 2:00 PM, closes 2:30 PM
All cars must be teched and on grid prior to the grid closing time.
Course walk times are approximate: 8:00 AM and 12:30 PM.
Mufflers are required.

DINNER — SATURDAY, AUGUST 9, 5:00 PM
Alameda County Fairgrounds, Pleasanton
Catered outdoor picnic-style dinner. Price includes beer,
wine, soft drinks.
Coordinator: Barbara Lateer (408) 280-6890
Information and reservations

SWAPMEET/CONCOURS — SUNDAY, AUGUST 10
Carlson Porsche-Audi, Palo Alto
Swapmeet—Gates open 8:30 AM, booth rental $3.00 single,
$5.00 double.
Concours—Registration opens 10:00 AM, judging at 12:00 PM,
awards to follow. Entry fee $5.00. GGR Concours rules in effect.
Classes at all levels including autocross.
Coordinators: Bruce Anderson (415) 967-8634
              Doug Forster (415) 967-8634
RALLY TIPS V

As we discussed in an earlier article, the most important aspect of rallying is to stay on the correct course. In the next few articles we will discuss some basic traps used on rallies, and how to recognize them. This month we will talk about Numbered Route Instructions (NRI), NOTE instructions, and how they are used.

NRIs, by definition, must be executed in numerical order. If the rallymaster numbers his NRIs out of order, chances are you won’t notice it. A simple example of this is:

23. Right at STOP, CAST 45.
25. Left at T, CAST 30.
24. Left at T.
26. Right at “SMITH.”

If you don’t notice the order, you will change speed one instruction too soon and be late at the next checkpoint, even though the route is unaltered. The moral here is to check the numerical order of NRIs on every rally you enter, BEFORE you start (you won’t notice it once the rally begins).

The second most common type of route instruction is the lettered or NOTE instruction. These are the single most commonly used methods for correcting route following traps, and they are frequently used as traps in themselves.

NOTE instructions are simply instructions which may be executed once, more than once, or not at all. A NOTE is generally activated by completion of the NRI immediately preceding it, and remains in effect until cancelled, usually by another instruction or a checkpoint slip. Due to the fact that they do not have to be executed, they can be used to bring on and off course cars back together when a common NRI will not do so. They can also be used to create a timing difference between on- and off-course cars, and thus result in a timing penalty at the next checkpoint for the off-course cars. An example of this is shown in the figure below:

Upon completion of NRI 11, NOTE is in effect. Since it may be executed at any time thereafter, you are then seeking to execute two instructions, NOTE and NRI 12. The off-course car incorrectly executes NRI 12 at Bergstein Drive. The on-course car continues ahead to Bergstein Road. The off-course car cannot proceed straight, so NOTE is used to get onto Smith Road. Both cars then execute NRI 13 at the same place. The off-course car is two minutes late at the next checkpoint because of the pause.

Now that you have an idea of how NOTES are used to correct traps, let’s see how they can be used as traps themselves. The most basic use takes the form of a “non-valid” clue. Suppose the route instruction sheet requires speed instruction too soon and be late at the next checkpoint you encounter sign reading “AQUA FRIA.” If you don’t notice the misspelling, you incorrectly change speed (or pause) and continue. The alert ralliest will see the misspelling, ignore the NOTE, and continue. In either case the sequence of NRI’s is not affected.

Another example would be a NOTE which directed: RIGHT ONTO SMITH. If you encounter an unpaved road to the right named SMITH, the alert ralliest will remember that only paved roads are valid on this event, and will continue straight ahead. The others will turn right and drive along an off-course loop onto the next checkpoint, and never know they were off-course until they read the critique slip.

The method by which NOTES are instituted or cancelled is often used as a trap situation. The following is typical of an actual set of General Instructions. "NOTE Instructions are instituted by completion of the preceding NRI and remain in effect until cancelled by a subsequent NRI. They are to be executed at each opportunity and may be executed once, more than once, or not at all." Now, to demonstrate some possibilities, let’s apply these GI’s to the instructions below.
Rally Tips V - Continued

NOTE A. Right at "130."
1. Left at T, then right.
NOTE B. CAS 40 at "30."
2. Right at STOP.
NOTE C. Right after "CARLSON."

NOTE A can never be executed since it is not preceded by a NRI, and is therefore never instituted. NOTE B is instituted after completing all of NRI 1 (the right turn). NOTE C is not instituted until initiation of NRI 6. NRI 3 is an example of an overlap instruction which technically is not completed until the free zone has ended.

How do you avoid being trapped by NOTES? First, you need a good way to keep track of them. The best system I've seen is to write each NOTE on a separate self-stick address label (one by three inches is a good size), affix each to your dash as it becomes active, and take it down when it's cancelled. This, if nothing else, will keep you aware of what's in effect at all times. It's an old trick to institute a NOTE in the first leg of the rally which does not occur until the last.

Second, when you encounter a clue which appears to fit a NOTE, take a good look at it. Is it spelled correctly? Is it attached to a mailbox or something else which may make it invalid? Ask yourselves what is wrong with the clue. Why is the instruction a NOTE rather than an NRI? If the clue looks OK, then check the NRI's for possible traps, 10 times out of 10, the presence of a NOTE indicates a trap nearby.

ATTENTION!

SPECIAL NOTICE!!!
PORSCHE PARADE RALLY TEAM

We will have a practice rally using 1980 Porsche Parade Rally Generals on Sunday, August 10 somewhere in the Stockton/Tracy area. This rally is being organized by Keith McMahan and Rick Larsen and is "by invitation only" for those SVR and GGR members going to the Parade in Portland and who are running in the Parade rally as part of a GGR (or SVR) team. Please mark this date on your calendar. If you are going to the Parade and want to be on a team, contact Keith McMahan 354-2270.

PARADE CARAVAN

There will be a meeting Friday, August 8 (8PM) at Bill Patton's house. If you cannot attend, please contact Mike Lommatzsch if you would like to caravan to Parade.

CREDITS—Photos by Alan Brooking, Bill Patton and the Editor. Nugget Staff was Terri Rosatelli this month, many thanks.

MACHINE SPORT

RANDY HANCOCK

CYLINDER HEAD REBUILDING
TURBO INSTALLATIONS
SUSPENSION TUNING
BEAD BLASTING

DOES YOUR PRESENT SERVICE FACILITY PROCESS SO MANY CUSTOMERS THAT IT NO LONGER AFFORDS YOU THE PERSONALIZED ATTENTION IT ONCE DID? IF YOU HAVE BEEN GETTING THE SHORT SHBF LATELY, THEN COME TO MACHINE SPORT. BECAUSE WE ARE NOT A TURNOVER FACTORY. WE ARE ABLE TO OFFER PERSONALLY TAILORED ENGINE AND CHASSIS SERVICE TO A LIMITED NUMBER OF DISCRIMINATING CLIENTS.

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BMW 914 911 924 VW

NUGGET/27
Novice time-trialers spent two days at Golden State International Raceway (Sears Point's new name) under a concentrated training program to learn the techniques of safely driving high-speed courses. Chairman Johnny Johnson and chief driving instructor Walt Maas changed the format this year, splitting GSIR into two minicourses and giving the novices a chance to concentrate on one segment at a time. The format was a distinct success; students were more responsive to corrections and suggestions when they didn’t have to learn all eleven corners at once.

This is a tremendous event to stage, to run efficiently and in good spirit, and I hope we have space enough to thank everyone involved. These people work year long and deserve a lot of credit.

The two guys we see so much of – and they aren’t even members of GGR – Hank Malter and Dave Neukom from Redwood Region are always there overseeing the operation. These two are like general managers, making sure we stay on schedule, the event is safely run, and that we all enjoy ourselves. If you had fun, a large part of the thanks goes to Hank and Dave. Stephanie Home is our 'Grid Bitch,' making sure that everyone is in the proper group, correctly attired in race garb, and snugly belted in. 'Grid Bitch' is our affectionate term for Stephanie because we have great respect for her work and we are proud of her contribution. Stephanie is not a ‘time-trialer’; she is just making one of her many contributions to our club. Helping Stephanie and making her own contribution was Donna Trefz. Grid is no easy job, but Stephanie and Donna made it easy for us.

Terri Rosatelli is in charge of course workers and determined to build a cadre of responsible, expert course workers. No one works harder or more successfully at this frustrating task. Everyone on the course appreciates the competence Terri has given the workers. Two workers need special mention. Mike Atlee has become our regular start/finish flagman, and we have come to rely on his judgment and expertise. Our other worker of note is Paul Kruper, who is not even a PCA member, but a highly qualified corner worker whose work is appreciated by all of us.

Tech this year is headed up by Ken McLagan, who spends many hours looking under cars at the track as well as at pre-techs. Helping him are volunteer workers Glenn Hills and Roger Ryan.

Many contributions are not always visible. Marta Newcomb is always at the track as our first aid nurse, always on call should she be needed. Joe and Bev Hartman handle track preparation logistics and all the careful attention to details.
required here. Sasha Thiele was not seen at the track or tech sessions, but she performed a great deal of background work to assist the event chairman and us in the pre-organization. Len and Lynn Levine, and Bob and Liz Stiffler spent the weekend helping wherever they were needed. They were enthusiastic about the event and willing to contribute their talents and time. And let’s not forget all the course workers who gave of their time so others could participate in the school. A world of thanks for all the many hours they spent in their cornerboxes.

The last four people to be mentioned are indeed a fantastic group. The many hours they have given the Club in preparing and presenting the school often go uncounted, unnoticed. These four are responsible for structuring our school program, and have contributed heavily to its growth since its inception. Of course, they are Johnny Johnson and Sandi Candlin, and Walt and Barbara Maas. I don’t know if we can thank them enough, but I certainly encourage everyone to take a minute the next time you see them and express your thanks. And maybe do the same to all the other people who helped Johnny, Sandi, Walt, and Barbara.

Let us not forget the thanks due the great people at Kahler’s Import Shop and at Ken’s Porsche Technique for sponsoring (really, making possible) the school. Denny and Ken are very popular with Club members because of their enthusiasm for the Porsche Club.

Thanks to all who made possible the great weekend.

Tom and Mari Green
THE MART

The Mart is available to PCA members only. Sorry, we do not accept ads from businesses for the Mart. The deadline for the Mart is the 1st of each month prior to publication. ail (do not phone) your ad to the Editor.

FOR SALE

911/12/14-6 4 ea 6-1/2 x 15 Minilite wheels w/lug nuts and caps. Brand new, never used — $275. Don Lang, (408) 245-7998.

1971 T Targa. White/tan, all original including paint, bars, alloys, "s" instruments and appearance, stereo, strong engine and transmission. New Michelin's. E. J. Finsilver, 1743 Holland Circle, Walnut Creek, CA 94596 (415) 932-2793.

914-4 After-market Mags. Call Dale Dorjath, 266-5784.


1979 Alpine White 924 5 speed. Sun roof, AM/FM stereo cassette by Pioneer, handling package, reflector kit, front brake dust covers, ungo box alarm. 18K miles. 17/27 MPG — $15,200 or assume lease. Al Berens, 367-8339, before noon or from 5 to 7:30PM.

4 Michelin XWX casings as set — $60. Al Berens, 367-8339, before noon or 5 to 7:30PM.


1971 911S Silver w/black interior, electric sunroof, air conditioning, Recaro seats, Abarth exhaust, Koni shocks, alloys, bra, lowered, 69,500 miles. Call (408) 354-0572 after 6PM weekdays, all day weekends.


For 924 — set of (4) 15 x 6 gold one piece BBS rims on Pirelli 195/60 VR 15 P6’s. Driven only 1,500 miles — $1400.00 invested sell for $1100.00. Ron (415) 527-5778.

1978 924 Tobacco brown w/gold trim ext., tan int., SR, air, auto, Blaupunkt, 4 new Bilsteins, frt and rear Quicker sway, front 2" spring, rear spoiiar, rear lens reflector, Colgan bra, new battery, 31,000 miles. Car is super low and firm, set-up for autocross — asking $14,000. Ron (415) 527-5778 or Angie (415) 531-2236.


Pair 6 x 15 factory alloys - black centers, polished rims - $250.00. Pair 7 x 15 Centerline wheels - $350.00. Pair 8 x 15 Centerline wheels - $400.00. Four Traction caps. 1 time trial - $120.00. Four Traction caps 50% tread - $60.00. This is all good stuff in need of a good home. Call Chuck Fauvre 408-867-3366

WANTED


1 pr. early-style (‘66-‘67) 911/912 Headlight housings. Factory Hella units which take sealed-beam american lights. Call John Meunier 254-2751.

ROSTER ADS

There will be a meeting on July 10 for all those interested in helping with the advertising for the 1981 Roster. We need your help on this.

WHERE: Lommatzsch’s

TIME: 7:30PM

Please call if you are interested in helping or attending. Phone: 854-7443.

Custom maintenance and repair by Porsche factory trained mechanics.

Quality parts.

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30/GOLDEN GATE REGION
Mr. Porsche Classic & Special Interest Auto Restoration Co.

PUBLIC AUCTION

Saturday
July 19th 10 A.M.
270 Berry Street, San Francisco

30 CLASSIC & SPECIAL INTEREST AUTOMOBILES COMPLETE & PROJECT CARS

COMPLETE VEHICLES
1952 MERCEDES BENZ 300 4-Dr. Cabriolet
1960 MERCEDES BENZ 190 SL W/2 Top
1955 PORSCHE Speedster
1959 PORSCHE GS Carrera Coupe
1953 PORSCHE 356 w/Factory Sunroof
1970 911S TARGA Black on Black
1966 DAIMLER Sedan
1972 KARMANN GHIA Convertible

PROJECT CARS
1960 MERCEDES BENZ 300SL Roadster
1964 PORSCHE 356 Cabriolet
1957 PORSCHE Split Windshield (11 in USA)
1950 VW HEBMULLER Convertible
1957 VW ROMETSCH Alum. Roadster (20 Handmade)
1950 PORSCHE Split Windshield
1962 PORSCHE 356 Coupe (1st Yr. Production)
1955 PORSCHE Split Windshield
1952 PORSCHE Split Windshield Cabriolet (36 Made)
1952 PORSCHE Split Windshield


GLASS DEPARTMENT
Windshields-356 A, B, C, 911’s & 912’s; Rear Windows-356 A, B, C, 911’s & 912’s; Rear TARGA Glass; Door Windows & Assemblies: ¾ Windows & Assemblies; Vent Windows; Quantity of Window Mouldings, Etc.

INTERIOR
(20 Yr. Accumulation) 356 A, B, C, 911’s & 912’s; 4 TARGA Tops-Speedster & Roadster; Seats & Assemblies; Tracks; Recliner Units; Door Panels; Dash Panels; Jump seats; Carpets; Factory Headrest Assemblies; Visors, Window Wells, Etc.

ELECTRICAL

WHEELS
20 Factory Wheels-3½ x 16"
40 Wheels-4½ x 15"
Disc Brake Alloy Wheels
50 Front & Rear Suspension Assemblies, All Models Brake Drums-356 Disc Brake Assemblies, Steering Assemblies, Wheels, Columns, Rack & Pinions

PARTS:
Quantity of Hard-to-Find Items: PORSCHE-KARMANN GHIA-VOLKSWAGEN & CORVAIR BODY CLIPS
1959 Cabriolet Front Clip
2 Speedster Rear Clips
(2) 1959 Convertible D Front & Rear Clips
1962 Cabriolet Rear Clips
(6) 356 Rear Clips
12 Quarter Panels, 356 A, B, C & 911’s TARGA 911 Rear Clip
15 Front Fenders 356 & 911

BODY PARTS
40 Doors-Speedster, Roadster & Cabriolet, 356 & 911’s (Door Hardware, Brackets, Handles, Etc.)
35 Deck Lids-356 & 911’s
4 Factory Sunroof Clips-356
30 Bumpers-356 A, B, C & 911’s; Bumper Hardware Assemblies, Brackets, Guards, Deco, Etc.
15 KARMANN GHIA Doors, Hardware & Assemblies
5 KARMANN GHIA Disc Front Suspensions

ACCESSORIES—Quantity of Door Handles, Window Frames, Hood Handles, Mirrors, Chrome Mouldings, Deco Strips, Emblems, Gauges, Speedometers, Tachometers, Oil & Fuel Gauges, Clocks, Radios, Wiper Motors, Blower Assemblies, Etc.

Blown Removable Hard Tops-356 A, B, & C
10 Convertible Top Assemblies
ENGINES, TRANSMISSIONS & EXHAUST SYSTEMS

AUTOMOTIVE TOOLS & EQUIPMENT
SOUX Valve Grinding Machine-Model 645, 2 SOUX & BLACK & DECKER Hardsat Valve Grinding Sets; Parts Cleaning Dip Tank; KELLOGG AMERICAN 5 H.P. Air Compressor; 3 BLACK HAWK Frame Straightening Units; PORTA POWER Sets; 3 Oxygen-aceticycle welding sets; High Frequency Arc Stabilizer; Power Hand Tools; Disc Body Sanders; Pneu. Impact Wrenches...3/4 " Drive; Pneu. Electric Body Polishers; Drill Motors; Lube Equipt; Common Tools; PAINT SPRAY EQUIPT-Spray Guns, Pressure Regulators, Valves, Hose, Paint, Etc.

30 Sections Pallet Rack (H.D. Warehouse Shelving)
1000 Gallons Automotive Paint-LES-SONAL Enamel-Factory Colors (No. & Color Coded)

And many more items too numerous to mention

INSPECTION SAT. & SUN. JULY 12th & 13th 10-4 PM and DATES: THURSDAY & FRIDAY JULY 17th & 18th 10-4 PM

WRITE OR PHONE FOR BROCHURES
70 Berry Street
(415) 957-9555
### The Nugget

**1237-H HENDERSON**  
**SUNNYVALE, CA 94086**

**WALT KOERBER**  
**286 Romain St**  
**SUN FRANCISCO CA 94131**

**First Class**

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<thead>
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<th>2310-D WARFIELD WAY</th>
<th>408-280-6890</th>
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<tbody>
<tr>
<td>NUGGET ADVERTISING MANAGER</td>
<td>MARGE FORSTER</td>
<td>1572 BEDFORD AVENUE</td>
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**ALAN & SUSAN BROOKING**

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  **SUNNYVALE 94086**  
  **408-733-1630**

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### Coming Events

#### JULY

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