At Anderson-Behel Porsche + Audi we pride ourselves in selling some of the finest automobiles in the world. We have one of the largest selections of new and used Porsches and Audis in stock for immediate delivery. We also have a variety of financial plans available to suit your needs making the purchase or lease of a Porsche or Audi affordable.

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

The looks, the luxury, the ride. The Audi 5000 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 is one of the finest examples of German engineering and craftsmanship. All that luxury, comfort and agility is waiting for you.
INSIDE YOUR NUGGET

3 Directory
4 20th Anniversary Dinner
7 To the Editor
Malibu Grand Prix
Dinner Meeting
Parade Tour
8 Porsche Community Day
9 Roster Update
New Product
Bonus Concours
Emergency Tip
10 Willow
11 Auf Der Höhe
13 Crew Change
Pit Crew
Tech Tip
Concours Update
Family Picnic
14 Babbling Brooks’ Minute Minutes
15 Tech Tip
16 Dummkopf
Son of Ryde
Summer Mud III
Thanks!
17 Book Review
Brunch Cruise
19 Hissing Windows
20 Rally Tips IV
22 Zone 7 Rules
23 Nominations
25 F.S.S.R.
26 New Members
27 Free
Old Faces - New Places
28 CRAB Nine
30 The Mart

DIRECTORY

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 or suggestions for their area of responsibility, or if you’d like to volunteer to help them in the duties of their job. Please call before 9:00PM.

AUTOCROSS CHAIRMAN .......... JOHN HAWKINS
1340 ODDSTAD BLVD
PACIFICA, CA 94044 415-369-0542

HISTORIAN ................. TOM FOSTER
5328 BEECHWOOD LANE
LOS ALTOS, CA 94022 415-969-2769

ROSTER CHAIRMAN .......... URSULA GRUNFELD
263 SIERRA VISTA
MT. VIEW, CA 94040 415-968-1402

BYLAWS COMMITTEE CHAIRMAN .......... SANDI CANDLIN
1779 SHADY CREEK COURT
SAN JOSE, CA 95122 408-274-8559

KEEPER OF THE ARCHIVES .......... SHIRLEY NEIDEL
5880 LEAN AVENUE
SAN JOSE, CA 95123 408-225-6103

SOCIAL CHAIRMAN ............ DON & DINAH PATTERSON
16478 EUGENIA WAY
LOS GATOS, CA 95030 408-354-0618

CONCOURS CHAIRMAN ........... JOE HARTMAN
2470 WESTPARK DRIVE
SAN JOSE, CA 95124 408-265-3483

PANORAMA REPORTER ............ AL BERENS
439 BUENA VISTA
BEFORE NOON
REDWOOD CITY, CA 94061 415-367-8339

SPONSORSHIP MANAGER ........... MIKE LOMMATZSCH
30 IROQUOIS TRAIL
PORTOLA VALLEY, CA 94025 415-854-7443

GGR REPRESENTATIVE TO ZONE 7 ........... TED ATLEE
4644 FORT ROYAL PLACE
SAN JOSE, CA 95136 408-578-7499

PAST PRESIDENT .............. SANDI CANDLIN
1778 SHADY CREEK COURT
SAN JOSE, CA 95122 408-274-8559

TIME TRIAL CHAIRMAN ......... JOHN JOHNSON
1778 SHADY CREEK COURT
SAN JOSE, CA 95122 415-274-8659

GOODIE BAG ................... TERRI ROSATELLI
553 SARK COURT
MILPITAS, CA 95035 408-262-2366

PIT CREW CHAIRMAN ....... DINAH PATTERSON
16478 EUGENIA WAY
LOS GATOS, CA 95030 408-354-0618

TOUR CHAIRMAN ............... NORB WITT
282 BELBLOSSOM WAY
LOS GATOS, CA 95030 408-354-0866

GRR REPRESENTATIVE .......... KEITH McMAHAN
18173 KNUTH ROAD
LOS GATOS, CA 95030 408-354-2270

ZONE 7 REPRESENTATIVE .... TERRY ZACCONI
13046 ANZA DRIVE
SARATOGA, CA 95070 408-257-0675

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.

NUGGET/3
Pier 39 is a great place for a dinner meeting! The first surprise was walking into what you believed to be a regular banquet/dinner meeting facility and finding a room devoted only to the partaking of libation with a fantastic view of fog! (On other nights we're told you can see all sorts of wonderful sights — the East Bay lights, bridges, boats, etc.) On display were the cakes for our region's 20th Anniversary celebration, Ungo Box, Garretson Enterprises, Bud Hart Porsche Racing, T&D Porsche Works, and Kahler's Porsche Works all got together and donated two fantastic cakes for the occasion.

HOSTESS DONNA TREFZ

There was another way to tell what a special occasion this was. The "normal" dinner meeting crowd was augmented by the presence of our National PCA President Chuck Stoddard and his wife, Louise; PCA Vice President Hank Malter and wife, Carolyn; PCA Public Relations Chairman

SHY HARRY WEBER

THE AUTOHAUS
OF NORBERT NIESLONY

Custom maintenance and repair by Porsche factory trained mechanics.

- Quality parts.
- (We also buy and sell Porsches.)

760 El Camino Real, San Carlos, California 94070 • 591-8666
Tony Maslowski and wife, Eve; and Zone 7 rep, Terry Zaccone and wife, Judy. Tony also had the opportunity to present an appreciation award to the Stoddards from Zone 7. Then there were the people who only seem to come to special events and Christmas parties — Dwight and Linda Mitchell, Burt and Joanie Propp, Norbert Nieslony, and shy Harry Weber.

The Pit Crew decorations served a dual purpose — they were also door prizes. The specially labeled Champagne bottles were on each table. Most were still full when the door prize drawing began. Do you really think Ray Zazzetti likes warm Champagne? Norb and Judy Witt each won a bottle of the bubbly — Judy collected the wine and Norb collected the kisses from the evening’s hostess, Donna Trefz. Bill Patton got an award too, the marvelous Dummkopf!

**Dwight Mitchell**

When we were seated in our dining room, with view now of The City only partially obscured by fog, there was a slight delay in serving. This was the perfect opportunity for the already mentioned shy person to take over center stage and entertain us with some PCA and GGR history and some very funny jokes. Scheduled MC for the evening was to be Burt Propp, and he had to do some fast talking to reclaim his position.

**Chuck & Louise Stoddard**

There was so much story telling going on, that I’ve forgotten which one went with the “D.” Real door prizes were from Hole in the Wall Book Binding and House of Porsche, with Harry Weber donating $10.00 to a lucky ticket holder — it was Marge Forster.

The consensus of opinions seem to be that the 20th Anniversary party for GGR was as successful as the 20 years have been. Thanks for all your work and organization, Donna and Barbara.

Susan Brooking

**ALAN BROOKING & JOANIE PROPP**

**OUR HERO, THE DUMMKOPF**

**CHUCK & LOUISE STODDARD**
FRANK CHAVEZ
AUTO BODY REPAIR
WHEN ONLY PERFECTION IS DESIRED
FRANK CHAVEZ • 2715 HYDE ST • SAN FRANCISCO, CA. 94109 • (415) 775-0557
TO THE EDITOR

I'm MAD! And I'm not gonna take it anymore!

First, this egocentric Padermderm fills my favorite magazine with insane technical rubbish which he obviously thinks is helping me and others like me. SAE and TSP be damned. Everyone knows these are common abbreviations used in a cookbook.

Second, his over-educated wife letter chains a recipe around my favorite club faster than the Pyramid. This recipe was purposely designed to make me, and all the other suckers who used it, late for countless business meetings, parties, tennis tournaments and autocrosses. I'll never forgive her for the effect it had on one very carefully planned orgy.

But now, the worst. This walrus-faced perfectionist is not only dipping his worn out quill into RACING under the assumed name "Bruce's Substitute," he's also trying to pass himself off as a GARDENING expert. I resent J.P.'s entry into "Greenpeace" with all the passion I can muster. Is there any stone he'll leave unturned? Or, is he also an expert in Geology? Leave Padermderm to the eggheads who loiter Sproul Hall and let's get back to words that people can read and understand.

And, as for Bruce Anderson, as a card carrying member of SPCA, I am appalled at the treatment of those tiny creatures he so cruelly tracks down for his demented and sadistic games. Surely Bruce knows snails are part of the wonder of the balance of nature and should be allowed their space to attend to their God-given duties. Besides, only VCI or TSP will get crunched snails off his garage door.

I mean it, too!

I.N. Cognito

MALIBU GRAND PRIX

On Saturday, July 12, we will scoot over to Malibu Grand Prix in Redwood City for a day of playing in someone else's cars. We will have competition for those that want it, and just some fun driving for those so inclined. For those that might want to do some other things, Malibu GP will have extra attractions such as Miniature Golf, expanded games and Bumper Boats (sounds like fun). The day will begin at 10:00 (especially for those of you without the special driver's licenses).

Put it on your calendar. We look forward to seeing you.

For further info call:
Dave Blanchard (408) 733-1630
Sharon Neidel (408) 225-8103

DINNER MEETING

Hey Senors, Senoras, y Senoritas it is time to enjoy a fantastic fiesta. And unlike some of our previous excursions into South of the Border ambiance, we are guaranteed ample room, excellent food and service, and an all 'round exciting dinner meeting!

HOSTS: Susan and Alan Brooking
WHERE: Miguel's Authentic Mexican Food
22865 Atherton Street
Hayward, CA 94541
WHEN: Saturday, June 14th
6:30PM Cocktails (no host)
8:00PM Dinner
ENTREES: La Santa Maria
(Enchilada, Chile Relleno, Taco) $10.00
La Pinta
(Enchilada, Tamale, Tostada) $10.00
Dinner includes salad, Spanish rice, refried beans, dessert, and beverage (coffee, tea or milk), and of course, chips and hot sauce.

Directions: (Some of you might remember attending the Christmas parties at the Elegant Ranch in '75 and '76. The location is the same, but that's all. New decor, etc.) Take Jackson Street exit off Highway 17 in Hayward and continue north-east, turn left onto Watkins Street, turn left onto Willis Avenue, then turn right onto Atherton Street. Miguel's is on the left side of the street. (Hint — the restaurant is within walking distance of the Atherton Street BART station, and if you get to Mission Boulevard, you're gone a block too far.) (Thank you to the December, 1975 Nugget article for the directions.)

Make checks payable to PCA/GGR. Indicate meal selection and mail to:
Barbara Lateer
2310-D Warfield
San Jose, CA 95122
or phone: (408) 280-6890

Reservation deadline is June 10th. You are responsible for your reservations if not cancelled.

PARADE TOUR

Inform Mike Lommatzsch if you are attending The Parade and would like to make the trip with a group. We will organize departure times, routes and accommodation information. A meeting will be held about two weeks before Parade.

Mike Lommatzsch — 854-7443
Bill Patton
Co-Chairmen

NUGGET/7
BLACK PORSCHE, INC.
and
GOLDEN GATE REGION, PORSCHE CLUB OF AMERICA
PROUDLY PRESENT:

PORSCHE COMMUNITY DAY

SWAP MEET – CONCOURS – CHARITY AUCTION – BAKE SALE

SUNDAY JUNE 8th, 1980 – 9:00AM to 4:00PM
MERRITT COLLEGE – REDWOOD ROAD – OAKLAND

CONCOURS
CLASSES
C-1 – Full Concours thru 1965
C-2 – Full Concours 1966 to Present
S-1 – Street thru 1965
S-2 – Street 1966 to Present
R-1 – Competition (Autocross, Time Trial, Race Cars)
Fee - $5.00 preregistration (Before 6-1-80) $6.00 after 6-1-80.
For reservations call:
Chairman: Joe Hartman - 408-265-4623
BPI Coordinator: Lonnie Cunningham - 415-638-0242

CHARITY AUCTION
Auction proceeds to benefit Pete Gidding’s program for underprivileged children. Our goal is to raise $2,500.00 for Pete’s kids. Donations are needed for all and any items. Please call to commit for a donation of any item.
Chairmen: Glenn Hills - 408-264-1822
Rebecca Newlin - 415-728-5351
BPI Coordinators: Henry Cotton - 415-841-5515
Gordon Brooks - 415-255-1132
Volunteer auctioneers are needed also! Please call Bill Patton - 415-530-8151 or Jerome Nedd - 415-339-8450 if you can spare a half hour or so!

SWAP MEET
Sell your unwanted parts, or buy those unavailable treasures. Space rentals available for $5.00 with pre-registration before 6-1-80. $6.00 after 6-1-80 and at the gate.
For reservations call:
Chairman: Gary Sanders - 415-283-0513
BPI Coordinator - James Johnson - 415-530-7399

BAKE SALE
Home baked cakes, cookies, and other baked goods will be sold all day. Please donate some of your favorite specialty to the sale by calling:
Chairman: Dinah Patterson - 408-354-0618
BPI Coordinator: Debra Lane - 415-436-8279

FOR MORE INFORMATION ON ANY EVENT, PLEASE CONTACT THE ABOVE EVENT CHAIRMAN OR COORDINATOR.

OVERALL EVENT CHAIRMAN – BILL PATTON - 415-530-8151
OVERALL BPI COORDINATOR – JEROME NEDD - 415-339-8450
ROSTER UPDATE

Check your Roster!!!

If you are not listed correctly or if you have moved recently and didn’t give me your new phone number (or address), DO IT NOW!!!!

Call or write me and get it corrected. Dave Blanchard (408) 733-1630.

Would you like your business listed in the Roster Classified Ad section? Call Mike Lommatzsch 415-854-7443 and reserve your spot.

Would you like to work on the Roster Project? Call Ursula Grunfeld 415-966-1402.

NEW PRODUCT

Roger Kraus Racing has developed a new rethreading tool to repair stripped wheel bolts in seconds. No fuss, no muss, no disassembling. I know’cause he rescued me with 11 of 20 stripped. This item is being marketed now.

Bill Patton

BONUS CONCOURS

WHAT: No judging but ten bonus points for year-end awards in the Concours Series. See last month’s Nugget for more details. We’d like the cars in place by 12:00 sharp. Thanx.

WHERE: 238 El Paseo de Saratoga Shopping Center, Saratoga and Campbell, San Jose

WHEN: June 15 (Father’s Day) Noon to 5:00PM

CALL: Joe Hartman 265-4623 or, if Joe isn’t available, Bill Patton 530-8151

EMERGENCY TIP

Ever have a throttle cable snap in the middle of nowhere? As an emergency measure only, use this method to get your car some place where repairs can be made. Leave engine running, put transmission in neutral, open engine compartment (the one in the rear), press down on carburetor arms until engine revs to about 3000 RPM (watch tach thru rear window). Secure arm in place (use shoe string or even your belt). Drive to safe place or repair shop.

Sylvia Padersdem

Editor’s Note: This nom de plume is obviously a fake, as everyone knows that Mrs. P’s name is Mildred. Joe, however, calls her sir.

SID’s CUSTOM UPHOLSTERY

Specializing in PORSCHE Interior Restorations

- Most factory original materials in stock (wool carpet, top material and vinyl).
- Targa and Convertible Tops Headliners
- From small repairs to complete restorations.

FREE INSPECTION & ESTIMATE
call 969-1539
1917 Old Middlefield • Mountain View, Ca.

JULY BOARD MEETING
WEDNESDAY JUNE 25th
7:30PM
JERRY WOODS – HOST

The 1980 Board of Directors would like to invite the general membership to attend, and participate in all board meetings. Please call the host/hostess if you plan to attend so they will know how many to plan for (Jerry: 967-2858 days). All guests are asked to please, BYOB!
If your car says something about you, your car’s sound system should, too.

A new version of our ever popular “Super System” is now available for both American and foreign made cars. It features:

- Fully electronic, German-made Blaupunkt Bamberg radio and cassette player
- 60 watt RMS amplifier with the specs of a fine home system
- 2 very high power woofers
- 2 mylar dome tweeters
- Custom crossover networks

$129900

System installed and tuned to your car’s acoustics. Complete with our “right-now” one year service FREE.

3505 El Camino, Palo Alto, 494-3555 (3 blks. So. of Page Mill Rd.)
Open Mon.-Fri. 10 to 9, Saturday 10 to 6, Sunday 1 to 5

WILLOW

Gritting their teeth, with the wind blowing sand in their faces, a group of GGR time trialers anxiously awaits its turn at the famous “too track,” Willow Springs. It’s called the “too track” because it’s either too hot, too cold, or too windy. On April 19-20 it was almost too nice. There wasn’t any wind until Sunday afternoon with beautiful warm desert weather the entire weekend.

On hand for this premiere event were George Harrison, Chuck Fauvre, Dennis Tholen, The Harts, Hawkins, Huffs, Newlins, and Reidharts. Everyone did very well except George who never got on the track due to chain problems. Bev and Joe Reidhart turned excellent times for their first trip to Willow as did The Huffs and Harts. Bud Hart gave me a ride in his beautiful new red rocket sled and while we were chatting (this guy is really relaxed) as we drove around the 2.5 mile, 9 turn course, I had no idea we were turning times as fast as the IMSA GTO cars that were there. Bud turned an outrageous 1:33 for timed runs and we’re still waiting to find out if he held on for TTOD. Right behind Bud was Dennis Tholen in his GTU car with a new engine he had built himself (his first engine rebuild) driving very well. Carol Huff gave Walt her Snidely Award from CRAB for pulling off the only off course excursion of the weekend when Walt bent their tail pipe in a tail spin. As we headed for home with dirt and dust on our smiling, sun burnt faces we thanked all the great POC super people for a weekend that was “too” much. I’m hoping for a repeat performance December 8-7 at Willow Springs.

See you there!

Mangier

PS: The next time trial is at Ontario Motor Speedway, June 14-15.
AUF DER HÖHE

In recent years GGR has expanded its interest in charity work. The greatest strides took place in 1976 with Porsche-tripp I chaired by Rosemary Rodd and, the now traditional, Christmas Caroling by Reata and Doug Price. Rosemary won Event of The Year honors for her efforts in putting the Region into direct interaction with a group of handicapped children. Each year since, GGR has had charity and the caroling event with varying levels of success. This varying success, it seems, can be attributed to two major causes. 1) Some of us feel uncomfortable in close contact with people less fortunate than ourselves, and, 2) some of us feel charity work is self serving. I am certain that fear of discomfort kept a number of people from attending these events as I, myself, had that fear. However, in particular, those of us who participated in Porsche-tripp I came away with the rewarding feeling that we had made a major, if only momentary, contribution to some*very special and deserving human beings. As to self serving, I suppose this can be blamed on the fact that National PCA criteria for Region of The Year is heavily weighted (and rightfully so) in favor of Regions who do charity work. I would hope that increased status in community standing, the nice things we do for others, and the warm feelings we receive in return, would not be considered self serving, at least, in a negative sense. Surely a club of our financial strength, human resources and organizational knowhow can find justification for getting behind an annual charity event. Most Regions in PCA and most social clubs, in general, do charity work. I believe they do it because it is worthwhile and rewarding. The thanks we have received, from the subjects of our past efforts, has alone been justification enough.

This year’s effort, Porsche Community Day, is just a few short days away. Full particulars can be found in last month’s and elsewhere in this Nugget. Unfortunately, we will not, this year, have the direct contact, but will be making a financial contribution to a worthwhile group of underprivileged Bay Area children. Additionally, we have the opportunity to work jointly with Black Porsche, Inc., an organization held in high esteem for their past charity efforts. Only coincidentally, we are expecting some pre and post event television coverage arranged by KGO’s Pete Giddings, whose program for kids is the recipient. Our goal is to, after expenses, turn $2500 over to Pete for his kids. In order to reach our goal, the event needs the full support of GGR and BPI.

We need cars to show in the concours, baked goods to sell, sellers and buyers at the swap meet and objects to sell in the auction.

Clean the top of your car and show it in the street or competition class even if it’s not concours. Or, place it in a special display only area. If you have an exotic, bring it out and share it with us. Bake a dozen cookies or stop at Winchells on the way. Bring out your old XWX’s and sway bars and show ‘em to a whole new audience. Donate a microwave, your art or craft work, or even your time. Are you a plumber, a lawyer, a bodyshop? Donate an hour of your professional time or $100 worth of your services. Jim Giffin can donate a candlelit dinner for two or an hour of beating on his body, There are going to be a lot of neat items auctioned but we need more. Even white elephants will do. Anything to turn a buck over to Pete. There will be bargains galore. Bring your checkbook and find a steal at either the swap or the auction. You could also donate a part of your day to act as an auctioneer, concours judge, cookie seller or other needed job.

It’s going to be a super event at a great location. Be there and help to enjoy. Some items to be auctioned include watches, tires, jackets, helmets and many non Porsche related items. There will probably be a giant party after the event either at the campus or my house with free beer, wine and food.

Thanx,
Bill Patton
President

Directions: Use 580 through Oakland to Highway 13. Take Highway 13 to Redwood Road offramp. From North turn left over the freeway and follow Redwood up the hill to Merritt College on the right. From South go straight at stop to second stop. Turn right on Redwood and up the hill. Merritt College is clearly marked on Campus Drive.
Specializing in German 2-stage painting
Major or minor collision repairs
Factory flaring, leading
Restoration, floor pans, fiberglass
Race car painting, striping

"WHERE QUALITY COMES FIRST"

Andy
Alongi
Body
Shop

7 SOUTH AUTUMN AVE.
SAN JOSE, CA 95110
295-0535

CONSIDERATION TO PCA MEMBERS
CREW CHANGE

We regret that Jannie Ponciroli has found it necessary to resign as Pit Crew Chairperson because of other personal commitments. Dinah Patterson has agreed to accept appointment to this position for the balance of the year.

Bill Patton

PIT CREW

Everyone is welcome to join in the fun of planning the next dinner meeting decorations, making future plans for the August swap meet, and making some new friends. See you at the Pit Crew meeting!

WHEN: Wednesday, June 11th
7:30PM

WHERE: 2391 Blue Lagoon Drive
Santa Clara
(408) 727-6278 (new phone)

From 101 — either direction — take Montague Exit. Go left at first signal (Mission College Blvd.) Go right onto Agnew. Go left on Lakeshore Drive (by power station.) Look for pylon in front of condominium on the corner of Blue Lagoon and Lakeshore Drive!

HOSTESS: Becky Blanchard

For questions or suggestions call: Dinah Patterson, Pit Crew Chairperson (408) 354-0618.

TECH TIP

The brake fluid reservoir installed on 356’s is an aluminum can. Now, as you may know, brake fluid tends to collect moisture. The result is that the aluminum reservoir corrodes from the inside, eventually causing a pin-hole leak (or leaks) that occurs at about the usual brake fluid level. A temporary fix is to lower the level in the reservoir. That’s not satisfactory to most of us, however. The can can be replaced (I hope you appreciate that; I had to change tense all the way back to the beginning to get can can), and if you are into concour that is the thing to do. On the other hand, if you are primarily interested in function you can replace the reservoir with a plastic one from the VW parts department. The advantages are obvious: you can check the fluid level without removing the cap, and you are through with leaking brake fluid reservoirs forever. The VW reservoir costs about one-third as much as the Porsche part. Just take your old reservoir down to the bug store and he’ll match it with a plastic one.

Editor’s Note: This can also be used as a replacement part instead of the plastic VW reservoir. And furthermore, after you drink the original contents you won’t even care about tense. If these little gems aren’t available in your area they may be obtained from:

John Clever - 209-835-9090

CONCOURS UPDATE

June looks to be a very active month for the Concours crowd. It starts with the second event in the 1980 series on June 8 as part of the Porsche Community Day at Merritt College. You then have the opportunity to earn a few bonus points by just displaying your car at El Paseo de Saratoga on June 15. Finally, PCA has again been invited to show in the Marque Class at the SCCA Palo Alto Concours on June 22. A few important details follow.

Sunday, June 8
Second event in the 1980 Golden Gate Concours Series. In addition, you can contribute to the overall success of the Porsche Community Day by showing your car in the beautiful setting at Merritt College. See the ad for the details. Questions? Call Joe Hartman at 265-4623.

Sunday, June 15
As part of the Father’s Day activities at the El Paseo de Saratoga shopping center, we have been invited to show a limited number of our cars on the mall. This is an excellent opportunity to show the general public what Porsche is all about. Better yet, everyone who brings their car and shows it between noon and 5PM will be awarded 10 class points as a bonus. There will be no judging, you only need to display your car for a few hours. This could be the perfect way to make up for missing one of the regular Concours and still be in a good position for year end awards. Just show up before noon; we will arrange for constant watch over the cars throughout the day. Questions? Call Joe Hartman at 265-4623 or Bill Patton at 530-8151.

Sunday, June 22
We have been invited to participate in the 13th Annual Palo Alto Invitational Concours d’Elegance. Besides the normal general classes, we can also show in the special Marque Class (Class U) for Porsche only. Due to limited field space, only six cars will be accepted in Class U. All others will be shown for “Exhibit Only” in a space adjacent to the main field. If you are interested, mail the entry form by June 4. There will also be special parking for Porsche driving spectators. If you have any questions or want an entry form, call me at 265-4623.

See you in June!

Joe Hartman

FAMILY PICNIC

Just a reminder that Family Day Picnic is Sunday, June 1, 1980. It’s at Flood Park in Menlo Park. See your May Nugget for details. Don’t stay home. It’ll be great fun!

Donna Trefz
NUGGET/13
NC BROOKS’ MINUTES

MINUTES
BOARD OF DIRECTORS’ MEETING
APRIL 22, 1980

LOCATION: Trethan’s residence in Danville

PRESENT: All regular board members except Jerry Woods; Past President Sandi Candlin, Nugget Editor Jeff Later, Time Trial Chairman John Johnson, Goodie Bag Terri Rosatelli, Sponsorship Manager Mike Lommatzsch, Sargeant-at-Arms Ron Trethan

GUESTS: Sasha Thiele, Marsha Wilson, Liz and Bob Stiffler

Old Business:

Porsche Corral — Due to the changes taking place at Laguna Seca and the possibility of a poor location for the corral, the idea was dropped at this time.

PA System — Barbara Later gave the PA System to Ray Mascia to check over and will report back next month.

Swap/Charity Event — The event will be held June 8th at Merrit College in Oakland. Bill is meeting with the committee on Sunday as to the layout for the event. Glenn and Rebecca are seeking donations for the auction from all who are willing to donate and are prepared to give receipts for the value of the item. All who are interested should call Glenn or Rebecca as the auction’s goal is $2,500 which will be donated to Pete Giddings Under-privileged Kids.

The event will have publicity in the Nugget, local newspapers and KGO Channel 7. The Board is also seeking a name for the event and any suggestions will be considered by the Board.

PCR Committee — Bill will contact John Clever for a copy of the 1981 rules for the Board to review and discuss.

Bus Rally — There was $18.10 lost on the event which made for considerable discussion and no decisions.

Nominating Committee — Barbara Berens announced that the committee had held its first meeting. An article will be in the June Nugget explaining the procedures with people to be contacted in July and gathered together in August.

New Business:

New Members Meeting — The New Members Meeting will be held at the home of Nick and Jan Kelez on Friday, May 16, 1980 at 7:30PM. Dave will be contacting the Board members for presentations and also requested that a set of autocross and time trial rules be supplied.

COMES ON IN!

FREE — stop by for a free copy of our new 4-page catalog supplement. Over 50 new dazzling Porsche parts and accessories.

Automotion is Northern California’s largest center for Porsche parts and accessories.

- Porsche Boutique and Fashions
- Books, Posters, and Luggage
- Restoration and Reproduction

Showroom Hours: 8:30 a.m.—6 p.m., Monday through Friday.
- Overnight shipping to your home or office with VISA or MasterCard orders.

- Tune-up and Engine Parts
- Accessories and Pamperware
- Suspension and Performance Kits

3535 Kifer Rd., Santa Clara, CA 95051 (408) 736-9020
(Just off Lawrence Expressway)
Babbling Brooks' Minute Minutes - Continued

Bonus Concour, June 15th – A special concour will be held June 15th, at the Paseo de Saratoga shopping center for half points with Joe Hartman in charge. There will be an article in the Nugget and the local newspapers.

Roster – Bill submitted the Bylaws to Linda Smith for typing who noted several flaws (typos, phraseology, grammar). Bill submitted the noted flaws to Sandi, chairperson of the Bylaws Committee for opinion prior to printing. It has been requested by Zone 7 that we include area codes in the roster which will be considered. Mike will look for more advertisers to help cover the cost of the roster so as not to incur a $1,100.00 deficit as last year.

Parade – Bill indicated that reservations are now being received for the Portland Parade. Bill and Mike volunteered to coordinate groups to caravan to Portland.

Mendocino Tour – Bill expressed concern as to preparation for the Mendocino Tour as many of the hotels are not accepting groups. Terri will check on it and report back.

Camel Races/Ryde Hotel – The Camel Races Tour has been cancelled with the Ryde Hotel Tour as a replacement for the September 6th and 7th date. The event will have a camel theme.

Directors' Reports:

President – Bill attended the Zone 7 Presidents' meeting prior to the CRAB Weekend, it was discussed that the National Insurance for an event does not have a liquor liability clause. Bill is going to check as to an individual policy and report back. The location for the 1982 Parade is still undecided as there is some confusion as to Sierra Nevada Region’s position with the Sac Valley Region giving consideration to hosting the event. Bill also noted that the other regions of the Zone will no longer wait to set their calendars around GGR’s but will allow for all Zone events. He also noted that Sac Valley will put on rally school prior to the Parade. Bill also reported that Jim Pasha, our NCSCC rep, has indicated that NCSCC will be having a sports car olympics again this year at Squaw Valley. Bill also indicated that he has received a letter of apology from Jim Perrin with regrets that he was unable to attend GGR's birthday dinner.

Vice President – Barbara’s request for $100.00 for deposit for the Disco Band for the Christmas party and the $150.00 deposit for the June 14th dinner meeting at Miguel’s in Hayward, was approved by the Board. Due to the high deposit costs for the May dinner meeting for a Saturday night, which would be forfeited if the club did not meet the minimum reservations, it was decided to schedule the May dinner meeting on Sunday afternoon at 4:00PM May 18th, as the restaurant would not require any deposits or guarantees.

Treasurer – Barbara submitted her report which was accepted with the noted corrections.

Activities – Sharon indicated that she has received all the necessary insurance certificates for the May events. Sharon also noted the following schedule changes for September:

- September 6th & 7th – Ryde Hotel Tour
- 13th – Auto-X Pleasanton
- 14th – Miniature Golf
- 19th – New Members Meeting
- 20th – Practice Auto-X and Dinner
- 27th – Time Trial Tech
- 28th – Zone 7 Auto-X

It was noted by Mike that he has confirmed March 21st and 22nd, 1981 for the Yosemite Tour next year.

Membership – Dave submitted his membership report which was accepted with Dave's promise to resolve to total member count. Dave again noted the New Members Meeting schedule for May 16, 1980, at the Kelez home. Dave noted that there is some confusion as to the club's responsibility for the cost of dealer boards which he will check into for discussion at next months board meeting.

Nugget – Jeff noted that there will be a 10% price increase from the printers effective June 1 which will compute to approximately $700.00 to $1,000.00 increase in Nugget costs this year. The problem was referred to Terri of the Nugget Guidance Committee for possible solutions and discussion at next month's Board Meeting. Jeff gave his new address effective in May, 2310 “D” Warfield Way, San Jose, CA 95122.

Goodie Bag – Terri has had $124.32 in sales this month and over $800.00 last month. Terri also indicated that she has ordered the GGR Medallions which will take approximately 14 weeks to receive. She also stated that 32 GGR car badges were turned over to her for the Goodie Bag. She also submitted several T-Shirt samples for Board review and will make the appropriate selection.

The June Board Meeting will be held at Dave Blanchard's home at 7:30PM on May 19, 1980, a Monday night.

The Meeting was adjourned at 12:03AM.

Brooks A. Thiele
Secretary

TECH TIP

The 356 parts that have become almost unavailable are suspension parts; no aftermarket manufacturer has begun to make them. Be careful not to smash any curbs if you own a 356. The tie rods, clamps, nuts, and bolts are all available from VW. The tie rod end fitting, unfortunately, is different from 1956; the tapered bolt is larger and a grease fitting is installed on top of the end fitting. The rubber grease seal is a VW part and it fits all 356’s. Keep that seal in good repair and grease the end fitting regularly and it will probably never need replacing.

The link pins, link pin bushings, link pin shims, king pins, king pin bushings, and the adjusting bolt, nut, and washer are all available from VW. Change out those parts and get a good alignment and you’ll be amazed at how nice it is to drive a 356 when it is performing as it was designed to perform.

Joe Padermderm
NUGGET/15
It was once a practice, a few years back, to have the recipient of the Dummkopf write an article for the Nugget to tell of his or her exploits that earned the Dummkopf. Now most of us are not real anxious to tell the world if we’ve blown it, so the practice faded. We are going to bring it back with a new twist — the GIVER of the award writes the article — we aren’t so hesitant to expose someone else’s blooies! So here goes:

Bill Patton bought a beautiful black Speedster, a concour winner at the ’75 parade in Seattle. Sylvia drove the Speedster to Sacramento Friday night to meet Bill for the CRAB weekend. (Bill was in Sacramento with his 914-6, so now has 2 cars in Sac.) Sylvia was a little late arriving, Bill was pacing like a nervous father-to-be. Sylvia arrives with the Speedster and the two of them went to park the two cars.

Not wanting to have the precious Speedster stolen or damaged Bill pulls it into a parking space and blocks it with the 914-6. He then puts 3 car covers on the Speedster and sets the car’s Ungeo Box. (The 914-6 also has an Ungeo Box - armed.) As he walks away from the scene, the Ungeo Box in the Speedster goes off (1 minute of a loud horn at 10:00PM) - he has forgotten to close the door! He then resets the Ungeo Box and retires for the night.

The next morning finds our hero having breakfast in the Red Lion Coffee Shop. Sylvia joins him for breakfast a little later and Bill casually asks her if she has the key to the Speedster. She replies, “No, have you looked in it?” Bill, of course, is sure that the key is “in his jacket” or somewhere like that.

Guess what? Yep! In the ignition all night long! Dummkopf!!

SON OF THE RYDE

SON OF THE RYDE HOTEL, OR I ALMOST WENT ON A CAMEL RACE

The tour is filled. For those of you who were lucky and made it, an information packet will follow (someday). Don’t forget Floyd Patterson, etc. For those of you who missed, contact Mark Gang if you want to be on the waiting list for cancellations.

Thanx,
Bill Patton
Mark Gang

Editor’s Note: Everyone else knows that hotels are inanimate (no, this is not a conceptual joke), and that you go to races, not on them. Perhaps this is why our fearless leader possesses the Dummkopf.

SUMMER MUD III

Just as we told you here’s the second episode in the saga of Mud II, or is it Mud III — June 28-29th.

We will meet at Spenger’s Restaurant, 1919-4th, Berkeley. If you want breakfast, they are open early. Our plans are to leave Spenger’s at 9AM.

Arrangements have been made to visit various wineries in the St. Helena-Calistoga area on both the 28th and 29th. Reservations at the Calistoga Inn and Triple S Ranch have been confirmed. Between the two there are limited accommodations. The Inn has bathrooms down the hall so bring your bathrobes. Also pack a picnic lunch for Saturday. Dinner has been arranged Saturday night at the Inn.

Since space is limited, please call for reservations — Len-Lynn Levine 588-7182 right now! The cost for a double at the Inn is $20.00 and at Triple S, $14.00. The Triple S will be available for the overflow. It is a short distance outside of Calistoga.

On Saturday we have planned for you games, a Clever rally en route, and prizes.

Sunday, we’ll take a cable car ride in St. Helena and when you make your reservations for the tour tell us if you’ll be staying for an early dinner and we will suggest one of those neat wine country restaurants.

Directions: North from S. Bay on Hwy 17 (Nimitz). 17 becomes 180 around the SF-Oakland Bay Bridge. Proceed northerly on 180 and exit at University Avenue (Berkeley). Turn left at first opportunity (6th — which is a stop light). Turn left at next opportunity. Proceed two blocks West to Spenger’s parking lot — on left.

Northern Peninsula: Follow Berkeley route from SF-Oakland Bridge to 180. Exit at University, etc.

Bring a full tank of gas — round trip from Berkeley is less than 200 miles.

THANKS!

Dear Marge Forster,

As the Nugget advertising manager, I feel you’d be most interested in our ‘pats on the backs’ of a PCA member and an un-PCA member (but loving Porsches just the same).

We would like to thank Kahler’s Porsche Service in Dublin for their care and concern in repairing our ’66 912; and a parts place in Emeryville on Harlan Street called EASY. They’re super people and their utmost concern is to satisfy their customers (which they did). Again our thanks to both businesses.

Ken Butts & Shelia Staley
BOOK REVIEW

The Racing Porsches: A Technical Triumph
by Paul Frère
Published by:
ARCO Publishing Company, Inc.
219 Park Avenue South
New York, New York 10003

In 1973, when this book was originally published, there was speculation as to what was really in the modern racing Porsches and how they evolved. Paul Frère has chronicled the period beginning with the 904 (late 1962) and ending with the 917 (1971) and lays to rest much of the speculation. The author is eminently qualified by his continuing association with the Porsche factory, first as a top driver with an impressive racing career and presently as a noted European correspondent for many of our U.S. motor sports magazines. Paul Frère has had continuing access to documents that he uses to show the evolution of modern racing car technology as interpreted by Porsche. The author, however, covers just the "special" racing cars.

The book is interspersed with detailed accounts of how the racing models progressed through their stages of development. The author uses detailed factory drawings to illustrate pertinent areas he is discussing: Mr. Frère goes one step further than most authors, he is willing to elaborate on the theories that Porsche used to solve the myriad problems that arose. The detail of this book is remarkable, the author has managed to furnish information of many of the significant races, the differences between the cars in the races, and in many cases even the chassis serial number.

I found an area covered in this book that interested me; the Berg Spyders built for the European Hillclimb Championship, were covered in great detail. I purchased this book originally to round out a collection that I considered complete (at that time). As I read the book the first time it became very clear that I was reading information about Porsche racing cars that had only been alluded to in "glamor" publications. It appears that Mr. Frère had access to documents that few outsiders will ever see, the translation of these documents into this book works very well. I feel that for the amateur Porsche historian, or even a race car preparer, there is important material that will answer the historical and engineering question: Why?

The list price is $15.00 and I consider this book a must for any serious student of Zuffenhausen and Weissach.

Jim Pasha

BRUNCH CRUISE

We are now taking reservations for Sunday, July 13, 1980, for a delightful 1-1/2 hour Red and White Fleet's Brunch Cruise on San Francisco Bay. This complete Buffet Brunch includes champagne and leaves from Pier 43-1/2 at Fisherman's Wharf at 12:30PM. We are getting a special group rate at $10.50 per person including tax. Please contact us as soon as possible for an outstanding event! Reservation deadline is July 1st.

Karen Hawkins
(415) 359-0542, evenings
Barbara Berens
(415) 367-8339, before noon
Tour Directors

KEN'S PORSCHTE TECHNIE

1070 FLORENCE WAY • CAMPBELL.CA 95008

Complete Service
And Repair On All
Models Of Porsche

Always
Top Quality At
Fair Prices

Phone
(408) 379-3220
Do It With
TECHNIQUE

JUUGGET/17
T & D
PERFORMANCE POWER

When your Porsche engine comes to the end of its life, the specialists can bring it back. Complete rebuilding to factory specifications with original type components or upgrading to stronger performance is available at reasonable costs. A valve grind with a new set of rings is often the cure for loss of power and heavy oil consumption.

For the racer or a trick setup, internal components can be balanced and polished for superior performance.

At T&D we build engines to last, to perform and to serve. We care about you.

PORSCHE WORKS
1320/D DELL AVE.
CAMPBELL, CA 95008
378-1911
HISSING WINDOWS

In the closed position, 914 windows are not supported by tracks on two sides, quite unlike other Porsche windows that are completely contained by window tracks. As a result, 914's tend to develop air leaks as the rubber ages and compresses. If you find yourself talking louder, if your Braun speakers no longer speak in tintinnabulation, and if your outboard ear seems always to be ringing, perhaps you have developed some air leaks. Don't despair, in most cases a simple adjustment will correct matters. The window tracks are sturdy and well-designed affairs and eventual adjustment was very much a part of the original design. At the very worst, you will have to replace four pieces of rubber (two for each door).

The window track at the trailing edge of the door is completely contained within the door and is secured at the bottom by a large Philips-head screw that runs in an elongated adjustment slot. The screw is located on the bottom of the door near the trailing edge. The track at the leading edge of the window is adjustable by a slotted bolt that is secured by a locknut. You can project down from the exposed track above the door to locate the adjustment bolt which is toward the inside edge of the bottom of the door. Those are our adjustment points. You will find that both the screw and bolt will have to be adjusted: that is to say, the upper rear corner of the window is affected somewhat by the adjustment of the front track. As you may have guessed, the tracks are hinged at the top of the door; therefore, moving the bottom of the tracks outward causes the top of the elevated window to move inward.

Raise the window to the limit, close the door from the outside, and take note of any gaps along the top and trailing edge of the window. It sometimes helps to slip a strip of paper between the glass and rubber when looking for gaps; a gap is indicated when the paper slides without drag. Proceed with the following, if you found gaps.

Open the door, loosen the Philips-head screw, move it toward the outside of the door in its elongated hole a tad, and retighten. Go to the slotted bolt, loosen the locknut while holding the bolt with a screwdriver, turn the slotted bolt counter clockwise with the screwdriver to move the top of the window inward, and then retighten the locknut while holding the bolt with a screwdriver.

NOTE: Make your adjustments in small increments. Adjusting the window too tight will not only make it difficult to close the door, but it will unduely compress the rubber which will hasten its need for replacement.

Close the door and recheck the top and trailing edges of the window for gaps. Adjust more, if necessary. If you run out of adjustment and there is still a gap, consider replacing the rubber pieces that are mounted on the roof and the roll bar. They are not very expensive and the replacement procedure is simple. Here's a couple of hints: 1) the rubber in the roof is secured by a small Philips-head screw that is not visible, but is accessible through the little hole near the rear end of the rubber; 2) use silicone spray or Armorall to help slide the rubber into the grip tracks. Having replaced the rubber, you will probably find it necessary to adjust the top of the window outward to allow space for the new, uncompressed rubber. It should be adjusted snug, however, and the window should be left all the way up at night so that the rubber will conform to the window. A month or so after replacing the rubber, check to see if the window requires further adjustment; you will find that the rubber settles in a tad.

There, that wasn't bad, was it? Isn't it nice to enjoy your tweeters again? You will probably notice a fallout benefit from nice, tight windows; you will hear a lot less road noise. Acoustics engineers call the phenomenon "flanking," and stated briefly, it simply means that sound will get through small openings out of all proportion to the size of the opening. It follows, then, that closing small openings reaps large benefits when you are trying to make the inside of your Porsche quiet.

Joe Padermderm

LET US HELP YOU...

PREPARE YOUR PORSCHE FOR 1980

276-6615

WE'RE NEW! But not to the business

ECONOBOX

GT PARTS & ACCESSORIES

15670 E. 14th St., San Leandro, CA 94578

WERE NEW! But not to the business
RALLY TIPS IV

Last month we discussed marking up route instructions in order to better keep track of what is happening. This month we will discuss an earlier process in running a rally — reaching and understanding the general instructions (GI’s). For purposes of this article, I will categorize everything in the GI’s into one of three groups: (nice to know, constants, and critical to remember).

A. Items which are nice to know, but are of little or no value when trying to stay on course. If you need to refer to one of these items, you can read it at your leisure. Examples are:

1) Location of the start, first car out time, approximate finish time, location of the finish, etc.

2) Type of vehicle, the pressures, odometer used by the rallymaster.

3) How the rally will be scored, tie breakers, trophies, class breakdowns, etc.

4) How and where to file protests, dead time requests, etc.

5) Exact points where mileages are measured, how perfect times are calculated, etc.

B. Items that almost never change from one rally to the next, but must be included for completeness and for the benefit of the first timer. Examples are:

1) Complete numbered instructions in ascending sequence and in their entirety.

2) Information in parentheses is advisory only.

3) Quotation marks separate a quoted sign from the rest of the instruction.

4) Capitalization and punctuation need not be exact. Suffixes such as ST, RD, etc. need not be included.

5) Checkpoint operation — i.e., procedures each car must follow when entering a checkpoint.

6) What things will cause you to be disqualified from competition.

These are all items which you can read over once or twice before the start of the rally, say to yourself “This is just like the last rally I ran” and file it away in your permanent memory bank. (This is the same place you store your name, address, phone number, how you get to work, and the other details of life you do repetitiously.)

C. The last items are those which frequently change from one rally to the next. These are things which you must:

a) make special mental notes about.

b) underline in your GI’s so you can find them quickly.

c) make written notes about and fasten to a prominent spot in front of you.

Read the GI’s carefully to look for these items. If an item
Rally Tips IV - Continued

is not mentioned, ask the rallymaster a question about it.
If certain items are the same as your "normal" GI's, then
those particular items can be relegated to the Type B items.
The items that are left, the "different" items are the ones
you must concentrate on. These are the items upon which
the rallymaster's traps will probably be based. Examples
are:

1) Note instructions — when do they become active,
how are they cancelled, how many times may they be
done, what happens if they direct the same or con-
fllicting action as a numbered route instruction, may
they overlap other notes or may it overlap itself.

2) Special instructions (written on checkpoint slips) —
how do they operate.

3) ITIS (If There Is Such) or WOF (Whichever Occurs
First) instructions — how do they operate.

4) Rally roads — Are all roads paved, public, and through?

5) Forced turns — Can you execute an instruction at a
forced turn?

6) Redundancy — Can instructions be executed redu-
dantly? (Example: Straight at stop at a 4-way crossroad)

7) What are the route following priorities at intersections
not covered by a specific route instruction?
a) Onto by name — notice definition.
b) Follow lined road — notice definition.
c) Follow curve arrows — notice definition.
d) Straight ahead.
e) Any other priorities (right at T, etc.).

8) Signs — Which signs are not valid for use on this rally?
Are signs to be read left to right, then top to bottom,
or to be read with the intent of the erecting agency?
(Example: "Railroad Crossing") Will spelling on signs
be exact? Are signs only on the right only, or can they
be anywhere?

9) Landmarks — How are they identified in the route
instructions? Must landmarks be identified by a sign?
Must landmarks be defined in the glossary of the GI's?

10) Glossary definitions:
a) Intersection — Is a forced turn an intersection?
b) STOP — Is this a sign, or an intersection controlled
by a STOP sign? Must the STOP control your
progress on the rally?
c) Traffic light — Must it be at an intersection? Do
blinders count?
d) OPP or Opportunity — How is it defined?
e) T intersection — How are slant T intersections (γ or
λ) to be handled?
f) Pay particular attention to the definition of any
term that is not normally included in glossary
definitions. It has been put there for a specific
purpose. (Examples might be: bridge, church,
railroad crossing, cattle guard)

We will discuss specific traps based on these items in a
later article.

SPECIAL NOTE — At this year's Porsche Parade in Port-
land, they are trying out a new concept on the rally. Five
car teams from each region. I am organizing one to four
teams from GGR. If you are registered at the Parade, plan
to run the rally, and want to be on a GGR team, call me
ASAP (408) 354-2270. I am particularly interested in
people to run in the new Novice Class (competed in less
than four serious T&D rallies).

Keith McMahan
ZONE 7 RULES

Below is the text of a letter prepared by Zone 7 Rep, Terry Zacccone, describing some important issues which we as a Zone must face in 1981. Proposed rule changes for 1981 must be submitted to Terry by July 1. If you have any feelings on the following issues or any other rule change you would like to see implemented, please contact me before June 15.

Ted Atlee
GGR Zone 7 Autocross Rep

The Autocross Committee needs some input from you autocrossers on some issues which have been causing considerable difficulty.

The major issue is Tires. The question is whether or not to allow racing recaps on street tires in stock classes. The most popular tire currently in use is the slick recap on a Michelin XWX.

ARGUMENTS FOR RACING RECAPS

1. Cost. If racing recaps were not allowed, the fastest setup would be a set of XWX or other tires which are worn down so that they have the minimum tread consistent with the rules. Current rule for Showroom Stock is 1/32 inch on two adjacent grooves. XWX's cost about $130 each. Just picture buying a complete set of XWX's for $520 and having the tire place skim most of the tread off! Now the tire is at its most competitive, within the rules. How long will it stay that way? Several autocrosses, maybe. This means that the person who can spend the most money can always provide himself with the best tire setup. But, you ask, why not start with a little more rubber so it takes longer to go below 1/32? The more rubber, the slower the tire. The estimated difference in time on a typical autocross between a brand new XWX and one with 1/32 tread is around four seconds!

There may be other (newer) tires, such as Phoenix 301 or Pirelli P-6, which may prove better than the XWX. The enormously expensive Pirelli P-7's may end up as the only tire to have. Stock class could turn into a "tire of the month" club.

Slick recaps currently cost about $60 each, and are readily available. The performance of these tires does not change drastically, as with the street tires. The result is that one set is good for the whole season at top performance. Also, they can be recapped two or even three times, depending on the casing condition.

2. Ease of Regulation. There is no protest problem with slick recaps. The only protest would be if a racing tire is used for recapping, instead of a street radial. That is so obvious no one has tried it. If tread were required, long arguments and many words of rules would be
Zone Rues Contnu
will obably lose many who ready are using them
involved in trying to define legal tread.

3. Highway Safety. With an extra set of tires and wheels to change at the event, a member is less likely to drive to the event on bald tires. This is a safety consideration if the road is wet, and a convenience consideration with regard to being hassled by the authorities for bald tires.

ARGUMENTS AGAINST RACING RECAPS

1. An extra set of wheels is required. This not only involves extra expense, it requires dragging the extra wheels back and forth and changing wheels for each autocross.
2. If you don't have these special tires, you have no chance of winning.
3. Draw more entrants.

REBUTTALS TO ARGUMENTS FOR

1. Cost. I can't think of any arguments against this point. In fact, many of the competitors in the showroom stock class for 1979 have vowed they will not run that class again because of the expense of buying new sets of XWX's.

2. Ease of Regulation. It’s obvious that regulation will be more of a chore. However, it is possible that we could use the rules presently being formulated for time trials for stock classes, namely, requiring conventional tread on recaps.

REBUTTALS TO ARGUMENTS AGAINST

1. Yes, an extra set of wheels is required. These can be steel wheels which cost less than $20 each. As far as the extra trouble, most competitive autocrossers have an extra set of wheels anyway. If you autocross your street tires, you invariably end up driving on tires which have been flatspotted. This is uncomfortable and hard on your car.
2. It is true that if you don't have the slick recaps, you will probably lose if some good driver in your class has them. This is a philosophical point. Is it our goal to have a good competitive series or to provide a funkhana-type event where everyone has about the same chance and preparation and experience mean little? At present, we have a fairly competitive series. It is difficult to win because there are so many good drivers. No matter what the rules are, the people who are presently winning will probably continue to win because they have demonstrated that they will go to the trouble to do whatever is necessary, within the rules, to win. This is a fact of life.

There has probably been no competitive event in the history of mankind where preparation and experience made no difference.
3. Not allowing slick recaps may draw a few people, but will probably lose many who already are using them.

There are a couple of other items you can help us with. Both of these suggestions have to do with the problem of making the Zone autocross series more attractive, especially to those who have to travel long distances.

A. Three runs instead of two. If the series attendance remains as it is, this can be done. Currently, the events are ending about 3PM, so there is time for three runs. It means a little more work for those putting on the event, but it would give more autocrossing.

B. All nine events held at just a few sites. The regions would still be responsible for their autocross, except that everyone would be expected to help. Maybe we could require each entrant to work some minimum time to be eligible for points. The Region in charge would be the organizer, and could draw from the entire zone for workers. All events could be held at a few centrally-located sites such as Cal-Expo, Pleasanton, or, perhaps, Stockton.

Please give us some feedback on these questions. Your responses will be more useful if you would write them down and send them to me.

Thanks,
Terry Zaccone
Zone 7 Rep

NOMINATIONS

Have you ever noticed Golden Gate Region name tags? Most are black, but a few are blue and only 20 or so out of a region of 750 are red. The blue name tag is awarded to a member who has served on the Board of Directors in an official capacity for one year. The red name tag is for a Past President. This special unspoken tradition is handed down from year to year. We welcome you to earn one.

There are seven officers on the Board of Directors: President, Vice-President, Secretary, Treasurer, Competition Director, Social Director, and Membership. Your elections are coming up; make sure the people you feel should be running this club are running for an office. The nominating committee needs your help. Call and let us know if you would be interested in being a nominee in the upcoming election.

Barbara Berens (415) 367-8339, before noon
Bill Newlin (415) 728-5351, after 6PM
Ray Blow (408) 255-3551, anytime
Suzie Atlee (408) 578-2499, anytime
Dave Walden (415) 462-0892, evenings

You are welcome to attend a Board meeting to observe how the business of your Region is conducted. You may find that being a Board Member is an excellent way for you to steer the Region in the direction you would like to see it go.

The Nominating Committee
NUGGET/23
Quality service is a rare combination of experience and high standards. We provide the same quality service to our daily customers and our racing team.

Winning long distance GT races against the best teams & drivers in the World Makes and World Endurance Championships requires the same craftmanship and attention that you require as our customer.

From vintage, carbureted 356's to fuel injected, catalyzed and reactorized 930 Turbos, our professional craftsmen have a wealth of experience.

Our equipment ranges from EFI Analyzers to a Hunter Alignment Rack to CIBIÉ RECLOSCOPE™ Optical Light Alignment. We also have a fully equipped machine shop for precision custom machining and fabrication.

We have reorganized and expanded our parts department for better service and a larger inventory. Our goal is to have all the parts and accessories you need for routine maintenance, restoration, and competition too! Even apparel, gifts, and exotic goodies! Our new catalog will be out soon (fingers crossed) and we think you'll appreciate some of our innovative ideas.

Whether your need is for parts and accessories, or quality service for your Porsche, call on us at Garretson Enterprises. We provide the quality service that wins races, and friends.

Garretson Enterprises
1932 Old Middlefield Way
Mountain View, California 94043
(415) 967-8634/Parts
(415) 967-2858/Service
Open Mon.-Fri. 9:00 To 6:00
F.S.S.R.

Toby and Leta Evans did a great job organizing their Fuel Saver Sampler Rally. We had participants in each class and even though we all couldn't win, we all enjoyed a fun day.

This was a combination rally and I must say a few words about the first leg — a Pan Am. My rally partner, Stephanie Home, and I had never run one before and weren't sure what to expect. You are given a map and told to get to a point on the map marked “standoff.” When you get to the standoff, a rally worker (first you have to figure out that the car sitting there is the worker's car and not a lost rallyist and that you're actually where you're supposed to be) shows you where to go next by pointing into the rainclouds. You look at your partner, shake your head, get back in the car and head off into those rainclouds. Very quickly you're on top of the checkpoint, but you're three minutes early. So you have to drive around in circles or up and down streets slowly to kill time. You can't stop, you see, except for stop signs or traffic lights. Even with all the creeping, we were still a minute early. Oh well! One leg down, three to go!

Next we ran the Continental, then the Time and Distance and then the Monte Carlo. I enjoyed the Pan Am the most, but all the legs were fun. Do you know how hard it is for a leadfooted driver to keep a Porsche down to 23 MPH?

We all ended up at Miguel’s in Hayward where the awards were given out.

Cindy Sheehan took the Student Class. Would you believe she ran the rally all by herself?

Beginner Class awards went to:

First Place: Ron and Sharon Trethan
Second Place: Jim and Kathy LaMarre
Third Place: Dick McClelland and Betty Sears

Would you believe Jim LaMarre didn't show up till after several cars had already left to start the rally and he still got second place? How'd he do that?

Experienced Class winners were:

First Place: Alan and Gloria Baker
Second Place: John Clever
Third Place: Wayman and Ralph Bradley

Wayman and Ralph Bradley are from Yosemite Region and are real rally enthusiasts. They came from Modesto to run the rally and made it worth their while.

John Clever didn't miss first place by much. The excuse I heard for his not winning was that he and Curta Von Halda were out shakin' their booties at some GGR bash in San Francisco the night before. The restaurant ran out of Coors (which is what pulses through John's veins, I hear) so he had to drink Kahlua. It's thicker than Coors, you know, and moves slower through the veins. Therefore John was moving slower than usual. Hence, John's second place win.

Those of you who let the rain scare you away, missed a terrific rally. Thanks, Toby and Leta!

Donna Trefz
NEW MEMBERS

Don Schmidke (Jan)
15432 Banyon Lane
Monte Sereno, CA 95030
(408) 395-2077
1976 912E
Manager

Robert Boyle (Linda)
3021 Oakham Drive
San Ramon, CA 94583
(415) 828-8425
1967 912
Aircraft QA Tech

Phillip Geeslin
325 Hawthorne
Palo Alto, CA 94301
(415) 324-2365
1974 911S
Student

Paul Harford (Michele)
365 Conway Road
Danville, CA 94526
(415) 838-9025
356 & 930
Self Employed Woodworker

Bill Gonzales
2121 Rock Street
Mountain View, CA 94040
(415) 967-6331
1976 911S
Heavy Equipment Operator

Leonard P. Krajewski
(Joan Chadwick)
13721 Dolphin Drive
Saratoga, CA 95070
(408) 374-3166
1972 911T
Physician

Peter Novak
1332 - 25th Street
San Francisco, CA 94122
(415) 681-9837
1970 914
Customs Broker

Cindy Sheehan
2236 Belvedere Avenue
San Leandro, CA 94577
(415) 483-0800
1974 914
Acct/Sales

Robert Courand (Wayne)
29858 Clearbrook
Hayward, CA 94544
1966 912

Dale D. Dobson
740 S. Saratoga Ave. #X-304
San Jose, CA 95129
1973 911T

Bobby E. Finchum
1034 S. Winchester #13
San Jose, CA 95128
(408) 246-2417
1975 911S
Engineer

Jeannie K. Morris (Orval)
534A Fairbanks
Oakland, CA 94610
(415) 451-3958
1973 914
Teacher

Vito A. Castellaccio (Leslie)
19220 Tilson Avenue
Cupertino, CA 95014
(408) 446-4332
1969 911E
Mechanic

John T. Everett
358 Sycamore Court
Los Gatos, CA 95030
(408) 356-3934
1976 911S
Sales

Joseph Arietta
397 Upper Ter
San Francisco, CA 94117
(416) 665-7942
1975 911S

TRANSFER IN

Eric A. Jackson
184 Oak Court
Menlo Park, CA 94025

Bruce Gardner (Gail)
2756 Waltham Cross
Belmont, CA 94002

Stephen Gertz (Pamela)
229 Mallorca Way No. 204
San Francisco, CA 94123

Kernan B Whitworth
707 Continental Cir No. 433
Mt. View, CA 94040
From Lincoln Trail

Bernard M. Schaaf
(Sherri Stephens)
1232 Willow Street
San Jose, CA 95125
From Can Am

Robert T. Doigde (Pat)
110 Sutter St. No. 502
San Francisco, CA 94104
From Redwood

Gene Babow (Brent)
116 Laurel Grove
Kentfield, CA 94903
From Redwood

Ernest R. Cisneros
1352 Ballena Blvd. No. 110
Alameda, CA 94501
From Orange Coast

Kevin F. Hagan
595 Duncan St No. 2
San Francisco, CA 94131
From Lincoln Trail

DUAL MEMBERS

Ken Moore (Tina)
5045 Foppiano Lane
Stockton, CA 95212
209-931-2529
FREE

The newest addition to Porsche+Audi’s competition efforts isn’t a car, but an eight-page brochure about getting started in motorsports. Part of the new Porsche 924 competition program, the pamphlet describes not only Showroom Stock racing, but also SCCA’s “C” and “D” Production National Championship series — two classes newly opened to 924 drivers.

For the aspiring 924 driver, the heart of the booklet is a step-by-step introduction to wheel-to-wheel racing as well as rallying and autocrossing. One section describes the safety equipment required for both driver and car, and another outlines some of the available competition parts. From how to join a club like SCCA to earning a competition license, the brochure is Porsche+Audi’s primer for motorsports.

In commenting on the release of the booklet, Josef Hoppen said, “Our 924 competition program is designed to bring a variety of people into motorsports, and this brochure supports that concept. It’s a good starting place for both the interested enthusiast and Porsche+Audi dealer.”

The brochure is available free of charge from any Porsche+Audi dealership. Those wishing further information may write the Special Vehicles Department, 818 Sylvan Avenue, Englewood Cliffs, NJ 07632.

Old Faces — New Places

William J. Almon, 12345 Page Mill Rd., Los Altos Hills, CA 94022
Robin Cook (was Kerr), 10251 Bret Ave., Cupertino, CA 95014
Robert Copeman, 1220 N. Bascom Ave., San Jose, CA 95128
Jeffrey W. Lateer, 2310D Warfield Way, San Jose, CA 95122
Lloyd M. Limprecht, 910 Capitola Ave. #6, Capitola, CA 95010
Michael Moss, 1551 Heidelberg Dr., Livermore, CA 94550
Norman K. Nielsen, 1333 Milton Ave., Walnut Creek, CA 94596
Joseph A. Rossi, 220 Bobs Ln., Scotts Valley, CA 95066
Roy Sasaki, 6231 Gunter Way, San Jose, CA
William C. Wells, 1710 White Oak Rd., Campbell, CA 95008

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 SHIFT 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.

1741 DELL AVENUE (408) 866-4689 CAMPBELL.CA. 95008
BMW 914 911 924 VW

NUGGET/27
CRAB NINE

CRAB. Each year it gets better than the last, as more and more Porsche pushers gather in Sacramento for a weekend of partying, autocrossing, rallying, eating, and all the other things Porsche people do when they gather en masse.

The weather co-operated fully, both days were sunny and warm, with shorts and T-shirts being the uniform of the weekend. About 45 GGR members (about 25 cars) made the migration to Sacramento for this year's festivities. As you can see by the results shown, we all enjoyed ourselves and took home a good portion of the hardware.

THE CRABBIEST

The weekend started Friday evening for some that attended the pre-registration and subsequent party. Rumors about Gary Fahl's activities in the spa were the topic of discussion for much of the rest of the weekend (No, I won't tell you, you'll have to ask him yourself!).

Saturday morning found the masses ready for a super autocross, using the access roads at Cal-Expo. It was a fast course, well suited to the shoes from GGR. There was a running battle for TTOD both overall and in the unofficial Stock and Prodified classes. Dale Dorjath cleaned out the stock classes with his fantastic run, with Glenn Hills doing the same in the prodified classes. Modified was taken by Walt Mass, but not without stiff competition from Bud Hart, Terry Zaccoone and Emmett 'Hornblower' Wilder.

Run concurrently was the funkhana, consisting of filling your car with beach balls, driving blindfolded, parking, swapping drivers, backing up, dumping the balls into a garbage can and unlocking a small box to stop the stopwatch. Wild event. Don’t let anyone ever tell you that you can’t prepare for one of these events, as Keith McMahan and Kathy Hopkins, the overall winners (by a healthy margin of 6+ seconds) were seen walking the course.

Back to our rooms for a shower and cat-nap and off to the glorious crab dinner. Lots of crab, spaghetti and wine later everyone tuned in for the autocross and funkhana awards, followed by dancing to the ‘Disco Man’. GGR did well in one other area of competition, that being the CRABBIEST car and person(s). Frank Nevares took home the award for the CRABBIEST car, with a HUGE stuffed crab perched on top of his car, and the 'Do-it-in-the-Fog' bunch from sunny Montara, the Newlin/Hawkins's won for being the CRAB-

BIEST people, with crabs perched on their specially made hats! Much drinking, Porsche conversation, bench racing, etc. later, found most of staggering off to our rooms for a little rest before the next morning's rally out-times snuck up on us.

CRAZIES

Many GGR crazies were seen the next morning at the Red Lion’s famous Brunch. If you should ever find yourself in Sacramento on a Sunday morning be sure to get to this buffet brunch - it is fantastic! As rally time approached, the area behind the Red Lion started to fill with Porsches of all types. Rik Larson did his usual great rally; this one had one trap that worked on about half the rallyists, and saw many motor off into the sunset at 25 MPH. At last, by careful rallying, or the panic envelope we all found our way to the Beer and Bratwurst feed at the rally finish. Great food, as usual, along with frisbee, volleyball and bench-rallying were the preffered activities of the afternoon. Another awards ceremony for GGR’s rally enthusiasts to match their autocross counterparts in taking home the hardware and we were on our way home, already making plans for CRAB 10. See you next year!

GORILLA IN KILTS?
### CRAB 9 AUTOCROSS RESULTS

| CLASS 3 | 1 Mike Lommatsch 107:64 | 2 Norb Witt 109:28 | 3 Jim Pasha 107:39 |
| CLASS 4 | 1 Jim LaMarre 106:90 |
| CLASS 5 | 1 Matt Ballentine 101:05 |
| CLASS 6 | 1 Walt Maas 54:15 |
| CLASS 7 | 1 Judi Witt 114:12 |
| CLASS 10 | 1 Bill Newlin 101:52 |
| CLASS 11 | 1 Dave Blanchard 103:03 |
| CLASS 12 | 1 Bob Kilburn 103:35 |
| CLASS 15 | 1 Dale Dorjath 100:91 |

### CRAB 9 RALLY RESULTS

| EQUIPPED (First Overall) | 1 John Clever | 2 Keith McMahan & Kathy Hopkins |
| 356/928 CLASS | 1 Bob Kilburn 606 | 2 Mike Lommatsch & Julie Zaccone |
| 912/924 CLASS | 1 Nickums & Jan Kalez 353 | 2 Matt Huff & Paul Seidel 648 |
| 914 CLASS | 1 Bill & Rebecca Newlin 677 |

### CRAB 9 FUNKHANA RESULTS

| 914 CLASS | 1 Keith McMahan & Kathy Hopkins 2:01:78 |
| 912/930 CLASS | 1 Terry & Judy Zaccone 2:14:73 |
| 911CLASS | 1 John & Karen Hawkins 2:43:66 |

### ODD YEAR 911 CLASS

| 3 Rob & Kerry Biddle 362 |
| 9 John & Karen Hawkins 779 |
| 10 Paul Koplos & Julie Arnold 843 |
| 14 Vincie and Vince Zaccone 1189 |

### EVEN YEAR 911 CLASS

| 2 Judy & Terry Zaccone 89 |
| 8 Dale & Neda Dorjath 529 |
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. Mail (do not phone) your ad to the Editor.

FOR SALE


1963 2000 GS CARRERA Sunroof Coupe No. 121 324. Signal Red/Black, 30,600 orig. mi. Excellent in all respects. 4-Cam motor (P97263), had full bottom-up rebuild 5,500 miles ago. 3rd Place in 1979 full Concours series, Golden State Region. Rollin Polonitza, 8-10PM PST (415) 731-7649.


1964 356 SC Red/Black interior, rebuilt engine, new brakes, Koni shocks, new clutch, new lacquer paint, no rust, extras. Excellent condition — $8,000.00. Audrey Strong 280-0300, days; 356-1305 evs.

1971, 911 Targa, Red/Black, 60,000 Calif. miles, no rust, fresh engine with Webers, fresh 5-speed, “S” brakes, “S” gauges, and “S” appearance, lowered, bars, alloys, AM-FM, fogs, Ansar, Racemaker, interior immaculate, exterior excellent, 28 mpg on regular — $11,500/BO. E. J. Finsilver, 1743 Holland Circle, Walnut Creek, CA 94596 (415) 932-2793.

Four factory alloys, early 6 x 15 — $400. Four 7 x 15 steel wheels with traction caps on 185 x 70 WXW’s — $300. Gary Chapin (408) 867-1100 or 353-1372.

1975 911 Carrera No. 9115400147 India red/black leather interior, A/C, Blaupunkt AM/FM, 49 state car (no thermal reactors), engine and body exc — $19,000. Rob Biddle, 160 Rancho Rio Avenue, Ben Lommond, CA 95005 (408) 336-2921.


71 914.6 Signal orange repaint. 80,000 miles. Good mech. cond. All service records. Little rust — $6950. Norm Martin (303) 237-2428 (Denver).


BBS 3 piece modular wheels. 16" 7’s and 8’s. Use on Turbo or SC. Very good condition. Asking — $1400 (retail is $1900) or with PZ’s mounted (used about 2000 miles) asking — $2100. Bill Patton 530-0609.

WANTED

Old German leather helmet with spike. I like the Dummkopf so well I want one of my own. Besides it looks trick next to the Speedster. Bill Patton - 415-530-8151 evs

WANTED — 1969 “S” heads for D Production 911 and manifolds. Larry Chmura, 1701 Ridgewood Road, Alamo, CA 94507, (415) 933-8788.

COVER — Photo by the Editor. Bill Patton at CRAB. Want to see your car on the cover? Send a good photo of it to me or, call me and we’ll get together and take a photo for the cover!

CREDITS — Photos by Alan Brooking and the Editor. Nugget Staff this month was Neda Dorjath, John Clever, and Mike Lommatsch. Thanks for all the help! Thanks also to Joe Padermderm, who always comes thru when you need him!

30/GOLDEN GATE REGION
ELY

PORSCHE
+AUDI

Ely is proud
to offer a fine selection of
PORSCHE and AUDI automobiles.
Both rank in the
10 Best Cars in the world.

Whatever your needs may be—
a new or used PORSCHE,
or an AUDI for a
well-chosen family car—
let us help you.

You'll find our prices
among the lowest in the area;
our sales staff professional,
and our service impeccable.

PCA members receive a 10% discount on parts
upon presentation of membership card.

ELY
- YOUR EAST BAY PORSCHE HEADQUARTERS

Ely Porsche & Audi
19100 Mission Blvd., Hayward 94541
415-278-6400
**Coming Events**

**JUNE**

1. FAMILY PICNIC – TREFZ
2. TECH SESSION – PASHA
3. PORSCHE COMMUNITY DAY – PATTON
4. ZONE 7 AUTO-X NO. 4 – SIERRA NEVADA
5. TIME TRIAL TECH – McLAGGAN
6. PIT CREW – BLANCHARD
7. TIME TRIAL TECH – McLAGGAN
8. DINNER MEETING – BROOKING
9. BONUS CONCOUR – HARTMAN
10. TIME TRIAL GOLDEN STATE – JOHNSON
11. BOARD MEETING – WOODS
12. SUMMER MUD TOUR – LEVINE/STUCK/MENUISI

**JULY**

1. ZONE 7 AUTO-X NO. 5 - SHASTA
2. MILPITAS SLIDE – ROSATELLI/THIELE
3. MALIBU RACEWAY – BLANCHARD
4. BRUNCH CRUISE – BERENS/HAWKINS
5. PIT CREW – PATTON
6. TECH SESSION – TRETHAN
7. DINNER MEETING – LOMMATZSCH
8. COORS CLASSIC BOWLING – TRETHAN
9. TIME TRIAL TECH – McLAGGAN
10. BOARD MEETING – PATTON
11. ZONE 7 AUTO-X NO. 6 - LOMA
12. TIME TRIAL TECH – McLAGGAN