You really can afford it
Porsche + Audi
Sales, Service and Parts

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.

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.

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

<table>
<thead>
<tr>
<th>3</th>
<th>Directory</th>
<th>17</th>
<th>Baron's Bluff</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Brunch Cruise</td>
<td>18</td>
<td>Rally Tips VI</td>
</tr>
<tr>
<td>5</td>
<td>Condensed Book of the Month</td>
<td>19</td>
<td>Board Meeting</td>
</tr>
<tr>
<td>7</td>
<td>Dinner Meeting</td>
<td>20</td>
<td>Auto Trends</td>
</tr>
<tr>
<td>8</td>
<td>GGR Racers</td>
<td>21</td>
<td>Tech Tip</td>
</tr>
<tr>
<td>9</td>
<td>Babbling Brooks' Minute Minutes</td>
<td>22</td>
<td>Concours Point Standings</td>
</tr>
<tr>
<td>10</td>
<td>Auf Der Hohe</td>
<td>23</td>
<td>Dummkopf</td>
</tr>
<tr>
<td>11</td>
<td>Anything Goes Put - On Place</td>
<td>24</td>
<td>New Members</td>
</tr>
<tr>
<td>12</td>
<td>GGR Means People</td>
<td>25</td>
<td>Old Faces - New Places</td>
</tr>
<tr>
<td>13</td>
<td>Auto-X</td>
<td>26</td>
<td>Autocross School Zone 7 Auto-X</td>
</tr>
<tr>
<td>14</td>
<td>Wine Wander II</td>
<td>27</td>
<td>Bud Bash Bowling</td>
</tr>
<tr>
<td>15</td>
<td>Gone Fishin' Pit Crew</td>
<td>28</td>
<td>Mud Wine III Reprise</td>
</tr>
<tr>
<td>16</td>
<td>Pilgrimage to Stuttgart</td>
<td>29</td>
<td>Golf</td>
</tr>
<tr>
<td></td>
<td></td>
<td>30</td>
<td>The Mart For Sale</td>
</tr>
<tr>
<td></td>
<td></td>
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<td>Laguna Seca</td>
</tr>
</tbody>
</table>

## 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 in the duties of their job. Please call before 9:00PM.

<table>
<thead>
<tr>
<th>AUTOCROSS CHAIRMAN</th>
<th>JOHN HAWKINS</th>
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<tbody>
<tr>
<td>1340 ODDSTAD BLVD</td>
<td>PACIFICA, CA 94040</td>
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<tr>
<th>BYLAWS COMMITTEE CHAIRMAN</th>
<th>SANDI CANDLIN</th>
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<td>1779 SHADY CREEK COURT</td>
<td>SAN JOSE, CA 95123</td>
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<tr>
<th>CONCOURS CHAIRMAN</th>
<th>JOE HARTMAN</th>
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<td>2470 WESTPARK DRIVE</td>
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<tr>
<th>GGR REPRESENTATIVE TO ZONE 7</th>
<th>TED ATLEE</th>
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<tr>
<td>4644 FORT ROYAL PLACE</td>
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<tr>
<th>GOODIE BAG</th>
<th>TERRI ROSATELII</th>
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<tr>
<td>953 SARK COURT</td>
<td>MILPITAS, CA 95035</td>
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<th>HISTORIAN</th>
<th>TOM FOSTER</th>
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<td>5328 BEECHWOOD LANE</td>
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<tr>
<th>KEEPER OF THE ARCHIVES</th>
<th>SHIRLEY NEIDEL</th>
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<th>PANORAMA REPORTER</th>
<th>AL BERENS</th>
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<tbody>
<tr>
<td>439 BUENA VISTA</td>
<td>BEFORE NOON</td>
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<tr>
<td>REDWOOD CITY, CA 94001</td>
<td>415-367-8339</td>
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<th>PAST PRESIDENT</th>
<th>KEITH MCMANUS</th>
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<td>18173 KNUTH ROAD</td>
<td>LOS ALTOS, CA 95030</td>
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| 263 SIERRA VISTA | MT. VIEW, CA 94040 | 415-969-1402 |
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<tr>
<th>SOCIAL CHAIRMAN</th>
<th>DON &amp; DINAH PATTISON</th>
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<tr>
<th>SPONSORSHIP MANAGER</th>
<th>MIKE LOMMATZSCH</th>
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<td>30 IROQUOIS TRAIL</td>
<td>PORTOLA VALLEY, CA 94025</td>
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<th>TOUR CHAIRMAN</th>
<th>NORB WITT</th>
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<td>282 BELLEBROOK WAY</td>
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<th>ZONE 7 REPRESENTATIVE</th>
<th>TERRY ZACKONE</th>
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<td>13048 ANZA DRIVE</td>
<td>SARATOGA, CA 95070</td>
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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** (i.e: 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
BRUNCH CRUISE

"IT'S SUCH A NICE, NON-WINDY DAY,"
exclaims Gary Fahl

On a slightly overcast, but very pleasant Sunday morning, approximately 54 die-hards (among them lots of new faces) gathered in San Francisco for a boatride/champagne brunch, put on by Karen Hawkins and Barbie Berens. We sneaked on board just minutes before everyone else, to reserve almost the entire top deck for the Berens, Blows, Neidels, Hills, Patton & Sylvia, Wickstrom, Wellers, Costas, et al, Reids, Teranishi, Lewtys, Prices, Trefz, Gangs, Hildebrand and friend, Newlins, Hawkins (in that order), Fellows, Ryburg, Fahls, Woodsatellis, Petrin, and Lommatzsch. We needed a lot of that room for Mike & Arlene Costa's party of eight. We were handed a glass of champagne as we walked on, and the bubbly didn't stop flowing until we were almost tied up at the dock. The brunch was marvelous and quite plentiful (Hawkins went back for seconds). The boatride was lovely, as the sun "spit morning" for a few minutes now and then. We sailed by beautiful Tiburon, back and forth under the Golden Gate Bridge (some non-Porsche people on board thought the GGR necklaces of the bridge were so appropriate — thanks, Terry), and also saw Alcatraz, and lots of sailboats. A few hours later, we pulled in, leaving everyone on their own to browse around Pier 39, or just stumble around SF — we had a $25 parking ticket when we got back to our car (seems we thought we'd save a few bucks by not parking in the Pier garage!).

Bill Patton and Linda Teranishi were the only ones we saw hanging on the pillars and turning slightly green (they were popping dramamine like candy). Shirley Neidel was up to her old tricks, shooting people with water pistols (Really, 4/GOLDEN GATE REGION
CONDENSED BOOK OF THE MONTH

3½ YEARS BEFORE THE STEERING WHEEL

I looked at the calendar the other day. It's been three and one-half years since I bought my 924, sort of a milestone. I was writing a book review of "Porsche, Excellence Was Expected" and as I read it, it began to occur to me that there was an underlying theme of all of the Honorable Doctor Porsche (father and son) real life work: nothing remains the same, we always find a way to do it better.

At first, many people thought of the 924 as an attempt to capitalize on their name with an inferior product, but I certainly didn't think so. On paper, the 924 had all of the ear marks of a great highway performer, much the same as Herr Doktor's first 356. The styling wasn't exciting but it was clean, no tacky fender flames or kiddie decals to make instant macho, so I was more than casually interested. When the 924 finally made it here, I drove one, it was slow but stuck to the road like glue. Indiscrete testing in my favorite parking lot indicated a skidpad capability of .8+, very good. So I sold my 911 to Paul Troutner and bought my 924.

After three and one-half years what do I think? Well, believe it or not, it's a very good car. It's solid, doesn't leak, starts every time and above all, it's the easiest Porsche I've had to maintain. There are flaws in the car, the engine needs tweaking so the car can get out of it's way; the air conditioning, so I've been told, is junk; none of the cars have an alignment job that's within specs (if you don't believe me take a new one and put it on an alignment rack). Those are minor problems the '78 and later cars have fewer of them, I've been told.

Repairs have been minimal, mostly parts of the emission control device falling off (my car is a 1977, for 1977½ and later the factory mercifully improved that system), and with a little searching Porsches initial raid into the VW-Audi parts bin can be duplicated to cut the cost down for maintenance. One recommendation, if the outside temperature is 75°+ or higher use 40W engine oil — it helps all models (Turbo especially) cool better. Just because there's a radiator up front, you shouldn't forget the oil.

As the newer models come out the details on the 924 continually get refined. The engine is more powerful, there's electric windows, 5 speed transmission, interior improvements ... all the type of things Ferry Porsches crew did to their 356 during its life. At any one time an observer can look at a particular model of Porsche and assure himself that at that moment in time this is the automotive expression that best suits that time. In 1950, it was the 356, 1965 the 911, 1970 the 914, and now in 1980 the 924. Those people that believe that Porsche took the 924 to make it the successor to the 911 are wrong. After living with the 924, they will find that it may not make a strong statement (performance) but the strength of its ability to be an individual in the Porsche line up with its own features to keep you involved (you don't own a Porsche; it's like a lover: you're involved). After being involved with my 924 this long, I can highly recommend one to a person who wants an excellent sports car. It's not a "cheap" price to consider, but then again there's nothing "cheap" about it.

Jim Pasha

The 924 is coming of age rather quickly, competing in many facets of national, and recently international, racing. D-Production 924's have won at least five times against very tough competition, while the factory 924 Turbo 'Carrera GT' placed 6th overall at Le Mans. Showroom Stock A 924's have been in the thick of SCCA's S5A racing as well. Closer to home we have Mike Lommatzsch turning 2:16's at Golden Stars (Sears Point) in stock class; times the equal of 356, 912, and 914 stock class times. This, by the way is Mike's first year in the Time Trial hunt.

The 924 will earn the right to sit in the Porsche Museum, and we'll all be witness to this chapter of Porsche history.
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 craftsmanship 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 RECLOSESCOPE™ 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
Golden Gate gets into high fashion at the September dinner meeting as T&D Porsche Works sponsors the Golden Gate fashion show at San Mateo’s Borel’s Restaurant. Situated on scenic Sugarloaf the site has a panoramic view of the Bay and additional scenery will be provided by Golden Gate lovelies modeling some of the latest fashions. Hors d’oeuvres, courtesy of T&D Porsche Works, will be served during the cocktail hour where we will hopefully be showing slides of the Portland Parade.

HOSTS: Ali & Barbara Berens
WHERE: Borel’s Restaurant
2951 Campus Drive
San Mateo
(see map below)
WHEN: Saturday, September 20
6:30PM No host cocktails
8:00PM Dinner
ENTREES: Stuffed Cornish Hen — $12.00
Prime Rib — $16.50

Dinner includes soup and spinach salad, vegetable, rice with game hen, potato with prime rib, dessert and beverage.

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) 280-6890

Reservation deadline is September 12, 1980. You are responsible for your reservations if not cancelled.

TECH TIP

Recently a number of 356 and 914-4 leaking valve cover gaskets occurred at autocrosses and time trials. As an engine revs up and down rapidly, there is a wide pressure differential inside the valve covers, which in turn wants to suck the valve cover gasket across the sealing surface. This is especially true during hard acceleration runs in the lower gears, or with a lot of quick downshifting.

To date, no one gasket sealer has proven infallible. Most mechanics have their favorite sealer, but hard driving conditions can cause any of the sealers to fail and leave you with a smoky mess.

The ideal solution is to have constant pressure inside the valve covers by venting the valve covers through a filter to atmosphere. This solution might be a little elaborate and expensive for many Porsche owners; and there is a simpler solution: Attach strips of steel to the inside of the valve cover to form a trench to stop the gasket from being sucked into the valve cover. Corner areas in particular seem to be critical, so be sure the strips run up to or around the inside corners. Be certain to position the strips so they are less than the full height of the gasket, as you want the gasket to fully compress when in place; and too high a strip will hit the head and prevent full compression of the gasket. If you find a strip hitting the head, it is a simple matter to file it down a small amount. Attachment should be by brazing in order to keep the heat as low as possible. You do not want to warp the valve covers with too much heat. Some aftermarket aluminum valve covers are already manufactured for the 914-4 and have a ridge built in to stop gasket movement.

Tom Green
Tech Committee
GGR RACERS

Gary and Bobbee Nylander started autocrossing and time trialing a Speedster with the south's P.O.C. in the early 70's. In 1974 they decided to move up to bigger things and started running a 1968 short wheelbase 911L. In 1979 the Nylander family moved north and became very active in GGR events and social life.

The 911 was originally equipped with a sportomatic transmission. This was quickly replaced with a short-ratio five speed gear box. The engine has been upgraded with sprint cams, 461DA Weber carburetors, and racing headers and megaphones. The new engine Gary is building will be the “Killer” sprint motor with titanium rods, big volume heads, and all the refinements.

racing he will continue. Their black 911 with number 11 will be at Sears Point and Laguna Seca later this year — watch for the GGR Racers.

Tom Green
Race Reporter

The chassis preparation includes Koni shocks on all four corners, 22 mm front and 27 mm rear torsion bars, 19 mm sway bars front and rear, all sitting on 10 inch front and 13 inch rear wheels. Quick cornering is assisted by the custom front spoiler Gary built, and by a rear spoiler.

In October 1976 Gary and Bobbee ran their first race at the Portland 6-hour Enduro. This started their long affair with Porsche road racing, and the next spring went to Sebring, Florida to run the 12-hour race. They still remember this as the exciting high point in their racing efforts, as they finished with a well deserved third place in GTU class. Since this time the Nylanders have been running West Coast IMSA races and the various enduro races.

For 1980, the Riverside IMSA spring event will be the first event, and Gary says as long as he has fun and enjoys his

8/GOLDEN GATE REGION
BABBING BROOKS' MINUTE MINUTES

MINUTES
BOARD OF DIRECTORS' MEETING
July 24, 1980

LOCATION: Bill Patton’s residence in Oakland

PRESENT: All regular Board Members, Past President Sandi Candlin, Time Trial Chairman John Johnson, Nugget Editor Jeff Later, Goodie Bag Terri Rosatelli, Sponsorship Manager Mike Lommatsch, and Sargeant-at-Arms Ron Trethan

GUESTS: Sasha Thiele and Jim Pasha

Old Business:

Nominating Committee — Barbara Berens reported that the committee had met the previous Tuesday with several confirmed candidates thus far and that they would continue to contact more possible candidates.

Nugget — Terri reported on the Nugget Guidance Committee meeting and noted that Al Berens had volunteered to be the Production Manager. The position was created to assist the Editor with production schedules.

Roster — Dave reported that the Roster is progressing very well and will be completed on schedule. Mike reported that the Roster Committee had decided upon a cost of $15.00 per ad for the Roster.

New Business:

El Paseo de Saratoga — Bill made mention of the fact that the El Paseo de Saratoga owners offered their community room to the club for meetings such as the Time Trial-Auto-X meeting.

Club Banner — Bill noted that the GGR banner is missing and has placed an article in the Nugget for any information as to its whereabouts and requested help in finding it.

PA System — The Board approved Bill’s motion to sell our PA System as it of little use to the Club. Barbara Later noted that she would check with Ray Mascia as to a price and place an ad in Panorama.

356 West Coast Registry — It was noted that the 356 West Coast Registry has a conflicting event date with our auto-x date which the Board felt would not affect attendance at the auto-x.

Family/Enthusiast of the Year — It was decided that the 1980 Board will choose the Family/Enthusiast of the Year for the 1981 Parade at the November Board meeting in order to allow more time for preparing the information on the candidates.

1981 Auto-X Dates — Ron Trethan reported that he has obtained the following dates for the 1981 Auto-X season:
1-24, 3-7, 3-28, 4-18, 5-23, 7-25, 8-15, 8-29, 9-19, 10-10, 10-31.

Louise Clever — Bill reported that John Clever’s mother passed away last Friday night. It was decided by the Board that due to her extensive donations of time and the use of her home to the Club, and John’s tremendous involvement with the Club that a sympathy card be sent to John and a donation be made to Louise Clever’s favorite charity.

Directors’ Reports:

Vice President — After considerable discussion the 1980 Board, in an effort to be frugal, decided to drop the traditional November Joint Board Meeting Dinner at a restaurant. It will be replaced by a pot luck dinner to be held at Bill Patton’s as Bill volunteered to be the organizer.

Treasurer — Barbara reported that the Malibu Day made a profit of $14.20; the Summer Mud Tour lost $13.52; and the Bay Cruise Event broke even. Sandi Candlin submitted her Time Trial reports.

Activities — Jim Pasha reported that there are 19 applicants signed up this far for his Auto-X school in September. He also noted that he needs 30 students to sign up for the event to break even.

Nugget — Jeff reported that he is very pleased with the addition of the new position of the Production Manager and that it is working out very well.

Goodie Bag — Terri reported sales of $493.98 for June and $207.76 for July. The Board approved her request of $31.20 for name badges. Terri also reported that the GGR T-shirts should be available at the next Time Trial and will be very nice.

The September Board Meeting will be held at the Thieles’ residence in Fremont at 7:45PM, August 18, 1980, a Monday Night.

Respectfully submitted
Brooks A. Thiele
Secretary

This will be our “big” 15th Annual Yosemite tour. I would like to make this tour the best ever, and I need your help. If you have any ideas or suggestions (i.e., route, dinner, etc.) to make this a wonderful weekend, please call or write Mike Lommatsch. The date for this great weekend is March 21-22, 1981. Mark your calendars now!

NUGGET/9
Porsche Community Day was a success because of you. I am convinced that more people worked on and participated in this event than any event since I've been a member of GGR.

It is impossible to specifically identify everyone's contribution, as there were so many. It is necessary, however, to recognize a few who stand out. This event would never have gotten off the ground without the foresight, unlimited energy, and organizational abilities of Dinah Patterson. She was incredible. Dinah and her Pit Crew made the food sales work to perfection, more than doubling the expected income from this area of the event.

Glenn Hills and Rebecca Newlin (and the Montara Region) hustled nearly $4000 worth of merchandise for the auction. They then had enough remaining energy to see to it that the stuff was delivered to the site ready to auction.

The telephone campaign crew of Liz Stiffler, Sasha Thiele, Barbara Berens, Joan Sanders, and Marsha Wilson succeeded in rounding up donations, workers, participants, show cars and general input which helped the event succeed.

This effort has brought tears to my eyes on two occasions. The first, late in the afternoon of the event as I saw all the energy in action and the event succeeding. The second, as I write this and really assess all the people-contributions that were made.

The event made $4300 for the kids. Jerome I, Pete and the kids, thank you for all your help.

Bill Patton
President

COVER — Trethan's new 356 SC overlooks the San Ramon Valley. Photo by the Editor.

CREDITS — Photos by Bill Patton (Brunch Cruise, Bowling, Gone Fishin'), Pat Stein (Summer Mud), Tom Foster and Bruce Anderson (Pilgrimage to Stuttgart), Porsche + Audi (924's), AJAX School Portraits (GGR Spells People), and the Editor.

SEPTEMBER NUGGET STAFF — Al Berens (Production Manager), Donna Trefz, Ursula Grunfeld, Mike Lommatzsch, Rosemary Rodd, Rebecca Newlin, Neda Dorjath, Barbara Lateer, and John Clever. Give these people a big hand — They're invaluable in getting the Nugget put together. Thanks!
ANYTHING GOES

On July 12th, Golden Gaters assembled at the Malibu Raceway/Castle games in Redwood City for the Dave Blanchard – Sharon Neidell version of anything goes. A whole troop of GGR’s most adventurous adults and children drove the formula cars (the kids drove a driving simulation game) and competed at miniature golf to determine the top specialist when anything goes.

The cars seemed to be more evenly matched this time. The rear wheel of three consecutive laps really wears one out. You are exhausted when you get out of the car but it’s several days later that you need pillows to sit on and feel all those arm muscles you strained. The only bad person was Barb Berens who spun her car. They get upset when you do that. As usual, fast Randy Hancock was only two seconds off the track record.

On the golf links you had three course choices, all equally frustrating. Don’t challenge David Carey, he puts a magnet in his ball. If he could drive like he golfers he’d have wiped us out. Fast lady Joan Coleman is a terror on the golf links, too.

The culmination of the day was two sessions on the bumper boats. The desire to soak your friends can be found on the faces of many participants. You wouldn’t know everyone were friends.

At the pizza parlor the Newlins and the Hawkins discovered a duck shooting game. Amid cries of “shoot the dog!” they must have spent a minor fortune on that one. That urban cowboy, Mike Lommatsch, had to ride the pony ride preventing the little kids from riding.

MEN

1st Randy Hancock (top score overall)
2nd (tie) David Carey
Gary Haner
3rd Dave Blanchard

WOMEN

1st Joan Coleman
2nd Sue Thompson
3rd (tie) Rebecca Newlin
Sharon Neidell

KIDS

1st Robert Stiffler

PUT-ON PLACE

It was great!!! Joe Padermderm a gold star, he whupped Bill Patton unfair and square. Served him right plus Patton got to keep his beloved helmet for another month... that’s alright with him: something about not having to buy Preparation ‘H’ until after the Ryde Tour.

I hear a certain couple that own a Porsche accessory store don’t know their own phone number.

The drums are beating in the East Bay. Ron Ferriera and Jim Pasha have hired Kit Carson to find John C. Fremont’s original path through the hills. Something about using it for a rally. They claim it will be much easier than following instructions to Keith McMann’s house.

A certain GGR personality will show off his finer garments at Barbie Beren’s fashion show. A little something from the Max Clinger collection.

Someone better buy a set of blinders for Ray Larimore and Darryl Overstreet. They almost overturned Darryl’s van at the Time Trials trying to get a gander at the gal walking the dog through the pits. She had painted on a very undersized bikini.

I got quite a kick out of a story related about the brakes on Dale Dorrath’s 914. Seems as though he was protested and the protest committee asked the guy that installed the brakes if they were legal. Only in Zone 7...

Who would drive a lot of miles with a picture of Floyd Patterson?

For people who went to the Parade, Oregon region promised to sacrifice a virgin kidnapped from an MG owner’s club to keep Mt. St. Helens quiet.

Old gorrillas don’t fade away, they just get slower: a lot of cheering when Ted Atlee broke 2 minutes at Sear’s Point. But who remembers the guy that went 1:54:4 in the same car last year? The winner gets a walnut.

If there’s enough interest in seeing other people put-on a little we can make this column happen again. Watch out.

The Parade Concours judges have assured me that Bill Patton will not show a Porsche at the Parade. Instead Patton will show Sylvia, which gets 100 points anytime!! What everyone wants to know is what does an intellectual like Sylvia see in a guy that can’t even figure out how to open a present from Joe Padermderm.

Roger Ryan and Kent McLaggen put on a dynamite Autocross. It proves you just can’t buy good talent, you have to volunteer.

Bill Patton likes to expose good looking young ladies, so he gave his favorite toy to Janet Buck at the August Dinner Meeting. I wonder what excuse he’ll use to go visit it.
GGR MEANS PEOPLE

Ray and Sonja Blow are people. Very interesting people. Would you like to know more? Read on.

The Blows are people. For several years they drove Corvettes and participated actively in the Corvette Club. At different times both served on the Board and were selected Member of the Year (each individually). In 1968 they acquired their first Porsche — a '68 912 — and drove it to the annual Corvette Convention in Portland. They, with great insight, thought that Porsche owners were snobs. Soon, they discovered GGR and joined. A chain of eight Porsches followed, until they had owned the 912, 3 911’s, 1 914-6, 2 914 2.0’s, and one 911 Carrera. Autocrossing has always been the Blows’ forte. Their den contains so many trophies and plaques from Corvette and Porsche competition it's difficult to squeeze in a desk. All this autocrossing success and yet Ray and Sonja have always been readily available to help the new and student driver.

The Blows have been real enthusiasts over the years in GGR. Since joining in 1972 they have served as Nugget Editors, won the President's Trophy in 1975 and chaired many events. Ray served as President in 1976 and garnered more votes than any candidate for any office that year.

Their favorite-ever PCA events include the Foster’s Occidental Tour, Porsche Tripp I, and the Ryde Hotel Tour. Both have received the Dummkopf — Sonja for a well-known flub involving the phrase “seven inches” which only she can tell. Ray, a fireman, got it for accidentally setting off a fire extinguisher while demonstrating them at a GGR autocross.

Of all their cars, their favorite, and the one they'd like back, was a chocolate brown '74 911S. Kay Mathews currently has this car and keeps it under lock and key. Given a choice of any Porsche they would mutually agree on a black Turbo with tan leather interior.

The Blows are also at least a little interesting outside the realm of cars. They have been married twenty years, "though we did mess around for about three years before we got married." Ray is from a family of twelve children. Can you top that? Sonja did. She's from a family of sixteen children. Honest! This is true. What's more, it probably accounts for the fact they've never had any children of their own.

They met while serving in the Air Force. Sonja schemed a way to meet Ray by arranging to work KP with him, then refused, for months, to go out with him because he was a known "wolf." Finally she relented, they went out, and he shook her hand at the door. Sonja was disgusted but agreed to see him again anyway. Both were avid and talented tennis players. Ray was the Air Force men's doubles champion and Sonja, women's singles champion. They toured the country playing military tournaments (and messing around) and later married.

The first favor Sonja ever did for Ray was a disaster. Ray had a meticulously maintained (what else?) black '50 Chevy. Sonja washed it for him, with Ajax ... and didn't rinse it off. It took several days to notice, as it was snowing which left the car looking quite naturally white. When it quit snowing, the car remained white. Thanks, Sonja.

Both have had other embarrassing moments. Ray, as a rookie cop in Palo Alto, was walking his beat on University Avenue, noticed a neat cutie and, distracted, walked into a telephone pole. Picture a uniformed cop sitting in a heap on the pavement wearing a silly grin. Sonja, in her moment of glory, bought one of those new-fangled swim suits with cups you inflate with a straw, went in the pool and came out with one flat. Nice!

These guys have other hobbies at which they are exceptional. Sonja wins blue ribbons at the County Fair for her baking, and has had her poetry published. As a team, they are incredible home decorators and dancers.

When asked who they'd like to be stranded with on a desert island, they in unison responded, "each other." When taken into separate rooms and pressed further, and also given the option of one article or thing, it had a different answer. Sonja would like to be stranded with Ed Ames and a mattress, and Ray, with Bo Derek and a lifetime supply of NoDoz.

Ray and Sonja enjoy and care about GGR and actively display their enthusiasm by participating and serving. They had these thoughts to convey in response to specific questions:

Q. What would you tell a prospective member?
A. Your car is an excellent excuse to meet and enjoy a lot of neat people.

Q. What advice would you offer to new members?
A. Pick out one high-profile member and introduce yourself. They'll take care of the rest and the chain will begin.

Q. What events would you like to see more of?
A. Interesting two-day tours.
GGR Means People — Continued

Q. What direction would you like to see the Club take in the next few years?

A. Less intense competition and a more relaxed atmosphere. More socials. More recognition for, and less bickering with, the volunteer people who offer themselves for leadership and to do the work. Fewer and better quality events. If you have a criticism, swallow it and offer to work yourself. A more personal *Nugget*, one more fun to read, less expensive to produce, on time, and with more input by more people.

Q. Ray, you served as President — what do you have to say about the experience?

A. It's a far bigger job than anyone realizes unless they've done it. It's a total commitment and, because of its demands, displaces everything else. It's an awesome responsibility, often unrewarded except by your own knowledge that you were needed, you served, and you accomplished. It's a hassle but when it's over, you have the private knowledge of what it took and that you made it happen.

Ray and Sonja are universally admired and loved by GGR. It was fun doing this interview. I hope you gained new insight into two of our neatest people.

---

**AUTO-X**

**WHERE:** Alameda County Fairgrounds
Pleasanton

**WHEN:** Saturday, September 13
Early registration closes at 8:30AM
First car out at 9:00AM
Late registration 11:00AM to noon

**WHO:** You and me

**WHY:** Fun, a day of socializing interjected with sheer excitement.

**WHAT:** Terry promises a fast and challenging course to test and improve your skill. I promise great weather and a smile. GGR number 5 happened May 31. Get your racer out of mothballs, top her up, shake her out. Suddenly, September 13th, the series will lunge to life.

**CALL:** Terry Zaccone, if you have questions.

---

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**WATCH THIS SPACE!**

Information on the Wine Wander II will soon appear before your very eyes. This tour (led by Susan Brooking and Yr. Ed.) filled last year, so be prepared to call as soon as information is published. (*Don’t call now or we’ll put you at the end!* Do keep Sunday October 12th open — You’ll not want to miss it!

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CONSIDERATION TO PCA MEMBERS

PORSCHE
GONE FISHIN'

On a recent Monday morning, my phone rang a screeching and insistent ring. The wide-awake and cheerful voice at the other end implored, "Are you ready?" "Ready for what?," I responded. Still half asleep, I suddenly realized I was talking to Pete Giddings and he was reminding me of our fishing date at 6:00AM.

Jerome and Connie Nedd, President and Secretary respectively, of Black Porsche, Inc. picked us up at 5:00. At 6:00, we were headed for the Gate at 30 knots, with Captain Joe at the helm of New Holiday II.

On board were sixteen teenage boys from James Ranch Rehabilitation Center in San Jose. All were clean cut, polite, and in particular, grateful to be on board.

After observing Pete, the kids, and the program for eight hours, I can assure you that we selected a very worthwhile recipient for our effort. The rapport Pete has with the kids is incredible. We were all pleased to be a part of it and pleased to be invited to observe first hand.

Pete informed me that ours was the largest donation he'd had in two years and among the largest he'd received in the 12 years he has been involved in this program. This was the first trip to be sponsored by the funds from Porsche Community Day. Pete says he should be able to run the program the rest of the summer on our efforts alone.

At the end of the day, none of the Porsche people had hit a fish, but several of the kids had. One of the kids who caught two, presented us with one, as a gesture of gratitude.

We all had a great time. The kids, in particular, were thrilled with the experience. It was great to have been involved. Your efforts were well spent.

Monday evening, on the 5:00 News Show. Pete showed nearly 30 seconds of film on the event and gave both clubs a great big plug of gratitude. Wednesday, he had footage of us presenting the check to the President of the Chinese Sportsman Club who organized the program for Pete.

Note: In giving credit to the donors in last month's Nugget, the following were inadvertently omitted.

$10 to $50
United Airlines
San Carlos German Motor Works
Paul Leuty Amway Distributor

Gene Babow was reported in the $10 to $25 column and should have been in the $50 to $100 column.

Dean & Laverna Watt's names were misspelled.

Bill Patton

PIT CREW

There was a man called Michael
Who thought limericks were delightful!
He stayed up all night, and typed and typed,
So the people at the dinner meeting would get an "eyeful"!

This same "Michael" is hosting the next PIT CREW NIGHT!

WHERE: Mike Lommatzsch's house
30 Iroquis Trail
Portola Valley
(415) 854-7443

WHEN: Tuesday, September 16th
7:30PM, BYOB

RSVP and call for directions!

Questions or suggestions —
Dinah Patterson
Pit Crew Chairman
(408) 354-0618

TRAVEL WITH CHARLIE

Visit Hearst Castle and do some other zany things along the way. Charlie, Mike and Bill promise a good time. $5.00 per person deposit required by September 15. Only 40 cars can be accepted, so hurry! If you want to cancel after the final details are available, no questions asked but there will be a cancellation deadline. Registrants will receive a mailer with full particulars.

WHAT: Hearst Castle Tour and zany fun

WHEN: November 22 and 23, 1980

WHO: You, Charlie, Mike & Bill

HOW MUCH: $5.00 deposit each person by September 15

NUGGET/15
There in the Porsche Museum, among those Porsches with the very luminous histories, we were greeted with fresh and fragrant soft pretzels (nothing like any pretzels we'd ever seen or tasted), American-style coffee (satisfying a 10-day crave), and gemutlichkeit (for which there is no English translation). Present were your present and three former GGR Presidents, the present and four former Activities Directors, four former GGR Secretaries, two former GGR Treasurers, the present and a former Technical Chairman, two former Nugget Editors, the PCA National Competition's Committee Chairman, a PCA Zone Representative, the present Time Trials Chairman, a former Speed Events Chairman of several years running, a couple of members of the Nugget Guidance Committee, . . . (we must be up to 25 or so by now). We could go on, but the point is simply that we had a fine turnout to this event. The purpose for making that point will be clear later.

Let's begin by interrupting this not-yet-begun travelogue with Uncle Joe's brief, three-part LeMans report. That we won our class for the third year in a row, among other things, was reported by Anderson, the sometimes snail hurler, last month. Our fifth-place finish can best be summed up by these words from John Greenleaf Whittier:

“For all sad words of tongue or pen,
The saddest are these:
‘It might have been!’”

The second part of this LeMans Report is to enlighten you about “sport Audi’s.” The 924’s that ran the 1980 LeMans were Porsche race cars fully in keeping with a long respectable line of Porsche racing machinery. They looked like race cars, they sounded like race cars, they acted like race cars, and they ran like stink. Derek Bell told me that his was the easiest race car to get in and get accustomed to that he had ever driven; there were no surprises. One of the LeMans 937s (the Germans would say nine-thirty-seven, not nine-thirty-seven) will someday sit in the factory museum; it will belong there. Surely, Porsche has never introduced a model to racing with more success. (Incidentally, if you don’t have your booklet on race-preparing the Porsche 924, get one — it’s free at your dealer.)

Third part. Are you sitting quietly, at rest, reading this copy? Listen. In that small space of time between two of your heartbeats a Porsche 935, scurrying down the Mulsanne, will cover the length of a football field. Conjure up, if you will, the sounds and image of a clump of three 935’s at that speed. LeMans is such a full experience that one might well say, “Here, take half, I’ve more than enough.” It is a race, but more than a race. It is an altogether uncontrived happening. It is set in motion annually, and then it is governed by its own traditions. The whole affair is steeped in history and tradition: there is the constant awareness that many teams have struggled a half a day, a night, and then a long half day in the same pit you struggle in. For those of us whose sport is road racing, LeMans is the ultimate race. It is an extended ceremony of race that ends only when one is standing in the deserted paddock among the post-race flotsam and jetsam: wrappers, bottles, and cartons with the words on them we cannot read. LeMans — there’s nothing like it.

We pilgrims were well-rested by the morning of the factory tour. Ron Trethan, who makes our travel arrangements for promotional considerations (he’s waiting for his first promotion), booked us on the Orient Express because he saw the movie. But it was nothing like the movie; we sequestered a car of our own: private rooms, plush carpet, quiet, and posh. We traveled overnight on the train and arrived in Stuttgart on one of the many German holidays. We relaxed the entire day, being led between beer halls, parks, castles, zoo, and restaurant by Jerry Woods. It was precisely what we needed, a laid-back day to get our systems back on schedule. Jerry had arranged our accommodations, booking us into the Gemeinde gasthaus, his regular hotel in the village of Kornetail, just outside Stuttgart. Like Chaucer’s pilgrims to Canterbury, we pilgrims spent a convivial evening and a restful night at the inn and arose in the morning with great anticipation.

There have been many accounts of the Porsche Museum, so we will not dwell upon it except to say it is much better than we anticipated. All of the Porsche racing machinery I had longed to see, and had not, was there excepting the progenitor of all Porsches, the Auto Union. The Auto Union was represented, however, by a lovely poster from a hand-cut screen. If you ever have the opportunity to visit
Pilgrimage to Stuttgart — Continued

the museum, don’t pass it up. It is for the Porschophile like Mecca for the Mohammedan; a pilgrimage one should make at least once in each lifetime.

Would that each of you could have been with us. Like the individuals of our group, each of you would have your own impressions. Obviously, it is futile to attempt to relate the details of what we saw. Instead, I will attempt to give you an overall impression of the Porsche factory, the feel of the place.

In my own occupation (in spite of what Ann Ominous says, I have one) I visit many engineering and manufacturing facilities. For whatever reasons, each has a different atmosphere: vibes, if you wish. The heavy, oppressive feelings one gets from some factories on our eastern seaboard often give the impression that the workers are both bored and too restricted. Conversely, other plants are busy, relaxed, and friendly places. Viewed in this context, the Porsche factory is a positively jovial place.

Our guide prepared us by saying that the workers liked to mug for the cameras and the place really was more serious that it would appear. As predicted, the workers mugged. But we could also observe the workers across the room: they were alert, animated, and mostly smiling. (The bottle of Dinkie Acker beer observed on many workbenches may have had something to do with their cheery disposition; we noticed that it affected us that way.) Certainly, there is a vast difference between what we observed at the Porsche factory and the worker attitudes displayed at U.S. automotive plants. At the end of the present contract period the annual wage of a UAW member will be $28,000 plus a very generous benefit package — this they get for a listless attitude and sputty work — the product tells on them (address your virulent letters to the editor, not me). Very few, if any, of the assembly workers in the Porsche factory could afford to buy one of the cars they assemble. Yet, they obviously enjoy their work. Good, solid, conservative engineering has a lot to do with the superior product that comes from Stuttgart, but the positive worker attitudes are undoubtably a factor also.

Of even more interest to grizzled old timers is the Werks I facility where 356’s were originally assembled. It is now a rebuild and repair facility and, of course, Porsche race cars are assembled there. In that context, we saw something on a test stand that warmed our cockles. Because Porsche treats it as a secret to be guarded for the present, I won’t disclose it here. I will say, however, there’s high hope in the future for Porsche enthusiasts.

Article by Joe Padermderm, continued next month....

BARON’S BLUFF

A T&D* RALLY
SEPTEMBER 26, 1980

See if you can outwit the devilishly clever (not you, John) Baron (Ron Ferriera) and the Pash (Jim Pasha) with their latest Tour de Farce. We promise that your frustration will be enhanced, your thrills denied and your mind blown. Compete for the Meadowlark Lemon dead-last-but finished trophy. A fun time guaranteed for all.

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Directions: Use the Redwood Road off ramp from Highway 13. Drive up Redwood Road to the Campus. It will be on your right.

CALL: Ron Ferriera (415) 865-3353 (days) 
Jim Pasha (415) 878-6810 (nights)

* Touring Disaster

NUGGET/17
RALLYE TIPS VI

This month we will continue discussing some basic traps used on rallies, and how to recognize them. Quite a few traps are based on definitions given in the Glossary of the General Instructions, rather than on tricky execution on course. Here are a few definitions you might run into, and how to recognize them:

1) INTERSECTION: The meeting of two or more valid rally roads at grade level. (Where the ralliest has a choice of directions in which to proceed without making a U-TURN).

The words in parentheses are critical. If they are NOT part of the definition, then all forced turns are intersections. The GI’s may also define specific types of intersections, such as CROSSROAD, SIDERoad, TRIANGLE, T, Y, or SLANT T.

2) T: An intersection having the shape of the letter T. The definition must include the fact that the ralliest must be traveling up the stem of the T.
   a) does the T definition include the fact that both left and right turns at the T must be essentially equal? If so then all SLANT T (1 or 1) intersections are not T’s at all and the route must go as straight as possible if there is not a valid RI.
   b) Does the T definition include SLANT T’s? If so, then somewhere must also be stated that it is not possible to go “as straight as possible” at a T.

3) CROSSROAD, SIDERoad, etc: All intersection definitions apply to valid rally roads. Check all possible roads leaving an intersection to see if they are unpaved, not thru, dead end, etc. An example of an intersection (?) occurred on MUSTANG RALLY just a few weeks ago:

Both roads leaving point A are both marked as “not a thru road” and are visible from the main road. We were working on a NOTE which stated: “Pause 30 seconds at each intersection.” I believe point B is an intersection since the road between points A and B is valid. The rallymaster said point B is not an intersection since the road to the left is an obvious dead-end. What would you have done in this situation?

4) TRIANGLE: A small, roughly triangularly shaped, untraveled area bounded on three sides by rally roads. The definition usually permits only one route instruction to be executed at a triangle. In some areas (Sacramento), three consecutive RI’s may be used to head on course ralliest back along the road from whence he came.

5) TURN: To make a change of course or direction at an intersection, which would not have been made in the absence of the instruction. (TURN cannot be used if the term STRAIGHT would take the ralliest in the same direction). Look for the words in parentheses! If not there, it is possible to execute a TURN instruction by going straight at a CROSSROAD, when the road you are ONTO by name goes either right or left.

6) RIGHT/LEFT: Be aware that these are usually defined as specific types of TURNS and are therefore subject to the definition of TURN as well as their own. Notice the angles given in the definition (i.e., a TURN to the right of from 10° to 170°).

7) BEAR: a TURN in the indicated direction (i.e., BEAR LEFT) of substantially less than 90 degrees.

8) ACUTE: a TURN in the indicated direction (i.e., ACUTE LEFT) of substantially more than 90 degrees.

9) STOP: An intersection with a standard red and white octagonal sign with the word STOP on it controlling your progress. It is important to notice if it’s the intersection (definition above) or the STOP sign itself that the definition applies to. If you don’t see the difference, consider the instruction “left after STOP.” If the definition is the sign, you turn immediately after the sign. If STOP is defined as the intersection, you would have to go to the next valid intersection to turn.

10) TRAFFIC LIGHT: Check the definition to see if it has to be at an intersection to be valid. Usually multiple TRAFFIC LIGHTS at a single intersection count as one. This could be critical if an intersection states “Pause 30 seconds at each TRAFFIC LIGHT.” Do blinkers count as TRAFFIC LIGHTS?

11) RAILROAD CROSSING: Usually defined as a set (pair) of steel rails used for trains which crosses the rally route at grade level. Consider the instruction: “Left before RAILROAD CROSSING.”

If you are traveling down the road and observe a set of tracks straight ahead with a left sideroad immediately before it, you cannot execute this instruction there. If you turn left on the sideroad, the tracks do not cross the rally route and do not therefore exist.
Rally Tips VI — Continued

proper course is to travel straight ahead, cross the tracks and look for a set of railroad tracks which cross a sideroad on your left. The instruction can be done by turning left onto the sideroad, then crossing the track.

The main thing with definitions is to read them carefully, even though you’ve read similar ones a hundred times before. If you see something that looks unusual, think about it for a while. Ask yourself why the rallymaster went to the trouble to deviate from the usual definition. Consider the possibilities for traps in the definition.

Well, that about does this series. Obviously, I haven’t covered every possible trap situation, but you should be able to go on a trap rally without getting completely destroyed by now. At least you should be able to avoid all of the old overworked traps.

Before I wrap this up, I’d just like to say a word about attitude. If you approach each rally with a nit-picking attitude, you won’t have much fun. You’ll end up trapping yourself more often than the Rallymaster does. Granted, some Rallymasters play games with semantics to the point of absurdity, but they usually don’t stay Rallymasters too long. Develop the attitude that you must have a thorough understanding of the GI’s but don’t reduce yourself to the hairsplitting level. If you want to carry it to extremes, you can find a trap in almost any instruction. Trust the Rallymaster to approach the sport with a good attitude. If your trust turns out to be misplaced, you can always avoid that Rallymaster in the future. I know, it’s tough to draw a line between being precise and nit-picking, but it’s an ability you have to master if you are to be a successful trap ralliester. There’s a fine line between a great trap and a “cheap shot.” By way of example, I’ll leave you with one final bit of absurdity. If you take it seriously, I won’t be responsible for what happens to you. Here it is: A left at T instruction is always redundant. Once you cross the centerline, you’re forced to turn left to remain in the right hand lane. Oh well, what does it matter since the planet Earth is a mailbox support and nothing really exists anyway. Zeros.

Keith McMahan

OCTOBER BOARD MEETING
THURSDAY, SEPTEMBER 25th
7:30PM
BARBARA LATEER - HOSTESS

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 (Barbara - 408-280-6890 evens.). All guests are asked to please, BYOBI

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NUGGET/19
Auto thefts are increasingly becoming a concern of federal and state law enforcement agencies, not to mention the insurance companies. All car owners are affected by this four billion dollar a year business. It affects all of us in terms of our insurance rates and the vulnerability of our cars.

Both Detroit and Washington, DC are investigating the idea that all new cars be manufactured with an alarm system. Sounds good until you learn that Detroit is thinking of installing a $25.00 system that would cost consumers $175.00. Plus the fact that the system works only when the doors are tampered with — it does nothing about preventing the car being driven away with the alarm sounding. It is not a security system — which is what you want for your car. The problem here is that if Washington passes legislation requiring cars to have an alarm system, the better-made after market systems will be illegal to install in new cars! Your tax dollars at work for you! First thing you can do is write your congressman suggesting that any system be a full security system, and that it be an option rather than mandatory.

The second thing you can do to preserve your Porsche is to not buy what appears to be stolen parts. Few of us would buy a car that we suspect of being stolen. The same is not true of parts — they are generally much cheaper in price, and who can trace them? Don’t buy them! Not a moral statement, but a very pragmatic one. As long as the stolen parts market is lucrative (and safe) this only encourages the stealing of more cars. The way we can depress the stolen car market, and hence make our own cars safer, is not to buy stolen parts. Every sale of stolen parts just makes your car all the more attractive to a thief.

My third suggestion — if you have an alarm or security system, use it. Police report that if the cars stolen that had alarm systems, over 90% of them were not set when the car was stolen. Setting your alarm can only help you.

As a wrap up, I am including a check list used by car dealers, car auctions, and used car lots when purchasing a car. (Thanks to Carl森 Porsche-Audi for making this check list available).

1. Is the Vehicle Identification Number (VIN) plate loose or show evidence of being tampered with?

2. Are the rivets holding the VIN plate the original, or loose?

3. Has the VIN plate been repainted?

4. Do the numbers on the dash VIN plate correspond to the numbers on the door jam VIN plate, and to the numbers on the registration?

5. Is the dashboard loose?

6. Are the keys the original factory keys or brand new?

7. Is the ignition switch loose or show chisel or puller marks?

8. Have the engine or transmission numbers been tampered with?

9. Do the engine and transmission numbers match those on the registration?

10. Is the license plate new or the license plate bolts new?

11. Does the license plate match the registration?

12. Was the registration recently issued?

13. Is the seller too easy to deal with?

14. Is the asking price noticeably under the market value of the car?

15. Does the seller insist on cash payment?

16. Can the seller furnish proof of his purchase?

17. Has the seller purchased this vehicle recently?

The local police department, or your insurance company, will be glad to check the vehicle against the stolen car list. A phone call could save you a great deal of money and grief.

Tom Green

---

**TECH TIP**

Those of you who are inclined to do their own brake work and own 356’s should know that it’s not usually necessary to buy the complete 19 mm wheel cylinder overhaul kits. Just get the appropriate hone and 3/4-inch cups at your corner parts store. And here’s a little trick while we’re on the subject. After honing all pits from the cylinders, wrap 600-grit wet or dry sandpaper around the hone and wet liberally with brake fluid. Operate the hone with your drill motor, adding brake fluid often, until sandpaper is worn smooth. Rinse the cylinder thoroughly with brake fluid and you will find it as smooth as glass. Change your brake fluid out every couple of years and it will be a long time before you have to replace those cups again.

Joe Padermderm

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20/GOLDEN GATE REGION
### CONCOURS POINT STANDINGS

**PCA-GGR CONCOURS SERIES RESULTS — JULY 3, 1980**

<table>
<thead>
<tr>
<th>CLASS POINTS</th>
<th>ENTRANT MODEL/YEAR</th>
<th>EVENT No. 1</th>
<th>EVENT No. 2</th>
<th>BONUS EVENT</th>
<th>TOTAL CLASS POINTS</th>
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<td><strong>CLASS C-1</strong></td>
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<td>Concours, thru 1965 (Ext., Int., Stor., Eng. and Chassis)</td>
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<tr>
<td>1. John Webb 356A/Spdr/57</td>
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<td>2. Jim Cameron 356/63</td>
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<td>6. Brian Carleton 356A</td>
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<tr>
<td>3. Jerry Hughey 912/66</td>
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<tr>
<td>1. Bruce Mackay 356/63</td>
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<td>2. Hal Mallett 356B/62</td>
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<td>1. Bernie Buschen 911SC/79</td>
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<td>4. Wayne Hotzakorgian 930/77</td>
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<td>5. Mark DeVincenzi 914/75</td>
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<td>12. Geni Pretty 924 Turbo/80</td>
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<td>Competition (Race, Time Trial and Autocross) — People’s Choice</td>
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<td>1. Sylvia Rentschler 356/65</td>
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<td>15. Ron Fong 924</td>
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</tbody>
</table>
FACTORY SERVICE?

The specialists make every effort to follow the service manual, to guarantee complete maintenance to your Porsche. The nearest thing to “Full Factory Service” is available from T&D. We care about you.

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 mkp).

Breaker Points

Breaker point gap should be 0.016 in (0.4 mm). Set 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 1/16 to 1 in (20 to 25 mm). It is checked by moving the clutch pedal in direction of the arrow.
This is a difficult article to write. We had just announced the procedure change where the gettee, instead of the gettor, was to write the article. The irony, I guess, is that in this case I’m both -ee and -or.

Well, here goes. This is how it happened. During the time we were accumulating auction items for Porsche Community Day, I wrote 100 letters to various potential donors. In response to these letters, I began receiving UPS packages at home. One day I returned home to find a package measuring about 6" x 8" x ½". It looked like a book and I had written various businesses asking for book donations. The package, in typical brown wrapping paper, was posted in Sunnyvale. Elated at receiving another auction item for my pet event, I immediately tore off the brown wrapping paper to see what was inside. There I found several thin sheets of cardboard glued together with another layer of brown wrapping paper glued to the outside. I scratched, tore, and clawed at the corners for a half-hour trying to get inside. Then I took a knife to the edges in an effort to split the cardboard sections. Obviously, the package could not be opened. Finally, I sat back and recognized it as a great joke. Somewhat determined to find who was behind it, I made several accusations, only to be rebuffed with disclaimers and pleas of innocence. I displayed the gag to everyone, and at Pit Crew Gary Sanders even messed with it, offering the confirming conclusion that it was cardboard glued together.

This sets the scene for the July Dinner Meeting. Possessing the Dummkopf, and charged with the responsibility of passing it on, I set off to the Dinner Meeting, armed with about twelve worthy candidates. Still determined to locate the prankster, I also took the package. On arrival at the Dinner Meeting I was somewhat disappointed that only two of my twelve candidates were there. Momentarily, I considered delaying the passing of the “D” until August when I knew more of my candidates would be present. I decided, however, to press on, as I had been the possessor of the Dummkopf for far too long and its passing was overdue.

On beginning the presentation, I pulled out the “package,” told the story, threatened the anonymous prankster, threw the “package” on the floor, and pressed on through the rest of my candidates. Tom Foster recovered the “package” and rather quizically (perhaps knowingly) asked if I was sure it was empty and really a gag. Of course I was sure. Tom then carefully, painstakingly, and with deft precision, sliced apart the sheets of glued cardboard with his special pocket knife designed especially for opening mysterious packages. The onlookers (all but me) apparently knew the obvious outcome. Tom would succeed, the package would indeed be legit and I would be holding the bag. The audience seemed to delight in this possibility. Normally polite Sylvia grabbed the microphone from my hands and, still anticipating Tom’s more eagerly sought success, requested the audience’s approval that surely I would be deserving if indeed the “package” proved to be other than a spoof.

The rest is obvious. The package was real. Contained in a small compartment within the sheets of cardboard were a Dick Barbour Racing decal and button, along with a rather caustic, but now near prophetic, message reading in part “Persistence is a fine quality, Bill” and signed Joe Padermderm.

At this point the audience wouldn’t let me go on with the rest of my presentation, deciding the Dummkopf was mine, and listening to no form of protest.

The timing was perfect, the circumstances all fell into place, JP strikes again, and I’ve been had.

Believe me, I will recover, return and somehow get even.

Bill Patton
# NEW MEMBERS

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone Numbers</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charlie Burton (Pat)</td>
<td>8 Castlewood Drive</td>
<td>(415) 462-2765</td>
<td>lots of Porsches</td>
</tr>
<tr>
<td></td>
<td>Pleasanton, CA 94566</td>
<td></td>
<td>Porsche Dealer</td>
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<td></td>
<td>(415) 462-2765</td>
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<td>Lots of Porsches</td>
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<tr>
<td>George Glenday (Dixie)</td>
<td>914 S. Springer Road</td>
<td>(415) 941-6179</td>
<td>Castlewood Drwe</td>
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<tr>
<td></td>
<td>Los Altos, CA 94022</td>
<td></td>
<td>9154 Skyline Boulevard</td>
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<td></td>
<td>(415) 941-6179</td>
<td></td>
<td>Oakland, CA 94611</td>
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<tr>
<td></td>
<td>1979 911SC</td>
<td></td>
<td>(415) 531-1368</td>
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<tr>
<td></td>
<td>Marketing Manager</td>
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<td>Sheetmetal Worker</td>
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<tr>
<td></td>
<td>Richard Pasquali (Kathy)</td>
<td>3148 Mosshall</td>
<td>Myron Branson (Lesta)</td>
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<td>914 S. Springer Road</td>
<td>San Jose, CA 95121</td>
<td>780 Ringwood</td>
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<td>Los Altos, CA 94022</td>
<td>(408) 274-2350</td>
<td>Menlo Park, CA 94402</td>
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<td></td>
<td>(415) 941-6179</td>
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<td>William G. Hildebrand</td>
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<td></td>
<td>518 Hummingbird Ave.</td>
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<td>San Mateo, CA 94402</td>
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<td>Michael Hobgood (Denise)</td>
<td>647 Martinique</td>
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<td></td>
<td>Redwood City, CA 94065</td>
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<td></td>
<td>1976 and 1979 930</td>
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<td>Porsche Salesman</td>
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<td>Fred A. Laerer (Mary)</td>
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<td>Kurt Blaylock</td>
<td>226 South Idaho</td>
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<td>San Mateo, CA 94401</td>
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<td>(415) 347-1623</td>
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<td>Retail Clerk</td>
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<td>Russell Chang</td>
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<td>Campbell, CA 95008</td>
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<td>(415) 911E</td>
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<tr>
<td>Angela Chew</td>
<td>3908 Reinhardt Drive</td>
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<td></td>
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<td>1978 924</td>
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<td></td>
<td>Supervisor</td>
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<tr>
<td>Steve Bromm</td>
<td>7432 Stanford Place</td>
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<td>Cupertino, CA 95014</td>
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<td>(408) 996-0857</td>
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<td>1973 911</td>
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<td>Colin Cauley</td>
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<td></td>
<td>2236 Old Almaden Road</td>
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<tr>
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- Accessories and Pamperware
- Suspension and Performance Kits

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(Just off Lawrence Expressway)
Nadine Halsted
(Jacque Welch)
406 Stierlin, #10
Mountain View, CA 94040
(415) 966-4084
1974 911 System Engineer
Kenneth Klein
510 Castenada Avenue
San Francisco, CA 94116
(415) 665-1556
1968 911L Research Director
Richard H. Kraus
(Nancy Rustin)
14183 Chester Avenue
Saratoga, CA 95070
(408) 248-6140
1976 914 2.0 Marketing
Wayne Krieger (Fran)
P.O. Box 703
Half Moon Bay, CA 94019
1955 Speedster Restorer
Dennis Mariani (Karen)
730 Morninghome Road
Danville, CA 94526
(415) 820-5363
1979 928 Manager
Don Mayo (Larry)
44 Highland Avenue
Piedmont, CA 94611
(415) 654-2268
Early 911s (3) Broker
Cynthia R. Moore
(Lawrence B. Weiss)
321 Bay Road
Menlo Park, CA 94025
(415) 326-6856
1965 911 Biochemist
dave owens
(theresa coe)
50 Clayton Street
San Jose, CA 95110
(408) 267-1953
1975 911S Warehouseman
Carolyn Ramsay (George)
16230 Jacaranda Way
Los Gatos, CA 95030
(408) 356-4514
1973 911T Medical Assistant
Dickinson Prentiss, Jr.
(Anne Wolfe)
855 Bing Drive, #2
Santa Clara, CA 95051
(408) 246-2644
1971 914 Designer
David R. Scott
131 Gladeview Way
San Francisco, CA 94131
(415) 285-1171
Urban Torres
801 Franklin Street, #316
Oakland, CA 94607
1975 914 2.0
Mark Welch
1617 North Point
San Francisco, CA 94123
(415) 595-2425
1969 911E
TRANSFER IN
Hans J. Beck (Harriett)
521 Metzgar Street
Half Moon Bay, CA 94019
From Intermountain
Dandridge Crump (Carol)
143 Wilson Street, #67
Albany, CA 94710
From Potomac
Ned McDaniel
(Sherill A. Golden)
712 Girard Street
San Francisco, CA 94134
From Monterey Bay
Eugene W. Parry (Elaine)
1718 Ridgewood Road
Fort Collins, CO 80526
From Rocky Mountain
T. J. Patrus
(Kathleen Goff)
1174 Regent, #D
Alameda, CA 94501
From Lone Star
Robert Shepard (Mary)
624 Loyola
Los Altos, CA 94022
From Orange Coast
Chad Chadwick
508 Central Avenue
Menlo Park, CA 94025
From Potomac
Michael Hoffman
2678 - 16th Avenue
San Francisco, CA 94116
From Potomac
Robert Mochizuka
2254 Peralta Way
Hanford, CA 93230
From Golden Empire
Jerry Stein
1415 North Cascade Ave.
Colorado Springs, CO 80907
From Alpine Mountain
Gary Cockrell (Carol)
107 North Haven
Kalispell, MT 59901
(406) 755-3302
Lila H. Hew (Dennis)
1125 Grand Teton Drive
Pacific, CA 94044
Carol Iverson (Marian)
2560 Hamilton Avenue
Concord, CA 94519
(415) 689-9433

Old Faces, New Places

Susan K. Barrett, 312 Avila Court, Modesto, CA 95354,
(209) 521-1968
James Blount, 12149 Atrium Drive, Saratoga, CA 95070,
(408) 255-6788
Tom and Linda Foster, 5328 Beechwood Lane, Los Altos,
CA 94022
Dan Grange, 101 W. Hookston Road, Pleasanton Hill,
CA 94523, (415) 932-5663
Robert D. Hagen, 1567 Montellano Drive, San Jose,
CA 95120
Harlan J. Halsey, 200 La Questa Way, Woodside, CA 94062
Johnny Humphreys, 2302 Highland Park Lane, Campbell,
CA 95008, (408) 377-0309
Joseph L. Johnson, 32107 Trefry Court, Union City,
CA 94587
Nick and Jan Kelez, Phone (415) 349-7684
Leland A. Miejenk, Jr., DDS, 919 Moraga Road, Lafayette,
CA 94549, (408) 283-3305
Johnnie M. Moore, 2191 Dexter Court, Hayward, CA 94541
George E. Morris, 2933 Rose Avenue, San Jose, CA 95127
Linda Teranishi, 1306 Prinecewood Lane, Modesto, CA
95355
Douglas Wells, 13894 Wake Avenue, San Leandro, CA 94578
H. Peter Young, 2161 Manzanita Drive, San Francisco,
CA 94611
Daniel Baker, 5808 Happy Valley Rd., Lafayette, CA
94549
Ray and Sonja Blow, (408) 255-3551
Bob Boyd, (415) 686-1216
Beno English, 11 Fredson Court, Novato, CA 94947
Barry Goodwin, 835 Morse No. C7, Sunnyvale,
CA 94086
Lisa Jenkins, 376 Hacienda Drive, Scotts Valley, CA 95060
R.M. Mochizuka, 2254 Peralta Way, Hanford, CA 93230
David Nelson, 1939 Caspar, Oakland, CA 94611
Thomas S. Payne, 2632 Hop Ranch Road, Union City,
CA 94507
Nurco Ransdell, MD, 4510 Canyon Road, Lafayette,
CA 94549
Randy Salvesen, 1740 ½ W. Selby Lane, Redwood City,
CA 94061
Nannette Sorenson, 239. Morris Ranch Court, Danville,
CA 94526
Samuel S. Thornton, 632 Old La Honda Road, Woodside,
CA 94062
Chuck West, 3642 Witherspoon Common, Fremont, CA
94538, (415) 666-6550
Dennis Winter, 10320 S. Tantau, Cupertino, CA 95014
ZONE 7 AUTO-X

Yosemite Region presents a Zone Seven weekend Saturday and Sunday, September 13th and 14th at the Stockton Fairgrounds.

A day of practice will take place on Saturday. There will be lots of runs — cost $8 for single, $15 for a couple. After the practice, there will be a dinner party at the Souza's. Advance reservations are required. Call Marlene Souza at (209) 931-4889.

The Zone 7 series autocross will take place on Sunday.

Group D – Improved and Modified grid opens 8:45AM, closes 9:00AM
Group A – Production 356, 912, 924 and Showroom Stock 924 grid opens 10:00AM, closes 10:30AM
Group B – Production 914, 911 Small Bore and 914-6 grid opens 12:00PM, closes 12:30PM
Group C – Production 911 Medium and Small Bore, Production 928 and 930, Showroom Stock 911 grid opens 2:00PM, closes 2:30PM

All cars must be tech'd and on grid prior to the grid closing time. Course walk times are approximate; 8:00AM and 12:30PM. Open exhaust OK after 10:00AM.

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Brent Regan and Mark Welch wish to extend this invitation to visit their new 6,000 square foot PORSCHETECH 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.

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**BUD BASH BOWLING**

The first annual 'Budweiser Bowling Classic' was hosted by Sharon and Ron Trethan on a 100 degrees plus day at the Amador Bowl in Dublin. Twenty-five pylon hunters (alias bowlers) enjoyed the switch in rules and utilized every style, hand signal and body English available to knock down 8,387 pylons on a narrow course.

Ron Trethan scored the first strike of the day in his third game, but was subsequently upstaged by 12 year-old Teresa Neidel who negotiated a turkey (XXX) on her way to a top children's game of 101. Rob Neidel followed suit with a high children's series of 243 that put a lot of us to shame. Shirley Neidel averaged things out with the turtle series of 202.

Linda Teranishi, drove all the way from Stockton without the benefit of her usual CHP escort and knocked down a high ladies game of 160, then, Sharon Trethan blitzed by Ron and Jerry Woods for a high ladies series of 460.

Yours truly stopped failing down long enough for a high men's game of 188, but the Top Time of Day (Men's went to Dave Swift with a 592 scratch series. He was a ringer imported by Bill Patton, D.K.I. photographer covering the event.

Jon Milledge instructed his wife, Vicki, in baseball sliding techniques while she tested the lower runways for the best line. Meanwhile, 10 year-old Scott Micksell shared his unique two handed delivery to Dave Carey who is still shaking his head. Terry Freitas (12) used her own two-handed approach that took a 90 degree turn 2 inch past the head pin and blew 'em down. Karen, George and Sharon Neidel teamed up against John Moffit and his overhand technique and lost!

Danielle Malcuit (13) looked like a ballerina while Elaine Sanders showed the Buffalo Bottom Bounce that buffed up the alleys.

Robert and Katie Rettenbacher, Chris and John Lee and Inatha Crawford tied for early finish and raced off to order pizza and suds.

All in all, it was a great air conditioned family outing that expanded beer bellies (Ron won) and expended energy below 55 mph. THANKS BUDWEISER!

*Garfang*

**VOX CAELESTIS**

There is a sustained tone in many of Johann Sebastian Bach's fugues that is called *vox caelestis*. It is a tone that is produced by an organ stop that activates two ranks of pipes, one of which is very precisely to be just slightly sharper than the other. Played simultaneously, these pipe ranks produce a wavy, tremulous tone (*vox caelestis* means celestial voices).

The racing success of the Porsche 935 has resulted in there being many of them at any given endurance race. Two Porsche 935’s running side-by-side at high RPM's, with identical gear ratios, will sometimes produce a wavy, tremulous exhaust note that issues from the same cause as the organ tone. One is surprised, even startled, upon hearing it for the first time. It is a phenomenon that would not likely occur without the success of the Porsche 935.

*Joe Padermderm*

*NUGGET/27*
Seventeen cars left Spencer’s heading East at 10AM Saturday morning. After a pit stop at Cordelia, we went north toward Grape country. It was at this point that John Clever’s Clever Rallye began. John had us looking for various signs, landmarks, buildings, etc., with the winners being given prizes at a special ceremony that night. We were doing fine until we could not locate the “Brown Eggs” sign and by the time we concluded that it did not exist, we missed several others and gave up.

The first winery was Ingleneuk at Rutherford. It was here that we were treated to an outside wine tasting experience that was unique. The whites were outstanding!

Since the Ingleneuk tour lasted over an hour it was time for lunch when we headed toward Conn Dam picnic grounds. The Neidels supplied the whole group with wines from the South Bay, thus we had a good contrast with the Napa Valley wines — many thanks. We even got a sip of Russian wine — not too bad comrade! Didn’t know that they took over Santa Clara County, too.

After lunch, we stopped at a new winery — Conn Creek. Some people thought they made cement until they saw the word winery was noted in the title.

John and Betty Meunier then lead the group North on the Silverado Trail in search of more adventure. After driving at what seemed to be a much longer distance, we suddenly heard over the CB that the leader was making a U-turn and heading South. When we arrived at our destination, Freemark Abbey, I asked John what the trouble was and he nonchalantly replied, “Oh, I just wanted to see what the rest of the cars looked like as I drove by.”

Freemark Abbey had a winery but we went to see their candle making operations. Did you know that beeswax comes in sheets? I thought it came in those little honey combs.

We arrived in Calistoga at 4:30PM and those who were staying at the Inn registered at the bar while John Meunier took the other group to the Triple S Ranch which was about four miles from downtown Calistoga.

Several of our party joined us for the first time — Jim LaMarre and his son, and Ursula Grunfeld and her friend.

After those Triple S’ers had a refreshing swim they joined us for dinner. We somewhat overwhelmed the restaurant and several people didn’t get served until an hour after the scheduled time — sorry about that.

Since we had no place to award the prizes for Clever’s Clever Rallye we did what any quick thinking person

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28/GOLDEN GATE REGION
Mud Wine III Reprise — Continued

does — hold it on the street. That’s exactly what the
two John’s did. Clever read the answers, named the winner,
and Meunier gave the prizes. It was a little difficult to read
under the street lamp but all the awards were given out.
Joan Sanders and Dick Bowers won first prize, Karen
Neidel and John Moffitt second, and Lori Oliver and Barb
Berens third. Their awards? Wine naturally.

Sunday morning saw various individuals doing various
things — Len, Alan, and Lynn Levine took mud baths —
Alan said, “Now I know how a boiled noodle feels.” Joan
Sanders and Rick Bowers went gliding “graceful as a
butterfly, silent as a bird.” George Neidel and family ate a
leisurely breakfast and couldn’t believe the quantity and
yet the small price at the Triple S.

When we were about to leave for Sterling Winery someone
noticed that Barb Berens and Lori Oliver were not in the
group. A hasty check disclosed they both overslept. We
waited; however, Lori Oliver still had the patch over her
eye from the contact lens abrasion suffered the day before.
Looked just like the man from Hathaway, I mean the
lady from Hathaway.

The Sterling Winery can only be reached by tram railway
and that’s how we got there. Ron and Inge Weller stumbled
out of one of the cars muttering something about extra
hazard duty pay.

While the whites were excellent, the reds were superb. We
were treated to a special tasting in the private tasting
room. Felt like royalty. Shirley Neidel helped serve the
thirsty creatures.

Bill Patton drove Lynn Levine in his beautiful black
Speedster to the next stop. It seems that Lynn needed
fresh air. Not to be outdone Alan asked if he could ride in
another car and Marta Newcombe drove him in her 928.
Boy was he impressed.

Since dinnertime was not until 4:30, we visited the quaint
spot in Yountville called “Vintage 1870.” It’s just like the
Cannery in San Francisco. Some left from there to go
home while others remained for dinner at the Grape
Vine Inn.

After the Grape Vine, we all headed homeward. It was fun,
wasn’t it. Hope to see ya next year.

Len Levine

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GOLF
(MINIATURE)

Yes Virginia, there will be miniature golf, complete details
were not available at press time, so phone Ron Trethan
(415-838-8514) for time and location. The date is still
Sunday, September 14th — Be there!
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


GEARS. For 914, V 4th, 5th. For stock 911, ZA, 4th, 5th. Rosamory (408) 946-4869 (home) or (408) 988-8800 (office). $50.00 each.

4 911 cookie cutter mags, 6X15 as set — $400.00 Larry Wong, 828-5589.

74 Carrera, White, 7’s and 8’s, 75 front and rear spoiler. 49,000 miles, 2nd owner, excellent condition. Brooks (415) 651-5340.

Colgan bra for 356C, very good condition, $50. Mohr ski rack for a 914, in the box, $35. Trailer hitch for a 74 911, $35. C model Black plastic steering wheel, $100. Bill Patton, 543-9360 days, 530-0609, evens.

1978 928 No. 9289200782 Mocca Braun/Mocca Braun Int., L & R Electric mirrors, 5 speed, alloys, P7’s leather seats, air, cruise, power door locks, factory AM/FM stereo cassette, 4 speakers, De-smogged, uses regular gas, never smoked in, excellent condition inside and out, no door dings, 9,300 miles, high California Blue Book $27,375, asking $26,000. Will consider 75 Carrera or 76 930 Turbo as partial trade. Jim Gaeta (415) 462-5320, days or evens.

My body as a driver’s worker at the Laguna Time Trial — $15.00 per day, a Big Mac, and transportation. Bill Patton, Jr., 530-0609.

1965 356C Ruby red/black int. Everything original, including 67,000 miles. Engine/transmission never out of car (all serial numbers match). Engine/body strong with minor rust spot. Good Michelin XAS tires. Excellent concour prospect. Steve Jianakopoulos, St. Louis Region/PCA, (314) 231-6900 (days).


LAGUNA SECA

Here’s your chance to enjoy the newly remodeled facilities of Laguna Seca — the last Time Trial of the series this year, October 3rd & 4th. Come out to see the drivers make their final efforts for trophies and the most fun at the best course available to us, testing Porsches and driving skills, some being ‘dialed in’ to perfection. YOU can help, participate, be in on this fun and games, and enjoy too, as a corner worker.

Every corner at LAGUNA SECA is a ‘good’ corner, there is excitement all around, from the long straight climb uphill to turn 1, through the gentle curves of turns 2 and 3, climbing the hill at 4, setting up at 5 for the corkscrew at 6, hanging in there at 7, down the hill to 8, and hard breaking for tight 9. You can help with communication and/or flags——no skill is required, just an interest in Porsches and good driving, safety and fellowship. The facilities are nice, the dry lake is wet now, and we are guaranteed the best weather for an early fall.

Please register to work for a morning or afternoon shift, Saturday or Sunday, and spend the rest of the day (weekend) enjoying LAGUNA SECA or nearby Carmel or Monterey at your leisure, if you can tear yourself away from this exciting race course. There is no admission charge, and there is free beer after the event each day. Reserve your space, turn and time with Terri Rosatelli by calling 264-9255 days, 282-2366 evenings, the sooner the better. Registration is limited.

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EVENT NO. 3 OCTOBER 4 & 5 LAGUNA SECA
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### Coming Events

#### SEPTEMBER

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-7</td>
<td>Ryde Hotel Tour – Patton</td>
</tr>
<tr>
<td>13</td>
<td>GGR Auto-X No. 6 – Zaccone Maas</td>
</tr>
<tr>
<td>14</td>
<td>Zone 7 Auto-X No. 8 – Yos</td>
</tr>
<tr>
<td>14</td>
<td>Miniature Golf – Trethan</td>
</tr>
<tr>
<td>16</td>
<td>Pit Crew – Lommatzsch</td>
</tr>
<tr>
<td>20</td>
<td>Auto-X School – Pasha</td>
</tr>
<tr>
<td>20</td>
<td>Dinner Meeting – Berens</td>
</tr>
<tr>
<td>20-21</td>
<td>Carrera de Sierra – SVR</td>
</tr>
<tr>
<td>23</td>
<td>Time Trial Tech – McLaggan</td>
</tr>
<tr>
<td>25</td>
<td>Board Meeting – Lateer</td>
</tr>
<tr>
<td>26</td>
<td>Baron’s Bluff – Ferreira</td>
</tr>
<tr>
<td>27</td>
<td>Time Trial Tech – McLaggan</td>
</tr>
</tbody>
</table>

#### OCTOBER

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-5</td>
<td>Laguna TT – Johnson</td>
</tr>
<tr>
<td>10</td>
<td>CM Rally – Chloupek</td>
</tr>
<tr>
<td>11</td>
<td>GGR Auto-X No. 7</td>
</tr>
<tr>
<td>12</td>
<td>Wine Wander II – Brooking Lateer</td>
</tr>
<tr>
<td>14</td>
<td>Pit Crew – Candlin</td>
</tr>
<tr>
<td>18</td>
<td>Tech Session – Woods</td>
</tr>
<tr>
<td>18</td>
<td>Dinner Meeting – Blow</td>
</tr>
<tr>
<td>19</td>
<td>Zone 7 Auto-X No. 9 – SVR</td>
</tr>
<tr>
<td>22</td>
<td>Nov. Board Meeting – Berens</td>
</tr>
<tr>
<td>25-26</td>
<td>Mendocino Tour – Rosatelli</td>
</tr>
</tbody>
</table>