CARLSFN
PORSCHE/AUDI
PALO ALTO

1730 Embarcadero Road  Palo Alto, CA 94303  415/856-6300
10% discount on parts and accessories to PCA members
THE NUGGET IS FANTASTIC BUT EXPENSIVE

As a member-at-large of GGR for the past ten years, I went merrily on my way, never giving much thought as to where the finances came from to keep the Region operating in the black. I wonder how many other members, of our total membership of 841, are in the dark about club finances.

Ted Atlee, Treasurer, has advised preliminarily, that GGR’s 1981 Budget will be approximately $90,000. Ted will prepare a Budget report to the Region after the Budget is approved by the Board. This month, I wanted to call your immediate attention to a major category of the Budget -- the NUGGET.

The cost of printing the NUGGET and running an ad campaign has grown to unbelievable proportions. NUGGET expenses for 1981 are budgeted at $22,500. Anticipated revenue from sale of ads is $19,000, leaving a deficit NUGGET budget of $3,500. NUGGET printing costs are increasing 10% effective April 1. The base cost to PRINT a regular issue of the NUGGET will be $1,050.00, with no other expenses added. Further, we are facing postal rate increases in the next couple of months, which will

PREZ SEZ, continued next page

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 | PAST PRESIDENT | SOCIAL CHAIRMAN | JAN & NICK KELEZ |
|____________________|----------------|----------------|------------------|
| JOHN & KAREN HAWKINS | 4171 OBSERVATORY AVENUE | 322 SHAD COURT | (415) 348-7604 |
| PACIFICA, CA 94044 | OAKLAND, CA 94619 | FOSTER CITY, CA 94404 | (415) 348-7604 |
| (415) 399-0642 |
| BY-LAWS COMMITTEE CHAIRMAN | PIT CREW CHAIRMAN | SPONSORSHIP MANAGERS |
| DONNA TREVZ | LYN & LISA LEVINE | REBECCA & BILL NEWMAN |
| 1150 RANCHERO WAY, NO. 78 | 375 ALTAMONT DRIVE | 761 FRANKLIN STREET |
| SAN JOSE, CA 95117 | 91000 | MONTARA, CA 94037 |
| (408) 244-0854 |
| CONCOURS CHAIRMAN | PUBLICITY CHAIRMAN | GENE BABOW |
| MARK DEVINCENZI | 115 LAUREL GROVE | (415) 464-8952 |
| 872 OLIVE AVENUE | KENTFIELD, CA 93710 | TIME TRIAL CHAIRMAN |
| SD: SAN FRANCISCO, CA 94080 | (415) 678-7499 | GLENN HILLS |
| (415) 862-1103 |
| GGR REPRESENTATIVE TO ZONE 7 | RALLY CHAIRMAN | (415) 264-1822 |
| TED ATLEE | 119 LAUREL GROVE | KEITH RAMAHAN |
| 5644 FORT ROYAL PLACE | KENTFIELD, CA 93710 | SAN JOSE, CA 95118 |
| SAN JOSE, CA 95136 | (415) 464-8952 | (408) 264-1822 |
| (408) 678-7499 |
| GOODIE BAG | P.O. BOX 1378 | TOUR CHAIRMAN |
| SHARON NIEDEL | LOS GATOS, CA 95030 | JOHN MEUNIER |
| 5630 LEAN AVENUE | (408) 264-2279 | (415) 254-2751 |
| SAN JOSE, CA 95132 | DRINDA, CA 95623 | (415) 254-2751 |
| (408) 264-2279 | |
| (408) 264-8913 |
| HISTORIAN | RESTAURANT CHAIRMAN | LIZ & BOB STIFFLER |
| MARSHA WILSON | 7877 BRIGHTON DRIVE | (415) 829-1520 |
| MARTINEZ, CA 95653 | DUBLIN, CA 94568 | ZONE 7 REPRESENTATIVE |
| (415) 228-5983 | (415) 829-1520 | TERRY ZACCONE |
| (415) 829-1520 |
| PANORAMA REPORTER | AL BERENS | 13046 ANZA DRIVE |
| 493 BUENA VISTA AVENUE | BEFORE NOON | SARATOGA, CA 95070 |
| REDWOOD CITY, CA 94061 | (415) 367-8339 | (408) 397-6575 |

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.
PREZ SEZ, continued

add an additional 11 cents to first class rates for a total of 52 cents PER NUGGET, for regular issues and approximately 70 cents PER NUGGET for expanded issues.

Bill Patton has contributed a tremendous amount of time and energy as Ad Manager. Unfortunately, Bill advised the Board at its March 5 meeting, that he must immediately withdraw as Ad Manager for family/personal reasons. Ted and Sue Atlee have agreed to follow thru with the Ad Campaign for the balance of the year. This puts an undue burden on two people who are already giving so much to GGR.

The 1981 Board feels it is time that we, as a club, reassess our newsletter needs. Walt Maas, Competition Director, stated that we are all 'NUGGET junkies'. I think Walt is right! What do you as members want and expect? What are you willing to contribute to continue receiving the NUGGET in its present format? Jeff Lateer developed it into one of the best newsletters in PCA. Al Berens, current Editor, is very interested in maintaining the NUGGET as a quality, first class publication.

A committee was appointed by the Board to study the feasibility of mailing the NUGGET by third class bulk rate. There are a few problems which we would encounter if the third class bulk rate was implemented, however, the annual cost savings of third class bulk vs. first class mail would be approximately $3,500, a whopping amount of money. Ironically, this amount ($3,500) would balance the NUGGET budget.

Sue Brooking has agreed to oversee a fund raising project to raffle off a king size quilt, which will be quilted by GGR members. The quilt will have a Porsche theme, with each individual square being of original design by the person making the square. More on this super project in the May NUGGET. This is one way to generate revenue to offset spiraling newsletter costs.

We cannot delay any longer. A decision must be made in April, regarding the NUGGET if this Board is to have a balanced budget in 1981.

What are your thoughts? Do you favor a subscription to the NUGGET? Third class bulk mail? First class? Smaller NUGGET? Your POSITIVE ideas for NUGGET reduction costs or revenue producing projects are urgently needed.

The Atlees could use help in maintaining the current ad campaign. Would you be willing to help? If you want the NUGGET to continue in its present format, then some of you had best step forward and help SAVE THE NUGGET! Call any Board member before April 1, with POSITIVE approaches to resolving a problem that affects each of us.

SONJA BLOW, PRESIDENT

DON'T BE FOOLED, THE APRIL BOARD MEETING IS NOT APRIL FOOLS DAY, IT'S BEEN MOVED TO APRIL 2nd, AT THE BLOW'S, 1156 HAPPY VALLEY AVENUE, SAN JOSE. MEETING BEGINS AT 7 P.M. SHARP and is BYOB. Call 255-3551 if you have questions.

CUSTOM QUALITY

HAND CAR WASH

UNHAPPY WITH THE FULLY AUTOMATED CAR WASH?

We Take Better Care Of Your Car Offering A Detailed Car Wash For Those Who Want Quality. By Hand We Clean Both The Exterior & Interior Using No Power Brushes.

We Take A Little Longer But You Benefit By Our Results. We Clean Boats & All Vehicles.

- HAND CAR DETAILING -
Interior - Exterior - 2 Coats Of Polish
- LEATHER CARE -
371-6660
Plaza Car Wash
1007 S. BASCOM AVE. (NEAR HAMILTON) CAMPBELL

Have you reserved your spot for the - 13th ANNUAL SPRING - SUMMER J. FROTHINGHAM WATERBURY MEMORIAL PRO/AM/CELEBRITY FIG CRATER DESERT CLASSIC INVITATIONAL OPEN PUT ON TENNIS TOURNAMENT?

CALL:
Bill Patton
(415)543-9360 days
(415)530-0609 eves
DINNER MEETING

Meet us at the beautiful San Leandro Marina! Our guest speaker will be Dominic Dobson representing the Bondurant School of High Performance Driving located at Golden State International Raceway in Sonoma! He will bring a film and give a short talk.

We will also have a representative from Club Med who will answer questions and show a short film. Sounds like an exciting evening! Join us!

HOSTS: Harry Weber and Susan Brookings
WHERE: Blue Dolphin
30 San Leandro Marina
San Leandro, CA
(415) 483-6900
WHEN: April 18, 1981
6:30 PM - No host cocktails
8:00 PM - Dinner
ENTREES: Medallions of Beef - $12.75, or
Half Broiled Chicken - $10.75
Dinners include salad, potato or rice, vegetables, rolls and butter, dessert, coffee or tea.
Price includes tax and tip.

DIRECTIONS: Take Nimitz Freeway to Marina Blvd.
Take W. exit and follow to end of road, Ample parking.

Make checks payable to PCA-GGR, indicate menu selections and MAIL to:

Dinah G. Patterson
16478 Eugenia Way
Los Gatos, CA 95030
Or call: (408) 354-0618

DEADLINE: Tuesday, April 14th. You are responsible for your reservation if not cancelled.

CRUISE

Have you ever wondered what it would be like to take a Riverboat Cruise? Here’s your opportunity! Join your fellow GGR members as we take a cruise up the Delta from San Francisco to Sacramento. Our cruise, provided by the Red & White Fleet, promises a day filled with festivities traditional to the Riverboat Cruises, including games, kite flying, barbecue and plenty of time to relax and socialize with your GGR friends. The cruise will last approximately 7-8 hours after which we will have 2 hours to visit Old Town Sacramento before being bussed back to San Francisco.

Sound like fun? Give us a call. Reservations are required by April 10, but we’re filling up fast so don’t wait!

WHEN: May 9, 1981
WHERE: San Francisco to Sacramento

COST: $30.00 Adults
$20.00 Children (under 16)

DEADLINE: April 10, 1981

RESERVATIONS: Make check payable to PCA/GGR and mail to:
Sharon Neidel
5880 Lean Avenue
San Jose, CA 95123

INFORMATION: Sharon Neidel
(408) 225-8103 evens
(408) 288-8000 days

Hope you can join us!

Sharon Neidel & Barbara Berens

RESERVE · RESERVE · RESERVE

Sunday, June 14, 1981
Annual Family Picnic
Huddart Park, San Mateo County
See May Nugget for full details

NUGGET/5
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 CIBIE 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
PIT CREW

SURPRISE!!! It’s Amy Schmitt’s 21st birthday on April 14, which also happens to be Pit Crew Nite. So PLEASE don’t tell her about this gala, no-holds-barred, once-in-a-lifetime super-duper birthday extravaganza party and most-of-the (if not all-) night celebration to which all of you who can fit in our humble quarters and who can operate 1) a pair of scissors, 2) a stapler, 3) glue, or 4) a blender are invited to experience. For those of you who still don’t know what Pit Crew does, we make those charming table decorations and placecards for our monthly PCA/GGR dinner meetings. We also use Pit Crew Nite as a great excuse to gather for mid-week drinking, socializing and just-plain-fun. Please disguise your voice when you call to R.S.V.P. so Amy won’t catch on. (I’m hiding her Nugget until April 15).

WHAT: Pit Crew Nite/Birthday Party for Amy
WHERE: Janet Buck/Amy Schmitt Residence
19945 Brenda Court, Cupertino, CA
WHEN: Tuesday, April 14, 1981, 7:00 P.M. - ?
R.S.V.P.: (Remember to disguise your voice)
(408) 257-3574 evenings/weekends.

Janet Buck
Pit Crew Chairbroad
(Title courtesy of Bill Patton)

PARADE

1982 Porsche Parade - Reno Nevada

At the 1980 Porsche Parade in Oregon, Zone 7 was awarded the bid for the 1982 Parade to be held in Reno, Nevada, June 20-27, 1982. Bob and Barbara Bernadelli from Sierra Nevada Region were selected to be Parade Chairpeople. Up to this point, they have done most of the work. They have secured 900 rooms at the MGM Grand Hotel, banquet rooms, meeting rooms, made arrangements for the use of Stead Air Force Base, contacted many sponsors, and done so much it’s impossible to enumerate here. They have also appointed a number of chairpeople from throughout the Zone to head the various Parade activities. Several of these people are from GGR - Ted & Susie Atlee, Al & Barbara Berens, Gene Babow and Rich Pasqualli. I have been appointed by the Board of Directors to be GGR’s liaison with all the Parade chairmen. My responsibility is to report on the progress of the Parade to the Board of Directors and to the members and also to take input to the various chairmen from the region.

Since GGR is the largest region in Zone 7, we will be called upon to supply a large number of workers - both prior to and during the Parade. If any of you are interested in a particular segment of the Parade or have any suggestions, talents, etc. that you would like to share, please drop me a line, explaining your suggestions. I will see that the persons responsible for that area get the information. I’ve already had several people approach me with particular interests. I’m compiling a list of these people, along with their interests/suggestions to give to the appropriate chairpeople.

The committee is currently scheduling monthly meetings to review and approve budgets, progress of each area and to solve any problems that may arise. As time goes on, these meetings will become more frequent and more involved.

The Parade is only 15 months from now, registration will open in only 10 months and the schedule of events and fees will be available in only 8 months. Much work must be done to get ourselves to that point. We need you, all of you, to help in any way you can, whether it be a large contribution of time or energy or just a small effort.

If you have any questions, suggestions or anything to say at all about the Parade, send me a note.

Sandi Candlin
1779 Shady Creek Ct.
San Jose, Ca. 95184

Sandi

THE GREAT PUMPKIN CHASE

There are but a few spots left for this year’s Ryde Hotel Tour. See March Nugget for details.

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

THE GREAT PUMPKIN CHASE

There are but a few spots left for this year’s Ryde Hotel Tour. See March Nugget for details.
OUR NEW INDUSTRIAL & PROFESSIONAL LOCATION IN SANTA CLARA
2090 DUANE AV. • 727-3686

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Among cameras, Nikon means the finest. And, the Nikon EM is the camera we recommend for your personal picture-taking. Completely automatic, so you get great pictures with focus-and-shoot ease. Ultra-compact and light, so it can travel with you anywhere. Even more exciting with its matched, low-cost Nikon motor drive and pocket-size Nikon thyristor flash. Great for any kind of picture because it's part of the famous Nikon system. Nikon EM with interchangeable Nikon 50mm f1.8 Series E lens

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732-1433

SAN JOSE
MITOWN & MILITARY VILLAGE
247-4062

MTN. VIEW
MOUNTAIN VIEW CENTER
967-6789

PALO ALTO
PALO ALTO, COUNTRY VILLAGE
327-5715
TECH SESSION
CONCOURS
CLINIC

As long as I've been involved in the concours series, I've heard these questions: 'How do you keep it so clean?' or 'What do the judges really look for?'.

This tech session is aimed at the true beginner of concouring. It will be directed towards showing the novice a very basic approach on how to prepare your Porsche for a Concourses d'Elegance. Topics to be covered: what the judges look for, exterior surfaces, interior upholstery, reassembly of small items, methods of cleaning products to use.

WHERE: Bud Hart Porsche Racing
744 Aldo Avenue
Santa Clara

TIME: 10 A.M.

DATE: Saturday, April 18th

Mark Devincenzi
Concours Chairman

ATTENTION

Time Trial Tech Chairman has moved; his new address is: Kent McLaggan, 3776 Moorpark Ave., No. 4, San Jose, California 95117; Phone (408)247-5153.

THIS ISN'T OUR STORE!

It's your store. We built it for you. Inside, we installed special displays so you can see and inspect hundreds upon hundreds of quality Porsche parts and accessories. We also installed a factory microfiche viewer, and purchased factory parts and upholstery manuals, so the information you need is both accurate and up to date. More than all this, we are here working for you, assisting you with selections, information, and professional advice. We think you're going to love your store—just off Lawrence Expressway.

Open Monday-Friday 8:30AM-6:00PM

3535 Kifer Road, Santa Clara, CA 95051
(408) 736-9020
FROM THE DRIVER'S SEAT

GGR TIME TRIALS

The event insurance requirement will be furnished by POC. Each club will provide their own pre-tech, workers and awards. Both clubs will assist in the administration. Tom Marx is the POC event chairman. Drivers wishing to compete in both club series must conform to both club rules and pay an additional $15.00 dual entry fee to cover award costs. No GGR safety requirements or rules will be waived. GGR passing rules will be in effect.

Registration opens April 10th with a 120 driver maximum. Early registration is encouraged. For this joint event only, GGR permanent car numbers will be suspended. Only those cars with PAINTED numbers will be given special consideration. If you wish to have your number reserved for this event, postmark on your entry will qualify. Another feature is that a late entry fee of $15.00 will be required for entries after May 18th.

Camping is permitted in the pit area or at the nearby camp sites with hot showers available, $5.50 per night payable to the park rangers who will collect from you. Lots of door prizes are planned to be given away.

SATURDAY NIGHT SOCIAL

The Memorial Day PCA/POC event will feature a ribs and chicken dinner with all the other good stuff including wine. Don't miss out on this social, a bargain at $10.00 per driver, worker, pit crew, guest or friend. Catered by the same

TIME TRIAL NO. 1 ... 'THE CORKSCREW'

The Time Trial season starts next month at world famous Laguna Seca in Monterey County. This event will be unique, something new, an experiment in co-habitation. GGR will be participating with the Porsche Owners Club from Southern California. Our time trial will be a joint event with POC who promised to bring a large contingent of their drivers. Basically, each club will participate within its own rules with the exception that passengers will be permitted (in all cotton clothes/ non-synthetic shoes, etc.).

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130 E. Sunnyoaks Ave., Campbell, CA 95008 • 408/379-3220

Mon. thru Fri. 8 a.m. to 5:30 p.m.
From the Driver’s Seat continued

fols that fed us last year at Laguna Seca. Call us for reservations.

SPECIAL AWARDS

Adding a little more interest this year are some new awards.
Rookie of Year; a perpetual award given to the man or woman who enters the time trial program as a beginner and demonstrates significant driving ability by the end of the season. Top Time of Day in stock, prodified and modified in both men’s and women’s classes. These TTOD awards will be given after each event.

NOISE CONTROL

The park officials at Laguna Seca are imposing strict noise control on all cars. No open exhaust is permitted. Drivers concerned can discuss this problem with Kent McLaggan, tech inspector, 247-5153. GGR now has a db meter that can measure exhaust noise. The meter will be at all pre-techs or by special arrangements. We have conducted a noise test at Laguna Seca with db levels clearly established that will be diligently enforced at the track.

TIRE SERVICE

Roger Kraus will again provide full tire service at the tracks. At Laguna Seca Raceway, his service will be both Saturday and Sunday. However, starting this year he will only be available on Saturdays at Golden State. So schedule your requirements accordingly.

DRIVER’S SCHOOL & PRACTICE SESSION

It’s not too late, but you’d better hurry. If you’re still undecided on attending our driver’s school or practice session, there is still time to enroll. Final date for sign-up is April 6. Next school opportunity will be at the time trial June 27 & 28, but we will only be able to accommodate 12 students. This will be your last school opportunity until next year. Saturday Night Social: fantastic Italian Spaghetti Bash. Call us for reservations.

REGISTRATION FORMS

If you are unable to locate a registration form, send a stamped, self-addressed envelope to LQ Hills, 1540 Santa Monica, San Jose, CA 95118. But, please try to pick one up from any of the club’s supporters who have been furnished a supply of entry forms ... all dealers ... part suppliers ... repair shops, etc. They’d love to see you, so stop by and say hello.

SPONSORS

A big thanks to DENNY KAHLER and KEN MACK for the sponsorship of the Driver’s School and Practice Session, and for the use of their facilities for the pre-techs.

And a thanks in advance to PORSCHE PM who are sponsoring the May 23-23 PCA/POC Time Trial. Larry Keeler is the owner of PORSCHE PM, a new club sponsor. Welcome!

CATERING

Bernie is bringing her catering truck to all our events. Breakfast is a very reasonable $2.00 for ham, bacon or sausage, eggs, hash browns and toast. She will need our patronage for continued attendance.

GLEN HILLS
Time Trial Chairman

TIME TRIAL PRE-TECHS

The pre-techs for the April Time Trial Driver’s School will be held at the following sponsors:

Tuesday, March 31 7:00 - 9:30 PM
Kahlers Porsche-Mercedes Service & Parts
6392 Scarlett Court, Dublin (415)829-2050

Saturday, April 4 10:00 AM - 1:00 PM
Ken’s Porsche Technique
130 Sunnyoaks Avenue, Campbell
(408)379-3220

Anyone interested in working at the pre-techs are encouraged to call Kent McLaggen (408) 247-5153

GGR RALLY SERIES

The local rally season got off to a good start with a 44 car turnout for the February 7th TSD rally by The Rally Club. Unfortunately, only 3 GGR members were among the 88 people participating. If the resurgence of rally attendance continues, we should have about 60 cars for John Clever’s rally on May 10th. If you are not planning to enter this event as a contestant, please contact Sharon Neidel and volunteer as a checkpoint worker.

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meeting will follow the rally, and guests are invited to stay.
(Dinner is $8.00-12.00 additional.) First and second place
prizes will be awarded to the top non-LPR finishers.

The last event in April is the CRAB rally on April 26th,
sponsored by PCA-SVR. For those GGR members who
want to run this rally for 1981 series points, but who
don’t want to register for the entire CRAB weekend, we
have a special deal for you. PREREGISTRATION IS RE-
QUIRED. Call Rik Larson (916) 481-6084 by April 11th
at the latest and tell him you want to run the rally for
GGR series points. The cost will be minimal—sufficient to
pay for the beer and bratwurst after the rally. People who
enter the rally only WILL NOT be eligible for the CRAB
rally trophies, but will receive GGR series points.

Keith McMahan
Rally Chairman

AUTOCROSS REPORT

1981 GGR NO. 1 SPONSORED BY THE AUTOHAUS
OF NORBERT NIESLONY

EVENT CHAIRMEN: Phill Mullen - Glen Renk

GGR No. 1 was an amazing success. The weather was
perfect, 97 drivers, a most interesting course, and some
good competition.

There were lots of new faces present at the event, and by
the way they were driving, they were enjoying themselves.

The event chairmen set a course that was very challenging
for both experts and beginners.

The upset of the day came from Ed Turner who outclassed
six other 924’s to take Class 4, including the 1980 Class 4
Champion.

Bill Newlin put his 912 in the top 10, and also out front
of the 356’s and 914’s of Class 10.

Dave Coleman took Top Time Prodified in his 914-6.
Gary Walton took TTOD in his 914-4 with a quick time
of 48.67.
Liz Stiffier took Class 21 and was all smiles - P.S. (she
also beat Bob!). Class 27 had Beth Bates and Judy Zacc-
one in a close battle during the day with Judy taking the
class by 2/10ths.
The amazing fact of the day came from the four cylinder
cars. They had four cars in the top ten, and their times
were very impressive in all classes, look out we’re coming
back.

Once again, we want to thank the chairmen, the workers
who helped set up and take down the course, and Norbert
Nieslon for their support of the event.

I hope everyone enjoyed the event as much as we did.

JOHN HAWKINS - SPLIT SECOND RACING

Event results on next page

THE WINNING WAY

SERVICE • MAINTENANCE • REBUILDING • RACING

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1320/D DELL AVE. • CAMPBELL • (408) 378-1911
12/GOLDEN GATE REGION
## RESULTS OF GOLDEN GATE REGION AUTOCROSS NO. 1 MARCH 7, 1981 SPONSORED BY THE AUTOHAUS OF NORBERT NIESLONY

### CLASS 1
1. J. Henderson 1:01.45
2. Steve Nieslony 1:05.33

### CLASS 2
1. Jim LaMarre 58.94
2. John Breedlove 1:00.35
3. Ed Wilson 1:02.11
4. George Linke 1:08.51

### CLASS 3
1. George Neidel 56.59
2. Kent McLaggan 57.36
3. Gary Turner 58.54

### CLASS 4
1. Ed Turner 58.54
2. Mike Lommatsch 1:00.05
3. Dick Petticrew 1:01.40
4. Bob Fleck 1:04.51
5. Barry Goodwin 1:06.15
6. Paul Seidel 1:06.24(1)
7. John Peichoto 1:08.07

### CLASS 5
1. Rich Bontempi 55.31
2. Gary Dorighi 57.54
3. Glen Renk 58.61
4. Roger Rapp 1:02.00
5. Frank Nevaures, Jr. 1:03.09(2)
6. Joe Johnson 1:11.18

### CLASS 6
1. Dave Blanchard 55.77
2. Jim Pasha 57.60
3. Tim Arnett 58.91
4. Rex Levi 1:05.43

### CLASS 7
1. Dale Bates 55.17
2. Bob Burton 57.54
3. Dick McClelland 57.83
4. Rich McClelland 58.25
5. Cecil G. Beach, Jr. 1:00.60
6. Dave Carey 1:00.72(2)
7. Arnold Jacobs 1:01.71
8. Chris Huergas, Jr. 1:03.33
9. Kress McKinney 1:03.56

### CLASS 8
1. Dale J. Dorjath 54.31
2. Darrell Terry 56.95
3. Richard Stuck 57.09
4. Todd Lee 57.14
5. Richard Woodman 57.20
6. John Byrne 57.39
7. Ron Bontempi 58.26
8. Bill McEvoy 58.36
9. Lee McKay 59.62
10. Bob Stifler 59.79
11. Philip Geesler 1:06.30
12. Paul Braun 1:09.85

### CLASS 9
1. Ron Leppke 58.12
2. Gene Gilpin 58.90
3. Jim Wilkinson DNF

### CLASS 10
1. Bill Newlin 52.90
2. John Hawkins 53.09
3. John Seymour 53.86
4. Bernie Buschen 54.62
5. Steve Conston 1:01.59

### CLASS 11
1. David Colman 52.38
2. Phil Mullen 56.36
3. Ted Atlee DNF

### CLASS 12
1. Matt Ballentine 53.72
2. Brooks Thiele 53.97
3. Randy Salveson 55.49
4. Gary Sanders 55.53
5. Mark Baleri 56.00
6. Ken Mack 56.33
7. Bud Behrens 57.06

### CLASS 13
1. Marty Martoza 57.59
2. Kevin Edgren 58.24

### CLASS 14
1. Gary Walton 48.67
2. Walt Maas 49.52
3. Terry Zaccone 50.31

### TOP TEN
Gary Walton 48.67
Walt Maas 49.52
Terry Zaccone 50.31
Dave Colman 52.38
Judy Zaccone 52.42
Beth Bates 52.61
Bill Newlin 52.90
John Hawkins 53.09
Matt Ballentine 53.72
Brooks Thiele 53.97
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Factory flaring
Restoration, floor pans, fiberglass
Race car painting, striping

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CONSIDERATION TO PCA MEMBERS
BOARD BUSINESS
IN BRIEF

BOARD OF DIRECTORS MEETING

March 5, 1981 7 P.M.

The March Board meeting was held at President Sonja Blow's home, all regular Board Members were present. The meeting started with Susie Atlee as acting Secretary. Guests were: Dale Dorjath (Assistant Treasurer); Glenn and LaQuita Hills (Time Trial Chairpeople); Sharon Neidel (Goodie Bag Manager); Janet Buck (Pit Crew Co-Chairperson); Bob and Liz Stiffler (Roster Chairpeople); Linda Foster, Susan Brookings, Dave Carey, Don Patterson, Ken Shahoian, and first Lady and hostess Ray Blow.

Under old business, the minutes were approved as submitted and I was elected Secretary. Dinah reported that we had sold the club public address system for $75.00 minus the $3.00 cost of the newspaper advertisement. Donna Trefz submitted a list of current Dealer Reps and the Dealer Rep job description. Dealer Rep responsibility will remain with the Membership Chairman. Mike Lommetzsch will check with confirmed Dealer Reps to see if they wish to continue and contact some potential replacements and report back at the next meeting.

Mike reported that he was having trouble dealing with the GGR procrastination factor and the Yosemite Tour. With the sixth as his deadline, Mike only had 26 paid entrants with 35 required to break even, however, he did have 50 people who had either paid in full or paid the $25.00 deposit, so he didn't know whether to cancel or go blind. The club's Tech Manuals are to be offered for sale in the Nugget by sealed bid. A minimum price will be submitted for each set of manuals, and if the minimum is not reached they will be offered in the Panorama. Walt Maas and Glenn Hills reported on the joint POC/GGR-PCA Time Trial. Because of POC's less strict rules they will sign the contract with Laguna Seca and provide the insurance for the event. Competitors will be able to run the event as PCA entrants using GGR rules or POC using their rules.

The budget review is still being reviewed with everyone instructed to reduce expenditures. The budget will be redeveloped, the budget committee will reconvene in late March and present the final budget at the April Board meeting. The Nugget advertisers incentive program was approved even though it has the potential of losing $2,500 in revenue to the club. The program does offer a more stable income and will make it easier to sell ads by giving advertisers who will commit to long term advertising contracts at a reduced rate. The Nugget bulk mailing issue was tabled until next meeting when the budget is finalized. By using bulk rate we could save the club approximately $4,000 per year, but we still have to deal with the timeliness issue, difficult decision.

Sonja reported on the Portland Parade's financial losses and the suspension of the Parade's Chairman and Treasurer. Through their lack of thoughtfulness they lost us approximately $50,000, but it was a nice Parade anyway. Several suggestions were made for format changes for the New Member Meetings. One of the changes we want to make, the membership can help with: we want to make a slide show to illustrate all of the activities we participate in. We PCA types have developed a very specialized language concerning our events: Autocross; Time Trial; Parade and so on, which can be very intimidating to our new people. We feel a slide show depicting these strange words will make the transition from the real world to our PCA world easier for our new friends. Sharon Neidel presented a budget for her proposed Sacramento River Tour, May 9, which the Board approved.

Marsha Wilson reported as Historian she had gathered all the Nuggets and was setting up a file on how to put on different events. Liz Stiffler said that she has been working with Al Berens to get ideas on the publication business for producing the Roster. She reported that there will be area codes and accurate zip codes in the new Roster and the new Roster will be typeset in an effort to make it both more attractive and to save space. The Levines reported that they had a good start on the scrap book and were collecting old Nuggets and photos of 1980 events. Both Bill Patton and Jeff Lateer have given them photos so far. In Sharon Neidel's Goodie Bag report, she stated that she was getting quotes on new GGR decals and she requested approvals for a cash box for the Goodie Bag. Donna reported that there were three date changes for events and that the April 4 & 5 Zone 7 Autocross is on for Red Bluff. Mark Devencenzi wants to put on a concours in San Francisco, which will conflict with the Sacramento River Tour. The sponsorship committee will do profiles in the Nugget of Norbert continued next page

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1917 Old Middlefield • Mountain View, Ca.
Nieslony (Autocross Series sponsor) and Larry Keeler (Laguna Seca Time Trial sponsor). Walt Maas reported that there will be a noise test at Laguna Seca and a rules commission meeting April 8th. Janet Buck reported that the Pit Crew is projecting a $50.00 profit. Mike reported that he had done a membership audit and that there is a discrepancy of 24 members between he and National, he had us at 800 primary members and 41 dual members for the obvious total of 841 members. The meeting ended shortly after 11:00 P.M.

Respectfully Submitted,
Bruce Anderson

Impressions

The session was certainly an educational one. Jack Davis started talking about the construction of seats and all that is involved with reupholstering them. There is a lot of total rebuilding that has to be done. It is a lot more than simply taking the old cover off, adding some foam and then putting new material on the seat. Jack seemed to know as much as the factory concerning seats and, in fact, makes some real improvements over the factory seats. His son Ron also talked at length. There was much discussion of Targa tops. Ron talked about many potential problems with the tops, how to spot the problems and what can be done to correct them. After a break

Ron Davis' demonstration of carpet installation simply confirmed to some, that they'd rather pay Ron to do it rather than do it yourself.

(and door prizes—Clever won first place door prize, just what he needs—a car cover), Ron showed the group how to install a carpet kit into a 356. Although he did not glue it in, he showed proper stretching, cutting and hammering techniques involved with the installation.
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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 924s, 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.

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The Porsche is designed to be one of the finest handling cars on the road, and it is. However, after many miles of driving, certain components of the front suspension wear out, and the precise adjustments are no longer maintained.

By spending half an hour or so, you can check your Porsche's front end and make many of the adjustments and determine if professional help and/or replacement of parts is necessary.

Due to varying heights that Porsches of different model years were delivered with and the various heights we reset them to for autocrossing, time-triaing and better handling, it is of utmost importance to assure that after a Porsche has been lowered, at least 1 1/2″ of front suspension travel remains. Without this minimum, the suspension will bottom, causing shakes, hard ride, very poor handling and broken suspension components and shocks. To check travel, push down on the front end and note the difference of the fender at static ride height and under full compression. If travel is not sufficient, your options are: shorten but not completely remove the bump stop, modify your struts to use shorter shocks, raise the car by turning the torsion bar adjusting bolts, or a combination of these. On 1975 and later 911, 930 models, there is also a 13 mm. spacer on top of the shock dust cover that can be removed on lowered cars.

Also, if your car has been lowered and after you hit a bump the steering wheel jiggles for a few seconds (especially one wheel bumbs when cornering), check to see if your tie rods are parallel to the ground. If an extreme angle is present, it can be partly compensated for by installing steering rack spacers to raise the rack and pinion in the chassis, thereby eliminating the extreme toe-in change that occurs.

Front sway bars should be checked for tightness and properly centered. Check your bushings for deterioration and cracks. If equipped with teflon or delrin bushings, they should be lubed with an anti-seize or a good moly lube. Also, make sure sway bar travel is adequate and not interfering with brake hoses or lines.

Ball joints and tie rod ends should be checked for tightness, wear, and clearance in the joint. Any slop in the joints is cause for replacement. Wheel bearings should be checked for excess play. Proper clearance is achieved when the washer behind the clamp nut can just be moved side-to-side with a screwdriver.

Shock absorbers can be checked by bouncing the fornt end up and down. On the last ‘push-down’, the front should come up and settle. If it bounces two or more times, it is probably time for shocks. If everything you checked is tight and you still have a rattle, check the spanner nut on the top of each strut for tightness. If these nuts are loose, the shock will move up and down in the strut tube causing the rattle.

Wheels, tires and brake discs should be checked for damage, wear and runout. The most accurate method to check for runout is with a dial indicator; however, if you do not have access to one, you can sometimes spot excessive runout or wobble visually. Brake pads should have at least as much friction material remaining as the brake pad backing plate is thick. In this condition under normal use, about 5,000 miles of service remain. This is also a good time to check brake calipers and hoses for leaks, cracking or deterioration. If the tires show more wear on one edge than the other, or have scalloped treads, you are in need of an alignment. This is best to send to a qualified shop with proper equipment. Always have all four wheels aligned, as the rear alignment goes out just as easily as the front, especially on 914 models.

Now it is time to drive the car and look for pulls in the front end or a vibrating steering wheel. Pulling could be caused by incorrect alignment or improper weight distribution (one tire carrying more weight than the other). This can be corrected by torsion bar or spring height adjustments. A vibrating steering wheel is most often caused by tire balance, but could be an out of round time or ply separation. A good tire balance or new tires should cure the trouble.

Denny Kahler
Tech Chairman

Nugget staff for April: Karen Hawkins, Rebecca Newlin, Bill Newlin, Mike Lomatztzsch, Barbara Berens (above and beyond the call of any mortal wife), and Janet Buck who was grossly entertained by Amy Schmitt. SC beau coupe, Al.
KAHLER’S PORSCHE - MERCEDES SERVICE (Denny Kahler) & KEN’S PORSCHE TECHNIQUE (Ken Mack) are co-sponsors of the GGR Time Trial School at Golden State Raceway - April 11 & 12.

DENNY KAHLER

Denny's four mechanics and a full time parts man operate his 5,000 sq. ft. shop with four racks, Monday thru Friday, 8:00 AM - 5:30 PM at 6392 Scarlett Ct. in Dublin. He's been at this location 7 years now - he had his first shop when he was only 19. They service and repair all Porsches and Mercedes. They have an alignment rack and even get into full suspension set-ups with wheel weighting, etc. if you desire. They do their own head work, porting, valves, guides, etc., and carry all parts and accessories for Porsches. Denny enjoys wrenching on turbos and building engines - his turbo '72 911 is a fine example of his skills. He has built many Porsches into autocross and time trial winners and now enjoys his blue turbo as his only Porsche at this time. His Porsche has to share garage space with wife, Cindy's Mercedes and their economy car - a diesel Rabbit.

Denny and Cindy have been members of PCA-GGR for 6 years. This year Denny's GGR Tech Chairman, and he's more than willing to answer any questions you might have. It means a lot to GGR to have members like Denny who support the Region in so many ways. Thanks for being a sponsor, too, Denny - - We appreciate it.

KEN MACK

Ken is owner and head mechanic of Ken's Porsche Technique in Campbell. Ken does full service and repair of all makes and models of Porsches - - from 356 to 928. No, those aren't his business hours! He has just moved into his new 3,000 sq. ft. facility which has 3 hoists, a new Bosch alignment rack, a diagnosis center, and mechanics to handle engine and transmission overhauls and tune-ups, suspension work, all types of fuel injection work and rack suspension set-ups, too. Ken says he runs a 'down to earth shop' doing service work for people who like to drive, but his winning Mexico Blue '73 911S/GTU car is anything but 'down to earth.' Among the other Porsches in Ken's stable are a box stock signal orange 914-6 and a blue (to match his eyes) '79 924. The 924 is Ken's 16th Porsche to own. His first was a new 914 he bought in 1970 when he worked for Chuck Stoddard in Ohio. Two years later he moved out west and saddled up with Anderson - Behel Porsche/Audi. In '74 Ken moved over to Alex's Porsche House and January 1, 1979, Ken, all by himself, opened his own business.

Ken and his wife, Linda, have been members of PCA-GGR since 1970 and you can usually find Ken at his favorite

continued next page

NUGGET/19
Spotlighting Our Sponsors, continued

club function, speed events, or maybe even a tour, but the best place to find him is at Ken's Porsche Technique 1070 Florence Way in Campbell.

Stop by and say hello to both of GGR's sponsors. Thanks, Ken.

Bill & Rebecca Newlin

ZONE 7 AWARDS BANQUET

Zone gatherings are special....an exceptional group of racing enthusiasts who travel from far and wide.....countless miles. How many? Think about it:
Re...
Gary Sanders was awarded a lovely silver bowl to thank him for his efforts in the trophy presentation. (Special thanks to Mr. Nick Macras and Mr. Mike Parks for contributing efforts in design, photo development, and actual creation of the trophies profit free to the club.) My name was also included on the bowl for photo taking and putting up with Gary.

George Neidel won the Tenacity award for attending the most autocrosses and not receiving a trophy.

Ted Atlee was awarded the Flying Pylon trophy for obvious reasons.

Cheri and Kent McLaggen received a plaque of appreciation for their efforts in organizing Registration and point standings for the year.

Bill Patton was awarded with his old directional signal that had been missing from his street since last year. It’s a long story which I’m sure Bill would love to relay.

A fun note was the presentation Judy Arnold made of the Dumkopf award. Originally directed to Barb Bernadelli because the trailer ran over her feet and then the car towing the trailer also ran over her feet (while she was directing both)——it was side-lined by a blunder made by Terry Z. (how unusual). Seems he engraved 1981 instead of 1980 on the silver award bowl. (She was obviously swayed by the crowd in her decision...."GIVE IT TO ZACCONE!")

Well, it’s true. It’s sometimes a little difficult to recognize this crowd when we’re all so well groomed. Hair in place, make-up, clean clothes, even stylish for heavens sake! You can tell, however, that we are ready to throw caution to the wind! A brand new season approacheth! Back to jeans and Porsche T-shirts....Dust in our mouths....Sun in our eyes....Roar of engines in our ears....What a sport!!!!!!!

Elaine M. Steszewski-Sanders

ZONE SEVEN AUTOCROSS

ZONE SEVEN - PCA
YOSEMITE REGION
SAN JOAQUIN REGION
AUTOCROSS Nos. 4 and 5

SUNDAY AND SUNDAY: May 2 and 3, 1981

SAN JOAQUIN COUNTY FAIRGROUNDS PARKING LOT, STOCKTON

COST: $7.00 per driver, $13.00 per couple

EVENT CHAIRMEN:
YOSEMITE REGION - Arthur Charlesworth
(209) 462-8305
SAN JOAQUIN REGION - Gary Sanders
(209) 298-6715

RUN GROUPS:
A Production 356, 912, 924, Showroom Stock 924
B Production 914, Small bore 911, 914/6
C Production 911 (medium & large bore), Production 928 and 930, Showroom Stock 911
D Improved and Modified

MAY 2 RUN GROUP SEQUENCE MAY 3

D Grid opens at 8:45 AM, Closes at 9:00 AM A
A Grid opens at 10:00 AM, Closes at 10:30 AM B
B Grid opens at 12:00 PM, Closes at 12:30 PM C
C Grid opens at 2:00 PM, Closes at 2:30 PM D

Social racers may run with any group.

All cars must be teched and on grid in run-ready condition prior to the grid closing time. Cars passing tech on Saturday need not be teched on Sunday. Approximate course-walk times are 8:00 AM and 12:30 PM. NO OPEN EXHAUST!

***************

Following the Saturday autocross there will be a spaghetti feed at the home of Bud and Mary Ann Behrens, the cost will be $5.00 per person for spaghetti, salad, rolls and wine or beer. Please call Bud Behrens at (209) 477-6496 so we will know how many to plan for. See you there!

HOUSING: We shall attempt to find lodging at the homes of Yosemite Region members for those of you who plan to stay in Stockton Saturday night. Call Bud.

NUGGET/21
FROM THE BEGINNING

356  550
356A  718
356B  804
356C  904
911   906

912   907
914   908
914/6 910

924   917
911SC 935
928   936

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‘WE’RE CLOSER THAN YOU THINK’
At a recent trade seminar, Bosch representatives revealed how future fuel injection designs will function and how we can keep our current designs working better. First, the future. Some six months ago there was a rumor that the 928 would switch from the K-jetronic CIS to the L-jetronic design. This puzzled may of us because it appeared to be a step backwards, since the CIS is more sophisticated and trouble-free. It turns out that what the factory was considering is Bosch's new LH-jetronic. The 'H' stands for Hot Wire, honest.

LH-jetronic is an all-solid-state system using no moving parts. The control sensing system - or heart of the design - consists of a platinum wire that is heated to a temperature of 850 degrees Celsius (about 2,000 degrees F.) This 'Hot Wire' passes through the air intake stream; and as air flows over the wire, the wire will want to cool down. The resistance to maintain the 850 degrees C is measured and converted to the metering device in order to supply the proper injection mixture based on the demands of the engine. All of this obviously occurs very rapidly. LH-jetronic is far more accurate than current designs, and at the same time allows cars to obtain better gas mileage without any horsepower loss. With no moving parts, there is no provision for adjustment or fine tuning. At the present, it looks like some of the Detroit cars will be the first to use LH-jetronic, possibly in late 1981. The first Porsches to use it will probably be the 928 and the 924 Turbo.

Bosch has gone one step beyond LH-jetronic with a new design called 'Motronic.' This system is also based on the 'hot wire', but utilizes crankshaft position sensors, oxygen sensors, and RPM sensors for more accurate fuel distribution. The design is fully computerized and automated, and eliminates the fuel distributor as we know it. Motronic is available today, but Bosch feels that car manufacturers will not put it onto production cars until about 1984-85.

A side note: Technology for Motronic and LH-jetronic designs was developed for Bosch by a company in Sunnyvale, California.

Now for the Bosch fuel injection tech tips:

1. Change that fuel filter. Fuel contamination is the foremost cause of injection problems. Bosch strongly recommends that fuel filter changes never go beyond 10,000 miles regardless of recommendations by the car manufacturer. (Recommendations of periods longer than 10,000 miles are generally based upon European experience, where gasoline is better refined with less contaminants.) Countless fuel injection problems are directly related to dirty, clogged fuel filters. Because so many people do not follow this advise, the CIS fuel distributor is the most often replaced component in the system; it is also the most expensive! Filters cost a lot less. An additional hint - if you drive in the Northwest or Southwest areas of the USA, where gasoline has a much higher sulphur content, change fuel filters more frequently.

2. If you feel you have fuel injection problems with your L-jetronic system, insure that all your ignition components are in good condition. L-jetronic is very sensitive to ignition problems. Often, a new set of distributor points will cure your fuel injection problem.

3. If you use a fuel additive, it must be petroleum based, like the popular Swepec 503. Non-petroleum based products have a tendency to clean the inside of the gas tank, attacking the inner coating and releasing small particles that clog the fuel injection. Read the labels before using.

4. On K-jetronic systems, if you blow an air box, causing the fuel pump to stop operation, you can override the system well enough to get you to a garage for repairs. On the plug to the air flow meter, simply bridge contacts number 36 and 39. It won't run great, but it will run.

5. 1980 - 81 911 and 928 Porsches have oxygen sensors mounted in the exhaust system. If you replace the catalytic converter with a straight-thru pipe, do not disconnect the oxygen sensor. This sensor helps maintain the fuel-air mixture and works within a prescribed range. When disconnected, the fuel injection automatically defaults to a very rich mixture. Not only will this hurt the fuel economy, continued next page

NUGGET/23
but in many cases the car will lose power because it runs so poorly. There is no performance increase from disconnecting this sensor. Conversely, if you elect to run leaded gas in your car (not recommended) then you want to disconnect the oxygen sensor because lead deposits on the sensor will cause misreadings and give you erotic fuel mixtures.

6. Battery charging can be a problem with L-jetronic cars. If it is necessary to give the battery one of those half-hour quick charges, disconnect the CD ignition control unit first.

7. If it is necessary to have any arc welding done on your car, you must protect the CD control unit. If you have L-jetronic, remove the control unit; if you have K-jetronic, disconnect it. Arc welding can create a field within the chassis that will physically warp the control unit.

Bosch's final reminders were to schedule regular fuel filter changes, watch for any sign of fuel contamination, and buy gasoline from quality gas stations.

Tom Green

Putting out your Nugget turns ordinary 'normal' folk into raving lunatics. Here's your Nugget staff at play.

Cover: APRIL SCHERZ, art director, idea by Bill Newlin, photo by John Fulton.

Photo credits: John Fulton, LaQuita Hills, Bill and Rebecca Newlin.

ALEX'S PORSCHE HOUSE
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Sales-Service-Parts • 3303 S. Winchester • Campbell
GGR MEANS PEOPLE

Denny and Cindy Kahler. The interview started slowly with Cindy asking, ‘Why do you want to interview us? Our whole life is dull’. From there things rapidly cascaded downhill when I found out they’d been born in, and met, while attending high school in Reading, Pa… If you’ve ever been to Reading, you’ll understand why I momentarily wished I were interviewing RMN instead. Surely, you all remember how interesting he was. Suddenly, the interview took a turn for the worst, when I determined that Cindy had attended Kutztown College in Pa. and Denny went to Hagerstown College in Md. You know, that great old rivalry, the Kutztown Klutzes and the Hagerstown Hags. This was getting more dismal all the time. On finding that Reading was near Philadelphia, and now groping for anything of interest, I asked if they had been followers of the Eagles, Phillies, 76’ers, or Flyers. I knew I was in serious trouble when they thought I was talking about Boy Scouts. cigars, American History and frisbies.

I began to realize that interviewing the Kahler’s was a definite threat to my job as NUGGET contributor. It soon became obvious that to save myself I must find some way to be creative with what I had. As I began fabricating a story (and preparing myself for the inevitable libel suit) the interview began a gradual turn for the better. Then actually got somewhat zappy. Here goes.

Cindy and Denny met in 1969. The year of their high school graduation. Denny, at the time, was dating Cindy’s best friend. After graduation they left for the hallowed ivy walls of K.C. and H.C., respectively. Denny soon tired of his own cooking (actually got quite sick from his own cooking) and, the difficult to believe, returned to Reading. On arrival, he found that his former, and all the other girls in town, had either married or escaped to better worlds (Toledo, Dayton, Stuebenville, etc.). In desperation, he called Cindy to see if she could fix him up. Cindy called all over town, had no luck, and finally called Denny back to say she’d go out with him (there seems to be a difference of opinion as to who felt sorry for whom).

Denny, at the time, was managing a Porsche Shop, involved in the hill climb circuit and doing some drag racing in a hot VW. He still owns some local class records.

Cindy began tripping around with Denny to these events. ‘When we slept together, it was with a board between us’. (This is Cindy’s line and a local custom - ask Cindy).

In 1972, the Kahler’s got married and two days later packed up and headed for California with their $1000 bank roll. Denny had a Mazda service job waiting for him but somewhere between Laramie and Salt Lake City found out the job had been filled and only $500 remained.

They arrived in Concord with $110 and no work. After a brief stint with a Citroen/Saab operation, Denny hooked on with a Mazda dealer. Working only mornings, he would complete a whole days’ work in four hours, take the afternoon off and head for a phone booth where he spent the afternoon setting up his own business. In April of ‘74 the Import Shop was born. This name is the type of thing Dummkopfs are made of. It seems Denny continually got calls from people wanting to buy wicker baskets, oriental rugs and the like. Eventually, he changed the name to the present KAHLER’S PORSCHE-Mercedes Services and Parts.

Denny’s hobbies include raquetball, photography and water skiing. Cindy’s are seasonal. She’d like to snow ski in winter and be pregnant (as she is now) the other nine months (this is a joke). She also enjoys dancergentics. Hobbies the Kahler’s share (aside from pregnancy preparation) are weekend sojourns to Tahoe for good food, good shows and luck at the tables. They also enjoy browsing art galleries. Their favorite artist is Charles Bragg for his style and humor.

continued next page
GGR Means People, continued

Cindy most admires people who are good at some thing and happy because of it. Denny's ambition is to drive and finish the Daytona 24 Hours. He feels he will accomplish it sometime in the next three years.

When asked the desert island question, Cindy responded with Robert Redford. When pressed further on what equipment she'd need, she said, 'Why I'm sure all the necessary equipment would be there'. Denny preferred Susan Anton, food and wine.

The Kahler's first Porsche was a '59 Conv. D. (Denny says, 'D for Disaster') a restoration project. They've had a number of cars since but only claim official ownership of a '70 911S, a '70 914.6 and their current '72 T which is a '79 Turbo lookalike. Of all their cars, the most interesting story comes from the S. The car had been sold on Monday with delivery due on Friday. On Wednesday, the car was stolen from Sun Valley Mall while the Kahler's were Xmas shopping. Denny procrastinated in telling the buyer and Friday morning received a call indicating the car had been recovered. Zero damage, no tamper marks, and only seven additional miles. Even the Xmas presents were still there. Denny speculates that the thief must have known him and on finding his name on the registration realized he may have difficulty unloading parts, so ditched.

The Kahler's dream car is a white 928 with tan leather interior. Denny has gained a recent keen appreciation for 928's.

Denny and Cindy joined GGR in 1975. Denny ran for Tech Director in 1980 but narrowly lost to Jerry Woods. He was appointed Tech Chairman for 1981 and has a lot of neat new ideas to spring on us. He probably won't run again but only because of his busy business schedule. Cindy has no aspirations for the Board but would enjoy writing for the NUGGET.

Both have had a brush with the Dummkopf. Denny got it for going faster at time trials with a junkyard 2.2E motor than he was going with his tricked out S. Cindy narrowly escaped for wearing her helmet backwards at an autocross.

The Kahler's enjoy GGR. Their favorite events are Auto-X's and dinner meetings. Their favorite all time event was the '77 San Diego Parade which was the only one they've attended. Both think the club ought to do more charity work and cite Porsche Tripp I as another of their favorite events. Cindy says, 'No matter what you want to do, it's there. GGR does it all!'. Other thoughts on the club, 'We really believe the drop in attendance at Auto-X's is due, in part, to the fact that there is no longer a post event party. The Trethan's hospitality was something people always looked forward to. We'd like to see more socials in people's homes and more informal events like bowling. We'd also like to see a three-year moratorium on all competition rules changes'.

'We like the quality of the new NUGGET but feel strongly that the old NUGGET was more treasured and readable. There have been times with the new NUGGET that we simply didn't enjoy reading it. We've both heard complaints about who appears in the NUGGET and feel the people who work, lead and participate deserve to be written about.

Denny and Cindy Kahler. I think I've saved my job.

BILL PATTON

CONGRATULATIONS to the Kahler's on their new arrival. It wasn't the girl they wanted but we guess they'll keep him.
WELCOME NEW MEMBERS

NEW MEMBERS

Andrew Fitzgerald (Dara)
618 Paradise Valley Court South
San Ramon, CA 94583
(415) 820-8213
1978 912
Aviation Mgr.

Ludwig Dach (Connie)
1121 Royal Ann Court
Sunnyvale, CA 94087
(415) 736-2888
1968 912
Manager

Jay Pearce
853 Belle Ave.
San Rafael, CA 94901
(415) 454-9619
1970 914-6
Insurance Adj.

Mark Meredith (Mindy)
6763 Pinehaven Road
Oakland, CA 94611
(415) 655-9082
1973 911T
Mkt. Manager

Richard Hodill
109 Mission Drive
Palo Alto, CA 94303
(415) 321-2219
1964 356C
Pilot

TRANSFER IN

Mark Olsen (Anita)
18450 Carwyn Drive
Castro Valley, CA 94546
From Loma Prieta Region

Richard McInnis (Beverly)
1951 Brantley Drive
San Jose, CA 95131
From San Diego Region

Alan Zulberti (Andrea)
3497 Canfield Drive
Danville, CA 94526
From Redwood Region

Robert Neal (Susan)
931 Lincoln Avenue
Palo Alto, CA 94301
From San Diego Region

NEW DUALS

Jim Perrin
2041 Willowick Drive
Columbus, Ohio 43227
Mid-Ohio Region

ADDRESS CHANGES

Marci Kittrell, P. O. Box 185, Carmel Valley, CA 93908

Dale Bates, 836 Bay, Mountain View, CA 94041

Ed Clement, Box 104 Star Route, Woodside, CA 94062

Michael Hoffman, 1121 Kottinger, No. 4, Pleasanton, CA 94566

Michael Tanimoto, 6512 18th Ave., Sacramento, CA 95820

Jonathan Haylock, P. O. Box 4238, Santa Clara, CA 95054

Jay Villarreal, 849 Grenada Lane, Foster City, CA 94404

Douglas Wells, 3350 Revere Ave., Oakland, CA 94608

John Wilson, 38850 Farwell, No. 9D, Fremont, CA 94536

Anthony Souza, 38850 Farwell, No. 17B, Fremont, CA 94536

Bob Rettenbacher, 911 Dwight Ave., Half Moon Bay, CA 94019

Vernon Brown, P. O. Box 6777, Tahoe City, CA 95703

Dr. Dale P. Wren, 840 Opal Drive, Suite No. 4, San Jose, CA 95117 (408) 984-7787

Jack Bowers, 520 Rhodes Drive, Palo Alto, CA 94303

The Year of Tahiti

This is not an official PCA event

DEADLINE:

Deposit of $235.00/person due by May 1, 1981. Balance due by July 15, 1981.

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NUGGET/27
INTERIOR TECH

Saturday, February 14, 1981, was a double inaugural. For myself, it marked my first attendance at a PCA-GGR Tech Session. For Denny Kahler, it represented his first effort as Tech Chairman for 1981. The session was held at Rae’s Upholstery, 186 E. Sunnyoaks Avenue, Campbell, California. Approximately 60 members of the PCA-GGR attended a four hour session hosted by Jim and Ron Davis and Staff.

Jim Davis and his son Ron took turns conducting the program. Including Jim’s father, the family has been in the upholstery trade for three generations. Jim spent some time in detailing the correct fashion of rebuilding Porsche seats - both upholstery and frames and webbing. He used as demos several less successful rebuilding attempts in comparison to a beautifully redone set of leather seats from a 356 Roadster, which they had just completed. He suggested that preventative maintenance with respect to upholstery is as wise an investment of time and effort as it is with respect to the mechanical portions of your Porsche. He was also helpful and straightforward in responding to questions with respect to which brands of cleaning products are best for use in the care of Porsche interiors.

Jack Davis, owner of Rae’s, shows an old but properly constructed seat to a GGR crowd at Interior Tech Session, February 14. Ron Davis, son of Jack, is to Jack’s right. (An improperly done seat is on work board.)

continued next page

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28/GOLDEN GATE REGION
Ron Davis pulls a 'temporary' seat out of his demonstration car. He went on to show how to install carpeting.

Son Ron spent approximately an hour and a half demonstrating the proper methods and sequence of installation of a complete set of interior rugs for the same 356 Roadster. He was most accommodating and took time to demonstrate to the participants the proper manner of applying glue and ways of avoiding unseemly wrinkles and headaches. In all, the session was extremely worthwhile and it appears if his initial attempt is any indication, Denny's Tech Sessions for the upcoming year will be well worth attending. Many thanks to the Davis', their Secretary and the other members of PCA-GGR who supplied Valentine Candy as well as coffee and donuts.

Mike Kyle

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.

1974 911. We were asked by our friend to sell his beautiful red 911. Only 150 miles since painted (by Metalcraft) and only 500 miles since complete engine rebuild. Reason for owner selling - want 914-6. Car is in storage and may be seen anytime after 7:00 PM Monday thru Thursday. Also my 2.0 911 engine that has sat in our backyard for the last 18 months - very cheap! Plus additional assorted Porsche goodies. George or Kathy, (415) 895-9735, lv. message.

1978 SC Coupe, Sebring green with tail. The car has: air, Blaupunkt AM/FM 8-track and 16" wheels with P-7’s, $18,500. Mike Wickstrom, days (209) 229-3511; evenings (209)431-1415.

Bell Helmet, M2 & 71/2, metallic grey, size 7 l/2, worn only twice, cost $76.84, asking $50. Dale Wren, (408)984-7787.

4 - 6x15 factory allow wheels w/caps. Absolutely perfect condition. Mounted and balanced with 185/70 VR Dunlop tires. 2 good condition, 2 fair. $650. Bob Keck, 820-0741 or 768-8464.

1975 914 parts: 914 1.8 engine and exhaust systems, will separate. Left and right 914 front struts complete; 5,600 red line tach; ashtray; visor; 17mm vacuum hose; right seat rail, etc. 911 gauges: oil temp/pressure, $20.00. Dale Dorjath, (408) 997-0914.

For Sale: 2 Solex 40P11 carbs w/basket type air cleaners, $150 pr.; 15 mm 356 Sway Bar, $5; 911 Factory Air Cleaner for Cars, Steel, very GOOD COND. $10; 356/912 Stinger Pipe $5; Bill Newlin (415) 728-5351.


914-4 - Four 6½ in. minilites with used race tires (one time trial) $400. Four 5½ in. ATS wheels with black centers $240. 1.8 Liter Holly-Weber carburetor conversion with distributor, fuel pump, etc. $95. One 5½ in. X 15 in. steel wheel with new tire (never used) $50. One 930 Bra (never out of package) $30. Bert at 264-WALL 9:00 a.m. - 6:00 p.m.

Trailer: Like new, custom 4 wheel, electric brakes, radials, for 911, $1,000. Wheels: Revolutions in great shape. Good looking; 2 - 7x15, 2 - 8x15, all for the bargain price of $350. Terrific for autocross or time trials! Call Chuck Fauvre at (408) 867-3366 evenings or (408) 243-0320 days.

185/70 CN36's, lowered, Koni shocks, original fog lights, stainless brake lines. Clean, fast, good handling, and economical. $13,000.00 firm. Bruce Fogerty (415) 651-0139.

continued next page

NUGGET/29
The Mart, continued

Snowchains for 924 (I85/70 x 14") will also fit some 13" wheels. Brand new/never used. Best offer or would prefer trade for 15" chains. Bill Hildebrand, (415) 658-9272 eves. (415) 343-0335 leave message.

911 Parts: IROC used whaletail, $100; 73S leather steering wheel including horn ring, excellent, $60; two Dunlop Sport Super 215/60VR15s, used 2K, $170/pair; perfect engine lid, letters, lights, lock, $85; front spoiler, 911 503 055 00, 2 small nicks, $70; 78x8x15" factory alloys, black centers, polished, never mounted, concours, set only, $950; Hushpower exhaust for 911 thru 74, $40; 15mm, 19mm front sway bars thru 73, 15mm rear, excellent, $20 each; FOB or can deliver; Marvin Besmer, 1900 Carriage Crest, Carson City, Nevada 89701; (702) 882-9085, eves. mostly.

For 914: Momo steering wheel hub, $20.00; front valance pan, $15.00; Mohn ski rack, brand new, fits '75-76 914, $25.00; 2 stock rear shocks and springs, approximately 45,000 miles used, $20.00 for the set; assorted fuel injection parts (MPC system) from 914 2.0, make offer. For 911: Set of piston and cylinders from 2.4 liter, mechanical injection 911, $100.00. 1973 911 T yellow/black, alloys, XWX, factory Recaro seats, H-l headlites, 'S' guages and trims, lowered and aligned, lots of extras, asking $11,000.00 or trade for a 914-6 plus cash. Contact Cris Huergas Jr., (415) 865-0843 or 521-6093.

1973 911 Time Trial Coupe, 2.4 'S' eng., locked rear end, acid dipped, roll cage, 10 & 12 Centerlines, excellent G.T.U. potential, super clean, fast & bulletproof. Will consider Porsche trades. Will sell complete or as roller, $16,000.00 or best offer. Kenneth L. Mack, (408) 379-3920.


WANTED


WANTED: Used black RECARO LS Seats. Don Patterson, (408) 354-0618.

WANTED: 914 Front bumper ('73/'74) with rubber top piece and front guards. Bill Hildebrand, (415) 343-0335, leave message; (415) 658-9272, evenings.

Wanted: 4-Cam Carrera Eng. complete & strong running to finish my restoration (56 GS Speedster). Have to trade: near complete 1500 4-Cam Eng., '55 Speedster unrestored ex-race car, runs gd., and/or $. All correspondence will be greatly appreciated. Thank you. Jack Styles, Box 215, Peabody, Mass. 01960; (617) 535-3337, Member Northeast Region.

WANTED: 2 Porsche alloys, 15x7, factory or replica, must be in good cond. Have 2 15x6 Porsche allows to trade plus will pay cash difference on the right wheel. Cris Huergas Jr., (415) 865-0843 or 521-6093.

FOR RENT

For Rent: Roto-Hoist for a 356; $25.00 for the first week, then $10.00 for each week thereafter. John Gallagher, 477 Veda Drive, Danville, CA 94526; (415) 837-0826.

PERSONALS

A special thank you to Dinah Patterson for a wonderful dinner meeting in February. The food was the best banquet meal we've had and the service was exceptional. Keep up the good work.

ADS SUBMITTED FOR THE MART RUN ONLY ONE MONTH UNLESS A SECOND AD IS SUBMITTED THE FOLLOWING MONTH. I DO NOT REFILE ADS. SECOND RUN ADS ARE ON A SPACE AVAILABLE BASIS AND MAY NOT RUN.

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Coming Events

APRIL

1 BOARD MEETING - BLOW
4 / 5 ZONE 7 - SHASTA / REDWOOD
11 / 12 TIME TRIAL SCHOOL AT
GOLDEN STATE RACEWAY
14 PIT CREW - PATTON
18 TECH SESSION
DINNER MEETING - WEBER,
BROOKING
24 - 26 C.R.A.B.
30 MAY BOARD MEETING – BLOW

MAY

2 / 3 ZONE 7 - YOSEMITE / SAN
JOAQUIN AT STOCKTON
9 SACRAMENTO DELTA CRUISE
10 GGR RALLYE SERIES - CLEVER
12 PIT CREW - NEIDEL
16 TIME TRIAL TECH
16 TIME TRIAL TECH
DINNER MEETING - ATLEE,
PATTON
17 CONCOURS
23 / 24 TIME TRIAL - LAGUNA SECA
28 JUNE BOARD MEETING – BLOW