CARLSEN
PORSCHE/AUDI
PALO ALTO

1730 Embarcadero Road  Palo Alto, CA 94303  415/856-6300
10% discount on parts and accessories to PCA members
May I have the envelope please! By the time you receive your August NUGGET, the results will be known—the recipients will have been named for four prestigious awards presented annually by National at the Porsche Parade. How does GGR size up this year?

ENTHUSIAST OF THE YEAR

Bill Patton, GGR’s nominee for Enthusiast of the Year, made contributions to GGR and PCA in 1980 which will be hard to match anywhere in the Country. In addition to being President, Bill chaired numerous events, including the very popular Ryde Hotel Tour and the highly successful Community Day, which netted over $4,000 for Pete Gidding’s Underprivileged Children’s Project.

Bill’s enthusiasm, dedication and innovative ideas will certainly win him a spot as a front runner for this most coveted award.

Golden Gate has had three members named previously as Enthusiast of the Year: Burt Propp (1966), Dwight Mitchell (1971), and John Clever (1975).

DIRECTORY

Listed below is a directory of GGR’s Committee Chairman and other important positions that make the club function smoothly. Call these people if you have questions or suggestions for their area of duty, or if you’d like to volunteer to help them in the duties of their job. Please call before 9:00PM.

<table>
<thead>
<tr>
<th>AUTOCROSS CHAIRMAN</th>
<th>JOHN &amp; KAREN HAWKINS</th>
<th>1340 ODDSTAD BLVD. PACIFICA, CA 94044</th>
<th>(415) 389-0542</th>
</tr>
</thead>
<tbody>
<tr>
<td>BY-LAWS COMMITTEE CHAIRMAN</td>
<td>DONNA TREFFZ</td>
<td>1750 RANCHERO WAY, NO. 75, SAN JOSE, CA 95117</td>
<td>(408) 244-0054</td>
</tr>
<tr>
<td>CONCOURS CHAIRMAN</td>
<td>MARK DEVINCENZI</td>
<td>872 OLIVE AVENUE, SAN FRANCISCO, CA 94100</td>
<td>(415) 962-3103</td>
</tr>
<tr>
<td>GGR REPRESENTATIVE TO ZONE 7</td>
<td>TED ATLEE</td>
<td>4644 FORT ROYAL PLACE, SAN JOSE, CA 95136</td>
<td>(408) 979-7499</td>
</tr>
<tr>
<td>GOODIE BAG</td>
<td>SHARON NEIDEL</td>
<td>5860 LEAN AVENUE, SAN JOSE, CA 95123</td>
<td>(408) 225-8103</td>
</tr>
<tr>
<td>HISTORIAN</td>
<td>MARSHA WILSON</td>
<td>1028 PALISADE DRIVE, MARTINEZ, CA 94553</td>
<td>(415) 229-4863</td>
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<tr>
<td>PANORAMA REPORTER</td>
<td>AL BERENS</td>
<td>428 BUENA VISTA AVENUE, BEFORE NOON, REDWOOD CITY, CA 94061</td>
<td>(415) 367-8335</td>
</tr>
<tr>
<td>PAST PRESIDENT</td>
<td>BILL PATTON</td>
<td>4111 OBSERVATORY AVENUE, OAKLAND, CA 94619</td>
<td>(415) 350-0609</td>
</tr>
<tr>
<td>SOCIAL CHAIRMAN</td>
<td>JAN &amp; NICK KELEZ</td>
<td>322 SHAD COURT, FOSTER CITY, CA 94404</td>
<td>(415) 349-7684</td>
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<tr>
<td>PIT CREW CHAIRMAN</td>
<td>LYN &amp; LISA LEVINE</td>
<td>375 ALTAMONT DRIVE, SAN FRANCISCO, CA 94109</td>
<td>(415) 588-7182</td>
</tr>
<tr>
<td>JANET BUCK &amp; AMY SCHMITT</td>
<td>18945 BRENDA COURT, CUPERTINO, CA 95014</td>
<td>(408) 257-3574</td>
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</tr>
<tr>
<td>PUBLICITY CHAIRMAN</td>
<td>GENE BABOW</td>
<td>116 LAUREL GROVE, KENTFIELD, CA 94905</td>
<td>(415) 454-6952</td>
</tr>
<tr>
<td>RALLY CHAIRMAN</td>
<td>KEITH McMAHAN</td>
<td>P.O. BOX 1379, LOS GATOS, CA 95030</td>
<td>(408) 354-2270</td>
</tr>
<tr>
<td>ROSTER CHAIRMAN</td>
<td>LIZ &amp; BOB STIFFLER</td>
<td>7877 BRIGHTON DRIVE, DUBLIN, CA 94566</td>
<td>(415) 829-2049</td>
</tr>
<tr>
<td>TIME TRIAL CHAIRMAN</td>
<td>DENNY KAHLER</td>
<td>2822 COREY PLACE, SAN RAMON, CA 94583</td>
<td>(415) 829-3158</td>
</tr>
<tr>
<td>TOUR CHAIRMAN</td>
<td>JOHN MEUNIER</td>
<td>25 UNDERHILL ROAD, ORINDA, CA 94563</td>
<td>(415) 254-4791</td>
</tr>
<tr>
<td>ZONE 7 REPRESENTATIVE</td>
<td>TERRY ZACCONI</td>
<td>13546 ANZA DRIVE, SARATOGA, CA 95070</td>
<td>(408) 257-6576</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 (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. DUAL MEMBERSHIP FEE $9.00 ANNUALLY.
PREZ SEZ continued

FAMILY OF THE YEAR

This award is sponsored by THE Porsche Family and was first presented at the 19th Parade in 1974. The family nominated should be active AS A FAMILY in the region. The children must be 18 years of age or younger.

GGR’s nominee for 1980 is George and Shirley Neidel and their two youngest children, Rob and Teresa. Sharon and Karen are not eligible because they are both over 18.

The Neidel’s were selected as National Family of the Year for their outstanding participation and contributions to PCA in 1975. As in 1975, the Neidels continue to be excellent competitors, workers, and organizers...perfect qualities for such an outstanding award.

This family’s enthusiasm for PCA is as strong today as it was 19 years ago when George and Shirley first joined GGR. George, Shirley, Rob and Teresa attended and worked a total of 220 events in 1980!

It is your Board’s fond hope that National will once again recognize the Neidels for their ongoing enthusiastic contributions to PCA.

REGION OF THE YEAR

The selection of the award winning region is based on growth, general improvement or maintenance of high standards in activities, meetings, newsletters and adherence to, or the furtherance of, the objectives and ideals of the Porsche Club of America.

Each region is responsible for preparing a scrapbook of its accomplishments for the PRECEDING calendar year. This scrapbook is the item upon which final judging by the Executive Council will be made. The quality of the scrapbook is not what determines the winner, but rather the overall content that tells the ‘Region Story’ for that particular year.

Lynn and Len Levine were the project coordinators for the 1980 Scrapbook. They have contributed a great amount of time and energy putting together a superb pictoral and statistical account of GGR for 1980.

The Levine’s deserve your thanks for a job well done. The scrapbook will be displayed at upcoming dinner meetings for your viewing pleasure.

GGR was selected as ‘Region of the Year’ in 1961.

PAUL HEINMILLER MEMORIAL TROPHY

This award is presented to the best overall PCA Region Newsletter of the Year in memory of Paul Heinmiller, past National Vice President and Editor of PANORAMA.

Each region must submit two issues of their Newsletter for judging, with the Newsletter Committee designating the two months which are to be judged.

There are three categories of submittal, based upon Region size: Regions of 60 members or less; Regions of 61 to 120 members; and Regions of over 120 members. Winners are announced in each category. Additionally, the Paul Heinmiller Memorial Trophy is awarded for the Best Overall Newsletter.

Jeff Lateer, NUGGET Editor for three years (1978-1980) developed our local newsletter into a top flight publication. As a result, Jeff was awarded SECOND PLACE AT LAST YEAR’S PARADE IN PORTLAND for Regions over 120 members.

I believe Jeff will once again be recognized this year for his hard work, dedication, and ongoing efforts to publish a fantastic periodical.

GOOD LUCK to each of our nominees!

SONJA BLOW - PRESIDENT

THE NEXT BOARD MEETING WILL BE AT THE BLOWS RESIDENCE: 1156 Happy Valley Avenue, San Jose, ON SEPTEMBER 4TH, 7PM SHARP.
Join us in September for a weekend tour to California’s breathtaking Big Sur coastline. We’ll be breakfasting in Capitola Saturday morning before departing for a leisurely scenic drive south along Highway 1 (this road was made for Porsches!).

We will converge on San Simeon State Beach for the First Annual Unofficial PCA/GGR Sandcastle Competition and Go-Fly-A-Kite Regional Championships.* A mouth-watering BBQ will follow and we’ve even ordered an awe-inspiring sunset at no extra charge. The price includes the BBQ (‘Surf or Turf’; i.e., fish or steak, salad, baked potato, corn-on-the-cob, beer/wine and dessert), overnight beach campsite (bring your tent and camp gear) and, of course, the sunset. If you’re not into camping, we’ve prepared a list of nearby motels and inns as an option; you must make your own arrangements, however.

Sunday Brunch is planned at Nepenthe’s restaurant, perched 808 feet above the majestic Big Sur coastline. You will have Sunday afternoon free to sightsee or shop in the area or in nearby Monterey or Carmel, take the 17-Mile Drive or just relax and enjoy the sunshine and fresh air. You may even want to plan a side trip to Hearst Castle or travel inland to the ghost town of Jolon.

We can accommodate a maximum of 50 persons, so call early and we will mail you details including motel list, departure times and locations, a ‘what to bring’ list and additional information. Reservations/cancellations must be made by September 4th. Send your check payable to PCA/GGR in the amount of $15 per person to: Janet Buck, at 19945 Brenda Ct., Cupertino, CA 95014.

P.S. We need at least one truck or van and driver willing to carry equipment; the $15 tour fee will be waived in exchange for your efforts.


WHEN: Saturday-Sunday, September 12-13

COST: $15 per person for BBQ/Campsite (all other meals additional).

INFO: Janet Buck or Amy Schmitt
(408) 257-3574 evenings/weekends.
GOLDEN GATE REGION PRESENTS:
EVENT No. 9 - 1981

ZONE SEVEN-PCA

AUTOCROSS
DINNER
SWAPMEET
CONCOURS

AUTOCROSS — SATURDAY, AUGUST 15

Alameda County Fairgrounds, Pleasanton

Coordinators: Kent McLaggan (408) 247-5153
Darrell Terry (408) 448-7799

Group A — Production 356, 912, 924 and Showroom Stock 924.
Grid opens 8:45 AM, closes 9:00 AM

Group B — Production 914, 911 small bore and 914/6.
Grid opens 10:00 AM, closes 10:30 AM

Group C — Production 911 medium and large bore, Production 928 and 930, Showroom Stock 911.
Grid opens 12:00 PM, closes 12:30 PM

Group D — Improved and Modified.
Grid opens 2:00 PM, closes 2:30 PM

All cars must be tech'd and on grid prior to the grid closing time.
Course walk times are approximate; 8:00 AM and 12:30 PM.
Mufflers are required.
DINNER — SATURDAY, AUGUST 15, 6:30 PM

Mariani's, 2500 El Camino, Santa Clara
Spaghetti Dinner, $8.00 each
Casual dress... autocross attire
Coordinator: Dinah Patterson (408) 354-0618

That’s Italian and reasonable... the spaghetti, not our speaker, Bruce Anderson of Garrison Enterprises, who will give a slide presentation on their recent racing experiences.

TIME:
6:30 PM Cocktails (no host)
8:00 PM Dinner

DINNER SELECTIONS:
Spaghetti and Meatballs
Tossed Green Salad
Bread and Butter
Dessert
Coffee or Tea

Make reservations early! This one will fill up fast! Dress is casual! You are responsible for your reservations unless cancelled. Deadline: August 7th.

Send reservations to:
Dinah Patterson
16478 Eugenia Way
Los Gatos, CA 95030

Directions: From 101 exit San Tomas Expressway, turn right on El Camino Real. You can see it from the intersection of San Tomas & El Camino Real; From 17 take Alameda (82) west, which becomes El Camino Real to just past San Tomas Expressway.

SWAPMEET/ CONCOURS — SUNDAY, AUGUST 16

Sponsored by Carlsten Porsche + Audi, Palo Alto
Swapmeet—Gates open 8:30 AM, booth rental $5.00 each.
Concours—Registration opens 10:00 AM, judging at 12:00 PM, awards to follow. Entry fee $7.00. GGR Concours rules in effect.

Coordinators: Bruce Anderson (415) 967-2858
Doug Forster (408) 737-0861

at CARLSSEN PORSCHE-AUDI
1730 Embarcadero Road
Palo Alto
COMMUNITY DAY IS COMING
MEALS ON WHEELS
HEART ASSOCIATION
SPECIAL OLYMPICS

WHEN: September 20th
TIME: 8:00 AM - 5:00 PM
WHERE: Chabot College in Hayward
WHAT IS IT?

This is our annual charity event. This year we will make donations to the above charities. We think that they are great charities and we hope that we can make a lot of money for some very deserving people.

The event includes:

1. Swap Meet
2. Concours
3. Auction
4. Bake Sale

We need you to help! Please call if you will give any amount of time to help make this event a real success.

Needed:
- Donations for the auction.
- People to enter the concours and swap meet.
- Callers to collect auction items.
- People to pick-up auction donations.
- Workers at the charity day.
- Cakes, cookies, pies, breads, etc. for the bake sale.
- Auctioneers.

Please help make this a big success. Call Dinah Patterson - (408) 364-0618.

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8/GOLDEN GATE REGION
FROM THE DRIVER'S SEAT

We went back to Golden State Raceway June 27 and 28 for our second Time Trial, only it was not Golden State, it's once again Sears Point Raceway. Filmways, Inc. has sold the facility to a group headed by Jack Williams the prior owner of the Fremont Racing facilities. Look for lots of improvements to Sears Point.

Speaking of change, we experimented with a format change for our time trial. Originally, I announced that we would consider two 45 minute sessions on Saturday and one 45 minute session on Sunday with the time trials running two practice laps and two timed runs. Feedback made the difference, for some drivers said that 45 minute sessions were too long. Another format was designed to satisfy this concern. It proved to be very successful, both from the drivers' point of view AND the workers. On Saturday morning, each driver had two 25 minute sessions followed by one 30 minute session after lunch. Sunday morning each driver practiced for a 30 minute session, then the time trials were: one warmup lap and three individually timed laps.

The format change reduced the grid cycling from thirty to twenty changes. This significant improvement reduced the constant rushling and tension so often experienced in past time trials especially to those many cars that had more than one driver. The additional benefits to the grid workers, starter, communicator, turn workers, etc., were very apparent as tension and emergency all but disappeared. The one-third reduction in cycling allowed the schedule to be more easily managed and enjoyed by all concerned.

The timed runs were the highlight of the format change as a driver could relax with ample opportunity for scoring a good run. The statistics proved that point as 66% of the drivers did their best on the third timed lap. First lap times that were best were only 12%, with 20% scoring highest on the second timed lap. For the October 3 and 4 event, this format will again be tested at Laguna Seca.

On the subject of Laguna Seca, the problems we experienced at the joint POC/GGR event with the Monterey and SCRAMP officials have been resolved. One noteworthy item is, we will be charged a gate fee of $1.50 per car. This fee is charged to all cars coming into the park, regardless of our renting the race track and paddock. The overnight camping fee of $5.50 will void this $1.50 fee. Sorry folks, but that's our Government's way.

The Great Bike race was outstanding noon time entertainment, thanks to Bill Newlin's idea. The dinner served in the picnic area Saturday night was fantastic. We have averaged for three events, 149 people for dinner. This idea was started by John Johnson in 1980. The pre-techs on Tuesday night appear to be a good idea, too, as no complaints were expressed. This saves our Saturdays. Lots of door prizes have been donated and awarded to participants and guest.

Enough turn workers continue to be somewhat of a problem, so, in October at Laguna Seca, another new procedure will be tested. EACH driver will be required to

continued next page
FROM THE DRIVER'S SEAT continued

furnish a turn worker for a full day or provide other assistance such as tech inspections, instructor or other approved work assignments. Failure to provide a worker will void the opportunity for that driver to participate in the timed runs.

Proposed 1982 combined time trial and autocross rules are now available from Walt Maas. Please get a copy and provide your input and suggestions.

GLENN HILLS - TIME TRIAL CHAIRMAN

THANK YOU

GGR has the greatest people. When we had problems at Sears Point, countless club members pitched in to help us get the car back together. While they helped Tom on the car, others comforted Marj after her accident. The list is very long, but especially helpful were Jim Pasha, Ken Mack, Johnny Johnson, Sandi Candlin, Walt and Barbara Maas, Ted and Sue Atlee, Glen Renk, Paul Zak; and a special thanks to Ray and Sonja Blow for taking so much of their time to stay at the hospital with us. We want to thank you all so very much for offering us your friendship and your help. We will always remember you.

TOM & MARJ GREEN

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THE CORKSCREW
AND ME

Laguna Seca, I knew it well - from downshift points to camshaft dwell, but who'd believe that scrub-oak tree was apex point for 'Corkscrew' and me!

Ah-yes. what a trip! Two highly aggressive experienced porsche clubs joint venturing a single event at Laguna Seca Raceway. Well folks, it happened May 23, 24th in typical porsche style. Thanks to the sponsorship of PORSCHE P.M., 148 drivers (80 from PCA - 68 from POC) roared through this world renown raceway at 104 Aa decibels.

Despite logistical and management nightmares, chairman Glen Hills from PCA, and Tom Marx and Tom Lawson from POC pulled off a fantastic event with perfect weather. LaQuita Hills provided a perfect registration package (everything you needed to know was in there) and Kent McLaggan's tech was thoroughly efficient. But it was still a shock to see all those zoomies in the newly paved pits - particularly those exotic beasts from the 'other club' - it appears that both clubs were staring at each other.

Walt Maas quietly instructed the 'thundering herd' of drivers and then we were off and running. Sharon Neidel, Bob and Liz Stiffler and Amy Schmitt gridded up the groups with military efficiency.

Track steward Roger Ryan pushed us out like clockwork and that hectic schedule of 5 run groups clicked away for two days of downright fantastic 'take it to the red line mama' driving! Excellence was provided.

Saturday evening found 224 ravenous Porsche Pushers enjoying a BBQ arranged by Jenny Amon and catered by Hi-Way Deli of Seaside. In addition, 224 cases of unsoda pop were consumed by thirsty-boisterous workmen and drivers. Door prizes were offered to both Clubs by Taco Bell, Shirley Neidel and Bob Wilson Porsche/Audi - the porsche panties were won by that foxy driver Karen Hawkins - not the Gorilla this time!

continued on page 12
# RESULTS FOR GGR TIME TRIAL NO. 1
MAY 23-24, LAGUNA SECA RACEWAY
SPONSORED BY PORSCHE PM

## CLASS A
- Rick Bower: 1:26.46
- Frank Bower: 1:31.54

## CLASS AS
- Gary Fahl: 1:29.39

## CLASS ASL
- Sandi Fahl: 1:32.82

## CLASS B
- Bill Newlin: 1:25.89

## CLASS BL
- Rebecca Newlin: 1:28.41

## CLASS BS
- Jim LaMarre: 1:34.64

## CLASS CS
- Barney Gardner: 1:31.36
- Mike Lommatzsch: 1:35.46
- Dick Petticrew: 1:36.50
- Paul Seidel: 1:38.02
- Paul Zak: 1:38.68
- Jim Kershaw: 1:42.39

## CLASS E
- John Seymour: 1:27.66
- Bernie Buschen: 1:28.03
- Bert Wall: 1:30.27

## CLASS EL
- Marta Newcomb: 1:33.09

## CLASS ES
- John Della Penna: 1:30.97
- Dale Dorjath: 1:31.32
- David Durham: 1:34.58
- Bill Hildabrand: 1:38.45
- Hermann Bonasch: 1:38.92

## CLASS F
- Gary Myers: 1:25.52
- Chuck Fauvre: 1:28.52

## CLASS FS
- Jim Garrison: 1:24.38
- Dick McClelland: 1:33.74

## CLASS G
- Cecil Beach, Jr.: 1:30.13

## CLASS GL
- Janet Buck: 1:34.53
- Carol Kleindienst: 1:40.12

## CLASS GS
- Glen Wolfram: 1:32.37

## CLASS H
- Tom Amon: 1:21.39
- Mike Hammond: 1:22.25
- Glenn Hills: 1:22.69
- Gary Sanders: 1:23.77
- Michael Hunt: 1:28.62
- Gary Chapin: 1:28.67

## CLASS HL
- Karen Hawkins: 1:28.49
- Elaine Sanders: 1:33.22
- LaQuita Hills: 1:34.16

## CLASS HS
- Randy Salveson: 1:26.99
- Darrell Terry: 1:28.52
- Bill McEvoy: 1:35.29

## CLASS J
- Ted Atlee: 1:20.60
- Mike Fellows: 1:20.82
- Bob Kilburn: 1:24.14

## CLASS JL
- Susie Atlee: 1:24.23

## CLASS JS
- Corey McMills: 1:25.46
- Chris Ayres: 1:29.67
- Larry Grove: 1:36.15

## CLASS K
- Tom Green: 1:24.76

## CLASS KL
- Marj Green: 1:26.07

## CLASS KS
- Paul Harford: 1:27.96
- Richard Bender: 1:35.93
- Bob Davis: 1:40.78
- John Packard: 1:41.69

## CLASS EP
- Jim Meyers: 1:26.01

## CLASS M
- Joe Riedhart: 1:26.57

## CLASS ML
- Bev Riedhart: 1:31.52

## CLASS X
- John Johnson: 1:15.53
- Ed O'Shea: 1:21.93

## CLASS XL
- Marilyn O'Shea: 1:33.64

## CLASS Z
- Walt Maas: 1:13.75
- Harold VonKeszicki: 1:16.63
- Terry Zaccone: 1:17.43
- Don Miraglia: 1:18.66
- Mark Shattuck: 1:19.80

## CLASS ZL
- Judy Zaccone: 1:22.42
THE CORKSCREW & ME continued

In a fashion that is now expected, a single run group contained that trick 356 A who was blowing doors off of people while being slowly passed by a 924 Turbo that was subsequently passed by a 906 which quickly moved over for a turbo 915 that was blasting into the sunset in pursuit of the elusive 935 – Eegads! Porsche history in three dimensions and 100 mph!

The two clubs quickly blended their hand signals and etiquette to form a cohesive-exciting event with fantastic times and the following TTOD awards:

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<tr>
<td>4cyl. Men</td>
<td>Gary Fahl</td>
<td>PCA</td>
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<tr>
<td>4cyl. Women</td>
<td>Sandi Fahl</td>
<td>PCA</td>
</tr>
<tr>
<td>6cyl. Men</td>
<td>Jim Garrison</td>
<td>PCA</td>
</tr>
<tr>
<td>6cyl. Women</td>
<td>Darlene Osterberg</td>
<td>POC</td>
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<td>Tom Green</td>
<td>PCA</td>
</tr>
<tr>
<td>4cyl. Women</td>
<td>Marj Green</td>
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<td>6cyl. Men</td>
<td>Ted Atlee</td>
<td>PCA</td>
</tr>
<tr>
<td>6cyl. Women</td>
<td>Susie Atlee</td>
<td>PCA</td>
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<tr>
<td>4cyl. Men</td>
<td>Jim Meyers</td>
<td>PCA</td>
</tr>
</tbody>
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As the weekend progressed, passengers and students were hitching rides due to the POC insurance rider. At one time, the Mangler was seen in the co-pilots seat of Ken Mack’s super zoomie and he is still grinning – even in his sleep! Before the event was over, new friends and their run lines were exchanged throughout both clubs - cultural exchange between Northern and Southern California.

Thanks to sponsorship of PORSCHE P.M. and the POC sponsors, 130 cars were timed for a new event record. This was a herculean effort by the chairmen and workers of both clubs.

See you at Golden State.

GARFANG - GARY SANDERS

A PIT CREW WITH DINGUS WHO?

This month is the birthday of a great man that has been forgotten. His name was Dingus D. Dubbaphlachie III (It’s pronounced just the way it’s spelled.)

Dingus D. was a well known inventor and adventurer. He invented insanity while trying to flush Mr. Crapper's first attempt at the toilet. (It was later that Crapper put a hole on top.)

Mr. D.D. Dubbaphlachie III's adventurers include riding with the 'Hole in the Wall Gang' in the 1890's where he was fondly known as 'No Toe Joe.'

In his honor (or lack of,) we'll be having a Pit Crew Meeting on Tuesday Aug. 11. If anybody has more information about our friend Dingus please call. Come early and cool off in the pool.

WHEN: Tuesday, Aug. 11
       After 5:30 for swimming
       7:30 for meeting

WHERE: Dave Carey's
       14730 Wyrick Avenue
       San Jose
       377-1882

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12/GOLDEN GATE REGION
BRUNCH ON THE BAY

Please join us on September 27 for an outstanding Brunch Cruise on San Francisco Bay. I will be taking reservations starting September 1. Look in the September Nugget for full details.

Karen Hawkins
Tour Director

SHARON’S CHICANERY II

WHAT: GGR AUTO-X No. 4
WHEN: Saturday, September 19th
WHERE: Alameda County Fairgrounds
Pleasanton, California

You’ll want to be sure to keep this date open for GGR No. 4 as we approach the mid-point of the 1981 season. Details will be in the September Nugget. For information call your event chairman.

Sharon Neidel
(408) 225-8103

CREDITS: Cover photos courtesy of Ted and Susie Atlee. Time Trial photos courtesy of Mike Lommatzsch. Some of last month’s Cruisin’ With GGR photos courtesy of Ursula Grunfeld, sorry I forgot you, Ursula.—Al.

AT LAST!

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It is a time of rebellion against over regulation of the Rocket Car. An intrepid band of car enthusiasts seek to keep driving fun against oppressive rules designed to create innocuous transportation.

Princess Ghia is speeding home to her native planet of Karman with the news of Operation Death Car, a set of regulations so hienious that 55 parsecs a day will become a way of life. Pursuing her is the arch-villian of regulation, Barth Nader.

"Commander, fetch me one of my droids, we must get this information to our sympathizers even if we are captured." "Yes, Highness," bows Commander Nash. "I will send a droid with the news of the operation to Ben Kenosha; I'm sure he will get the news to my father."

The Commander returns with TRE-56-C and R-7-D-2-T, two of the Princess' robot drivers. She programs a message into R-7-D-2-T and orders them to seek out Ben Kenosha on the nearby planet of Muncie.

Waylaid by the Galactic Police Cruiser, the rebels resist arrest and a fight ensues. Rebels and police clash aboard the Princess' vehicle, the androids barely able to make their way to an escape pod. With the ship subdued, in enters Barth Nader, an imposing figure, robed in black and wearing a breathing mask to protect himself from the smog. The Princess is brought in to him.

"Where are those plans you have taken? I know they are aboard this ship!"
"What are you talking about? Plans? Plans? I don't know anything about your stinking plans;" the Princess exclaims defiantly. "I'm on leave from the Senate to visit my father."
"You're on your way to the Media. You are a traitor and a rebel, Guards, take her away."

TRE-56-C and R-7-D-2-T have landed on Muncie and are seeking the desert abode of Ben Kenosha. Suddenly they are captured by the Dienels, six little people who sell driver droids to competition entrepreneurs.

Back on board the Police Cruiser, Barth Nader takes a report from one of his agents.
"The Princess' ship was checked and no plans could be found. She must have sent droids to Muncie, it's the only inhabited planet in this quadrant."
"Then we have them at last. Send a detail to Muncie and retrieve those plans. We have them now!"

Luke Jaywalker heads for lunch after completing his morning chores.
"Uncle Opel, Aunt Subaru, can I have the afternoon off?" 

continued next page
CAR WARS continued

I want to go into town and get new injectors for my Rocket Car."

"There'll be plenty of time when your chores are done. Fiddle with that heap on the week-ends," growles Uncle Opel.

"You can't work him to death, let him have a little fun, Opel," says Aunt Subaru.

"He has to go see the Dienels about two new droids to drive the tractors and he'd better hurry before it gets dark." Luke stumps out and heads for the Dienel's Van.

"Competition droids, no, I can't bring them home, Uncle Opel will kill me."

TRE-56-C spoke up. "Please sir, we can drive anything, just let us get away from here. These people drink wine, all day, it's unbearable."

"Well, okay, but you'll have to think of something to tell my Uncle when we get home."

"Oh, thank you, sir. Come R-7."

Racing through the desert, they come upon an abandoned Manta.

"I don't like this, they only leave their Mantas when they ambush someone."

"Who's they?" asked TRE-56-C.

"Rand People, they don't like sports rocket drivers."

Suddenly there is a loud crash from behind and Luke's Rocket bursts into flame...

CONTINUED NEXT MONTH

COVER

FAMILY PICNIC

East met West and North met South on a sunny Sunday at Huddart Park in June. It was a great picnic! We had more people, more good food and drank more beer than ever before. Volleyball games and horseshoe matches went on all day. For less athletic people there was a jelly bean guess and a raffle. Bob Stiffler just happened to have a pair of hammers, some nails and boards handy. The Lady's Nail-Pound became a tough battle between our President and Vice-President. Donna pounded her way to victory. Thanks, Bob. Thanks to Tom Price and Gino Musolino, we had a great raffle! Tom donated several Robert Bosch jackets and a set of Bosch fog lights. Gino donated two certificates from Techne Electronics towards Ungo Boxes.

While most of us were enjoying fun and games, there were some sneaky people wandering around the parking lot looking for the dirtiest cars. When the 'concours' judges announced the 'winners', several people who regularly do so well showing their spotless Porsches were embarrassed to be awarded buckets and soap to clean their other car with. Is there something special about Volvos that attracts dirt?

Fortunately, the annual egg toss this year was after the 'concours'. It really got interesting as the crowd overflowed the play area and into the parking lot. Amazingly, no eggs landed on any Porsches (or Volvos). But next time you see Mark Devencenzi, you might ask him how raw egg is for the complexion.

I don't know when I've seen more GGR people together having such a good time! Nick and Jan Kelez, Don and Diane Terry, Tom and Marguerite Price and Phil Mullen did a great job putting this picnic together. It was terrific!

P.S. Jan Kelez has an odd collection of left-over Tupperware, serving pieces and assorted picnic ware. Please call her at 415-349-7684 if you're missing something. Marsha Wilson

AXIO IBENDS

Are fire extinguishers in competition cars really a safety feature? Some racing organizations are talking of banning them. Seems that in accidents or heavy off-road adventures, the extinguishers break loose and become wild missiles inside the car, often doing more damage than the accident. Think about this when you mount your fire extinguisher. Tom Green

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Alameda, Ca. 94501
(415)521-7384
Manager
'70 911T Targa

Elizabeth Bates (Ted Robinson)
1773 Hackett Ave.
Mountain View, Ca. 94043
(415)965-4622
Mechanist
'63 356 Coupe

Gary Griffiths (Susan)
1222 Ridge Oak Ct.
San Jose, Ca. 95120
(408)997-2600
Acctg/Staff
'69 911S Coupe

Chris Veal
10140 Parkwood Dr. No.7
Cupertino, Ca. 95014
(408)725-1386
Consultant
'65 356C Coupe

J. Michael Nolte
1036 Whitwell Rd.
Hilsborough, Ca. 94010
(415)348-1826
Attorney
'82 356 Coupe
'76 930 Turbo Carrera

Rafael A. Roure MD (Jeannine)
324B Yerba Buena Rd.
San Francisco, Ca. 94130
(415)397-2827
Medical Doctor
'80 924 Turbo Coupe

Jim Vitaly
50 Currey Ave.
Sausalito, Ca. 94965
(415)332-3518
Engineer
'72 914

Bill Cline (Doris)
255 Oakwood Blvd. East
Redwood City, Ca. 94061
(415)368-7917
Graphic Arts
'71 911T Coupe

Terry L. Alheim (Joyce)
95 Robinhood Dr.
San Francisco, Ca. 94127
(415)585-7071
Computer Marketing
'75 911 Carrera

Arthur C. Horne
790 Funston Ave.
San Francisco, Ca. 94118
(415)221-2202
Retired
'77 911S

Aurelio D. Gomez (Dolores)
3580 Marquette St.
Santa Clara, Ca. 95051
(408)246-2678
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NUGGET/19
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Livermore, Ca. 94550  
(415)443-1481  
Engineer  
'75 911S Targa

Isabella H. Hawke  
632 Sandalwood Isle.  
Alameda, Ca. 94501  
(415)521-4494  
RN  
'80 924 Turbo Coupe

Ron Davis (Nicola)  
860 Olive Springs  
Santa Cruz, Ca. 95065  
(408) 475-4350  
Upholsterier  
'73 914

**NEW DUALS**

Craig E. Johnston (Susan)  
3680 S. Biscay Ct.  
Aurora Colorado 80013  
(303)693-8439  
Rocky Mountain

George Harrison  
197 Briarwood  
Irvine, Ca. 92714  
(714)559-0677  
Orange Coast

Harry Jung  
52 Coronada Ave.  
San Carlos, Ca. 94070  
Loma Prieta

**TRANSFER-IN**

Ivan Richmond (Jean)  
10272 Aviary Dr.  
San Diego, Ca. 92131  
From San Diego Region

Craig Beck  
228 Donahue St.  
Sausalito, Ca. 94965  
From Potomac Region

**AUTO-X**

**GGR AUTO-X NO. 3**

Attention GGR autocrossers the second half of the autocross series is about to begin. The lapse between the first two autocrosses and the second half has allowed ample time for all of you to get your cars ready for a very active second part of the GGR series. Saturday August 29, 1981 is the date which starts the second part of the GGR autocross series. Coursemasters Bob Stiffler and Dick McClelland have a course designed that is guaranteed to be exciting for the first timers as well as the most experienced autocrossers. Instructors are always available.

**PLACE:**  
Alameda County Fairgrounds  
Pleasanton, California

**COST:**  
$5.00 per driver

**REGISTRATION:**  
Opens at 7:00 AM, First car out at 9:00 AM. Fun Runs $1.00 each after the fourth cycle of the grid.

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Leroy Schwoerer 3594 Sunnyhaven Dr., San Jose, Ca. 95117
Ed Wasterlain 1901 SW 68th Ave., N. Lauderdale, Florida 33068
Carol Grant 208 Nelson, Pacifica Ca. 94044
Larry Powers 1588 Trellis Lane, Petaluma, Ca. 94952
Anthony Souza 33068 Lake Candlewood St., Fremont, Ca. 94536
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Steven Bauer 2663 Westberry Dr., San Jose, Ca. 95132
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Douglas Forster (408)737-0861
Mike Fellows (415)924-0623
Tom Everhart (415)851-8243
Cliff Jarrard (415)668-9289
Gene Babow (415)454-6952 / Zip 94904
Harold Rupert Zip 95135
Joe Petersack Zip 94040
James Livingston Cupertino, not San Jose

August NUGGET staff: Many thanks for getting me through a crisis issue, flu one week-end and Med fly the next. Special thanks to Sharon Neidel (typed twice), Don Patterson (Paste-up twice), Mike Lommatzsch (brought more ice cream), and Barbara Berens and Rebecca Newlin who typed long and profuse amounts of material. Thanks also to Bill Newlin, George Neidel, and Karen Hawkins.
FROM THE TECH CHAIRMAN

TECH TIPS

911SC CLUTCHES

On all 911SC clutches, the center hub of the clutch disc is made of a very large rubber vibration damper. After a period of time (from shock overloads on and off the power) the rubber separates from the disc and lodges in the pressure plate. This creates two problems: the first is an out of balance engine; the second is an incomplete disengagement of the clutch caused by the bits of rubber dragging between the flywheel and pressure plate. Tell-tale signs of this are hard shifting and grinding, especially in reverse. The clutch should be replaced immediately, or transmission damage will follow, caused by the overloading of the synchros. When replacing the disc, use the 1972 through 1977 disc. It has less rubber and it is contained in metal...it should last twice as long as the SC disc. The part number is 915-116-011-14. For very hard usage, install Sachs sporting disc 17-1861-485-201 which contains no rubber. Instead, it has springs to absorb the shock loads. This disc was used on the 911 2.7 RS and will fit all 911 Porsches 1972 to current.

VALVE SPRINGS

The 1978 and early 1979 911SC's have been breaking valve springs. If you have an intermittent tic at idle and a slight loss of power above 5500 RPM's, have your springs checked. The outer springs break and wind around themselves. Fortunately, the inner spring has enough tension to keep the valves from bending. Replacing the spring is simple and can be performed with the engine in the car.

OIL SUMP SCREENS

Porsche has come out with a baffled oil sump screen to correct oil pressure drop and start-up smoking on SC's. By design, it keeps the level of oil in the crankcase about 3/4 of an inch lower and prevents cavitation of the oil pump, which results in a drop in oil pressure. The part number of the screen is 930-107-314-00 and the price is $32.15. The second part of the update is to replace the oil pressure relief valve spring on the bottom of the engine. The part numbers are:

- 930-107-531-01 (spring) $1.75
- 999-064-016-02 (plug) $2.40
- 930-107-533-00 (bushing) $1.30

924 GROUND PROBLEMS

On 924 Porsches there is a grounding problem between the battery, chassis, and the engine, which creates poor starting, hot running, intermittent and erratic guage operation and an assortment of other electrical problems. The original ground cable goes from the negative battery post to the chassis, then from the chassis to the engine block. The cables were insufficient in design. After a period of time, they will turn into resistors rather than conductors of current.

The repair takes about five foot of no. 4 battery cable eye and a universal battery cable end. Cut the original cable right at the connection on the battery. Install the universal clamp to the battery post. Install one end of the new cable and the original cable to the clamp. Run the other end of the new cable through the firewall where the positive cable goes through. Then run it behind the distributor and towards the no. 1 fuel injector. Using an Allen wrench, remove the rear bolts that hold on the fuel pump block off-plate. Install the no. 4 eye to the cable and bolt the cable to the block.

Denny Kahler
Tech Chairman
FROM THE BEGINNING

356      550
356A     718
356B     804
356C     904
911      906
912      907
914      908
914/6    910
924
911SC    917
928      935
936

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'We're closer than you think'
The July Board Meeting was held July 6 at President Stead Airport. Authorities were totally unacceptable, being each about 3,000 feet long by 150 feet wide. The budget for the Parade has been based on 500 competitive entries and 200 social entries resulting in the following entry fee ceilings: $105 competitive entry, and $75 social entry. National has asked GGR to sign a new contract with more stringent controls. The Board voted not to sign the new contract with the hope that the Sierra Nevada Region will sign, placing the responsibility and the authority for the Parade together in the same Region.

Mike Lommatzsch reported for the Nominating Committee. They have contacted a number of people and have had a favorable response. Mike asked the present Board members who would run for re-election and only Sonja and Ted declined. Len and Lyn Levine presented the 1980 scrapbook for Board review before sending it off to the Parade. The scrapbook looks great, and it came in under budget. Our Scrapbook and nominees for Family of the Year (Neidel's) and Enthusiast of the Year (Bill Patton) must be into National by July 13.

Dinah presented her budget for Community Day September 20th. This is our annual charity event and this year it will benefit three charities: Meals on Wheels, Special Olympics, and the Heart Association. The event will be at Chabot College this year and consist of a swap meet open to all foreign cars; Concours with other Marque clubs invited to display cars; the auction and the bake sale. The target profit for the event is $3,300 which will be donated to the three charities. Bill Patton asked that his proposal concerning our financial posture and charity events be dropped. Walt said that before we drop it he would like a report from our assistant Treasurer, Dale Dorjath. Dinah reported that Denny Kahler sold half of the club's tech manuals for $485 and that the rest would be offered in the Panorama. Dinah also requested and was granted a $15 per month refreshment budget for the tech sessions.

Donna presented her By-Laws committee's recommended changes. Walt recommended that the club require that candidates for President must have served on the Board in the past five years or in a major position in the club. Donna's committee will prepare what we hope is the last revision of the proposed By-Laws changes for Board review at the next meeting.

Walt and Dinah will ask each of their chairpeople for events to recommend in their area for event of the year and provide a write up stating why. The Board will then review their recommendations for selection of event of the year.

Terry Zacccone reported that Zone 7 Presidents meeting has been changed to July 18th in downtown Tracy. Terry will take proxies from regional Presidents. Our Board recommended to Terry that any future appointments to the PCR Committee should be a person with a strong back-
BOARD BUSINESS IN BRIEF continued

ground in all competitive events. Terry also wanted to have our opinion on the membership drive and inactive members. The Board told Terry that inactive members cost us money but that if the Regions received a larger share of the National dues maybe we could get enthused about the membership drive. The current split is $21 for National and $9 for the Region. The Board felt that a Region increase of $3 to $5 per member would make a membership drive worthwhile to our Region. It has been our Region’s posture for years to require that a potential new member come to an event to get their application. The purpose of this was to show their willingness to be active - at least it shows more willingness than someone who won’t come to an event to get an application.

Sharon Neidel gave her Goodie Bag report for the past month which shows a $46.16 profit. The Stiffiers reported that the Roster is on schedule and thanked the Board for the ads on the inside covers. Liz said that the typesetting will start the end of this month at the Nugget office (Adamson and Walton). Donna reported on Event Sponsorship, she said the Newlines have been doing a good job of writing thank you letters to the event sponsors. There is some ambiguity over the sponsorship of the October Time Trial. Sonja reported on the National Event Liability Insurance. Sarah Quement of Sacramento Valley Region invited us to their Dinner Meeting the night before the Zone Autocross which is the same night as our dinner meeting. Some of the Regions of the Zone have complained that we have not publicized their Zone event in the Nugget.

Donna reported that she has sent in the insurance forms for the next month’s events. The Board accepted Ted’s Treasurer’s report. The financial report for Time Trial No. 1 (Laguna Seca PCA/POC) was presented - GGR made $3,386.79 on the event. The financial report from Time Trial No. 2 is not completed yet. Ted had a report on Budget performance which shows most areas of the club are doing better than target. Ted also asked that the Board submit budget expenses monthly. Janet Buck has written letters to our unpaid Nugget advertisers and will take both Porschetech and Mr. Porsche to small claims court. The current collection for Nugget ads is OK.

Mike Lommatsch thanked Donna Trefz for the entertainment at the last new members meeting. Mike said he had 44 Nuggets returned by the Post Office because the address was incorrect. Get those address changes in to Mike when you move or you won’t get a Nugget. Mike reported that he has had no response from National on the 20 Year Certificates. He also said that his new answering machine is working great.

Jan Kelz reported that the Family Picnic was a great success this year - the club drank more beer than ever and Clever wasn’t even there. The picnic was so successful that it went over budget about $70. A great time was had by all. Tom Price of Bosch donated jackets and lights as game prizes and Gino Musolino donated two $250 gift certificates for Ungo Boxes. Both Tom and Gino are GGR members. Amy Schmidt presented the San Simeon Beach tour budget for Board approval. The event is a break even event the Board approved the budget.

Walt reported that the first draft of the Time Trial rules has been printed and is being distributed for review. Printing the rules cost $287 for the first draft, the original

continued next page
BOARD BUSINESS IN BRIEF continued

budget was $300 for the whole project. The budget will have to be revised, an item which was tabled until the next meeting when Ted will be present.

The meeting was adjourned at 11:10.

Respectfully Submitted,  
Bruce Anderson

NORTHERN CALIFORNIA SPORTS CAR COUNCIL  
21ST ANNUAL SPORTS CAR OLYMPICS

MULTI EVENT PROGRAM ON LABOR DAY WEEKEND CENTERED IN SALINAS'

Salinas - The 21st Annual Sports Car Olympics is moving from the usual mountain site to the 'flatlands' in the Salinas-Monterey area on September 5-6-7, Labor Day weekend.

1981 Sports Car Olympics Chairman Betty Stieers of Visalia announced the change is due to lack of a suitable Sierra location for the activity-packed program staged by the member clubs of the Northern California Sports Car Council.

Open to all sports car enthusiasts, the Sports Car Olympics will include an autocross on the paddock area of the Laguna Seca Raceway, a concours d'elegance on the grounds of the Salinas Community Center as well as two rallies, a funkhana and the sports car quiz.

Among the clubs participating through sponsorship of events are the Pebble Beach Sports Car Club, Checkpoints, Ltd., Sports Cars Limited, Fremont Touring Club, etc. Each of the experienced event chairmen will put every effort toward making it a memorable weekend.

Beautiful medals will be presented to the class winners on each event and the top 20 overall will receive special awards, too. A long list of marque (make) awards and door prizes is expected to add to the festivities.

For an entry form, write P. O. Box 444, Fremont, CA 94537 or call (415) 793-2514. One fee will cover all meals, events and lodging at the Sports Car Olympics headquarters, the Quality Inn of Salinas. Club membership is not required and any import or sporty car is welcome.

For information, call Harriet Gittings (415) 793-2514.

HARE N’HOUND ORGY

Now that we have your attention, let us tell you about the Hare N’ Hound Rallye. This is not a time and distance rallye, but instead a FUN-time social rallye. It is one of GGR’s premieres, fun, and low-key events where some people spend more time trying to foul up and wreak havoc among their competitors than actually trying to win. We recommend getting a carload of friends together on Friday night, September 25 and coming out to follow the trail of the hare. The winner will be determined by having travelled the distance closest to that of the hare. We have established two classes, with prizes being awarded in each. Details will be supplied in the September NUGGET -- but mark your calendars NOW for Friday, September 25 to join all the other hounds trying to outwit the notorious hare.

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26/GOLDEN GATE REGION
ADDRESS CHANGES

This is your last chance to change your address or phone number before they go to the printers. I have very few phone numbers for the dual members and the last two years’ transfers-in. Please get that info in.

Also, I received back over 40 Nuggets with bad addresses last month. If you haven’t received either June or July - it is because I had a wrong address. I do get some corrections from the Post Office when the Nuggets are returned but no phone numbers. If you have moved please check your Nugget label and make sure it is correct and also check your phone number in the last year’s roster. If a change is necessary, drop me a line or use my phone answering machine.

Remember, when you move, you must notify the Membership Director and National. Both are necessary as we don’t transfer that information.

Thanks
Mike Lommatsch
Membership Chairman

TO THE EDITOR

DEAR EDITOR:

The dog has just announced the arrival of the mailman so I drop what I’m doing, (messy when you are cooking eggs) rush to the post box to find another issue of the Nugget! The cover intrigues me, the president’s comments make me think how inactive I have been in GGR/PCA, the up-coming tours lure me from page to page. The eggs have boiled over and the meat burns but I pay no attention. My copy of the Nugget captures me once again and my busy day rests for a moment.

Thank you Editor and Staff for a job well done.

Yours truly,
Carolyn Ramsay

BLAST FROM THE PAST

RODNEY’S RADIATOR TIPS

Regardless of what the factory recommends, your radiator water should be changed at least every 5,000 miles. The project is best accomplished in a large bathroom, or small swimming pool with ramp.

First, remove drain plug, clean the attached lint filter. If the filter is damaged it can be replaced inexpensively with 1/2 a pair of women’s panty hose.

Second, point a flashlight into the filler tube, and inspect the exterior for any light that leaks out. If leaks occur, turn off the light.

Third, before refilling check the temperature with your elbow, and adjust to cylinder head temperature (to avoid cracking).

As a precaution, always carry a can of dehydrated water in the trunk for refills. (Always fill to the tide line.) Lastly, test drive your Porsche, monitoring temperature closely. If she runs a little warm, add ice.

Remember when this was a joke? Water cooled Porsches are here to stay. This handy set of tips comes from a 1975 Redwood Region newsletter, as do several of the MART ads this month.

A SPECIAL INVITATION

(Before the September Dinner Meeting)

On your way to Pleasanton September 19th, drop by the Diablo Country Club anytime between 4:30 PM and 6:30 PM -- see an outstanding array of Jaguars and Classic Thunderbirds (some national winners). This annual (non-judged) Concours is always a success. Would GGR like to have a ‘Two (or Three) Car’ club activity of this type in 1982? Come and see.

TOBY AND LETA EVANS, Hosts for the event

(Take Hwy 680 to Danville – east on Diablo Rd. approx. 1.9 mi. (toward Mt. Diablo State Park), turn left into Diablo Country Club grounds. Keep left approx. ½ mi. turn left on Club House Road).
We have an excellent parts department to serve our own needs. This same excellent parts department is available to you either at our store or through our catalog sales. We have quality parts in stock for all Models 356 to 928 for maintenance, competition, and restoration. We also carry accessories for both you and your car which includes apparel, gifts and exotic goodies! In the rare event that we don’t have a part you need in stock, we will be more than happy to expedite it as fast as possible for you. All our parts are offered at attractively competitive prices too!

We at Garretson Enterprises, are proud of our modern facilities and our high standards of workmanship. Our employees are experienced professionals, well trained in their crafts, providing high quality work and unsurpassed performance. Our capabilities extend from complete maintenance of street Porsche models to full race car preparation. To enable us to provide these services we have a large well equipped service center.

Garretson Enterprises has extensive experience in building 356/912, 914, 924, 911, 934, and 935 engines for all applications from blueprinted stock street engines to full race prepared engines. Whatever your engine needs, be sure to contact Garretson Enterprises for advice and price quote.

Doing work on your own Porsche? You will probably need some machining done, valve guides or seats installed, valves ground, heads machined, flywheel surfaced. All machine work is performed to the same exacting tolerances that we would hold for our own engines. Contact Garretson Enterprises for any of your Porsche machining needs.

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ACHTUNG ACHTUNG
SPECIAL ANNOUNCEMENT

Coming soon to a fairgrounds near you! The Great Pumpkin Autocross. A real Trick or Treat event. Special prizes for costumed drivers. Follow your NUGGET for further details or follow your nose to Alameda County Fairgrounds in Pleasanton on Saturday, October 31st. Make it there before 8:30 a.m. to be sure to get as many runs as possible. Only those who help set up the course will know where the Trick or Treat CEMENT cone is...

EVENT CHAIRMEN - Bill & Rebecca Newlin
GGR Autocross No. 6
SPONSORED BY NORBERT NIESLONY'S AUTOHAUS

YOSEMITE COMMITTEE

Numerous people have shown or told me that they would be interested in chairing or helping with the 16th Yosemite Tour in March 1982. If you are still interested or interested now, please contact me so we can all get together at some convenient time in the future.

Thanks,
Mike Lommatzsch
1981 Yosemite Chairman

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TECH SESSION

AUGUST TECH

WHEN: August 22nd - 9:30 AM
WHERE: Kahler’s
6392 Scarlett Court, Dublin

Come to Kahler’s on Saturday, Aug. 22nd. and find out all about Porsche suspensions, alignments, and chassis weight checking, and what to do to make your Porsche handle at its best.

DIRECTIONS: Take 680 to 580 East. Take Hopyard Rd. off-ramp. Go left (cross back over freeway.) Take first right (Scarlett Court.) Second building on right.
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

1970 914-6, Orange with rare tan interior, Alloys, Bilsteins, Carrera sway bar, stainless brake lines, lowered and aligned by Bud Hart Porsche Racing, European carb kit, K+N's, saratoga top, etc. Many extras. Only 42K miles. All service records. Original and in concours condition. Sacrifice $11,800. Call Tim 408-253-9245.

1970 914-6, White, no rust, many miles, $7,000. Call Gary Walton, 968-6177 or 961-0777.

From 1966 912 middle rear fan belt. Installed only once. (from '66 thru '75). Call (415) 555-1212

Very rare rear door; excellent condition, complete with fog lamps. Call Doug

WANTED: Complete set of rear seat belts for 914. Prefer sand beige. Call George

‘100 Porsche models for sale. From ‘Z’ scale (1:200) to large 1:8 scale. All different. Some rare, some not. From 356 to 928. Most are diecast and plastic, but some are unbuilt kits. Not available before August 16th and the Swap and Concours Session at Carlsen Porsche/Audi in Palo Alto. Will have booth there. Gene Babow.’

1974 Porsche 914-2 Black/Tan - Excellent condition. 55,000 original miles - engine overhaul and suspension preparation by Garretson Enterprises at 51,000 mi. Pioneer AM/FM Stereo Cassette with Pace C8 and 3-way snap-on antenna. App. Group - console, map box, gauges, fog lights, clock, boot. Momo sports steering wheel. Rear window defogger. Bra and Tan Flannel car cover. ATS ‘Black-out’ wheels on Kleber 185/70 HR15 tires or factory optional alloys with lug nuts. Ansa exhaust system, oil trap by Garretson Ent., 19mm 914-6 master cylinder-steel brake lines-brake pads replaced, lowered; rack spacers, bump steered, wight-balanced all around; Carrera racing shocks all around; 22mm torsion bars - 180 lb. coil springs; 22mm front sway bar w/Heim Jointed adjustable drop links; new clutch and clutch cable; lightened/balanced fly wheel; CV joints overhauled (all). $8,500 - Ray & Sonja Blow (408) 255-3551

1974 911S engine, less CIS, less exhaust; 1957 Speedster transmission BBAB; 356B dual grill rear deck lid; 356 Zenith Carbs & Manifolds; 911S alloy brake calipers; 911 2.4 crank shaft; 1973 911 heated rear window; ALL BEST OFFER - James A. Charrette (415) 792-4738

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CONSIDERATION TO PCA MEMBERS

PORSCHE
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  - San Jose 95136
  - 408-578-7499

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  - 415-326-0122

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  - 408-354-0618

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  - 21231 Sullivan Way
  - Saratoga 95070
  - 408-867-1738

**Membership**
- Mike Lommatzsch
  - 707 Continental Circle No. 1918
  - Mt. View 94040
  - 415-962-0839

### Coming Events

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