CARLSEN
PORSCHE/AUDI
PALO ALTO

1730 Embarcadero Road  Palo Alto, CA 94303  415/856-6300
10% discount on parts and accessories to PCA members
Tis the season for catching just about everything -- colds, flu, Super Bowl Fever. There's something else in the air that is spreading, and I hope that you catch it! If you come in contact with a club member who has been affected by it, hopefully IT will rub off on you.

It is very contagious and has some unusual side effects. It makes you feel happy, you laugh a lot, you enjoy other people, you volunteer to head club events, you contribute for the benefit of everyone - It is called *ENTHUSIASM*.


By the end of 1981 your new Board hopes to have a widespread epidemic of *ENTHUSIASM* running throughout the Region.

The Board is proud to add the following names to the previously announced list of appointive/volunteer posi-

**DIRECTORY**

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

**AUTOCROSS CHAIRMAN**  JOHN AND KAREN HAWKINS  
1340 GOODSTAD BLVD  
PACIFICA, CA 94044  
(415) 359-0547

**BYLAWS COMMITTEE CHAIRMAN**  DONNA TREVZ  
150 RANCHERO WAY, No. 75  
SAN JOSE, CA 95123  
(408) 249-9994

**CONCOURS CHAIRMAN**  MARK DE VINCENZI  
872 OLIVE AVE  
50 SAN FRANCISCO, CA 94080  
(415) 952-603

**GGR REPRESENTATIVE TO ZONE F**  TED ATLEE  
4646 FORT ROYAL PLACE  
SAN JOSE, CA 95136  
(408) 5/II 7499

**GOODIE BAG**  SHARON NEIDEL  
5880 CLEAN AVE  
SAN JOSE, CA 95123  
(408) 275-801

**HISTORIAN**  MARSHA WILSON  
1028 PALISADE DRIVE  
MARINEZ, CA 94553  
(415) 294-4963

**PANORAMA REPORTER**  AL BEHENS  
439 BUENA VISTA AVE  
BEFORE NOON  
REDWOOD CITY, CA 94063  
(415) 367-8230

**PAST PRESIDENT**  BILL PATTON  
417 OBSERVATORY AVE  
OAKLAND, CA 94609  
(415) 539-8875

**PIT CREW CHAIRMAN**  LYN LEVINE  
375 ALTAMONT DRIVE  
SO. SAN FRANCISCO, CA 94080  
(415) 588-7132

**1995 BRENDAC COURT**  JANET BUCK & AMY SCHMITT  
CUPERTINO, CA 95014  
(408) 257-3524

**P.O. BOX 178**  KEITH MCMANUS  
LOS GATOS, CA 95030  
(408) 354-2270

**RALLY CHAIRMAN**  ROBERT HUBER  
1767 BRIGHTON DRIVE  
DUBLIN, CA 94566  
(415) 829-2045

**ROSTER CHAIRMAN**  BOB & LIZ STIFFLER  
322 SHAD COURT  
COSTA MESA, CA 94504  
(415) 349-7094

**SOCIAL CHAIRMAN**  BILL & REBECCA NEWLIN  
214 FRANKLIN ST  
MONTEZ, CA 94037  
(415) 728-0335

**TIME TRIAL CHAIRMAN**  JOHN MEUNIER  
25 UNDERHILL ROAD  
ORINDA, CA 94563  
(415) 254-275

**ZONE C REPRESENTATIVE**  MARY BETTIS  
1046 ANZA DRIVE  
SARATOGA, CA 95070  
(408) 257-6575

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, 6616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information.
Do you have a flair for writing? You could be just the person to make PCA-GGR a household word in the Bay Area. If you think you might be interested in such a position, give me a call.

Remember, the word for 1981 is E N T H U S I A S M' I hope you have it, or that you catch it and help spread it around to other members.

SONJA BLOW

**SPONSORS**

As GGR's Sponsorship coordinators for 1981, we want to keep you informed of what's going on. We want to give sponsors the spotlight instead of being in the dark.

We want to put the sponsor's name at the top of their event, not the bottom line.

We want to honor the sponsors in any way we can.

We want to thank all of the sponsors we've had in the past for all of their support - now they have ours.

We want to give them our full attention, so we can as a team, put on an event that will please our sponsors as well as our entrants.

We want your ideas and comments.

We look forward to working with all of you, sponsors and entrants, to make 1981 a great year.

BILL AND REBECCA NEWLIN
(415)728-5351

**ATTENTION**

NOTICE IS HEREBY GIVEN for those of you who would like to update or replace missing copies of your Nugget or Panoramas. I will have my entire collection (at least 20 of each copy, if not 50) at the next few dinner meetings. If you would like to get them before the next dinner meeting or if you can't attend, please write me a note and let me know what copies you want. However, I will not accept phone calls on this matter. The following is a list of what I have: March, 1979 through Dec. 1980 Nuggets (NO June '79 or Oct. '80); May 1979 through Nov. 1980 Panoramas. Thanks. Mike Lommatzsch, 707 Continental Circle No. 1918, Mt. View, CA 94040.

Support Our Advertisers... They Support Us!
BOARD BUSINESS IN BRIEF

BOARD OF DIRECTORS MEETING

JANUARY 10, 1981, 1:00 P.M.

LOCATION: Blow Residence in San Jose

PRESENT: All Regular Board Members, Past President (Acting First Lady) Bill Patton, Sponsorship Chairpeople: Bill Newlin, Rebecca Newlin, 1982 Parade Liasion Sandi Candlin.

GUESTS: Janet Buck, Dave Carey, Mark Gang, John Johnson, Barbara Maas, Sharon Neidel, Bob and Liz Stiffler.

OLD BUSINESS

1. Patton Folly IV - Objectives - Bill Patton
   a. To form a network with the Dealer Representatives, Vice President, Nugget Ad Manager and Sponsorship Chairpeople to create directives for the ad/sponsorship program, and sort out problems involved in obtaining sponsors and advertisers.

NEW BUSINESS

1. Appointed positions were discussed and approved, to be reported in the Nugget by President, Sonja.

2. 20 Year Member Certificates - Sonja Blow
   a. It was decided that solicitation of the 20 Year Award Certificates for Members given out by National is the responsibility of the Membership Director and that they should be presented by the President at an appropriate Dinner Meeting.

3. Budget - Ted Atlee
   a. All budgets must be completed by January 23 to be approved by the Board of Directors at their February Board Meeting.

DIRECTOR REPORTS

1. Goodie Bag - (1980) - Donna Trefz
   a. Funds were received and the December report and year-end inventory sheet were received and approved.

2. Nugget Editor - Al Berens
   a. The Board, at the request of the Editor and numerous members, voted that NO anonymous articles will be published in the Nugget.

3. Nugget Ad Manager - Bill Patton
   a. The Board assigned him Chairman of a Committee, consisting of Al Berens, Mark Gang and Ted Atlee, to work out a budget for 1981 and to check into various postage rates.

4. President - Sonja Blow
   a. Annual Membership Meeting slated for January 17. It will include highlights from 1980 and 1981 and minutes from all 1980 Board Meetings.

   b. Social Director, Dinah Patterson, Historian, Marsha Wilson, and President, Sonja Blow, will work together to create a table of interest at each Dinner Meeting including complete minutes of the previous board meeting.

   c. National Appointments:
      1) Bruce Anderson, National Tech Chairman
      2) Norm Martin, National Public Relations Chairman

5. Vice President - Donna Trefz
   a. Letter from PCA National Insurance Chairman, Bob Gelles: Minors (under 18) must sign release with parent or guardian signing directly below stating ‘Parent or guardian of (minor’s name)’.

6. Treasurer - Ted Atlee
   a. Requested that all event chairpeople forward funds to him as soon as possible and use forms that he has developed for budgeting and event financial reporting.

7. Competition - Walt Mass
   a. 1982 GGR Rules Commission Meeting for Autocross and Time Trials will be held on January 31.

8. Membership - Mike Lommatzsch
   a. Will form a committee to review mailing list and membership index to get accurate membership totals.

9. Social - Dinah Patterson
   a. Requested and was granted funds for deposits on dinner meetings for 1981.

The meeting was adjourned at 7:19 P.M. The next meeting will be on February 6, 1981, at 8:00 P.M., at the Blow’s.

Respectfully submitted,

Barbara Berens, Secretary

TEENNIS TIME

*13th ANNUAL SPRING-SUMMER J. FROTHINGHAM WATERBURY MEMORIAL PRO/AM/CELEBRITY FIG CRATER DESERT CLASSIC INVITATIONAL OPEN PUT ON TENNIS TOURNAMENT

SEE NEXT MONTHS NUGGET FOR DETAILS OR CALL BILL PATTON 530-0609 EVE 543-9360 DAYS.
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.

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

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
DINNER MEETING

A romantic setting for our February dinner meeting! All this and a speaker, too! Come out and have a delicious dinner and digest to the tales of Gene Babow as he brings the ‘History of the Porsche’ to life! Gene has just returned from a fantastic tour of Europe tracing the history of the early Porsches. He’s a very interesting person and this should be a real treat!

HOSTS: Don and Dinah Patterson

WHERE: The Seasons Restaurant
50 University Ave.
Old Town
Los Gatos
(408) 354-3222

WHEN: February 21st
6:30 p.m.-no host cocktails
8:00 p.m.-dinner

ENTREES: Sole Bonne Femme $11.25
Sole baked in a cream sauce with mushrooms and topped with 2 large prawns
Chicken Divan $12.25
Boneless chicken breasts rolled over broccoli spears

New York Steak $16.00

Dinner includes salad, vegetable, potato or rice, bread coffee, or tea. Prices reflect 6.5% tax and 15% tip.

DIRECTIONS: From 17 take Highway 9 Los Gatos Saratoga Exit (exit after Lark) turn left at first signal (University Ave) Continue on University. It is just before ‘T’ in road on the left. Parking lots can be found on both sides of the street.

Make checks payable to PCA-GGR, indicate meal selection and MAIL to:

Dinah Patterson
16478 Eugenia Way
Los Gatos, CA 95030

I will be very difficult to telephone this next month. For questions, call Donna Trefz (408) 244-9954.

Deadline: Monday, February 16th. I will be available by telephone on that day. (408) 354-0618. Please mail if possible!

You are responsible for your reservation if not cancelled.

DINAH PATTERSON

AUTOCROSS

The 1981 Autocross schedule is complete. Please mark your calendar with the following dates:

GGR No. 1 March 7
GGR No. 2 March 28
GGR-Zone 7 August 15
GGR No. 3 August 29
GGR No. 4 September 19
GGR No. 5 October 10
GGR No. 6 October 31
GGR No. 7 November 21

The autocrosses will be held at the Alameda County Fairgrounds in Pleasanton.

At the March 7th event there will be a discussion and vote on rule 7.04 concerning throw outs.

We still need a volunteer for PA & Timer Set-up for this year.

If you have any questions, please call.
(415) 359-0542 after 6:00 PM.

AUTOCROSS CHAIRPEOPLE
John and Karen Hawkins

NUGGET/7
**IT'S THE PITS**

Come one, come all to the Levine’s and help make decorations for the February dinner meeting.

**WHERE:**   
The Levine’s  
375 Altamont Drive  
South San Francisco  
(415) 588-7182

**WHEN:**   
Tuesday, February 17th, 7:30 PM

Meeting is BYOB.

To RSVP and call for directions or if you have any questions or suggestions, call Lyn Levine. (415) 588-7182

---

**AUTOCROSS**

**When:**   
Bright and early, March 7

**Where:**   
Pleasanton Fairgrounds

**Why:**   
Because, GGR No. 1 hosted by Phil Mullen and Glen Renk gets the autocross series off to its official start. Don’t get caught napping in the second driver line. COME OUT AND DO IT!

---

**QUALITY**

**Racing Components**

_Built to your specifications_

- Tube bending and cage work
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- Machining capabilities
- Panel repairs and replacements
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**HAMMILL FABRICATION**

1060 Florence Way  
Campbell, California 95008

---

**Come With Me**

_To The Casbah_

Like to get into your food? Then this is the place. Join us at the Casablanca Moroccan Restaurant in Daly City for dinner - including fowl, rabbit, lamb & brochette. The dinner price includes all four entrees plus dessert, salad, appetizer and, of course, a belly dancer. This is a fun place - the food is excellent.

Since we have a 75 person limit, reservations MUST be made by calling Len & Lyn Levine (415)588-7182. Reservations will be confirmed, on a first come first served basis, only by receipt of your check prior to February 25, 1981.

**DATE:**   
March 7, 1981

**PLACE:**   
Casablanca Restaurant  
1805 Junipero Serra  
Daly City, CA

**TIME:**   
7:00 PM

**PRICE:**   
$15.50 per person

Make check payable to PCA-GGR and mail to:  
Rick Bower/Joan Sanders  
2142 Avy Avenue  
Menlo Park, CA 94025

Watch for more details and map in your March _Nugget_.

---

**8/GOLDEN GATE REGION**
This is one of GGR’s most premiere events. Annually it draws a big crowd and this year is not an exception. Already I have 39 reservations (22 Friday, 17 Saturday) with a maximum of 60 reservations (40 Fri., 20 more Sat.).

For those of you who didn’t read the January Nugget article, we are having two driving groups to Yosemite. One group will leave Friday night at approximately 5 P.M. and the other will leave Saturday morning at approximately 7 A.M. These are San Jose area times and if you live in the east bay, we will meet you about 45 minutes later. By leaving on Friday, you will have an entire day on Saturday to tour or explore the beautiful Yosemite Valley. The Saturday group will have the annual picnic stop.

DATE: MARCH 20 - 22
PRICE*: $120-$130/COUPLE, Friday departure $80-$90/COUPLE, Saturday departure $16 for additional people for dinner on Saturday. (Prices include one or two nights’ rooms at the Yosemite Lodge and two dinners at the Curry Pavillion on Saturday night - GGR’s March Dinner Meeting.)

*ADVANCE DEPOSIT of $25 required to secure reservations MUST be received by FEBRUARY 22.
1981 AT A GLANCE

February

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MARCH

5  Board Meeting
7  GGR Autocross No.1 - Mullen, Renk
Moroccan Social Dinner - Bowers, Levine, Joan Sanders
14-15 Zone 7 Autocross - LPR, MBR
17  Pit Crew - Buck
20-22 Yosemite Tour - Dinner Meeting - Lommatzsch
28  GGR Autocross No. 2 - Terry, McLaggan
31  Time Trial Tech - McLaggan

April

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APRIL

1  Board Meeting
4  Time Trial Tech - McLaggan
4-5 Zone 7 Autocross - Shasta, Redwood
11-12 Time Trial School - Golden State Raceway - Sponsored by Denny Kahler & Ken Mack
14  Pit Crew - Patton
18  Tech Session

10/GOLDEN GATE REGION

24-26  Dinner Meeting - Weber, Brooking
30  May Board Meeting

May

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MAY

2-3  Zone 7 Autocross - Yosemite, San Joaquin
9  Sacramento Delta Cruise - Berens, Neidel
10  GGR Series Rally No.1 - John Clever - T & D
12  Pit Crew - Neidel
Time Trial Tech - McLaggan
16  Time Trial Tech - McLaggan
Dinner Meeting - Atlee, Patton
23-24  GGR Time Trial - Laguna Seca

JUNE

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JUNE

5  Board Meeting
7  Family Picnic, Almost Anything Goes - Wilson, Kelez
9  Pit Crew - Joan Sanders
13  Tech Session
14  Dinner Meeting - Wilson
16  Community Day - Devincenzi, Patterson, Patton
17  Time Trial Tech - McLaggan
20  Time Trial Tech - McLaggan
20-21 Zone 7 Autocross - Sierra
27-28 GGR Time Trial - Golden State Raceway

July

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JULY

6  Board Meeting
11-12 Summer Mud Tour - Meunier
14  Pit Crew - Berens
18  Dinner Meeting - Brooking
19  GGR Series Rally No.2 - Baker, Gang-TSD
25-1 Parade - Ashville, North Carolina
1981 AT A GLANCE

August Board Meeting

August

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AUGUST

8-9 Occidental Tour - Gang
11 Pit Crew - Carey
15 Zone 7 Autocross - GGR - Carlsen Weekend - Terry, McLaggan
16 Carlsen Porsche Concours/swapmeet - Devincenzi, Patterson
22 Tech Session
29 GGR Autocross No. 3 - Stiffler, McClelland

September

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SEPTEMBER

4 Board Meeting
6 Ferry Porsche Tour - Clever
12-13 Hiway I South Tour - Buck, Schmitt
15 Pit Crew - Meunier
19 GGR Autocross No. 4 - Neidel
22 Time Trial Tech - McLaggan
25 Hare and Hound Rally - Atlee, Later
26 Time Trial Tech - McLaggan
27 Brunch on the Bay - Hawkins
30 October Board Meeting

October

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OCTOBER

3-4 GGR Time Trial - Laguna Seca
10 GGR Autocross No. 5 - Wilson, LaMarre
11 Zone 7 Autocross - SVR (tentative)
13 Pit Crew - Brooking
17 Tech Session
24-25 Ryde Hotel - Patton, Schmitt, Mullen
31 GGR Autocross No. 6 - Newlin

November

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NOVEMBER

6 GGR Series Rally No. 3 - Fulton, McMaham
6 Picture rally
13 Board Meeting
14 Chabot Observatory - Patton, Berens, Sagan
17 Tech Session
21 Pit Crew - Kielez
21 GGR Autocross No. 7 - Seymour
22 Dinner Meeting - Thanksgiving Potluck - Buck
22 Spagetag - Atlee, Carey, Neidel, Later

December

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DECEMBER

4 Board Meeting
5 Neufeld Concours/swapmeet - Devincenzi, Patterson
12 Tech Session
15 Pit Crew - Lommatsch
19 Dinner Meeting - Patterson

January

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JANUARY 1982

12 Pit Crew
16 Tech Session
23-24 Dinner Meeting
23-24 Tahoe Tour - Stiffler

NUGGET/11
# PCA-GGR 1980 CONCOURS SERIES RESULTS

## ENTRANT

<table>
<thead>
<tr>
<th>Class C-1: Concours, through 1965 (Ext., Int., Stor., Eng. &amp; Chassis)</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Webb*</td>
</tr>
<tr>
<td>Jim Cameron*</td>
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<tr>
<td>Bill Patton*</td>
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<tr>
<td>Bob Sherry</td>
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<tr>
<td>Brian Carlton</td>
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<td>Michael Ruddy</td>
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<table>
<thead>
<tr>
<th>Class C-2: Concours, 1966 to Present</th>
</tr>
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<tbody>
<tr>
<td>Nick Kelez*</td>
</tr>
<tr>
<td>Bill Patton*</td>
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<tr>
<td>Don Patterson*</td>
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<tr>
<td>Jerry Hughes</td>
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<tr>
<td>Joel Trout</td>
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<td>Bruce Fong</td>
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<thead>
<tr>
<th>Class S-1: Street, through 1965 (Ext., Int. &amp; Stor.)</th>
</tr>
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<tbody>
<tr>
<td>Bruce Mackay*</td>
</tr>
<tr>
<td>Jim Foulwer*</td>
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<tr>
<td>Hal Mallett*</td>
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<tr>
<td>Ron &amp; Sharon</td>
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<td>Trethan</td>
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<td>John Meunier</td>
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<td>Albert Ng</td>
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<td>Mike Mitchell</td>
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<td>Pete Brown</td>
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<thead>
<tr>
<th>Class S-2: Street, 1966 to Present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stan Eng*</td>
</tr>
<tr>
<td>Bernie Buschen*</td>
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<td>Thomas Weber*</td>
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**Class S-2 (concluded)**

<table>
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<tr>
<th>Entrant</th>
<th>Total Class Pts.</th>
<th>Photo by John Fulton</th>
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<tbody>
<tr>
<td>Mark DeVincenzi</td>
<td>914/75</td>
<td>37</td>
</tr>
<tr>
<td>Wayne Hotzakorgian</td>
<td>930/77</td>
<td>28</td>
</tr>
<tr>
<td>Bill Harris</td>
<td>911T/73</td>
<td>20</td>
</tr>
<tr>
<td>Bill Cline</td>
<td>911T/71</td>
<td>16</td>
</tr>
<tr>
<td>Robert Kilburn</td>
<td>914-6/71</td>
<td>11</td>
</tr>
<tr>
<td>Lee Mejelek</td>
<td>911C/74</td>
<td>11</td>
</tr>
<tr>
<td>Vince Dauclums</td>
<td>911T/72</td>
<td>10</td>
</tr>
<tr>
<td>Harold Allen</td>
<td>930/76</td>
<td>9</td>
</tr>
<tr>
<td>Fred Young</td>
<td>911/71</td>
<td>9</td>
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<tr>
<td>Bill Walsh</td>
<td>911S/67</td>
<td>9</td>
</tr>
<tr>
<td>Wall/Newcomb</td>
<td>928/78</td>
<td>7</td>
</tr>
<tr>
<td>Bob Stiffler</td>
<td>911S/76</td>
<td>5</td>
</tr>
<tr>
<td>Geni Pretty</td>
<td>924 Turbo/80</td>
<td>5</td>
</tr>
<tr>
<td>Dennis Mariani</td>
<td>928/79</td>
<td>5</td>
</tr>
<tr>
<td>H. M. Present</td>
<td>911SC/78</td>
<td>0</td>
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<tr>
<td>Earle Fletcher</td>
<td>928/79</td>
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<tr>
<td>Michael Ruddy</td>
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<td>0</td>
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<tr>
<td>Ken Present</td>
<td>914-6/70</td>
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**Class R-I: Competition -- People's Choice (Race, Time Trial & Autocross)**

<table>
<thead>
<tr>
<th>Entrant</th>
<th>Total Class Pts.</th>
<th>Photo by John Fulton</th>
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<tbody>
<tr>
<td>Newlin/Hawkins*</td>
<td>911T/69</td>
<td>69</td>
</tr>
<tr>
<td>Mike Lommatzsch*</td>
<td>924/77</td>
<td>47</td>
</tr>
<tr>
<td>Gary &amp; Elaine Sanders*</td>
<td>912</td>
<td>40</td>
</tr>
<tr>
<td>Sylvia Rentschler</td>
<td>356/65</td>
<td>37</td>
</tr>
<tr>
<td>Bill Patton</td>
<td>914-6/70</td>
<td>35</td>
</tr>
<tr>
<td>Bob Garretson</td>
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<tr>
<td>Carl森P/A</td>
<td>910</td>
<td>16</td>
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<tr>
<td>Mark Olson</td>
<td>911/71</td>
<td>16</td>
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<tr>
<td>Zaccon/Maas</td>
<td>914/6</td>
<td>7</td>
</tr>
<tr>
<td>Lorin Guy</td>
<td>356/61</td>
<td>7</td>
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<tr>
<td>Gary Nylander</td>
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* indicates Trophy Winner
FROM THE DRIVER’S SEAT

GGR TIME TRIALS

High Performance Car Control is the Key to GGR’s Drivers’ School

New for this year is a choice of two different methods to participate in the GGR’s Drivers’ School. First choice is to become trained in time trialing using the standard past method, its criteria geared toward car control and competition. Second choice is a touring class participant with a criteria geared to car control with emphasis upon non-competition. There appears to be a goodly number of drivers that would like to participate on race tracks but find the competition portion unnecessary.

For the past six or so years, Golden State Raceway has been the home of our Drivers’ School. An untold number of graduates have become full-fledged race drivers, winning local and national titles, time-trialers who set course records and just plain good high-performance drivers capable of enjoying the full capacity of their Porsches.

Golden State Raceway is uniquely instructional and totally demanding of respect. With several different road course configurations using mainly medium-speed turns and hairpins, Golden State Raceway offers plenty of opportunity to learn the technique of high-performance car control at confidence-inspiring speed levels.

In-car instruction does not start until all students have attended a classroom lecture conducted by Chief Instructor Walt Maas. Ample time is allowed for extended questions and answers -- both on driving skills and on car preparation. Track instruction starts Saturday morning with a track-side discussion of the weekend’s activity and format. Then the uniqueness of GGR’s Drivers’ School begins. All instruction is done in-the-car by highly qualified instructors, who rotate among the students for a varied and carefully planned program of six driving sessions for 20-minute intervals, spaced over a two-day weekend, all of which results in a very relaxed and well-structured school. The key points are proper line selection, brake and shift points, heel and toe down-shifting and trail braking. It amounts to a lot to learn, but the instructors do a very good job of keeping everything in perspective, constantly monitoring performance and encouraging the students to use what they’ve been taught -- not to rely on instinct. Students are particularly encouraged to progress at their own pace, the emphasis is on car control, not on speed. Each student is also required to work a session as a turn worker, a valuable lesson to experience the necessity of proper flagging and communications.

At the conclusion of the school, each graduate may then practice alone without an instructor and may compete in the timed runs (time trials) for event and year-end awards. A ‘touring class’ is also available for all drivers not wishing to participate as a time trialer.

The cost of the GGR school is extremely small compared to commercial schools and offers the rare opportunity to learn your Porsche’s full potential, either for high performance car control or as preparation for time trialing.

Workers Needed

As you know (or maybe you don’t know), the Drivers’ School and time trial series require lots of people-power in a multitude of jobs. If you’re not interested in driving or are a driver and want to help keep us going for another year, I NEED YOUR SUPPORT. Many jobs are ‘behind the scenes’ and require effort that you do at your own pace and schedule. Many jobs are at the track, at Golden State Raceway or Laguna Seca, both world-famous and providing unique opportunities for participation, and of course, service to the club.

Dates

The Drivers’ School and Practice Session date has been re-scheduled to April 11 and 12. This was our original date request, so that when we were bumped by Golden State Raceway, we were pleased to give up the March 7 and 8 weekend. The first time trial is on the Memorial Day weekend, May 23 and 24, at Laguna Seca. The second date is June 27 and 28 at Golden State Raceway, with the final time trial on October 3 and 4 at Laguna Seca. Again, as last year, event awards will be presented at the conclusion of each event with year-end awards (for the best 2 out of 3 events) presented at the November dinner meeting. A limited school program will also be conducted at the June 27 and 28 event, so if you cannot make the April school, try again in June. Flyers and registration forms are now available for the April event.

To reduce costs and expenses, both in money and people-power, one-day events could substantially reduce costs. Alternatively, participation on Sunday only at a reduced entry fee could not only reduce costs but might increase the total number of entries. I’d appreciate your comments.

Sound Control

As you know, if you were at the last Laguna Seca event, continued on page 15
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CONSIDERATION TO PCA MEMBERS
excessive sound was a great concern to the park officials. Their opinion was that our Porsches exceeded the tolerance level by a considerable margin. They have not yet established a db level, but it appears that 90 to 95 dbs is going to be the standard. That means that open exhaust, sport mufflers, supertraps and such will not be acceptable. At Golden State Raceway the folks indicate that sound control is coming. SCCA’s board of governors is studying the concerns at a national level. The handwriting is on the wall, Golden-Gaters!

Renewal Time

Time Trial Certificate renewal time is here. Mail in your $5.00 renewal fee and I’ll mail back your 1981 certificate with the 1981 General Rules. Lots of 2-digit car numbers are available if you wish to change numbers or have a preference for a permanent car number...first come, first served!

1981 RULES

The 1981 Rules vote has been tallied by John Johnson, and the following rule changes were approved: 3, 4, 8, 17, 24, 26, 27, 28, 29, 31, 32, 38, 41, 42, 43, 50, 51, & 52.

The 1981 Rules book is being printed and should be ready this month.

Glenn Hills
Time Trial Chairman

CONCOURS ANYONE

It threatened rain all week long, and I’ve been polishing my fingers to the bone. I sat back for a moment to recheck my mental check list, then it struck me and I couldn’t believe what I was doing. My pride and joy (’79 911SC) was in ten thousand pieces spread all over my garage, house and several shops in the bay area, and now I’m looking for a zip-lock baggy big enough to put my car in for the trek to Neufeld Porsche-Audi for the fourth and last concours show of the year.

Why beat your head against the wall and try to outguess mother nature you ask? Good question. As if it wasn’t bad enough that they turn four judges loose on your car to nit pick it to death (dust under the dash, grease in the seat track, and sin of all sins, excess glue on the headliner) I feel like I haven’t cleaned my car in months. Now for the kicker. There’s the other guy (Stan Eng) with a ’77 930 that looks so clean I think he had it medically sterilized and then hermetically sealed, and worst of all he’s taking this concours stuff just as seriously as I am because going into this show Stan & I are tied for first place.

Well, December 6th rolled around soon enough, it was a beautiful day, and we arrived at Neufeld Porsche-Audi without incident. The facilities were spacious and impeccable. The swap meet turnout was good, and the field of competition for the concours was superb. Everything from flawless 356 Speedsters to that devastating 930.

At this point I would like to thank my friends, neighbors and especially my wife for all their help and putting up with me during this period of temporary insanity. Thanks also to all the people involved in the concours series, and especially your hosts at Bud Hart Porsche Racing, Merritt College, Carlsson Porsche-Audi and Neufeld Porsche-Audi for allowing the use of their facilities, without them it would be impossible to hold events of this quality and enjoyment. And last but not least congratulations to Stan Eng for a very well-deserved victory in Class S-2 for the 1980 season. All in all it has been a lot of fun.

Bernie Buschen

P.S. Anyone interested in a slightly used ‘79 911SC? Only shown on Sundays by a little old fanatic.

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NUGGET/15
INTERIOR TECH

Learn all about Porsche interiors. On February 14th, Jack and Ron Davis of Rae's Automotive Upholstery in Mountain View will be our hosts for what promises to be one of the best tech sessions yet. Jack and Ron are experts on Porsche interior restoration, and they'll cover all aspects including carpets, headliners, seats and panels in vinyl, cloth or leather. Don't miss this one!

WHERE:  Rae's Automotive Upholstery 186 E. Sunnyvale Avenue Campbell

Directions: From 17 north or south take the Sunnyoaks off-ramp.

WHEN:  Saturday, February 14th, 10AM

Denny Kahler
Tech Chairman

CONGRATULATIONS BRUCE

We are proud to announce that GGR's own Bruce Anderson has been appointed National Tech Chairman. We, of course, are not surprised since Bruce's knowledge and successes in the Parade Bosch quiz are legendary.

SHOP MANUALS

At present, PCA—GGR owns a rather incomplete set of shop manuals. They've not been updated recently because the Board feels that each faction of the club should run on a break-even basis, and Tech sessions traditionally in the past have been run on a no charge basis—hence, there's no money allocated to cover new updates and replacements to the manuals. There's currently under consideration the idea of charging $1 per head at Tech sessions to cover the costs of updating the present manuals and buying new sets (924, 928). The approximate cost would be $500. It seems that the manuals have been used approximately 4 to 5 times per year, according to the past Tech Chairman. They have been available for look-see only and not for loan-out. Their status will remain that way as it is Board policy and they are the responsibility of the Tech Chairman. The other alternative to the $1 fee is leaving the manuals as-is due to lack of popular demand. I will pass on to the Board any feedback you give me on what we should do.

The Club manuals will be kept at my house for reference. Please call for an appointment if you'd like to see them. I also have complete updated sets for all Porsche models at my shop. These will also be made available for your reference Monday through Friday, 9-5; no appointment necessary.

Denny Kahler
Tech Chairman

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At Anderson-Behel Porsche + Audi we pride ourselves in selling some of the finest automobiles in the world. We have one of the largest selections of new and used Porsches and Audis in stock for immediate delivery. We also have a variety of financial plans available to suit your needs, making the purchase or lease of a Porsche or Audi affordable. Anderson-Behel Porsche + Audi service department has once again received outstanding recognition for our efforts in SERVICE TO OUR PORSCHE AND AUDI CUSTOMERS with the 1980 HONOR AWARD FOR SERVICE EXCELLENCE. This award is most gratifying as Anderson-Behel Porsche + Audi is one of only a few dealers in the Western United States to be so honored. If you have a Porsche or Audi that needs servicing, let us show you why we are the “best” west of the Rockies. We care.

**Porsche 924 Turbo**

The Porsche of the immediate future. 4 wheel disc brakes developed especially for this newly engineered turbocharged Porsche, along with its 5 speed transmission and rack & pinion steering gives the operator complete control in all kinds of weather. The subtlety of the 924 Turbo is quite a change from that of other turbo engines. It lets you know when it’s charging without giving you “whiplash”. Along with a quieter ride than previous 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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1981 GGR RALLY SERIES

The basic ideas and concepts for a new approach to rallying (as I discussed in an editorial last month) were accepted by the new Board of Directors, and were implemented at a rally meeting held on January 8th. During 1981 GGR will sponsor three OPEN rallies where we will encourage participation by other PCA regions and by non-PCA members. These events will be heavily advertised, and I hope we can attract 30-50 cars for each. It is very important that we do a first class job on these events so that the people who do attend will return for our later rallies.

Sharon Neidel has volunteered to be assistant rally chairperson. She will be responsible for finding and training the checkpoint workers for these events. Please cooperate with her if she asks for your assistance. We will probably need 25-30 workers for each of our TSD rallies.

May 10—TSD rally—John Clever rallymaster
July 19—TSD rally—Alan Baker/Mark Gang rallymasters
November 1—Picture Rally—John Fulton/Keith McMahan rallymasters

In addition we will have a few closed events:

September 25—Hare and Hounds—Ted Atlee/Jeff Lateer rallymasters
Date Unknown—Patton Special Rally—Bill Patton rallymaster

All GGR members are encouraged to participate in our 1981 rally series and to earn points toward year end. Points may be earned as either a contestant or a worker in our three OPEN rallies and as a contestant in five outside rallies put on by other regions or rally clubs. Points will be earned as follows:

A. As a contestant: 10 points for entering an event PLUS 1 point for every car in your class that beat in the final published standings.
B. As a worker in a GGR rally: 10 points for running the rally pre-check OR 25 points for being a worker on rally day OR 50 points for being the event rallymaster.

This point structure tends to favor people running as a beginner or novice, since those classes are always larger. The rules for running outside events are as follows:

1) Enter any class you want (or are allowed by their class structure). Points are determined by the number of cars in that class that you beat.
2) Put PCA—GGR as your club affiliation on the entry form so you can be identified when the final results are mailed out.
3) You may enter any of the outside events listed below, however, only the first five events entered will count toward the year end awards.
4) If you want to enter one of these events, and NOT have that event count as one of your five, you must notify Keith McMahan (408-354-2270) in advance of the event.
5) Keith McMahan will be responsible for obtaining official results from the sponsoring club, and for keeping a running total of the year end series points. These will be published periodically in the Nugget.
6) If you want more specific information about the outside event before you enter, contact Keith McMahan or the event rallymaster. A short summary of each event occurring during the next two months will appear in the event promotion section of the Nugget.

7) Driver and Navigator will each receive equal points for year end awards. A person may be driver on some events and navigator on others without affecting point totals.
8) Participation points (as contestant or worker) in all three GGR open events will count toward year end awards. No substitutions allowed.
9) The thirteen (13) outside events presently scheduled are:

2/7 Saturday night TSD The Rally Club
3/8 Sunday Variety Pebble Beach SCC
4/4 Saturday night TSD The Rally Club
4/12 Sunday Variety PCA—LPR
4/26 Sunday TSD PCA—SVR (CRAB)
6/6 Saturday night ??? The Rally Club
8/1 Saturday night ??? The Rally Club
9/20 Sunday Pan Am PCA—LPR (Prieta Prix)
10/3 Saturday TSD PCA—SVR (Carrera de Sierra-day 1)
10/4 Sunday TSD PCA—SVR (Carrera de Sierra-day 2)
10/3 Saturday night ??? The Rally Club
11/22 Sunday TSD SRI (Sacramento)
FASCINATING RHYTHM

A group of PCA'ers, headed by Donna Trefz, went Christmas caroling on December 12 at the VA Hospital in Palo Alto.

Armed with jugs of apple juice, cookies (thanks to all who brought them), and Zachary (a live musician) -- the Atlee’s, Newlin’s, Price’s, Mikey Lommatzsch, Donna Trefz, Sonja Blow, Ron Leppke and friend, and the Burgin’s, found their way to the first room of disabled veterans. Without so much as a warm-up, we broke into song, guided (thank goodness) by Zach on guitar, who brought his own live music stands -- his son and daughter. We sang a few carols, and bravely asked for requests, hoping we could fulfill someone asked for a song that Zach didn’t know on his guitar, so we sang it, as one put it, ‘Acapulco’. During that one, Rebecca and Susie backed into the piano, so we briefly had some accompaniment. ‘Big Red’ came to the rescue once or twice when our carols were dragging (nothing worse than dragging carols!). He’s quite a conductor. After cookies and juice, the entourage moved on to the women’s ward, where we sang more of the same. By this time, we were getting really warmed up and enjoying it immensely -- Mangler even started making up his own lyrics to the songs, tsk! tsk! -- and then Bill Patton finally showed up. We got a few requests from the women, and when we asked one dear lady if she had a request, she snapped, ‘Aw, I just want to go to sleep!’. Since we didn’t know the words to that one, we moved on, singing through the halls. There was no stopping us now. We peased along a dimly lit corridor and sang a few selections, and from one darkened room came solo applause - music to our ears. It was at this time that we felt the true spirit of Christmas. Thanks, Donna...

Keith McMahan
Rally Chairman

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BOARD?

If you have something to say or just want to hear what is said, come to the February Board Meeting at the Blows residence, 1156 Happy Valley Avenue, San Jose.

The meeting starts promptly at 8 PM and is BYOB.

Sonja Blow—(408) 255-3551
HEARST CASTLE HUSSLE

You've heard of being late to your own wedding, haven't you? Well, how about being late to your own tour? Yup, that's exactly what Mike Lommatzsch did. In fact, he was so late, the first part of the tour was over before he caught up with it - about half way to San Simeon. 'Battery trouble', he said! Yeh, I'll bet.

Anyhoo, a delayed beginning was no precursor to the remainder of the tour. The rest was exquisite. It was some sight to see - 30, no, 29 - make it 26 Turbos, 912's, 911's, Sportomatic, 924's, 914's and a BMW cruisin' down 101. Oh yes, there was this little white rabbit - diesel, which kept up with the best. But then the pilot was Jim LaMarre of racing fame. Howard Bronstein, a new member, was heard to say, 'Man, this is fun, but 80 mph!' Guess Howie was talking about the airplane flying overhead, 'cause my reading never left 55.

Mike L. had checked out the tour so well he steered us into a park only to discover there was a $2 tariff per car. Not wanting to part with over $50, he finally directed us to Wm. Randolph Hearst State Park where we lunched. All the tables had some exotic food and plenty of beverage. The secret mixture at one table was a delicious shrimp spread known as Joanie's Elixir which lasted about 3 minutes. If you want the recipe, ask Joan Sanders. It was consumately better than garlic herb cheese on chocolate chip cookies - eh, Rick?

Jerry Rovener, had a Brie cheese that smelled like dirty sox but tasted like nectar of the gods.

Naturally, the Neidels brought their wine with them. That George is some connoisseur!

While enjoying all the good stuff, Mike L. went to each table to figure out who was going on what tour. If you were on No. 2, you left at 3. But if you were on No. 1 you didn't go upstairs. Besides No. 3 left at 10:30 a.m. the following day. If this all sounds confusing, it was.

Since some of us were not going until 3, we followed the Fearless ML back to the El Rey Motel to check in. He apparently rented the whole place because the owners just gave Lommatzsch all the keys and he handed them out. Got some weird combos out of that arrangement, eh,
HEARST CASTLE HUSTLE continued

Blanchard?

On to the castle! One does not drive to The Place. One is bused up a winding 6 mile road to this humungous dig. Believe they call it La Casa Grande - translation - 'Very large bungalow'. We were then carefully divided into small groups and taken on our respective tours.

Some went to the assembly hall and movie theatre. Others went upstairs to such exotically named rooms as Celestial Suite, Doge's Suite, and Wm. R's own sleeping quarters. Others saw some of the world's most outstanding Renaissance art. Did you know WRH is reported to have had the most extensive silver collection ever?

For those Castle guests who liked to swim, there were two very large pools - one outdoors and one indoors. For those who liked to drink, the liquor closet covered one wall of a sizeable kitchen and the booze is still there. Understand the St. of Calif. is forbidden to accept alcoholic beverages so the Hearst family comes in from time to time to replenish their own home supplies. Anybody want to be the delivery person?

After almost two hours of oohing and aahing over the priceless objects d'art, we returned to the motel and dinner. We ate at Dorn's in Morro Bay. Almost didn't make it though - Lommatzsch again got lost! Interesting note, all the Porsches were parked across the street from the police station - that's chutzpah!

It was party time back in San Simeon - two gals had a surprise birthday party - Linda Gang and Lisa Levine. Sometime during the festivities, a person or persons papered Mike's car. Ever see a 924 completely wrapped in embossed toilet paper? We don't want to point fingers but where were you, Donna Trefz, Dr. Smith, Nickum Kelez and Inge Weller when the dastardly deed was done?

The next day was again spent at the Castle. Only those who had No. 3 now had No. 2 and those who were No. 1 Saturday were 3 Sunday -- oh, the hell with it.

To attempt to describe the place using superlatives is futile. One has to see to really understand the meaning of Hearst Castle. The tour was a great idea, a good time, and very GGR.
A very deserving Mike Lommatzsch, organizer of the Hearst Castle Tour.

Everyone was instructed by Mike to be at McDonald’s in San Jose before 8 AM, as the tour would start at this time. After much speeding through traffic, south down 101 to make the deadline start, we arrived on time to be informed our leader would be late, as the rain the night before shorted out his alarm system, and that in turn gave his car a dead battery.

After a short delay on starting the tour and still no Mike, 2nd in command, Bill Patton instructed me (Don Terry) the present holder of The Dummkopf to lead the tour until Mike could catch up with us.

Can you imagine ME, the Dummkopf leading 35 cars to Hearst Castle? Wow! What Gamblers!

First Pit Stop Salinas

I drove too fast and if we didn’t slow down the Highway Patrol would have a field day!

Second Pit Stop, Rest Area Camp Roberts

I was driving too slow and we would never get there! HELP!

Then to my rescue our leader Mike caught up with us and took over, on the way south towards Paso Robles.

Saturday Night

Leaving for dinner in Moro Bay about 20-25 miles one way from our motel, Mike asked if someone knew the way to the restaurant? Tom Price volunteered knowing the area very well as his family has a home there. Mike said, ‘Fine,’ and before Tom could even start his car, Mike was on his way to Moro Bay with 25 in pursuit, including myself with Tom behind me and five other cars behind him. When we arrived in the restaurant area of Moro Bay I noticed in my rearview mirror, Tom make a right turn with the cars behind following. But myself, like the other cars following Mike soon found ourselves leaving Moro Bay on our way to southern California, so we thought. But after some detouring, Mike got us back to the restaurant.

You ran GGR No. 1, now come out and get your foot in it again.

When: As the fog lifts and the sun rises, March 28
Where: Pleasanton Fairgrounds
Course: Designer course by Don Terry and Kent McLaggan

You ran GGR No. 1, now come out and get your foot in it again.

European Auto Salvage Yard
PORSCHEx
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AUTO TRENDS

NEW BODY PANEL MATERIAL

The Automotive Information Council is testing a new material that may lighten car panels by as much as one-third. Continual pressure by both the government and the public is forcing auto manufacturers to reduce car weight to improve fuel economy. The new material is a metal plastic laminate that consists of two thin sheets of either steel or aluminum sandwiching a piece of plastic in the middle. It apparently is very strong. Ford is considering it as a protective shield around the gas tank. Ford, GM, and Volkswagen are showing a good deal of interest for the manufacturer of body panels. The biggest unanswered question at this point is whether the metal and plastic would separate after years of hot and cold weather. It also appears that the material will cost more, but that comes as no surprise.

OVERWEIGHT?

Ever wonder how much your car weighs? Many moving van companies (transfer and storage) have scales, and they are glad to weigh your car. One local one we use is Thomas Transfer and Storage at 2195 Leghorn Street, just off Rengsdorff in Mt. View. They are open Mon-Fri as well as Saturday morning.

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TECH 1981

Because I’ve already received many requests from you for once again establishing a tech panel available to the Club members, I’ve set up a panel of some of the most qualified people in the Porsche business to help you with Porsche-related questions. These people are all professionals in their field and we request that you contact them Monday through Friday 9 to 5 at their businesses. As Tech Chairman for 1981, I am making myself available for your questions on all models between the Hours of 7 PM to 9PM Monday through Friday and 12 to 5 Saturdays and Sundays.

356/912 Bill Shorman
526-4439 Lukes & Shorman
Albany

911 Brent Regan
Porschatech

914 Tom Amon/Don
378-1911 Wise & D Porsche Works
Campbell

924 Ken MacK
379-3220 Ken’s Porsche Technique
Campbell

928/930 Bud Hart
988-1565 Bud Hart Porsche Racing
Santa Clara

931 Tom & Marge Green
736-9020 Automotion
Santa Clara

Body/Paint Troy Powell
276-4400 Metalcraft
Hayward

Frame/Rust Bob Zulkowski
276-4400 Metalcraft
Hayward

All Models Denny Kahler
829-2050 Kahler’s Porsche Service
Dublin
829-3158 7-9PM M-F;12-5 Sat/Sun

1981 promises to be great tech year. Our first tech session on interiors at Rae’s will be the first of an exciting series. I am planning some Tuesday & Wednesday night techs in addition to the usual Saturday schedule. The March tech will be a weeknight session on safety items, such as inspecting brakes, lights, wheel bearings and looking for sway bars hitting brake hoses, loose shocks, brake ducts interfering with steering action, etc. It will be geared to Time Trial Pre-Techs and all Autocrossers. Time Trialers and Tech Inspectors for 1981 are encouraged to attend. This session will also greatly benefit the non-competitive owner wishing to learn all aspects of car safety and inspection of vital components. Watch for the date in next month’s Nugget.

Anyone who has some ideas for upcoming tech sessions, write tech articles for the Nugget, or wishes to hold a tech session, please call me.

Denny Kahler
Tech Chairman

FEBRUARY NUGGET STAFF: Karen Hawkins, Sharon Neidel, Rebecca Newlin, Bill Newlin, Donna Trefz, Shirley Neidel, and special thanks to new staffer Janet Buck for volunteering above the call of sanity. Profuse gratitude—AI.

NUGGET/23
In co-ordinating the membership rolls with the National audit, the Membership Director presented the following recent affiliations with GGR:

Kent Taylor DDS (Zack)  
3034 View Drive  
Antioch, California 94509

Joseph Faust (David)  
11891 Brookridge Drive  
Saratoga, California 95070

Theo Sovern  
P. O. Box 61941  
Sunnyvale, California 94088

Larry Blazek (Irene Lin)  
5270 Larchwood Drive  
San Jose, California 95118

Terry Sundblad (Linda)  
5086 Abbotford Court  
Newark, California 94560

John Yokubytis (Karen)  
4829 Boxer Blvd.  
Concord, California 94520

John T. Grant  
6575 Girvin Drive  
Oakland California 94611

Thomas W. Collins (Susan)  
12150 Scully Avenue  
Saratoga, California 95070

We hope the delay in their presentation to the membership has not dampened their enthusiasm for the Club.

ALEX'S
PORSCHE HOUSE
374-5920

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GGR MEANS PEOPLE

In 1966, when Frank Granata, then GGR President, was extolling the virtues of Porsche cars to his regular luncheon customer, Barbara Rose, little did he (or she) realize his sales job would ultimately lead, years later, to her marriage to the now-famous Walt Maas. Walt, of course, was not famous in 1966 but was, at that very time, beginning to make his mark on The Racing World.

It is appropriate to start the story with Barbara, who, as a result of Frank Granata’s urging, acquired her first Porsche, a 1966 912, and joined GGR in 1966. She immediately plunged into PCA activities and participated heavily in all areas of the club's operations. Barb has served on the Board of Directors three times as Membership, Activities, and as Treasurer. She has autocrossed extensively over the years and has had near-legendary successes in the GGR and NCSCC Series. She took two firsts and a second in driving events at the Monterey, Sun Valley and Anaheim Parades.

In addition to the 912, Barbara has owned and autocrossed a 71 911 T, which she owned for ten years and sold only recently, and a 63 Carrera Cabriolet 4 cam which she sold to Chuck Stoddard several years ago. She’s still kicking herself over parting with the Carrera. She also competed for a couple years in the Garrettson black 914 autocross car.

Barbara counts among her most memorable PCA experiences her involvement with the Dwight Mitchell racing crew which so many GGR people were participating in at the time.

Barb has experienced the inevitable brush with the Dummkopf having received it, as she puts it, ‘unfairly’. It seems she was speeding through the Caldecott Tunnel taking her sick dog to the vet. Red lights bring her to a halt and the cliche question is asked. ‘In a hurry?’ ‘Yes, officer. You see my dog is very sick and...’ At this point Fido chooses to spoil the routine, lurching around the car, barking, carrying on, and eventually licking CHP’s hand. CHP smiles knowingly, writes ticket and sends Barb and Fido on their way. Barb bypasses vet and chains dog just out of reach of cat for three days as punishment. Dog rats on Barb. Barb gets Dummkopf.

During this time Walt was very much involved in racing. His first sports car was a 48 MGTC. His first Porsche was a 55 Speedster 1500 acquired new for $2995. In 1959, while in the Air Force, in Europe, he acquired a 59 Convertible D which served as his transportation and weekend race car. In this car he ran his first race in 1961 at Vacaville, finishing 19th among a field of nearly all Porsches.

Walt has also owned a 56 Speedster and 58 Speedster/Carrera with pushrod motor. It was in this car that Walt won the Northern Pacific SCCA E Production Championship in 1963 and 1964. This winning car was built by Lukes and Shorman. In 1965 Walt sold the Carrera and semi-retired. He drove a Corvette briefly totalling it at the Donner Hill Climb. Prior to arriving at his more recent, well-known successes, Walt had brief excursions into Formula V and B, and raced a Harry Weber BMW 2002 in 1970 with varying success. He either won or broke.

From 71 through 1975, Walt’s reputation had earned him the 240Z ride first with the Bay Area Datsun Dealers and later with F.A.R. Performance. It was during this period that Walt skyrocketed into national prominence, winning the SCCA National Championship in the Z car.

Walt then returned to Porsche. In 1976 a grassroots effort to build a competitive race car began. Spearheaded by Walt, Gary Evans and Clark Anderson, the now-famous 914-6 began taking shape in Walt’s garage. Assisted in the effort by John Clever, Larry Jones, Bob Kilburn, Alan Brooking, Jim Fleming, and others, the car was completed in time for the 1977 IMSA Series.

The story of the 77 race season must be diverted momentarily as it is here that Walt and Barb become an item. Whereas Barb had known of Walt through racing and had said an occasional hello, they did not have their first official meeting until 1976. This took place at Sears Point while Walt and crew were testing the new-completed race car. This meeting, it seems, had been arranged, without the knowledge of either, by certain GGR gremlins bent on
playing cupid. After practice, drinks were arranged at the Black Point Inn, then a Mexican dinner in Palo Alto, then coffee for the entire entourage at Walt's house. On arrival at Walt's, no coffee nor cups could be found, so Walt improvised and served hot chocolate in trophy mugs. Barb thought he was a terribly disorganized bachelor. The entourage, on pre-arranged cue, departed, leaving Walt and Barb alone to ponder what had happened and where everyone had disappeared to.

Their official first date consisted of a romantic evening in Walt's garage working on the race car. But Barb soon got disgusted with the cold and left. Walt apparently soon realized that there was more to life than wrenches, dynos, and carburetor talk and began hot pursuit. Eventually, Barb and Walt got together, predictably, at a race weekend at Willow Springs. Soon they became roommates. Walt eventually saw the light and groped through his marriage proposal, 'Well, do you want to get married, then?'. Barb, having never been married before, decided she'd try anything once. So it happened. The year was 1977 and the marriage became official GGR business when then President Gary Evans placed it on the agenda at a board meeting.

With Walt at the wheel and GGR in the pits, the 77 IMSA season became a massive success for the backyard race effort. They won eight of eleven races and never had a DNF. In his first race Walt lapped the entire field, including the Datsun factory car. Walt had a championship and Jerry Woods an IMSA Mechanic of the Year trophy. Fittingly, the last race, a win, was at home at Laguna. Walt stunned the crowd, when, on the victory stand he announced his retirement. Not even Barbara had expected it though she emphatically agreed with the decision. So Walt went out a winner.

It was only natural that after their marriage, Walt's retirement and, due to Barb's PCA experiences and Walt's racing experiences largely backed by GGR people, that they would plunge back into GGR activities. Walt was reluctant at first, but with Barb's urging and the pressures of racing behind him, Walt did indeed plunge in. He really enjoys autocrossing and time trialing, but enjoys the social aspects of both more than the competitive. As head instructor of the time trial series, Walt did a phenomenal job and, of course, was elected to the 1981 Board as Competition Director largely on that performance. Walt has a keen sense of fair play best illustrated by the fact that when approached to do this interview, he insisted it not appear in print until the GGR elections were decided so as to not give him a possibly unfair advantage.

As Competition Director, Walt feels strongly about emphasizing the social and fun side of competition, preferring it to the white-knuckle intensity we sometimes drift into. Walt feels GGR is first a social club and the people are more important than the trophies.

Barb emphasizes that the club has developed significantly since she served on the Board and now has bigger problems, issues, and finances, thus requiring more politics to manage it.

Both like the new Nugget but would like to see more personal columns by more people. They would like to see more emphasis on post-event reporting with more people (participants) recognized. Walt and Barb both feel people is what the club is all about and this is where its identity should be.

Their favorite events are time trials, again emphasizing the social side, the Ryde Hotel Tour, citing the concept and its uniqueness, and the Oktoberfest ('loads of fun'). They would like to see more quality weekend tours like Occidental, Mutha Lode, Mendocino and Ryde.
GGR Means People, continued

In real life Barb is Controller/Office Manager at Eurasian where she’s been for eight years. Walt is an engineer at Lockheed. Their hobbies include camping, fishing, and Nippy, the resident time trial watchdog.

The desert island question received this response. From Barb, ‘Paul Newman and shower. I can’t stand to be dirty’. From Walt, ‘Ann Margaret. She’s more mature than Bo Derek, and the usual desert island equipment.

Walt’s all time hero and the person he admires the most is Ken Miles, scourge of the West Coast, Porsche driver supreme. Barb’s is, of course, Walt Maas, same description.

The Maas’ agree they currently own their dream car - a 1980 Ivory 911SC. This after a brief encounter with a 928 which they in unison describe as a ‘great car, sort of a high performance Mercedes, but not the driver’s car we wanted’.

Walt and Barb Maas, two more contributors to GGR’s rich history.

BILL PATTON

PHOTO CREDITS: COVER: Wayne Sanford. Other photos by Al Berens, Don Terry, Diane Terry, and unofficial staff photographer John Fulton. Thanks for your contributions.

Jerry Woods
‘Mechanic of the Year’

GGR’s 1980 tech chairman, Jerry Woods, has been named ‘Mechanic of the Year’ by the Northern California Motor Sports Press Association for the second time. Jerry first won in 1977 for his work with the Walt Maas IMSA GTU 914-6. This year Jerry was recognized for his efforts which put John Fitzpatrick in first place in the IMSA GT series, and a spot in the coveted Porsche Cup standings. Congratulations, Jerry.

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YEAR END AWARDS

CONTINUED FROM LAST ISSUE

ENTHUSIAST OF THE YEAR 1979

First a brief explanation as to why the presentation of this award is being made so late and simultaneous with the presentation for 1980. It has, in the past, been traditional to keep the winner a secret until after the National Award Winner was announced at Parade. This because the GGR winner is usually presented to National for National consideration. Your '80 Board felt this procedure should be changed so that the award winner could enjoy on a timely basis and not have to wait 6 months to a year and so that the winner could assist in accumulation of the necessary details to do the profile to National and so the winner could plan to go to Parade if they felt they were a strong candidate for the National Award.

Explanation completed, I am proud and happy to announce that the GGR Enthusiast of the Year for 1979 is Sandi Candlin.

It is easy and yet difficult to write about Sandi. There is so much one can say, and so much that has already been said that it is difficult to identify the gaps.

My own feelings about Sandi and 1979 are reflected here. Sandi served as your very capable President in 1979. I was fortunate to have had the honor to serve on her Board. The best way to describe 1979 as a GGR year is that it was efficiently and capably run, offered a great event schedule and most notably offered little in the way of crises, or controversy. In short, a hell of a year. In retrospect, looking at 1979 also tells you what sort of leadership you had with Sandi and why she was selected Enthusiast of the Year. Sandi’s low-lay, gently persuasive, but firmly determined style got the job done to perfection. No neon lights, just competent (near perfect) management. This, of course, in contrast to the styles of some others who have served as President in recent years and not fared so well in the non-controversy category.

Sandi did not chair any major events, come up with any great revelations, or shout from the Ivory Tower. She just plain delivered with the same consistent style which she has been noted for in so many other areas. Notable also is the fact that her roommate has been a past enthusiast of the Year and they have been a past Family of the Year. In short, they are a great team and great individually.

Thank you, Sandi, from the undersigned, the 1979 Board, the 1980 Board, and the membership of GGR. Our tribute to you is the GGR Enthusiast of the Year Award for 1979.

Bill Patton
1980 President

ENTHUSIAST OF THE YEAR 1980

The definition of enthusiasm is intense or eager interest. An enthusiast is a person full of enthusiasm. We look around us and PCA, and more specifically, GGR enthusiasts are very obvious. They’re the ones who attend the events, work at the events, and put on the events that make up our activity calendar each year. The 1980 Board of Directors was given the task of choosing a person to be recommended to the 1981 Parade who we felt deserves the Lazar-Blanchard Memorial Trophy, known as the PCA Enthusiast of the Year Award.

This year the 1980 Board saw one shining face above all others that stood out as outstanding in support of PCA as well as being a general ‘Porsche Nut’. This person not only was a regional officer, but put on 2 tours (the Ryde Hotel, Hearst Castle), a charity fund raiser (Porsche Community Day), a crazy event at the Observatory (Star Gazing & Finger Party), organized the February Dinner Meeting, co-chaired Parade tour groups, showed a total of 15 cars in 5 concours events, worked time trials and rallies, contributed many articles and pictures to the Nugget and Panorama, including ‘GGR Means People’, and in September of 1980, took on the overwhelming task of Ad Manager for the Nugget, obtaining many additional ads so we could have an expanded issue in November. Most importantly, this person received the Dummkopf twice in 1980.

If you haven’t guessed already, it’s Bill Patton, our 1980 Regional President. We on the Board were well aware of Bill’s vast contributions to GGR this year - he kept us all very busy, but we really can look back and say, ‘Thanks,
Year End Awards, continued

Bill, it's been a great year!

Barbara Berens
1980 Treasurer

EVENT OF THE YEAR 1980

There were many outstanding events that were organized this year by many Golden Gate Region enthusiastic members. It was a tough decision for the 1980 Board to choose the event that clearly stood above the others. The event we chose was really the result of months of team work from over a hundred members of GGR. This event included an auction, a bake sale and Concours D' Elegance, and it raised for the Pete Giddings Fund for Bay Area Underprivileged Children almost $5,000. The event, chaired by Bill Patton, was the Porsche Community Day, held on June 8, 1980. It will long be remembered for it's contribution to the community as well as by many as a first for joining GGR and Black Porsche, Inc. in a fabulous day Merritt College in land. Bill, as the chairperson, was awarded an original drawing by Howard Shoemaker, representing a day we'll never forget.

Barbara Berens
1980 Treasurer

THE FLOYD PATTERSON INCognito Award

I'm afraid the presentation of this award was lost in the translation at the Xmas Party. Thus, I'd like to clarify here. Floyd Patterson, when he lost his title to Sonny Liston by a first round KO, walked around New York City for two weeks wearing a mask. This to avoid recognition and cover his shame.

Tom Foster, over the last two years, has done a lot for this club, though behind the scenes and without recognition. Thus incognito, and therein lies the joke. My ill-conceived presentation of the award disappointed me. It was intended as a tribute, a thank you, and a Fickle Finger type award.

I hope this adequately explains.

Bill Patton
Resident Bull in the China Closet

A LETTER FROM MOM

I have never mastered the English language so trying to get the message across is difficult. I do feel it is necessary to let the Region know how much we appreciated being awarded the 'Family of the Year' again. We really were quite surprised. The picture is beautiful and is already hanging with the rest of our treasured awards. I guess it would have been hard to put in the picture all the other cars that showed up at the events with us, but Bill goofed. When awarding this to us you forgot to call up the complete family. You managed to surprise us with Rob and Teresa there, but what about Al, Barb, Ted, Susie, Mike, John, Karen, Ray, Glen, etc......and yes even you as six little people can't do it alone. It does take the whole club together working like a family to put on as many events as we have each year and have fun while doing it. I'll let you in on one of the secrets of our family for enjoying the club: Read the NUGGET when it arrives, find the events you are interested in attending, call for reservations before the deadline, and, I can't stress this enough, events do get canceled for lack of interest as reservations need to be made in advance. Do ask if you can help. All events take more than just a chairman to put on and become more fun when we put in a small amount of effort. Somewhere in this issue you will probably find the list of events for the coming year. You only get out of the club what you put into it, so...plan ahead, volunteer, and become part of the great GGR family.

Momilini
(Shirley Neidel)
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

Ink-stained but clean industrial terry towels, great for shop towels or polishing - 3 for $1. All proceeds go to the Egypt Exploration fund. Contact Al Berens (415)367-8339.


Colgan bra for C model, cutouts for fog lights and bumper guards. Excellent condition, $50. C model black plastic steering wheel, good condition, $90. Bill Patton, 4171 Observatory Ave., Oakland, CA 94618; days 415-543-9360; evens 415-530-0609.


Gotti Racing Wheels for sale. Two 15x10 and two 15x2 Gotti modular racing wheels for 5 bolt Porsche. Moderate use only, excellent condition. With used Goodyears. $875 for the four, or will split into pairs. Terry Zacccone 415-257-6575.

1980 AUDI 5000 S. Silver w/blue leather interior; Blaupunkt AM/FM cass. stereo, automatic, elec. snrf., all power options, cruise control, 16,000 mi., 7 mos. factory warr. remaining. Must sell to keep 911 S and buy home! Asking $11,900. Jeff Sellman, 415-547-6712.

1968 911L Targa Conv. 61,000 mi. 5spd. Blk w/Brass trim, leather interior, new Phoenix 30i's, Porsche mags, Blaupunkt AM/FM Cass., Plus. Kenneth Klein, 510 Castenada Ave., San Francisco, CA 94116; 415-561-9618 m-f days; 415-665-1556 wknd/evens.

1966 912/5 speed, blue/bone interior, clean; car cover and bra included. $6500.00. Ken Butts (415) 443-3937.

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2–7x15 Factory Alloy Wheels. Bob Keck, (415) 768-8464 or (415) 820-9741 (after 6 PM).

PERSONALS

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IN MEMORIAM

Peter Gregg Dies

A despondent Peter Gregg took his own life last month and it is only fitting that a word or two be written in memory of America's premier GT driver.

Peter 'Perfect' earned his nickname for his perfectionism in his racing preparation, driving ability, and pursuit of victory. Before the supremacy of the Kremer cars, 'Made in Jacksonville' summed up the state of the art in Porsche race technology on this side of the Atlantic. Gregg worked with the Factory closely, and who can judge how much he may have contributed to the 911 series of today?

A liberal interpreter of the rules, Gregg fielded some of the most interesting cars on the track. Fiercely outspoken he said what was on his mind and had many detractors. One of my own fond memories was of a race at Laguna Seca where he laid it on the line over the radio so fast that they didn't have time to bleep out his savory opinion of a fellow driver's crash into his car.

Of all that he was and all that he wasn't Peter Gregg was a showman driver; if he was there and running, the fans got their moneysworth. Whether you liked him or not, we're all going to miss him.

The Editor
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Coming Events

FEbruary
1 ZONE 7 AWARDS BANQUET—TERRY ZACCONE
6 BOARD MEETING—SONJA BLOW
17 PIT CREW—LYN LEVINE
21 DINNER MEETING—PATTERSON

March
5 BOARD MEETING—SONJA BLOW
7 GGR AUTOCROSS NO. 1—PHIL MULLEN & GLEN RENK
14-15 ZONE 7 AUTOCROSS—LPD & MBR
17 PIT CREW—JANET BUCK & AMY SCHMITT
20-22 YOSEMITE TOUR & DINNER MEETING—MIKE LOMMATZSCH
28 GGR AUTOCROSS NO. 2—DON TERRY & KENT MCLAGGEN
31 TIME TRIAL TECH—KENT MCLAGGEN