CARLSEN
PORSCHE/ AUDI
PALO ALTO

1730 Embarcadero Road  Palo Alto, CA 94303  415/856 - 6300
10% discount on parts and accessories to PCA members
The new year brings with it a new Board. Your 1981 Board is full of enthusiasm and dedication to making this a banner year for GGR.

The following members were elected to guide the Region in 1981:

President - Sonja Blow
Vice President - Donna Trefz
Secretary - Barbara Berens
Treasurer - Ted Atlee
Social Director - Dinah Patterson
Competition Director - Walt Maas
Membership Director - Mike Lommatzsch

To assist the Board the following appointive positions have already been made:

Assistant Treasurer -
Autocross Chairperson - John Hawkins
NCSCC Representative - Walt Maas
Pit Crew - Barbara Lateer & Lynn Levine
Rallye Chairperson - Keith Mc Mahan
Time Trial Coordinators - Glenn & LaQuita Hills
Zone 7 Auto-X Representative - Ted Atlee
Tour Coordinators - John & Betty Meunier
Councours Chairperson - Mark DeVincenzi
Tech Chairperson - Denny Kahler
1980 Scrapbook Preparation - Lynn & Len Levine
Panorama Reporter - Al Berens

Several appointive positions are yet to be filled. Look over the list and consider what contribution YOU can make to GGR by volunteering to undertake one of the following:

Goodie Bag Manager
Historian
Sponsorship Chairperson
Nugget Advertising Manager
1981 Scrapbook Preparer
Nugget Editor

The person appointed as Nugget Editor holds one of the key positions in GGR. Al Berens has volunteered to be the editor temporarily until a replacement is selected. There is an enthusiastic staff waiting to assist the editor in any way the editor deems necessary.

Your input in all areas of GGR's involvement is earnestly solicited. Should you have an idea, criticism, or comment on any specific area of GGR's wide range of activities, please direct your input directly to the Committee Chairperson and/or the Board member who is responsible for that area. The Committee Chairperson or the Board member will attempt to satisfy your request and if is unable to do so, will communicate your needs to the Board.

If you have ever attended a Board meeting, you are aware of the lengthy, involved agendas. Pre-Board meeting organization is a must to a well run Board meeting. This year, completed agendas and Directors reports will be mailed to Board members at least seven days prior to the Board meeting in order that the Board will be well prepared to proceed on the night of the meeting. If you have an item you would like to place on the agenda, call me by the 20th of each month. Late requests will be held until the following month, unless the request is of an urgent nature. I, or the Board as a whole, will determine which items are deemed urgent.

Board meetings will generally be held on the first Friday of each month, at my home, starting at 8:00 PM Sharp!

YOUR 1981 CHAIRPERSON DIRECTORY WILL APPEAR HERE NEXT MONTH

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.
OLD BUSINESS

1. The new job descriptions to be added to the Statement of Policy were approved as written.

2. The Roster is at the printers and will be mailed out first class as soon as they are available.

3. NCSCC has set a decible count of 95 for events at the Pleasanton Fairgrounds; as GGR is a member of the Council we must automatically conform. The fairgrounds note that there have been no complaints as yet about noise.

4. Bill has received further information and two checks for $500 each from Jim Perrin toward the 1982 Parade.

NEW BUSINESS

1. The election results are in; see elsewhere in this issue.

DIRECTORS REPORTS

PRESIDENT - Bill Patton received another thank you letter from Pete Giddings for the contribution from Community Day. The National election results are: President: Hank Malter, VP: Jim Perrin, Secretary: Sandy Misura, Treasurer: Bob White. Bill received a letter from Hurley that everything is fine with the Sears Point Time Trial worker injury.

NUGGET EDITOR - Bill Patton noted that advertising through March 1981 has been secured and that a new ad manager will be needed.

Respectfully submitted
Brooks A. Thiele
Secretary

YOSEMITE 1981

Reservations and accommodations are now being made for the 1981 trip to Yosemite National Park. It will take place the weekend of March 20-22, 1981.

This will be a three day event for those wishing to take part in the early Friday night departure, thus, giving you a full day on Saturday to visit the Park and use its facilities, lots of biking, hiking and skiing.

At this time, I need numbers. If you have any ideas about going, please let me know by December 31, 1980. Also let me know if you would like to go up Friday night or Saturday morning. This is just to take care of some arrangements and no deposit is required. This also does not commit you to going, but you better sign-up if you have any idea of going! Thanks.

Mike Lommatzsch, Tour Chairperson

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4/GOLDEN GATE REGION
Competition Notes
FROM THE COMPETITION DIRECTOR

I'd like to take this opportunity to tell you about some interesting items in GGR's competition activities (autocross, rally, time trial, and concours) for 1981. Since being elected as your Competition Director, I've gotten a lot of good input and ideas from many members that will help lead to programs and events that we all will enjoy.

The reason we are able to have events in GGR is, very simply, because there are event chairman and series chairmen that put them on. Each of the four competition areas has its own series chairman. He is responsible for the operation of that series for the year. Usually he does not put on events himself, but rather helps the individual event chairman who is responsible for that event. We in GGR have developed this into a smooth-running process and we have a full schedule of activities that operates with very little hassle.

The first step in this process is Activities Week, which is a series of meetings this month. These meetings set the policies and schedule for the year, and determine the event chairman that will organize and operate the events. If you are interested in a particular activity be sure to attend and participate in that meeting -- full details and the schedule are elsewhere in this Nugget.

The Competition Director has two roles. Firstly, as a member of the GGR Board of Directors, he helps form general region policy and participates in the government of the club. He is representing the competition area on the board, particularly in the financial and policy areas. Secondly, he guides and assists the series chairman in the operation of their series, and helps in development of the activities and resolution of problems.

My philosophy as Competition Director is that our events must be attractive to all members. We have a wide spectrum of interest and experience levels within GGR, and there needs to be a place where anyone can participate and enjoy themselves. Furthermore, events should be fun. We are a social club, and our competition activities should not be clenched teeth affairs. Good competition certainly, but good comradeship too.

Along this line there are several things I hope to see in 1981. In some series we've become heavily structured, and where we can we should ease off a little. Some progress has already been made in autocrossing, where the rules committee has added another late registration period, and fun runs have been reestablished from 4 to 5 pm. Our rally and concours chairmen have some interesting ideas for new events. You'll hear these at the activities week meetings. I hope to reintroduce being able to have riders in our autocrosses and time trials. At the last time trial we were able to give worker rides, and I am working on being able to take riders in a Pleasanton auto-X. Progress is apt to be slow, but anything is an improvement! Lastly, I want to encourage the social aspect of the events - beer and pizza after the event, the Saturday evening barbeque at the Time Trials, and so on.

Autocross and time trial rules are an area where many people feel that improvements are possible. The rules we now have have evolved over the years through the process of the November rules meetings. This process leaves much to be desired and has resulted in inconsistencies and conflicts in several areas. Additionally, having separate autocross and time trial rules, with numerous conflicts, makes it difficult for a member to run both series. I am appointing a special commission to review these rules and develop a proposal for 1982.

The Commission will consist of the Competition Director (as chairman), the Autocross and Time Trial Chairmen, the Time Trial Tech Chairman, Tom Green (whose excellent suggestions last summer started this whole thing), Susie Atlee and Bill Patton. The charter of this group will be to:

1. Develop the structure of the combined autocross and time trial rules.

2. Produce a draft of these combined rules for membership review and input.

3. Establish the process for finalizing these rules for the 1982 season.

The commission will start its work this month and if all goes well, the draft should be distributed in the spring.

I'm looking forward to the Activities Week meetings and hope to see you there. If you have ideas or suggestions that you'd like to pass on, those meetings are the place to be!

Walt Maas
NUGGET/5
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A RALLYE EDITORIAL

I have decided to make my last article as 1980 Rally Chairperson an editorial on rallying within PCA-GGR. The opinions expressed herein are strictly my own, and are not necessarily shared by the new or old GGR Board Members; they are presented to stimulate thoughts, and perhaps to suggest a new approach to future rally programs within GGR.

The goals of the 1980 rallye program were: (1) to put on a series of beginner oriented rallies; (2) to improve the general quality of the rallies presented; (3) to write a series of rallye articles for the Nugget; and (4) to encourage beginners to get involved in rallying as a sport (adiction?)

As I look back over the year to see what we have accomplished toward achieving these goals, I feel we have done an excellent job on the first three and were an almost a total failure at goal number four. John Clever's rallye in February had a very good turnout, even though no awards were given. The Rallye de Bus in March managed to almost fill a 47 passenger bus. Since then, attendance at rallies has slowly decreased, and the Picture Rallye in November drew only 17 cars on a day when the weather was perfect. The people who show up at rallies (with a few exceptions) are the same people who almost always show up. We were not successful at interesting the vast majority of the GGR membership.

Three of the rallyemasters who put on events for us this year stated that they were disappointed at the meager turnout and wondered if it was worth their effort. It requires a lot of time, effort, energy, and out-of-pocket expenses to be a rallyemaster for a quality rallye. Even a

simple rallye requires you run over the course at least 3 times. A complex event may require you run the route 12 to 15 times (to check both on course and off course loops, to be sure the signs are perfectly spelled, to be sure there are no other identical signs elsewhere, etc). If we continue this way, we will eventually 'burn out' all our qualified rallyemasters and then the program will deteriorate completely.

I first joined GGR in 1968, and was rallye chairperson in 1969. I did not understand then, and I still do not understand why GGR members are apathetic towards rallies. Even though there has been a large turnover in individual GGR members in the last 10 years, the attitude of the region as a whole towards rallying has not changed signifi-

antly. There is a much larger percentage of the membership interested in autocrosses than is interested in rallies.

I would like to propose a new approach toward rallying within GGR for 1981. Let us set up a program for those members (perhaps 5 per cent of the total GGR membership) who want to continue with rallying and to become more proficient at doing it. We will always encourage newcomers to our rallye group and we will assist them in getting more involved, but we will stop trying to coax the reluctant 95% to join us. My goals for the 1981 rallye program (as proposed) are as follows:

1) Participate in a rallye series consisting of 10 to 15 events throughout the year.

2) Establish a series of year end awards for the best GGR rallyists, based on participation in the events, working on the events, and how well each person does in their own class when competing in the events.

3) We will minimize the 'burnout' factor for our members by sponsoring only 2 or 3 rallies during 1981. The emphasis for our events will be quality rather than quantity.

4) Set an attendance goal for each of our rallies at 50-60 cars as paid entries.

5) Profits from our 2 or 3 quality events will pay for the year end GGR awards.

If you haven't already figured it out from the goals I have listed, what I want to do is to put on OPEN rallies, and to invite all rallyists from Northern California to attend our events. If we establish from the start a reputation for putting on quality rallies, we can attract that many car.

We need to publicize our rallies through every available means such as The Critique, and taking flyers to other rallies in advance, and sending notices to other clubs' newsletters.

In order to have the 10 or 15 events for our 1981 rallye series, we will select events put on by other local clubs and will advertise them in the Nugget so each GGR member can easily find out the details (when, where, what type) of each event. The events selected for our own series will be mixed type (TSD, Monte Carlo, Pan-Am, Coursemarker,
Gimmick, whatever). We will try to select the quality rallies put on by the other clubs in this area, such as PCA-SVR, PCA-LPR, ZONC, The Rallye Club, Pebble Beach Sports Car Club, Triumph Travelers, Fiat-America, etc. The only rallye I know I want to include in our series is Carrera de Sierra, put on by PCA-SVR. This has been an outstanding event for the past five years, and usually attracts only 4 or 5 GGR cars each year.

I see three potential problems with adopting this proposal:

1) Scheduling our events as OPEN events and inviting non-PCA members to participate is contrary to the past history of GGR policy. Other regions have done this for rallies (and autocrosses), so I know there is not a problem with our national PCA insurance policy. (This statement is not totally accurate, editor.)

2) Some of the rallies chosen to be included in our yearly series (put on by other clubs) may conflict with other GGR activities, such as tours, autocrosses, picnics, etc. I feel that those people who have a conflict must make a choice of what they most want to do. (I am sure that everyone has been invited to two different parties on the same evening.) I do not feel that the other GGR activity will be seriously hurt (attendance-wise) by those few people who choose to go to the club’s rallye instead.

3) The dates for our 2 or 3 GGR rallies must be carefully chosen so they do not conflict with another rallye sponsored by a different club. It is very critical that our sponsored rallies have very good attendance.

In my opinion, the sport of rallying is slowly fading away within GGR, and also in the entire Bay Area. A new rallye club is now being formed in San Jose (The Rallye Club) to put on a series of rallies starting in 1981; and the Northern California Sports Car Council (PCA–GGR is a member of NCSCC) is attempting to revitalize their rallye series for 1981. I feel that GGR should join in this overall effort to revise rallying rather than continuing the policy of doing everything alone. Joining in a larger rallye series may create benefits for both GGR rallyists and for the entire series.

I would like to personally encourage everyone interested in GGR rallye to attend the rallye meeting during the first part of January. We need to collectively discuss the direction for GGR rallye during 1981.

I would like to personally apologize for the cancellation of the January Rallye. My reasons for doing so were:

1) A TSD trap rallye requires lots of checkpoint workers. With our present low attendance I felt we would not have enough paid entrants to make the event profitable.

2) I devoted more time to the Picture Rallye in November than I had anticipated, and I did not have sufficient time to devote to the January event.

3) The date selected conflicted with the scheduled Super Bowl game.

 Keith McMahan
 1980 Rallye Chairman

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WANTED: NUGGET EDITOR

The 1981 Board of Directors is seeking candidates for the position of Nugget editor as Jeff Lateer has retired from that post with the completion of the December issue. Jeff has elevated the Nugget from a mere newsletter to a first rate publication whose greatest achievement, to paraphrase Nick Kelez, was to give the club a newsletter comparable to how we feel about ourselves as a region; i.e., Number One, and commensurate with the quality of the cars we drive. But that was Jeff's Nugget. All past Nuggets have reflected their editors. While we are committed to this format, there is a great deal of latitude for development within the framework of the format for artistic expression and personal style. While the job requires some knowledge of publications, organizational skills are basically what are required to make this publication function. A staff of typists and layout personnel are already assembled to work for you, all they need is your direction. The job is time consuming; it takes ten to twelve nights of work to put out each issue, but the final product is its own reward. If you have the time and the energy to devote to the heart of the club, please contact a member of the 1981 Board or myself. If you want to get involved to a lesser degree, one night or so a month, come join our staff. We'll train you in the skills you'll need (skills which are valuable for your personal use).

Playing Nugget Editor, Al Berens

AUTOCROSS

PRACTICE AUTOCROSS

WHERE: Alameda County Fairgrounds
        Pleasanton

WHEN: January 24, 1981

REGISTRATION: 7:00 A.M. - 8:30 A.M.

LATE REGISTRATION: 9:30 A.M. - 10:00 A.M.
                    12:00 Noon - 12:30 P.M.

It's time to get your cars out of the garage again and get the cobwebs blown out of the engine! Come out to the practice autocross and hone your skills for the upcoming 1981 Autocross Series.

FOR INFORMATION CONTACT:
        John and Karen Hawkins
        1340 Oddstad Blvd.
        Pacifica, California 94044
        (415) 359-0542 (evenings after 6:00)

DINNER MEETING

The first dinner meeting for 1981 will be held on January 17. This is the Autocross and Concours Annual Awards Dinner as well as the Annual Membership Meeting with the 1981 Board of Directors.

Send in your reservations now and come out and congratulate the winners and meet your new Board of Directors.

HOST: John Johnson

WHERE: Rick's Swiss Chalet
        4085 El Camino Way
        Palo Alto, California

WHEN: Saturday, January 17
       6:30 P.M. - No host cocktails
       8:00 P.M. - Dinner

ENTREES: Veal Cordon Bleu $9.25
         French Fried Prawns $8.25

Dinner includes: salad, rice, fresh vegetables, french rolls, dessert and coffee.

DIRECTIONS: On El Camino Way, which is just off El Camino, between Page Mill and Arastradero Road.

Make checks payable to PCA-GGR, indicate meal selection and mail to:
        Dinah Patterson
        16478 Eugenia Way
        Los Gatos, California 95030

Or phone: (408) 354-0618

Reservation deadline is January 13, 1981. You are responsible for your reservation if not cancelled.

HELP!!!!

Please send us your photos, your art work, your muddled masses (of material). The Nugget wants to put you on its pages. All material requested to be returned will be returned as promptly as possible.

NUGGET/9
THE UNKNOWN TOUR

What kind of people attend a tour that has no advertised destination? Join with us on January 31st and find out. Answer for yourself the age old question; 'Is it the destination of a tour that determines its success, or the people that attend?'

You were correct if what you assumed was true! You did read above that you won’t know what the destination of this tour is until you get there. You also won’t know where it begins. Aha! you exclaim, a hoax! Not quite, Sherlock, we’ll tell you where to meet once you’ve signed up. Yes, we will tell you where to sign up.

'Who was that masked man, Watson?' Why, looks like the same type of folks who brought you the Wine Wanders (except Susan doesn’t know).

At what price comes success? We’ll tell you that later, too, (screams of anguish won’t help), but cries of money might. Plan on there being need for enough $$$ for one night’s lodging, and a meal in a nice restaurant. You will need more if you like to buy trinkets native to a particular area or culture. Plan on bringing warm clothing, walking shoes (no Clever, not shoes that walk), cameras, film, YOB, and anything else you need to enjoy yourself.

Oh, yes! There will be a planned route to return by on Sun-

day (it also is unknown and optional, but if you’ve gotten this far you wouldn’t want to miss it).

WHAT: THE UNKNOWN TOUR
WHEN: JANUARY 31 - FEBRUARY 1
WHERE: UNKNOWN - JUST LIKE WE TOLD YOU ABOVE!
WHO: PEOPLE WHO WANT TO ENJOY THEMSELVES AND THEIR COMPANY
WHY: WHY NOT?
COST: YOU DIDN'T READ THE ARTICLE
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408-280-6890 'till 11:00 P.M.
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2310 D Warfield Way
San Jose, California 95122

DEADLINE: JANUARY 15th, 1981

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

3535 Kifer Road, Santa Clara, CA 95051
(408) 736-9020
ACTIVITIES WEEK

Do you have new ideas or suggestions to improve activities? Think about the events you would like to put on or have the club put on. Then talk to or call the appropriate committee chairpeople and let them know your desires. Then make plans to be at every meeting during Activities Week that concerns the things that you want to be doing with your club in 1981!

AUTOCROSS

TOURS/SOCIAL

TUESDAY, JANUARY 6, 1981, 7:30 P.M.

HOSTS AND SOCIAL CHAIRPEOPLE:
JAN AND NICK KELEZ
332 Shad Court
Foster City, California 94404
415-349-7684*

TOURS CHAIRPEOPLE:
JOHN AND BETTY MEUNIER

MONDAY, JANUARY 5, 1981, 7:30 P.M.

CHAIRPEOPLE AND HOSTS:
KAREN AND JOHN HAWKINS
1340 Oddstad Blvd.
Pacifica, California 94044
415-389-0542*

*Numbers in parentheses are area codes.
WEDNESDAY, JANUARY 7, 1981, 7:30 P.M.

TECH CHAIRPERSON: DENNY KAHLER
CONCOURS CHAIRPERSON: MARK DEVINCENZI
SWAP MEET CHAIRPERSON: DON PATTERSON
HOSTS: TED AND SUSIE ATLEE
4644 Fort Royal Place
San Jose, California 95136
408-578-7499*

RALLYE
THURSDAY, JANUARY 8, 1981, 7:30 P.M.

CHAIRPERSON: KEITH MCMAHAN
HOSTS: WALT AND BARBARA MAAS
21231 Sullivan Way
Saratoga, California 95070
408-867-1738*

MAP OF LOCATION:

TECH
ACTIVITIES WEEK 1981, continued next page
ACTIVITIES WEEK 1981, continued

DINNER MEETINGS PIT CREW

FRIDAY (TGIF), JANUARY 9, 1980, 7:30 P.M.

DINNER MEETING CHAIRPERSONS:
ALAN AND SUSAN BROOKING

PIT CREW CHAIRPERSONS:
LYNN LEVINE AND BARBARA LATEER

HOSTS:
DON AND DINAH PATTERSON
16478 Eugenia Way
Los Gatos, California 95030
408-354-0618*

BOARD MEETING

SATURDAY, JANUARY 10th, 1981
1:00 P.M. SHARP

HOSTS: THE BLOWS
1156 HAPPY VALLEY AVENUE
SAN JOSE
408-255-3551
BYOB

DIRECTIONS TO PATTERSON'S:

Take 17 towards Santa Cruz, take E. Los Gatos Exit, turn right second signal (Los Gatos Blvd.), turn left (down 3 little blocks) on Loma Alta Avenue, follow Loma Alta to 'T' (Cypress), turn left on Cypress, follow up and around (approximately 1.5 miles) easy drive! Take most left road (NOT GATE) between brick pillars (Blackberry Hill Road), turn right at first street - Eugenia Way - 3rd house on right.

The above chairpeople need your ideas and support. You can help make the activities for 1981 THE EVENTS that you would like to have!

* PLEASE NOTE: ALL ACTIVITIES WEEK MEETINGS ARE BYOB, PLEASE.

MANY THANKS

I want to take this opportunity to thank each person who put on and helped with the dinner meetings; you made my job an awful lot easier. I would also like to thank all of the businesses and individuals who donated door prizes. It takes about 5 door prizes for each meeting and 60 door prizes adds up to 60 donations. Thank you all. A special thanks to Marj and Tom Green who donated door prizes each month without my even having to ask. It was deeply appreciated.

Barbara Lateer
1980 Vice President

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295-0535

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CONSIDERATION TO PCA MEMBERS
On October 25th there were 49 people who gathered in San Rafael for a tour. While waiting for everyone to arrive, some of us fed the ducks and seagulls in the pool close to the Marin County Civic Center. John Clever stopped feeding the ducks because he said ‘the seagulls were firing back’. After everyone arrived in San Rafael and the ducks were well fed, we started our tour to Mendocino in two groups of cars.

About 5 miles past the town of Philo, we turned into the Husch Winery. The Husch winery is a small family owned and operated winery. We enjoyed tasting several good wines and best of all a lot of good conversation.

We continued on our way and made a stop at Hendy Woods State Park. We ate lunch at Big Hendy Grove which is part of the park. Following lunch most of us went on a nature hike. This hike is a self guided Discovery Trail through some mighty Redwood trees.

After lunch and the nature hike, we continued toward Mendocino. Upon arriving in Mendocino, we were given a complete tour of the town by our leader. After several
MENDICINO, MAC CALLUM HOUSE, MARVELOUS, continued

trips around a few blocks, we finally found the MacCallum House which was our destination. What a super quaint house, the house was built in 1882 by William H. Kelley for his newlywed daughter, Daisy MacCallum. Much of the house is the way it was when the MacCallum’s lived in it.

Upon getting our things settled in our rooms, many of us went on a shopping tour of Mendocino. There are so many shops that one really needs a whole day just to go through them all.

At about 6:30 there was a BYOB and munchies party at the Barn. Many of us gathered together for drinks, munchies and a lot of fun. Dinner seating for our group was at 8:30, the entire dining room was ours. If you are ever in Mendocino and want a good meal, the MacCallum House is the place to eat; they have a fantastic menu.

The great moment of the evening was the surprise arrival of Michael P. Lommatzsch, with a big birthday cake for Barbie Berens. We are sure Barbie is glad we only have one birthday a year. We know Al is, after hearing Happy Birthday sung to Barbie at least 20 times in one evening.

After dinner, some of us retired to the Gray Whale Bar for some after dinner drinks and more conversation and laughs. While others went out to climb a tower to howl at the moon, or go to the Mendocino Hotel for more drinks and fun.

On Sunday morning, some of us took an early morning walk to the beach to watch for whales. There was one alleged sighting on the horizon. The weather was great so there were some good pictures to be taken. We all returned to the MacCallum House after our walk for a continental breakfast, which included orange juice, coffee and fresh baked pastries. After breakfast we all went our separate ways.

We would like to thank Terri Rosatelli for a great weekend in the quaint little coastal town of Mendocino. A well planned trip meant a lot of fun and fun was had by all. We hope you will plan another tour to Mendocino again real soon.

Bob & Liz Stiffler
SAN FRANCISCO WITH PETE GIDDINGS

Due to the efforts of the PCA/GGR and Black PCA 600+ children were additionally involved in the special fishing boat excursions run by Pete Giddings. As a thank you to those who contributed their efforts to put on the event, our groups were invited to a chartered boat ride along the SF Bay.

The day was bright and sunny and the water calm. Traveling together were various other sponsors (Police Sportsman League, Standard Oil, Golden Properties, etc.) A bit of SF history was unveiled to us Porsche people among the group. They were fascinated with our tales and we with their various walks of life.

We were greeted aboard by Pete and Mrs. Pete personally, while the video ran to capture our ascent on board the yacht - 'ALERT'. The food and drink were plentiful from the start, so you can well imagine our condition as the day progressed. (Maybe Pete knew what he was doing when he left the ship early!)

Marsha Wilson saved the day by bringing her instamatic pocket camera to share part of Porsche history in the making (that is; the Porsche people actually meeting with people from the outside world!) Of course, we wasted no time in teaching 500 people how to pronounce the word PORSCHE - a two syllable word. (Where are Momalini's buttons when we need them.) While high-lighting the many features of the racing abilities and market values of the Porsche to our fellow guests, we got them so enthused that had we been auto dealers we could have made a killing. (Elizabeth Zappulla, our lovely food hostess wanted to be sure that the four cylinder 'ones' went up the hills in SF before investing in one.

One of the most interesting encounters on the trip was meeting the world reknowned chef Mr. Wayne Chinn who enthralled us with the many tales of his past, but most importantly his aphrodisiac recipes. (That's when Bill Patton took me aside and asked me to capture this scoop for the *Nugget* article.)

The main ingredient for the aphrodisiac soup is either wild Tom Cat or a bear claw. You can get the seasonings in Chinatown (where else!). Also sucking the bone marrow from venison bone will give you a charge. Meanwhile Gary Sanders thought it his duty to find out the German translation for aphrodisiac, so he consulted our imported German guest, Mrs. Helga D'arcy. (No Porsche gathering should be without one!) The word is sexaufreitzer. (In case Jim Pasha wanted to know.)

By this time, I think the ship was starting to get the impression that I was the Rona Barrett of San Francisco and proceeded to tell me their true life adventures. Mr. Chinn's assistant Mr. Anthony V. Radovan decided that I looked like the type to hear dirty jokes, however, and spared me. One notable mention was our ship femme fatale. Our trip would not have been complete without her!

For those interested in knowing a bit more of our trip:

- On the windward side: Liz and Bob Stiffler snuggled on the rear deck.
- Patton took a snooze at Donna Trefz's feet.
- Erroll, Gerome, Connie Ned and Al & Shirley Henderson sat in the poop deck and watched the football game.
Best Wishes

to the newly elected Golden Gate Region Board of Directors:

Sonja Blow ................. President
Donna Trefz ............ Vice President
Ted Atlee ................... Treasurer
Barbara Berens ............. Secretary
Walt Maas ................. Competition
Mike Lommatzsch ....... Membership
Dinah Patterson .......... Social

Their dedication and service for the forthcoming year will be appreciated by the club membership.

T&D are also dedicated, as specialists, to service and maintenance of the Porsche.
SF WITH PETE GIDDINGS, continued

Ed & Marsha gave tour guides to the captains heads.

Pat & Dave Waldon had their clothes pressed at the
galley laundromat to remove salt water spray and
sea gull droppings.

And last we saw of him, Gary Sanders was still fighting
off the ship femme fatale. (She couldn’t keep her hands
out of his grey locks.)

No one got sea sick and we all had a great time.

The day ended with the final serenade by the ship musician,
accordionist, Mr. Claude Forsman. He got a standing ova-
tion as he walked the gang plank. (To shore, that is.)

We thank Pete Giddings for thanking us in style!

Here’s til next time.

STESZEWSKI
(Elaine Sanders)

NUGGET STAFF FOR JANUARY ISSUE — TERRI
ROSATELLI, KAREN HAWKINS, ROSEMARY RODD,
SHARON NEIDEL, BARBARA BERENS, SONJA BLOW,
REBECCA NEWLIN, BILL NEWLIN, AND DONNA
TREFZ. THANKS TO ALL, AL.

SHARON’S CHICANERY

As the early morning fog lifted off the Pleasanton fair-
grounds, a fun autocross day began. Sharon Neidel, with a
little help from Ron Trethan, designed a very fun and
challenging course.

Due to the low attendance, we changed the normal format
for running the course to include one practice lap and
then four consecutive laps for time to avoid cycling the grid
too fast. We all learned what “consistency” means. Four
laps without a pylon or spinout was rare on the first couple
of cycles of the grid. If you think you feel tired at the end
of three laps, the 50 autocrossers attending this event
really know what sore arms and necks come from. Since
this was a fun day and competition was not the priority
of the day, the results will only be known by those who
attended, but we’ll say that Sharon Neidel had TTOD for
stock until Dave Blanchard took that over. For overall
TTOD it was held first by Rebecca Newlin, then John Sey-
mour and John Hawkins, and finally Gary Walton.

During the course of the autocross many interesting facts
came to light, some of which follow:

A dozen or so moon howlers and oatmeal throwers kept
walking around with sunglasses on asking all of us to drive
quietly; someone mistook George Neidel for Karen Hawk-
ins; Dave Martinez bought a whole group of condominiums
just to have the garages for his collection of cars; Jim Gaeta
and Jim Giffin are still alive and can still drive with the best
of them; the Wilsons ran so hard all day they ran out of gas;
Cindy Carroll found that buying a 914 will not cure her
spinouts; there were two ‘virgin’ autocrossers in attendance
battling all day; Dave Blanchard found that pylons eat 914
front air dams and Jerry Woods showed up to drive the
shop car because he couldn’t go home!!!

Special thanks for those who came out early and helped
set up the course and registration, Darrell Terry for teching
all the cars and those who stayed late to help clean up.

SPLIT SECOND RACING

NUGGET/19
The weather forecast for Sunday, the 9th of November, included a threat of rain. However, Sunday morning dawned as a clear sunny fall day with a temperature in the high 60's.

The formation point was the parking lot of the San Jose Mercury News. A total of 40 people and 17 cars showed up for the Picture Rally, which has become an annual event. What is a Picture Rally you ask? According to the description published in the Nugget: 'Involved will be an easy-to-follow route. Object of the rally is to see how observant you are (or are not)! Photographs were provided along with the route instructions and you were to note the odometer reading opposite the photo number. Sounds easy, huh? Well, knowing GGR's reputation for 'tricky' rallies, I thought I would take no chances, so in addition to my wife/navigator, I brought my two children, Susan (7) and Nicole (10), figuring four sets of eyes are better than two!

When we received the route instructions and copies of the photos we read that, included in the thirty-two photos were some that would not be seen during the course of the rally. The route instructions also included the comment that, 'No photos will be needed to be seen looking backwards.' Additionally, (and the part that would later be my undoing) that while driving one particular road, 'Valid photos would appear only on the right side of the road!'

We were car number 16 and the route took us out of San Jose into the eastern slope of the Santa Cruz mountains. The first leg of the route provided an odometer check to allow for the 'deviation' factor, the first photo being the actual start point of the rally.

The photos included such things as: a stack of old tires, a stone lion, a wagon wheel, a basket ball hoop and a curved fence.

Our erstwhile president, Bill Patton, showed up with his beautiful speedster, which did not have an odometer. How did he compete you ask? He would write descriptions on the photos as he found the objects listing the proper order. How he kept the photos from blowing out of the car with his top off beats me!

As I have mentioned earlier, we are not experienced rally-

---

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Harry Weber  
PRESIDENT
ists, and consequently didn’t think to bring some of the ‘tools’ that experienced rallyist appear to use: clip board, masking tape (to tape the photos all over the inside of your car), binoculars, and a calculator. Wait until the next rally!

Tony and Berta Reid used the rally to road test three of their cars. They initially showed up in a VW without an odometer. Not being as ingenious as Bill Patton, they drove home and came back with their Porsche. They then suffered mechanical difficulties, returned home again and proceeded to finish the rally in their VW bus. Despite the frequent ‘pit’ stops they still finished in ninth place.

Our progress seemed to be going well until after the one and only check point. I watched Jerry Woods pull out of the check point and double back from where we had come. Assuming he knew something, I proceed the same direction. It was only after about 10 miles that I realized I had missed an entire leg before the check point and that the photos I had spotted were on the wrong side of the road and didn’t count.

The rally ended at the Noodle Palace in Los Gatos. Here was where the score sheets were turned in and the results and winners acknowledged. (No, I won’t disclose where we came in, but it wasn’t in the top ten).

First place went to Alan (driver) and Gloria (navigator) Baker and their tiny baby. I’m sure the back seat navigator caused them to be alert. Their 911T Targa is called Eric

Second place went to Dennis Winter and Sue Wise. Third place went to John Clever and Susan Brookings, fourth place to Ken Shahoian and Mark Wise, 5th to Jeff and Barb Lateer (our outgoing *Nugget* editor) and 6th to George and Shirley Neidel. As usual, the Neidels fielded several cars for the event.

An interesting rally, with a key note on enjoyment was done very well by Janet Tyson and John Fulton. John is a professional photographer and the sample photos proved it. Thanks again Janet and John.

P.S. Has anyone seen Tim Harris and Cheryl Bartlett and their Red Carrera?

*The Steins*

**SPECIAL THANKS**

As we look back on the 1980 Autocross Series, a lot of good competition and fun was enjoyed by many. Without the support of our sponsor BUD HART PORSCHE RACING and our team of Worker Supervisors, this could never have been possible.

Our special thanks to:

**SPONSOR:**

BUD HART PORSCHE RACING
Bud and Paulette Hart

**WORKER SUPERVISORS:**

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
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<tbody>
<tr>
<td>Announcing</td>
<td>Gary Sanders</td>
</tr>
<tr>
<td>Course Design Safety</td>
<td>Tom Green</td>
</tr>
<tr>
<td>Course Workers</td>
<td>Terry Zaccone</td>
</tr>
<tr>
<td>Flagmen</td>
<td>Bill Newlin</td>
</tr>
<tr>
<td>Grid</td>
<td>Dave Blanchard</td>
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<tr>
<td>Instructors</td>
<td>Marj Green</td>
</tr>
<tr>
<td>Posting</td>
<td>Sonja Blow</td>
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<tr>
<td>Registration</td>
<td>Barbara Berens</td>
</tr>
<tr>
<td>Timing</td>
<td>Rebecca Newlin</td>
</tr>
<tr>
<td>Timer/PA set up</td>
<td>Ray Mascia</td>
</tr>
</tbody>
</table>

We would also like to thank all of those who came out early to help set-up and those who stayed late to help clean up.

*John and Karen Hawkins*
1980 Autocross Chairpeople
*NUGGET* 21
THE SON OF MOODOG MANE

Dear Oatmeal-flinger,

You have signed up for one of the weirdest, most ill-conceived events ever dreamed up by GGR.

Here's what you need to know:

1. Observatory show begins at 7:30 and lasts until approximately 9:30.
2. Park in Patton's driveway; shoot for 7:15, if possible. If late, just come to Chabot Science Center next door.
3. Patton's driveway is the last left hand turn on the enclosed directions.
4. Bring your own oatmeal (cooked or not is optional).
5. Empty wallet of all identification.
6. Bring bail money or name of bail bondsman.
7. Bring your own booze or go dry.
8. Bring race tires and sleeping bag (we have a community toothbrush) if you are autocrossing the next day and have trouble with partying.
9. Bring the Potluck contribution you committed yourself to.
10. Bring some unique but expensive gift for the host.
11. Bring a garbage bag to put your now useless oatmeal-carnaged clothing into.

male anatomy. And this was only the start!

We feasted on fabulous finger food until midnight and that's when the trouble began. We piled into the Wilson's van and Dave Blanchard's VW bus and headed for Inspiration Point. The view was beautiful through the snowfall of oatmeal. And it did look like snow! The guys didn't take kindly to being out howled by the gals, so they let fly with the oatmeal—by the boxfull!

Well, the next morning some of the autocrossers looked like they had seen better days. You could tell who they were by the oatmeal in their hair. They blamed anything that went wrong that day on oatmeal. But, all Bill Patton wanted to know was: Who put the goldfish in the waterbed? Who put oatmeal in the goldfish bowl? Who painted the parrot black? Who was sleeping in Casey's bed? And who's underwear was in the freezer?

Nuff said,

Marsha Wilson

THIS (ABOVE) GOT YOU THIS (BELOW)

AN ODE TO OATMEAL

In memory of Patton's place
And the night oatmeal flew into space,
The stars had flickered and the night was pierced
By a sound eerie, low and fierce.
What noise was this? A morose baboon?
No, it was only GGR howling at the moon.
The police were called and all were searched,
From the oatmeal bowls to the canary perch.
I.D., there was none. The wallets were bare.
And the bondsman began to line up with care.
The policeman bellowed, his face all red,
Just then the oatmeal hit his head.
The stars were clouded by whirling mist
As oatmeal flew from every fist.
When all was clear, no charges were pressed.
The policeman laughed. Can't you guess?
Then he said, with fiendish gleam,
'There is no salt 'n batter. See?'

Bev Gates

Everyone called it a howling success. Although it had rained during the day, it was a good night to see the stars through the Chabot Observatory telescopes. The program was designed for kids of all ages and well worth the trip any Friday or Saturday evening.

While at the planetarium, some of us asked about the moon. We were informed there would be no moon visible because this was the cycle of the new moon. Patton had enough other moons presented to him to take care of any need—poetry, oatmeal covered balloons and pictures of fe-

COVER BY JOHN FULTON

EASY

European Auto Salvage Yard

PORSCHE

4060 Harlan Street, Emeryville, CA 94608 (415) 653-EASY
The Zone 7 Awards Banquet will be on Sunday, February 1, 1981. It will be at the Commandant’s Residence in Benicia. A short history of this unique restaurant along with directions for finding it and the day’s agenda are below.

You have a choice of Prime Rib, Chicken Cordon Bleu, or the currently available fresh fish plate.

The cost is $14.50 per person, payable in advance. Send your reservations with a check made out to PCA-Zone 7, indicating meal choice to:

Terry Zaccone
13046 Anza Drive
Saratoga, CA 95070

1860 — Present

Built in 1860, the residence is of classic Georgian Architecture, possessing 14-foot ceilings and 24-inch brick walls. The lumber for the wainscoting, parquet floors, paneling, stair rails and balustrades was carried by ship “around the Horn.”

During the last half of the 19th century, the house was a popular gathering place for Bay Area Society.

The residence was also once the home of Stephen Vincent Benét, famous poet. In 1905, his family moved into the residence after his father, Colonel James Walker Benét, acquired his first command at the Benicia Arsenal. Shortly thereafter, the Great San Francisco Earthquake of 1906 took place. In her memoirs, Laura Benét, Stephen’s sister, indicates, “There was no damage to the home but some of the chimneys fell in the Arsenal. Tremors continued for many days thereafter. We spent several uncomfortable nights in the living room, afraid to go upstairs.”

While living at the Commandant’s Residence, young Stephen Benét acquired a midget typewriter and wrote his first three short stories, “Mr. Proggs Conversion,” ”The Butchers Bill,” and ”Philip Alabaster.”

Agenda
Zone 7 Autocross Committee Meeting ........ 9 - 11 A.M.
Zone 7 Presidents Meeting .................. 11 - 1 P.M.
Reno Parade Meeting ......................... 1 - 2 P.M.
Attitude Adjustment ......................... 2 - 3 P.M.
Dinner Meeting ................................ 3 P.M.
Awards Presentation ......................... (approx.) 5 P.M.

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AUTOCROSS RULE CHANGES — 1981

Listed below is a brief summary of rule changes adopted at the Autocross Rules Meeting held in November. Detailed supplements of the rules changes are available by one of the following methods:

1. Pick up a copy at the Autocross Committee Meeting during Activities week at our home.
2. Show up at the Practice Autocross at Pleasanton on January 24 and obtain a copy.
3. Mail a self-addressed stamped envelope to our attention at 1340 Oddstad Blvd., Pacifica 94044.

Changes were made in the following areas:

<table>
<thead>
<tr>
<th>SECTION</th>
<th>SUBJECT</th>
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</thead>
<tbody>
<tr>
<td>1:09 &amp; 1:10</td>
<td>Registration, tech, drivers meetings and run times.</td>
</tr>
<tr>
<td>9:15</td>
<td>Brakes and brake components on various models.</td>
</tr>
<tr>
<td>9:21</td>
<td>Tire requirements for production category.</td>
</tr>
<tr>
<td>9:22</td>
<td>Spoiler requirements.</td>
</tr>
<tr>
<td>9:25</td>
<td>Engine classification and engine exchange requirements.</td>
</tr>
<tr>
<td>9:32</td>
<td>Adjustable spring plates may be used on 911/912/924/356 models.</td>
</tr>
<tr>
<td>8:08</td>
<td>New section relating to protests.</td>
</tr>
</tbody>
</table>

9:35 (old 9:34) Limited slip differential and/or locked differential...2.
11:14 Any spoiler allowed. Side skirts not allowed.

Various sections and sections references have been renumbered. Lists of class structure and progression sequence updated.

Karen and John Hawkins
Autocross Chairpersons

NUGGET PHOTO CREDITS — SHARON EVANS, PAT STEIN, SPECIAL THANKS TO ALAN BROOKING (HE SUPPLIED PHOTOS IN JANUARY PANORAMA TOO), AND JOHN FULTON.

Other photos by the Sanders and Marsha Wilson.

ALEX’S PORSCHE HOUSE
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**NUGGET ROAD TEST**

**PORSCHE WAGON RSR**

**PRICE**
- List price, east coast: $250
- List price, west coast: $150
- Price as tested: $100
- Price as tested includes std. equipment only (tires, simulated alloy wheels, special Plum paint, etc.) plus dealer prep.

**IMPORTER**
- Split 2nd Racing
- P. O. Box 911
- Montara, CA. 94037

**ENGINE**
- Type: None
- Emission control: Air Injection

**ACCOMMODATION**
- Seating capacity, persons: 1
- Seat width, front/rear: 14.5
- Head room, front/rear: 90
- Seat back adjustment, deg.: 0
- Driver comfort rating (sale of 100): 69
- Driver 69 in. tall: 90
- Driver 72 in. tall: 85
- Driver 75 in. tall: 70

**INSTRUMENTATION**
- Instruments: None
- Warning lights: None

**DRIVE TRAIN**
- Transmission: 1 sp. manual
- Gear ratios: 1:1
- Final drive ratio: 1:1

**CHASSIS & BODY**
- Layout: No engine/no drive
- Body/frame: Unit Steel
- Brake type: Foot assisted
- Wheels: Fake alloy spoke 4x4
- Tires: Big Wheel Blue Streak 8.2 X 3.5-4 front, 8.5 X 6.5-4 rear
- Width: 6" X 9" high
- Steering type: Arm & tongue
- Overall ratio: 1
- Turns, lock-to-lock: ½
- Turning circle, ft.: 2.5
- Front Suspension: Rigid
- Struts, solid axle
- Rear suspension: semi trailing arms, solid axle

**MAINTENANCE**
- Service intervals, mi.: Oil change: never
- Filter change: N/A
- Chassis tube: 2,000
- Minor tuneup: 6,000
- Major tuneup: 6,000
- Warranty, mo/mi.: 2/24,000

**GENERAL**
- Curb weight, lb.: 27
- Test weight: 207
- Weight distribution (with driver), front/rear: 50/50
- Wheelbase, in.: 37.5
- Track, front/rear: 28/25.5
- Overall length: 96
- Height: 9
- Ground clearance: 4.5
- Overhang, front/rear: 6.5/0
- Usable trunk space, cu.ft.: 0
- Fuel tank capacity, U.S. gal.: 0

**ACCELERATION & COASTING**

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<td>0 - 250</td>
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<tr>
<td>0 - 500</td>
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<td>0 - 750</td>
<td>10.3</td>
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<td>0 - 1000</td>
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<td>0 - 80</td>
<td>12.4</td>
</tr>
<tr>
<td>0 - 100</td>
<td>19.7</td>
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**To pass car going 50 mph...4.0**
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YEAR END AWARDS

THE PRESIDENTS TROPHY

One of the fun things about being President is the awarding of the President's Trophy. The award typically goes to the person who contributes the most to the Region during the year of the President's reign. It is often difficult to make the selection and this year was no exception. After much soul-searching, I decided to award the President's Trophy for 1980 to two very deserving recipients.

Mike Lommazsch, the Matthews Award winner of 1979, didn't slow down a bit in his second year. Among his phenomenal list of credits are: chaired the Yosemite Tour and a dinner meeting; co-chaired an autocross and the Hearst Castle Tour; hosted a Pit Crew meeting; co-chaired arrangements for the Parade Tour groups; served as Sponsorship Manager; assisted in organizing the Roster; wrote articles for the Nugget; served on the Nugget staff; attended most club events and Board Meetings; attended the Parade where he won four trophies; was nominated for (and elected to) the 1981 Board. The best way to explain Mike's contribution is to refer to it as 'unbridled enthusiasm' (thanks Bruce), as he was constantly running when something needed to be done.

Donna Trefz, in only her second full year of membership, threw herself into the club's operations with great energy and enthusiasm. Her dedication and hard work brought you one of the most successful Family Picnics ever. The outstanding GGR 20th Birthday Party Dinner Meeting was Donna's creation and was one of five nominees for Event of the Year. Donna also brought you the traditional Christmas Caroling event. Additionally, Donna brought her energy to the Nugget staff and Porsche Community Day. She worked many events, was a regular Time Trial worker, contributed Nugget articles and served as Goodie Bag Manager.

Many thanks to Mike and Donna for giving so much to GGR. Both made my job a lot easier and my personal appreciation cannot be adequately expressed even with the awarding of the President's Trophy.

Bill Patton
1980 President

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NUGGET/27
SPECIAL THANKS

In dealing with selection of the President’s Award winners, my major problem was that I couldn’t give the award to everyone who made a significant contribution. There were, as you read last month, many such people. There are four, however, which need to be mentioned; two of which, in any other year, would have won the award and two of which I could not have survived without.

Barbara Berens has been with us a long time and contributed in many ways over the years. This year, however, she was everywhere at once. She served on the Board as your Treasurer (Mother Hen and guardian of your money) which is big enough to keep anyone too busy. Not Barbie. In addition, she co-chaired the Monterey and Brunch on the Bay Tours, contributed many hours to the Porsche Community Day, chaired the Nominating Committee, wrote articles for and served on the Nugget staff, attended most events, and gave me much needed behind-the-scenes support when called upon. She culminated all this by offering herself again in 1981. Thank you, Barbie, for your special contribution.

Terri Rosatelli, for the second year in a row, gave incredible energy to the Club. Among her contributions were: Goodie Bag Manager, chairing the Nugget Guidance Committee, and acting as recruiter, organizer, den mother of the Time Trial corner workers. She also served on the Nugget staff and wrote articles for same. Even with all this she found time to chair the wonderful Mendicino Tour, attend Board meetings, and look after our beloved Jerry.

Terri is richly deserving of recognition. Thank you, Terri, especially for the extra hours you put in on the Nugget campaign.

Sasha Thiele and Bill Johnson, without this article, would never get their necessary recognition. Behind the scenes they took care of incredible volumes of typing with impossible deadlines for the President. All correspondence, Nugget articles, Panorama articles, route instructions, event announcements, Statement of Policy and others were prepared to perfection by them. Without these two people, many things would just not have gotten done. It’s impossible to describe how much work they did faced with ‘yesterday’-type deadlines, but it was staggering. Bill, by the way, is unknown to most of you. A recent transfer to GGR who, because of his job, can’t be active, but enjoys and wants to work for the club, came to me early in the year and offered his services. All year, he picked up material at my house and delivered it back when completed. He and Sasha were always able, between them, to handle yesterday’s deadline, and cheerfully, too. Thanks, you guys, I’m grateful. I’d never have made it without you.

THE DON MATTHEWS MEMORIAL TROPHY

The Don Matthews Award is given each year to the new member who most epitomizes the spirit and enthusiasm of the late Don Matthews. Don was a new member who made vast contributions to the club, but tragically died at the end of his first year of membership. Much can be said of Don, but the fact that this award was conceived and named in his memory illustrates the esteem in which he was held.

Your 1980 Board of Directors has selected Mark Gang as the 1980 Matthews Award winner. Mark first noticeably arrived on the scene during Activities Week in January where he quickly volunteered to put on the AB Rallye and team up with yours truly on The Ryde Hotel Tour. The rallye turned out to be a well planned, fun event which I hope will be repeated in ’81.

The Ryde Hotel Tour gave me the opportunity to see Mark’s enthusiasm in action. He worked long and hard on the event, seldom whimpering at my penchant for perfection. In the end, his hard work and super ideas paid off in a great event which was one of five nominated for Event of the Year. I assure you, this event would not have been of the same quality without Mark’s energy and input.

In addition, Mark and Linda have been high profile all year. They attended the Parade where they won 2 Rallye Trophies.

Congratulations, Mark. Your enthusiasm and contributions make you more than worthy of the 1980 Matthews Award.

THE FAMILY OF THE YEAR

This honor is awarded to the family who most symbolizes the spirit of GGR. The recipient of the award is decided by the Board of Directors.

For 1980, who else, the Neidels. Again.

When you think of a PCA family, the Neidels naturally come to mind first, and then the comparisons begin. The Neidels are the standard by which PCA families are compared.

The year 1980 was fairly typical for the little guys. They hustled hard for Nugget classifieds, babysat GGR’s archives, and hosted a Pit Crew meeting. Sharon chaired an autocross, co-chaired the Monterey Tour and served on the Nugget staff. In addition she was nominated for the 1981 Board.

As a family, the Neidels - George, Shirley, Sharon, Karen, Rob, and Teresa - attended or worked a great number of the events. They did it all, again, in 1980, and deserve your applause as winners of the 1980 Family of the Year Award.

Bill Patton
1980 President

SEE YOUR FEBRUARY NUGGET FOR A CONTINUATION OF THE YEAR END AWARD WINNERS
WELCOME NEW MEMBERS

Dr. Mario Fusco (Judy)
380 Cameron Circle
San Ramon, CA 94583
415-428-5514
'79 928
Physicist

Joseph R Ramath (Deborah)
932 Peninsula No. 407
San Mateo, CA 94401
'74 914
CPA

Harold M. Rupert (Linda)
4443 Lazy Lane
San Jose, CA 94086
415-813-6
Manager

Bob Wolf (Darlene)
1816 Mandel Ct.
San Jose, CA 95131
408-923-8603
'67 912
Realtor

Karl Victor Rhoads
5033 Tisdale Way
San Jose, CA 95130
408-825-6085
'72 914
Porsche Wrench

Jimm Edgar
3611 Chestnut St.
Lafayette, CA 94549
'68 912
Minister

Fred Housel
581 W. Remington Dr.
Sunnyvale, CA 94087
'78 924

George Petri
451 Clifton St.
Oakland, CA 94618
'69 912
Entrepreneur

Douglas K. Sherachi
7000 Paso Robles Dr.
Oakland, CA 94611
415-339-8806
'75 9115
Bioengineer

Tim Muslemian (Nancy)
340 Penn Way
Los Gatos, CA 95303
'70 914
Marketing

NEW DUAL MEMBERS

Bruce Mackay (Carole)
10331 Magdelana Ave.
Los Altos Hills, CA 94022
LPR

Tony Maslowski (Eve)
456 W. Mesa Ave.
Fresno, CA 93704
209-439-0166
San Joaquin

Sandra Misura
7061 Indian Peaks Trail
Boulder, CO 80301
Rocky Mtn.

Barney Gardner (Bonnie)
24269 Dawnridge Dr.
Los Altos Hills, CA 94022
408-941-7118
LPR

Old Faces, New Places

Murry Scureman; 351 Sherwood; Menlo Park, CA 94025
Rick Clausen; 1348 Flicker Way; Sunnyvale, CA 94087; 408-245-6388
Bobby E. Finchum; 2088 Carlton Ave, San Jose, CA 95124
John Bernstein; 360 Chiquita Ave. No. 4, Mt. View, CA 94040; 415-967-6158
George Harrison; 135 Riviera Dr. No. 529; Los Gatos, CA; 408-395-8139
Joan Sanders, Rick Bower; 415-854-4782 – WRONG IN NEW ROSTER.

A SMALL FAVOR

PLEASE TYPE OR PRINT ALL COPY SENT TO THE NUGGET, WE WANT TO SAVE OUR TYPISTS’ EYESIGHT.

THANKS, EDITOR

OLD FACES, NEW PLACES

John Moffitt; 1344 Charmwood Sq.; San Jose, 95128
408-866-9035

Jonathan Haylock: 685 Barriolhet Ave.; San Mateo, CA 94402

Dale and Neda Dorjath; 6079 Burnbank Pl.; San Jose, CA 95102; 408-997-0914

David Nelson; 1927 Gaspar Dr.; Oakland, CA 94611; 339-9527

Ove Larson; 405 Casa Verde Cr.; Petaluma, CA 94952

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PERSONALS

Kurt Blaylock, you are ordered to appear at Pleasanton January 24. No excuses accepted.

BILL P. — I was dying to meet you on the Oct. 19 cruise but each time I'd get close to you, you'd seem to disappear. — The Lady With the Yellow Boots.
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**MEMBERSHIP**.......**MIKE LOMMATZSCH**
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MT. VIEW 94040 408-962-0839

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**Coming Events**

**JANUARY**

5 AUTOCROSS MEETING—HAWKINS
6 TOURS/SOCIAL MEETING—KELEZ
7 TECH/CONCOURS/swap MEET—ATLEE
8 RALLYE—MAAS
9 DINNER MEETING/PIT CREW MEETING—PATTERSON
10 BOARD MEETING—BLOW
13 PIT CREW—CANCELLLED
17 TECH SESSION—CANCELLLED
DINNER MEETING—DINAH PATTERSON
23 BOARD MEETING—CANCELLED
24 PRACTICE AUTOCROSS—HAWKINS
25 T&D RALLYE—CANCELLLED
31-1 UNKNOWN TOUR—LAEER