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Prez Sez, continued next page
Prez Sez continued

walked away with a much deserved ‘crabbiest car’ award. Frank’s entry was outstanding -- it took him almost the entire year to complete his project and all his hard work really showed.

2. The May Dinner Meeting ‘Roast’ of Hank Malter, National President. Bill Patton chaired the event, which was co-hosted by Ted and Sue Atlee. The evening was incredibly fun and a total surprise to Hank. Porsche enthusiasts came from all over Zone 7 to pay tribute, in a ‘Don Rickles’ sort of way, to a very special guy. Much ‘behind the scenes’ work went into this fun event -- months of planning for a single evening! Was it worth it? Ask anyone who attended. It was sheer joy.

3. POC-GGR Dual Time Trial at Laguna Seca on May 23-May 24. Glenn and LaQuita Hills, Time Trial Coordinators, and Walt Maas, Competition Director, orchestrated a first of a kind event, a Dual Time Trial, using the rules of Porsche Owners Club of Southern California and the rules of GGR. The event was so successful that the large turnout of entrants necessitated reducing the number of timed runs late in the day on Sunday. (Unfortunately, the night before the Time Trial, Laguna Seca officials advised that the event would have to be concluded by 5:00 PM.)

A Time Trial takes a lot of advance work and effort.... getting a site, designing and circulating flyers, lining up sponsors, handling registration, coordinating tech, arranging for workers and the list goes on. At the event, the Time Trial Coordinators work round the clock to try to ensure that the event is enjoyed by each participant.

The POC-GGR Dual event took that extra ounce of special care and the Hills gave it everything they had and more! In fact, the participants have requested that a dual time trial be held again in 1982.

This event was made possible by the generous sponsorship of Larry Keeler and Porsche PM in Emeryville. Thanks Porsche PM! Bill and Beck Newlin, Sponsorship Chairpeople, have worked extremely hard to see that our major events are financially accountable, by arranging for excellent sponsors.

Each of you have the opportunity to participate in some of the best planned sports car club events in the Country...thanks to the dedication, enthusiasm and creativity of the aforementioned members and many others just like them.

If you haven’t attended an event recently, come on out, so you too can have the joy of reflecting on a day well spent!

Sonja Blow,
President

COLOR COVER

How to create your own color NUGGET.

Take out your crayola crayons and sharpen the points finely. Then carefully fill in the appropriate spaces with the proper color. Hours of fun and you don’t have to be Metalcraft or an Alongis to do it.

COLOR CODE

1. red
2. green
3. flesh tone
4. tan
5. black
6. orange
7. white
8. blue
9. grey

IDEA BY BILL NEWLIN

B.C. BY PERMISSION OF JOHNNY HART AND FIELD ASSOCIATES.
JULY DINNER MEETING:
Wine Tasting, Hors d'oeuvres, Bar-B-Q Dinner

WHERE: At the beautiful Novitiate Winery in Los Gatos

WHEN: July 18th

TIME: 5:30-10:00

HOSTS: Alan and Susan Brooking

MENU: Arrive at 5:30 sharp for a tour of the winery. The wine tasting, which will include cheese, relishes, and crackers, will begin at 6:30.

Choose between: Culotte steak $15.50
½ Chicken at $13.50

Dinner will include chili beans, salad, garlic bread, baklava, coffee, tea, and WINE.

We're pleased to have Anderson-Behel Porsche + Audi of Santa Clara sponsoring this dinner! This means that each person will enjoy complimentary wine tasting and receive a souvenir wine glass! The next time you visit Anderson's, let them know how much you appreciate their support.

Deadline for reservations: 7-12-81

Mail checks to: Dinah Patterson
16478 Eugenia Way
Los Gatos, Ca. 95030
or phone: 408-354-0618

Directions: Take 17 south towards Santa Cruz. Go off on East Los Gatos turn off. Make right at Los Gatos Blvd. (2nd signal). Continue on Los Gatos Blvd., it becomes Main Street. Watch for Novitiate signs on light posts. Make left on College Avenue. Follow signs on College to Novitiate Winery. Enter Novitiate and park in parking lots.

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For all members that have transferred into GGR during the last couple years, I need your phone numbers. National only sends me your name, address, and family or affiliate members name. If our 1981-82 Roster is going to be a success, please send immediately. Also, to all other members, please check your label on your current NUGGET--this is our information on you and this is how you will appear in the coming Roster.

Thanks,
MIKE LOMMATZSCH
MEMBERSHIP CHAIRMAN

ATTENTION:

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Thanks,
MIKE LOMMATZSCH
MEMBERSHIP CHAIRMAN

Join your friends for a Sunday ramble through the redwood country of San Mateo, Santa Cruz, and Santa Clara Counties. What an enjoyable way to spend an afternoon - good friends, beautiful scenery, Porsche roads, and lots of trophies awarded at the finish. The Redwood Ramble is an easy time & distance rally about 5 hours long, designed with the first-time rallyist in mind. GGR members and guests are invited. There will be four classes based on experience. Multiple trophies will be awarded in each class. Come on out and join the fun!

WHEN: July 19, 1981
Registration at 11:00
First Car Out at 12:01

WHERE: Start at FAR Performance
1931 Old Middlefield Road
Mountain View, Ca.
(across the street from Garretson Enterprises.)
Finish in the San Jose area.

COST: $7.00 per car.

INFORMATION: Alan Baker
(408) 227-9414

A WINNER!

Special thanks to Mike Lommatzsch for supplying ice cream for the editor and staff. How sweet it is!

A WINNER!

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NUGGET/7
FROM THE DRIVER'S SEAT

POC VISITS GGR

The folks from down south came to Laguna Seca Raceway, the sixty-six POC drivers had a treat that made the long drive home seem a lot shorter. Our experiment with a joint time trial proves to us that it is both mechanically and financially sound. With expenses as high as they are to assume GGR alone can continue to field a large enough entry to pay basic costs is in doubt! Even this past special joint event, with all the promotion and hype, only brought out 80 GGR drivers. To keep entry fees within reasonable limits is a prime consideration to bring out the GGR drivers, but it is becoming clear that with today's economic conditions, the cost of time trialing is taking its toll of active participants. Just as co-sponsorship from club advertisers has its advantages, joint events with POC and perhaps other car clubs may be one way to assure continued time trial participants and events.

The next and final event of the year will be October 3 and 4 and is scheduled for Laguna Seca Raceway.

Glenn Hills
Time Trial Chairman

DUMMKOPF

HANK STRIKES BACK

After Hank Malter, PCA National President, was awarded the dreaded 'D' by Bill Patton at the 'Get Hank Night', Hank was able to turn the tables on Patton by giving it right back to him. Hank had a little assistance from some of his GGR friends in pointing out to Patton that the instructions for getting to the restaurant contained two major errors (ask the many who got lost trying to follow his directions!) To top off the Dummkopf, the door to the room in which Hank was roasted was identified by a large 'Porche Club' sign.

Incidently, Patton was warned before the roast that serious repercussions would occur if our beloved Hank received the Dummkopf, but the undaunted Patton said, 'Don't worry, I've got the whole thing planned - nothing can go wrong!' Nothing did go wrong, because Patton now has the Dummkopf!!!

Ted Atlee

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Campbell, CA 95008
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'75 911S

Fred Smith (Bonney)
2209 Cipriani Blvd.
Belmont, CA 94002
415-692-1673
'80 911SC

Karen Johnson
1600 Beach Street No. 301
San Francisco, CA 94123
415-772-2763
'75 914

Dennis C. Federici
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San Leandro, CA 94577
415-351-0998

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San Rafael, CA 94903
415-479-9365
Redwood Region
'69 911S
'75 911S

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Campbell, CA 95008
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Marin City, CA 94965
Chicago Region

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19 Oak Avenue
Belvedere, CA 94920
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MEMBERSHIP REPORT

MEMBERSHIP (as of 4-30-81)

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

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

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

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OCCIDENTAL TOUR

FIRST AND LAST NOTICE!!!!

The Occidental Tour is on again this year! If you are looking for a relaxing, low-key weekend, fun in the sun, a delicious family style Italian dinner, and an all around good time, then sign up now.

Occidental is a quaint little town nestled in the heart of Sonoma County's Russian River area. It is famous for its Italian family style dinners and is just a stone's throw away from swimming, fishing, conoeing, and various other amusements along the 'River in the Redwoods.'

The tour date is set for the August 8-9 weekend. Accomodations for Saturday night include reservations for the entire Negri's Lodge plus 8 additional rooms at the Union Hotel & Motel. Both facilities sport a heated pool, so remember to bring your swim suits. Dinner Saturday evening will be at Negri's where we have reservations. You will get to choose from the delectable dinner menu entrees which range from the ever-classic Spaghetti dinner to Anitra Arrosto (Roasted Duck) to the less-than-classic Porterhouse Steak.

Leaving the Marin Civic Center, we'll take a leisurely drive to Fort Ross where we will have a picnic lunch.

There will be enough time after lunch to meander through the old Russian fort and become acquainted with a little of California's history. Then we will head to our final destination, Occidental.

Children are definately welcome. There are a limited number of rooms, so please make your reservations early. Prices range from $25.44 for rooms at the Union Hotel & Motel, to $40.30 for rooms at Negri's Lodge. Room selection is on a first come, first select basis. The deadline for reservations and/or cancellations is August 1st.

SUMMARY: OCCIDENTAL TOUR

WHEN: August 8 & 9

HOW MUCH: Tour - $3.00 payable before August 1st.
Room Accomodations - $25.44 to $40.30 payable before August 1st.
Dinner Prices - $5.50 to $9.25, excluding tax, tip and booze, payable to the restaurant at the time you order.

TO WHOM: Mark & Linda Gang
(408) 267-4913 after 7PM

TECH TIP

When 928 owners replace their catalytic converter with a straight tube, they often will also enrich the fuel injection. If the car is then hard starting, when warm, no doubt it has been set too rich. We have found a CO setting of 3.0 to give excellent performance along with smooth running. We also recommend 1978-79 models use the later Bosch plug WR8DS with the silver tip, which better resists fouling.

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ZONE SEVEN AUTOCROSS NO. NINE

WHEN? August 15, 1981
WHERE? Alameda County Fairgrounds

This is the final Zone Autocross of the year so get out your toys and come play with the boys!

The Bonsai Boys are good, but this event cannot be a success without the help of everyone. Please contact either Bonsai for information and worker registration.

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Tom & Marj Green of Automotion are this month’s spotlighted sponsors.

Automotion, which is located at 3535 Kifer Road in Santa Clara began as a small part-time Porsche parts business at the Green’s home in Oakland some eight years ago. Tom & Marj used to bring a few samples of their wares to the autocrosses and had a mimeographed sheet of their entire product line. In front of their home was a small sign with the name, Automotion, on it. In the beginning, business was mostly with autocross friends and mainly GGR members -- one reason why they are so dedicated to GGR today. Pretty soon, their spare rooms were overfilled with all types of parts and accessories. Their living room was turning into a showroom. They decided they either needed a shop or a bigger house. So they set up shop in Mountain View on Old Middlefield Road and moved to Santa Clara for a shorter commute.

The new shop was an overnight success, except over one night the shop caught fire and most of the inventory was damaged. No problem for Tom & Marj as they had Automotion’s first fire sale!

As business grew, so did their inventory and once again it was time to find more space. Since Garretson’s new shop had some extra room, the Winning Combination was established, and Tom & Marj once again did super business. In 1979, the Green’s felt the need to expand again as business boomed. A large warehouse with a retail showroom was the goal and if you haven’t seen their place at 3535 Kifer Road, you’re missing it. They’ve really come a long way since those early days in their home in Oakland, and they still sell only Porsche parts, accessories, restoration, performance and they design special Porsche parts, too.

Tom & Marj have been members of GGR since 1971. Still one of GGR’s most active couples, they enjoy autocrossing and time trialing and GGR socials. To show their loyalty to GGR, which Tom calls his region, they donate door prizes every month for dinner meetings -- donations that are appreciated by all. Supporters of the Nugget advertising as well as sponsors in many of our code books and rosters, it’s still GGR first! This almost seems strange since most of their business comes from outside California by mail order.

Always fun to talk to, Tom & Marj can be found at the wheel of their new 924 Turbo. They’ve retired their awesome black 914-6 after years of blowing the doors off the competition. They’re so considerate, though, that this month they’re having a sale on doors!

Meet Tom & Marj Green, GGR sponsors, next time you stop by Automotion, and while you’re there, check out their selection of doors.

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CRUISIN' WITH GGR

The riverboat tour from San Francisco to Sacramento was FANTASTIC! Barb Berens and Sharon Neidel organized it. After doing all of the work for reservations etc. they continued to organize us. When we boarded the boat we were suddenly involved in a scavenger hunt. Of course I had forgotten my passport, library card, red shoelace, and hang nail. Ray Blow and Liz Stiffler did a most creative job of fabrication address books, passports, and other official documents. Less vital items we scavengers borrowed from other boat passengers.

When one wasn't scavenging strange items from strangers, there were the hourly activities of pin the whale tail on the Porsche, radio controlled-car auto cross, and the great photo contest. This was an unorganized event to see who could get the best photo of Sonja Blow snoozing while her nose was tickled with a string. There was kite flying off the rear deck. Bill Patton brought many kites. None really succeed in flying high. Sandy and Gary Fahl had a great 356 entry.

The boat management had contests for every bridge we passed. Dick Wallace got a prize for guessing the correct time on one of those.

Shirley Neidel and Barb Berens brought their mothers to this family event and the whole Oramas family was in attendance.

The scenery was great. The bay, bridges, and islands as we left San Francisco were superb. We had a beautiful morning and the photo buffs were in their glory. We saw the mothball fleet, the Glomar Explorer, and an island with a Victorian lighthouse which groups can rent for the weekend. (FUN)

As the temperature rose between 8:30 in the City to 4 PM in Sacramento, many changes of clothes were observed. Sharon Neidel got the award for the most changes.

Once in Sacramento the bus took us to Old Town where we browsed, drank, and dined. The Dissers took in the new rail museum. More of Sharon and Barb's organization was charades on the bus. The four passengers who were not part of our group were not thrilled by this activity. Ray Blow came off with the top prize in all events. Thanks for a long but most enjoyable event.

Mary Wallace
SWEET REVENGE

MASTER PILOT

GGR DECK HANDS

TOUR CHAIRMAN BARBIE BERENS

NEIDEL KITE CREW

RIVAL MARQUE
TO THE EDITOR

A REBUTTLE TO SAFETY

by

GLENN HILLS

I would like to go on record as being the ‘certain group’ Glenn referred to contending ‘The safety requirements are too strict. Primarily, that roll bars are unnecessary in cars that drive on race tires, that drivers suits are not needed by anyone and that workers or friends should be allowed to be given rides as the best way to attract new people into Time Trials.’

The first point about roll bars is that we have a double standard concerning safety. Cars on street tires are allowed to compete without roll bars, even though they have not had a single roll over, and an improved class car was never rolled over to my knowledge at a GGR Time Trial.

Secondly, drivers suits are not required for students or first timers and a lot of those who do wear them do not wear the Nomex underwear that provides the safety margin over regular cotton clothing. Again, two standards.

Also, riders at Time Trials must be popular thing with most of us. Forty-five people from Southern California will attend the POC/GGR event at Laguna. Most of these people have never driven in Northern California probably because of our costly and inconsistent regulations.

Glenn refers to SCCA throughout his article and we should all recognize that GGR is not SCCA. SCCA is very different from GGR because they race and it’s wheel to wheel racing. We have Drivers Events in GGR.

Finally, let me say that like Glenn, who, by the way has done a super job this year as Time Trial Chairman, ‘I insist that we continue to maintain and strive for the highest levels of safety for our drivers and events.’ So, why not then make all who compete equally as safe?

The certain group (and no one else)

Bill Newlin

THANKS!

It is the halfway mark in my tenure as Nugget editor and I would like to take the opportunity to stop and thank all the people who have contributed to the effort of presenting your Nugget every month. First of all, the staff without whom there would be no Nugget. Each staffer has devoted a great deal of time to making the Nugget work. I’d like to thank the Board for their support and their personal contributions, particularly in meeting the often short deadlines (in particular Bruce Anderson who never fails me in getting those minutes in right after the Board meeting).

Gary Walton has been of great help not only in the presentation of the new format and acquiring for us a new printer and the use of his facilities for putting the Nugget together, but also for the tips which save time and make the Nugget look much better.

I’d like to thank my regular contributors who make things run smoothly, their timely assistance enables us to continue when other things are late. So a special thanks to Bill Patton, Tom and Marj Green, Bill and Rebecca Newlin, Denny Kahler, Bruce Anderson, photographers John Fulton, Elaine Sanders, and Alan Brookings who devote their photographic skills to the club at no cost to the club, Elaine and Gary Sanders, Sonja Blow, Glenn Hills, and Kent McLaggen (who greatly suffers having his name spelled wrong half the time).

Special thanks are also in order for Glenn Hills and Don Patterson who produce art work for the time trials and concours series respectively. Their contributions save me a great deal of time.

Finally, I’d like to thank those who have said, hey, you’re doing a nice job and those who have constructively said this is wrong or that is wrong, try this or that, it is some of the most valuable help we can get.

Glenn referred to contending ‘The safety requirements are too strict. Primarily, that roll bars are unnecessary in cars that drive on race tires, that drivers suits are not needed by anyone and that workers or friends should be allowed to be given rides as the best way to attract new people into Time Trials.’

The certain group and no one else

Bill Newlin

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1981 GGR RALLY SERIES

The first of our three GGR open rallies was held on May 10th. The rally was enjoyed by everyone who ran it, and I received lots of comments on how smooth the checkpoint crews worked. The number of cars entered was only 22, due in large measure to a screw-up in the general mailing of the flyer. The flyer was part of a bulk rally mailer to 300 Bay Area ralliists, and was delivered to the Oakland post office 2½ weeks before the rallye. I received my copy two weeks after the rallye. I hope we get a bigger turnout for our July event. Discover America Get Lost on a Rally!

The other July event in our series is a Variety-Gimmick rally on Sunday, July 12th, starting from Walnut Creek and sponsored by the Contra Costa Rallye Association. Time and speed calculations are not required - all you need is a pencil, clipboard, one or two friends and any street legal vehicle. There are five classes from firsttimer to expert. Beginner class has awards to 10th place. Pre-registration is advised. Contact Keith McMahan (354-2270) or one of the rallymasters, (682-6057), (676-9759), or (782-6687) for more information. They expect a large turnout of cars, so this would be an excellent opportunity to get a lot of GGR series points.

The next rally in our series is the Saturday evening TSD rally sponsored by the Rally Club on August 1st. It will start at FAR Performance Products 1931 Old Middlefield Road, Mountain View. Registration 6:00 to 7:30 PM first car leaving at 7:31; there will be a rally school at 7:00. Cost is $7.00 per car. For more information contact Keith McMahan or Bill Jonesi (395-0786.)

Keith McMahan
Rally Chairman

AUTOCROSS

AUTOCROSS 3

WHEN: AUGUST 29, 1981
WHERE: Pleasanton Fairgrounds

WHAT: The second half of the 1981 autocross series is starting off with GGR 3 hosted by Bob Stiffler and Dick Mc Clelland. Don’t forget to mark your calendars so you won’t miss a great day at Pleasanton.

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ROAST HANK WITH ALL THE TRIMMINGS

Do you know what a roast is? Sure, you say, that’s what mom fixes for Sunday dinner. Well, sorta. In this case, National PCA President Hank Malter was The Roast for the May Dinner Meeting at Neptune’s Galleon in Alameda.

The guest list for this event read like the Who’s Who from Zone 7. Everyone wanted in on the act of roasting Hank. There were six Zone 7 Presidents present plus countless other Board members, past Board members, friends and hecklers from all the Regions in the Zone.

This event had been a well guarded secret since early this year. Caroline was in on the gag all along. If Hank ever suspected anything, he never let on. He thought he was going to be talking about the 1982 Parade. Boy, did he get fooled.

He was told to arrive at 7:30 PM which was an hour later than everyone else. That was so that all the material Bill Patton had gathered about Hank could be handed out and everyone would have time to practice their ‘get Hank’ lines.

After we finished dinner, the first door prize ticket was drawn and guess who won? Right! It was Hank, and what’s funny is that it wasn’t even staged. Hank got up to speak and everyone booed and hissed. That should have been his first clue that something was going on. The second clue was when people started waving signs that said things like ‘Get Hank’ and ‘Free the PCA Hostages’.

Hank was then made to sit on a ‘high chair’ so he could be seen by all and then one by one, forty people came up to deliver their fond feelings for Hank. We were told how Hank tried to get into PCA even before he owned a Porsche and we were reminded what a nuisance he’s made of himself ever since. Ted Atlee read some comments sent from those around PCA would could not attend. One note sent by Chuck Stoddard and Mick Williams said simply “Hank who?”.

Hank was presented with a variety of mementos throughout the evening. There was the ceremonial Indian Headress and Tomahawk given proclaiming him Chief Bald Eagle. He also received both the GGR and the Zone 7 Dummykopf’s. Ask him why.

Bill Newlin presented Hank with his very own Crest. It looks remarkably like the Porsche Crest but says MALTER across the top, MARIN instead of Stuttgart and has a Playboy Bunny in the center. (Hank fancies himself quite a ladies man, you see. He is. I can always count on a kiss when Hank’s around.)

John Johnson was finally able to give Hank an appreciation award from GGR for all his help in making our Time Trial Series a success.

Hank was presented with a beautiful portrait of himself painted by Tina Moore. Truly outstanding.

He also got the largest ‘Cowboy Chip’ in creation. Ask Sonja about that one.

Everyone had a ball throwing barbs at Hank. But it was all because we love him. He was a very sporting main course and all the trimmings provided by hosts Bill Patton and Ted Atlee were delicious.

A special Thank You goes to Automotion, Hole In The Wall Books and Bill Johnson for providing the door prizes.

And last, a special Thanks to Hank Malter, just for being Hank. You’re beautiful and we love you.    Donna Trefz

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MARLIESE WILDER MAKES A PRESENTATION
THE TINA MOORE PORTRAIT

HANK GETS A WORD IN

GENE GILPIN STRIKES AND HANK HOWLS

THE BLOWS GET HANK

PATTON SUPPLIES THE DUMMKOPF
GGR RACER PROFILE

Porsches - starting with autocrossing a 914 and moving on in 1977 to a 1974 Carrera and on to time trialing.

Then in 1979, John decided to retire the Carrera and to build a time trial/race car. He bought a wrecked 912 body, and began a very long ‘remodeling’ project. Finally, at GGR’s practice event on 4/11 and 4/12 of this year, the car rolled out onto Sears Point.

Its first racing debut was at Laguna Seca IMSA race on 5/2 and 5/3. In spite of some minor problems, John qualified 11th in the GTU class. He finished his first race in 6th place - a very respectable race, those of us who were there had a great time cheering him on.

John will be running the West Coast IMSA races - one at Sears and one at Portland and perhaps another race in the country if all goes right, as well as GGR’s Time Trial Series. Come to the races and cheer him on. He’s easy to spot in his bright orange No. 8 car.

Sandi Candiin

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Porsche 911 SC
The Porsche way of life. Open skies above and the open road ahead. This is driving as it was meant to be. Porsche has race-bred response. Distinctive styling. And an interior that puts you at ease.

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Anderson Behel Porsche + Audi
4355 Stevens Creek Blvd., Santa Clara, 247-1655
BOARD BUSINESS IN BRIEF

The June Board Meeting was held May 29th at Ted Atlee’s home in San Jose with all regular Board Members present except Walt Maas and Mike Lommatzsch who was 2 hours late. Guests were: Don Patterson, Glenn and LaQuita Hills (Time Trial Chairpeople), Bob and Liz Stiffler (Roster Chairpeople), Sharon Neidel (Goodie Bag Manager), Mark Gang, Ken Shahoonian, Susan Brooking, Felix Oramas (Mailing Manager), Ray Blow, and hostess, Susie Atlee.

Sonja presented Sandi Candlin’s report on the May 17th Parade Committee meeting. The Parades are being watched very closely by National after Portland’s financial disaster in 1980. There has been some concern about the leadership of the Zone 7 1982 Parade, but Sonja reported that Hank Malter said that things were looking better as the preparations progressed. There has been much concern over the timeliness of the Nugget now that we are using 3rd class mail. There were several complaints of lateness with the May issue. A study and resultant proposal was made for offering an optional first class subscription for people who wanted to assure early arrival of their Nugget. A poll was taken of those present at the meeting to see how the mailing was going on the June issue. The majority of those present had already received their Nugget on May 29th so we may not have a problem after all. The concern for a timely newsletter centers around desire to give events that fall at the beginning of the month adequate pre-event publicity. Ted Atlee said that RS Taylor had cancelled their Nugget advertisement but that he had other ads to fill the gap. He has 33 signed commitments to advertise and Motor Sport Limited (was Wester P/A) is our newest advertiser.

Denny Kahler has received only one acceptable bid for one set of the club’s technical manuals. That one set will be sold to the bidder and the remainder will be offered in Panorama.

The Summer Mud Tour still has no budget. The August 8-9 Occidental Tour does have a budget which was presented to the Board by Mark Gang and was accepted. The Goodie Bag percentage mark-up guideline was approved by the Board making that portion of the job description complete. The portion of the job description currently under review: Panorama Reporter, Publicity Manager, Rally Coordinator, Safety Chairman, and Preparer of the Scrapbook was approved. Ted reminded us to use Gene Babow for publicity of club events.

Because Bill Patton and Walt Maas were not present, the review of our financial posture and charity events was put off until next meeting. Ted said he didn’t mind if it was put off indefinitely.

Mike reported that he had talked with members interested in being Dealer Representatives, and that Kevin Gilpin would take RS Taylor, Phil Mullen, Neufeld, and Ron Lepke, California Porsche Audi. The appointments were approved by the Board. The budget for the family picnic was approved as submitted by Jan Kelez. Susan Brooking presented her budget for the ‘Quilt’ in person, it was also

continued next page
approved. Sharon Neidel presented her monthly Goodie Bag report and requested approval to purchase pins and Pano Binders from National. The Stifters reported that they had sent out 285 letters for Roster advertisements and that they were drafting a letter to the Nugget advertisers and sponsors who will get free ads in the Roster. The letter will explain the free ads to them and encourage them to take out additional ads in the roster. Ted sold the inside front and rear covers to advertisers for $150.00 each to help make up for free roster ads as a result of the Nugget advertising policy.

Sonja reported that Glenn Hills is working with the National Membership drive committee. Ted handed out the May Treasurer’s report and commented that as of May 15th the club’s performance was slightly under target. Dinah reported that there was a problem with the June tech session. Denny was unable to use the Shoreman site as originally planned but the event would be held at some other site.

Sonja reported for Walt. There will be no joint autocross with LPR in July. There was an unfortunate problem at the Laguna Time Trial in that the format for the timed runs had to be revised at 2:15 when it was realized that if competitors continued to have one practice and two timed runs the event could not be completed by the 5:00 p.m. deadline. When the change was made it was also retrofitted to the competitors who had previously run. This change was implemented by counting only the competitors first timed run. This had the unfortunate effect of changing the results in some of the classes which had already run which resulted in one rather nasty protest. Glenn Hills gave Sonja a copy of a letter he had sent to SCRAMP complaining about the way the club was treated by the management at Laguna Seca. POC has written a letter to GGR complaining about some of our safety procedures and offering constructive criticism of the event. There was a $70 track damage charge for rebanding the tire wall as the result of an accident. Susie Atlee reported for Walt that the Time Trial rules committee had completed its first pass on the rule changes and needs someone with word processing capability to help the committee with their draft.

Mike requested approval for the purchase of a phone answering device for the club’s membership position. The Board approved $150.00 for Mike’s request. Donna reported that she had submitted insurance forms for the Concours and Time Trial on May 4. She received the form for the Concours but not the Time Trial so May 26 she re-submitted the Time Trial form. Donna also presented a report from the By-laws Committee. Sonja suggested that we review the report and vote on the proposed changes next month when all Board Members are present.

The meeting was adjourned at 9:13 p.m.

Respectfully submitted,
Bruce Anderson

Can’t sleep at night, has insomnia been plauging you lately? Well maybe a GGR Board meeting would be just the thing for you. But seriously folks, if you want to be in the know about Club business and want the information hot off the presses, come to the July Board meeting at the Blows’ residence, 1156 Happy Valley Avenue, San Jose. Meeting begins at 7 PM sharp, and is BYOB. For information call Sonja (hardly anyone ever does) at 408-255-3551.
FROM ZONC

May 11, 1981

Dear Editor,

I'm writing to express my thanks to the GGR of PCA for opening John Clever's 'Stuttgart Safari' rallye to other council clubs. I and my fellow ZONC rallyist truly enjoyed this excellent T&D rallye and the hospitality of PCA. If more T&D rallyes of this caliber were available, perhaps more of our members would participate in our T&D series.

Unfortunately due to a conflict with our autocross series, we will be forced to miss Alan's July 19th rallye as part of our series. But we are looking forward to running the November picture rallye as part of our Club Series. We are currently averaging 15 cars per variety series rallye so more ZONC participation can be expected. It will be the last rallye of our variety series.

I am also looking forward to competing against your rallyist in July at Gold Rush. While the July T&D Rallye is not part of our series, we are recommending running it.

Sincerely,
Russell L. Wilson
ZONC Variety Series Coordinator

P.S. If I had joined PCA when I owned a Porsche I may never have purchased a Z and joined ZONC.

SAFARI, SO GOOD

Did you know there was a rallye scheduled on Sunday, May 10th? Granted it was Mother's Day, but only six cars out of the GGR membership.....? Rallye's this year are open to other clubs, so a total of 22 cars participated in the Stuttgart Safari.

And what a fantastical day! The weather was ideal for touring, the roads were ideal for touring, and if we hadn't had to mess with speed changes, we'd have forgotten it was a rallye! Rallye master, John Clever, even remembered to include two 'rest' stops for those who needed a rest during a four hour rallye.

Mark and Mindy Meredith finished their first rallye with smiles! Never got lost, but did enter checkpoint no. 2 from the wrong direction. It was comforting to learn that only 3 cars had entered from the proper direction!

Other GGR entrants Alan & Gloria Baker finished third in the 'pro' class; John Reid & Paul Seidel ran in the 'semi-pro' class as did Susan Brooking & Linda Foster; Paul Zak & Nini Yabloch placed first in the novice class, and Pat & Lana Stein finished.

continued next page
SAFARI, SO GOOD continued

One other plus for the day was the great group of GGR workers assembled by Sharon Neidel. They included the Reids, Wises, Petticrews, 6 Neidels + Shirley' Mom, Gene Burgin, Ken Shahoian, Chris Huergas, Ursula Grunfeld, Dave Cary & Tanya Herbst, and Board Member Mike Lommatzsch.

Now where were the rest of you enthusiastic members and board members?

Susan Brooking

AUTO IBENDS

European automotive advertising has recently centered on a new feature. Rather than quote gas mileage figures, they are stating the aerodynamic drag coefficient factor. The advertising war centers around who can quote the lowest figure. The advertising attacks became so heated, that finally an independent test was conducted. Tied for the winning spot were the Porsche 924 and the Citroen GSA, with a very low 0.34. Also doing very well with a 0.40 was the 911SC, Jaguar XJ-S, Audi 4000, and the Ferrari Dino 308. The number 0.40 is everyone's goal, and anything below this is considered very admirable. The BMW 530 was off the pace with a 0.43, and the BMW 320 showed a disappointing 0.47. At the bottom of the list were three Japanese cars, with the Toyota Tercel filling the last slot with a 0.54. The European press loved to report these last figures.

TOM GREEN

KEEP YOURSELF IN STITCHES

Quit - it's not too late to keep yourself in stitches. See the June NUGGET for details. Call Susan Brooking (408) 269-1914.

THE YEAR OF TAHITI

Absolutely your last chance to run off to Tahiti like Fletcher Christian or Paul Gauguin. New last time final date is July 15th. For information call Mike Willis 916-363-8313 or Ted Atlee 408-578-7499. Remember this is not an official PCA event.
SUMMER MUD TOUR IV
JULY 11/12

NEW TOUR THIS YEAR SO SIGN UP NOW! The IV Annual Summer Mud wine Tour is now in final sign-on stage for July 11 and 12. Call as soon as possible as accommodations are just about full. Sign up for two days or either day.

We leave Sausalito at 9:30 a.m. sharp on July 11 from THE GOLDEN EGG OMELET PLACE, No. 1 Gate 6 Road (arrive early, gas up and have a delicious breakfast). We will head out to Sonoma County and tour three (3) wineries (remember to pack a picnic lunch) before ending up in Calistoga at the Triple S Ranch (overnight stay) for swimming and NY steak BBQ. Yes, there is a bar.

Sunday, July 12, morning is available to do what you will - breakfast, swim, mud bathing in Calistoga, soaring??? We will head to Sterling Winery about noon from the Triple S for a gondola ride and tasting, then on to Korbel and a final stop in Occidental at the Union Hotel for an early Sunday dinner.

COST: Triple S $16.96 double occupancy per cabin - must pay in advance
      Triple S BBQ $13.00 per person - payable Saturday morning at start of event (including NY Steak, tax and tip).
      $1.00 per car for event prizes - payable Saturday morning
      $3.00 per person on Sunday for Gondola Union Hotel dinner on Sunday Wine, Booze, etc.

DIRECTIONS to the Golden Egg Omelet Place: Route 101, north or south, take the Sausalito/Marin City exit to Gate 6 Road.

CALL: Betty Meunier (415) 254-2751 for information.

BLAST FROM THE PAST
Reprinted from October 1969 issue

RATE YOUR DRIVER

Circle the number of the statement that best describes your driver in each category.

A. Athletic Ability
   1. Leaps tall buildings in a single bound.
   2. Must take a running start to leap short buildings.
   3. Walks into walls.

B. Driving Ability
   1. Holds SCCA National license.
   2. Holds state drivers license.
   3. Cannot reach the pedals.

C. Intelligence
   1. Talks to God.
   2. Listens to God.
   3. Talks to animals.

D. Courage
   1. While going 40 mph around a downhill right angle turn on loose gravel calmly asks: ‘Have we made up that 93 seconds yet?’
   2. Occasionally passes Ramblers on back roads.
   3. Faints while attempting to leave the odometer check.

E. Memory
   1. Asks navigator to repeat instructions like: ‘Acute right at ‘Bear’ then bear left after ‘Right’ and/or right before ‘left’ then straight at ‘T’.
   2. Asks navigator to repeat instructions like: ‘Right at T then left’.
   3. Asks navigator to repeat instructions like: ‘00.00 mi., Start.’

F. Cooperation
   1. Hollers at navigator eloquently.
   2. Screams at navigator vulgarly.
   3. Ejects navigator from car on the second leg.

G. Credit - Makes statements like:
   1. I could not have done it without my navigator.
   2. My navigator could not have done it without me.
   3. I could have done it if it hadn’t been for my navigator.

H. Mechanical Ability
   1. Installed computer with dual input and output distance and time in car’s ashtray.
   2. Installed driving lights for night rallying.
   3. Installed dent in front fender in parking lot.

BLAST FROM THE PAST continued on page 28, column 1
As per usual, Sacramento Valley region put on another fantastic weekend. This was my second CRAB event, but I know numerous people that have attended six, seven or even all the previous CRABs.

The weekend starts Friday night at the Red Lion Inn, in Sacramento, with a get acquainted cocktail party. This lasts until about midnight, though various people come and go all evening. I had the privilege of joining the Petticrew's and Seidel's for dinner around 9 PM and then back to the cocktail party for a while.

Saturday morning arrives too early. This is Auto-X day. You can tell that everyone had a good time the night before by the way they look Saturday morning. This Auto-X will go down in the PCA-Zone 7 history book as the last event at Cal Expo. Seems that our parking lot which we have come to know so well is going to become a water slide. Can you imagine a water slide invading our Auto-X site? The Auto-X lasts well into the afternoon as everyone gets one try at the course. Thanks Mike and Vickie Willis. Concurrently, there is a Funkana going on next to the Auto-X. Quite interesting to watch people try to drive while blindfolded, back-up around pylons and drop tennis balls into buckets!

Saturday night is the big crab feed/disco dance/award party. Before the Auto-X and Funkana awards are distributed, everyone enjoys an all you can eat spaghetti/fresh cracked crab dinner. Ever seen 600 pounds of fresh crab on a table? Following the event awards, the disco man takes over until the wee hours of the morning. We had everyone on the dance floor. There was a four hour non-stop dance contest, to dancing on tables, to dancing on top of people. You'll have to ask Bill Patton and Gene Gilpin about that one. Finally about 2:30 AM the final people leave the banquet room for a few hours of sleep.

continued next page

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BLAST FROM THE PAST continued

SCORING:

Add up the numbers you have circled and compare.

9 or less  No, I won't believe---
10 - 12  Enter a national rally
13 - 16  Enter a divisional rally
17 - 20  Enter a club rally
21 - 24  Take up ceramics

Stolen from Redwood Region - PCA

SO THIS IS A WHEEL!

CRAB 10 Continued

Sunday morning is the start of another Rik Larson rallye. The rally starts at 9AM with individual cars leaving every minute. The rallye was simple enough for the beginner, but good enough for the more advanced rallyist. The rallye takes us to many parts of the Sacramento Delta and ends up at a park outside of Stockton. Here, we all enjoy the beer and bratwurst feed as CRAB 10 winds down and we begin to think about what CRAB 11 will bring.

As the sun settles into the Pacific, the last car leaves for home with the thoughts of what a great weekend all the Sacramento Region people put on. Thanks to all of you and we all look forward to next year's event. You always find a new twist to make the event even better.

Mike Lommatzsch

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SPONSORSHIP SPELLS FUN

GGR is off to a great start in 1981, and with the help of our sponsors, we’ll have a banner year.

Our auto-X series, sponsored by Norbert Nieslony’s Autohaus, has so far seen a practice and two series events with excellent turnouts. This super series resumes with GGR Auto-X No. 3 in August.

While the autocrossers take a break, the tide shifts toward the time trialers. Glenn Hills and his gang, with sponsorship by Ken’s Porsche Technique and Kahler’s Porsche & Mercedes Service, put on our best-ever Driver’s School at Sears (Excuse me! Golden State Raceway) April 11 & 12th, and now everyone is so pumped up that they’re jumping out of their socks for the first time trial at Laguna Seca, May 23 & 24, sponsored by Porsche P.M. Back to Golden State June 27-28 for GGR’s only time trial at GSR sponsored by T&D, Andy Alongi’s, and Quality Wheel. We return to Laguna for the finale October 3-4 with the help of Alex’s Porsche House and Overstreet Racing.

On the concours scene, California Porsche/Audi is our sponsor for the concour/luncheon (Marina Green/St. Francis Yacht Club) on June 7. Other concour sponsors, past, present, and future – Bud Hart, Carlisen Porsche/Audi, and Neufeld. We thank them all.

NUGGET ads, being handled by Ted & Susie Atlee, are bigger and better than ever and we say thanks to those who support our NUGGET as GGR’s advertisers.

Thanks, also, to our other various sponsors who donate their places of business for club events, and door prizes, and award donators, too, who are always so generous.

1982 now is closer than ever with recent requests to reserve certain events already from some of our sponsors.

Be sure and thank these people for the fun they’ve provided and for their support of GGR when you visit them.

BILL & REBECCA NEWLIN

OLD FACES - NEW PLACES

Frank Nevares, Jr., 334 Pacific Avenue, Pacifica, CA 94044, 415-359-4323
George T. Harrison, 197 Briarwood, Irvine, CA 92714, 714-559-0677
Roger Ryan, 565 Los Pinos Avenue, Milpitas, CA 95035
Alan P. Bishop, 2715 Garfield Avenue, Carmichael, CA 95608, 916-487-9047
Christine Perez, 604 Eden Avenue No. 3, San Jose, CA 95117, 408-249-0375
Cris Lewis - now Cris and John Leary, Box 323 APO New York, New York 09210
James E. Davis, 33188 Condor, Union City, CA 94578, 415-471-7438
Mike Gallagher, 131 Fairlawn Drive, Berkeley, CA 94708
Richard Pasqualli, 2805 Richland Avenue, San Jose, CA 95121, 408-285-4057
30/GOLDEN GATE REGION

John said isn’t this a Hot Tub, not isn’t this a hot tub.

Credits: Photos by Gene Gilpin, John Rowland and Mike Wickstrom of San Joaquin Region, more photos by Mike Lommatzsch - like most of the issue, photos of Johnny’s car courtesy of Sandi Candlin, photo of the Green’s, courtesy of the Green’s.

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IT'S THE PITS

On July 14, 1789 thousands of Frenchmen gathered for the first Pit Crew meeting and stormed the Bastille in Paris. We're inviting you to come out and be a little more constructive. Instead of tearing down a prison stone by stone we'll just make table decorations. BORING! Okay, we'll celebrate that first Pit Crew meeting by having a pot luck French dinner before the meeting begins.

If you plan to attend this little fete, call Al Berens after 7 PM weekdays at 961-0777 (don't be shocked when you hear Adamson & Walton) and we'll discuss what to bring. Or call 367-8339 on the weekend and we'll work things out.

As for the Pit Crew meeting itself, bring your sissors, guillotine, and other implements of destruction to The Berens', July 14, 6:30 PM for dinner or 7:30 PM for just the meeting. Dinner wine will be provided but the meeting is BYOB. See you there, mon amis.

THIS MONTH'S SPOTLIGHT

PORSCHE PREVENTATIVE MAINTENANCE

1299-55th ST., EMARYVILLE, CA.
655-9704

We are in our third year in Emeryville, servicing all Porsches, from the lovable and very efficient 356's to the sleek and powerful finesse of the 930 Turbos.

While servicing, we look for problem areas to catch a problem before it happens, taking pride in our knowledge of Porsche and our appetite for increasing our knowledge. As Porsche continues to change, add or modify their line, our knowledge increases accordingly.

At Porsche P.M. we use O.E.M. (Original Equipment Manufacturer) parts for maximum life & performance. We carry most Porsche parts in stock, have our own machine shop to take care of your needs, and a Bosch Alignment Rack for a precise 4 wheel alignment. We take pride in our service - we give you the work you need. Being near BART, we can shuttle you to transportation, if needed. This year we are going to have a race car campaigning for Regional Championship! Watch for us at Laguna Seca & Sears Point!

PORSCHE PM

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*Preventative Maintenance

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RUN GROUPS CLASS
1st PT, PS, ES, DT
2nd CT, CS, DS
3rd AM, BM, CM, AAM, AP, AT
4th BP, CP, DP, BT, BS

(All entrants must work -- see worker groups)

PRE-GRID CLOSES 15 MINUTES AFTER POSTED START TIME OF RUN GROUP. (2nd, 3rd, 4th run groups may have their start earlier than the posted time).
REGISTRATION: 8 AM to 12 PM (CARS SHOULD BE REGISTERED BEFORE RUN TIME).
TECH: 8 AM to 12 PM.
1981 SCCA Solo II Rules Will Apply.
1981 MBSCC Classes will be used (Entrants are responsible for correctly classing their car.)
ANY QUESTIONS REGARDING RUN GROUPS, WORKER GROUPS, OR OTHER INFORMATION ABOUT THE EVENT, PLEASE CALL MEL COHON AT 758-1038 DAYS.

PCA HOSTS MONTEREY BAY SPORTS CAR COUNCIL AUTOCROSS AT LAGUNA SECA RACEWAY

SUNDAY: July 12, 1981
Laguna Seca Paddock Area
(Hiway 68 between Salinas & Monterey)

COST:
$5.00 per council club driver
$7.00 per non council club driver
& $1.50 per car Park Entrance Fee

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It's your store. We built it for you. Inside, we installed special displays so you can see and inspect hundreds upon hundreds of quality Porsche parts and accessories. We also installed a factory microfiche viewer, and purchased factory parts and upholstery manuals, so the information you need is both accurate and up to date. More than all this, we are here working for you, assisting you with selections, information, and professional advice. We think you're going to love your store—just off Lawrence Expressway.
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If you demand more of a car than mere transportation, and more from your car dealer than just a car, visit California Porsche/Audi. A landmark for automobiles that distinctively suit the San Francisco Style.
AUTOCROSS in the Sky

As you know, sites for autocrosses are hard to get. After much negotiation, we were able to get floors 5, 6, and 7 of the downtown center garage for the December event. It was your basic garage autocross. Tech and grid were on floor 5 with the start on the ramp up to 6. After the spiral there was a short straight with a right-hand hairpin against the wall. At the elevators, the course cut right to the ramp to 7. On the top it was a figure 8, then down the ramps to 5 and the finish line.

Fastest time of the day was turned in by Burt Tropp in his VW squareback. Top ladies time was by Lynn Manteca in her new GMC Sprint. Several incidents happened during the day, to wit:

A) Tooth fairy spotted a berry bush in the hotel across the street and spun out.

B) Joe Wrongmeir showed up at 8:15 and was so enthused with working, he didn't run all day! Just worked!

C) Marv Mesmer was disqualified for running 8 inch rims. Marv: 'I thought they were only 5½ inch rims.'

D) Reinhard Rawdeal showed up with disc brakes on his speedster but was a DNF. Did you know disc brakes will fit on 'A' spindles?

E) Bob Burnson in the hot wheels special got 2nd in class after Dwight Muchtoil in the Ross-Rent a Racer clobbered the class by 3½ seconds.

F) Chuck Manteca tried to find a faster way to the start line but was given a DNS for driving on the guard rail. His protest was denied.

G) The after autocross party at the Hunt's Club saw two of the latest fads: shirt swapping (Ann topped Woof and Yogi exercises Steve 1st, Barb 2nd).

The autocross series was great and many thanks to Steve 'Superman' Reeves and his crew. A word of warning tho, check your helmet next year; some time between the last autocross and this one, Steve's dog...well, just check your helmet.

NHOJ REVELC

Reprinted from January 1972 issue

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**PARADE**

1982 ZONE-7 PARADE - RENO, NEVADA

T-shirts are now available for the 1982 Parade to be held in Reno, Nevada, hosted by Zone-7. Order your shirts early and begin promoting this great event. Send $6.00 + $1.00 for postage and handling to:

Barbara Bernardelli
3590 Blue Jay Court
Reno, Nevada 89509

State your size (small, medium, large) and men, women or children. All sizes are the same price. Barbara has a variety of colors and will send whatever is available in your size.

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NUGGET/35
FROM THE TECH CHAIRMAN

914 CLUTCHES

Having just finished repairing a 914 with a torn firewall, loose clutch tube, improperly machined flywheel and many missing small items in the clutch mechanism, it would seem timely to discuss the proper clutch replacement on a 914.

Removal of the transmission is straightforward and discussed in any of the $12 Porsche books available at most parts stores. Once removed, you will see the clutch assembly. Remove the six bolts holding the pressure plate to the flywheel. Do this in a crosswise manner, loosening each bolt only two turns at a time. This is done so the pressure plate does not warp. Remove the pressure plate and clutch disc and inspect. Loose springs, broken rubber, loose rivets, any cracks or grooves in the friction surface, or an oil soaked or excessively worn disc is reason for replacement. Next, check the flywheel. If any grooves, gouges or burned spots are found, it must be machined. Incorrect flywheel surface is the prime offender of most improperly done clutch jobs. A 914 flywheel must be surfaced at a minimum of four locations and the best shops cut at six locations. The flywheels are best cut on a lathe as grinding wheels, if not dressed constantly, will leave small radii that impair proper seating of the clutch components, and the center where the bolts go through cannot be surfaced on a grinder. Proper clearance is .850 inches from clutch mounting surface to clutch friction surface, .145 inches between friction surface and the next step down, which is for clearance of the clutch disc springs, and .363 inches from the friction surface to the bolt seating surface. The thickness of the bolt mounting should not be less than .420 inches, which would allow up to .970 inches of resurfacing. Failure to adhere to proper clearance, or not cutting any of the above surfaces will cause the clutch disc to hit the flywheel shafts, the clutch springs to hit the flywheel or improper clutch action.

Assembly procedure -- Replace the flywheel seal anytime you remove the flywheel. Also use a light coat of oil on the outside diameter of the seal and use a seal press or tap it in with a hammer. Replace the O-ring in the rear of the flywheels. Replace the pivot bearing and felt seal ring. Apply a light film of oil to the O-ring and the seal ring. Grease the bearings with a light moly grease. Install flywheel lock plate and torque the bolts to 77 lbs. Install clutch disc and pressure plate. Cross tighten two turns at a time and torque to 18 lbs.

The other common problem area is the throw out bearing fork. Anytime the flywheel is surfaced, the fork pivot must be shimmed an equal amount to what was removed from the flywheel. This is done by placing washers behind the fork pivot ball, or behind the plastic bushing in the clutch fork. Failure to properly shim the clutch fork leads to improper geometry of the throw out bearing. This is what leads to cracked firewalls and broken clutch tubes.

Check the throw out bearing; if noisy or loose, replace it. If the pivot bushing is worn or cracked, replace it. Check the black plastic bushings that go between the throw out bearing fork, and if worn or missing, replace. Lube the bushings with a light coat of moly grease before installation.

Replace transmission. Clean the clutch cable wheel and cable, and lube only the bushing on the wheel. Grease on the wheel will attract dirt and wear the cable. If your clutch connector on the end of the cable is plastic, replace it with a metal version, part No. 911 423 20503. Adjust the clutch free play - it should engage about 1½ inches off the floor and have at least one inch of free travel at the top.

DENNY KAHLER
TECH CHAIRMAN

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WE HAVEN'T HAD ANY REPORTING ON ZONE 7 EVENTS, SO WE THOUGHT YOU MIGHT WANT TO SEE WHAT THE ZONIES HAVE BEEN UP TO

THE LADIES ARE HERE TOO
SUPPORT YOUR LOCAL ROSTER CHAIRPEOPLE

The campaign for the 1981-82 roster has begun.

We are trying to expand the ad section by adding a new category (DRIVING TEAMS). Any driver or group of drivers driving under an individual or team banner might consider sharing the cost of an ad in our new category.

Just a reminder, to all business people, we need your support. The roster in many cases is used like the classified ads in a telephone book. It gives Porsche people your location, telephone number and type of services you have to offer to them. We consider these ads to be maximum exposure for minimum cost. The deadline for all ads is August 1, 1981.

If you have any address or telephone number corrections to be made, please contact Mike Lommatzch. All corrections need to be to Mike before August 1, 1981. We would like to have the roster as accurate as possible.

Thank you for all of your help.

BOB & LIZ STIFFLER
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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.

PERSONALS

Sonja, a famous philosopher said, ‘One Porsche is more pleasing than ten thousand Triumphs.’ — Editor

FOR SALE

The perfect Race Photographer’s camera lens—the Nikon 80-200 Zoom—can be yours for one-half list price. Less than two years old, perfect condition, latest type. $475. Gary Brauch, 415-941-2178.


911 3.0 parts—Complete CIS $500, piston/cylinder set $425, heads set $350, cam and cam towers w/ rockers $200, covers & chain housings $100, crankshaft & rods $1100, oil pump & shaft $125, flywheel & pressure plate $125, heater box $100 each, muffler $90. ’74 915 transmission $750. Buyer pays shipping. Robert Daves, 548 Malbec Court, Pleasanton, CA 94566 415-846-6489.

For 356, 1600 super motor, 10,000 miles on rebuild. Complete from clutch to air cleaners. $1100. Also, for 911, Piper ski rack with lock. Never used. Cost $49, sell $30. Steve Poncirol, Days 408-866-1000, Nights, 408-730-1241.


1975 914 parts and 911 gauges. 914 1.8 engine and exhaust system, will separate. Left and right 914 front struts complete. 5,600 red line tach, ashtray, visor, 17mm vacuum hose, right seat rail. 911 oil temp/pressure gauge and VDO clock. Dale Dorjath, 997-0914.
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Coming Events

JULY

6  BOARD MTG-BLOW
11/12  SUMMER MUD TOUR-
       MEUNIER, LEVINE
14  PIT CREW-BERENS
18  DINNER MTG-BROOKING
19  GGR RALLY SERIES-BAKER,
       GANG
25  AUTO-X-LPR
26-AUG  PARADE
31  AUGUST BOARD MTG.-
       BLOW

AUGUST

8/9  OCCIDENTAL TOUR - GANG
11  PIT CREW - CAREY
15  ZONE 7 AUTO-X GGR -
       PLEASANTON - DARRELL
15  TERRY, KENT MC LAGGAN
16  DINNER MEETING -
       CARLSEN PORSCHE/AUDI
22  TECH SESSION
29  GGR AUTO-X No. 3 -
       STIFFLER, MC CLELLAND