Daytona
Daytona
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Daytona

24 Hours of

Congratulations Bob, Brian, Bobby, and crew
CARLSEN
PORSCHE/AUDI
PALO ALTO

1730 Embarcadero Road  Palo Alto, CA 94303  415/856-6300
10% discount on parts and accessories to PCA members
ON THINGS THAT ARE FUN

Recently, I was thinking about the wide variety of activities which are available to Porsche enthusiasts. Two outstanding Porsche events (not GGR scheduled events) slated for this year could provide a memorable experience to anyone ‘fortunate’ enough to attend.

If you participated in Trip No. 1, you would find yourself stepping off a plane in...GERMANY! October 1 - October 11 are the dates for the 6th Porsche Treffen. This remarkably well organized vacation is the brain child of one Peter Sontag from Nord Stern Region.

This year’s trip includes six days in Stuttgart and three days in Amsterdam. While in Stuttgart you tour the Factory, go thru the Porsche Test Center at Weissach, perhaps take a few spins in a factory race car or rally car on the Factory test track as a passenger with a factory test driver. You will be treated like royalty by THE PORSCHE FAMILY and Staff Members at the Factory. You will long remember this incredible experience.

The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication (ie: June 1st for the July issue). Questions regarding display advertising should be directed to the Nugget Advertising Manager, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information.
Prez Sez continued

Upon leaving Stuttgart, you will cruise up the Beautiful Rhine River to Amsterdam where you will spend three glorious days touring, shopping, dining, and partying with new found Porsche friends.

The base price is $1395 per person plus air fare from the West Coast to New York (approx. $300 more per person). Land and air options are available.

If you would like to hear more about this vacation of a lifetime, listed below are a few GGR members who have attended: Bev & Joe Hartman, Dan Baker, Ron Leppke, Ron Reak, Dennis Winter, Gary & Sandy Fahl, Harv and Linda Smith and Ray and I. (Harv and Linda have attended three Treffens and are a wealth of enthusiasm and information). Additionally, I have several complete packets of literature on Treffen ’81. Call me if you would like a packet.

Back in the USA -- the second super trip would find you debarking your plane at Oklahoma City enroute to WARBONNET TECH ’81 at the Hilton Inn West. Warbonnet has a reputation as the biggest and best Tech Session in the Country and is hosted by the Warbonnet Region March 13-15 has been set aside for a weekend which promises to be very informational, interesting and varied.

The agenda includes a talk on 935 Racing by our own Bob Garretson and Bruce Anderson. Further items to entice you include a talk by Chuck Stoddard and Bob White (both former National Tech Chairmen) on the History of Porsche. There’s more on racing the 924, the 924D Racing Production Program and a session on General Restoration.

Other highlights of the weekend include a super Tech Quiz, vendor displays (Penzoil, Bosch, etc.), and a great door prize program.

Registration is $18 for men; $10 for ladies. Lodging rates are $44 a night double; $35 single. Two meals (lunch and dinner Saturday) are included in a reasonable $20 meal ticket. Add your air fare and you’ll be spending a great weekend with a lot of super people and gaining greater insight on a subject that is dear to all of us. If you want to have a technical experience that you’ll long remember, don’t miss WARBONNET ’81. See your Pano for full details. Happy vacation Planning.

SONJA BLOW

PRESIDENT

WARNING

It has come to my attention that GGR is spending over $15 per month on postage for returned Nuggets with incorrect addresses due to people moving. This does not include the telephone bills to try and locate people that have moved.

Therefore, in order to tighten GGR’s budget and to make sure you don’t miss our fantastic newsletter, I issue the following warning. If you move and do not write or call me, and I received your Nugget back, you will be dropped from the ‘mailing’ list (not the club) until I hear from you.

Again, you are reminded that when you move, you are required to write to PCA National as well as your local region and/or dual regions. (See inside front cover for the addresses.)

Also, if your address and/or phone number is wrong in the Roster, please write or call me.

Thanks,
Mike
Membership Chairperson

WITH REGRET

I would like to thank the members of Golden Gate Region for their support in my election to Secretary for 1981. Unfortunately, and much to my dismay, I must resign this position, for medical reasons.

You have all been wonderful friends to me and I hope to be able to be active and with you at events soon.

Thank you,
Barbara Berens

CUSTOM QUALITY

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

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

- HAND CAR DETAILING -
  - Interior - Exterior - 2 Coats Of Polish
  - LEATHER CARE -
  - 371-6660
  - Plaza Car Wash
  - 1937 S. BARCOM AVE.
  - (NEAR HAMILTON)
  - CAMPBELL

4/GOLDEN GATE REGION
More on the Casablanca Mini-Dinner:

LOCATION: Casablanca Restaurant
1805 Junipero Serra Blvd.
Daly City, CA

DIRECTIONS: From 280 take the Daly City/BART Station exit; from 280 North, Bay Bridge, John Daly Blvd. - BART; from 280 South, peninsula, East Bay, Westlake Dist./BART exit.

The restaurant is located on Junipero Serra Blvd., two doors south of John Daly Blvd.

PARKING: (Not ideal.) Parking parallel to the warehouses next to the restaurant will be held especially for us. This should provide enough room, but if not, the southwest corner of the BART lot is well-lit and close.

QUESTIONS: Call Len & Lynn Levine, 588-7182

AUTOCROSSERS: Don’t panic - we won’t eat until around 8:00 P.M.

P.S.: Due to space restrictions, we cannot accept checks at the door.

SHAKE IT

AND BAKE IT

We need your help to make the Concours/Swap Meet a success by volunteering to bring your special baked goody for the Pit Crew Bake Sale. Please let Lynn Levine or Janet Buck know what scrumptious item you will donate. The Concours/Swap Meet will be on March 29 at Bud Hart’s. See details elsewhere in this issue and bake, bake, bake.

Cookiemaster
Janet Buck

IT’S THE PITS

You won’t see another event like this one for at least a year, so B.Y.O.Irish -- we’ll provide the coffee -- and celebrate St. Patrick’s Day with us. (P.S. There is a catch: you will create the decorations for the March dinner meeting to be held at Yosemite.) Anyone painted green gets in free... If you’re interested in having a pot-luck corned beef and cabbage feed (the whole nine yards), call us and we’ll do it.

WHERE: At Amy Schmitt & Janet Buck’s 19945 Brenda Ct., Cupertino

R.S.V.P.: (408) 257-3574

WHEN: If Dining, 6:00 P.M.; if not, 7:00 P.M. Tuesday, March 17, 1981
Quality service is a rare combination of experience and high standards. We provide the same quality service to our daily customers and our racing team.

Winning long distance GT races against the best teams & drivers in the World Makes and World Endurance Championships requires the same craftsmanship and attention that you require as our customer.

From vintage, carbureted 356's to fuel injected, catalyzed and reactorized 930 Turbos, our professional craftsmen have a wealth of experience.

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

We have reorganized and expanded our parts department for better service and a larger inventory. Our goal is to have all the parts and accessories you need for routine maintenance, restoration, and competition too! Even apparel, gifts, and exotic goodies! Our new catalog will be out soon (fingers crossed) and we think you'll appreciate some of our innovative ideas.

Whether your need is for parts and accessories, or quality service for your Porsche, call on us at Garretson Enterprises. We provide the quality service that wins races, and friends.

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(415) 967-8634/Parts
(415) 967-2858/Service
Open Mon.-Fri. 9:00 To 6:00

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MECHANICAL SAFETY
Ken Mack and Denny Kahler will cover all aspects of Porsche mechanical safety items. Learn how to check brakes, shocks, suspension, tires, wheels, alignment, oil leaks, hoses, belts, linkages and all safety items; where and how to mount roll bars, fire extinguishers, oil coolers, brake ducts, sway bars and more. Not only will this tech help you to determine when and if you are in need of replacing certain safety items on your Porsche, but it will also greatly benefit all of you autocrossers, time trialers, and tech inspectors, who have to be 'safety-aware' of the Porsche that gets turned loose on the track.

WHEN: Tuesday evening, March 24th 7:15 p.m.
WHERE: Ken's Porsche Technique
130 E. Sunnyoaks Avenue
Campbell, CA
NOTE: This is Ken's new address; see his NUGGET ad for directions

GGR NO. 1
Mark your calendars - Saturday, March 7th is the date for the first annual (points) event of the year. Course masters Glen Renk and Phil Mullen promise you an exciting kickoff event to the 1981 Autocross Series. New members take note - instructors and technical advice readily available.

THE PLACE: Alameda County Fairgrounds
Pleasanton, California

THE COST: $5.00 per Driver

REGISTRATION: Opens at 7:00 A.M., first car off at 9:00 A.M.; Fun Runs ($1.00 each after 4:00 P.M.)

THE COURSE: You might think this will be a 914 course - you might be wrong. Inspiration for the course comes from geometrical shapes and Floyd Patterson - not dirty pictures. There will be several 'choice' sections, i.e., outercourse and innercourse.

Join us for a great day and GO FOR IT!!!

OH NO!
NOT CAMELS AGAIN
Yes. You guessed it. Not camels again. There will be a Ryde Hotel, a Juanita's and a Burlington Hotel, a whole new theme including Halloween, and a few new twists. We promise another contender for 'Event of the Year'. Mark Gang has been fired so you won't have to worry about his zany antics again.

We are seeking advance signups NOW. There are only nineteen rooms Friday night and forty rooms Saturday night. The tour will be filled by April 1st. Remember, last in, worst room. Reserve your spot by sending a check drawn to PCA/GGR in the amount of $5 per person, per night. (i.e.: 2 people, 2 nights = $20.) Make this notation clearly on your check so we don't think it's 4 people, I night. You will have the opportunity to cancel after receiving a bulletin noting all details of the event. Send checks to:
Amy Schmitt
19945 Brenda Court
Cupertino, CA 95014

WHAT: Yes, Not Camels Again
WHEN: October 23, 24, 25

Event Co-Conspirators
Amy Schmitt
Phil Mullen
Bill Patton

SPRING FLING AUTOCROSS
LOCATION: Alameda County Fairgrounds
Pleasanton, California

DATE: March 28, 1981

REGISTRATION: 7:00 A.M. - 8:30 A.M.
9:30 A.M. - 10:00 A.M.
12:00 Noon - 12:30 P.M.

Load up your tools, tires, T's, and Targa's and come out to see what the Bonsai Boys have in store for you at GGR Autocross No. 2.

Event Co-Chairpeople
Darrell Terry
267-8234
Kent McLaggen
293-8447

NUGGET/7
A TRIP TO THE PARK

This is your final chance to sign up for the 1981 Yosemite Tour, GGR's 15th Annual.

Please see your February Nugget for more details or call Mike Lommatsch at (415) 962-0839.

For those of you who have already signed up, I should have received your deposit by now. If you haven't mailed it to me, you'd better call me and find out if I still have room.

Again, your final payment (or balance) must be received by me before March 9 or you will not go. Also, all cancellations must be before March 9 or your deposit will be forfeited.

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

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

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

GROUP D--Improved and Modified.
Grid opens 2:00 PM, closes 2:30 PM

All cars must be tech'd and on grid prior to the grid closing time. Course walk times are approximate; 8:00 AM and 12:30 PM. MUFFLERS ARE REQUIRED.

CAMPING AVAILABLE AT NEW LAGUNA SECA CAMP-GROUND - $5.50 per night, showers & toilets, water to sites, electrical tentative, RV dump available with camping.

Find a site and spread out. Rangers will come around and collect.

CONGRATULATIONS

The national appointments have sure come home to GGR. The latest one involves our own Glen Hills who has been appointed PCA National West Coast Associate Membership Chairman. A mouthful of title, congratulations.

QUALITY Racing Components
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- Tube bending and cage work
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Campbell, California 95008

SUNDAY: MARCH 15, 1981
LAGUNA SECA RACEWAY PADDOCK AREA (Highway 68 between Salinas & Monterey)
COST: $7.00 per driver
EVENT CHAIRMAN: MIKE ROADS
Phone Evenings
(408) 758-9153

8/GOLDEN GATE REGION
THE YEAR OF TAHITI

Come October, we'll be basking in the tropical sun on the exotic island of Moorea in Tahiti. Join us and other Porsche Pushers from around Zone 7 on this dream-of-a-lifetime getaway. Mike and Vicki Willis of Sacramento Valley Region have organized a Club Med tour to lush Tahiti and you're invited to come along. Why not come to the April dinner meeting and see for yourself - we plan to have a film of the Club Med resort where we'll be staying and playing. (We've seen it already and can hardly wait 'til October!)

DATE: October 17-25, 1981
PLACE: Moorea, Tahiti
INCLUDES:* Airfare (via UTA French Airlines) from Los Angeles, San Francisco, San Jose, or Oakland and return.

All meals at Club (wine/beer included with lunch and dinner.)

All recreational facilities at Club -- water skiing, snorkeling, tennis, scuba diving, etc.; additional side trips can be arranged.


APPROXIMATE COST:* $2,400.00/couple.

*Please note that these items are subject to change.

THIS IS NOT AN OFFICIAL PCA EVENT

Ted or Susie Atlee
408/578-7499

Mike or Vicki Willis
(Sacramento Valley Region)
916/363-8313

THIS ISN'T OUR STORE!

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

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

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

LOMA PRIETA REGION PRESENTS
A BEGINNERS AUTOCROSS

WHEN: March 2
8:30 AM

WHERE: Pleasanton Fairgrounds

50 Driver Limit - Pre-Registration Required

CONTACT: Jim Allvard
487 Coelho Street
Milpitas, CA. 95035
work: 946-4600 x312
home: 946-6580

The April 4-5 Zone 7 Autocross weekend to be put on by Redwood Region and Shasta Region may have a site change. An alternate site is being searched for which is more centrally located for all of the regions in Zone 7. Many of you gave me input that you would rather pay an additional entry fee instead of driving the additional miles to Red Bluff. This will be necessary because the Red Bluff site was free, whereas any other site (i.e., Cal Expo or Stockton Fairgrounds) will cost a rental fee, and we must allow Redwood and Shasta to make the same profits as if they had the autocross at their original site. If you have any questions on the site change, please call me or Terry Zacccone.

Ted Atlee
GGR Zone 7 Autocross Representative

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Mon. thru Fri. 8 a.m. to 5:30 p.m.
PORESCHE

Swap Meet & Concours

BUD HART PORSCHE RACING – 744 ALDO AVENUE – SANTA CLARA, CA.

FIRST CONCOURS OF THE 1981 SERIES

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<th>Class</th>
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<td>C2</td>
<td>Concours, 1966 to present</td>
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FOR INFORMATION CALL

Swap Meet - Don Patterson (408)354-0518
Concours - Mark Devincenzi (415)871-7140

FREE ADMISSION
SWAP SPACES $5
CONCOURS $5
PIT CREW FOOD

GOLDEN GATE REGION – PORSCHE CLUB OF AMERICA

Sunday March 29 8:30
OLD GOLD

Did you know almost everyone hangs onto their old NUGGETS? It's true! I really can't blame anybody. I keep mine too. All two years worth!

Golden Gate Region officially came into existence in April, 1960. NUGGETS are the best historical references this Region has. Unfortunately, many are missing! We need donations to fill in the missing issues so we have a complete set. It would be a wonderful library for everyone! The missing NUGGET issues are:

1979    February
1978    February
1977    January, February, March, April
1976    January, February, March, April, May, July, September, October, November, December
1974    January, February, March
1973    January, February, March, April, May, July, August, November, December

I realize this is a real long shot, but does anyone have any material from 1959 thru 1962? Why? Well, I've uncovered, in the rusty, dusty Archives, new letters dating from July, 1957 from the Northern California Region Porsche Owners Club, GGR's roots! So, if anyone comes across a gold mine of old NUGGETS, please contact me at 1028 Palisades Dr., Martinez, CA 94553 or call me at (415)228-4863 or pass any information to any board member.

Thanks!

MARSHA WILSON
HISTORIAN

MARCH NUGGET STAFF: Sharon Neidel, Karen Hawkins, Rebecca Newlin, Bill Newlin, Shirley Neidel, George Neidel, Mike Lommatzsch, Barbara Berens, Donna Trefz, and Janet Buck. Danke, -Al.

SACRAMENTO RIVERBOAT CRUISE
Join us as we go up the river with GGR May 9th on a traditional Riverboat Cruise. Our boat, provided by the Red & White Fleet, will take us on an 8 hour cruise up the Delta from San Francisco to Sacramento. In the tradition of the riverboats our day is promised to be filled with activity including a barbeque, kite flying, games and lots of socializing with fellow GGR members. At the end of the cruise we will have 2 ½ hours to visit historical Old Town Sacramento after which we will be bussed back to our cars in San Francisco.

This promises to be a day of fun for one and all. Reservations are required and there is a limit so call now!
Sharon Neidel
288-8000 (days)
225-8103 (evens)

See you on the cruise!

Sharon Neidel & Barbara Berens
Event Chairpeople

B.C. BY PERMISSION OF JOHNNY HART AND FIELD ENTERPRISES INC.
FROM THE DRIVER’S SEAT

GGR TIME TRIALS

FIRST Timers CAN GO TO DRIVER’S SCHOOL IN AN SC, 924, 928 or EVEN A 930!

The myth that seems to exist is not valid. Expensive and newer Porsches can be driven upon Golden State, Laguna Seca or Riverside Raceways if certain fundamentals are observed. FIRST: Competition seat belts, shoulder harness and submarine belts are required in all cars for both seats. Disadvantages: new holes must be drilled to accommodate strong anchoring bolts, backing plates and nuts; however, this can be done by many of the club’s sponsors in an attractive and professional way. Do-it-yourselfers have no trouble either. Advantages: An extremely comfortable seat belt assembly capable of complete driver restraint. Whether on the street or track, your safety in a very high performing Porsche certainly is a prime regard. SECOND: A 2½ lb. fire extinguisher is required. Disadvantages: None. Advantages: You could save your Porsche or someone else’s. THIRD: Every car must pass a very critical safety inspection. Disadvantages: None. Advantages: Eagle-eyed tech inspectors have been known to find many cars with such items as leaking master cylinders and shock absorbers, disengaged anti-sway bars, cracked brake rotors, defective tires and many, many other items often overlooked by Porsche owners. Who would suspect that their pride and joy could ever cause a problem!

Finally, I’ve been told that paint chipping is a major problem. The truth is that a bra is a necessity upon a Porsche when the owner is concerned. There is no doubt that without a braid, the front of your Porsche can sustain paint chips. Of course, that also happens on tours, rallies and everyday driving. Thus the after-market suppliers sell bras by the dozens.

Many drivers with newer Porsches and even older Porsches are concerned about their car, but there is actually little to fear. Golden Gate Region has great respect for personal safety and car protection. Since the inception of our Driver’s Schools our students have safely participated and experienced the thrill of high performance car control. In-car instruction for the complete school is mandatory for all students. You may be a very capable driver with lots of driving experience but there exists a major division between street and track. To bring your Speedster to speed in a straight line requires little skill. Just push it to the floor and keep both hands on the wheel. Straight away speed in a Porsche is a breeze...but don’t use the same philosophy going around turns! There-in lies the need for our school. The confidence-inspiring two days of instruction is truly gratifying. High speed cornering requires not only practice but skill mastering the techniques of proper line selection, early braking with heel and toe down shifting and apexing at the right location. These and other valuable lessons can be had at the FINEST school available, GGR’s Drivers Schools April 11 &12 and June 27 & 28.

TURNWORKERS

All drivers, including students are reminded that they either work a turn or furnish a turn worker for a minimum of one-half day. Instructors are exempted. Please have the name and phone number of your worker at tech inspection, a requirement for a tech sticker.

CAR NUMBERS

Due to many past problems of car number identification, shoe polish car numbers will no longer be acceptable (Time Trial/School). Tech inspectors will assist you in dimension of permissible sizes, color contrast, etc. No Roman numerals or backward numbers, please.

NEW THINGS

* A ‘hot canteen’ truck will be in the pits this year at all events, both days. Breakfast, lunch, snack and drinks will be offered.
* Saturday night dinner socials, much like last year at Laguna Seca will also be offered at reasonable prices - at all events.
* A trained and dedicated ‘Rescue Crew’ staffed by Golden Gaters (we could use another member or two).
* Door prizes for best looking car numbers, most courteous drivers to grid workers, cleanest under-cars at tech inspection, cleanest pit areas, biggest smiles, etc., etc., etc.
* Beautiful awards at year end. A design never seen before in GGR.
* A promise for upbeat events, based upon the positive, fun and especially comradery in the friendly club concept.

GLENN HILLS
Time Trial Chairman

TO THE EDITOR

I’d like to congratulate you on the relationship and rapport you are developing with your staff and contributors. I am convinced your approach will pay off for all concerned.

Thanx for a great job.
Bill Patton

NUGGET/13
Specializing in German 2-stage painting
Major or minor collision repairs
Factory flaring
Restoration, floor pans, fiberglass
Race car painting, striping

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295-0535
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CONSIDERATION TO PCA MEMBERS
RENO PARADE RULES

Proposed rules changes for the 1982 Reno Parade have been published in the February Panorama, and National is asking for feedback before they finalize them. Golden Gate Region will have a meeting where we can discuss the proposed changes and establish a GGR position. This meeting will be MARCH 7th, 12:00 sharp, at the Pleasanton autocross. We'll stop the autocross for 20 minutes for the meeting. Non-autocrossers are welcome also, of course!

It's important that you understand the proposals before the meeting, so read the Panorama article! The main issues are the reinstatement of an overall award (and the rules for determining it), plus various rules for the individual events.

Walt Maas
Competition Director

WANTED: RALLY WORKERS

GGR will be hosting its first rally open to other car clubs on May 10th. We will need a great many workers in order to have a smooth running event that will leave the other clubs with a good impression of GGR. There are many jobs still open at the start, finish and checkpoints. No experience is necessary as we will have a training class prior to the event. Anyone interested in helping GGR by being a rally worker please give me a call.

Sharon Neidel
225-8103 (evs)
288-8000 (days)

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Specializing in PORSCHE Interior Restorations

- Most factory original materials in stock (wool carpet, top material and vinyl).
- Targa and Convertible Tops Headliners
- From small repairs to complete restorations.

FREE INSPECTION & ESTIMATE

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1917 Old Middlefield • Mountain View, Ca.

Sacramento Valley Region, Porsche Club of America invites you to join us again at our fabulous CRAB Weekend. Those same fun-type people have done it to you in the past, want to do it again.

Mail your registration form and check to:

CRAB 10
Stan Breyfogle
5321 Bootjack Drive
Sacramento, CA 95842

Give yourself a Christmas or New Years Gift. But do it now because we have a 150 car limit!

The RED LION INN will again serve as CRAB Headquarters and site for our Saturday night banquet. Our schedule is:

Friday night, April 24 . . . .Registration at the Red Lion, Sacramento, in a spacious Presidential Suite. Relax and enjoy a drink on us.

Saturday, April 25 . . . . .Another fantastic autocross at Cal Expo’s Lot A, plus a concurrent Crabby funkhana. Zone 7 autocross rules apply.

Saturday night. . . . . .The usual ‘all-you-can-eat’ crab feed with lots of spagetti, bread and wine. Followed by speedy awards so we can get to the disco and partying.

Sunday, April 26 . . . . .The nifty CRAB Rallye/Tour designed to keep beginners on course. This is followed by our famous Beer and Bratwurst Feed.

The price of this year’s CRAB is up but it is still a great bargain. It is only $80.00 per couple or $45.00 per single registration which covers a free drink per person at the Friday night festivities, an autocross, a funkhana, the crabfeed and dance, Sunday’s rallye and beer and bratwurst. It also includes door prizes and trophies.
Well, after avoiding this honor for over a year, I finally received the dreaded ‘D’.

Deserving, or not, I did accept the ‘D’ though with some hesitation. I had promised everyone on the Hearst Castle Tour a good time, and that they had, even though we did take some adventurous side tours (like Saturday night on the way to dinner.)

Well, during the Christmas Season - when GGR goes to sleep for a month or two, there were a few deserving recipients, only one was well overdue to receive the dreaded ‘D’.  

Over the past few years, Al Berens has done numerous things (some of which we know - like running out of gas while trying to rescue Sharon Neidel with a flat on the freeway.) This time though, while burning wood in his fireplace, he decided it was time to burn some garbage also. He gathered numerous items off of the dining room table where Barbie was working on the GGR treasury report. Among the items that Al gathered and threw into the fire was an IRS form with some special numbers on it and a check GGR had tried to get from one of our advertisers for a couple of months. After seeing this, Al tried to beat the fire out and save things, but it was to no avail.

Congratulation Al and better luck next time!

Mike Lommatzsch
Past Dreaded ‘D’

AUTO TRENDS

CALIFORNIA ENDS CAD PLATING

By edict of the California Air Resources Board, all cadmium and zinc plating processes will cease in 1981. The fumes from these two processes cannot be captured, cleaned, and recirculated. Plating companies have been given no specific date, but feel that by mid-1981 most plating of this type will no longer be done in California. Many manufacturers are looking into changes to different metals. If you plan to cad plate pieces for that restoration project in your garage, either move fast or locate a reliable plater out of state.
You really can afford it
Porsche + Audi
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Porsche 924 Turbo
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Switchman S.P. R.R.

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1979 911 SC
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Dental Student

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1962 356 Cabriolet
Executive

David Durham (Marcy)
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1974 914 O. 14
Attorney

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Danville, CA 94526
From Redwood Region

John C. Morrison (Olga)
11136 Flowering Pear Drive
Cupertino, CA 95014
From Central New York Region

Richard O. Arkus (Deborah)
1251 Francisco Street
San Francisco, CA 94123
From Conn Valley Region

Michael J. Smith (Kathleen Matilla)
2146 Oakville Road
Walnut Creek, CA 94596
From San Gabriel Valley Region

A. J. Rava (Anne)
407 Williams Place
San Mateo, CA 94401
From Northern New Jersey Region

William C. Dawson (Sharon)
2 Avondale Landing
Alameda, CA 94501
From Maverick Region

Phillip F. Whalen Jr.
1056 Menlo Oaks Drive
Menlo Park, CA 94025
From St. Louis Region

continued on page 29
This time it's gonna happen. An actual, real, live, just for you tennis tournament. When, where and what type of tourneyment is up to you. So, if you are interested contact the event chairman, commit to play, and help plan the event. I'll need to know your class, time availability, do you have access to a court or courts we may use and do you want to play singles, mixed doubles, etc. Advance signups are critical.

I guaranty a rowdy party after the event. There will be eight classes as noted below and fabulous prizes. Please sign up even if you've never played before (we even have a class for that.)

CLASSES

I. Professional - Tour players, hustlers, ill mannered players of any class (ie. Ilie Nastase, Jon Milledge.)

II. Celebrity - anybody with a big name or big reputation (ie. Anthony Maslowski, big name; Jim Giffin, big reputation.)

III. Ultra Advanced - subsidized in any way by Adidas, Wilson, Head, Virginia Slims, T&D Racing, etc.

IV. Sorta Advanced - those of you who would be cheating if you played in a lower class (ie. Sue Garretson) or racket strung at 59 lbs or more.

V. Kinda in the Middle - have on occasion:  
   A) hit an accurate first serve.  
   B) accomplished two consecutive returns of serve.  
   C) hit an intentional backhand lob (accurate or not)  
   D) hit an overhead at noon.

VI. Liars - Don't know what:  
   A) Love is.  
   B) Topspin is.  
   C) Don't know who J. Frothingham Waterbury is**

VII. Laughers - qualified for class VI plus:  
   A) have had the Dummkopf.  
   B) often trip over linoleum patterns.  
   C) painted the parrot black.  
   D) other miscellaneous criteria to be determined.

VIII. Sideline Gawker - too chicken to play.

WHAT:  

WHEN:  
Spring/Summer (specifics to be determined)

WHERE:  
Fig Crater (and other locations to be determined)

COST:  
Probably about $5.00 per person

HOW:  
Contact Bill Patton 530-0609 evens.  
543-9360 days.

*We apologize for this name as it's going to look terrible on the trophies. If you haven't already guessed, the name was done by a committee and may have to be expanded even more when we locate a sponsor.

**If you want to know who J.F.W. is and what and where F.C. is, you'll have to sign up for the tourney. Now!

1981 TIME TRIAL CALENDAR

FEB 7-8 : POC RIVERSIDE
MAR 28-29: PCA WILLOW SPRINGS
APR 11-12: GGR SCHOOL @ GOLDEN STATE
MAY 23-24: GGR/POC LAGUNA SECA
JUNE 13-14: PCA/POC RIVERSIDE
JUNE 27-28: GGR GOLDEN STATE
SEPT 12-13: POC RIVERSIDE
OCT 3-4 : GGR LAGUNA SECA
NOV 7-8 : POC RIVERSIDE
PCA TAKES DAYTONA

VICTORY AT DAYTONA

The newly formed Garretson Racing Team scored an impressive victory in the 19th annual 24 hours of Daytona. Driven by Bob Garretson, Brian Redman and Bobby Rahal, our No. 9 Twin Turbo 935 finished 30 minutes ahead of the second place car. The win was doubly significant in that the best teams in the US and Europe started the race and failed to match the flawless performance of the Garretson Organization.

The team was formed last December when Bob hired Greg Eliff back to work as crew chief. With limited sponsorship for Daytona and Sebring, work started on last years No. 9 Apple Turbo. Jerry Woods, Ron Trethan, Martin Raffauf, Johnny Johnson and I signed on as crew. Many late hours were spent at the race shop as a 24 hour race requires a major overhaul on the car. Help from Bruce Anderson and Tom Foster was much appreciated. The split from Dick Barbour Racing meant starting over again as regards tools, spares, fuel rig, air lines, impact guns and all the items to support endurance racing. Bob Garretson did quite a job managing all the logistics and scheduling paint jobs, sign painters and transporter maintenance.

While No. 9 was being prepared, the Roy Woods - Ralph Cooke 935 was delivered to the shop. Bob had contracted with Roy to prep his car also so 1 new full time mechanic was hired for the project. Roger is an experienced IMSA wrench having spent some years with the Chris Cord Monza and Dave Kent Monza Teams. Roy's car was assigned No.90 and eventually became the back up machine for the race. Superbowl Sunday saw the unloading completed and big Greg on the way to San Louis Obispo to pick up the Kirby - Hotchkiss RSR also entered at Daytona. By Wednesday evening we were established in the garage area at the speedway. The international flavor of the race was evident with the Joest - Mass - Merl next to us, Ferrari and Lancia across the driveway and the other 935 teams with British and European drivers. Derek Bell was in Bob Akins car, Rolf Stommelen and Harold Grohs with Howard Meister; Bob Wollek joined Fitzpatrick and Busby in the Kremer - Sachs team. A total of 16 935's were entered, many RSR's 911's and 914-6's. Competition came from BMW, Lancia, Ferrari, Datsun, Mazda, Camaro and Corvette.

continued next page
PCA Takes Daytona continued from page 20

We had lots of work to do as the cars were not complete when loaded. Brian Redman set the tone for our efforts as he was more interested in having the car set up to run 24 hours and win than go for the $1500 prize for first position. Our drivers, therefore, spent less time in the car saving the motor for the race day. In qualifying, last year's winner, Rolf Stommelen clocked a 1:43 to take top spot while Bobby did a conservative 1:51 to grid 16th.

Bob Buckthal and the Chicago Region group arrived that day to man our signal station. These guys are new to endurance racing and at dinner with the team, were treated to first hand experiences from Brian Redman. At Daytona, the garages are locked up at night so we managed to have dinner every evening. During the day Sharon Trethan's lunches were missed; however, Debbie Rahal and Ann Gilman saw to it that we didn't go hungry. Bobby Rahal has promised to find a sponsor with enough budget so that Sharon can join us at the races. Speaking of sponsors, thanks is due to Style Auto, Red Roof Inns, Bosch, Goodyear, Hasbach Corporation, and Valvoline Oil. Valvoline also furnished our team's uniforms. Steve Gillman of Style Auto had a camera crew with him making a movie on the race. Steve plans to market the end product in cassette form for home VTR's.

Race day morning saw us hard at work at 7:00 AM. Greg is a perfectionist and as the cars were being called to the grid at 3:00 PM, he and Roger were still tweaking the chassis up. The crew did not manage to get dressed up in our 'Dog and Pony' show outfits as planned but at least the car was looking great as the grid formed up for the start. Redman was at the wheel with Rahal and Garretson to follow.

The start was a fast one as the Whittington car streaked to the front and began to pull away from the pack. It was like a sprint race for the first few laps as Stommelen, Joest, Fitz, and John Paul went for it with lots of boost. Brian moved quickly from 16th to 6th place and settled in to his predetermined lap times. Buckthal and company flashed the pit board to him on each circuit showing time and position. Our first scheduled stop was perfect. Ron and I did the fuel and Martin and Jerry the windshield. Greg spoke with Brian and was told the car was super. At the two hour point, Bobby took over and we were looking very good. The early chargers had already begun to make lengthy stops to work on the turbo chargers and some to change motors. On lap 74, a joyous Chicago Group gave No. 9 the first of what would be many PI signs. The Whittingtons Joest and John Paul were all out of it. Fitz was changing a motor and our competition was now the Interscope Team and Stommelen.

Somewhere about this time Garretson was driving and as Bob always does, turns better laps at night. He had a couple of handicaps, however. First of all, his glasses were sitting in the pit instead of on his nose. Secondly, he had hit the light switch during the driver change and was motoring around with only one light operating. The IMSA stewards threatened to black flag him, but before that was necessary Bob figured out what was wrong and turned on the headlights.

Our car was running so perfectly we had time during the night to observe the pit work of the neighboring teams. On one side was the Hobbs BMW M-1 and on the other the Turbo 924's. Compared to our slick professional pit stops,
these crews were sloppy. Even our first efforts with the Barbour cars in early 1978 were better organized. Prior to our pit stops, Greg would call a ‘huddle’. Each crew member was given a prime assignment plus a specific role should we have additional work to do. We had two unscheduled stops during the night. On the first, Garretson diagnosed a blown exhaust header and immediately brought the car in. Greg and Jerry replaced the scorching hot exhaust while the rest of us serviced the car. Fortunately the pace car came out at this time so the 13 minute stop did not allow the field to put many laps on us. Bobby was driving on the second occasion and returned to the pits to have tires replaced. It was found that the right side wheels we had just put on were out of balance. More of our competitors had fallen out by this time. Fitz/Woltek/Busby had lost an axel and Moretti had crashed also taking the Adamowicz/Knoop Ferrari with him. Ongais had hit the wall and Ted Field considered it too dangerous to have the Interscope crew retrieve the car.

As dawn broke, our team was in fine spirits. The routine stops went like a well oiled machine. Our car was showing the results of total preparation. Tires, break pads and oil consumption were as predicted and our driver had not put a scratch on the paint work despite some admitted off-course adventures. The feeling of confidence bordered on boredom, relieved only by wondering what Debbie and Ann would conjure up for our next meal. We had hot dogs, sandwiches, beef stew, clam chowder, chicken, fresh fruit, egg McMuffins and all kinds of drinks.

CBS TV arrived early afternoon to shoot a live pit stop to show during the half time in the basketball game. Big Greg agreed to revise our schedule and I brought the car in early to comply. At this time the crew felt that ‘this one is in the bag.’ With a 16 lap lead over the Akin/Bell/Siebert 935 there was reason to feel confident. Another of Greg’s huddles produced a unanimous decision that Brian should be in the car for the finish. Some reshuffling of driver sequence took place to allow Bobby and Bob to get one more turn before Brian got in to bring her home. There was talk of stopping to clean up the car but the crew decided to race to the end. Endurance cars are supposed to be dirty in victory circle.

To make a nice picture at the finish a plan was developed to have all the Porsches still running to bunch up behind our car. I coordinated this with Grady Clay and when Brian got a ‘10’ from the signal crew he slowed to let the formation fall in line. Derek Bell’s 935, Bill Knoll’s 911, the 924 Turbo, various RSR’s and Dwight Mitchell made the scene. Dwight had run strong in his 914-6 but was suffering from lack of brakes and clutch - but finished. Well done Dwight.

As the checker came out at 3:38 PM our team raced across the infield to wave the Porsches home. On to victory circle where the first glass of Moet & Chandon hit like a mack truck. After 34 hours on our feet it doesn’t take much. It was quite a scene with Brock Yates and his TV crew.
PCA Takes Daytona continued from page 22

A little too much to absorb, but nothing can replace the elation of winning and dominating the only 24 hour race in the USA. After IMSA impound it was back to the truck and begin loading. Now is the time for a cold beer as Tom Foster would put it. Beer and loading race cars is a tradition.

Tired, dirty, but winners we got everything in the truck and accepted dinner invitation from Brian Redman. Le Grenier in Daytona Beach is a bit out of our class, Our hosts Mr. & Mrs. Roy Woods and Mr. & Mrs. Kent Cooke didn’t seem to mind. French cuisine with Moet & Chandon and an excellent red wine completed a perfect race weekend.

No one remembers the flight home. We arrived at the shop around 4:00 AM Monday. Our next race is Sebring on March 22nd. Most of us have been in victory circle at Sebring the past three years and it would be great if we do it again. So far Bobby Rahal and Bob Garretson will drive as Redman may have a GTP car.

Again, thanks to our sponsors, well done to our drivers and crew and lets hope the winning tradition stays with us in 1981.

IN BRIEF

LOCATION: Blow residence in San Jose

PRESENT: All regular Board Members (except Barbara Berens), Susie Atlee as Acting Secretary, and Al Berens, Nugget Editor.

GUESTS: Gene Babow, Publicity Manager; Janet Buck, Pit Crew Co-Chairperson; Sandi Candlin, 1982 Parade Liaison; Dave Carey; Mark Gang; John Johnson; Sharon Neidel, Goodie Bag Manager; Felix Oremas, Nugget Mailing Chairman; Don Patterson, Swap Meet Chairman; Bob and Liz Stiffler, Roster Chairpeople; and 1st Lady, Ray Blow.

GUEST PRESENTATION

Gene Babow gave presentation to the Board on the Association of California Car Clubs.

OLD BUSINESS

1982 Parade Status - Sandi Candlin reported on 2-1-81 Parade Meeting with reassurance that the MGM Grand - Reno will not be affected by MGM Grand - Las Vegas problems, but contingency plans are being put into effect as a back-up. T-shirts with new logo will be available soon.

Sponsorship and Dealer Reps - Dealer Rep program has been assigned to a study committee to be reported back at the next Board meeting. Importance stressed that all contact for sponsors, etc., go through the Newlins.

Tech Manuals - No response to Nugget article, so they will be sold via sealed bids with a minimum price.

Nugget - Committee was formed to study aspects of bulk mailing. Bill Patton sees bright future for Nugget advertising.

NEW BUSINESS

Appointed Positions - Bob and Liz Stiffler were appointed Roster Chairpeople. Gene Babow will be the Publicity Chairman.

Nominating Committee - Donna Trefz was selected as Chairman for the 1981 Nominating Committee.

Resignation of Secretary - Resignation of Barbara Berens as Secretary, due to medical reasons, was accepted. Replacement will be selected next Board meeting.

Postage Meter - Use of the Pitney Bowes postage meter was approved for Membership mailings.

continued next page
Board Business in Brief continued

DIRECTORS REPORTS

Goodie Bag - Inventory was revised. Zone 7 car badges, for those that ordered them, will be available soon. Porsche-related buttons will be new Goodie Bag item offered for sale.

President - Sonja reported from Zone 7 Presidents Meeting (2-1-81): Glenn Hills has been appointed National PCA West Coast Associate Membership Chairman; Zone 7 newsletter 'how-to' seminar will be set up by Terry Zaccone. There are two appointive positions still unfilled: Assistant Nugget Ad Manager, 1981 Scrapbook Chairman.

Vice President - By-laws committee was formed: Sandi Candlin, Dave Carey, Stephanie Home, George Neidel, Donna Trefz (Chairman).

Treasurer - 1980 books audit completed. Board passed motion allowing Ted Atlee to pay expenses at his discretion on temporary basis until budget is approved. Preliminary Budget was submitted, which was turned over to a committee for study and revision.

Competition - 1982 Rules Commission hopes to produce draft by May. Joint PCA/POC Time Trial is in the negotiation stages.

Membership - Eleven new members accepted. Mike established policy regarding returned Nuggets which he will publish in the Nugget.

Social - $37.50 requested for Family Picnic to be at Huddart Park in Woodside. On 3/29 a Concours/Swap Meet will be held at Bud Hart Porsche Racing.

Zone 7 Autocross Meeting - Ted Atlee reported that a site change is in the works for the Redwood Region/Shasta Region Zone 7 Autocross; and that proposed rules changes for Zone 7 must be in to Terry Zaccone by 7/1. Respectfully Submitted, Susie Atlee, Acting Secretary

The above is a condensed version, complete minutes will be on the table of interest at monthly Dinner Meetings.

INTERESTED IN CLUB AFFAIRS? Well, forget others love lives and attend to club business. Come to the Blows' residence on MARCH 5 (1156 Happy Valley Avenue, San Jose) at 7:00 PM SHARP and find out what's really happening. Call Sonja, 408-255-3551 BYOB

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24/GOLDEN GATE REGION
FROM THE TECH CHAIRMAN

THERMAL REACTORS - PROS & CONS

Starting in 1975, Porsches were 'blessed' with America's cry for emission control, in the form of air pumps, thermal reactors, EGR and later with catalytic converters. Of all this emission hardware, probably the most damaging to the Porsche engine were thermal reactors. Volumes could be written on all these different devices and their various functions, but we will confine our discussion to thermal reactors and their effects on your engine. The afflicted Porsches are 1975 - 1977 911's, 1976 912E's and all 930 Turbos. Breathe easier if you don't find your Porsche among one of these.

How do they work? To examine them closely, thermal reactors are basically thermal heat furnaces mounted under the engine to the cylinder heads at the exhaust ports. The reactors work on the principal of extreme heat baking pollutants out of the exhaust and aiding in the afterburn created by the injection of oxygen into the exhaust ports from the air pump and associated plumbing. There are two reactors on each engine, one under the right bank and one under the left. The internal construction of a 911 or 930 thermal reactor is shown and works as follows: the exhaust leaves the cylinder heads and enters into vertical tubes within the reactor. The exhaust then drops down about 4 inches into a horizontal tube, reverses its flow upward about 2½ inches, then escapes thru a gap where the vertical tubes enter the horizontal tube. From here it circulates around the outside of the horizontal tube and out through the exhaust system. Rather confusing to describe and rather restrictive to your engine's free-breathing.

Thermo Reactor

California-Version

Looking on the bright side of this basic theory, there are a handful of positive benefits; however, they're few and far between. The two advantages that immediately come to mind are the ability to breathe cleaner air, and still be able to drive our 911's, 912E's, and 930's.

The negative effects of thermal reactors are mainly the result of the extreme heat they generate. It's not uncommon to find these Porsches with worn out valve guides, bad chain rails and excessive oil leaks with only 25,000 miles on the odometer. On a hot day, you could find them pushing oil temperatures well in excess of 250, well over the ideal operating temperature range of 180 - 210.

What can you do? There's thermal reactor bypasses or headers available to replace these heat sinks, which are basically tubes leading from the exhaust port to the exhaust system. These will lower your oil temperature approximately 20 - 30, add 5 - 10 horsepower to a 911 and about 15 - 20 horsepower to a 930, as well as get the boost in sooner. For 911's, the mild steel tubing headers are adequate, but on the 930, due to the added exhaust heat from the Turbocharger, the stainless steel headers are a necessity. No time-trialer, autocrosser, competitive off-roader, or lost rally enthusiast should be without them. There, however, is one minor drawback - they are illegal for street use, and we couldn't recommend that you install something that's illegal for street use to save the life of your engine, could we???

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GGR RACER PROFILE

Sam Linville's 1970 914-4 E-production race car had a unique beginning. The day it was bought and being driven home from the showroom, the new driver rolled the car. The second owner built it into a race car, and Sam and Marge Linville bought it in 1974. Sam & Marge ran the car in PCA and POC time trials that year, and Sam started SCCA racing in 1975.

Over the past five years the 914 has had a lot of development work performed on its chassis, starting with a conversion from torsion bar front suspension to full coil-over suspension, using 240 lbs. front springs, racing shocks located with spherical balls, and a 21 mm front sway bar. Rear suspension uses 220 lbs. springs and a 17 mm rear sway bar. All suspension components are suspended with plastic bushings, and travel on 7 X 15 Jongblood race wheels.

The early 901 transmission has been converted to sidestripper, and the power run through AFJPT gears to a welded locker transaxle. Production car rules limit the car to stock brakes, but Sam has installed a proportioning valve and uses Ferodo race pads for stopping power.

The car is powered by a 1.8 engine with Solex 40P12 carburetors, custom 914-6 style linkage, Elgin race cam, flowed heads, flat-top pistons (the trend is away from pop up pistons in the race 4-cylinder engines) with cut barrels to raise the compression ratio. The connecting rods are Corillo for extra insurance at 8000 RPM, and the power comes through a 911 clutch and super light flywheel. Noise is provided by a custom tuned exhaust system.

Sam is currently Competition Director for regional SCCA races in Northern California, but he still gets a chance to come out to many of the races. Look for number 15, a pretty red 914 and stop to wish him well in his Porsche battle against the MG's.

Tom Green
A TRIBUTE

It was a little over four years ago - November 20, 1976 to be exact - that I first attended a GGR event - an autocross school put on by Glenn and LaQuita Hills. Before I could find LaQuita to volunteer whatever help I could give, a man came up to me and said hello and started asking me about my car (I had a red 924 at the time). That man was George Neidel.

I joined GGR that weekend, and that was one of the best moves I ever made in my life. I threw myself into the club wholeheartedly and got far more out of it in love and friendship than my meager efforts ever managed to repay. One of the greatest treasures I received from my association with GGR was the friendship of your Family of the Year for 1980 - The Neidels.

During my first two years in the club, I was very active - autocrosses, rallies, tours, social events, the Goodie Bag, board meetings, tech inspections, etc. But even though I thought I was doing a lot, everywhere I went at least one Neidel was there giving their all for the organization they all love so much.

It very quickly became obvious to me that these were very special people. They didn’t care if you went to every event the region put on. If you were a new member, they welcomed you like an old friend. If you hadn’t been around awhile, they welcomed you as if you’d never been gone. They haven’t changed, and they never will.

During the first four months of 1979, I was Activities Director for GGR. Due to health and other problems, I had to resign at the end of April that year. It made no difference to the Neidels. But then, nothing ever did. I put on the last points autocross of the year in 1979, and half the family was at Pleasanton the afternoon before - in the pouring rain! - helping me try to lay out the course.

I could go on and on with anecdotes concerning this family, but the NUGGET doesn’t have enough space to say everything I could about them. To those of you who have recently joined GGR, the best two pieces of advice I can give you are (1) Get involved! It’s a wonderful organization; and (2) Get to know the Neidels - you’ll NEVER regret it. To those of you who have been in the club for some time and who may have ‘lost contact’ with them, rediscover your friendship - they never forgot you were friends.

If PCA ever tries to choose a Family of All-Time, the Neidels would get my vote hands down! Because without the love and dedication and friendship they have shown so many people, I do not believe GGR would be quite as great a region as it is today. The next time you see one of them - just say ‘thank you’. They ALL deserve it!!

BOB SHERMAN

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1981 GGR Autocross Series
Sponsored by Autohaus of Norbert Nieslony

The 1981 autocross series started out on a good note this year - it didn't rain!!! Somehow the positive attitude of 53 avid autocrossers kept the rain away for the day.

As indicated above, the 1981 series is sponsored by Autohaus of Norbert Nieslony in San Carlos. We all appreciate his support of the club and hope everyone lets him know how much.

The course was designed by Gary Walton and prepared by the Autocross chairpersons, along with the help of the ever-present crew of volunteers that show up every morning to help set up. The course was long, as indicated in the results, but almost everyone got four runs and were plenty tired after the day's end.

In Class 1 the two Nieslony's fought it out all day with Stephan coming out on top because Norbert hit that mystery pylon. Class 5 had the largest turnout of the day. Rich Bontempi came out to take the honors, with Gary Dorighi and Glen Renk close on his tail. Class 8 had another close battle going throughout the day. Top honors went to Randy Salveson, but the real battle went on between Bill McEvoy, Darrell Terry and John Byrne. They all finished in the same 1/2 second. Stan Eng brought out his concours 930 to autocross and seemed to enjoy getting it dirty. John Hawkins drew the first win in Class 10 over Bill Newlin and Dave Bottom with his speedster. Walt Maas took modified class with two excellent runs, and Terry Zacccone edged out Gary Walton for second place.

Sharon Neidel took top honors in her class and also stock women's overall. Nancy Dorighi showed what it takes to overcome, and turned in an excellent run to take class 18 over Rosemary Rodd. Rebecca Newlin turned in an excellent time in the 912 to take her class and also top time ladies for the day.

For those who missed the event - sorry, but don't miss anymore. This year's autocross series events are destined to be the best events of the year.

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1981 GGR RALLY SERIES

By the time this issue reaches you, the first optional event in our 1981 Rally Series is history. I was driving one of the pre-check cars for the preview of the February TRC Rally starting from FAR Performance Products in Mountain View. The rally was a very straight-forward TSD event with five checkpoints and no traps. It was an exercise in staying on time, because the checkpoint locations were well-selected around corners, over crests of hills, etc. If the remaining 5 events in the TRC series are as well done, it should prove to be an excellent practice series for beginners.

In March, the only event in the GGR Rally Series is the Steinbeck Memorial Rally on Sunday, March 8th, sponsored by the Pebble Beach Sports Car Club. The theme of this variety rally will be events and places described in the novels written by John Steinbeck. Registration starts at 9:00 A.M.; first car out at 10:00 A.M., at Denny's restaurant on Apt. Blvd. in Salinas, just off U.S. 101 South. Pre-registration is advised at $8.00 per car. Registration on day of rally will be $10.00 per car. All cars must have driver AND navigator. No single occupant cars allowed. This event is part of the NCSCC Variety Series. Phone (408) 424-7236 for more information.

In April, we have 3 events in our series. The first is the April TRC rally on Saturday, April 4th. It will start at FAR Performance Products, 1981 Old Middlefield Road, Mountain View. Registration, 9:00 A.M. to 7:30 P.M.; first car leaves at 7:31 P.M.; there will be a rally school starting at 7:00 P.M. Cost is $7.00 per car. For more information contact rallymaster Rob Thomas (415) 783-7906 or Bill Jones (408) 395-0786.

The next event will be a Photo Rally by PCA/LPR on Saturday, April 11th (note the date change from earlier schedule). This event will be different from the GGR picture rally in that the photos will be of intersections along the route, and the photos will be used instead of conventional route instructions. More details next month.

The CRAB Rally in Sacramento on April 26th is also part of our 1981 series. I have been talking to Rick Larson about allowing GGR members to run the CRAB Rally for GGR series points without having to register and pay for the entire CRAB weekend. I should have something definite to report on this next month.

We have added one more rally to our series. This is a Coursemarker-Navigational Rally on Sunday, July 12th (Goldrush '81) starting in Contra Costa County. I hope to find a few more good variety rallies to add to our schedule for you non-TSD people. I still have not heard from PCA Redwood Region about their rally program for 1981.

One last item - I am in the process of compiling all eight of my Rally Tips articles (from the 1980 Nugget) into a single booklet format. If anyone is interested in getting one of these, let me know. The cost will be minimal - whatever is necessary to cover printing costs.

Keith McMahan
Rally Chairman

New Members continued from page 18

David Hancock (Marcia Quinton)
21810 Fallview Drive
Sonora, CA 95370
From Yosemite Region

David Palmer
1996 Colleen Drive
Los Altos, CA 94022
From California Central Coast Region

Walter Huff (Carol)
6054 Elmridge Drive
San Jose, CA 95129
From Loma Prieta Region

Richard E. Siegel (Mary)
10 Longspur
Portola Valley, CA 94025
From Schattenbaum Region

OLD FACES, NEW PLACES

Robert Sheperd, 624 Oakridge, Los Altos, CA 94022

Dennis Neely, Littrowgasse 3/2 A-lI80, Vienna, Austria

Gordon Knight, 383 Burnett Avenue, Santa Clara, CA 95051

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NUGGET/29
THE MART

The Mart is available to PCA members only. Sorry, we do not accept ads from businesses for the Mart. The deadline for the Mart is the 1st of each month prior to publication. Mail (do not phone) your ad to the Editor.

For 911-912: Colgan Bra, exceptional condition (used twice) $50/best offer. OEM steering wheel, unused; $35/best offer. Stephen Gertz (415) 565-6110—days; (415) 922-4034—evenings.

1973 911 Time Trial Coupe, 2.4 'S' engine, locked rear end, acid dipped, roll cage, 10x12 centerlines, excellent GTU Potential, super clean, fast, and bulletproof, will consider Porsche trades. Will sell complete or as roller, $16,000/best offer. Kenneth L. Mack (408) 379-3220.


Wheels: Composotive 6½x15 modular 3 piece aluminium. Set of 4, $850. Terry Zaccone, (408) 257-6575.


914 Parts—extractor/muffler, excellent condition, $50. Auto-X XWXs on 5½x15 steel rims $120. 1.7 trigger points (keep a spare in the car) $15. 4 intake valves (021.109.611A) $12. Exhaust valve guides, 4 for $12. Various tires by Michelin, Semperit, Dunlop in 185/165/155 sizes; call for prices and tread depth. Paul Troutner 923-6251 (7:30-9:30).

1974 911, Desert Biege, 7x15 Porsche Factory Alloys, showroom condition $15,000 David Garibotti, (408) 423-3398 (home) member MBR

1976 912E Parts: Air Conditioner (dipd) Flex Drive, brand new, never used $195. A/C compressor electric clutch $45. Don Scnidek (408) 395-2077.


XWXs—have 8 for $7 each. 737-0861

1970 914—6 9140.432342 One of the finest 914-6s anywhere. Factory GT fender flares, factory alloys, 63K miles & many more extras. Call (415) 276-4400 days, 934-9151 evenings.

Class M Time Trial 914. Fresh 2.0 engine, 48IDA Webers, new Cosworth Pistons plus too many modifications to mention. 935 Fiberglass & dual plane wing. 10 & 12 inch rims, class champion '79 and '80 in POC, 'not cheap but fast', Jim Gaeta 462-5320.

2 Solex 40P11 Carbs w/ Basket type air cleaners, $150pr. 15mm 356 Sway Bar, $5, 911 factory air cleaner for carbs, steel, very good condition $10, 356/912 Stinger pipe $5, Bill Newlin (415) 728-5351.

1977 911S coupe Yellow/Tan 7inch alloys, 731 R/P, AM/FM stereo cass., new XWXs, lowered, no smog, 33K miles, make offer, Jim Gaeta (415) 462-5320.

Race Tires for Sale: Used at one time trial only. Two 24x8.5x15 $75. Tom Green 736-9020 (days).

WANTED

914 parts: '73 or '74 chrome front bumper w/rubber clean roof, L/F signal housing. Competition belts complete, car cover. Will sell or trade. Bill Hildebrand, 518 Burlingame, Ave., San Mateo, CA (415) 343-0335 (415) 524-8432.

ADS SUBMITTED FOR THE MART RUN ONLY ONE MONTH UNLESS A SECOND AD IS SUBMITTED THE FOLLOWING MONTH. I DO NOT REFILE ADS. SECOND RUN ADS ARE ON A SPACE AVAILABLE BASIS AND MAY NOT RUN.
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GOLDEN GATE 1981
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SERIES & DRIVING INSTRUCTION

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GOLDEN STATE
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Coming Events

MARCH

5 BOARD MEETING - SONJA BLOW
7 GGR AUTOCROSS NO. 1 - PHIL MULLEN & GLEN RENK
MOROCCAN SOCIAL DINNER - JOAN SANDERS, RICK BOWER & LEVINES
14/15 ZONE 7 AUTOCROSS - LPR & MBR
17 PIT CREW - JANET BUCK & AMY SCHMITT
20/22 YOSEMITE TOUR & DINNER MEETING - MIKE LOMMATZSCH
24 MECHANICAL SAFETY TECH - KEN MACK & DENNY KAHLER
28 GGR AUTOCROSS NO. 2 - DARREL TERRY & KENT McLAGGAN
31 TIME TRIAL TECH - KENT McLAGGAN

APRIL

1 BOARD MEETING - SONJA BLOW
4 TIME TRIAL TECH - KENT McLAGGAN
4/5 ZONE 7 AUTOCROSS - SHASTA & REDWOOD
11/12 TIME TRIAL SCHOOL - GOLDEN STATE RACEWAY
14 PIT CREW - PATTON
18 TECH SESSION
24/26 DINNER MEETING - WEBER, BROOKING
30 MAY BOARD MEETING - SONJA BLOW