CARLSEN PORSCHE/AUDI PALO ALTO

1730 Embarcadero Road  Palo Alto, CA 94303  415/856-6300
10% discount on parts and accessories to PCA members
THOUGHTS ON VARIOUS AND SUNDARY THINGS

A couple of months ago I appealed to GGR members to volunteer, to get involved, and to help spread the enthusiasm throughout the region. Your response was overwhelming! - members are coming out of the woodwork... it’s fantastic!!

Thus far this year all events have had excellent attendance. The Moroccan Dinner Social, which was held in South San Francisco, hosted by Len & Lynn Levine, Joan Sanders and Rick Bower was ‘Sold Out’. Super event!

Mike Lommatsch added a couple of new twists to the 15th annual tour to Yosemite to make it a success. Over 100 members braved a downpour in the Bay Area to attend. As always, the weather turned out great at Yosemite. What a spectacular display of the best that Mother Nature has to offer.

Prez Sez, continued next page

DIRECTORY

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

<table>
<thead>
<tr>
<th>POSITION</th>
<th>NAME</th>
<th>PHONE</th>
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<tbody>
<tr>
<td>AUTO CROSS CHAIRMAN</td>
<td>JOHN KAREN HAWKINS</td>
<td>(415) 359-0542</td>
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<tr>
<td>PAST PRESIDENT</td>
<td>BILL PATTON</td>
<td>(415) 530-0809</td>
</tr>
<tr>
<td>SOCIAL CHAIRMAN</td>
<td>JAN NICK KELEZ</td>
<td>(415) 349-7684</td>
</tr>
<tr>
<td>PIT CREW CHAIRMAN</td>
<td>LYN &amp; LISA LEVINE</td>
<td>(415) 588-7182</td>
</tr>
<tr>
<td>SPONSORSHIP MANAGER</td>
<td>REBECCA BILL NEWLIN</td>
<td>(415) 728-6351</td>
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<tr>
<td>MAGAZINE</td>
<td>MARK DEVINCICHZI</td>
<td>(408) 244-9856</td>
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<tr>
<td>TECH CHAIRMAN</td>
<td>DENNY KAHLER</td>
<td>(408) 257-3574</td>
</tr>
<tr>
<td>GGR REPRESENTATIVE TO ZONE 7</td>
<td>TED ATLEE</td>
<td>(415) 597-7499</td>
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<tr>
<td>PUBLICITY CHAIRMAN</td>
<td>GENE BABOW</td>
<td>(415) 454-6952</td>
</tr>
<tr>
<td>RALLY CHAIRMAN</td>
<td>KEITH MENAHAN</td>
<td>(408) 784-1832</td>
</tr>
<tr>
<td>GOODIE BAG</td>
<td>SHARON NEIDEL</td>
<td>(408) 225-8103</td>
</tr>
<tr>
<td>P.O BOX 1378</td>
<td>KEITH MENAHAN</td>
<td>(408) 225-2270</td>
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<tr>
<td>HISTORIAN</td>
<td>MARSHA WILSON</td>
<td>(408) 228-0463</td>
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<tr>
<td>ROSTER CHAIRMAN</td>
<td>LIZ BOB STIFLER</td>
<td>(408) 789-2068</td>
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<tr>
<td>PANORAMA REPORTER</td>
<td>AL BERENS</td>
<td>(415) 357-8390</td>
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<td>BEFORE NOON</td>
<td>SARATOGA, CA 95670</td>
<td>(408) 257-6576</td>
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The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication (ie: June 1st for the July issue). Questions regarding display advertising should be directed to the Nugget Advertising Manager, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information.
PREZ SEZ, continued

There were many new faces at Yosemite, including Bob & Nancy Keck, Jack & Barbara Butlin, Matt Benzmillar and Mary Claire. I think the aforementioned couples and many other enthusiastic new members are going to really get involved. We need new ideas and a constant flow of new blood to keep GGR at it’s high level of enthusiasm and participation in order to maintain quality events.

It has also been nice to see long-time members who, in recent years have been inactive, including; Lou Marable, Kirby Hollis, Steve Kirby, Gordon Knight, Bob & Sally Daves, and Dave Hancock. Dave was on his honeymoon with his lovely bride, Marcia, at the Yosemite Tour.

John and Karen Hawkins are continuing their usual first rate job as Autocross Series Coordinators. There have been big turnouts for the first two autocrosses of the season. Also, the individual event chairmen have added to the excitement of the first two events by designing terrific, challenging courses.

Mark DeVincenzi got the first concours of the year off to a good start at the Bud Hart Sponsored Swap Meet-Concours on March 29. Don Patterson, Swap Meet Chairman, really got the word out on the event as there was a huge turnout, even in the rain! I wonder where we would have put everything that we as club should do better this year - - - Support our sponsors. At times I get the feeling that some members feel that the sponsors need us! Wrong!! We need them! Given today’s economy and lack of places to hold events, think of the sad shape we would be in if we didn’t have sponsors like Norbert Nieslony (Autohaus of Norbert Nieslony,) Bud Hart (Bud Hart Porsche Racing,) Carlisen Porsche-Audi, Denny Kahler (Denny Kahler’s Porsche Mercedes-Benz,) Ken Mack (Ken’s Porsche Technique,) and Larry Keeler (Porsche PM.)

I know you appreciate our sponsors, but do they know how you feel. The next time you attend an event, seek out the sponsor and let him know that his efforts are appreciated; and also, avail yourself of the services rendered by these purveyors of Porsche perfection.

MAY THE GGR FORCE BE WITH YOU!

Sonja Blow

Don’t wait until May to attend the May Board Meeting, you’ll miss it! The May Board will meet on April 30 at the Blow’s home, 1156 Happy Valley Avenue, San Jose at 7 P.M. Sharp.

For information call 408-255-3561.
OLD GOLD

We did it! It's Fantastic! We now have a complete set of Nuggets from 1963 through 1981! I was amazed at the immediate response. I had phone calls before I received my March Nugget! I want to express special thanks to Joan Sanders, Dan Wharton, the Swains, Gary Myers, Paul and Carole Scott and Alan Brooking for promising and delivering the missing issues to me.

It was really fun talking with everybody. Darlene Swain called from Missouri. Nuggets are the Swain’s link with GGR since they've moved. They offered to donate any of their precious Nuggets we need. That’s loyalty! Dan Wharton found out that we are friends of his parents. This was the first time we had talked to Dan. It’s a small world!

If anyone finds any other goodies left over from tours, rallies, autocrosses or any other events that they don’t know what to do with, send them to the Historian for safe keeping! If we get some routes, maps and instructions from various events, we could create a resource library for everyone to use. It sure would be handy to borrow some old ideas to make new events! Please call me at (415) 228-4863.

Thanks!
Marsha Wilson
Historian

BELGRAVIAN ROLLED OX TONGUES

DINNER MEETING

Atmosphere, good food, reasonable prices and surprise fun entertainment all in one night. Make reservations early as this event will fill quickly.

HOSTS: Bill Patton and Ted Atlee
WHERE: Neptune’s Galleon, Pacific Marina, Alameda, CA (415)522-4653
WHEN: Saturday, May 16, 1981
6:30 P.M. no host cocktails
8:00 P.M. dinner
ENTREES: Filet of Sole, rice pilaf $11.00
          Beef Stroganoff, mushroom sauce on Bavarian Noodles $11.50

Dinner includes tossed green salad, vegetable du jour, sour dough bread, dessert, coffee or tea. Prices reflect 6.5% tax and 15% tip.

DIRECTIONS: Use Broadway (Oakland) exit from Hwy. 17. From the North go straight through the tube to Alameda. From the South, turn left through the tube to Alameda. As you exit the tube on Webster Street begin watching for the restaurant sign on your left. Make the necessary U Turn at the 1st signal light. Turn right as the restaurant sign instructs. Follow signs to the restaurant. NOTE: This is not an Auto-X.

Make checks payable to PCA-GGR, indicate meal selection and mail to:
      Dinah Patterson
      16478 Eugenia Way
      Los Gatos, CA 95030
      (408) 354-0618

Reservation deadline is Tuesday, 5-12-81. You are responsible for reservation if not cancelled.

DO NOT MISS THIS EVENT

BONUS: National President, Hank Malter, and Redwood Region Social Director, Caroline Malter, will be there. We're sure Hank will have something of interest to say.
Take the easy way out.

If we don't have the Porsche part you're looking for it's very possible it doesn't exist.

EASY

European Auto Salvage Yard
4060 Harlan Street, Emeryville, CA 94608 (415) 653-EASY

Send for an EASY T-Shirt $5.95. Sizes: S M L XL. Specify men's or women's.
STUTTGART SAFARI

Many years ago, GGR put on an annual rally called 'Stuttgart Safari'. On May 10th, we are going to revive this rally series. This will be a rally with simple, easy to follow route instructions. It is designed for the beginner. You will see the beautiful countryside of Santa Clara County in all its spring time glory. This rally will be an easy, enjoyable 4 hours in length. The finish will be in the Gilroy-Morgan Hill area.

This is the first rally in the 1981 Golden Gate Region Rally Series put on by members of GGR. This rally will be open to the general public, so let's show them that GGR participates.

If for some strange reason you feel you don't want to run this rally, but would like to participate, please contact Sharon Neidel, who is in charge of workers. We need workers at the start and checkpoints.

WHAT: STUTTGART SAFARI
(an easy T&D rally)

WHEN: May 10. Registration at 11:00AM
First car out at NOON.

WHERE: ALMADEII FASHION PLAZA, corner of Almaden Expressway & Blossom Hill Road, San Jose.

COST: $7.00 / car

DIRECTIONS:

From the intersection of Hwys 17 & 101 in San Jose: south on 101, west on Capitol Expressway, south on Almaden Expressway, Fashion Plaza is on the right.

MORE INFORMATION:

John Clever, Rallymaster 209-835-9090
Keith McMahan, Rally Chairman
408-354-2270
BONUS CELEBRATION

To celebrate the introduction of the Project 924 car, Automotion is offering a bonus to anyone purchasing or leasing a new car from any of the Carlsen sales outlets. On any new car, you pick up a bonus of $75.00 of free accessories. After acquiring your new car, bring your signed bonus certificate into Automotion and select your free accessories.

If you are considering a used car, we offer a bonus of $35.00 of accessories.

This offer is good through May 1981. Visit Carlsen today, see the 1981 models, and ask about the bonus offer.

NAME: ___________________________ DATE: ___________________________

has purchased or leased a □ new □ used car from Carlsen and is eligible for Automotion’s bonus offer.

(AUTHORIZED CARLSEN SIGNATURE)

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Audi, Peugeot
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Palo Alto
856-6300

Carlsen VW,
Saab
1730 Embarcadero
Palo Alto
856-6000

Carlsen Volvo,
Maserati, Subaru
1490 El Camino Real
Palo Alto
493-1515

The Carlsen-Automotion Project 924 Turbo will be appearing in national magazines soon, and can be seen at GGR autocrosses, time-trials, and concours.
So bring your own meat to B.B.Q. plates, utensils, and we'll divide the items below according to last names. (Pot Luck enough for 6-8 people.)

A-G  Desserts
H-O  Appetizers, chips, cheese, vegetables, etc.
P-Z  Salads

WHEN:  Sunday June 14, 1981
        9:00 AM till dusk

WHERE:  Zwierlien Site
         Huddart Park
         Woodside, San Mateo County
         (see map below)

Park entrance fee is $2.00 per car. NO PETS.

Call Jan Kelez at 349-7684 if you need information or have any questions.

GOLDEN GATE REGION ANNUAL FAMILY PICNIC
SUNDAY JUNE 14, 1981 9 AM TILL DUSK

This year's picnic will be held at beautiful Huddart Park in San Mateo County. We have reserved one of the most desired sites in the park, with plenty of tables, B.B.Q.'s, paved parking and best of all it's completely private for our club. So bring your best automobile and let's have a real Porsche turn out. At our private site we have a volleyball court, horseshoe pit, and there are unlimited and beautiful hiking trails. If you want to lay back and socialize, it's great for that too.

The region will do like last year and supply the beer, wine, soft drinks, ice, charcoal, starter, cups and napkins. The pot luck is on again this year if you care to participate.

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COVER: PHOTO BY AL BERENS
CREDITS: AUTOCROSS PHOTOS BY VAUGHN TEMPLE. MAP BY BILL NEWLIN. THANKS TO CINDY KAHLER FOR RETYPING THE GASOLINE CHART.
FROM THE DRIVER'S SEAT

GGR TIME TRIALS

FULL HOUSE AT LAGUNA SECA, MAY 23-24

With registration open 3 weeks for this super joint Time Trial event, it appears certain that we will have a full complement of drivers, 120 strong. POC drivers are coming in force; GGR certified drivers are signing up in record numbers. The POC/PCA event is going to be a rip-roaring, fun-filled gigantic success. If your entry is not on its way to LG, don’t get left out. Entries are on a first-come basis.

All non-drivers are also welcome and encouraged to attend and support the club. There is plenty of opportunity for participation as a worker or spectator. The Saturday Night Social is open to all...just call us for reservations.

For your interest in regards to the Laguna Seca Time Trial, the following is a letter that I received from the late Peter Gregg after I invited him to drive in the first Time Trial conducted in Zone 7, in September of 1975:

Dear Glenn:

Thanks so much for your kind invitation to come to your Labor Day event. I unfortunately will not be in the West at that time.

Because of your friendly interest, I will try to give you my impressions of driving a Carrera at Laguna. Here goes:

As I drive out of the Pit Lane in my Carrera RSR, the gear changes come very rapidly. Cresting the hill that is Turn 1, the car is rushing down towards Turn 2 in fourth gear.

I think that Turns 2 and 3 are the ones that taken correctly produce super lap times, so I make a special effort to be on the best line, and to exit with every bit of speed possible. The fastest point on the track is just before entering Turn 3. The RSR is doing just over 140 MPH.

The car shoots uphill under the bridge towards the well-banked Turn 4. Braking is late here because the car stops more rapidly going uphill.

The steep uphill section between 4 and 5 is a favorite spot for passing if Turn 4 has been exited well. But then I remember not to leave my braking too late because the car gets light at the top of the hill.

I stay fairly close to the inside of Turn 6 with the Carrera, and try to get all the power on smoothly coming out of 6A. I love Turn 7 because it’s wide and deceptive. I’ve found it possible to go much deeper into the turn under power than originally appears possible, but the car has a tendency to run wide on the exit, so I leave a little road.

The Carrera accelerates strongly down to Turn 8, where there is moderate braking for this honest corner. In an instant I am braking for Turn 9, where I concentrate on being really stopped before arriving. There is often traffic, or oil, so I attempt to enter slowly, but to get every bit of power down coming out, for the charge up to the Start/Finish.

There are no dull moments at Laguna. A Carrera is very sensitive, so the driver must be alert. There is always a continued next page
From the Driver's Seat continued

feeling of high speed and this, together with the short lap distance, make Laguna one of my favorite circuits.

Sincerely yours,
Peter H. Gregg

SAFETY

Considerable concern exists within PCA and GGR in particular, as to the relative merit of our safety requirements for Time Trials and driving at speed on raceways. As your Chairman this year and an avid driver and worker for the past 6 years, I also have considerable concern about safety.

A 'certain' group within our midst contends that the safety requirements are too strict. Primarily, that roll bars are unnecessary in cars that drive on race tires, that driver's suits are not needed by anyone and that workers or friends should be given rides as the best way to attract new people into Time Trials.

One only has to look to SCCA to see their level of safety required to drive at speed on raceways is far more strict than the GGR level. A roll bar is required in every car, street tires or race tires. Driver's suits and Nomex underwe are required of every driver. No riders are permitted, whether worker, friend or instructor. Each car must have a window net. These requirements for driver safety are taken for granted within this group of Time Trialers. Individual safety is a great concern to SCCA; they allow no options and no judgments as to the relative merits. In the event of a driver error or mechanical or tire failure, an accident of a serious nature could have grave effects upon the driver or regional officials who were less-equipped in recognized safety preparation. The "age-old" comeback on this subject is "we are not SCCA". But we play the same game, on their court, their playground, on their raceways. To assume that NO serious accident could occur to a Porsche Pusher is not logical. In fact, it is well-known that Golden Gaters are among the most competitive of drivers; to win or be best is also an "age-old" fact. Nobody pushes harder or strives for the fastest possible lap times. We prepare our cars to the Nth degree - we take the sport seriously. I have no problems with that. Safety, driver's school and good management of our events have reduced risks to minimum levels. I hope that we as a club can reduce the competitive intensity this year with more emphasis on car control, observing the flags, good passing manners, having fun with our friends, and concentrating on comraderie. I do insist that we continue to maintain and strive for the highest levels of safety for our drivers and events.

Attracting new people again this year has been very successful. Forty students this year, an increase of 10 students over last year. This in spite of the cost of competition seat belts, helmet, fire extinguisher and gloves, the basic safety requirements for all new drivers. These very welcomed newcomers were all attracted without intimidation of the required safety items or a high-speed ride. Not too bad, I say, for a safety-conscious club.

NOISE CONTROL

An exhaust noise test was conducted on March 30 at Laguna Seca Raceway with the following levels established for this year. Permissible exhaust noise allowed at Laguna Seca will be 100dbA measured approximately 70 feet perpendicular from the car at full power. Statically, a maximum of 110 dbA measured at 12 feet, at a 45 degree angle, on rising and falling (blipped) throttle up to 75 percent of redline. Exhaust noise can be tested at pre-Techs or by special arrangement with Kent McLaughen. Thanks to Walt Maas, Gary Fahl and LQ for the testing assistance.

Glenn Hills
Time Trial Chairman

MAY NUGGET STAFF: Janet Buck, Barbara Berens - who greatly amused herself and with out whom this issue would have never made the printer, Bill Newlin, John Hawkins, Karen Hawkins, Sharon Neidel, Mike Lommatzsch, and a special thanks to Gary Walton for his aid in getting the new format rolling. GRACIAS, AL.

Randy Hancock
MACHINE
SPORT

PRECISION CYLINDER HEAD WORK

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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.

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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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The April 2nd Board of Directors meeting was held at President, Sonja Blows’s home with most of the regular Board Members in attendance. Donna Trefz was unable to attend due to a promotion at work which required that she work swing shift. Mike Lommatsch was late because he attends school on Thursdays. Guests were: Glenn and LaQuita Hills (Time Trial Chairpeople), Sandi Candlin (1982 Parade Liaison), Mark Devincenzi (Concours Chairman), Sharon Neidel (Goodie Bag Manager), Al Berens (Nugget Editor), Felix Oramas (Mailing Manager), Bob and Liz Stiffler (Roster Chairpeople), Janet Buck (Pit Crew Co-Chairperson), Dale Dorjath (Assistant Treasurer), Bill Patton (Past President), Mark Gang, Stephanie Home, Vaughn Temple, Ken Shahoian, John Fulton, Bill and Rebecca Newlin (Sponsorship Chairpeople), and first lady and hostess, Ray Blow. Janet Buck pointed out that I left the Levines off the guest list in last month’s Nugget, sorry Len and Lynn.

Sandi gave a progress report on the 1982 Parade. To assure that there is not a repeat of the 1980 Parade’s financial performance, anyone spending money for the ’82 Parade is required to write a purchase order and all purchase orders must be approved by Mike Willis (Sac. Valley Region - 1982 Parade Treasurer). Glenn Hills reported that the joint POC/GGR Time Trial is progressing and the art for the event is under way. Glenn submitted a revised budget reflecting the financial changes now that it is a joint event. Sponsorship people, Bill and Rebecca Newlin, raised the question of a potential sponsorship problem now that it is a joint event with another club and both clubs would have their own sponsors. The Board felt that this situation shouldn’t cause any problem as all of GGR’s publicity would carry our sponsor’s name exclusively. The Newlins will explain the dual club aspect to our club sponsor for the Laguna Seca event, Larry Keeler of Porsche P.M.

The revised 1981 budget was approved by the Board. In order to get the 1981 budget in the black we have had to change printers for the Nugget to one which will guarantee a faster turn around. This has to be done because we will be using bulk mailing for the Nugget around the first of the month. By switching to bulk mail rates the club will save approximately $4,000 which brings us back to a non-loss status.

The Yosemite Tour was a success, we made $39.96. There will be a 16th annual tour. Mike has already scheduled a date for next year. The GGR quilt is on; there will be an ad for it in the June Nugget and it will be raffled off at the August Dinner Meeting. Job descriptions were approved subject to Ted Atlee and Sharon Neidel setting profit guidelines for the Goodie Bag. Donna resigned as Nominating Committee Chairperson, Mike Lommatsch continued next page.
BOARD BUSINESS IN BRIEF, continued

will take over if he doesn’t go to school and Dinah Patterson will do it if Mike can’t because of school. Walt reported that the first draft of the 1982 rules would be done in May and that there will be a second draft before they are voted on.

Al Berens reported that the new printer will be slightly more expensive but will provide a guaranteed in-print date. Color will be $300 extra plus $30 for better quality paper. Photos will be screened rather than half-tones. For an additional savings, we may buy our own screen and screen our own photos at Adamson & Walton’s. Dale Dornjath commented on what he felt was a deterioration of quality of grammar and spelling in the *Nugget*. He said he felt the *Nugget* needed better proof reading. Sharon Neidel reported that she had received 20 Zone 7 Car Badges. 12 of them were presold and she sold 4 at the Autocross on March 28. She received a quote on new GGR decals at $1.60 each for a quantity of 200.

Sonja reported that both the 1981 and 1982 Parades were looking good. She also encouraged us to use Gene Babow more for publicity of events. Sonja said that she had received a letter from Al King opposing ‘Overall’ at Parades. Stephanie Home reported for the By Laws Committee in Donna’s absence. Dinah commented on the lack of accuracy of the calendar on the back of the *Nugget*. Sonja said that she would have Donna check the activities with Dinah and Walt each month before giving the calendar to Al Berens in an effort to improve the accuracy.

Ted Atlee said that now that we are going to use bulk mail for the *Nugget* we should get rid of the postage meter when it comes up for renewal on April 15. Dinah reported that the Elegant Farmer had purchased the Pleasanton Hotel where we plan to have our September Dinner Meeting. Sunnyvale Porsche-Audi wants to have the club put on activities at their facility. The Bud Hart Concours-Swap Meet had 12 entrants in the Concours and 40 spaces were sold at the Swap Meet. We accepted 7 new members and Mike posed the question of whether we should consider New Member Meetings being held on Sunday as opposed to the traditional Friday night. Ted reported that the Sacramento Zone 7 Autocross will be on July 19 which is the date scheduled for one of our rallies. Bill Patton is chairing a committee which will look into the financial aspects of the club’s putting on Charity events. June 7 will be a GGR Concours at the Marina Green in San Francisco. Janet Buck had the Pit Crew’s budget approved for the bake sale at the Concours. San Francisco wants a $500 bond to insure against loss from damage to the lawn by the cars in the Concours. The Board asked the event chairman, Mark Devincenzi, to get San Francisco’s requirements in writing before they would authorize the $500 bond. The meeting was adjourned at 10:00 P.M.

Respectfully submitted,

Bruce Anderson
Secretary

---

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"It's a nice bar -- where's the dining room?" proclaimed Carol Stuck. In fact, this was the place - bar/dining room complete with hassocks and minimum table space. Cozy it was, this well attended dinner event at the Casablanca Moroccan Restaurant in Daly City. Sixty-six PCA'ers were in attendance, packed navel to backbone, even a fair smattering of tired autocrossers from the earlier day's activity.

Dinner was absolutely superb -- preceded by a ritual finger cleansing as no utensils were provided. By my dim recollection, the dinner proceeded course-by-course as follows: lentil soup with cilantro, salad, a puff pastry with meat filling, lamb on skewers, lemon chicken, hare paprika, cou cous, sweet tea and baklava. A delicious anise flavored bread was offered with some courses, along with a belly dancer who did her thing. On several occasions, she coerced 'volunteers' to join in the dance. It should be noted that the would-be dancers are much better drivers. Further, a famous Coors drinker was seen drinking wine and a past Board member reposing on the floor with a towel on her head. Well, it was that kind of an evening!

The chef, Mourit Drissi learned to cook from his mother and all agreed he learned well. He is a film-making student at S.F. State, but probably should remain a chef. The chicken and hare were slow cooked for three days, were falling off the bone tender, and were consumed in minutes.

Thanks to the Levines and Sanders/Bower for hosting. If you missed it -- too bad. It was a four star event.

PHIL MULLEN

INCRIMINATING PHOTOS NEXT PAGE
PIT CREW

Well, here it is -- Pit Crew time again. Bring your scissors and glue to:

WHERE: Glenn & LaQuita Hills
        1540 Santa Monica
        San Jose, CA

R.S.V.P.: 264-1822

WHEN: Tues., May 12, 1981

TIME: 7:30 p.m.

P.S. B.Y.O.B.


Have you signed up for this wonderful tennis tournament? Deadline is emphatically 6/1/81. See March Nugget for details.

Bill Patton
530-0609 (eves)
543-9360 (days)

SPOTLIGHTING OUR SPONSOR

You've probably seen a lot of Porsches running around the East Bay with 'Porsche P.M.' license plate frames and have been wondering, 'Who are those guys?' Well, here's the story.

Porsche P.M., in Emeryville, is our sponsor for the May 23-24 Time Trial at Laguna Seca. Larry Keeler is the main man at Porsche P.M. The P.M. is not their hours, but stands for Preventative Maintenance, which they do a lot of. Larry and his crew specialize in service and repair of all Porsches, BMW's, and VW's. They have a Bosch alignment rack and do engine and transmission rebuilding, as well as air conditioning service. Their hours, by the way, are 6:30 A.M. to 6:30 P.M. Monday through Friday.

Larry is a newcomer to PCA, having been a member only six or so months, but he's no newcomer to Porsches. Porsche P.M. has been around over two years and before that, he worked on Porsches (at Lukes & Shorman) for ten years! Twelve years ago, Larry was racing his blue TR-3 (No. 13) in SCCA races, chasing Shoreman's Porsche and that's when he decided to, 'join 'em if you can't beat 'em!' Larry owns a '68 912 (probably a 912 'S') that he is currently restoring.

Be sure to meet Larry Keeler at the May 23-24 Time Trial at Laguna Seca, or drop by his shop located in Emeryville, 1229 55th Street, to say hello and thanks for being one of GGR's sponsors. You'll be glad you did!

Bill and Rebecca Newlin
1981 Sponsorship Chairpeople
Get great recognition—be a GGR Time Trial Worker! That’s the way Time Trial Chairman Glenn Hills spelled it out to us when we met recently to form the beginnings of a permanent group of course workers.

Many of us didn’t know each other at first, but that was quickly overcome with such an eager group in the friendly atmosphere of the Hills’ home. Finding out just what our eagerness had gotten us involved in, however, would take the course of the evening to learn.

Glenn began by informing us that Dave Neukom, who directs the radio communications at GGR Time Trials, would like to work with a cohesive group of course workers this year. Dave feels that course workers who feel confident and positive about their duties will maximize the chances of enjoyable, smooth-running Time Trial events. To help achieve this, Dave requests that all course workers eat lunch together on the Saturday of an Event. This will provide an opportunity for any course worker to raise a question, make a suggestion or air a concern at a point early enough in the Event that something can be done about it.

Glenn told us also that he is looking into getting “very identifiable” hats for course workers to further our feelings of recognition and camaraderie. LaQuita made us all a bit hungry passing out announcements of the Saturday Night Social, but her truly alarming popcorn made up for it. A hot canteen truck will be in the pits this year to provide breakfasts and lunches at reasonable prices, in addition to the Saturday Night Dinners, where for a reasonable fee, competitors, course workers, guests and friends can come and carouse.

We learned that Julie Arnold and Sharon Seymour will be in charge of seeing that every car entered in an Event provides a turn worker. Also, Roger Ryan will be Track Steward with Phil Mullen as Chief Flagman.

Liz Stiffler was there to volunteer to work turns, as she did last year (but not at Laguna, Glenn). Liz asked Roger for some pointers since she hadn’t worked many turns—only 1, 2, 5, 6, 7, 8, 9, 10, and 11. Roger obliged in grand style, doing a flagman-torreador thing—all in Italian.

Dave and Joyce Ferland want to work any turn as a flagman/communicator team. Dave says they make a great one because, “I really get into flags and Joyce likes to talk a lot.” By working turns, autocrossers Bob Lain and Mercy Bobias get to view high-speed events at close range. Ken Shahoian has volunteered because “If I can’t drive a Time Trial I might as well do something.” Karen Neidel wants to be a course worker because as a Neidel, she has long known that enjoyment in GGR multiplies when you get involved. There were others who have volunteered that were either unable to attend this meeting or whom we couldn’t contact in time. We are looking forward to seeing you next time, though.

And, how about you? But you don’t have to have a reason to become a GGR Time Trial Course Worker, just a desire to have good fun and to get great recognition.

PLEASE CALL: Julie Arnold at 837-6541 or Sharon Seymour at 792-5129.

**ATTENTION!**

DUE TO THE NEW FORMAT, ALL NUGGET MATERIAL NOT DEPENDENT UPON BOARD APPROVAL MUST BE RECEIVED BY ME NO LATER THAN THE FIRST OF THE MONTH. UNLESS PRIOR ARRANGEMENTS ARE MADE WITH ME, YOUR LATE MATERIAL WILL BE RETURNED TO YOU. EVENT CHAIRSMEN TAKE NOTE.

Suzie’s Porsche Zings Spring Sale Golden Gate Bridge Chariot $2795 tax incl. limited quantity Suzie Wise (408)378-1094
FROM THE TECH CHAIRMAN

As decided by the Board, GGR's factory workshop manuals and parts catalogues will be sold by sealed bid to the highest bidder. Please list your bids by number and send them to Denny Kahler, 2652 Corey Place, San Ramon, CA 94583. Deadline for bids is May 31st and accepted high bidders will be notified by June 15th. Any books not picked up and paid for by June 30th will be sold to the next highest bidder. All items will be available for inspection at the May Dinner Meeting only. If interested in purchase, please plan to inspect them at that time as they will be sold in the condition as show without guarantee as to completeness. All books not meeting minimum bid will be advertised in Panorama.

WORKSHOP MANUALS

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<td>5</td>
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<td>Supplement, good condition</td>
<td>6</td>
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<tr>
<td>2</td>
<td>911</td>
<td>Complete four volume set updated thru XXXIV, 12/76</td>
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<tr>
<td>3</td>
<td>912E</td>
<td>Excellent condition; complete, has all info on 912E not covered in 911 books</td>
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<tr>
<td>4</td>
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<td>Excellent condition; updated thru XVII</td>
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PARTS BOOKS

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<td>11</td>
<td>911</td>
<td>Volumes 1 and 2. Good condition, updated to VIII, 10/67</td>
</tr>
</tbody>
</table>

continued next page

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From the Tech Chairman, continued

12 911 One volume, covers groups 8, 9, 0: Body, electrical and accessories. Poor condition

13 911 Covers 1969 only; three volumes; complete, good condition

Denny Kahler
Tech Chairman

FROM THE COMPETITION DIRECTOR

HAS WALT ABANDONED TERRY FOR A NEW PARTNER?

Spring has come and with it Golden Gate's activities are in full swing. The first two autocrosses have each drawn nearly a hundred drivers to Pleasanton. Chairman John Hawkins promises even more action when we resume with the big Carlisle weekend in August. Mark DeVincenzi put on a super concours at Bud Hart's on very short notice, and hopes to have even a bigger event on the Marina Green in June. The Kahler/Mack Time Trial School has a record 41 students enrolled as I write this. For an encore, Glenn Hills is presenting a Laguna Seca event on Memorial Day weekend that could be the hit of the decade. It's a Time Trial (sponsored by Porsche P.M., a new East Bay shop) that will be a joint event with POC of Southern California. We're anticipating over 100 drivers to fill the grids, and of course, we'll have the now-traditional Saturday evening barbecue bash. Also in May is the first GGR rally which is a part of Keith McMahan's new open rally series.

Amid all this activity, the 1982 Rules Commission has been developing the combined autocross/time trial rules book that I wrote about earlier. They should have the first draft out for your review and comment in a few weeks. They will incorporate your inputs into a second draft which we'll all discuss at a regional meeting sometime in the summer. From there, the rules will be finalized well before the end of the year. I'll have more info on this when the first draft is published.

I look forward to seeing all of you at our events. It looks like GGR has another super year going.

WALT MAAS

A FRIENDLY REMINDER

JULY 11-12 ARE THE DAYS

No, this is not a notice from one of your creditors. It is just the first in a series of blurbs about the Mud-Wine Tour IV, July 11-12, 1981. We need to remind you early, because of limited accommodations; however, we will try for an increase in the number of rooms this year. We plan to travel through the wine country, but the route will be different this year. More about the tour will follow in next month's NUGGET.

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NUGGET/21
AUTOCROSS

AUTOCROSS TWO

The Nieslony family took 1-2 in the stock 356 class, with our gracious series sponsor Norbert Nieslony taking second place to son Steven. Ed Wilson barely stayed ahead of Jim LaMarre all day to win the 912 class. The small-bore stock 914-4 class was full of new drivers, but the battle boiled down to George Neidel nipping Kent McGluggling for the 20 point win. The revived 924 class teamed with talent, both old and new. Ken Mack’s early lead fell at the end of the day to Mike Lommatsch. (Last month’s results contained an error in this class. Ed Turner’s time was 1.06:04, putting him in 4th place and Mike in first.)

Good to see SCCA Porsche racer Rich Bontempi return to autocrossing. Rich won his second event in a row in his 914-4 2.0. While the 914-6 class (and small 911) was won by Dave Blanchard, it looks like David Isreal is getting faster and will provide lots of competition. Another class experiencing regeneration is the mid-size stock 911 class. We have three times the entries we had last year. Dale Bates, an old-timer now, took the class this time. The 911SC class is always our largest class and last year’s winner Dale Dorjath showed his experience and took another first place. Sophomore Ron Leppke keeps improving and took the 911SC class.

In the modified ranks, Marty Martozza beat Kevin Edgren for the small engine class. After a very close battle all day between all three drivers, Gary Walton won the large modified class and TTOD. The new interest in modified class is the Judy Zaccone-Beth Bates battle. Beth is still learning the finesse of moving from a stock 911 to a modified monster. Judy appreciates this, as she made the same adjustment just one year ago. Judy won this day, but I suspect it will be much closer by year end. Despite the turbo problems, Marj Green continued her string of wins, followed by Mary Ann Behrens and Sue Wise, both adjusting to a new class this year. Rebecca Newlin just blew away her class with a great run to win the prodified class.

continued next page

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GGR No. 2, continued

over Karen Hawkins and Sharon Seymour. Liz Stiffler took her second win in as many events. Susie Atlee also
put in a very fast run, taking her class and landing in the
top ten overall.

Susie Barrett put her beautiful 914-6 in first place in the
stock class and took top women’s stock honors; while
Rosemary Rodd won the stock 914-4 2.0 class. Kitty
Petticrew put her 924 ahead of Donna Trefz for a first
place. Sharon Neidel and Cheri McLaggen went head-to-
head most of the day. Sharon stayed ahead just enough
to take the win and 20 points. Marsha Wilson won the 356/
912 class for her second event in a row.

Chairmen Kent McLaggen and Darrell Terry did an excep-
tional job of organizing the event and providing a chal-
lenging course. Kent was worried it might be too simple
and thus not be exciting. Just the opposite - the simplicity
is what made it a success. I certainly want to see these two
do another event next year.

Tom and Marj Green

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March 28, 1981

CLASS 1
1. Stephan Nieslony 1:03.90
2. Norbert H. L. Nieslony 1:06.01

CLASS 2
1. Ed Wilson 1:00.34
2. Jim LaMarre 1:00.88

CLASS 3
1. George Neidel 59.92
2. Kent McLaggen 1:00.41
3. Robert Lain 1:03.06
4. Mark Johnson 1:07.16
5. Maury O'Hearn 1:08.08
6. Jeffrey Diamond 1:10.21

CLASS 4
1. Mike Lommatsch 1:02.26
2. Ken Mack 1:02.37
3. Richard Petticrew 1:03.85
5. Barry Goodwin 1:06.17
6. John Hammill 1:06.17
7. John Peichler 1:06.62
8. Ed Turner 1:08.03

CLASS 5
1. Rich Bontempi 58.38
2. Gary Dorfli 59.74
3. John P. Johnson 1:02.41
4. Rick Thiele 1:02.98
5. David Durham 1:05.69

CLASS 6
1. Dave Blanchard 57.52
2. David Israel 58.61
3. Jim Pasha 59.14
4. Rex Levi 1:08.86

CLASS 7
1. Dale Bates 58.25
2. Dick McClelland 58.79
3. Bob Burton 59.54
4. Dave Carey 1:01.66
5. Chris Huergas 1:03.96
6. Tom Freeman 1:06.00

CLASS 8
1. Dale J. Dorrath 57.39
2. Randy Salvesen 58.04
3. John Byrne 58.56
4. Darrell Terry 58.59
5. Bill McEvoy 59.79
6. Ron Bontempi 59.83
7. Todd Lee 1:01.22
8. Bob Stitlifer 1:01.68
9. Richard A. Woodman 1:01.68
10. Joe Riedhart 1:06.44

CLASS 9
1. Ron Leppke 1:01.10
2. Tom Schutter 1:06.57

CLASS 10
1. Bernie Buschen 56.36
2. John Seymour 56.73
3. Bill Newlin 56.01
4. John Hawkins 56.69

CLASS 11
1. David Colman 56.91
2. Ted Atlee 56.38
3. Phil Mullen 59.20

CLASS 12*
1. Mark Olson 54.84
2. Brooks Thiele 56.15
3. Matt Ballentine 56.44
4. Tom Green 56.80
5. Mark Balera 58.12
6. Bud Behrens 58.82

CLASS 13
1. Marty Martoza 1:00.29
2. Kevin Edgren 1:01.77

CLASS 14
1. Gary Walton 50.53
2. Walt Maas 50.96
3. Terry Zacccone 51.19

CLASS 15
1. Marsha Wilson 1:04.68
2. Linda Long 1:06.68

CLASS 16
1. Sharon Neidel 1:01.34
2. Cheri McLaggen 1:01.80
3. Karen Neidel 1:03.10
4. Rudy Bobias 1:07.63
5. Jody Johnson 1:11.51

CLASS 17
1. Kitty Pettigrew 1:07.00
2. Donna Trefz 1:09.51

CLASS 18
1. Rosemary Rodd 1:00.98
2. Sue McClees 1:08.91
3. Marcy Bergman 1:15.00

CLASS 19
1. Susie Barrett 59.20
2. Valerie McLennel 1:04.80
3. Debby Eiben-Ranftl 1:13.50

CLASS 20
1. Neva Burton 1:00.95

CLASS 21
1. Liz Stitlifer 1:01.51
2. Beverly Riedhart 1:06.45

CLASS 22
1. Rebecca Newlin 57.29
2. Karen Hawkins 59.67
3. Sharon Seymour 1:01.75

CLASS 23
1. Susie Atlee 56.38
2. Joan Colman 58.86

CLASS 24
1. Marty Ann Behrens 1:00.62
2. Susie Wise 1:01.01

TOP TEN
1. Gary Walton 50.53
2. Walt Maas 50.95
3. Terry Zacccone 51.19
4. Judy Zacccone 53.31
5. Beth Bates 55.54

THANK YOU

I'd like to thank the Blows for coming down and proofing the NUGGET after spending the day at the Time Trial School. I'd also like to thank Debbie Ramrath for her taking the time to come down to learn on the composer. Additional staffers are always welcome. This issue was particularly difficult to prepare due to the new format and short space of time allotted for its completion.

*Protest currently pending in Class 12, results of which are not available at this printing.

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356  550
356A  718
356B  804
356C  904
911  906

912  907

914  908

914/6

924

911SC

928  935

910  917

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With the introduction of unleaded premium and the decreased supply of leaded premium, much concern has been generated by the Porsche owner. Ease your mind, as major damage is not in store for your engine. Actually, you have many choices available for the best fuel or fuel mix to keep it running flawlessly.

For stock street Porsches, unleaded premium will handle compression up to 9.5 to 1. This should be adequate for all street Porsches except the early 911S that had 9.8 to 1 ratio. On these Porsches the ignition timing will have to be retarded a few degrees if knocking or pinging should occur under hard loads. Some stations still have leaded premium and it is good for compression of up to 10.2 to 1 with a pump octane of 95. This gas will be available for approximately two more years, but supply will be limited and hard to find. The best bet for high compression street engines, if leaded premium is not available, is to mix 25% leaded regular with 75% unleaded premium. This gives a pump octane of 96 and will run 9.5, 10 to 1 compression ratio with the added benefit of lead as an antiknock. When using this mixing care must be taken on mixing the ratio or a drop in octane will occur.

On engines with compression of over 10 to 1 racing fuel, additives or mixing with avgas will be necessary (see chart for recommendations).

The lead that has been used in gasoline has been added because it's the cheapest way for the oil companies to boost the octane rating. One teaspoon of lead will raise the octane rating of 20 gallons by 10 points. Lead is being eliminated as an antiknock agent due to the health hazard associated with it. The replacements have been MMT, an antiknock agent five times more effective than lead, but ten times more expensive, and phosphorous, the other antiknock chemical that is being used in most unleaded fuels today.

One other note of interest to discuss is the shelf life of gas. Standard pump gas is good for six to eight months before gumming and breakdown occurs, while avgas has a shelf life of five years. If you are storing your Porsche for an extended period of time, avgas is highly recommended.

The chart shown was supplied by Ethyl Corporation, Ferndale, Michigan, a major supplier of additives to the oil companies.

DENNY KAHLER

CHART ON NEXT PAGE
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<th>Fuel Name</th>
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<td>89</td>
<td>93</td>
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<td>Availability req'd by Federal law.</td>
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<td>Avgas 100/130</td>
<td>(103)*</td>
<td>107</td>
<td>13</td>
<td>Any airport</td>
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<td>Avgas 115/145</td>
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<td>110</td>
<td>14.5</td>
<td>Military airports and Military fuel purchase points.</td>
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<td>Union 76 Racing Fuel</td>
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<td>&quot;Cam-2&quot; Racing Fuel</td>
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<td>Indolene 30 (leaded)</td>
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<td>May be diluted by retailers.</td>
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<td>97</td>
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<td>25% Leaded Regular</td>
<td>(92)*</td>
<td>95</td>
<td>9.5</td>
<td>Will satisfy most Porsches</td>
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<td>and 75% Unleaded Premium</td>
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<tr>
<td>25% 100/130 Avgas</td>
<td>(96)*</td>
<td>100</td>
<td>11.0</td>
<td>Will satisfy most 911S's to 1973 &amp;</td>
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<td>75% Unleaded Premium</td>
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<td>mild race engines</td>
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<td>Leaded Regular</td>
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*Not posted on pumps. No law.
**FULL SERVICE PRICES:**

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<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
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<tbody>
<tr>
<td>911</td>
<td>$38-44 hundred</td>
</tr>
<tr>
<td>912</td>
<td>$18-24 hundred</td>
</tr>
<tr>
<td>924</td>
<td>$2,600 average</td>
</tr>
</tbody>
</table>

**PORSCHE PM**

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*Preventative Maintenance*
I’ve known Bill Patton for about seven years now and I’m always asked by members of other regions outside of Zone 7, ‘Do YOU know Bill Patton?’ Our Bill is quite a well-known fellow, you see. Through the Porsche Club, I’ve gained a rather interesting friend, so let me tell you a little about him. Bill is a self-professed ego-paniac who goes to great lengths to see himself in print or to maintain a high profile. He even wanted to rename this ‘GGR Means Patton’. There are quite a few things about Bill that you don’t know that add a great deal of depth to a character who spreads it pretty deep.

Bill was born in Akron, Ohio and brought (escaped?) to Mudville and would only leave for Orinda or Piedmont. Bill has been a single parent (girls, note) to his two children, Lori (19) and Casey (17). Lori has just struck out for greener pastures, but father Bill keeps an eye out for her. Bill doesn’t usually admit it, but he does enjoy the role despite its ups and downs.

Bill’s other family are his Porsches. Bill was just overwhelmed by Porsche fanaticism in 1971 when he acquired his first, a 1963 911 S red coupe which was subsequently stolen from his garage in broad daylight while Bill was at home. He almost swore off Porsches completely (you can’t leave them anywhere, including Oakland), and bought a special order Camaro, drove it two months, hated it and, (un)fortunately for GGR, replaced it with a ’72 914 1.7. Bill pleads insanity when it comes to Chronologically, Bill owned the ’71 911T (Grape T) in lilac (Yuk!), a ’75 Silver Carrera (Fuhrer) which was traded for Jim Gaeta’s Seville (ask Jimmy about that) a white ’66 speedster with roll up windows (stock!!??), an orange ’71 914/6 now owned by Bob Kilburn, a maroon ’70 914/6 (now owned by Bob Buckthal in Chicago), a ’65 SC Cabriolet (the famous mail order ripoff) a talbot yellow ’77 Turbo (sold at the ’78 Aspen Parade) ‘It wouldn’t pull the hills in Oakland!’ a ’65 SC sunroof coupe (Sylvia took this one skiing in the Bahamas), his present black ’57 speedster, beige grey ’79 911 SC and the silver and pansy Polk Street Cruiser 914/6. The only other person that has done this much visible trading is Alex Munoz.

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Porsches – look at the list:

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MODEL</th>
<th>LICENSE</th>
<th>COLOR</th>
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<tbody>
<tr>
<td>1972</td>
<td>914 1.7</td>
<td>GRAPE T</td>
<td>UNKNOWN</td>
</tr>
<tr>
<td>1973</td>
<td>911 T</td>
<td>FUHRER</td>
<td>LILAC</td>
</tr>
<tr>
<td>1975</td>
<td>911 Carrera</td>
<td>PAYING</td>
<td>SILVER</td>
</tr>
<tr>
<td>1976</td>
<td>Seville</td>
<td>PAYING</td>
<td>BEIGE</td>
</tr>
<tr>
<td>1966</td>
<td>Speedster</td>
<td>PAYING</td>
<td>WHITE</td>
</tr>
<tr>
<td>1971</td>
<td>914/6</td>
<td>PAYING</td>
<td>ORANGE</td>
</tr>
<tr>
<td>1970</td>
<td>914/6</td>
<td>PAYING</td>
<td>MAROON</td>
</tr>
<tr>
<td>1978</td>
<td>320i BMW</td>
<td>PAYING</td>
<td>RED</td>
</tr>
<tr>
<td>1965</td>
<td>356 SC</td>
<td>PAYING</td>
<td>YELLOW</td>
</tr>
<tr>
<td>1977</td>
<td>911 Turbo</td>
<td>BLACK</td>
<td>WHITE</td>
</tr>
<tr>
<td>1965</td>
<td>356 SC</td>
<td>OL TUB</td>
<td>SILVER/PANSY</td>
</tr>
<tr>
<td>1967</td>
<td>Speedster</td>
<td>PAYING</td>
<td>BLACK</td>
</tr>
<tr>
<td>1970</td>
<td>914/6</td>
<td>4MYESO</td>
<td>GREY</td>
</tr>
<tr>
<td>1979</td>
<td>911 SC</td>
<td>4MYESO</td>
<td>CHRM</td>
</tr>
</tbody>
</table>

Bill participates with his Porsches, of late mostly concours; 4th place 1980 race class (356SC), 3rd place 1980 early street class (’57 speedster), 2nd place ’80 late street class (’79 911 SC), 5th place 1980 late street class (’70 914/6). Bill is the only member to enter his entire stable in the GGR series in 1980; he believes in the Lenny Peterson approach to competition. Bill’s ultimate Porsche dream is one of each, but he feels the three he has now are plenty and would only part with continued next page
GGR Means People - Continued

those if he could improve his collection. Bill also has the best selection of personalized license plates I’ve seen; ‘OLE TUB’ on the speedster, ‘4MYEGO’ on the SC and ‘PAYING’ on the 914/6.

In real life, Bill is a Vice President at Frank B. Hall & Co., an insurance brokerage firm ranked 4th nationally. He has specialized in insurance for heavy construction risks for the past 15 years and originally started in the business at age 17. The same year he got married, and became a father for the first time.

Aside from his PCA experiences, Bill feels his most memorable moments came from baseball. He played shortstop next to Joe Morgan (2nd base) in High School. Vada Pinson, of the Cincinnati Reds, hit his longest homerun off Bill in a championship H.S. game in Alameda. From H.S., Bill went on to coach 13 thru 15 and 16 thru 18 year old kids in Oakland for 10 yrs. His teams and coaching methods became legendary. In 1967, his 15 year olds won the mythical State Championship, compiling a record of 28-1 for the season. They lost the opening pre-season game, then won 28 straight. Over the last 15 games, they gave up a total of 10 runs and had 10 shutouts, an amazing record for 15 year olds. In 1969, his 18 year olds (virtually the same team as ’67) played for the State Championship. Their pre-game warmup drills, set to music, were so perfect that the team drew large crowds all around the State just to watch the drills which had become well publicized. Bill says this as an intimidation factor won a lot of games. In 1970, he retired from coaching, having produced thirteen players who reached the Major leagues. Among them, Chris Speir of the Giants and Expos, Rudy May of the Angels and Yankees, Steve Brye of the Twins and Larry Lintz of the A’s.

Predictably, several athletes are on Bill’s most admired list, Bill Russell and Jerry Lucas from basketball, Frank

continued next page
GGR Means People, continued

Robinson (Mgr of the Giants), Muhammed Ali, Frew McMillen (of the Golden Gaters), and Mark Donohue. Others are JFK and Ray Blow (tho' he wouldn't mention JFK in the same breath as Ray).

Bill's hobbies include tennis, jazz, art, interior decorating and spectator sports. He plays a lot of tennis and says he has an unwanted habit of always finishing third in tournaments, never higher - rarely lower, and has a bunch of 3rd place or consolation trophies to prove it. He abandoned Rock 'N' Roll in his junior year in high school in the late fifties, in favor of jazz. Bill enjoys live concerts often, occasionally putting together groups of GGR jazz aficionados to attend. As to art, Bill enjoys looking, browsing the galleries, and occasionally buying for his collection. Among the favorite pieces he owns are a signed and numbered litho by John Lennon, the last Bustamonte parrot (100/100) and the original Shoemaker/Playboy cartoon given him by the '80 Board. Bill's home is a veritable showcase of distractions and clutter to trip over. His style of decorating is to keep you distracted enough that you won't notice the dust, dirt and unmade beds.

As a resident of Oakland, his interest in sports runs to the Raiders (a fan since 1960, season ticket holder since 1966, and never missed a home playoff game), A's (never missed a home playoff or World Series game, used to go out milk drinking with Vida Blue), and the now defunct Golden Gators of World Team Tennis (had front row, at the net, season tickets). It was the Gators who provided Bill with his most embarrassing moment. It seems Bill got into a perpetual feud with the irrepressible Ile (Nasty) Nastase, the bad boy of tennis. With Bill's close proximity to the court, he could ride Nastase unmercifully. Nastase would constantly respond with profanity, obscene gestures and other forms of venom (he once intentionally hit a ball at Bill). One evening Nasty decided he'd had it and challenged our hero to meet him in the tunnel at the end of the Coliseum Arena. Bill and Ile both charged to the appointed meeting place, Ile still carrying his racket. It took GGR's Dennis Grimsman and a host of Gator officials to keep Nastase from splitting Bill's head with his racket (he missed a volley). The next day's paper featuring a Nastase interview quoted him, 'The Oakland fans are bush, especially that guy in the red shirt.' Our Bill?

Bill has had the Dummkopf three times and dreads getting it a fourth so as to avoid being pushed beyond Gary Evans, the only other three-time loser. Bill refused to discuss the Dummkopf saying only, 'Those lies are well documented and I prefer no further comment.' Bill has been very active in GGR since joining in 1972. He's served as President, Secretary-Treasurer, Goodie Bag Manager, Social Chairman, NUGGET Ad Mgr., Panorama Reporter, Chairman of the Nominating Committee, NUGGET contributor. He's attended four parades and in addition to PCA-GGR, belongs to POC, 356 Registry, Black Porsche Inc., 914-6 Club and is a dual member of Rocky Mountain Region, PCA, also.

He obviously enjoys the club and has these things to say. 'Participate and work. That's where it's at. The more involved you are, the more fun it is.' On the NUGGET 'I like it and would like it to remain as is, but with a clear understanding as to who it belongs to. The slickness can be retained and still give people a fun magazine to enjoy. Advertising is a must and the NUGGET with some dedi-

continued next page
GGR Means People - Continued

Bill would prefer to be stranded on a desert island with Natalie Wood or Barbara Parkins (he also mentioned a GGR lady but we'll edit that). He'd like to have a pencil so he could write articles for the NUGGET about the experience. He'd also want a huge supply of vitamins.

Bill's feelings about the Club in General -- 'I like things they way they are. We can all be heard and have our opinions evaluated. I think I've proven that. I do think we ought to do more Charity work and put on a massive membership drive.'

On being President, 'Ray Blow was right, it's a gas, but you can't know the whole story, the impact, unless you have been there. I'm glad I did it but wish there had been a few less controversies involving a few key people and issues.'

JIM PASHA

---

Heavens to Barry Fitzgerald, if you missed the Pit Crew meeting at Janet O’Buck’s on St. Patty's Day you should be hexed by the little people (no, I don’t mean the O'Nei-del). Pat O’Brian himself would have been proud of all the Irishmen who showed up for a traditional dinner of corned beef and cabbage, and Irish potatoes. Everyone brought a little something with them, besides the beer and Irish whiskey. That son of the old sod, Phil Mullen was caught drinking Scotch, but being a true Irishman, i.e. full of Blarney, he told me that Scotland bordered the Irish Sea and therefore was a perfectly respectable drink for a son of the Green, like himself.

La O’Quita brought some Irish soda bread, most inter-

continued next page
Leprechauns, continued

esting stuff that. Robby O’ Neidel prepared some chocolate crepes with Irish green filling, and pears soaked in crème de menthe that would have put a smile on a snake, if one could be found. Donna O’ Trefz, Al O’ Berens, and the club’s other token Iranian, Barbara Berens sat off in one corner crooning Irish ballads, of which they only knew the first line. Glenn O’ Hills, music critic (or is that music lover) strenuously objected.

The purpose of the evening was to enjoy oneself and everyone did, some of us getting very Irish before we even ate dinner. After dinner, Amy O’ Schmitt got out the fixin’s for Irish coffee and we all proceeded to pour down one or more. After getting awash in this fashion, we sat down to produce table decorations for the Yosemite dinner meeting. It’s hardly any wonder that when we sat at our table half dome was upside down (on our table decoration).

Bill O’ Newlin ran around wishing everyone a happy St. Patty’s day in Gaelic while Len O’ Levine did it in some other dialect. Unable to stand being left out, Barbara Berens stole Kathy O’ Donovan’s name tag from Sharon O’ Neidel and wore it the rest of the evening. To top off the night, that true Irishman, Phil Mullen proceeded to perform a rite which the Celtic priesthood performed long before the arrival of St. Patrick, he anointed the hostess with a glass of Scotch, truly an inspiring ritual.

Just wait for the Crew meeting at the Berens’ on

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Al O’ Berens
Barbara Berens (Kathy O’ Donovan)
Irishmen

Peter Sontag
and
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San Jose, CA 95123
(408) 225-6103
Administrative Assistant
‘63 366

Stephen Brody
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San Anselmo, CA 94960
(408) 322-9390
Student/Designer
‘71 914

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So. San Francisco, CA 94080
Redwood Region

Robert Burton (Neva)
530 Powell Terrace
Visalia, CA 93277
San Joaquin Region

Edmund Turner (Wilda)
1624 Shirley Court
Modesto, CA 95351
Yosemite Region

Lee Brittell (Diane)
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Manteca, CA 95336

Archie J. Snider (Randi)
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Karen Neidel
Stephen Brody
Edmund Turner
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16593 EAST 14th STREET, SAN LEANDRO
EDITORIAL

With this issue of the *Nugget* you will find a new format. It is not readily visible but it is here nevertheless. In order to save money, the club has decided to mail the *Nugget* third class. In order to get it to you by the first of the month, as has always been our goal, we have had to change printers. Rosicrucian Press and Ted Livingston have served the club well over the years and we cannot say enough in the way of thank you for all they have done. However, their printing volume is such that they could not provide the necessary printing deadline we have to meet in order that your *Nugget* arrive on time.

Thanks to Gary Walton, working with Ted and Susie Atlee and myself, we now have a new format for the *Nugget* which will enable us to provide better service to the members. Of late there has been some criticism about the ‘professionalism’ of the *Nugget* especially in relation to misalignment in paste-up and misspellings. Our new format will go far to correcting this problem and we hope this issue displays less of these errors than in the past.

Once again I would like to thank our staff who put in long hours to produce this publication. It should be emphasized however that we are not professionals but volunteers who do what we can in two weeks to ready the vast amounts of material for publication. Your observance of the deadline (the first of each month) enables us to devote more time to the niceties of assembling the magazine.

I wish to thank those who have encouraged us and invite your comments and criticisms. We are eager to produce the kind of newsletter YOU want to see. Thanks to all of you.

Al Berens
Editor

AUTO TRENDS

The factory is spawning new versions of the 924 faster than they can manufacturer them. It is very much like the 911 sequence of the 70’s. Any year now we will see in print a book called ‘The 924 Story’ describing the many variations and race success of this car. If you have driven one of the new 924 Turbos, you know why people are describing it as the enthusiast’s car of the 80’s. Europe has had the 924 Carrera GT for over a year now, and this turbo model has become the foundation for three more cars. All are 2.0 liter engines, with the Carrera GT starting at a basic 210 horse- (DIN). The new GTS has an improved 245 hp engine that carries it to 155 mph and zero to 62 mph in 6.2 seconds. The brakes are from the 930 Turbo and it has a transmission cooler. The GTS dispenses with body sound damping material and has 935 race seats. It is no light weight at 2,470 pounds (the U.S. turbo weighs 2,900 pounds).

The GTR comes in two versions. The rallye car is close to the GTS with a 280 hp engine, special undercarriage protection and a full roll cage. The racing version weighs 2,083 pounds (the Group 4 minimum) with an engine of 375 hp, and will cruise at a 180 mph rate, reaching zero to 62 mph in 4.7 seconds. Brakes are the 917 variety. The GTR is currently running in the IMSA series and is quickly becoming the factory’s favorite play toy. We’ll be hearing a great deal about these cars in the up coming years.

Tom Green

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This years Ryde Hotel Tour promises to be bigger and better than ever. The event is nearly filled. To arrange one of the few remaining spots or get on the waiting list contact Amy Schmitt (408) 257-3574.

See your March *Nugget* for details.

Hurry!
Amy Schmitt
Bill Patton
Phil Mullen
After picking on a poor guy who merely tried to save on his PG & E bill by burning some paper in the fireplace, and having no candidate for last month to share my ill gotten success, I finally lined up a couple of prospective Dummkopfs to share my good fortune.

It seems that Terry Zaccoone has a habit of trimming one of his neighbor's trees because it interferes with his motorcycle riding. For those of you who didn't know it, our Zone Rep is a........horror.........BIKER! While driving the motorhome which Terry and Walt Maas share to tow their 914/6, Terry really trimmed the tree and the top of the motorhome. I thought this was pretty good, but what made it especially good is that Terry sat at a PCA event and told everyone he did this, now that IS a Dummkotp. But he was not destined to get it for that.

Gary Sanders drives all the way from Clovis, Clovis? It's down there near Fresno. Fresno? Well, Gary's now a member of San Joaquin Region and dual up here. He still drives all that way to run our autocrosses. He comes up and spends the night with Ken Mack bringing up his Caddy with the wheels and tires because the car is at Ken's. He leaves Elaine and Jackie with Ken and runs off Saturday morning to the autocross and will change tires when Elaine comes out a little later. Gary's all ready and no Elaine. People at the event describe him as acting like a caged animal. More pacing and still no Elaine. He's ready to call Ken and find out how much ransom he has to pay to get back his wheels and tires, not to mention the wife and daughter. Finally Elaine is spotted in the parking lot and Gary heads off to change his tires, no tires. Seems that Gary had taken the Porsche and kept the keys to the Caddy.

After a rather blase' vote at Yosemite, Gary was declared the winner. Not to be undone so easily, Gary rushes up and relates another story and proceeds to award the Dummkopf to Terry, the fastest turnover of the dreaded D in the history of the club.

It seems that in his duties as Zone Rep Terry had helped to set up a party at one of the autocrosses, the trouble was that in the information Terry had given his home phone number as the one to call for information and directions. Terry's at the party and can't figure out why nobody is showing up. I wish Gary had told me that one.

Al 'Nero' Berens
Ex-Dummkopf

DUMMkopf

Would you believe that letters were written to and mailed to all past possessors of the Dummkopf asking for their help in creating a history and a monthly Nugget column. Thirty days have passed and only two responses have been received (Thanks Ray & Sonja). Shame! I'm beginning to get the Dick Nixon paranoia syndrome. If responses are not received by June 1st, the project will be scrapped.

Marsha Wilson
Historian
OUR FRIEND

If you have read the article on Bill Patton which precedes this one, you may wonder how a character such as Bill managed to find GGR in the first place. The following article was retrieved from the archives by Marsha Wilson and produced for your enjoyment:

Incident number 1:
Where: Shoulder of road, Highway 80, 5 miles south of Sacramento.
When: Summer of '71
Situation: Flat tire on my new mistress (356 coupe).
Dialogue:
Me: Damn! Hope I know how to use the jack. Who are those people pulling up in the Cabriolet and what do they want?
They: Hi pal need some help?
Me: Thanks, but I think I have everything under control. (As another 356 coupe pulls up)
They #2: Hi pal need some help?
Me: Same response as to they #1
They #1 & #2: We'll help. Three can work faster than one. Do you need a spare, etc., etc., etc.
Me: (Still don't know how to use jack as they #1 & #2 insist on changing tire) Hey, thanks fellas.
They #1 & #2: Do you belong to P.C.A.?
Me: No. (What's P.C.A.?)
They #1 & #2: Here's our cards. Look us up when you get home and we'll tell you all about P.C.A. So long and are you sure you don't need a spare?
Me: No, thanks, and I really appreciate your help. (What's P.C.A.?)
Let's see, National Auto Club is N.A.C., P.C.A. could be Peoples Car Association.

Incident Number 2:
Where: Walnut Creek, middle of major intersection.
When: Summer of '71
Situation: Flat tire, jack won't lift 356 enough to get spare on due to slope of roadway. Pickup truck makes U-turn, pulls over. Has funny red, blue and silver sticker on rear window. Driver pulls hydraulic jack from bed of pickup.
Dialogue:
He: Looks like you're having trouble getting that thing off the ground. (Slides jack underneath) Don't worry, I'll be careful, I know just how you feel about your 356.
Me: Yeh
He: I'll have it changed for you in a jiffy.
Me: But . . . .
He: WOW! Five original stock chrome wheels with medallion in perfect condition. I'm having trouble finding four.
Me: Thanks for your help.
He: No trouble. Do you belong to P.C.A.?
Me: No. (What's P.C.A.?) Let's see, Presbyterian Church . . . That's it but what's the A for.

Months later . . . . found out what P.C.A. was and joined. 356 by now has been stolen and replaced by a 914 until another 356 can be found.

Incident Number 3:
Where: Parking lot, San Francisco
When: February '73
Situation: Returned to car to find it sitting on blocks with wheels and tires missing. Went home to try to find 3 or 4 wheels and tires so my car could be moved. No luck. Called Martin-Johnson Porsche to see if wheels in stock so I can pick them up the next day and have new tires installed.
Dialogue:
They: Martin-Johnson Porsche Audi, Ron Ferreira speaking.
Me: (Ron Ferreira, Ron Ferreira, hey, he's in P.C.A.) Ron, (explain situation) and I called to see if you had the mags in stock.
They: Yes, and not only that but I have four wheels and tires sitting in my garage and you're welcome to use them.
Me: Thanks, etc., etc., etc.

Incident Number 4:
Where: Planada, Highway 140
When: Sunday, March 18, Yosemite Tour Weekend.
Situation: 914 stops. All efforts to solve fail. Won't run. Keep an eye on highway for fellow P.C.A.'ers.
Dialogue:
Me: Hey there goes . . . .
(He pulls over and offers to help. No luck. He leaves.)
Me: (Three hours later) I don't believe it, here comes Steve Kirby and Dick Spear. (The sound of two well-tuned 6's approaching simultaneously is incredible.) What a time for continued next page
two Tech Chairman.
(45 minutes and two oily ski sweaters later)
They: You’re on your way.
Me: (By now slightly embarrassed) Thanks fellas.

**Time Trial Notes**

Following are the dates and locations for the pre-techs for the first Time Trial Event to be held at Laguna Seca Raceway May 23 & 24.

**May 12:** 7:00 PM - 9:30 PM
Porsche PM
1299 55th Street, Emeryville
415-655-9704

**May 16:** 10:00AM - 1:00PM
T & D Porsche Works
1320-D Dell Avenue, Campbell
408-866-4689

Any questions, call Kent McLaggen, Time Trial Tech Chairman 408-247-5153.

**ZONE 7 AUTOCROSS**

**Yosemite Region**
**San Joaquin Region**
AUTOCROSS Nos. 4 and 5

**Saturday and Sunday:** May 2 and 3, 1981

SAN JOAQUIN COUNTY FAIRGROUNDS PARKING LOT, STOCKTON

**Cost:** $7.00 per driver, $13.00 per couple

**Event Chairmen:**
Yosemite Region - Arthur Charlesworth
(209) 462-8305

San Joaquin Region - Gary Sanders
(209) 298-6715

**Run Groups:**

A Production 356, 912, 924, Showroom Stock 924
B Production 914, Small bore 911, 914/6
C Production 911 (medium & large bore), Production 928 and 930, Showroom Stock 911
D Improved and Modified

**May 2**

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<tbody>
<tr>
<td>Grid opens at 8:45 AM, Closes at 9:00 AM</td>
</tr>
<tr>
<td>Grid opens at 10:00 AM, Closes at 10:30 AM</td>
</tr>
<tr>
<td>Grid opens at 12:00 PM, Closes at 12:30 PM</td>
</tr>
<tr>
<td>Grid opens at 2:00 PM, Closes at 2:30 PM</td>
</tr>
</tbody>
</table>

Social racers may run with any group.

All cars must be tech'd and on grid in run-ready condition prior to the grid closing time. Cars passing tech on Saturday need not be tech'd on Sunday. Approximate course-walk times are 8:00 AM and 12:30 PM. NO OPEN EXHAUST!

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**OLD FACES - NEW PLACES**

Grant Miller; 35420 Lake Blvd.; Newark, CA 94560; (415) 794-7980
Rebecca Sanders; Route 1 Box 42Q; Half Moon Bay, CA 94019; (415) 726-3220
Robert G. VanVoorhis; 592 Silverado Drive; Lafayette, CA 94549
Jim Pasha; 27 Saint Pierre Court; San Ramon, CA 94583
Reinhard Riedel; 1101 Sunlight Circle; Concord, CA 94518
Kent McLaggen (Cheri Hills); 3776 Moorpark No. 4; San Jose, CA 95127; (408) 247-5153
Ed Hendren; 23442 Toyonita Road; Los Altos Hills, CA 94022
Michael Moss; 1518 DeSoto Way; Livermore, CA 94550
Jay Villarreal; 849 Grenada Lane; Foster City, CA 94404
Rosemary Rodd; No. 6 Park West Court; Sacramento, CA 95831; (916) 427-7938
Antonio Czichowsky; 2533 East 74 Place; Tulsa, OK 74136
Joseph M. Reid; 732 Toulouse Court; Half Moon Bay, CA 94019
Russel W. Miller; 260 Valle Vista; Vallejo, CA 94590
Darrel Terry; 1563 Husted Avenue; San Jose, CA 95125
(408) 448-7799
John D. Bernstein; 69 View Street; Los Altos, CA 94022
(415) 949-2172
John T. Gallagher; 477 Veda Drive; Danville, CA 94526
Barry Goodwin; 1821 Findley Drive; Milpitas, CA 95035
(408) 262-5428
Spencer W. Aust Jr.; (408) 867-7600

Ron Weller; (415) 657-1193
C.E. Burgin; (415) 796-3935

Reprinted from the May, 1973 issue of the Nugget.

9 912/911 5½ x 15 steel wheels - $25.00 each. 6 Disc brake steel wheel hubcaps - $25.00 each/offer. 4.6 x 15 Factory alloys w/185-70 & 215-60/15 CN 36's. $500.00 set. Bill Newlin, P.O. Box 911, Montara, CA, 94037, 415-728-5351.


RECARO - Style LS, brand new, still boxed, all black, without headrest, $450., with rails for late model 911, $475. Four 6" steel rims with Traction Caps + spacers + lug nuts. Great for autocrossing $175. Call after 6 P.M. Linda Teranishi 209-526-8466.

1970 Porsche 911E Turbo look alike - roll bar - big T bars sway bars - aero lines - custom seats - ready to Time Trial or street drive. Zero hour engine and transmission (short) $14,000 or best. Many 356B brake parts - head pistons, etc. Larry Chimura, 1701 Ridgewood Road, Alamo, CA, 94507. 415-933-8788.

2.2L 911S Engine - 911/02 SN6301708, racing bearings, racing clutch, new injectors, calibrated pump, forged rocker arms, and 914/6 oil cooler. Used in our 914/6 GT car to win 1979 GGR Class X Championship. Also finished 12th of 31 starters at 1979 Sears Point IMSA GTU Race. Ready to go $3,450 or will build to suit - inquire. Dave Bottom, 221 Jason Way, Mountain View, CA 415-968-4999.

1969 911 No. 119120270 Time Trial / Autocross, 9" flares, IROC wheels, extremely fast and beautiful. Concours condition, many extras included. Consistent winner. $9,5000/OFFER. J. Hawkins or B. Newlin, P.O. Box 911, Montara, CA, 94037. 415-728-5351 or 415-359-0542.

1970 914/6 914 432342. One of the finest 914/6's anywhere. Factory GT fender flares, factory alloys, 63K miles and many more extras. Troy Powell, 52 Briarwood Court, Walnut Creek, CA, 94598. 415-276-4400 days; 415-934-9151 evs.


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.
R.S. Taylor Classic Motors

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The Audi 5000

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Coming Events

**MAY**

- Ap. 30  MAY BOARD MEETING - BLOW
- 2 / 3  ZONE 7 - YOSEMITE / SAN JOAQUIN at STOCKTON
- 9  SACRAMENTO DELTA CRUISE BERNES, NEIDEL
- 10  GGR RALLYE SERIES - CLEVER
- 12  PIT CREW - HILLS TIME TRIAL TECH - McLAGGEN
- 16  TIME TRIAL TECH - McLAGGEN
- 23 / 24  GGR / POC TIME TRIAL - LAGUNA SECA
- 28  JUNE BOARD MEETING - BLOW

**JUNE**

- 6  ZONE 7 - LPR at PLEASANTON
- 7  CONCOURS - DEVINCENZI
- 9  PIT CREW - J. SANDERS
- 13  TECH SESSION
- 14  DINNER MEETING - WILSON
- 16  FAMILY PICNIC - KELEZ, WILSON
- 19  TIME TRIAL TECH - McLAGGEN
- 20  TIME TRIAL TECH - McLAGGEN
- 20 / 21  ZONE 7 WEEKENDER - SNR
- 27 / 28  GGR TIME TRIAL - GOLDEN STATE RACEWAY