FROM THE BEGINNING

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

912

914

914/6

924

911SC

928

910

907

908

917

935

936

MARTIN—JOHNSON
PORSCHE+AUDI

HAS ALWAYS BEEN THE ENTHUSIASTS' STORE

290—27th Street Oakland, CA 94612 [415] 465-3353

'WE'RE CLOSER THAN YOU THINK'
The economic realities of the country seem to have reached even the strata of this Club. Be it the PG&E bills, lay-offs and lack of over-time at work, or plain old inflation, the economic woes have taken their toll on the businesses which support us and have had noticeable effect on attendance on this year’s events. The Board is trying to address this issue squarely and realistically. We are doing a calendar review and will be striking some events from the calendar as printed in the February issue of the Nugget. We continue to ask for your support at the events, but realize that your attendance will depend on your pocketbook. Event chairmen are making genuine efforts to make each event give you the most for your dollar. Most events are entertainment of one sort or another and I believe you will be hard pressed to find your entertainment dollar travel farther than at one of our events this year, witness the fabulous effort of Bill Patton’s dinner meeting. The Board knows that intensifying each event will bring out more of the membership; I hope you will come out and support our events with your presence and your dollars. I hope to see you all at an event soon.

Al Berens
President

**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 Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autocross Chairman</td>
<td>Darrell Terry</td>
<td>408-448-7799</td>
</tr>
<tr>
<td>Historians</td>
<td>Paul &amp; Carole Scott</td>
<td>408-264-5589</td>
</tr>
<tr>
<td>Publicity Chairman</td>
<td>Barbara Berens</td>
<td>408-264-8339</td>
</tr>
<tr>
<td>By-laws Committee Chairman</td>
<td>Bill Patton</td>
<td>408-530-0609</td>
</tr>
<tr>
<td>Panorama Reporter</td>
<td>Al Berens</td>
<td>408-367-8339</td>
</tr>
<tr>
<td>Rally Chairman</td>
<td>Sue Wise &amp; Dennis Winter</td>
<td>408-996-1770</td>
</tr>
<tr>
<td>Roster Chairman</td>
<td>Felix Oramas</td>
<td>408-737-9466</td>
</tr>
<tr>
<td>Concours Chairman</td>
<td>Mark DeVincenzi</td>
<td>408-256-3561</td>
</tr>
<tr>
<td>Past President</td>
<td>Sonja Blow</td>
<td>408-256-3561</td>
</tr>
<tr>
<td>Pit Crew Chairman</td>
<td>Lynn Levine</td>
<td>408-737-9466</td>
</tr>
<tr>
<td>GGR Representative to Zone 7</td>
<td>Matt Ballentine</td>
<td>408-588-7182</td>
</tr>
<tr>
<td>Social Chairman</td>
<td>Jan Kelez</td>
<td>408-349-7684</td>
</tr>
<tr>
<td>Sponsorship Managers</td>
<td>Leo &amp; Debbie Yuiett</td>
<td>408-254-0897</td>
</tr>
<tr>
<td>Zone 7 Representative</td>
<td>Terry Zaccione</td>
<td>408-257-5675</td>
</tr>
<tr>
<td>Swap Meet Chairman</td>
<td>Bob Hubert</td>
<td>408-238-7883</td>
</tr>
<tr>
<td>Tech Chairman</td>
<td>Ken Mack</td>
<td>408-264-4183</td>
</tr>
<tr>
<td>Time Trial Chairman</td>
<td>Glenn Hills</td>
<td>408-264-1822</td>
</tr>
<tr>
<td>Tour Chairman</td>
<td>George &amp; Shirley Neidel</td>
<td>408-254-1822</td>
</tr>
<tr>
<td>G119 Atoll</td>
<td>Steve Fries</td>
<td>408-254-1822</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, P.O. Box 10402, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information. DUAL MEMBERSHIP FEE $9.00 ANNUALLY.
BOARD MEETING

You are cordially invited to the President’s home (the Berens residence) to attend the monthly Board meeting. The meeting will commence at 7:00 p.m. sharp and will adjourn (?) later that evening. BYOB. For further information, contact Al Berens at (415) 367-8339.

SHARON’S CHICANERY III
SPONSORED BY THE AUTOHAUS OF NORBERT

The first points event of the 1982 auto-x series is behind us. It looks like a lot of good battles are shaping up which could make this one of the most exciting series ever!

It was nice to see a lot of new faces to start the season. They all left smiling so I hope to see them continue to participate. Equally as nice was seeing the return of several veterans who have been missing from our events. Welcome back to Tom & Marj Green, Ted & Susie Atlee, Glenn & LaQuita Hills, John & Karen Breddlove, Tom Amon and our President, Al Berens. Keep coming - you’ve been missed!

Starting the season with victories in the production category were: Ed & Marsha Wilson in A & AL; A close battle in class C left Mike Lommatzsch with a hard earned victory over Jim Pasha. One of the most competitive classes this year continues to be class E for the 914 2.0’s. Rich Bontempi took this win, but the first 5 places were very close. Our chairman, Darrell Terry, continues to dominate class H with class HL going again to Liz Stiffler.

Our new showroom stock class is continuing to get a lot of support. This victory went to Dave Sinofsky followed closely by a lot of eager new autocrossers.

The improved category classes continue to be exciting to watch. A close battle all day between Mark McLaughlin and Rodney Rapson, sharing a 914-6, gave Mark a victory and put both drivers up in the top ten times. Class R for the 911’s was again the class to watch. A close battle between several excellent drivers showed that returning veterans Glenn Hills and Tom Amon haven’t lost their touch, but the victory went to John Hawkins – it pays to keep coming out!

The battle for TTOD was again between the black and red super zoomy 914’s. Gary Walton took home the top honors for class Z and TTOD with a super run. A separate battle in the same class was on between Walt Maas and Terry Zaccione. Walt had the faster time, but they were only hundredths of a second apart. In class ZL Judy Zaccione took the victory over Beth Bates.

It looks like another super auto-x season is under way!

Many thanks to our chairman, Darrell Terry, for coming out in spite of his back injury, to Tom and Marj Green for their assistance in setting up the course, and of course to our sponsor, Norbert Nieslony.
Atmosphere, good food, and super entertainment. Don’t miss this. Reserve your spot early as the event is sure to fill.

The featured entertainment includes three comedy acts sure to make you laugh. The headliner is Bobby Slayton who recently won the LA Laugh Off competition and finished 2nd in the National Laugh Off in New York City. You probably saw him on Cable Television.

The MC is Leland Brown who does impressions of over 100 celebrities. He’s sure to do at least one you like.

The 3rd act is a surprise (Bill Newman playing tennis?)

**Note:** I hate $16.00 dinner meetings, but you are getting good value for your dollar. The restaurant continues to have good food at reasonable prices. This entertainment would normally cost about $10.00 per person. Such a deal.

Directions: Follow closely or I’m sure to get the Dreaded helmet.

From North or South use Broadway (Oakland) exit from 17. From North continue straight thru the tube to Alameda. From South turn left onto Broadway then 1st left thru the tube to Alameda. Left onto Buena Vista (2nd lite) left onto Sherman, follow the funny road around to the left after the RR tracks, turn right at Travelodge sign to the restaurant.

Make checks payable to PCA/GGR; indicate meal selection and mail to:

Amy Schmitt
1180 Lochinvar Ave. No. 42
Sunnyvale, CA 94087
(408) 244-3373

Reservation deadline is Tuesday, April 20th. You are responsible for reservation if not cancelled.

Warning: These comedians are of the typical stand-up nightclub variety. If you are likely to be offended by the occasional four-letter word, ethnic or racial joke, this is not for you.
Spring Specials

Poster/T-Shirt Grab Bag
Get one free with a $30.00 purchase.

Limited to stock on hand.

<table>
<thead>
<tr>
<th>Item</th>
<th>Regular</th>
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</tr>
</thead>
<tbody>
<tr>
<td>924 Stock Mufflers</td>
<td>$225.00</td>
<td>$79.95</td>
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<tr>
<td>Synchronometers</td>
<td>$32.50</td>
<td>$26.00</td>
</tr>
<tr>
<td>RB03 911 Chain Tensioners</td>
<td>$42.00</td>
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<tr>
<td>PC 260 Oil Filter</td>
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<tr>
<td>Fram C-3 Oil Filter</td>
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<tr>
<td>55W H-4 Bulbs (12V only)</td>
<td>$10.50</td>
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<td>356/912 Valve Cover Gaskets</td>
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<td>914 Valve Cover Gaskets</td>
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<td>356/912 Fuel Filter</td>
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<td>V-type Spark Plugs</td>
<td>$4.10</td>
<td>$2.35</td>
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<tr>
<td>Normal Bosch or NGK Spark Plugs</td>
<td>$1.25</td>
<td>$.98</td>
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House of Porsche

Bell Autosports Inc.

233 WEDDELL, SUNNYVALE, CA 94086
(408)734-5211
Early indications of GGR attendance at Club events are somewhat startling. The first autocross on February 20th, saw only 73 drivers. The weather was beautiful with temperatures in the 70's, so there was no troublesome reason for the skimpy turnout. Normally for the first point event over 100 drivers are expected. Later that evening the monthly dinner meeting in Berkeley had 38 in attendance. Other indications of low attendance are quickly becoming apparent. With the prevailing economic conditions and Parade coming in June it may well be that dollars for Porsche activities will be more carefully budgeted. Perhaps we had better all consider whether the Time Trial at Riverside two weeks after the Parade should be considered a points event for Golden Gate Region. We need your input as a Time Trialer prior to April 3rd or please vote at the School/Practice session at Sears Point. Even as I write this article on March 1st, the registration for the above event is very light giving me cause for concern. I hope that you are just delaying your entry to the last minute due to the economics that we are all feeling.

Registration for the 1st time Trial at Sears Point Raceway with POC as hosting club is now open. Last year at this event we had a fabulous time - in fact the event was awarded the 1981 Competitive Event of the Year. Again this year, lots of activity is planned. Another bike race for $50.00 1st place award is offered. Al Loy and the Lugnuts (with new original material) will provide musical entertainment Saturday night. The dinner social will be baked ham, potato salad, corn on the cob, vegetables, rolls and butter and wine. Door prizes, special free beer and soft drinks and best of all a TIME TRIAL. I expect that 120 drivers (143 in 1981) will compete between POC and GGR with GGR hopefully winning the class or at least their share. We will also accept 10 student entries for the GGR Driver's Instruction Program. Riders will be permitted so long as they wear all cotton clothes with a long sleeve shirt (as per POC insurance rules).

We must support the vendors who come to our events. If you appreciate having the catering truck at the track, he will only provide service if he breaks even. We must avail ourselves of this food service if it is going to be continued. Roger Kraus will no longer provide tire service due to declining sales of tires. I have tentative commitment from Rodriguez Racing to supply tire service, gasoline and other products, but he must make a profit or he cannot continue. Our sponsors, each and everyone must realize a value if they are to continue to sponsor our events with their CASH. For 1982 they are:

KAHLER'S PORSCHE—MERCEDES SERVICE
(Denny Kahler)
KEN'S PORSCHE TECHNIQUE (Ken Mack)
ANDY ALONGI BODY SHOP (Cecil Beach)
PORSCHE PM (Larry Keeler)
QUALITY WHEELS (Jim Lewis)
REITMEIR'S WERKSTATT (Joe Reitmeir)
HOUSE OF PORSCHE (Don Bell)
PACIFIC COAST PORSCHE WORKS
(Mel Wong)

These sponsors will only continue with your support. Please don't forget them.

Remember the rule governing allowable modifications, "if the modification is not specifically allowed by the rules, it is NOT permitted."

Glenn Hills
Time Trial Chairman
(408) 264-1822
ACROSS

1. Increased in 1969 models to reduce oversteer
7. Left rear
9. Removable on 914's & Targus
10. Number of lug nuts on a 928 wheel
11. 911T weber design.
12. Forced rally intersection
13. The number found in the left corner of the windshield from 1970
14. Model design after 356
16. 356A convertible replacement
20. Part number
21. Found in Auto-X corners
23. 911 Automatic
27. When you step on the pedal, the butterflies ———
30. —— Love Porsches
31. Exhaust driven unit on a 930
34. 356A Conv———
35. Introduced in 1967
37. Ethyl or Hi———
38. Reference point for timing
41. Limited slip
44. Easy to spin-out on
45. Strictest state on exhaust emissions
46. Time Trial class for stock 911S
47. 2-Way radio for tours
48. Fuel injection squitter

DOWN

2. 911E Suspension
3. Elapsed time
4. Over 100 Db
5. British petroleum
6. Improved 914 shifter linkage
7. Windshield coating
8. Peter Gregg's car No.
12. Please go —— the next GGR event
13. —— will be fun (see 12 down)
15. Oil Cartel
17. Tires need this
18. The middle pedal helps you do this
19. Road dent
22. Gas stop in a race
24. When you're car won't run, you want it ———
25. Professional wrencher
26. Article
28. ——— Car (NON-MCP)
29. A non production car
30. Porsche development center
32. ——— Sway bars & torsion bars
33. Capacitive discharge ignition system
36. OEM brake mfr.
39. What the 'D' in Conv. D stands for
40. Aftermarket piston mfr
41. 356C brakes
42. Comes with new tires
43. Valve setting

1982 PORSCHE PARADE
OFFICIAL T-SHIRTS

<table>
<thead>
<tr>
<th>MAN</th>
<th>All Cotton S, M, L, XL</th>
<th>$7</th>
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</thead>
<tbody>
<tr>
<td>LADY</td>
<td>50/50 Interlock S, M, L, XL</td>
<td>$7</td>
</tr>
<tr>
<td>CHILD</td>
<td>All Cotton XS, S, M, L</td>
<td>$6</td>
</tr>
</tbody>
</table>

Choose Yellow or Tan

SHIPPING: Add $1.50/1st Shirt, $.50 each additional shirt.
Make check payable to:
1982 PORSCHE PARADE,
c/o MARLIESE WILDER
11 OAKMONT AVENUE,
SAN RAFAEL, CA 94901

8/GOLDEN GATE REGION

(by Bill Newlin)

(solution in next months issue)
The weather was perfect for a shootout. I was keyed up and excited about the challenge that had presented itself. The weapons chosen were our 1970 914/6 and a 1972 911T. We met at Terex at 11:00. Assembled from owners in Ashtabula, Detroit and Cleveland was $4000 worth of the best G pulling, neck straining tire rubber that we could find. I was about to put them all to the test. A shootout, if you will.

No other subject occupies a performance car driver's time more than discussions about tires. Competitors are always looking for an advantage and spend many dollars in search of the 'hot set up.' To cut through all the superlatives, I planned some tests to answer a few questions. The Michelin XWX has been the standard 70 series tire on Porsches for years. I wanted to know if the new low profile tires such as the P-7 were any better, and are they worth the money? Is the NCT comparable to the P-7? How good is the Phoenix and how much more can a set of race tires increase cornering forces?

The plan was simple and methodical. First, the tire was mounted on either car and run around a skid pad to optimize tire pressure and compute steady state cornering forces. Once this was done the tire was timed through a 500 foot, 5 cone slalom. Each tire was tested on the 914/6 and the 911 by both drivers. Two test drivers and two timers were used to insure accuracy and consistency. The XWX's used were your basic autocrosser's special, with only a slight visible tread pattern remaining. These are the type that people search out for use at autocrosses, and then hope that it does not rain. All the other tires had been well scrubbed in and had 1/2 tread still on the tire.

The results were impressive. There were no bad tires, only varying degrees of good. All the tires pulled G forces on the skid pad that had my neck muscles sore for two days. It is great to know that a vast selection of tires can be chosen by today's enthusiast. I divide the tires into two groups. The first group is one consisting of the XWX and the Phoenix. These tires are characterized by quick response to steering inputs. However, both tires exhibited sudden breakaway and tended to make the car oversteer. A very narrow line existed between being on the limit or over the limit. The XWX was the worst because it makes little noise when pushed to the limit.

The second group is the new technology, low profile tires. These are the Pirelli P-7, the Fulda Y2000 and the Good-year NCT. These tires all made the cars understeer more. The steering response was not as precise and to get through the slalom a lot of wheel turning was needed. At the same time they are more predictable tires to drive at the limit. There is a wider margin for error as the tire gives ample warning and slides controllably before it is going, going, going, gone. All these tires encouraged and responded to pitching the car through the slalom in controlled broadsliding motions.

Several things should be mentioned. Because the XWX's were virtually bald they were as good as they could get on dry pavement. With less tread the other tires would get better. Next, the speeds through the slalom were third gear, 65 to 70 mph. This gave an excellent indication of high speed performance. Finally, all the tires were VR rated, except the NCT, which is HR putting it at a disadvantage from the start. The NCT is also available in a VR rated 16 inch rim size.

By far the tires that were the most fun to drive were the Fulda and the Phoenix brands. Immediately after each driver drove with the Fuldas, smiles appeared, and when each driver compared notes the comments were that they stuck well and were predictable and fast. The good part is that they were also the cheapest tire! The Phoenix was also fun to drive. Its precise steering response gave the 911 its best slalom time, since a 911 takes slaloms best with a neat, tidy, close to the pylons approach. The 914/6 can be thrown from side to side which benefited the Fulda.

The 'least fun to drive' award goes to the NCT's. The HR construction hurts the tire. It took massive steering inputs to make it change direction and when compared to the other tires offered no advantages. Since most 911's and 914's use this 15 inch size, there seem to be better choices. However it was very close in performance to the XWX and was more forgiving. What follows is the numbers and some comments on each tire.

**SKID PAD RESULTS**

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<th>Time</th>
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<tr>
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<td>8.1</td>
</tr>
<tr>
<td>Phoenix</td>
<td>8.2</td>
</tr>
<tr>
<td>XWX</td>
<td>8.2</td>
</tr>
<tr>
<td>NCT</td>
<td>8.3</td>
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<table>
<thead>
<tr>
<th>Tire</th>
<th>Time</th>
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</thead>
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</tr>
<tr>
<td>Fulda</td>
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<tr>
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<tr>
<td>NCT</td>
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<tr>
<td>XWX</td>
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**SLALOM RESULTS**

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<tr>
<th>Tire</th>
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<tr>
<td>XWX</td>
<td>4.8</td>
</tr>
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<td>P-7</td>
<td>4.8</td>
</tr>
<tr>
<td>Phoenix</td>
<td>5.0</td>
</tr>
<tr>
<td>NCT</td>
<td>5.0</td>
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</tbody>
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continued next page

NUGGET/9
GOODYEAR NCT 205/60 HR-15

A lot of steering input was needed to make it respond. It is a very slow responding tire that felt sloppy. The only way to get the car through the slalom quickly was to throw it sideways in big broadsliding motions. While the car was sliding one way, you started turning the wheel to get it to go in the opposite direction. It worked well with pressures in the 36-37 psi range. It was my last choice.

PHOENIX STAHLFLEX 205/60 VR-15

The cars responded quickly to steering inputs and felt like they were sticking well. The cars tended to oversteer and a lot of tire squeal preceded breakaway. It responded best to 40 psi to keep the tire from rolling onto the sidewall. This tire transformed the 911 into a screamer through the slalom.

PIRELLI P-7 205/50 VR-15

This is the tire that started the low profile revolution. It tended to make the car understeer and was very predictable and easy to bring to the adhesion limit. Tire squeal precedes breakaway. The surprise was that it took a minimum of 40 psi to keep the tire from rolling over on the sidewall. Once inflated beyond 40 psi it did not gain any additional adhesion. It was the skid pad champ and scored impressive results on both cars. It is a great tire to drive but is also the most expensive.

MICHELIN XWX 185/70 VR-15

This is still a great tire and its tremendous sidewall stiffness allowed good slalom speeds on both cars. The tire responded best in the 34-36 psi range, the lowest pressures in the group. The compound and size (smallest of the group) limited its skid pad results. The crazy thing is that it makes little to no noise at the limit. This, combined with sudden breakaway habits made it a difficult tire to drive, but one that has attributes that allow it to be driven quickly. It responds well to a neat and tidy approach to driving.

FULDA Y2000 195/50 VR-15

This is a tire that felt fast and was fast. It was very easy to bring up to the limit on the skid pad. The car could be thrown easily and with control through the slalom. It was a lot of fun to drive and responded best to pressures in the 38-40 psi range. It displayed very little problem with roll over onto the sidewall.

GOODYEAR SPORTS CAR SPECIALS
22.5 x 8 x 14 R8 Compound

What does stick and control really mean? Well a 7.7 skid pad time and a 4.6 slalom time tells you how much a race tire can add. Great control and fantastic feel means you have to be careful not to overdrive them. Turn only when needed. The disadvantages are that you do a lot of tire changing because you can’t drive home from an event on them and they are the pits in the rain.

Reprinted from Voice From the Trunk,
Northern Ohio Region, Jan. 1982

European Performance Parts
In Stock Now!
930 79 Style Factory Whaletails
Fenders & Quarter Panels
Complete Suspensions
928 Fenders & Quarter Panels, Roof
911 Good Used Engine Parts
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MECHANICS SPECIAL
Rapid Clean Parts Cleaner
Mighty Giant Pump, Filter, Brush.
$325 each.
729 Heinz Bldg. 15
Berkeley, CA 94710
415 540-5656
ATTENTION

MORE PARADE WORKERS NEEDED

Want a chance to study the Parade Auto-X course before your run? Volunteer to work a corner! Each region in the Zone gets one corner only. Sign up NOW----help yourself and the Parade!

Sharon Neidel
225-8103
6 to 9 evenings

Last month’s issue carried a report from the executive council on the Treffen giving National’s position on the issue. There is of course another side to this story, with Lone Star Region taking the dissenting position. In the minutes you will find that the Board has not taken a position as it really affects only those members who have gone on the Treffen or who plan to go. It is an issue which is best left up to the individual.
CONGRATULATIONS...

Presenting!!! Daniel Ryan Wolf!!! He was born to Bob and Darlene Wolf on February 24th. Congratulations to the proud parents!

TECH SESSION

WHAT: Upholstery Tech Session
WHERE: Rae's Automotive Upholstery
186 E. Sunnyoaks Ave.
Campbell, CA 95008
WHEN: Saturday, April 24th
10:00 AM
WHO: Ron & Jack Davis of Rae's
WHY: Because you may need to know how to clean your car for Parade, or you may need to know more about restoration, or you are a tech groupie. Any way, Ron & Jack promise a great tech on the 'how to' of the upholstery world.
INFO: Ken Mack 379-3220
Rae's 378-7737

It's 11 pm.
Do you know where
your car is?

There are a lot of so-called car alarm "systems" on the market. But nothing protects your car as many ways as the new Ungo Box TL-3000.

Any attempt to enter, jack, tow or vandalize your car triggers an attention-getting hidden horn.
Any attempt to start your car by hotwiring or even with its own keys, disables the engine.
Any attempt to disarm the coded, keyless Control Console immediately puts the Ungo Box into full alarm state.

For more information on what Consumer's Digest calls the most sophisticated car alarm available, call us toll-free at 800-227-8875. (In California, call 415-856-UNGO.)
The Ungo Box.
So you can sleep nights.

12/GOLDEN GATE REGION
The February board meeting was held at Vice President, Bill Patton’s home in the Oakland foothills. All regular board members were present and on time. Guests at the meeting were Karen Neidel, Glenn and LaQuita Hills (Time Trial Chairpeople), Paul Seidel (Goodie Bag Manager), Bob Huber (Swap Meet Chairman), Bob Stiffler and Donna Edmunds.

The minutes from the January board meeting were approved with the addition of the results from the telephone poll which I had forgotten to include. Glenn Hills’ budget for four time trial events with a targeted profit of $75 was approved. The budget for the auto-cross series with an average participation of 78 entrants and a targeted profit of $90 was approved. The break-even rally budget was approved. The Nugget editor’s budget of $17,000 expenses was approved as was the Nugget Ad manager’s budget of $17,000 income. The membership chairman’s budget was approved. The remainder of the annual budgeting process was tabled until the next meeting.

Walt provided a write-up for the telephone voting procedure to be added to the statement of policy. Walt’s verbage was accepted with the added statement requiring unanimous board approval to deviate from the stated telephone voting rules. A budget of $400 for the 1982 family picnic was approved. At Liz Stiffler’s suggestion, the board decided to increase the price of the roster ads to $20 and sell the inside front and rear covers to advertisers for $150 each. Bill Patton recommended that we rename the Presidents Award the ‘Perc Bliss Award’ in honor of our Region’s first president. Sharon Neidel will look into a perpetual trophy for the Perc Bliss Award. Because of the difficulties the board has experienced with scheduling and financing events at the beginning of the year, we are looking into making the February and March events the responsibility of the previous year’s board. Bill will provide a written proposal between now and the next board meeting.

Al Berens reported that the Nugget would go to the printers Saturday. Felix Oramas said that it would not be necessary to put a publisher’s statement in the Nugget because we do not sell subscriptions. Paul Seidel reported that the Goodie Bag had made $20.11 for January. Al Berens reported that the Yosemite Tour is full and has a waiting list of 10 people. The Zone 7 presidents’ meeting will be at Sacramento, March 13. Sacramento will be celebrating their 20th anniversary. Our board gave Terry Zaccone our proxy for the National Board meeting. Bill Patton reported that he had sent the insurance forms to K&K for the February and March events. Bill also reported that two events had been added to the calendar of events, the Scott’s tour and the March 16 quilting party for Quilt 1982. Bill Hildebrand has run into a few snags with the Nugget Ad solicitations, several people wish to cut back on their ads. Bill Patton is supporting Bill in his efforts. The renewal forms for the ads have been rewritten with Janet Buck’s help for legal purposes. Bill Patton reported that all sponsorship requirements are filled for 1982 events. There are still some people who would like to sponsor events, possibly the rally and concours series.

Amy Schmitt requested and was granted a $150 advance for the Pit Crew for the Bud Hart Swap Meet. The Boundry Oaks restaurant, the site of our October dinner meeting, requires a deposit to hold the site for us. The item was tabled until the March meeting when we will have more information. Bill Patton presented a budget for his April meeting at the Galleon in Alameda, which requires a non-refundable $100 deposit. Bill’s budget and deposit were approved.

Liz Stiffler reported that for 1981, the club had made a profit of $6,323.84 and had a cash flow of $108,000. Walt reported that Glenn Hills wanted to leave the decision of whether or not the points from the joint event at Riverside would be counted for our series up to the competitors. The competitors will have the opportunity to vote on the eligibility of Riverside at our event at Sears Point. The board approved the new members for February. Sharon Neidel reported that the new membership applications were causing her problems because they are all getting sent to Ruth Harte at National before we get them. When we get them, we require the applicants to attend an event. This whole process is causing new applicants to think that they are getting the run-around. Sharon also announced that she still needs a dealer rep for Martin Johnson.

The March board meeting was held at my home in downtown Palo Alto, March 2 with all board members present although it did take some awhile to show up. Guests were Lou Marabel (Past National President), Ray and Sonja Blow (Past President), Rick Bower, Joan Sanders, Bob Stiffler, Laura Berthaume (Dinner Meeting Co-chairman), Felix Oramas (Roster Chairperson and Nugget Mailing Manager).

The February minutes were approved as corrected. The annual budgeting process was resumed with budgets for the following being approved: President, Vice President, Secretary, Treasurer, Competition and Nominating Committee, Social, Stationery, Annual Awards, Pit Crew, Taxes dues, interest and General Miscellaneous, 1981 Scrapbook, 1982 Scrapbook and Historian. Some of the budgets were modified before approval and Concours and Goodie Bag have yet to be approved. The Christmas band was not approved; we will look into an alternative dance party. It was felt that with the annual awards banquet that there was not enough time for a band to justify the expense. At the April meeting we will discuss what to do about the Christmas Party.

Next we discussed the Statement of Policy and decided that we would do a formal review starting with the July
meeting and if there were any problems discovered with the Statement of Policy between now and July that we will solve them as we run across them.

The board decided that to avoid the scheduling and financing problem with the events at the beginning of the year that the 1982 board will be responsible for scheduling and arranging the events through March 15, 1983. The matter has also been referred to the By Laws committee for a possible by laws change to ensure that it will be done on an on-going basis. The February dinner meeting at Hs Lordships only drew 38 people, causing great concern because of long-range financial commitment to events of this type. We discussed possible reasons for poor attendance: east bay dinner meeting, not adequate pre-event publicity, dinner meeting the same day as an autocross, and poor economy. We have dinner meetings and autocrosses in conflict with each other coming up in May and September. In May we will try to move the dinner from the 15th to the 8th, or move the autocross school to the 8th, or maybe the 9th or maybe give up the autocross school. The autocross school has lost its site at Pleasanton for the 15th and is also looking for a site, which either complicates things or simplifies them depending on how you look at it—confused? What seems like the apparent solution isn’t, because there are two reasons we want to retain the autocross school if possible: 1. the schools bring new blood to the autocross series; and 2. this is a West Coast Parade year and we wish to give our Parade competitors as much of an edge as possible. As Social Director, Amy will take appropriate action with chairmen of the September 25 and 26 dinners in an effort to combine them and try to move the combined meeting out of conflict with the scheduled autocross. At the April meeting, the board will review the rest of the year’s calendar in an effort to cut back on events. The board will have a phone poll to solve the May autocross school dinner meeting problem when Walt arranges a site for the school.

Bill Patton brought the board a copy of the new Rocky Mountain Newsletter with Joe Holbert as editor. Joe has set up an editorial staff to produce their newsletter. Bill feels we should look into a staff for the Nugget to help with the writing and production. Sonja and Bill will look into the staff concept and report back to the board. Bill also brought up the possibility of the club arranging to make club jackets available to the membership. Sonja felt that it wasn’t a good idea because the economy isn’t that great and GGR can be overwhelming enough at Parades without becoming a jacket club. Bill will check with Dave Hemilburger anyway and see what can be done—Dave has neat jackets.

Al Berens reported that there are now three regions bidding for the 1984 Parade: Los Angeles Region, Chicago Region, and the Florida Citrus Region. All of the regions are donating their badges to Harrah’s auto museum—Terry Zaccone is coordinating the effort. The 944 will be introduced at the War Bonnet Tech Session. There will be a film made of the 1982 Reno Parade. The Parade has 550 competitors and 168 social entries so far, with social entries still available. Bill Patton reported that he had ordered insurance from K&K for events 60 days in advance. Dave Eckert has asked Bill to solicit door prizes for the Parade.

Liz Stiffler made a correction to the January treasurer’s report and passed out the February report; both were approved. Liz said Ted still has a checking account open to cover some checks he wrote last year. We asked Liz to have him close the account. Bill Patton’s meeting at the Galleon in April will feature real live stand-up comedians. The board approved Bill’s budget for the event even though it is in conflict with Ted Atlee’s Parade autocross meeting in Reno. The Marina Green concours requires a $100 cleaning deposit 2 weeks before the event and a $500 performance bond. We will ask for an extension on the deposit for the Boundry Oaks restaurant site of our October dinner meeting. We will release the Concord Inn for the July dinner meeting, the meeting has been moved to San Jose. The Board accepted the March new members and Bill Patton congratulated Sharon Neidel on her new member meeting.

Bruce Anderson

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CONSIDERATION TO PCA MEMBERS
Helmets

Dollars & Sense

You may have noticed that there's a large schedule of exciting driving events this year. You may have noticed your helmet next, or remembered the one you borrowed last year. Yes, that's it there. You say it was a good deal at a discount store several years ago; that you scratched it some when it fell off the car seat and you accidentally kicked it across the garage floor. It has DOT or Z90.1 approval, so must be still good, right? You mention that the helmet (formerly a trifle large) fits better now that you've become an "experienced" driver.

Well fellow Porsche persons, I must advise you that any of the above helmet "qualities" probably indicates an immediate need to invest in a new "brain bucket." The next questions would probably be, "What should I buy?" This writer considers that the most important helmet feature is described definitively by the amended paragraph 4.4.2 of Parade Competition Rules (PCR). It reads, "Amend 1968 Snell or 1975 Snell, or later and drop DOT (Z90.1) approval." With this requirement, the buyer's next decision is choice of an open or full face model. The full face helmet is generally considered permeable for safety, unless heat is an overriding factor. Many motocross and serious enduro motorcycle competitors still choose open face helmets for this reason. Brand and color are the next choices. Bell, Simpson, Honda, Suzuki, Yamaha, and others offer Snell 1975 models in a variety of colors and styles.

More questions? Yes, these 1975 Snell rated helmets will be among the most expensive. Drawing some facts from a recent CYCLE magazine article, I shall attempt to convey why these helmets warrant extra cost.

MINIHISTORY

Early racing helmets were little more than leather skull caps with a bit of padding, some ear covering, and a chin strap. This type gave way to rubber impregnated cloth and plastic for shells with perhaps a liner of soft foam rubber. Helmet standards were essentially non-existent.

Following the death of a race car driver named William "Pete" Snell, Dr. George Snively of University of California-Davis initiated formation of the Snell Memorial Foundation in 1957. The Foundation's objectives were to promote "the safety, well-being, and comfort of persons engaged in any type of vehicular transportation by delineating criteria for measuring helmet safety, research into mechanisms of injury, and levels of tolerance of the human brain, and the development of better methods for protection against potential injury and/or death." Snell's death, as did those of others, stressed the need for helmet development. The Foundation began as a memorial fund, and remains so with donations from the private sector (other than helmet manufacturers). Government grants compete the balance of operation expenses.

Snively's work at the Foundation soon verified that a helmet must guard the head in two ways. The helmet must protect against direct penetration, but must also dissipate impact energy to prevent brain damage, though no bone fracture has occurred. The Snell Foundation has utilized various testing techniques over the years. Current studies generally combine the following types of information: *accident analysis and *laboratory experiment. Basically, laboratory impact tests replicate the condition of an accident-battered helmet. Though the correlations may not be exactly one for one, the relative performance of various designs and materials for helmets is well defined.

Many plastic shelled helmets do not pass Snell tests either due to sensitivity to solvents (polycarbonates) or low temperature brittleness (ABS). With materials currently available to manufacturers, an approved Snell 1975 helmet will generally have a laminated shell with layers of fiberglass or Kevlar filaments. The bonded layers of fiber are designed to resist penetration, but will break and delaminate upon impact to effectively diffuse impact energy, is its key to head protection.

What about the Z90.1 and DOT standards? Most experts agree that based on the helmet's ability to handle impact energy, a 1975 Snell helmet is roughly 20% better than the most current (1979) Z90.1 helmet. The Snell helmet is about twice as safe as a DOT helmet. Snell Foundation detractors argue that the added safety of a Snell helmet may be theoretical; the neck would, potentially, not survive the same energy loadings.

How does a helmet get the Snell Memorial Foundation sticker? The manufacturer makes a production run of all sizes of the type helmet to be certified. If all resistance tests - load, impact, penetration, solvent, wet/dry, and thermal cycling are met or exceeded, the first phase is completed. The second phase is inspection of manufacturing and quality functions to ensure production will remain as previously tested. If the product is acceptable, the manufacturer pays approximately $50 in fees plus ten cents per helmet for the stickers. So strong is the reputation of the Snell Foundation that the threat of adverse publicity gives Snell very strong leverage over its licensed sticker-users.

At the risk of repetition of an old saying heard by all, this writer will end with: "If you have a $25 head, buy a $25 helmet."

Bruce Toothaker


This article was taken from the January 1982 Windblown Witness, San Diego Region. It was reprinted from another newsletter in which the editor of that region did not know the name of. - Ed.
As a recent new member of PCA-GGR (interested in rallies and tech sessions), I would like to thank John Clever for his mellow, well-thought-out beginner T&D rallye in which my navigator (and fiancée) Sandy, was able to learn some of the basic concepts without undue pressure (even if she did turn green).

With the March Nugget in my hands, I’m overwhelmed with the development of this year’s rallye series organization. It’s great! Thank you Dennis Winter and Sue Wise! For this superb effort, you can count on me as a checkpoint worker in a rallye this year (which type is the most difficult?).

My friends have called me ‘the’ Porsche Fanatic, but since I’ve joined PCA, all of you are the fanatics. I’ve got so much to learn and I love it!

Finally, I think that the Nugget is great, the events are great, and the people are the greatest!

Thank you all,

Terry Chistensen

OLD FACES - NEW PLACES

Dale Bates: 3943 El Camino Real, Suite 11, Palo Alto CA 94306
Paul Bates: 6833 Hillsdale Blvd., Sacramento, CA 95842
Curt Berggren: 2443 Alvin St., Mt. View, CA 94043
Bob & Sally Daves: 5971 Via Del Cielo, Pleasanton, CA 94566
George Harrison: 213 N. Bernice, Anaheim, CA 92807
David Martinez: 643 Bonita, Millbrae, CA 94033
Mark & Anita Olson: 4603 Proctor Rd., Castro Valley, CA 94546
Steve Poncirolli: 1454 Floyd Ave., Sunnyvale, CA 94087
Adam Rosenblatt, MD: 2250 Bay St. No. 212, San Francisco, CA 94123
Jim Swanson: 3034 Pasada Rd., Cameron Park, CA 95682
Roxanne Truro: 400 E. Remington No. F155, Sunnyvale, CA 94087 (408) 773-1655
Jim Wright: 75 Manor Rd., Fairfax, CA 94930 (415) 459-4640
Although I don’t have a 914 (an omen?), I do drive an aged VW 412 Type IV with the so called Bosch “air box” fuel injection system which is also found on 1.8 1974 and 1975 914’s, plus the 1976 912E 2ltr. As Bosch (and the factory) always said, this system is very simple in operation: Just measure the airflow the engine requires to run at any speed, and meter the correct fuel mixture by electronics, and presto — performance, plus mileage.

Ah yes, as long as the system is working freely — just like the simple 911 C.I.S. fuel injection workings. You must change the air filter regularly (I did) to keep the meter flap from sticking. C.I.S. uses a plate and lever, so other mechanisms can present problems — like blowing up?! If your performance is erratic, mileage droops considerably, exhaust pipe turns black, and/or the oil in the crankcase rises and smells gassy, several things can be causing the problem. A sticking cold start valve will spray a lotta gas into the engine whether it wants it or not — it will also flush the cylinder walls, pass the rings, thin out the oil, may leak past crank seals and lastly — ruin the engine!

“Air box” operation can be checked by lifting the flat cover plate, and with the engine running watch how free the flap rod is metering/swinging when accelerating the throttle valve: it should return to its “idle flow” position. If not, you’ll notice engine roughness and black smoke (raw fuel) spitting out the exhaust pipe. Touch the valve counterbalance block and lightly push it back towards its stop. If it smooths out the running idle, you proved you have a sticky flap inside the box.

The flaps (in my case) were dirty from long usage of 100,000 miles plus – I don’t think it ever had been cleaned, even though the air filter had been changed. The air flap and balance flap can be cleaned the checked for warpage and clearance. Just don’t use any chemical cleaner or you’ll ruin the electronic board + springs + plastics = $$. Swing the flaps, and if you don’t hear any scraping (or it’s free between open and close), you have a clean box. Don’t change anything else, return it to the engine, and hopefully you’ll have it running again like it should. If you still have problems, further checking will be necessary, or, change the to carbs?

Dick Weiss

--Reprinted from the February 1982 Bent Pylon, Ohio Valley Region
# RESULTS

**GGR AUTO-X NO. 1**  
**FEBRUARY 20, 1982**

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<td>Rich Bontempi</td>
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<td>Linda Long</td>
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<td>Bill Packwood</td>
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| Sharon Neidel | | |
| Karen Neidel | | |
| Mercy Lain | | |
| Sandra Molinari | | |

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Sacramento, CA 95825

The Red Lion Inn will again serve as CRAB headquarters and sight for our Saturday night banquet. Our schedule is as follows:

Friday, April 16th - Registration and party at the Red Lion Inn, in a spacious suite. Relax and enjoy a drink on us...our crazy CRAB drink prices will be back again for any additional drinking that you might want to do.

Saturday, April 17th - A new twist...a challenging autocross at the 'Splinter City' site...plus another great funkana running concurrently.

Saturday night - 'PIG OUT' on mountains of crab, tons of spaghetti, and gallons of wine...then work off those calories dancing till the wee hours of the morning.

Sunday, April 18th - The famous CRAB Rallye/Tour followed by the beer and bratwurst bash.

The price? Only $65 per couple, $45 per single...still a bargain considering what you get...Friday night's cocktail party including one free drink per registrant, Saturday's funkana, autocross, crabfeed, dance party, Sunday's hangover, rallye/tour, and the beer and bratwurst feed! Plus all of those great trophies and door prizes. Plus all of the CRAB FUN!

Remember! First come, first served. 150 car limit. Early registrants have the best chance of getting the more desirable grid times for the autocross, as well as getting the 'hot set-up' car numbers. Start tuning up now the 'dance enduro'!

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**NUGGET LENS SALE**

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<td>Tailight lens, USA</td>
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914
Signal lens, USA .......... $5.95
Signal lens, Euro .......... 8.95
Side marker ............... 10.95
Tailight lens, USA ........ 27.95
Tailight lens, Euro ........ 26.95

Sale good through
April 30th

---

911, 912
Front signal lens 1969–73, silver trim, USA ................. 333.95
Front signal lens 1969–73, black trim, USA ................. 33.95
Front signal lens 1969–73, black trim, Euro ............... 34.95
Taillight lens 1969–82, silver trim, USA .................. 39.95
Taillight lens 1969–82, black trim, USA .................. 35.95
Taillight lens 1969–82, black trim, Euro .................. 36.95

Please add $1.50 shipping for the first lens, .50 for each additional lens.
Complete this form, attach check made payable to PCA/SVR, and mail no later than 3/25/82 to:

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c/o Kirk Bradford  
892 Woodside Land East No. 10  
Sacramento, CA 95825

REGISTRATION FEES: $65 per couple, $45 per single (includes 1 drink on Friday night, gymkanna, auto-x, crab feed, dancing, rallye/tour, beer and bratwurst feed, door prizes, and many beautiful trophies.) Additional guest tickets (for crabfeed, dance, beer and bratwurst) may be purchased for $27 each, in advance.

Cancellation Policy: A full refund will be made on any cancellation received by 3/25/82. NO REFUNDS will be made on cancellations made after that date.

NAME_____________________________________________ FAMILY MEMBER/GUEST ______________
ADDRESS______________________________________________
CITY________________________________________ STATE________ ZIP________
TELEPHONE_________________________PCA MEMBER?________ REGION?____________

REGISTRATION FEES: $65 per couple _______  
$45 per single _______  
$27 for each add’l meal ticket _______  
TOTAL _______

PARTICIPATION IN WHICH EVENTS?

GYMKANA YES NO (Circle one) RALLYE/TOUR YES NO (Circle one)

NUMBER OF PARTICIPANTS: Autocross ______ Dinner ______ Beer & Brat ______

I plan to enter the following Porsche: Year______________ Model________________________

Zone 7 Auto-x class (if known): 1st driver ____________ 2nd driver ____________

Auto-x times will be assigned in order to allow everyone a maximum amount of free time. Please indicate your order of preference of run groups. Your most preferred run group will be scheduled, if possible. Your run time will be scheduled when your registration is received. Indicate order of preference: 1,2,3,4

9-11AM ______ 11-1PM ______ 1-3PM ______ 3-5PM ______

I would like to request car No. ___________ (1-200) (if taken, nearest number will be given.)

We plan to arrive: Friday pm ______ Saturday am ______ Saturday pm ______

How many previous CRAB weekends have you attended? (first CRAB was 1972) _______
Ken Ashford
1387 Adrian Avenue
San Mateo, CA 94403
(415) 341-4305
69 912

Dan Banta (Linda)
574 Wildcat Canyon Rd.
Berkeley, CA 94708
(415) 524-4322
62 Super 90

Carlos R. Buhk (Lynnette)
2427 Villa Nueva
Mt. View, CA 94040
(415) 969-2831
57 Speedster

Coeta Chambers (Alan)
288 Quinnhill Avenue
Los Altos, CA 94040
(415) 941-5287
69 912

Jeffrey S. Reitmeir (Joe)
1410 Marinovich Way
Los Altos, CA 94022
(415) 961-4009
74 914 2.0

Kazuichi Shinomia (Coco)
3079 Buena Vista Way
Berkeley, CA 94708
(415) 849-2629
56 Speedster

Walter R. Stark, Jr.
729 Heinz Avenue No. 15
Berkeley, CA 94710
(415) 540-5656
76 930

Andreas A. Steiner
7710 Cardigan St.
Dublin, CA 94566
(415) 829-7497
67 911

Ian William Thompson
205 Hedge Rd.
Menlo Park, CA 94025
(415) 325-1693
63 356 B & 70 911 E

John D. Voss
234 Edelen Avenue
Los Gatos, CA 95030
(408) 354-4558
60 356 B Cabriolet

Laurence I Waugh (Doreen)
35425 Collier Place
Fremont, CA 94536
(415) 794-0517
56 Convertible D

WELCOME NEW MEMBERS

TRANSFER - IN

Craig F. Adams
1655-C Bellville Way
Sunnyvale, CA 94087
from S.E. Michigan

Robert A. Blinick (Judith Parkes)
224 26th Avenue
San Francisco, CA 94121
from Metro NY

Frances A. Jackson (Dennis)
P.O. Box 6495
San Jose, CA 95150
from Hill Country

Helmut Maierhofer (Robin)
1301 Camino Tassajara
Danville, CA 94526
from Redwood

Paul Seidel (Carol)
6109 Uurlin Ct.
San Jose, CA 95123
from Loma Prieta

Peter Tierney (Gail J.)
183 Buchanan Dr.
Sausalito, CA 94965
from S.E. Michigan

Sidney L. Wyatt (M.H. Yolande)
856 St. George Rd.
San Ramon, CA 94583
from Redwood

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PIT CREW

This month we will have Pit Crew at the Neidel's house at 5880 Lean Avenue in San Jose. They are such an active GGR family that I'm sure they'll hardly notice a few more people doing another Porsche project. So, bring your scissors and join this big, happy family at 7:30PM on April 20th as we attempt to put together table decorations for the upcoming dinner meeting. Feel free to call the Neidels or myself for further information. I look forward to seeing you there!

Marsha Wilson
Pit Crew Chairperson
(415) 228-4863

P.S. Don't tell Amy, but this is also to be a SURPRISE birthday party for her!! Shhh!!
(Get the message?)

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

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

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BOOK REVIEW

'The ABC's (and 912's) of Porsche Engines or Porsche Engines and the Future of the Human Race' ($29.95.) and 'Secrets of the Lunar Circle' ($29.95.)

Published by:
Harry Pellow / HCP Research
20655 Sunrise Dr.
Cupertino, California 95014

Harry Pellow is a unique individual among us GGR members. Harry, through two excellent works about the 356/912 family of Porsche engines, has become the formost expert on the subtleties of the differences between those engines.

I previously reviewed 'The ABC's (and 912's) of Porsche Engines' a few years ago. It was and still is a unique work chronicalling the variations of the venerable 356 / 912. Then the tone was a loose leaf binder affair, now it is a bound volume with a cutaway view of the 356 / 912 engine on the covers. Inside Harry still has all of the marvelous information the first edition contained along with a new variable, high quality pictures in addition to the written word. Any person considering a restoration of a 356 / 912 engine will be money ahead in using this book. The information inside has only been available to a few people, Harry Pellow has made this and his philosophy available in one volume.

'Secrets of the Lunar Circle' is Harry's new book. I can tell you it is a must for the do-it-yourself 356 / 912 Porsche mechanic, (I know a few 'regular' mechanics that could have benefited from reading this.) Harry takes the reader / mechanic step by step through assembly of the 356 / 912 engine. He goes to great detail to describe the disassembly / identification / reassembly of the engine. I found it to be complete. Harry offers good advice in looking at a 356 for the first time when you might be considering buying one.

He gives the beginner a set of instructions and practice advice that hardly anyone could (or would) give and it's correct. After using 'Secrets' I can recommend it to any do-it-yourself 356 / 912 mechanic. Well done Harry!

Jim Pasha
I think that I'm finally getting the hang of this. Thank you Bob, Karen, Amy, Sharon, Susan, Shirley, Barbie and Rebecca (I promise to have the key next time!). I wish to thank all of you who have encouraged and supported me during my "green" period. Hugs and kisses to you all.

Mercy Lain - Editor

PHOTO CREDITS: Barbie Walker, Bob and Mercy Lain and autocross spectator, Carol Galvin.
THE MART

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

FOR SALE

914 Parts: Front struts complete with brakes, will separate. Stock torsion bars, stock springs, 140 lb. springs, (4) 5 1/2 x 15" styled steel wheels w/ fresh paint, (4-lug) (4) 4 1/2 x 13" ugly steel wheels for BMW/Opel. Great for snow tires! (Cheap) Rear window for 914 (clean!) rear lenses (USA) + rear lense UPDATE kit, stock steering wheel, lugnuts for 914/4 alloys, Bilstein front strut insters, (new) Bill Hildebrand, Jr. 518 Burlingham Ave., San Mateo CA (415) 343-0335 4ves.

1972 911S Coupe, metallic green with brown interior. 2.7, CIS, Air, Recaros, leather interior, lowered. P-6 on Polished Alloys, S spoiler, european lenses, and lamps, all new rubber moldings, and more. $15,000 or best offer. Tom Maslés, 415-455-9928

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1969 911E, light yellow coupe. 911S brakes and front suspension. Engine, clutch and transmission recent rebuilt. Slide mount for CB or ham radio. Xerox copy of factory shop manual. See to appreciate. $8,500. Al Pound, (415) 392-6450 after 6PM.

911-912 PARTS: 911 oil temp. & press. gauge; 69 - later H&H adj. sway bars, F&R complete set; 13 & 15 stock front sway bars; '74 911 rect. L.H. mirror; black nylon engine lid grill; shift lever; momo prototipo steering wheel; Blaupunkt AM-FM 8 track stereo; 2 sets coco mats; 912 Borsch exhaust, needs muffler; used 912 piston & cyls. No reasonable offered refused. Bruce Fogerty (415) 651-0139.

1976 930, black with black interior, clean, reliable and very fast... Many updates and handling extras... trades, possible assumable lease or cash price of $34,000. Worth every tear stained nickel! Paul Harford, (415) 632-2323 or evenings (415) 229-4659.

Type 356A Owners Manual and Maintenance Instructions in original red manila folder; original tire guage that came with tool kit and the Porsche name plate that was on the facia. Jerome Tisher 3808 Maybelle Ave., Oakland, CA 94619.


1973 914 2.0, Alaska Blue, air dam, new engine with euro-pistons, sump, lighten flywheel, gears (A, F, KA, S, Z), 16x6 &16x7 alloys, 205/55 VR 16 & 225/50 VR 16 NCT's, brakes with aero-quip lines, bars front and rear, gas shocks front and rear. Super for Auto-X or Time Trials. Dave Bottom - Daze - 408-243-2260, Knights - 415-968-4999.


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1970 Style Driver's side Armrest, Pocket, and carpet (black). 415-858-2525


60/11 Terminal Velocity gears for 1976 DeRosa. Also need 914 car cover will trade for bra! Bill Hildebrand, Jr., 518 Hurlingham Ave, San Mateo, 415-343-0335 eves.

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**Coming Events**

**APRIL**

3/4  TIME TRIAL & SCHOOL - Sears Point - Hills
6   BOARD MEETING 7:00 -Berens
10  GGR AX NO. 3 - Pleasanton - Berens
16/17/18  CRAB - Sacramento Valley Region
20  PIT CREW - Neidel
24  TECH SESSION - Rae's Upholstery - Ken Mack
24  DINNER MEETING - Neptunes Galleon - Patton

7   BOARD MEETING 7:00-Patton
8   TECH SESSION - Ken Mack and Loren Guy
11  PIT CREW - Jim Pasha
15  DINNER MEETING - Marge Forster
16  ZONE 7 AX - Pleasanton - Loma Prieta Region
22  PORSCHE CORVETTE CHALLENGE - Sacramento Valley Region
23  SCCA Parade Type T&D Rallye - McMahon
29/30 TIME TRIAL - Sears Point - Hills

**MAY**

1/2  ZONE 7 AX - Santa Rosa - Redwood & Shasta Regions