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10% discount on parts and accessories to PCA members
1982 is here and with it a new Board, new events, and new goals. If the rumors have not reached you yet, the new Board consists of Al Berens as President, Bill Patton as Vice President, Bruce Anderson as Secretary, Amy Schmitt as Social Director, Liz Stiffler as Treasurer, Walt Maas as Competition Director, and Sharon Neidel as Membership Director. This Board is a nice blend of experience and fresh ideas whose members have already met several times unofficially to begin working for you. Your presence or comments are always welcome at our Board meetings and we encourage your direct participation in Club affairs.

CANCELLED EVENTS

Of particular interest to the Board is the matter of cancelled events. As the Wise Owl Committee noted, burnout appears to be a genuine concern—perhaps manifesting itself in the rash of cancelled events at the end of 1981. Whether it was economic hard times or a glut of events which resulted in the failure of so many planned functions, either answer should be considered before placing events on this year's calendar. Activities week generates a great amount of interest and has a snowballing effect as the week progresses. While the new Board does not want to dampen enthusiasm, we would recommend that members desiring to put on events carefully consider the amount of interest their event can generate and the economic considerations of a recession, a West Coast Parade, the 356 Registry-Monterey Historic Car Races coordinated Convention this summer, and the traditional major events such as Yosemite, CRAB, the Time Trial series, and Carrera de Sierra before volunteering to stage either expensive, overly complex, or that just-one-more-in-the-series events.

1982 PARADE

As Sonja has already stated, we are fortunate to have the Parade registrars in our Region, but do not attempt to put them in a compromising position. The rules for Parade registration are set and will be strictly adhered to. If you can help work this event, your assistance would be welcomed. Please contact me if you are interested in helping out. Gene Babow and Mark DeVincenzi are planning a Concouring session to create interest and provide aid in preparing for the Parade; are you aware that Golden Gate has won the Manhattan Award seven times, more than any other Region? As activities week progresses, other Parade related activities are sure to appear. Golden Gate is sure to make an all-out assault on trophies at Reno.

APPOINTED POSITIONS

At the time of this article, there are several appointed positions yet to be filled. If you are interested in serving the 1982 Board, please contact me or any Board member for information as to the current openings. We cannot do it without you.

As Bogie would say, “Here's lookin' at you, Kid.”

ACTIVITIES WEEK

Finally, there is the year to plan. Come out to the planning week (see schedule in this issue) and present your

continued next page
From Der Fuhrer continued

suggestions and your enthusiasm. Volunteer to put on an event and make this year a success.

Wishing you all a Happy and Successful New Year.

AL BERENS
PRESIDENT

SWAP MEET LAWS

Publicity Chairman Gene Babow has brought the Region's attention to some new laws governing swap meets and our members participation in them. Please note these regulations and be aware that if you sell parts at more than two swap meets a year you must obtain a resale license and pay taxes to the State Board of Equalization.

SALES TAX

If you sell at more than two swap meets during a 12 month period, state law requires that you hold a valid sellers permit and pay to the State Board of Equalization sales tax on all sales of new or used merchandise sold on the premises. If you have any questions, please contact your local Board of Equalization office.

VENDOR REPORTING

As part of the business and professions code, sections 21660-21667, we have available State form OCCIB 56 1/79, which require sellers to list auto parts and/or accessories that are newer than 25 years old (but not the automobile itself) and have a unique serial number. For example, most tires and radios have unique serial numbers. The purpose of this form is to assist in tracing and recovering stolen property. (If you have any questions contact the Department of Justice P.O. Box 13357, Sacramento, CA 95813.)

They've been practicing, now see them in action. Your 1982 Board will make their acting debut on Saturday, January 9th, 1982, at the Berens' home, 439 Buena Vista Avenue, Redwood City. The meeting is BYOB. For further information call Al, (415) 367-8339.
AWARDS BANQUET

Happy 1982! Join us for our Annual Membership Meeting, Autocross Awards, Concours Awards, and Rallye Awards. This is also your chance to meet our 1982 Board of Directors!

WHEN: January 16, 1982

TIME: No-host cocktails 6:30 p.m.
Dinner 8:00 p.m.

ENTREES: Boneless Chicken with apple and almond stuffing $12.25
Cross-rib roast $12.50

Entrees served with rice or potato, vegetable, salad, chocolate sundae and coffee. Price includes tax and gratuity.

Send checks made out to PCA/GGR to: Amy Schmitt, 1180 Lochinvar Ave. No. 42, Sunnyvale, CA 94087 or phone (408) 244-3373.

DEADLINE: Tuesday, January 12, 1982

DIRECTIONS: From 280, exit Meredian and head North. Make a Left on San Carlos (Sears is on the corner.) You’ll see the restaurant on the right of San Carlos.

From 17, take West San Carlos exit. The restaurant is on the left, a few blocks down.

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DAVE BOTTOM PCA GGR MEMBER SINCE 1974

NUGGET/5
FROM THE BEGINNING

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'WE'RE CLOSER THAN YOU THINK'
TECH SESSION

Come to Ken’s Porsche Technique on Saturday, January 16th to our first camera tech. Jeff Lateer will be our featured speaker on the art of fine Porsche photography. Find out what it takes to shoot magazine-quality pictures of your Porsche, as well as other interesting subjects.

WHEN: Saturday, January 16th
9:30 AM

WHERE: Ken’s Porsche Technique
130 E. Sunnyoaks Ave
Campbell

DIRECTIONS: Go South on I-7, Take Camden Ave, exit to the right, then turn right onto Dell. Take a left onto Sunnyoaks.

PRACTICE AUTOCROSS

WHERE: Alameda County Fairgrounds
Pleasanton

WHEN: Saturday - January 30, 1982

REGISTRATION: 7:00 AM - 8:30 AM

LATE REGISTRATION: 9:30 AM - 10:00 AM
12:00 Noon - 12:30 PM

It’s time to get your cars out of the garage again and get the cobwebs blown out of the engine!! Come out to the practice autocross and hone your skills for the upcoming 1982 Autocross Series.

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

THANKS!

Dear Don and Dinah Patterson:

Please extend to the members of your Club our sincere appreciation for the generous contribution to the Santa Clara County Special Olympics, made possible through their swap meet, concours and auction. They are to be commended for the effort put forth which has resulted in such rich rewards.

Special Olympic events are held throughout the year and perhaps some of your members would like to become better acquainted with activities by attending these events. Please be assured that you are all welcome at any time.

Thank you again for the generous check. A receipt is enclosed for your records.

Sincerely,

Board of Directors
Santa Clara County Special Olympics

Robert C. Koehler, President
1981 GGR AUTOCROSS SERIES
FINAL POINT STANDINGS
SERIES SPONSORED BY
THE AUTOHAUS
OF NORBERT NIESLONY

CLASS 1
1. Stephan E. J. Nieslony ........... 80 T
2. Norbert H. L. Nieslony ........... 48

CLASS 2
1. Ed Wilson .................. 96 T
2. Jim Lamarre ................ 88 P

CLASS 3
1. Robert Lain ................ 96 T
2. George Neidel ............... 88 T
3. Mark Johnson ................ 92 P

CLASS 4
1. Mike Lommatsch ............... 89 T
2. Dick Petticrew ............... 85 T
3. Paul Seidel ................... 55 T
4. John Peichoto ............... 54 P
5. Ken Mack ................... 52
6. Bob Fleck .................... 51

CLASS 5
1. Rich Bonempi ............... 100 T
2. Gary Dorighi ............... 80 T
3. Ed Clement ................... 55 T
4. Art Seeger ................... 44 P
5. Mark Spitzer ............... 27

CLASS 6
1. Dave Blanchard ............... 76 T
2. David Israel ................ 56

CLASS 7
1. Dale Bates ................... 92 T
2. Dick McClelland ............... 92 T
3. Bob Burton ................... 68 P

CLASS 8
1. Del Dorjath .................... 100 T
2. Darrell Terry ............... 78 T
3. Randy Salveson ............... 64 T
4. Bill McEvoy ................... 51 T
5. Richard A. Woodman ........... 41 T
6. John Byrne .................... 35
7. Todd Lee .................... 25
8. Ron Bonempi ............... 23
9. Bob Stiffler ................... 22 P
10. Lee McKay .................... 21

CLASS 9
1. Ron Leppke ............... 100 T

CLASS 10
1. John Hawkins ............... 92 T
2. John Seymour ............... 81 T
3. Bill Newlin .................... 75 P
4. Bernie Buschen ............... 44

CLASS 11
1. David Colman ............... 100 T
2. Phil Mullen ............... 84 P

CLASS 12
1. Matt Ballentine ............... 100 T
2. Bud Behrens ............... 77 T
3. Gary Sanders ............... 45

CLASS 13
1. Marty Martozza ............... 92 T
2. Kevin Edgren ............... 81 T
3. Glen Renk ............... 69 P

CLASS 14
1. Gary Walton ............... 96 T
2. Walt Maas ................... 88 T
3. Terry Zaccop ............... 68 P
4. Jerry Woods ............... 44 P

CLASS 15
1. Marsha Wilson ............... 100 T
2. Linda Long ............... 48

---

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Hayward, CA 94542
(415) 886-0771
Dentist
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1963 Carrera 2 Cabriolet

Tom Martinez
23 Laurel Court
Martinez, CA 94533
(415) 229-3252
Porsche Mechanic
1965 911

TRANSFER–IN

Adam Rosenblatt MD
14746 Chalk Hill Road
Healdsburg, CA 95448
From Redwood Region

Stephen Gregner
315 Esther Avenue
Campbell, CA 95008
From Pacific Northwest Region

CLASS 16
1. Sharon Neidel ..... 100 T
2. Karen Neidel ..... 80 T
3. Mercy Lain ..... 68 P

CLASS 17
1. Kitty Petticrew ..... 100 T
2. Janine Peichot ..... 52

CLASS 18
1. Rosemary Rodd ..... 100 T
2. Kathryn McVean ..... 68 T
3. Nancy Dorighi ..... 66 P
4. Elaine Seeger ..... 49 P

CLASS 19
1. Susie Barrett ..... 100 T
2. Valerie Blanchard ..... 68 P

CLASS 20
1. Neva Burton ..... 100 T

CLASS 21
1. Liz Stiffler ..... 100 T

CLASS 22
1. Rebecca Newlin ..... 100 T
2. Karen Hawkins ..... 84 T
3. Sharon Seymour ..... 55 P

CLASS 24
1. Joan Colman ..... 100 T

CLASS 25
1. Mary Ann Behrens ..... 100 T
2. Susie Wise ..... 52
3. Elaine Sanders ..... 46

CLASS 27
1. Judy Zaccone ..... 96 T
2. Beth Bates ..... 68 P

T = Trophy
P = Participation Award

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M.G. MITTEN DISTRIBUTOR

NUGGET/9
I am a member of the GGR/PCA but have not been very active to date. Basically I’m a rallyist but haven’t participated in our club events thus far because they have fallen on week-ends that I’m on call or have other commitments.

To participate in some way I’m submitting a copy of a map rally I created several years ago. You’ll notice that the rally runs in “Porsche” county. I have the answers and am willing to receive results from entrants (as well as any protests) and correlate and compose a list of winners and places. If the membership likes the map rally, I can periodically create such map rallies.

Sincerely,
Ted Findley, M.D.

Okay, members, here’s your rally and have at it. Send your answers to Ted Findley, 2000 Mowry Avenue, Fremont, CA 94538. Please mark the envelope “Porsche County Rally” and hopefully we’ll print the results in a future *Nugget*.

**GENERAL INSTRUCTIONS**

**STRAIGHT AHEAD CONCEPT** -- Always proceed straight ahead or as nearly straight as possible unless instructed to do otherwise.

**ROUTE INSTRUCTIONS** -- Always execute route instructions at the first opportunity. There are no unnecessary or superfluous route instructions or parts of route instructions. Route instructions must be executed in numerical order and completely executed before considering the next instruction.

**FOLLOW** -- To stay on a numbered road until the next route instruction can be executed.

Anything in quotation marks is the printed wording, lettering, or number itself. Anything not in quotation marks is the object, not the printing.

**RIGHT/LEFT/SOUTH/NORTH/EAST WEST**—A turn in the indicated direction.

**ENTRANCE onto or exit from freeways can occur only at interchanges.**

**THROUGH**—To completely enter into and then completely exit from.

**CROSS**—To go from one side to the other.

**QUESTIONS**

Do you go through:

1. COWL
2. SEUL
3. ODE
4. NESS
5. DOLE
6. ”7”
7. PARK
8. DAT

Do you go through PEW from North to South? How many times?

Do you go through PEW from South to North? How many times?

In what township do you end rally?

**ROUTE INSTRUCTIONS**

Begin rally in county seat (OTE, upper right corner of the county).

1. WEST ON FW 25
2. SOUTH ON FW 30 THEN LEFT
3. CROSS CR 3 THEN RIGHT IN FARR
4. RIGHT
5. SOUTH ON CR 3 THEN RIGHT AFTER PAX
6. NORTH ON CR 2
7. LEFT AFTER LAKE AFTER MONICA
8. SOUTH ON CR 4 THEN RIGHT AFTER CEMETERY
9. NORTH ON CR 5 THEN LEFT AT FRENO
10. LEFT ON CR 8 AND FOLLOW
11. SOUTH ON CR 5
12. RIGHT THEN NORTH ON CR 12 THEN LEFT
13. SOUTH ON FW 30 THEN LEFT ON CR 3 AND FOLLOW
14. LEFT ON CR 8 THEN NORTH ON CR 2
15. RIGHT
16. LEFT
17. LEFT
18. SOUTH
19. WEST ON CR 3
20. RIGHT ON FW 30
21. RIGHT on CR 6 THEN SOUTH ON CR 5
22. LEFT AFTER "OTTO" BEFORE "HARBRON"
23. NORTH ON CR 5 THEN RIGHT AT FREN0
    THEN SOUTH ON CR 4
24. RIGHT AFTER ENGELWOOD
25. RIGHT ON FW 30 THEN EAST ON CR 6
26. LEFT ON CR 4 THEN RIGHT THEN RIGHT ON
    CR 2
27. LEFT ON CR 6 THEN LEFT ON CR 3
28. LEFT AT ZOO THEN LEFT ON CR 2
29. RIGHT THEN LEFT THEN LEFT
30. LEFT ON FIRST ROAD THAT LEADS
    DIRECTLY INTO OTE AND END RALLY

EDITOR'S NOTE: All errors in route instructions are the
author's. Route instructions reprinted as given includ-
ing all errors found in original.
A NIGHT AT THE OPERA

An opportunity to be wild and raucous appeals to Golden Gaters apparently. Despite the fact that the parking lot might have been an ocean of mud (it wasn’t) and that most of them had been without power for almost 24 hours (people dressed by candles and flashlights just to attend this event) three tables full of Opera fans descended upon New Almaden and the Opry House for dinner and a show. During the cocktail hour people swapped stories about Tahiti (a contingent had just gotten home), Bill Patton’s birthday (celebrated the night before) or just introduced themselves to the new members who came out in droves for this event.

Dinner was an interesting affair, with a table that sloped at a fairly steep grade. We finally figured out that the dining room had once been a garage and that our group was seated on a ramp. At least the plates and wine glasses didn’t slip. Lively debates over the relative usefulness of cherry tomatoes and the advantages-disadvantages of ’72 911Ts were among the dinner conversations.

Up in the main theatre things got to be relative wild before the show even started. Barbara Berens and Jeff Lateer went on popcorn straffing runs. Poor Walt Maas was a constant victim of Mrs. Berens’ wrath while Jeff took on Sonja and Barbara herself. The art of pretending to eat popcorn while actually aiming it was mastered only by a privileged few. I never seemed to get enough distance on my kernels, as Dave Blanchard stayed out of range and I invariably hit Ray Blow or Walt Maas.

The show was bawdy and wild as usual; probably the best one we’ve seen in all the Club trips to the Opry House. We were treated to a buxom chantreuse, a vendor selling ‘sledge-o-matic’, a stand-up comedian who should have sat down, and several songs and dances. The show itself consisted of the usual melodrama about a bawdy house and the innocent young thing sold into a life of sin. Of course the hero rescues his love before any damage is done.

A fine night of fun, even if my sister who was my guest thought the play was ‘pornographic.’ Thanks to Johnny Johnson for a fun evening. I’m ready to go again soon.

At Berens

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12/GOLDEN GATE REGION
COVER STORY

Our cover is an old style juke box. It is sometimes said that we each march to the sound of a different drummer, so we've presented 1982's GGR Hit Parade and each individual can make his or her own selections. Listed below are nights of the various meetings in each category of events that the Region operates. Attend one or attend them all. Come out and help us plan the upcoming year.

If you need to call one of our hosts, remember that as of January 1st, you must use the area code if you are calling to and area code which is not your own. MEETINGS ARE BYOB.

A 1 AUTOCROSSES

MONDAY, JANUARY 4th, 1982 7:30 PM

CHAIRPERSON AND HOST: DARRELL TERRY
1563 Husted Avenue
San Jose
408-448-7799*

H 8 TOURS

TUESDAY, JANUARY 5th, 1982 7:30 PM

SOCIAL CHAIRPERSON AND HOSTESS: JAN KELEZ
332 Shad Court
Foster City
415-349-7684*

TOURS CHAIRPEOPLE: GEORGE & SHIRLEY NEIDEL

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continued next page

NUGGET/13
Activities Week continued

PENINSULA DINNER MEETING CO–ORDINATOR
AND HOSTESS: LAURA BERTHIAUME
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Atherton
415-326-7812*

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Old World Craftsmanship
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Activities Week continued

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WEDNESDAY, JANUARY 6th, 1982 7:30 PM

CONCOURS CHAIRPERSON AND HOST: MARK DEVINCENZI
872 Olive Avenue
South San Francisco
415-871-7140*

THURSDAY, JANUARY 7th, 1982 7:30 PM

HOSTS: WALT & BARBARA MAAS
21231 Sullivan Way
Saratoga
408-867-1738*

THIS MONTH'S SPOTLIGHT

PORSCHE PREVENTATIVE MAINTENANCE
1299-55th ST., EMMERYVILLE, CA.
655-9704

We are in our third year in Emeryville, servicing all Porsches, from the lovable and very efficient 356's to the sleek and powerful finesse of the 930 Turbos. While servicing, we look for problem areas to catch a problem before it happens, taking pride in our knowledge of Porsche and our appetite for increasing our knowledge. As Porsche continues to change, add or modify their line, our knowledge increases accordingly.

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

SERVICE
YOU CAN COUNT ON!
For my last article as 1981 Rally Chairman, it seems appropriate to list some statistics and to give some personal opinions about the 1981 GGR Rally series. In 1981 we put on three rallies which were advertised as open events for NCSCC, and we listed 15 rallies put on by other clubs which could count toward the year-end GGR rally awards. Our three events were all well liked by most contestants who ran them, and one of the events may win the best NCSCC rally award for 1981. We had outstanding worker participation in our three rallies, largely through the recruiting efforts of Sharon Neidel.

Now for the statistics on participation:

1. 70 or more GGR members earned 1981 rally series points.
2. 40 or more GGR members attended at least one outside rally. (24 people ran the CRAB rally.)
3. 15 GGR members attended 2 or more outside rallies.
4. Stuttgart Safari had 22 cars entered. (6 from GGR)
5. Redwood Ramble had 43 cars entered (4 from GGR)
6. Picture Rally had 42 cars entered (18 from GGR)

I feel our three events were very successful from an attendance and financial standpoint. (How many years has it been since a GGR rally drew 43 cars?) Our three events contributed quite strongly in the NCSCC rally series and we were a large influence on the increased interest in rallying in the Bay Area. From this point of view, our 1981 rally program was quite successful and should be continued.

Looking at the numbers another way, only 15 people really participated in the series as rally entrants. This is less than 1% of the GGR membership (if one counts family/associate members.) Our own three rallies had an average attendance of 9 GGR cars, and the outside 14 rallies had an average attendance of 2 GGR cars (if we exclude the CRAB rally.) From this point of view, one could argue a good case for dropping the GGR rally program entirely. Is it worth the effort of rallymasters and checkpoint workers for so few participants?

I feel discouraged at times when looking back at my two years as rally chairman. The number of GGR members interested in rallies is about the same as it was two years ago (or 6 years ago for that matter.) I have tried two different philosophies in each of the last two years to encourage new people to become interested in rallying, but without much apparent success.

What direction should GGR take in 1982 concerning rallies? I would encourage all of you to talk to your new board members if you have any thoughts or good ideas about rallying. I would also like to invite you to attend the rally night meeting in January when the 1982 rally program will be formulated.

In closing, I want to sincerely thank all of you who participated in our rally program, and especially to those of you who were rallymasters, checkpoint workers and helpers. Without you doing your thing, the rally program could not have existed at all.

Keith McMahan

P.S. The 1981 GGR rally series awards will be presented at the January dinner meeting.
THE COMPETITIVE EDGE

You’ll find it at Anderson Behel

PORSCHE 924 TURBO

PORSCHE 911SC

PORSCHE 928

ANDERSON BEHEL

4355 STEVENS CREEK BLVD., SANTA CLARA, 247-1655
Time Trial

Laguna Seca!
Sang—her siren’s Song
Then kissed with rain the early dawn
For the Stuttgart beast had come to run
To challenge the records and romp in the sun!

We returned to mystical Laguna Seca for the second time this season. In fact, though, it was the final set of three events for Campaign '81.

Friday afternoon found the courteous park rangers graciously opening their gates to super zoomies machines and eager drivers. After four hours of watching some frantic unpacking, Mother Nature gently watered down the track and all the folks therein—not to worry, she cleared off the track in anticipation of new records.

Saturday morning was crisp—slightly overcast, but dry. And thanks to the co-sponsorship of Alex’s Porsche House (Campbell) and Overstreet Racing Enterprises (Sacramento), the final event was about to unfold. As usual, LaQuita’s registration was smooth as silk, as Suzanne Petticrew greeted each car with a warm smile, an Automation thermo cup, and their registration package—then it was hustle up time.

The first run group knew by now to be ready on time, ole Glenn Hills runs a tight ship for everyone’s benefit (he must have been in the Navy). At the stroke of 9 AM, the first Porsche was out despite frantic action behind the scenes; it seems that Mother Moelter was unexplainably missing and Kent McClaggen had to leap into the breach of stowing the track while finishing up tech. Thanks to some helping troops, it come off perfectly, and 89 entrants were about to start the weekend of their life.

Saturday in the sun saw 3 full practice sessions of pure “Hang it out man—your competition is breathing fire.” Since the total season points established class winners, everybody was calculating times, run lines and tire treads to maximize warp 10 configurations. As a result, 12 records were broken!

The classic bike race started with the Hilderbrand handicap factors carefully calculated to equalize all pumpers—Carrol Kleindienst was the first wheeler to reach the cornscrew, followed by a gaggle of bikers. Kevin O’Shea late aped Turn 6 and ended up in front of everybody—then the Hildebrand express zoomed into sight—boy, was this going to be close. Neck and neck to Turn 9, then up the hill to start/finish—Zapl—Charley Horse for Hildebrand, who was now pumping out one leg and holering at O’Shea, who got a first place finish with 6:01:00—Nice race, peeps.

The clash of the Titans had started again. Hills, Amon, & Hawkins were burning up the track in Class H, while Grimsman, Johnson, and Mack were decimating the track in Class X.

By Saturday evening, 132 starving, but smiling Porsche pushers lined up to a steak barbeque put on by Hiway Deli Caterers of Seaside. The fantastic food was followed by the live entertainment of Rebecca Newlin, Al Loy and the Lugnuts—Hit song of the evening was the Atlee—Oop Oop, Sha Boop Boop in 9—1—4 cadence. Anyhow, the levitation continued into the night while the Porsches rested.

Sunday, Sunday, what grief could be. Due to the fact that the three timed runs were scheduled, only one practice session is permitted on Sunday. So, you have to have it all together to be “ready for the flag.”

Let’s see what went wrong—Tom Amon’s case bolt came loose—42 cent item—out comes der engine and frantic work begins. (This is supposed to be fun.) Then Hills’ cold cam job dinkel-farber breaks (42 cent item). Enter Jerry Woods’ finger (free lance artist)? The, Hawkins’ race tires go south. Thanks to the support of Larry Rodriguez and the fact that the spare from the Volkswagen bus fit, it looks like Hawkins would get it back together. Is this the end? No! The terrible threesome patched their beasts back together and practice up and down the parking lot with a frantic park ranger chasing them with a noise meter. This was insane! But the run groups began. Grandpa Glenn hand cranks YPAF off the line and starts his practice run. Everything was cooking right. Down comes the flag and he’s off; my split time had him set up for a 1:19 lap as he entered Turn 9. Then the 1 1/2% I dinkel-farber hiccupped and he hesitated before the start/finish line and registered the disappointing time of 1:21:57—Boy, he had been flying! The Hollywood Amon started up his furry beast and enters the track. His split time was around a high 1:19, but after three laps of pure purple speed, he lowered it to a 1:19:09. But wait—here comes Hawkins. The green 2 litre 911S was off and screaming. John slipped through the turns like a jet jockey hanging 10. He approached the final time lap as sleek as silk with a fantastic 1:19:73. But Amon had won the Class, tied the season for first place and split for Hollywood. What a race!

But that was only one class, folks. Gardner nipped Lomatzsch by 0.39 seconds in Class CS; Seymour edged Buschen by 0.50 seconds in Class E; Dorchelt scooted by Della Pinna in 0.27 seconds in Class ES. You say you want it closer—O.K.I Fairis nipped Grace by 0.01 seconds in Class KS, and Grimsman charged by Johnson in 0.05 seconds to win in Class X. Dennis must have had better tires folks, because that was top time of day.

The the party of the year began. Due to the super organization of the workers, we finished early so door prizes were handed out. Alongi, Taco Bell, Quality Wheels, Buhler & Associates, and Automation netted out fantastic goodies to lucky participants. Thank you all!

Now a concluding point of record. Many individuals, particularly the Hills, have given blood, sweat, tears, and time to make these events happen. We, as a group and as a Club thank you and our sponsors for a fantastic season. Walt Maas was our chief instructor and we bless him for a season of effort. Karen Neidel worked all sessions at four events, and we thank you, Karen. There are the others of you—Sandy and Barb and Susie and Moellen and Renk and Newcomb and Malter and Sharon and Teresa and Mercy and Amy and Julie and we thank you for a season of fun with the Stuttgart beasts that romp in the sun.

Garfang

Gary Sanders

18/GOLDEN GATE REGION
GGR Time Trial No. 3
Sponsored by Alex’s Porsche House & Overstreet Racing Enterprises

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<tr>
<th>CLASS A</th>
<th>Larry Dick ............... 1:31.52</th>
<th>LaQuita Hills ............... 1:31.01</th>
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<td>Dick McClelland ............... 1:32.39</td>
<td>Elaine Sanders ............... 1:31.29</td>
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<td>Frank Bower ............. 1:36.21</td>
<td>Bill Hildebrand ............... 1:35.05</td>
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<td>Neda Dorjath ............... 1:33.37</td>
<td>Randy Salveson ............... 1:24.51*</td>
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<td>CLASS ASL</td>
<td>Cindy Carroll ............... 1:33.98</td>
<td>Darrell Terry ............... 1:25.71</td>
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Thank You

CLASS XL
Marilyn O’Shea 1:26.92

CLASS Z
Dennis Honeywell 1:17.13

CLASS CP
Glen Wolfram 1:33.32

CLASS EP
Don Bell 1:19.21*

* New Class Record

SPECIAL THANKS

A special note of thanks to Norbert Neislon of The Autohaus of Norbert Neislony for his support of the 1981 Autocross series. We greatly appreciate his continued support.

John and Karen Hawkins
Autocross chairpersons

THANKS FOR YOUR SUPPORT!!!

John and Karen Hawkins
1981 Autocross Chairpeople

Best of Luck to the new 1982 Board of Directors...

Al Berens President
Bill Paton Vice President
Liz Stiffler Treasurer
Bruce Anderson Secretary
Walt Maas Competition
Sharon Niedel Membership
Amy Schmidt Social

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SERVING THE PORSCHE ENTHUSIAST
The December board meeting was held Friday, December 4th at Sonja Blow’s home in San Jose, with all regular and most of the 1982 board members present. Guests were Don Patterson, Bob and Mercy Lain, Bill Hildebrand, Dale Dorjath, Al Berens (Pres Elect), Susie Atlee, Ray Blow, Liz Stiffler (Treas Elect), Bob Stiffler, Amy Schmidt (Social Dir Elect), Sharon Neidel (Membership Chairman Elect) and Laura Berthianne.

The November minutes were approved. Dinah pointed out that I had left Don Patterson out of the November guest list. Ted reminded the board members that they must have their authorized expenditures spent by the end of the year. The final results of the Community Day was $7,638.68 income, expenses of $1,248.95, with a profit of $6,389.63 divided among the three charities. Ted reported that Dale Dorjath had received a letter from the Franchise Tax Board inquiring about profit from advertising for the years 1978, 1979 and 1980.

Due to inadequate response the January Lake Tahoe skiing and gambling weekend has been cancelled. Sonja reported that Linda Smith has the regions by-laws on tape so it will be easier to update them in the future. Walt has passed out copies of the new autocross-time trial rules for board review. The new rules were compiled by a commission comprised of: Susie Atlee, Glenn Hills, John Hawkins, Kent McLaggan, Tom Green and Walt Maas. The new rules have been approved by the membership.

Al Berens reported that the Nugget staff is a week behind because Adamson-Walton is remodeling their offices. Mercy Lain is the heir apparent to the Nugget editorship. Sharon Neidel gave her last goodie bag report and requested permission to order 500 new logo medallions for trophies and name badges. Sonja reported that she had heard from both Carl Beckle Sr., and Jim Fowler thanking the club for the get well cards. I reported on the election results. We decided not to publish the details of the results, only winners. The detailed results are available to any club member, just by asking any board members. Ted gave his monthly financial report. Dinah reported on the Pit Crew’s equipment purchases. Mike provided a new addition to the membership chairman’s job description detailing the procedure for the membership audit prior to our annual election. The board accepted the new members.

The old board reviewed a number of transition items with the new board members in attendance. The organization manuals will be passed on to the new board members and committee chairmen. We reviewed the new laws governing swap meets. Donna reported on the ladle GGR is purchasing to go with the Region of the Year Trophy. The ladle will come in January and it will cost $225.00 plus engraving. Sonja reported that the inventory had been completed and passed the results on to Al Berens. Walt reviewed the results of the Wise Owl Committee report with the new board members. Walt also commented on the scheduling of the events for the next year, Glenn Hills and Ron Trethian are working on dates for Laguna Seca, Sears Point and Pleasanton.

Respectfully submitted.

Bruce Anderson

Who is this Birthday boy? Turn to the next page.
THE SON OF MOONDOG MANE

Moon. Defined by Sir Webster as 'the heavenly body that revolves around the earth once about every 29½ days.' (Keep this in mind.)

If you were blessed with nerves of steel, the ability to maneuver your car (in a straight line) through hurricane conditions, and an insatiable need to hurl cereal and do your best call-of-the-wild impression, you managed to arrive at the home of Bill Patton on Friday the 13th for a very cosmic ordeal.

Thanks to the efforts of Al Berens (and company) it was an evening no one should have missed - including you Carl Sagan!

It all began at the Chabot Observatory where several of GGR's closet artists came out from hiding and expressed their talent known as 'swinging art.' (Not to be confused with the art of swinging.) Gary Evans, Jerry Woods, some weird, short lady and myself, just to name a few, produced some very nice specimens. Mr. Patton was so impressed with mine that I offered it in trade for his SC - so much for the power of suggestion.

The group then migrated (with artwork in tow) to the planetarium where Professor Kingsley amazed us all with some experiments that were out of this world. Of course some of us were gluttons for torture and volunteered to serve as guinea pigs. Sonja Blow was impressed at Ray's ability to glow in the dark. Barbie Berens showed us that she really had 50 fingers on each hand. And Al wondered why she was so good with hair. After surrendering our nominal fees, we went upstairs to the 'star' room and experienced the incredible phenomenon known as sleeping with open eyes, while the professor enlightened us with his knowledge of the Milky Way.

After the great show, we thanked Professor Kingsley for putting up with us again and headed back to Bill's place. (Bill and assistant missed the show - something about watching the house.) Sounds spacey to me! Remember that we all originally gathered to pay tribute to the moon. Well, the only thing resembling Sir Webster's definition of a 'revolving, heavenly body' was a person circling the kitchen table every 29 seconds looking for another finger food to nibble on! Everyone was requested to bring a munchie plus booze (if so inclined). Bill was so inclined (in his recliner) that he spilt wine all over himself and the chair. And he said he never touches the stuff. Shame on you Bill. Now we know! There was so much food that Barbie had to resort to nipping the goodies in order to sample everything. Jim Pasha surprised us with his meatball recipe and everyone enjoyed sampling the 'Billy Balls' as they later became named. After most of the people started to resemble moons (the full variety), Barbie announced that a surprise birthday party was being planned for Bill. Stephanie Home was on route with a gorgeous cake shaped and decorated to look like Bill's SC, license plates and all. (By the way, Steph, what took you so long?) We transformed the already transformed dining room into one abounded with ribbons and balloons. Bill just finished remodeling the place to look like a barn. It even came equipped with Mister Ed - right Clever? After the cake arrived and we were ready for the birthday boy, Bill's assistant, Donna Edmunds, managed to get him upstairs so we could surprise him. We did and Bill's secret was out. He never confessed his true age, but mentioned something about being 29. We all know he's seen many more moons than that!

After the excitement died down a bit, we decended to the den for some good conversation. Jim Pasha managed to attract a group of attentive ladies to tell his off-color jokes to. I couldn't take the harsh content so I retreated to the east side of the room and listened to stories about Tracy, CA., questions from that weird, short lady about oatmeal, which by the way was never seen, and something about Al and why he rents pajamas. The party was a success. Either that or we had a very strange gathering of moon-worshippers; some were asleep, some were still out in space and some were just plain out of it!

When everyone decided to call it a day (yes, we lingered on into the wee hours of the morning) I realized that I had survived the festivities and remained a while too long. The next time Bill asks me to help him clean up, I'll just howl and throw oatmeal at him. Maybe he'll get the message!

Amy Schmitt

---

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A CALL TO CONCOURS

As Parade Concours Chairman, but also as a member of Golden Gate Region, I would like to see the finest cars from GGR enter the Concours - from 356 to 928 and 550 to 935.

I promise that the organization will be tops and worthy of your participation. Porsche-Audi Division of Volkswagen of America are going to bring the prototype 356 roadster from the factory museum along with the LeMans winning 936/81. From the Deutches Technical Museum in Munich, Germany, they will also bring the fantastic 16 cylinder Auto Union Grand Prix car from the thirties. These cars will be displayed at the Concours.

I have asked the 1982 Concours Chairman, Mark DeVincenzi to hold a Concours Seminar in the near future. He is also going to schedule a Concours two weeks before the Parade with judging procedures that will be used at the Parade - including using the score sheets. By the way, this is not cheating, it is just common sense; any region can do the same thing.

There are some very interesting Porsches in GGR; let’s get them out to the Parade Concours.

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TIME TRIALERS
GET THEIRS

Mirror, Mirror, on the Wall,
Who's the fairest of them all?
Time Trialers, of course!
L. Q. Hills

Saturday, November 21st, 148 GGR members and guests arrived at the Velvet Turtle for the grand finale of the 1981 Time Trail Series.

After a long, but successful year, Glenn and I were ready to wrap up the year. The results were tallied and class positions announced. Darrell Terry, Awards Chairman, had selected a most original form for the trophies. Mirrors. Mirrors on Mirrors stating the place of each finish at each Time Trial. Participation awards for those running but not trophying were custom designed cups by Jacque Ginn.

Sears Point Raceway was represented by John Durbin and his wife Janet—Laguna Seca Raceway was represented by SCRAMP President Ken Lofink and his wife Peggy. Accompanying them was past SCRAMP President and member of the Board, Ed Magnum and his wife Judy. This was the first time that either track had sent representatives to our events.

Our first award was to Karen Neidel as our “Worker of the Year.” She worked every minute of every session of every day for all four events from the school in April to the last car on time laps at Laguna Seca, October 4th, 1981. The drivers cannot run without this type of dedicated worker. We all salute Karen for a job “Well Done.”

Interspersed among the trophy and participation awards, Sponsorship awards were presented to Ken Mack, and Denny Kahler for the school, Larry Keeler for the joint POC—PGA event at Laguna Seca on Memorial Day; Tom Amon of T & D, Cecil Beach of Andy Alongi Body Shop, and Jim Lewis of Quality Wheels for our June event; and Gary Manning of Alex’s Porsche House and Darrell Overstreet for our last event at Laguna Seca in October.

Many of our awards went to the personnel that make time trialing possible. Our Tech Chairman, Kent McLaughlin; Chief Instructor, Walt Maas; Timing Stewards, Sandi Candlin and Barbara Maas; Communications, Dave Neuendorf; Grid Steward, Sharon Neidel; Corner Marshall, Julie Arnold; Track Prep, Walt Huff; and Awards Chairman, Darrell Terry.

Mirror, Mirror on the Wall
Who kept the biggest secret?
All.

Could you imagine that 148 people really did keep our secret for our “Chairman’s Award” winner, Ted Atlee. Ted was unable to attend the award dinner, so after telling all 148 members in attendance why he was the hands down choice for all the time and help he gave to maintain our 1981 series, we asked that no one congratulate him until we were able to present it to him in person. By the time you read this, you can all congratulate him for the he will have received it at the 1981-82 joint Board meeting.

We would like to thank Dinah Patterson for arranging the dinner on such short notice. We would like to thank Tom Amon for his movies that were most entertaining and did
CAR WARS

The tractor beam pulled the 9280 into the moon-sized police compound. Squads of space policemen stood waiting for action.

"The ship shows no sign of life but it matches the description of a Porsche that escaped from a space-black near Muncie. Thoroughly examine it for life forms."

Meanwhile in a special compartment, blind to electronic probes, the rebels hid aboard the 9280. "We've got to turn off that tractor beam in a hurry and get away from here," exclaimed Seca Solo.

"We'll wait until they tow it to the impound area and sneak and find the computer that controls this thing," explained Ben.

Later in the day, as with all impounded vehicles, the 9280 was taken to an area with other vehicles and only a light security guard. The false bulkhead opened and out came the rebels and droids. 'R-7-D-2-T, you create a diversion,' said Luke, 'and We'll escape. Then you follow us and tap that computer.'

Projecting high frequency sound R07-D-2-T created a small fire in an old vehicle. The guards ran to put it out and the rebels escaped.

'Wait,' said Ben, 'I sense an evil presence here. Our enemy, Barth Nader, is here in this police station. You find the tractor beam and put it out of commission, and I'll find Nader. I must face him alone.'

R-7-D-2-T had linked up to the main computer. Suddenly he became upset, and TRE-56-C interpreted for Luke and Solo. 'Princess Ghlia, she's here!'

'Princess! Here!' Cried Luke. We've got to rescue her.'

'Hey, I'm here to stop Nader; I can't do that with my ship held here.'

'You rescue the Princess and I'll get my Porsche. Be prepared to blast off in an hour.'

Luke and the droids headed for the cells while Solo and Chewintabaccy headed for the power room.

Ben Kenosha headed down a dark corridor, when a figure in black stepped out of a shadow. 'I have waited a long time for this moment, Ben Kenosha. In the Gas Wars you were the teacher and I the student. Now I am the Master!'

Continued Next Month

PHOTO CREDITS: Photos of the last Time Trial by the Newins. Photos of Observatory Night and a Night at the Opera by Barbara and Al Berens.


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Like so many other cars born in the age of electronics, fuel injection, and smog control, the 924 provides little opportunity for the weekend tinkerer to do engine tune ups beyond changing the sparkplugs. To do much more, and do it properly, would require special tools and instruments beyond the means of the average cost-conscious amateur. Two other jobs he can do, however, are changing the fan belts and adjusting the valves.

**Fan Belts:** This isn’t the easy job it was on air-cooled Porsches—there are several of them, depending on options, and they are all rather inaccessible. Despite what the manuals say, most people will find it easier to raise the front of the car (use jackstands!), remove the dust pan from below the engine, and crawl under the car. This is especially true if you have air conditioning, and who doesn’t?

Replacement, once you get at the belts, is pretty straightforward with one exception: it is just about essential to remove the three-bolt pulley at the top. When reinstalling it, the bolt holes can be aligned by rotating the hub with channellock pliers. Then, fasten the bolts, tension the belt, and resecure the alternator. Belts last about 30,000 miles at best, so don’t wait that long. The process described above is not one which most people would want to perform on a hot engine beside the road, regardless of weather or schedule. Check those belts and replace all of them whenever even one shows signs of cracking.

**Valve Adjustment:** Purchase gasket kit just in case you need it; if you can reuse what you have, save the kit for next time. Undo the 10mm nuts and remove the cover, making sure the nuts under the belt guard at the front come off too. If the cover sticks, try sliding a thin bladed knife under a corner to break the suction. Covers are easily bent to use care.

Locate the number one sparkplug at the rear of the engine bay closest to the passenger. Number 4 cylinder is at the front of the engine next to the camshaft sprocket. The valves alternate exhaust - intake - exhaust - intake...starting from the rear a continuing to the intake for number four right next to the cam sprocket. The intakes will be adjusted to .004" cold and the exhausts will be adjusted to .016" cold.

Rotate the engine clockwise by hand until the distributor rotor lines up approximately with No.2 terminal. Locate the hole in the flywheel bell housing, on the driver’s side at the rear of the engine bay. The teeth should be visible. Illuminate the flywheel while turning (clockwise) the engine to TDC on No.1. Three marks will appear. The first is a “+”, the second is a zero “0” and the third is a “−”. The zero is TDC; stop there. Mark the crank pulley (bottom of engine) with white chalk or tape at 6 o’clock and 12 o’clock on the case. This enables one to locate TDC for each cylinder without peeking at the flywheel.

It is necessary to determine the existing clearance to the nearest mil (.001") up to .002" on either side of the desired valve - that means that one must have access to feeler stock from .002" to .006" and from .014" to .018" inclusive. If the reading is between .004" and .006" for the intake there is nothing more to do. Likewise, for the exhaust, .016" to .018" is the best one can do. The reason lies with the fact that the smallest adjustment increment is .002".

If adjustment is called for, rotate the shiny round follower until one of the holes appears on the left side of the cam lobe (left is the driver’s side). Illuminate the inside of the hole and peer at the screw in the mirror. If an allen type socket is visible, the correct hole has been found. If not, rotate the follower one half turn and look again. The adjustment can be made with a 3mm allen wrench, noting these precautions: (1) The screw is detented once each revolution, so there are no stable intermediate adjustments. (2) The valve clearance goes to less than zero in between - this can bind the wrench if the follower is not positioned properly (if this happens, reset to zero, rotate the follower and try again.) (3) The screw cannot be turned much more than one-sixth of a revolution without removing the wrench. Clockwise decreases clearance, counter-clockwise increases clearance. Check the final adjustment.

Move on according to the firing order using the pulley marks to determine TDC. Remember that the engine turns a whole lot easier without spark plugs.

When closing the cover, be careful to tighten the nuts evenly enough to secure the cover. More than about seven foot pounds for torque will cause warping. Be smart and use a ¾" drive ratchet with 10mm socket.

Reprinted from the Prieta Post, September 1981.
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EDITOR BOWS OUT WITH THANKS

This is my last issue as Nugget editor and I would like to take this opportunity to thank all of the many people who have made this year so enjoyable for me. First, there is Sonja Blow who talked me into taking on the job against my better judgement—she was right and I had a good time. Sonja also helped out when she could on proofing and even tried her hand at typing. Ray also aided us in proofing and I thank him too. Next is Gary Walton whose facilities make all of this possible. Unless you are seeing it up close you cannot fully appreciate the debt the Club owes him; his advice and suggestions have helped immensely as well as his groundwork for the new layout we are now using. Ted Livingston was as helpful as ever at the first of the year, as he has always been in the past. We hated to leave him at Rosicrucian Press but bulk mailing forced us elsewhere. Larry and his crew at Accent on Offset have taken up where Ted left off and have bent over backwards to help us wherever possible.

The regular contributors have done much to make the Nugget what it was. Many thanks to Glenn Hills, Bruce Anderson, Denny Kehler, Bill Patton, Jim Pasha, Don Patterson, Dinah Patterson, Sonja Blow, Marsha Wilson, John and Karen Hawkins, Gary Sanders, Mike Lommatzsch, Walt Maas, and Bill and Rebecca Newlin. They were on time and reliable, and we could not have done it without them. Our photographers also helped us out immensely: Bill and Rebecca Newlin, Mike Lommatzsch, Don and Diane Terry, Jeff Lateer, John Fulton, Mike Wickstrom, John Rowland, Ursula Grunfeld, Ted and Susie Atlee, Tom and Marj Green, and Gary and Elaine Sanders. By capturing the year on film they have greatly added to your enjoyment of this year.

Finally, and by no means the least is the staff. One night each month these people have come to Mountain View through heavy traffic and in all kinds of nasty weather to help put this publication out: Bill and Rebecca Newlin, George and Shirley Neidel, John and Karen Hawkins, Sharon Neidel, Barabara Berens, Karen Neidel, Terri Rosatelli, Mike Lommatzsch, Donna Trefz, Ray and Sonja Blow, Bob and Liz Stiffler, Janet Buck, Amy Schmitt, Don Patterson, and Mercy Lain. My deepest thanks to them all. My wife Barbara has helped me most of all, not so much for what she has typed, although she was a great help there, but for playing widow two weeks out of each month and for her support whenever things did not work out the way I planned.

Thank you for a fun year, critics and admirers all.

Al Berens
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January

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5 TOURS/SOCIAL MEETING — Jan Kelez and George & Shirley Neidel
6 CONCOURS/swapmeet/TECH MEETING—Mark DeVincenzi
7 RALLY MEETING—Walt Maas
8 DINNER MEETING/PIT CREW MEETING—Laura Berthiaume
9 BOARD MEETING—Al Berens
16 DINNER MEETING/AWARDS BANQUET—Amy Schmitt
30 PRACTICE AUTO—X— Pleasanton

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