By the time you read this, the Reno Parade will just be a fond memory. The competitors will be home and trophies and honors placed in their niches. Golden Gate Region however goes on forever and the business of keeping the events on schedule goes on as before. For all those intimately involved in the Parade and whose faces we have seen few and far between events, welcome back. We hope that your dedication to Parade has not worn your energy down so low that a recharge will take the remainder of the year; we'd like you back as soon as you're ready to join in action. The remainder of the year is dedicated to the types of events the Club enjoys most, the tours, socials, Time Trials, autocrosses, and rallies which enthusiastic chairmen have prepared to catch your interest.

As six months have already gone by, it would be well to stop and thank all the people who have worked so diligently to keep the Club running during the pre-Parade months. Special thanks to Darrell Terry and his autocross staffs who got us going at the first of the year, only to suffer some weather set-backs; we're looking forward to the rest of the season. Special praise is also in order for the outstanding job done by Glenn and LaQuita Hills and their various chairman and aides for a fine school and time trial, also salvaged from earlier bad weather. Dennis Winter and Sue Wise have done their best to prepare us for Parade rallying. Don and Dinah Patterson have shown why they were our Enthusiasts of the Year as Don put on our Spring Concours series despite a heavy commitment to Parade. Many thanks to our Nugget editor, Mercy Lain and her staff of dedicated workers as well as Ad Manager Bill Hildebrand for keeping our newsletter continuing in a timely fashion. Marsha Wilson and Lynn Levine have continued the fine tradition of the Pit Crew into this year. Paul Seidel has gotten the Swap Meets off to a good start for the year, and Ken Mack has provided us with some fine Tech sessions.

A final thank you must go out to the Board of Directors who have had to tackle some difficult subjects and just plain hard times, not to mention some marathon sessions this year. Their dedication is amazing.

There is a lot more year to go and it looks as if the best is being saved for last. Come out and enjoy it. See you all soon.

Al Berens
President

DIRECTORY

Listed below is a directory of GGR’s Committee Chairman 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.

Autocross Chairman ... Darrell Terry
1563 Hunted Ave.
San Jose, CA 95126
(408) 448-7799

By-law Committee Chairman ... Bill Patton
4171 Observatory Ave.
Oakland, CA. 94619
(415) 530-0609

Concours Chairman ... Don Patterson
16478 Eupheme Way
Los Gatos, CA 95030
(408) 364-0618

GGR Representative to Zone 7 ... Matt Bellantine
619 Martin Ct.
Redwood Shores, CA. 94065
(415) 595-1196

Goodie Bag ... Karen Neidig
5880 Lean Ave.
San Jose, CA 95123
(408) 225-8103

Historian ... Paul & Carole Scott
1558 St. Francis Dr.
San Jose, CA 95126
(408) 264-5589

Panorama Reporter ... Al Berens
439 Buena Vista
Redwood City, CA 94061
(415) 267-8339

Past President ... Sonja Blow
1156 Happy Valley Ave.
San Jose, CA 95129
(408) 265-3561

Pit Crew Chairman ... Lynn Levine
375 Altamont Dr.
St. San Francisco, CA 94080
(415) 588-7182

Social Chairman ... Jan Kelso
322 Shad Ct.
Foster City, CA 94404
(415) 349-7884

Sponsorship Managers ... Leo & Debrahn Pruett
7 Steeples Dr.
Orinda, CA 94663
(415) 254-0807

Associate Sponsorship Managers ... Terry Zacos
13046 Anza Dr.
Saratoga, CA 95070
(408) 257-8676

Publicity Chairman ... Barbara Berens
439 Buena Vista
Redwood City, CA 94061
(415) 267-8339

Rally Chairman ... Sue Wise & Dennis Winter
10320 So. Tantau
Cupertino, CA 95014
(408) 996-1770

Roster Chairman ... Felix Oramas
826 Raver Dr.
Sunnyvale, CA 94087
(408) 737-8456

Time Trial Chairman ... Glenn Hills
1540 Santa Monica
San Jose, CA 95118
(408) 264-1822

Tour Chairman ... George & Shirley Naidal
5880 Lean Ave.
San Jose, CA 95123
(408) 225-6103

Swap Meet Chairman ... Paul Seidel
8109 Unifil Ct.
San Jose, CA 95123
(408) 578-9413

Tech Chairman ... Ken Mack
1509 Ilikai Ave.
San Jose, CA 95118
(408) 264-4182

Zone 7 Representative ... Terry Zacos
13046 Anza Dr.
Saratoga, CA 95070
(408) 257-8676

The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication (ie: June 1st for the July issue). Questions regarding display advertising should be directed to the Nugget Advertising Manager, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information. DUAL MEMBERSHIP FEE $9.00 ANNUALLY.

NUGGET/3
FAMILY PICNIC

GOLDEN GATE REGION ANNUAL FAMILY PICNIC
SUNDAY, JULY 18, 1982 (9:00 a.m. 'til Dusk)

Our picnic this year as noted in the June NUGGET will be again at Huddart Park in San Mateo County.

( Remember) ZWIERLIEN SITE, plenty of tables, BBQ's, volleyball court, horseshoe pit, hiking trails and large paved parking lot just for our porschies.

All beer, wine, soft drinks, ice, charcoal, starter, cups and napkins will be supplied by the club.

The pot luck will be as follows. (Pot luck for 6-8 people)

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

Bring your own meat to BBQ, plates and utensils.

WHEN: Sunday, July 18, 1982
9:00 a.m. 'til dusk

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

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

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

SID's CUSTOM UPHOLSTERY
Specializing in PORSCHE Interior Restorations

- Most factory original materials in stock (wool carpet, top material and vinyl).
- Targa and Convertible Tops Headliners
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FREE INSPECTION & ESTIMATE
call 969-1539
1917 Old Middlefield • Mountain View, Ca.
DINNER MEETING

Wasn’t Parade fun? Now that the rush and excitement is over, it’s time to gather once more and tell your favorite stories and show those pictures from Reno!!

This dinner meeting is the place to do just that. The evening will start off with the traditional ‘social drinking’ followed by a fabulous dinner and culminating with the drawing for the beautiful GGR Quilt that so many have been waiting for! So don’t miss this one—I guarantee a wonderful time for all. (Besides, I have my reputation to consider—as the S.D., of course!!!)

Read on for all the trimmings...

DATE: July 17, Saturday
TIME: 6:30 Cocktails, 8:00 Dinner
PLACE: Nicolino’s Garden Cafe
1228 Remwood Avenue, Sunnyvale
(408) 734-5323

ENTREES:

Prime Rib $15.25
Chicken Cacciatore (Breast of Chicken) $14.00
Red Snapper Almondine $13.00
served with seasonal vegetable and mostacioli marinara...
Fresh Vegetable Tray/Nicolino’s Hot Bread
Fresh Spinach Salad/Nicolino Dressing
Orange Sherbet
Nicolino’s Fresh Ground Special Blend Coffee

DEADLINE: July 13, Tuesday

OLD FACES - NEW PLACES

Valerie Fintel, 3642 Irlanda Way, San Jose, CA 95124
Cliff Jarrard, 217 25th, San Francisco, CA 94121
(415)668-9289
Steven Kreppel: Amend Zip Code to 95009
Larry Lambert, P.O. Box 888 Larkspur, CA 94939
Daniel Makowieki, 738 Curlew Dr., Livermore, CA 94550
Dennis Neely, 4171 Chaparral, Castro Valley, CA 94556
Tony Reid: Amend Zip Code to 94539
Joe Reitmeir, 1410 Marinovich, Los Altos, CA 94022
DC Stauffer, 129 Marina Blvd, San Francisco, CA 94123
Carl Stern, Amend Zip Code to: 94904
CM Williams, P.O. Box 1641 Lafayette, CA 94549

Make checks payable to PCA/GGR and mail to: Amy Schmitt, 1180 Lochinvar Avenue, No. 42, Sunnyvale, CA 94087. (408) 244-3373. Please indicate your dinner choice on your check! You will be responsible for cancelling your reservation if you can’t make it. But how can anyone pass this one by!!

DIRECTIONS: From 101 take the Lawrence Expressway exit NORTH. The 4th RIGHT is TASMAN, turn there. The 2nd LEFT is REAMWOOD and the restaurant is on the corner. (The big, white building on the right.)

From 17 or 580/680, take Highway 237 to Lawrence Expressway, exit SOUTH on Lawrence and TASMAN is the 2nd LEFT.

From 280, you have a few major streets you can take—you can come all the way up Lawrence, or depending on the area you are coming from—El Camino may be the quickest way. No real definite route. Sorry!

See you there—and don’t miss your big chance to win that Beautiful Quilt. (Those of you who had a part in it.)
NEW MEMBERS

Rodney Chew
2389 E. 26th St.
Oakland, CA 94601
(415) 536-3479
69 912

Jon Covington (Linda)
224 Gregg Dr.
Los Gatos, CA 95030
(408) 371-1911
72 911E

Barbara Cummings (Douglas)
333 Tioga Ct.
Palo Alto, CA 94306
(415) 493-6760
78 911SC

Jerry L. Foster
24750 Hutchinson Rd.
Los Gatos, CA 95030
(408) 353-3152
66 911

John Fraker (Vera)
2195 San Rafael Ave
Santa Clara, CA 95051
(408) 248-7376
77 911S Targa

Mike Lee (Tom Lawrence)
511 N. 3rd Ave
San Jose, CA 95112
(408) 287-3993
74 911

Danielle Javerliat Maddox
1072 Echo Dr.
Los Altos, CA 94022
(415) 948-9025
78 911SC

Larry McQuown
430 Greenwood Dr.
Santa Clara, CA 95050
(408) 988-3844
70 914-6

Gary J. Nitschke (Dinah)
18 Burrage Ave
Terry Hills NSW 2084
77 Carrera

Robert Ponce (Lisa)
634 Bryan Ave
Sunnyvale, CA 94086
(408) 737-2369
69 911S

Kieran O'Shannessy (Lesley)
441 Windsor Rd.
Baulkham, NSW 2153
80 924 Turbo

TRANSFER-IN

William Bausser (Carol E.)
680 Fifth Ave
San Francisco, CA 94118
San Diego

Robert Buckthal (Sally)
531 Valley Ave
Milpitas, CA 95035
Chicago

David Bunzow
134 W. Rincon Ave Unit P
Campbell, CA 95008
Northeast

Dennis E. Zambetti
HRDD
Presidio of San Francisco, CA
94129
Central Indiana

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6/GOLDEN GATE REGION
ATTENTION!

WHAT:  944 Introduction
WHERE:  Anderson Behel Porsche Audi
        4355 Stevens Creek Boulevard
        Santa Clara, California 95050
        (408) 247-1655
WHEN:  July 15, 1982, Thursday
WHO:  Paul Lang, service manager and a true
       purist, will be our host and speaker.
       Paul will have a 944 available to us for
       our inspection.

ZONE 7 AUTOCROSS

ZONE 7 AUTOCROSS - MUTT & JEFF SPECIAL

WHEN:  August 7, 1982
WHERE:  Alameda County Fairgrounds, Pleasanton

For additional information, contact Darrell Terry (408) 448-7799, or John Peichoto (408) 272-7170.

IT'S THE PITS

Summer is finally here. Parade has come and gone. Now we can relax and reminisce. So, let's get together and
do just that! Joan Sanders has volunteered the use of her
home at 2142 Avy Avenue in Menlo Park on Tuesday
July 13th at 7:30 PM You're invited to bring your Parade
pictures, a pair of scissors and some nimble (or almost
nimble) fingers. The pictures are for 'Show and Tell' the
scissors and nimble fingers are for assembling the
table decorations for the dinner meeting while listening
to 'Show 'n Tell.' We look forward to seeing you there!
You can call me at (415) 228-4863 or Joan at (415) 854-4782 for any other details.

From 280 exit at Sand Hill Road East, turn left
onto Santa Cruz, (5th light) left again onto the
Alameda (at the 'Y'). At the light turn left (Avy
Ave) Joan's house is the second on the right.

Marsha Wilson
Pit Crew Chairman

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BMW
733i
OH! WHATTA (K)NIGHT!
Dinner Meeting at the Bold Knight Restaurant
May 8, 1982

Say Hey, Barbie!

The Derierre Contestants

The End Results

What can I say?

BOARD MEETING

Ever wonder that those Artesians do in their spare time? Come and see at the next board meeting to be held at the Neidel home at 7:00PM on July 6th. The meeting is BYOB (what do you expect on their time off?). If you need further information contact Sharon Neidel (408) 225-8103.

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- Huge inventory used PORSCHE parts
- Complete quality service & repairs
- Damage free tow service on flatbed trailer
- Autocross & race preparation and advice

2005 SPRING ST. [415] 364 - 6234
REDWOOD CITY CA. 94063

Rich Bontempi - owner
ME A MEMBER OF THE GGR BOARD OF DIRECTORS?

Could be! If you are interested in being involved in the management of the club, and if you've been active in the club long enough to understand what makes it tick, then the Board may be the place for you.

On Friday, August 27th we're having a Board Open House where everyone interested in becoming a candidate for the Board is invited to rub elbows with the present Board, here more about what's involved, have a few sips and nibbles, and generally have a good time.

We hope to see you there. Check next month's *Nugget* for full details, including the time and place.

*Walt Maas*

Nominating Committee Chairman

---

**WE PREPARE WINNERS!**

It takes dedication to build a winner. It took us four years the first time—we had served our apprenticeship. In the six years since then we have prepared cars that have brought home their share of **HARDWARE**, more than forty class wins and five class championships in Auto-X and time trials.

**Apex is Your Chassis Specialist.**

- Shocks
- Springs
- Anti-Sway Bars
- Plastic Bushings
- Torsion Bars
- Special Components
- Precision Wheel Alignment & Weight Settings
- Handling Packages for Street Cars & Tow Vehicles

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Dave Bottom — PCA GGR Member since 1974

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- World famous Concours protection
- No silicon or abrasives
  - Medium ........................................... $17.95
  - Large ............................................. $26.95

Turbo Wheel Cleaner
- Specially formulated to clean anodized and polished wheels ....................... $4.25

Connolly Hide Food
- Old world quality in leather protection .................................................... $5.95

Mother’s Products
- If Mother made it, it has to be good. body cream, mag and aluminum polish.
  - California gold
    - Each .............................................. $3.25

J&B Products
- The only products used by Bell Autosports Racing ..................................... 10% Off

  - Pro Car Wash .................................... $2.50
  - Sheep-skin Wash Mitten ....................... $4.00
  - Chamois ......................................... $18.95

Hours: Mon – Fri, 9 to 6
Sat 10 to 3

House of Porsche
Bell Autosports Inc.
233 Weddell, Sunnyvale, CA 94086
(408) 734-5211
WE HAVEN'T HAD ANY REPORTING ON ZONE 7 EVENTS, SO WE THOUGHT YOU MIGHT WANT TO SEE WHAT THE ZONIES HAVE BEEN UP TO
I would just like to say a big thank you to everyone in GGR who helped at the time trial and school over the Memorial Day weekend.

A really great time was had by everyone I talked to. The really outstanding part is the number of people who give of their time and energy to make an event like that happen. So a really special thanks to LaQuita and Glenn Hills, Walt Maas, all the instructors and workers who coordinated a smooth running, fun time for all.

Sue McGlumphy
Sacramento Valley Region

---

**GGR GRAND PRIX**

Keep Saturday August 28th open for an event which promises to be fun for the whole family -- the GGR Grand Prix -- or A day at Malibu Raceway. Did you know that Malibu now has cars for kids to drive too?!! There will be a special competition for all of our future autocrossers. Our package will also include a round of miniature golf and a ride on the bumper boats. There will be reservations required and spaces will be limited so watch next month's Nugget for all of the details.

See you there!!!

Tini & Sharon Neidel

---

**TAILGATE EXPRESS**
(Pan Am Rally)

Pack your picnic basket and join us in the tailgate fun at a favorite local winery!

We've planned an enjoyable rally route to get you there in about four hours. A rest stop will be included.

Mark your calendar: **Sunday, August 1st**

Meet us at: *Almaden Fashion Plaza (corner to Almaden and Blossom Hill Road)*

Be there at: 9:00AM; Registration opens 10:31AM; First car out

Bring: $6.00 per car, your own food and refreshments

Remember: The tasting room will be open and awards in three classes (for the rally) will be given

Co-Chairmen: Paul Seidel (408)578-9413 Dick Petticrew (408)737-2628
FROM THE BEGINNER’S SEAT

Early evening, May 18th, about 4:30, the anxiety pangs start. Did I remember everything? Where did I put my checklist? Still at work and here I sit, like many others I’m sure, wondering if the long investment of time will pass my car through pretech for the time trials. I start to go over the things I haven’t finished for inspection in my mind. 5:00 p.m., finally out of work and only one hour to finish up last minute details, cotter pins and seat belts to be fastened (I use my car daily), minor cleanup on the car and the last minute panic which I figured would never happen to me. Organization, this is my car and I want it perfect. Where did I stuff those socks? The dash clock keeps ticking as I allot myself ten minutes to drive to tech.

Ten ‘til six, at a glance, I hop in and realize that I have no idea where I’m going, other than the tech address. I’m in Los Gatos, so I bolt from the car, phone for directions and drive away while trying to organize my driving clothes. I couldn’t get the d-n cotter pins in the belt assembly, fussing with that took most of my time -- I guess everything cannot be easy. Last but not least, I figured there would be a long wait which would buy me some time -- I’m supposed to meet Mark and Harald VK at 6:30, so maybe Mark can get the pins in. Upon arrival to Quality Wheels (tech), I discovered a short line. Only eight cars ahead of me and no pins!

Down to six cars, Mark arrived and we tore the car apart to put the cotter pins in. There was an inspector moving about the car, the inside was teched first while we hustled about. Belts, brakes, clutch, extinguisher, seats and battery ties; not to pass up, helmet and clothes were all checked. The car seemed to be O.K., the interior passed except the pins, which had to be retech at Station 2.

As the line grew shorter, I pulled out and parked to finish the pins once and for all. There was so much action; beer and hot dogs inside, lots of bench racing, people milling about, some I know and some I don’t, who were busily scurrying about getting their cars in order, explaining tardiness in fees and parts during tech. I was glad I had passed the first part of tech.

Actually, tech appears to be easy to we who own but if you think about the list they check off, times 100 cars, more or less, then you’ve got a hard job on your hand. Safety being their motive, to secure those who do pass, then later catch those who don’t and remember who had what missing, is even a greater task. Mechanical tech (Station 2) was mostly to be sure you’re not going to incur injury to yourself or others, apparently a good idea as many small things are overlooked; i.e., loose ball joints or suspension components, nails in tires, hubcaps which become lethal when airborne, cracks in alloys. Anyone who complains because they failed these should at least give credit to those who maintain their well-being on the track. My compliments and appreciation to the tech inspectors for a job well done.

The final gratification is for the people who passed tech and I’m sure a large sigh of relief from the inspectors as the last car rolls out. I was the last car out and I passed.

Post-tech, there was food and drink and more bench racing among the regulars. We got vivid accounts of past events and hair-raising stories, and a front seat view of the guy who tried to kill his bug on the RR tracks, tsk tsk! The whole evening was thrilling and I enjoyed myself thoroughly and it appeared I was not alone. We finally left with a grin and a beer in hand, no more anxious feelings -- I passed.

But, only two more weeks ‘til the event....

Karla Shattuck
## AT SEARS POINT RACEWAY, MAY 30 & 31
### TRACK RESULTS

<table>
<thead>
<tr>
<th>CLASS C</th>
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<tbody>
<tr>
<td>Mike Lommatzsch</td>
<td>2:19.87**</td>
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<tr>
<td>Paul Seidel</td>
<td>2:21.89</td>
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<th>CLASS D</th>
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<tr>
<td>Rod Rapson</td>
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<tr>
<td>Susie Atlee</td>
<td>1:58.48*</td>
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<td>Gary Sanders</td>
<td>2:00.85</td>
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<tr>
<td>John Shirk</td>
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<td>Steve Tonelli</td>
<td>2:03.57</td>
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<tr>
<td>Glen Wolfram</td>
<td>2:06.74</td>
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<tr>
<td>Armand Tallstrom</td>
<td>2:08.01</td>
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<tr>
<td>Don Lang</td>
<td>2:11.79</td>
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<td>Ren Walker</td>
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<td>John Johnson</td>
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<td>Ed O'Shea</td>
<td>1:56.58</td>
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<tr>
<td>Jerry Freitas</td>
<td>2:01.02</td>
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<td>Dick Johnson</td>
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<td>Rich McGlumphy</td>
<td>2:03.31</td>
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<td>Cecil Beach</td>
<td>2:05.07</td>
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<tr>
<td>Len Krajewski</td>
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<td>Don Errante</td>
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<td>John Seymour</td>
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<td>Bert Wall</td>
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<td>Ed Clement</td>
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<td>Marta Newcomb</td>
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<td>Sharon Seymour</td>
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<td>Gary Myers</td>
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<td>Chuck Fauvre</td>
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<td>Gary Nylander</td>
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<td>Janet Buck</td>
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<td>Tom Amon</td>
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<td>Glenn Hills</td>
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<td>LaQuita Hills</td>
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<td>Ted Atlee</td>
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<td>Larry McQuown</td>
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<td>Marilyn O'Shea</td>
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<tr>
<td>Judi Witt</td>
<td>2:12.46</td>
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<tr>
<td>Carol Kleindienst</td>
<td>2:16.20</td>
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<td>Don Miraglia</td>
<td>1:56.68</td>
</tr>
<tr>
<td>Dave Eckert</td>
<td>2:05.31</td>
</tr>
</tbody>
</table>

*New Record
**Record Established
DNF-Did Not Finish

TTOD-Men-POC-Steve Michaelson 1:50.85
TTOD-Women-PCA-Susie Atlee 1:58.48

Awards for this event will be presented at the next event in September.
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CONSIDERATION TO PCA MEMBERS

PORSCHE
I LOVE THE CAROUSEL OR
THE MEMORIAL DAY ENDURO

Friday, May 28th, NO Rain!! Time to load the cars, vans, campers and motorhomes and head for Sears Point Raceway. Susie Atlee, Mercy Lain and Susan Griffiths have helped to stuff the envelopes for students and drivers. The entire Time Trial resides in three cardboard boxes. Checking into the track at 2:30PM we find others already there and set up. Ed and Marsha Wilson have been there, set up a trailer and gone. A couple from San Diego have their tent up and were settled in - but not registered for the event. With only a few electrical outlets, more people are arriving early at the track event two days before they will drive.

Saturday, May 29th, 6:00AM. Marcia Bonasch, Jan Hunt and Susan Griffiths are there to open registration at the gate. Bob Lain opens tech and the workers struggle in to register with Julie Arnold and pick their favorite corner to work. While Walt Maas has his instructors meeting, Dave Neukom is teaching turn workers how to handle communications and flag. Bud Behrens is there as maestro on flags with new member, Gary Griffiths as back up. Al Berehs and Rob Neidel are on track dropping off the fire extinguishers and flags for each corner. Sharon Neidel briefs her grid crew; Amy Schmitt, Shirley, Karen and Teresa Neidel (the whole family is there, George is working on a corner). Glenn conducts the Student meeting and all that is left to do is call the first group to the racing grid, buckle themselves and instructors in and have Kent McGlaggan, Track Steward, send them out for the first run of the day. School is held with sector practice in the morning and each driver has many laps for both the hill and esses sectors. After noon and the second and third change of instructors, the new drivers are using the whole track. One hour before the day is officially over, the students are required to work on track to observe from the corners. Now they can judge whether the instructors can drive the "line" or just talk a good story.

Immediately after the checker is given to the instructors, the last debriefing of the day takes place. Students and workers are brought in. Free beer and soft drinks are provided while drivers progress is discussed. After serious discussion, most of the students are immediately awarded their competition certificate. Several of the students are asked to have an instructor ride with them again on Sunday. After this time, all the students driving this Time Trial were 'graduated' and permitted to drive for time on Monday. Special awards on Saturday night were given to: Clean car at Tech, Student Category: Karla Shattuck; Grid Worker's Award: Dave Swanson; Registrar's Award: Marcia Bonasch. Ken Mack and Denny Kahler were there as sponsors and wearing the Design Dimension's t-shirt of the day, the Instruction Shirt with their names on it as sponsors.

Sunday, May 30th, 6:00AM. Return to the track. A steady stream of cars in tech lines and everyone rushing to get their car ready, to get one more cup of coffee as Smile Caterers are there with eye openers, juice and breakfast. Larry Rodrigues has his compressor on and is pumping gas and mounting tires. All our support people are there including Design Dimension with their second design of the week-end, a fantastic "I Love the Carousel" t-shirt.

We have a full event with 130 drivers entered, including 26 of the students from the day before back again to test their new skills. Workers are put on corners, driver's meeting is held by Glenn Hills, Dave Neukom and Kent McGlaggan. The blue group is flagged onto the track. We really have a great crew of volunteers for our 1982 Time Trial Series. The morning goes smoothly. Drivers move up and down in their run groups until they are more closely aligned with each other by time. Noon and time for the Last Great Bike Race. Twelve entries have been received, however, only two show up. Don Errante and Erin Howe take off and Don wins in 8 minutes and 33 seconds. (New record time). The afternoon warms up and workers begin new tans, at least they turn red. At days end, beer is served and bench racing becomes the favorite sport. One hundred and forty-five people for ham dinner and this time Sausalito Caterers are right, they do have more than enough food for this hungry crew. Seconds are there for any takers and this line was as the first. 7:00PM and almost dark. Must be time for Ali Loy and the Lug Nuts. Rebecca Newlin has great new lyrics to add to the old standby, Atlee Oop-oop. This year's favorite is "Do Your Racetires Lose Their Air On the Jackstands Overnight?"

We were promised a PG rated event by Bill Newlin and continued next page

NUGGET/17
continued from previous page

Glenn Hills. Neither of them were with us so impromptu rules were formed and the first and possibly last Leg Group by a Group was held. How does Rebecca know by his legs that Tom Marx is from POC? Time to find "Darrell’s Tequila Disco" and dance a while. Where were you when the flashlight was on those crazy kids, Kent and Cheri?

Monday, May 31st. The last day. Smile Caterers are there and in business by 6:30AM. Sleepy drivers and workers move even more slowly. Workers go out and the last practice sessions before timed runs go smoothly until the Green group receives the checkered flag...then disaster strikes. No physical injury, just hurt pride and pocketbook when the newest member of CYBCC meets turn 10. This silver targa needs BIG band aids. No other incidents occur except for a facotry 924 wheel that cracks under pressure.

Workers are brought in for lunch and the drivers psyche themselves to drive against the clock alone. No more trying to tell your buddy that you are turning your best time ever. No more fast thumb friends! The only time that counts now will be the one given by Cheri McLaglang and Judy Zacccone. POC drivers with a long ride and tow back to LA go first. John Blanch almost immediately puts a 924 Turbo onto the tires at 8A and it takes a crew of 10 to pick it up and get it back onto the track. Scratch 45 minutes. Although John did not receive a time, Donna Carlson drives the 924 for a first timed run on Sears of 2:29.17. The fastest time of the day is turned by Steve Michaelson with a 1:50.85, the only sub 2 minute from POC. Beginning timed runs for this event from PCA was the Yellow group containing many of our novice drivers and dynamite times were recorded. Red, Blue, Green and White groups were then given their turn on the track. The last group to drive, White, faced the sinking sun and Sears Point becomes a different animal to drive. The Titan class this year moved from H to F as Gary Myers takes the class from Chuck Fauvre and Gary Nylander. All drivers are on the same second. This will be the wild bunch to watch in 1982. Some of our newest drivers break old established records. Sue McGlumphy broke the old record for EP by 3 seconds and Doug Price in his Safari Set-up car established a record in the new stock class from small 914’s. Joe Reitmeir brought out a new car and got TTOD for PCA and Susie Atlee sizzled with a 2:58.48. The results for this event are listed elsewhere in the NUGGET, glance over them and see the calibre of drivers attending the GGR Time Trial Series. No one loses at the Time Trials, for fun and friends and present and abilities are strengthened. We had a great weekend but as the enduro afternoon wore on, with stops to clear the track from gravel, snakes and cars we were unable to have our awards at the end. They will be given at the beginning of the next event in September.

Several other items I’d like to comment on: Love and kisses to Ken Mack and Denny Karhe for the sponsorship of the Driver’s School and to Larry Keeler for the Time Trial, and to Glenn for chairing another great event. I too had fun and hope to see all of you again at summer’s end.

L.Q.Hills

HELP! HELP! HELP!

Swap Meets are a great place to find goodies. All kinds of goodies! Especially when the friends of the Pit Crew volunteer to help with the Bake Sale. Do you remember what a great place the Bake Sale Booth was to socialize with friends while enjoying a cup of hot coffee and a home baked treat or a hot dog? Thought you would! But we need your help! Please donating some baked goodies or a few minutes of time to help the Pit Crew Bake Sale at the Swap Meet and Concours at Carlsen Porsche-Audi on Sunday, August 8.

Marsha Wilson
Pit Crew Chairman

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18/GOLDEN GATE REGION
The June Board meeting was held at Competition Director Walt Maas’ home in Saratoga with all regular Board members present. Bob Stiffler, Karen Neidel, Ray and Past President Sonja Blow, Felix Oramas, and Laura Berthiaume were guests at the meeting.

The regional boundary problem has become confusing. All we really know for sure at this time is that the new regional boundary maps show Solano County in Redwood Region. Solano County has always been a part of our chartered region and we want it back. The Board asked Terry Zaconne, Zone 7 Rep, to point out this mistake to National and ask them to correct it.

Bill Patton asked the Board to look into a By-laws change for bonding chairmen handling large sums of money. The purpose of the procedure would be to insure that the Club is financially protected and to protect chairmen from being accused of cheating or stealing from the Club. By-laws changes will be on the July agenda.

The Board discussed the possible redistribution of Board duties and concluded that the solution was more a delegation of both responsibility and authority to chairpeople rather than a redistribution problem. Perc Bliss contacted Sharon Neidel with a suggestion for the Perc Bliss Perpetual award (formerly President’s Award). Sharon Neidel will get together with Perc and see what they can come up with together for a perpetual trophy.

Under new business the only topic was a time limit on Board meetings. The Board felt it would be desirable to limit Board meetings to four hours from both an efficiency standpoint and to save wear and tear on the Board members. To limit Board meetings an alarm will be set to go off at 10:30 at which time it will be determined if the meeting can be concluded by 11:00. If the meeting cannot be concluded by 11:00 the Board will decide to either extend the time or schedule a special Board meeting to conclude the business remaining on the agenda.

The Nugget is still having difficulty getting enough material and advertisements to make the newsletter function as designed. Bill Patton will ask Bill Hildebrand for a complete status report on the Nugget advertisers for the next Board meeting. The delinquent advertisers who are at least 90 days in arrears are: 1) Blue Haven Pools $165, 2) Mr. Porsche, $150, 3) Porsche Tech $250, 4) Alex’s Porsche House $60, 5) Paul et Michele’s $180, 6) Plaza Car Wash $32, 7) Superior Wheel $60, and 8) Workman Motors $225.

Bill Patton reported that he had filed insurance forms for all the remaining events this year except the Time Trials. The National Nominating Committee has announced their candidates for office which are: Hank Malter, President Jim Perrin, Vice President; Sandi Misua, Secretary; and Dennis Thowson for Treasurer. There was a last minute mini insurance crisis for the Marina Greens Concours when the Wednesday before the event we found out that they required an insurance form. K & K Insurance comes through again through the magic of Federal Express by Friday before the event was covered. The July 16 Tech Session is now July 15 at Anderson Behel Porsche Audi and is the official 944 introduction. The original July Tech Session “A Night at the Movies” will be held Sept. 17th. The invitational tennis tournament will be in September 26th this year. The Malibu Grand Prix event may be cancelled and then again maybe it won’t. Jan Kelez sent the Board a revised budget for the Family Picnic July 18th adding $34.36 for a grand total of 434.36. The increase is to insure that the picnic will have adequate drinks. The July dinner meeting has been moved to Nicolin’s Garden Cafe in Sunnyvale. The San Ramone Country Club is willing to work with us on the Christmas party so that the meals will be served early and efficiently. Amy has arranged for the “Music Masters DJs” for the Christmas party, so there will be dancing. The October 23rd dinner meeting will be a costume party at Harry’s Hofbrau in San Jose.

Walt reported that he and Tom Marks from POC had met to plan long term arrangements for joint POC/PCA time trials. Walt said that we would have to reciprocate by sup-
continued from previous page

porting joint events held in southern California, POC land. The Board would like to thank all the dedicated workers who supported the three day time trial event by working all three days. The Board approved an addition to their Statement of Policy that reads as follows: “Inherent in its appointment of a Time Trial and/or Autocross Chairman, the Region’s Board of Directors grant the authority to administer and enforce compliance with the car preparation rules published for their respective event.”

The Nominating Committee will have a meeting July 1st. The Board meeting was adjourned at 9:43 PM.

Respectfully submitted,
Bruce Anderson
Secretary

ATTENTION

Congratulations to John and Karen Hawkins on the birth of Christopher James, June 4th. Christopher was 19 inches long and weighed 7 lbs 9 oz.

GRATITUDE

As we begin the second half of this year I would like to thank the people who made the first three tech sessions a success. Terry Zaccoone, Glenn Hills and Ted Atlee for the ‘Hot Set Up’ at Ken’s Porsche Technique. Jim Fowler, Harv and Linda Smith for the concours prep at Bud Hart Porsche Racing (Thank-you Bud!) Ron, Jack and Verna Davis of Rae’s Upholstery for the terrific tech on upholstery. You folks have made my job very easy so far and I thank-you all.

Ken Mack
Tech Chairman

JUNE NUGGET STAFF: Thanks to Bill and Rebecca Newlin, Bob Lain, Amy Schmitt, Al Berens, Sharon Neidel and Sadie for their help and company this month.

Photo Credits: Bill and Rebecca Newlin, Mike Lommatzsch, Al Berens, John Peichoto and Mercy Lain.

PHASE 9 SILENCERS

As more and more tracks and motorsports sanctioning bodies set noise emission regulations, it becomes more difficult to meet these levels and still maintain acceptable performance. Our new Phase 9 Silencer emits less than 100 dB while increasing horse-power and torque over open exhausts and other common muffler systems. While other systems decrease noise by “plugging” and limiting exhaust gas flow, our Silencer works by reshaping the sound wave form, allowing free flow and excellent scavenging. Development of the Silencer has progressed from electronic and acoustical laboratory simulation to extensive dyno and track testing, including competition use in IMSA racing, local time trials, and autocrosses. The Silencers are available with various flange configurations to allow use with factory or aftermarket headers. Additionally, we offer custom header design and fabrication (including systems for the 914-4 and 356/912) to obtain optimum results. Call or write for additional information.

PHASE 9 SILENCERS $125.00/EA

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If you are having problems with your 914-4 fuel injection or are looking for more power, consider converting to Weber carburetion. Complete with manifolds, air cleaners, linkage, gaskets, and hardware. Bolt on for more power. Special sale price through 9-1-82.

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GOLDEN GATE REGION MEMBERS

20/GOLDEN GATE REGION
SKID PAD SCHOOL

Have you heard of the Bondurant School skid pad course? It’s a program they have at Sears Point Raceway where they oil down a patch of pavement and, in a car specially modified to induce both front and rear end skids, they teach the techniques of skid control and driving at the adhesion limit (and beyond). People who have gone thru it say it is an eye-opening experience. You learn a lot, at slow speeds, about car control and driving at the limit of traction.

I’m talking to the Bondurant people about organizing a special session for GGR, at group rates. It will be open to all members, would probably be on Saturday, September 5th (the Labor Day time trial would be moved to Sunday and Monday), and might cost roughly $30 to $60. See next month’s NUGGET for more details.

JOINT TIME TRIAL

We’ve just finished our second joint time trial with POC and like last year, it was a rousing success. The future of the joint time trial series is a question we need to consider. POC is interested in establishing a reciprocal event arrangement — they come up here and we go down there once a year (For 1983, POC has tentatively scheduled a Labor Day joint event at Riverside). We need to decide whether we want to continue with the joint time trial program. I would like to hear your views, and at the September time trial, we’ll have a discussion at the driver’s meeting.

Most everyone has enjoyed the joint events, but there are disadvantages. To get thinking started, here are the pros and cons that have surfaced to date.

PRO JOINT TIME TRIAL SERIES

1. Financial — The joint events are moneymakers because there are more entries to cover track rental, ambulance cost, etc. This directly translates into lower entry fees for us, maybe totaling $15 to $25 over the year.

2. Riders -- we are able to take passengers at the joint events, since they are covered by POC insurance and the PCA-National no-passengers policy does not apply.

3. Camaraderie -- making new friends and sharing Porsche stories with ‘those smog-landers’ is an enjoyable experience.

CON JOINT TIME TRIAL SERIES

1. Travel -- the distance to Southern California means additional expenses and time off from work.

2. Effect on Points -- if you can’t or don’t go south, then that event automatically becomes the ‘drop’ in your series points total.

3. Conflict with Three-Day School/Time Trial — this year our annual school was combined with the Memorial Day time trial. Next year we might want to do the same thing (intentionally). This is incompatible with a joint time trial. POC insists it to be on Saturday and Sunday, and prefers it to be at Laguna Seca.

continued next page
FROM THE COMPETITION DIRECTOR
continued from previous page

4. Transmission Gearing - those drivers whose cars have special gears for our short courses would have to change for Riverside.

1983 RULES

If you have inputs for the 1983 autocross and time trial rules updating, now's the time to submit them. The update process is defined in Section 5.1 of the rules book. Your request for rules update must be in writing to the Competition Director (me) and must arrive by July 20th. The Driver's Events Committee will publish a rules update proposal, and in September, we'll have a driver's meeting to discuss them. So get your inputs in!

WALT MAAS
COMPETITION DIRECTOR

REMEMBER . . .

Please check your PCA-GGR membership directory 1981-82. Confirm that your name, address and telephone number are updated and correct. The deadline for this will be August 1st. Please contact Sharon Neidel (Membership Director) if there are any errors in the current listing. This way we will have an accurate list for the 1982-83 Directory.

Felix Oramas, Jr.
Roster Chairman

THIS MONTH’S SPOTLIGHT

PORSCHE PREVENTATIVE MAINTENANCE
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We are in our third year in Emeryville, servicing all Porsches, from the lovable and very efficient 356's to the sleek and powerful fineness 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!

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22/GOLDEN GATE REGION
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MAY 22, 1982

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C2 Concours 1966 to Present
S1 Street thru 1965
S2 Street 1966 to Present
R1 Competition
Concours entry fee $7.00
For information call:
Bruce Anderson (415) 326-0122
Don Patterson (408) 354-0618

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Palo Alto
There is a problem that is common to most car radios that can be very maddening. As you drive along listening to music at a normal volume and on comes your alltime favorite tune, you crank up the volume. The volume goes up but distortion also goes up.

The first thing people say is that the speakers are cheap or no good. This is not the main problem. When you want more volume you must have more POWER to drive the speaker at that volume. If the power is not here, the speaker will have the quality of sound reproduction of an expensive speaker, but more power will give a higher volume with less distortion in the cheap speaker. Most cheap and even some expensive radios have only 3 to 5 watts of power. The results of the low power is easy to hear - just turn the volume up a little.

Step 1. Let’s say you have a radio and speakers that are inexpensive but you don’t want to spend two or three hundred dollars to upgrade your system. What alternative do you have? The best and cheapest way is to add power. Because of this situation is so common, the manufacturers have picked up quick on this market. Almost all companies have power boosters.

A booster is a type of amplifier that is added between the radio and the speakers. It has no dials or controls. You use the controls on your radio. It is very simple to install by just cutting the speaker wires and reconnecting them to the booster. The beauty of a booster is that it is cheap and very easy to install. They range from $35 to $100 with most around $50. You can add this to any radio and the difference is unbelievable. They are worth every penny and not that many pennies either.

To go one step further, we next must talk about equalizers. Everywhere you look you see equalizers. These pieces of equipment are nothing more than trick tone control. Instead of having just the one tone control on the radio, you now have that one plus five or seven more.

In your home you know that if you move your speakers around you can either make your stereo sound better or worse depending on the acoustics of the room. In your car you cannot move the speakers so you must have some way to change the acoustics. The equalizers add or subtract different tones. This is a much more precise control and really adds a completely new dimension to
listening. Because this system is easy to manufacture and results are so dramatic, the companies add them to their boosters.

For fun let's go to the top of the line and dream a little bit.

If you want your home set in your car it will cost a minimum of $1,000. For the price you can have a very excellent sound. You can spend even more just like anything else, but the gain would be very little.

A list of equipment would read something like this:
1. source: radio and tape player (with no amplifier).
2. equalizer per amp.
3. crossover network.
4. two amplifiers - 20X30 and 50X50 watts.
5. six speakers.

1. Radio and tape player is the source of the music. The reason it has no amplifier is you must make consideration for size to fit the radio and the amp into one package to fit in the dash. The amp is where cuts in quality are made with the results being an amp with no power and lost of background noise (hiss).

2. We have covered the great advantages of equalizers but this one is not a booster. It is called a pre amp because we don’t need the high power yet so we don’t add power which would make noise and take up space.

3. A crossover network and speakers go together if you make one speaker to cover the entire range of sound you lose quality in the entire range of sound. The solution is separate speakers for each of the three major ranges of sound: bass, midrange, high (treble). When the sound comes from the radio it delivers all ranges and if you have three speakers (per channel) which only handle certain ranges, you must divide the full range into three separate ranges. Insert a crossover network which does this job. If you have a good home set, crossovers are built into the speakers and some have control switches on the back of the cabinet. It is the same principle.

4. Power: As power rules the world, power rules a stereo. In step three we see the advantages of separate speakers for separate ranges of sound. Now with the amps we go one step further. It takes three times the power to run bass speakers as it does midrange and high. You put the midrange and high speakers on the front channels with their own amp and the bass speakers on the rear channel with their own amp and the result is equal volume on all speakers. This one step of having two amps makes an impressive change.

reprinted from the BENT PYLON
May, 1982 issue
Bob Miller

THE 914-6'S FOREVER AUTOCROSS

On July 24, 1982 there will be an autocross that you might just as well forget, unless you have made up your mind that a 914-6 is going to eat your lunch. True, that's a hard pill for some to swallow, but this time you haven't got a chance!!

You see, we've got it all figured out. In order to create the ultimate 914-6 autocross course all we have to do is eliminate the straightaways and slow corners. In their place high speed slaloms and corners will be substituted. The reason for such drastic measures is that a 914-6 has no low end (to pull it out of the slow corners) and no horsepower (to go fast on the straightways).

The gates open at 6:30AM, first registration closes at 8:30AM and first car out at 9:00AM. Come and try a 914-6ACROSS (my car is hungry).

If you have any questions, please call us, Dave and Valerie Blanchard (408) 727-2897 or Darrell Terry (408) 448-7799. We're looking forward to seeing you.

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CONCOURS D’ ELEGANCE 1982

June 6th was D-Day for the first Concours of the season and the only opportunity for GGR Parade participants to check out their cleanliness before the big event. The weather was shades of perfect. The sky was clear, no fog, and a breeze for our one kite flyer; the wind got stronger and some of us who foolishly forgot our coats froze to death. Those concours wackos were moving so fast they probably didn’t notice though.

There was some beautiful machinery on display. Twenty five cars, from a rare 356 European to a highly modified 914 street racer. Speculation that a new 944 might show wound up pure speculation. It was nice to see some old faces out again, the Carletons were there, with two cars no less! No wonder they needed those Alan Brooking receipe Bloody Marys. Bob Sherry was out with his red Porsche, it’s been a while, hope to see him again.

With the judging over, everyone repaired to the St. Francis Yacht Club for a seafood luncheon. Seventy plus Golden Gaters attacked the bar only to have their attention distracted when Susan Brooking hauled out the newly completed quilt. Amid ooohs and aaahs the various quilters explained their work, or defended it, or made it known they were mortified to see their square there. I couldn’t find one I wouldn’t be proud to claim. This quilt is a must see item, it’s more interesting than the last one.

The room had a fabulous view of the Bay and the Golden Gate Bridge. As we shared our lunch and conversation we were diverted by a windsurfer who managed to cross the entire Bay as we watched. 25 mile an hour winds, the guy was crazy! Other speculation dealt with a sailboat that leaped so far we were sure it was going down, but wrong again.

Many thanks to Don and Dinah Patterson for a fun day.  
Barbara Berens

MARINA GREEN CONCOURS RESULTS

Class C 1  
(Full Concours to 1965)

points

Bob Sherry. ........................................ 231.5
Bill Patton ........................................ 198.5

Class C 2  
(Full Concours 1966 to Present)

points

Nick Kelez ........................................ 287.25
Bill Kline ......................................... 277.5
Gary Griffiths .................................. 254.7
Bill Koplin ....................................... 242.75

Class S 1  
(Street through 1965)

points

Ned McDaniel .................................. 120.5
Jim Fowler ....................................... 113.3
Ted Lyman ........................................ 99.0
Gary Mohr ........................................ 92.5
Christina Oeltinger ............................ 91.2
Phil Woodward .................................. 86.0

Class S 2  
(Street 1966 thru Present)

points

Brian Carleton .................................. 138.8
Gary Johnson .................................... 132.1
Bill Walsh .......................................... 131.3
Felix Oramas .................................... 125.0
Todd Lee ......................................... 124.7
Dave and Linda Fairless ...................... 111.7
Wayne Shomaker ................................ 110.5
Paul Braun ........................................ 99.2
Scott McManus .................................. 95.6

Class R  
(Race and Competition - Judges & Entrants Choice)

Mark Olson
Kim Nelson

NUGGET/27
Graduation day, May 29, 1982: Our 1982 Driver’s School is over and must be considered one of our best ever. Forty-four drivers received their competition certificate with justifiable self-satisfaction. Walt Maas and the corps of Golden Gate instructors provided a very smooth and well-organized event. They must be highly complimented for their personal sacrifices and dedication to give of their time and talent. We are indeed fortunate to have them as our instructors.

The 1st Time Trial is now over and it also was a very successful event. The POC folks had a great time as did the total 130 drivers who participated in the second joint POC/GGR Time Trial.

I must again thank the many Golden Gate workers who gave so unselfishly of their time and money to assist me in the organization and management of the School and Time Trial. The list of workers is long indeed with not only the dedicated workers but each driver was required to provide a worker for one day. The total was around 100 workers. We have a lot to be thankful for. . . . but there are a few I need to mention. (If you are not listed, I’m sorry, but we do appreciate your help.) To the following Golden Gaters and Suppliers, we couldn’t have done without YOU: Walt Maas, Kent McLaggen, Dave Neukom, Bud Behrens, Bob Lain, LaQuita Hills, Sharon Neidel, the entire Neidel family, Julie Arnold, Cheri McLaggen, Judy Zaccoone, Paul Zak, Nina Yablok, Susie Atlee, Automation, Quality Wheels, Mike Howe, Andy Alongi’s Body Shop, Rodriguez Racing, Moto-Photo, Overstreet Racing, Smile Catering, Al Berens, Marcia Bonasch, Mercy Lain, Susan and Gary Griffiths, Marta Newcomb, Terry Zaccoone, Marin Towing, Tom Marx, Tom Lawson, Norborn Ambulance, Rae’s Upholstery, Frank and Barbara Bower, Bill and Rebecca Newlin, John Seymour, Cory McMills, Pelican Signs, Darrell Terry and all the instructors.

Special Thanks to our sponsors: Ken Mack of Ken’s Porsche Technique, and Denny Kahler of Kahler’s Porsche-Mercedes Service for their repeat sponsorship of the GGR Driver’s School. Thanks to Larry Keeler of Porsche PM for again sponsoring our joint POC/GGR Time Trial for the Memorial Day Weekend.

The next points event is September 4 and 5 at Sears Point Raceway. At this Time Trial we will conduct a limited driver’s school. It is not too late to participate in our Time Trial series. The best 2 out of 3 events will count for year-end awards. A reminder to our newly certificated drivers: you will be required at your next event to have a nomex drivers suit, socks and leather or nomex gloves. A nomex hood is required if your facial hair is exposed.

On the serious side, our management team observed several cars that were mis-classified. In order to be fair, we will be most happy to assist you in rule compliance (with car preparation) to establish the class for your car. If you are unsure of the classification of your car, ask questions first, don’t be embarrassed later. Remember the golden rule governing allowable modifications: “If the modification is not specifically allowed by the rules, it is NOT permitted.”

Glenn Hills
Time Trial Chairman
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

1974 911 parts: 2.7 European mahle pistons, used 10K mi. $600. Ansa muffler, $50. Steel wheels 7" (4), $30 each, 8" (2) $25 each. Front valance with rubber spoiler slight damage, $125. 22mm torsion bars, $30. Front carpets, used, black, $25 each. Todd Lee (415) 828-4041 or 462-1371

1972 911S Met. Green, brown leather custom Recaros, CR, Air, new valve job, new clutch, new rubber seals, plus many other extras. This car is street concours. $14,500 or trade up? Tom Masles, 26937 Hayward Blvd. Hayward, CA 94542, (415) 886-4645

LUGGAGE STRAPS for 356 A/B/C. Absolute perfect reproduction of the original item; correct in detail and construction; leather quality superior to original but same appearance. The most sought-after option is now available in original black or natural brown. $62.00 post paid. Everett Singer, RFD 1682, Laurel Hollow, NY 11791

1967 912/6 Sunroof Coupe, tinted glass, "S" instruments, AM/FM, cookie cutters, new paint, Konis, new rubber. Excellent condition, $8500, or best offer. John Seymour (415) 792-5129

1970 914/4 Recent engine rebuild by Garretson (1.9 L) clutch and silver lacquer paint. Konis shocks, heavy-duty springs. This car is as good as new, inside and out. Many extras. 105K miles, 20K on engine and clutch. Asking $5300/offer. Joe Petersack (408) 980-0440 ext 37 or (415) 965-1090 (evenings).

924 Turbo. 1980 updated to 1981 injection. BBS Momo steering wheel, VDO gauges, custom bodywork, new engine with over 225 hp, short gears. Beats 930 Turbos to 120 mph. A stunning car for show or go. Over $70,000 invested. Sell for $39,000 Tom Green, 3535 Kifer Road, Santa Clara, CA 95051, Days (408) 736-9020.

Steel a 1978 Turbo 930 for only $42,800. Immaculate silver with lobster leather interior. Only 16,000 miles and full equipment: A/C, stereo, sun roof. Call Gary Myers (415) 854-2423

1975 911S Coupe. Brilliant orange, black trim, and tan cloth interior. Perfect Autocross set-up with T-bars, S-bars, decambed and desmogged. Extra set of 7" alloy wheels included. Must see and drive this car to appreciate it. Asking $16,500/offer Gary Myer (415) 854-2423

924, 924 Turbo crankshaft. Used, one journal scored, can be turned, $149. 924 Turbo flywheel, lightened 50%, fits only 1980 Turbo, $99. Two BBS 7 x 16 one-piece new take-offs, fit 911, 914/6, $450 for the pair Tom Green, 3535 Kifer Road, Santa Clara, CA 95051, (408) 736-9020

914/6 parts - 901 gears, some new, some used, $100 to 150 per set; V, N4, X, ZD, G2, M3, U, H2, H3, ZA, 13, 901 5-speed mainshaft; 901 4-speed mainshaft. Corvette brake proportioning valve, new $75. Pair used 914/6 rear calipers, $150. Pair used 24" megaphones $45. New 911 008 distributor by Bosch for 2.0 engine and no smog, good torque curve, no longer made, $175. 32, 33 and 34 mm Weber venturies, $40 set of six. Pair new emergency brake cables, $25. Used Safety Breaker, $20. New 914/6 axle with CV joints, $150. Used front bumper, $100. Used hood mask, $30. 1-piece 7 x 16 bolt pattern BBS gold/silver wheels, take-offs, $450/pair. 924 Turbo brown sport steering wheel, $219. Buyer pays shipping. Tom Green, 3535 Kifer Rd, Santa Clara, CA 95051 Days: (408) 736-9020, Evenings (408) 249-2723

1970 Porsche 911S red turbo look alike. Looks better than the real thing, $16,000. Roll bar and belts for 911, ready for the track. 1982 new Rabbit, for cost. Larry Chmura, (415) 933-8788

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1970 914/4 Recent engine rebuild by Garretson (1.9 L) clutch and silver lacquer paint. Konis shocks, heavy-duty springs. This car is as good as new, inside and out. Many extras. 105K miles, 20K on engine and clutch. Asking $5300/offer. Joe Petersack (408) 980-0440 ext 37 or (415) 965-1090 (evenings).

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NUGGET/29
Peppy 2, one owner '59 Conv. D, super clean, fast, and immaculate. Totally new 113 H.P. engine with 30,000 miles. Concours winner '73 Porsche Parade. All service records available. Constantly garaged, no rust, Ruby Red, speedster seats -- absolutely outstanding. $20,000 -- serious inquiries only. Eugene Speicher, M.D., Sacramento, CA. phone 1-916-489-1066.

1975 911 Carrera, 24,000 miles, Air, Sun Roof, P7's on 16 inch 7's and 8's factory alloys, tan leather interior, Blaupunkt CR 3001, sport muffler, bypass headers, whale tail, front spoiler and rubber air dam, anti-theft system, dual electric mirrors, CB radio, lowered with turbo torsion bars, 175 HP European motor, new dark gold metallic paint. $21,650. Ted L. Stephens D.D.S. (408) 623-4627.

Tires - 4 ea. 205/60 HR 15 NCT's and 215/60 15 CN36's less than 1,000 miles. $350 per set. B/O David (707) 644-7236.

Seats (2) from '72 911S, Black Vinyl w/headrests and rails, Absolutely perfect, firm (34,000 mi.). No scratches or discoloring - $425. Bob Keck (415) 820-0741 (home) or (415) 768-3137 (work).

WANTED

For 928: Center console (offered as factory option) for cassette tape storage, must be brown leather, mint condition, and reasonably priced. Dr. Peter Berman, 770 Welch Rd., No. 3A, Palo Alto, CA 94304 (415) 324-8844.


1982-83 ROSTER....

If you are a PCA member and own a business and would like to advertise in the classified ad section of the GGR Roster, please contact Barbara Berens for information (415) 595-9759 12:00 Noon - 8:00 PM Tues.-Fri., or leave a message at (415) 367-8339.

As an advertiser you will have good exposure throughout the club membership.

Felix Oramas, Jr. Roster Chairman

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Coming Events

July Calendar

6  Board Meeting-Neidel, 7:00
13  Pit Crew-Bower/Sanders
15  Tech Session--944 Intro--Ken Mack,
Paul Lang, Anderson Behel
17  Dinner Meeting-Schmitt
18  Family Picnic--Kelez
24  GGR AX No. 4-Pleasanton-Blanchard

August Calendar

1  Pan Am Rallye-Seidel/Petticrew
2  Pit Crew-Cancelled
3  Board Meeting-Berens, 7:00
7  GGR Z7 AX-Terry, Peichoto
7  Dinner Meeting-Neidel/Wright
8  Carlsen Swap Meet - Concours, Anders-
on, Forster
14  Gluttony Tour-Cancelled
27  GGR Nominations Social-Maas
28  Go Cart Racing-Neidel/Neidel
29  GGR AX No. 5
31  Board Meeting-Patton