FROM THE BEGINNING

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'WE'RE CLOSER THAN YOU THINK'
PORESCHE ENTHUSIASTS: GETTING TOUGH

The Porsche Parade is upon us. GGR has almost a hundred entrants at the Reno event, and it bears looking at what type of person goes to all the fuss and expense of attending a Porsche convention. I have been to two myself, Seattle in 1975 and Aspen in 1977. Having driven Porsches since 1971 and having joined the Club in 1974 I have experienced first-hand many of the delights of Porsche madness. What can compare with the thrill of victory after a well run turn around the track, standing in the rain waiting for a cancelled autocross. Ah, driving thirty-two miles off course in a rally, sitting beside someone you love who stopped speaking to you after check point number one. What sights I have beheld, the fog rising off the track at Laguna 7AM, the fog rising off the track at Laguna at 8AM, the fog rising off the track at Laguna at 10AM, ah yes! Oh, I almost forgot the one where you refused to buy that Speedster for ten thousand and you bought that wrecked one for two and only spent twelve restoring it.

Many of those going have shared these delights of Porsche enthusiasm, but I feel it is time to expose the opposite side of the coin; yes, I’m afraid that I must get tough about Porsche enthusiasm. Now, wait, don’t think I’m knocking Porsches or the Club, it’s my waking and dreaming existence, it’s like white corpuscles in the blood.

Being a Porsche enthusiast is serious business, it’s like being married or deciding to have children (it’s my substitute for them). First there are people who make cars, dedicated to precision and uniqueness, but of course, they don’t have to fix them when they break after the warranty is up. You can swear and cuss, kick the tires; be tough, learn to bend. Uniqueness has its price; one has to have patience and understanding with the car. New paint jobs cost money and take time. Redoing the upholstery takes skill and that precious temporal commodity. So the second act of being tough is being patient with the car.

We expect a lot out of these machines. Sometimes it’s the driver who’s at fault but then there’s that desire for opti-

continued next page

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.

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
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<tbody>
<tr>
<td>Autocross Chairman</td>
<td>Darrell Terry</td>
<td>(408) 486-7799</td>
</tr>
<tr>
<td>Historians</td>
<td>Paul &amp; Carol Scott</td>
<td>(408) 264-5599</td>
</tr>
<tr>
<td>Publicity Chairman</td>
<td>Barbara Berens</td>
<td>(408) 367-8339</td>
</tr>
<tr>
<td>Swap Meet Chairman</td>
<td>Paul Seidel</td>
<td>(408) 978-9413</td>
</tr>
<tr>
<td>By-law Committee Chairman</td>
<td>Bill Patton</td>
<td>(415) 530-0629</td>
</tr>
<tr>
<td>Panthera Reporter</td>
<td>Al Berens</td>
<td>(408) 367-8339</td>
</tr>
<tr>
<td>Rally Chairman</td>
<td>Sue Wise &amp; Dennis Winter</td>
<td>(408) 998-1770</td>
</tr>
<tr>
<td>Tech Chairman</td>
<td>Ken Mack</td>
<td>(408) 264-1683</td>
</tr>
<tr>
<td>Concourse Chairman</td>
<td>Don Patterson</td>
<td>(415) 596-1195</td>
</tr>
<tr>
<td>Past President</td>
<td>Sonja Blow</td>
<td>(408) 256-3561</td>
</tr>
<tr>
<td>Roter Chairman</td>
<td>Felix Oramas</td>
<td>(408) 737-9466</td>
</tr>
<tr>
<td>GGR Representative to Zone 7</td>
<td>Marsha Wilson</td>
<td>(415) 588-7182</td>
</tr>
<tr>
<td>Pit Crew Chairman</td>
<td>Lynn Levine</td>
<td>(415) 588-7182</td>
</tr>
<tr>
<td>Social Chairman</td>
<td>Jan Kelz</td>
<td>(408) 264-1682</td>
</tr>
<tr>
<td>Sponsorship Manager</td>
<td>Leo &amp; Debrahyn Pratt</td>
<td>(408) 229-6067</td>
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The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication (ie: June 1st for the July issue). Questions regarding display advertising should be directed to the Nugget Advertising Manager, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members may contact the Membership Chairman, or any Board Member for information. DUAL MEMBERSHIP FEE $9.00 ANNUALLY.
FROM DER FUHRER

imum performance which the factory compromised to make a road car, not a racing vehicle. When we can't get that final second out of the machine we sometimes rant and rave, sometimes we even sell the poor car just because he didn't measure up to our expectations, which were higher than what we had a right to expect in the first place. Get tough with yourself in the third instance. There are those days when you don't want to go on that rally, or show up at 7AM to be at the autocross. Sure you hear the car crying in the garage, but one can't go to everything. You missed the boy's high school graduation to go to GGR #4. You went to the dinner meeting instead of the family get-together. Do your children wonder who you are, having only seen your feet sticking out from under the back of that silver targa in the garage. Be tough with yourself, use some moderation. Maybe too much of a good thing is not what you need. You might get to hate that targa really fast. Learn to walk by the car covered with beauty and say, "Not tonight!" Porsches respect authority; after all, they're German.

Finally, get tough with your relatives and friends. Is your Porsche just another car to your aunt; does your Uncle Charlie think you are wasting money. Do your neighbors want their parking back from in front of the house instead of all those Porsches from the meetings at your house. Are you mad that everybody who doesn't care about Porsches; do you hate MG owners? Get tough with yourself and stare the realities in the face - there are human beings out there who don't wear little patches on their coats, who are happy with their Fords, who, in short, don't care about Porsches. Some of them will want to know how you can waste your money on a car that expensive when children are starving in Asia and you have to eat hamburger to afford the insurance. These jibes will have their effect. You might even have to agree with them. Dispense with the bad and relish all that pleasure you've had as a Porsche owner. You don't need the world. You have a deep meaningful relationship with your Porsche. The Club is full of such people. You band together and share the blues and the joys of Porsche ownership.

If you've read all this and decided that this too compromising, you much be going to Parade. Porsche enthusiasts don't compromise.

See you in Reno,
Al Berens
President

4/GOLDEN GATE REGION
AUTOCROSS & TIME TRIAL RULES

For all of you that are concerned about Time Trial and Autocross rules, now is the time to start putting together your thoughts on changes for the 1983 book. Section 5.1 of the rule book describes the process for updates; briefly, your written proposals are to be submitted to the Driver’s Events Committee. From these, and other inputs, the Committee will prepare a set of proposed rule changes that will be distributed. We’ll have a meeting (probably in September) to discuss the proposal. Based on this discussion, the Committee will finalize the rules and publish them for 1983. The 1982 Driver’s Events Committee consists of:

Darrell Terry - Autocross Chairman
Glenn Hills - Time Trial Chairman
David Colman - Autocross Representative
Bill Newlin - Time Trial Representative
Walt Maas - Competition Director

So start collecting your thoughts, read Section 5 of the rules, and send your inputs to Walt Maas - Competition Director (address on the back of this NUGGET). They must arrive by JULY 20TH to be considered at the committee meeting. If you have questions or thoughts, feel free to talk with any committee member, but your proposed changes must be in writing to make it into the system.

WALT MAAS
Competition Director

JUST A REMINDER . . .

Remember that our first concours of the season is just a few days away!

Come out to the San Francisco Marina Greens either to show your car in the concours or to “admire”, and attend the gourmet luncheon at the St. Francis Yacht Club in a banquet room right on the Bay!

Awards will follow the luncheon. For details of the concours and the luncheon, check your May NUGGET.

For additional information, call Don or Dinah Patterson (408) 354-0618. Advance reservations are required for the luncheon.

Sponsored by Bell Autosport/House of Porsche, 233 Weddell, Sunnyvale, CA (408) 734-5211.

PORSCHE PEOPLE LEAVE THIS DATE OPEN JULY 18, 1982

Golden Gate Region Annual Family Picnic Sunday July 18, 1982, 9 AM till dusk.

Our picnic this year will be again at same location as last year, Huddart Park, Woodside, San Mateo County.

Watch for July NUGGET for all details, pot luck schedule, map, etc.

SUNDAY JULY 18, 1982
DON’T MISS IT

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

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Again tax time came and went, and along with it the first big PCA-Zone 7 event of the year—Sacramento Valley Region’s Annual CRAB event. This year promised to be something new and indeed it was.

Though the party on Friday evening was similar to years past, there were a lot of new faces with a lot of old. A good time was had by all during the evening. Saturday brought a new auto-X site for SVR. Splinter City as it is known has now become the home of SVR auto-Xs as well as CRAB and other Zone 7 auto-X events. The Cal Expo site was shut down after they built a water slide on the facilities and needed more parking space. Splinter City is quite a spacious site with lots of parking and very little to run into. SVR designed a very interesting course with something for all cars and drivers. The course ranged from 1st gear to 3rd gear or even 4th in some classes.

To coincide with the auto-X, SVR put on a funkana using some of the space not used by the autocross. This was more of a crowd pleaser than the auto-X at times. The Reitmeir family can attest to that. Ever seen someone directing a blindfolded person with hand signals?!
The weather during the day couldn’t have been any better. And by Saturday night numerous people looked a little red in areas where their bodies were unprotected from the bright California sun.

Saturday evening drew near as the last auto-crosser finished and people headed back to their hotel rooms for some needed rest and a shower.

Saturday evening featured Kirk Bradford as this year’s CRAB chairman. Kirk passed out over 45 door prizes while everyone finished dinner. Dinner included the usual “all you can eat” spaghetti and cracked crab. Along with that came wine, frech brad, pasta, salad and a few other garnishes. By the way, I understand there was more than 700 pounds of crab consumed during this two hour feast. After dinner came the funkana and autocross awards with GGR taking more than their share home with them. How great it is belonging to the number one region.

About 10 PM the disco started and everyone got a chance to work off a little of what they had just eaten. By midnight, 80% of the people had headed back to their rooms to catch some sleep before the rallye on Sunday. By 1:30 AM only six people remained, at that, it was about time for me to find my room.

Sunday morning came early for many people. The first car out on the rally was at 9 AM. The rallye was supposed to be a simple T & D Rallye except for the error on the speedometer check which threw many people for a loop (nice job, Stan!).

When the rallye came to its end you were at a park just north of Stockton for a beer and bratwurst feed with plenty of saurkraut. Around 3 PM the rallye awards were handed out and everyone headed for home wondering what next year’s CRAB Twelve will bring.

Thanks to Kirk Bradford, Dwight and Linda Mitchell, Paul Bates, Al and Kathy King, Stan Breyfogle, and the rest of the SVR crew for a fantastic week-end.

Mike Lommatsch
SAVE UP TO 26% ON MOMO

You know the name. Momo wheels are standard equipment on 935s and other factory race cars. Now, for Golden Gate members exclusively, the adapter hub is free with your choice of:

Jackie Stewart — flat spoke design for long-armed drivers. $105
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Giles Villeneuve — latest design by Momo. $102
Prototipo — world standard. $87
Porsche Design (at right) — dynamic new styling from the team that brought you the famous chronograph. $318

Come in and try them out. Each wheel is 350mm (14") with black spokes and fine black leather covering.
Free hub offer good through June 30 to everyone who mentions this ad.
Phone orders accepted, and we can ship to your home or office. But do yourself a favor and stop by Northern California's largest retail Porsche parts center.
We're open 8:30–5:30 weekdays. Take the Lawrence Expressway exit South off 101 to Kifer. We're one block East.
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Sheep-skin Wash Mitten ........................................ $4.00
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Hours: Mon–Fri, 9 to 6
Sat 10 to 3
Merciful Remarks . . .

I'm almost halfway through my term as editor. Even though I still feel a bit "green around the edges" (and it's not because of all the rain we've had), I can't say that I haven't learned a whole heck of a lot as being the editor of the NUGGET.

I've heard that many enjoyed seeing more photographs in the last few issues (in particular those seen on page 10 of last month's NUGGET). Let me know if there is anything that would be of interest to the rest of the club, be it photographs or what have you. The NUGGET thrives on member participation.

The NUGGET is still very much in need of some fresh blood...ideas and nimble fingers are most desirable for past-up and/or typing. If you are able to contribute a few hours one evening a month to help out, I sure would like to meet you.

PHOTO CREDITS: Al Berens, The Zaccones, The Newlins, good ol' Mikey Lommatzsch and John Peichoto.

The NUGGET would not be if not for the assistance of its trusty June staff: Susan Griffith, Al Berens (Mr. Prez himself), Rebecca Newlin, Bill Newlin, Bob Lain, Amy Schmitt, Reina Oramas, Bill Hildebrand (prekenzie Deutch?) and Sadie (mascot). Flowers to Mike Lommatzsch for offering and writing the CRAB article and to Terry and Judy Zaccone for coming up with most of the pictures of the CRAB event.

By the way, did you know that Mr. Terry "Zone Seven" Zaccone is now DOCTOR Zaccone? Congratulations to him for the acquisition of this prestigious title. Warmest wishes for a speedy recovery to Julie Zaccone...chin up! Hope that you're feeling better too, Barbie.

With Parade coming up, there's a lot of excitement and tension as everyone prepares for the week long bash (or so I've heard as I have yet to attend one). In all the rush and excitement, don't forget to keep your cameras at hand. For all we know, we might catch someone at something...and it would be a good chance to give away the Dumpkopf!

Mercy Lain
Nugget Editor

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RALLY NEWS

On June 5, at 2PM, we are having a rally school at our house. This session is intended to be a rally tune-up for this year’s Parade in Reno. John Cleaver will discuss the PCR’s (including rally classes), general instructions, and other subjects of general interest to the group.

Please call if you plan to attend. Beer, soft drinks and hot dogs will be supplied. We are asking for donations of munchies or desserts.

For the dedicated rallyist, the next TRC rally for year-end PCA rally series points starts at Far West Performance, Mountain View, at 7PM the same evening. It will be a chance to practice your rally skills.

The number to call if you plan to attend is (408) 446-5770. The address is: 12391 Radyoka Drive, Saratoga, CA 95070.

Directions: take Saratoga Ave. exit from Hwy 280, follow Saratoga Ave. South past Prospect Ave. and Lawrence Expwy. Turn Right (first opp) past Lawrence Expwy. on Kosich Drive. Turn Left (second opp) onto Radyoka Drive. The house is half way down the block on the right.

The rally results from CRAB will be published as soon as we receive them from Sacramento Region.

Sue Wise/Dennis Winter

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Robert & Pat Zrubek-6137 Corte Conjeeo, San Jose CA 95120

Sacramento Valley Region of the Porsche Club of America is pleased to present:

A GREAT SET OF LEGS

This truly fun Time and Distance rallye with a finish in Davis is scheduled for Friday Night July 16th.

The start of the rallye will be at the Food Circus on Arden Way at Cal Expo. Registration will be opened at 7:30 pm and First Car out will be 8:01 pm.

The rallye will be two and one half hours. There will be separate instructions for the Experts, with an easier course for Beginners and Novices.

Would you like more info? Good, because we have more. Phone the Loose Goose evenings at 707 429-3744 or Kathy “Sparky” Koepsell at 916 481-1501.

Philip Marks
“Loose Goose” - SVR
FROM THE TECH CHAIRMAN

With the advent of spring many Porsches will be coming out of hibernation. After the long winter’s sleep, our engines may be making noises that we didn’t hear when we put them to rest in the fall.

Should you own a 911 or 930 manufactured before September 1979 and your engine has developed a metallic rattling noise at idle that tends to decrease or disappear at approximately 3000 rpm, your engine is probably ready for the newest Porsche chain tensioner revision. If your engine hasn’t had this problem at least once it’s a prime target.

With today’s engines operating at higher temperatures and being asked to start up at temperatures below freezing we have been seeing an even higher rate of chain tensioner failure.

Some tensioner failures are detected and repaired before engine damage results. Some tensioner failures happen so rapidly that they can’t be detected, and some are not detected due to ignorance. Engine damage resulting from a tensioner failure may range from a bent valve to a completely destroyed engine, either one being expensive to repair.

Well, the Porsche factory has come to our rescue. As of the 1990 model year a revised chain tensioner used with a revised sprocket carrier has been put into production. With the tensioner update Porsche claims a failure rate of less than 1/10 of 1 percent. I have not seen a single failure on these newer cars.

The best part of this new design feature is that the new style tensioner and sprocket carriers can be installed on any 911 engine, all the way back to 1965 engines.

There are a number of things to look for when replacing the chain tensioners. The most important one is to check that the new tensioner has its oil reservoir completely filled. The reservoir capacity is usually overlooked, assuming a new tensioner should be ready to install.

The fact is that a large percentage of the tensioners sold don’t have their reservoirs filled to capacity for one reason or another. With the oil capacity reduced the tensioner is guaranteed to fail prematurely. It is recommended that a new tensioner be checked and bled before installation.

continued next page

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Tech article continued

Other important parts to inspect are the timing chains themselves. The chains grow in length as they wear, and even a new chain tensioner can not control the slack in a worn chain. When replacing the timing chains be sure the chains are of the "factory stretched" type or they will stretch very quickly within your engine.

The chain sprockets also wear. Don't use old sprockets with new chains or you'll wear the rollers of the new chain prematurely. Lastly, be sure to use the new type chain ramps or rails.

To add that extra aspect of safety to your engine it is recommended to use "tensioner guards" as insurance against the 1/10 of 1 percent failure rate. At last, the 911's Achilles' Heel, the chain tensioner, is no longer a threat to our enjoyment of driving.

Next, we'll all remove our explosive rubber hub clutch discs, from our 1978 to 1981 911SC's and our Porsches will no longer be vulnerable to the tow truck's hook.

Gary Bohman
Reprinted from PORSCHEFORUS
Northern New Jersey Region
May 1982

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**TAILGATE EXPRESS**
(Pan Am Rally)

Even though many of you have not looked beyond Parade week, there is life in a Porsche after Parade. Put August 1st down on your calendar for a relaxing summer drive in the South Bay. Enjoy a Pan Am type rally that is easy, fun and no big deal, and then experience a tailgaters repast at a winery. You will, of course, prepare your own menu of delectable gourmet delights and serve it up in the finest tradition of a tailgater.

**WHEN:** Sunday, August 1st

**TIME:**
Registration opens 9:00AM
First car out 10:31AM

**WHERE:**
Almaden Fashion Plaza
(corner of Almaden and Blossom Hill Road)

**COST:** $6.00 per car

Bring your own food and refreshments for a tailgate social at the winery (tasting room open).

Note: Rally will be three to four hours long with a twenty minute Coke break (pit-stop) somewhere in the middle.

Questions? Contact Paul Siedel (408) 578-9413 or Dick Petticrew (408) 737-2628.

---

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

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FROM THE DRIVER’S SEAT

Now is your chance to take part in the event that just may be the competition event of the year as well as the social event of 1982.

On May 29th we will conduct our annual driver’s school with Chief Instructor, Walt Maas and a crew of dedicated instructors. We expect to certify more than 40 new drivers, making this 1982 school the club’s largest. Registration has surprised me. With the economy very soft, I expected a small turnout, but our fast growing sport of Time Trialing has overcome the economy. Saturday night we will have a catered spaghetti bash in the picnic area with all the fixings, including wine. All club members are warmly invited to attend the school and social activities. The dinner cost is $8.00 per person with reservations required. Please call L.Q. at (408) 264-1822.

The next day we begin the first 1982 Time Trial in conjunction with the Porsche Owner’s Club from Southern California. We expect to fill this event to the 130 driver maximum. Registration is heavy at this writing. The social events at this Time Trial are many. On Sunday afternoon we will have the Great Bike Race. This is a one lap sprint of the complete track with the winner taking the 1st prize of $50.00 cash. There are other prizes to 5th place. The women will get a 30 second head start. The track record is 9:42 held by Bill Hildebrand. This special event must be seen to be appreciated, but to bike around the track is the real experience. All club members are welcome to participate. A $5.00 entry fee is required in advance with L.Q.

After all day practice on Sunday, another catered dinner of baked ham, potato salad, corn on the cob, green salads, and of course wine, will be served. This dinner is only $10.00 per person with reservations required. Please call L.Q. After door prizes are given out, Al Loy and the Lug Nuts will entertain us with vocal and instrumental music. Again, you are welcome to participate. Bring your instruments! The same evening we will have the first P.G. rated event. We plan, for couples (male/female) only, ...THE GROPE!

Details and awards will be announced in the paddock Sunday evening. Don’t miss out on this super evening of fun and camaraderie with your fellow Porsche folks. You just can’t beat the price for fun.

Monday things get a little more serious as the Time Trial will start after lunch. With 130 drivers, the timed runs are where it’s at...track records will be broken, new winners will be recorded in the GGR annals, new and long lasting friendships will be made between drivers and workers, and the sport of Time Trialing will grow by giant steps. POC and GGR will grow closer together, insuring dual events for future times.

You are sincerely encouraged to support the club by attending or working the Time Trial Series. We would like to see you and I promise to save you a seat at the dinner tables. The first glass of wine is on us.

Here is a safety tip of the month for Time Trialers. On the back of your helmet, with a dyno labler, show these things: your date of birth, your blood type and the date of your last tetanus shot. In the event of emergency requirements, this information could be very helpful.

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

Glenn Hills
Time Trial Chairman
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CONSIDERATION TO PCA MEMBERS
THE FIRST ANNUAL, LAST YOSEMITE TOUR

Eighty-two people met in the cool, clear dawn on March 20 to start the Yosemite Tour. Livermore Airport at 7 am!! We enjoyed coffee and doughnuts while Mike Lommatzsch handed out car plaques and we divided ourselves into three huge groups to tour, the last group helping Mike’s car along. Mike was fine, but first gear was non-existent.

At the first pit stop, we were joined by Pat and Lana Stein from Loma Prieta and Mike Wickstrom and John Roland from San Joaquin, swelling the total to 47 cars. When we stopped for lunch, the picnic area was surrounded by the snows that had fallen earlier in the week. ‘Dead Eye’ Barbie Berens and friends bombarded everyone with snowballs and anyone foolish enough to use the Porta-Potty found out the little building was right in the middle of the firing line.

Gourmet lunches were endless, Bert Wall and Marta Newcomb with strawberries and Famous Amos cookies, Neidel’s and Berens’ vintage wines, and many other delicacies. Mike made announcements and awarded door prizes, sponsored by Nomatch Racing and Suzie’s Porsche Zings. Harvey and I won a bottle of Barbie’s favorite wine, while Jan Kelez and Diane Terry won gold jewelry.

Well fed, we raced on to Yosemite as the day got warmer and brighter. Inside the Park, there were drifts of snow everywhere, although the Park crew had done a good job with the roads and parking areas. Rooms wouldn’t be ready for an hour or so, and many of us hiked up to the Falls. It was treacherous going underfoot as the paths were covered with snow and underground streams raced everywhere. Ron Leppke showed us all how to balance three cameras and several other lugged tripods and enormous bags of gear up to the Falls. The sun shining on the frozen spray from the Falls was a spectacular sight. Others resumed their snowball fight on the lawn in front of the Lodge, with poor Shirley Neidel right in the middle. There was still time to check out the store for souvenirs, the Ansel Adams shop for photographs and lovely Indian jewelry, and the grocery store for just one more bottle of wine before dinner.

Dinner was almost worth the hike -- the Rangers got us all back down the road about 400 yards to park and we hiked up to the Ahwahnee. We had an entire corner of the main dining room reserved, with tables for 4, 6, 8, and enjoyed a nice steak dinner. When Porsche people dress for dinner, they look spectacular and we did! There was live music in the lounge if you wanted to dance off your dinner, or time for more partying. Esther Fowler and I ignored the ‘Don’t feed the Raccoons’ sign when we saw the cute little fellows hanging down off the beam on the Ahwahnee’s front porch and we fed them all our after dinner mints.
"TOURING MAYBE, RON-BUT DEFINITELY NOT AUTOCROSSING!"

Sunday was another sun-shiny, warm day and Dennis Winter, Sue Wise and Vince Zaccoone, and several others, got up early to ski. Ernst and Betty Meissner were more energetic, hiking to the Ahwahnee for breakfast.

Going in to breakfast, we found violets blooming in the snow at the Ahwahnee. What a buffet -- fried trout, eggs benedict, crepes with cherry sauce, melon, strawberries, blueberry muffins and more, all served by the cheerful girls who encouraged us to stay as long as we liked.

We walked off our huge breakfast enjoying Yosemite at its best. One large group was forming to tour back via Badger Pass and more spectacular scenery. Harvey and I, Jim and Esther Fowler, and Gloria Zulkowski and her daughter opted for the scenic trip back without snow, with time to enjoy more picnics and a stop at the museum in the nearby gold country.

Yosemite is a special place -- Jim and Esther Fowler were celebrating 40½ years of marriage with a honeymoon at Yosemite. George and Shirley Neidel, and son Rob, have attended all 16 of the GGR Tours. Harvey and I met on the Tour 16 years ago. This particular weekend, Dave Carey announced his engagement to Janet.

Thanks to the Friends of Yosemite, Barb Berens, Rick Bower and Sharon Neidel, who solicited the first 15 couples willing to put up the initial deposit at Yosemite Lodge. And thanks to Joan Sanders, Shirley Neidel, Laura Berthiaume and Marsha Wilson, who phoned us with last minute changes and got us dressed in our best for the Ahwahnee dinner.

Dave Carey has become President of the Yosemite Tour Fan Club. Now that Mike is retiring after three years as tour leader, perhaps Dave will carry on the grand tradition of Yosemite for GGR. It was a wonderful weekend. Thank you, all.

MARSHA & MARK WISE CAN'T GET ENOUGH OF THAT FRESH AIR!

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CONGRATULATIONS are due to Joe and Darla Reitmeir for having a healthy baby girl on Monday, May 10th. Nicole Elizabeth Reitmeir weighed in at 6 pounds, 12 ounces.

ATTENTION

LINDA SMITH
SO - YOU'D LIKE TO BE ON THE BOARD

(or maybe just interested)

We’re having a ‘Candidate Social’, an event where anyone who might be considering running for the board is invited to hear about the board, talk to the present Board Members, sip a little wine and eat some nibbles, and generally have a good time. It will be hosted by the Board and the Nominating Committee and is scheduled for August 27th, a Friday evening. It’s your opportunity to get started on the road to the Board.

The Nominating Committee this year is:

- John Johnson
- Jan Kelez
- Walt Maas
- Rebecca Newlin
- Dinah Patterson

If you have questions about the Board, the election process or anything else along these lines, they’re the ones to talk to.

WALT MAAS
Nominating Committee Chairman

Golden Gate Region (and the whole Porsche Club) is able to have activities and events only because there are many members who contribute their talent and time towards making things happen. These people are you! Without you, the club wouldn’t exist. GGR’s Board of Directors is the place for you if you’d like to be involved in the operation and management of the region. With elections for the ’83 board coming up this fall, now’s the time to start thinking about it.

A new feature is being introduced this year by the club. The process of assembling a slate of candidates, instead of simply being our old ‘phone call and arm-twist’ system, will invite you to learn more about the board and being a member. This will give you an opportunity to see what you’re getting into as a board member. It probably isn’t as bad as you’ve heard! If you’re interested in becoming a board member, read on.
THE SHADOW KNOWS .......

The Shadow knows what lurks in the hearts of men (and women) and is here to reveal all about our current NUGGET mailers and 1982 Roster chairman, Felix and Reina Oramas. How did these quiet types go from obscurity to become a major force in the Club in only two short years? The Shadow knows!

Born into a military family, Felix hails from sunny Puerto Rico in the Caribbean. His father decided to retire while stationed at Fort Ord and this brought Felix to the lovely Monterey area where he entered Monterey Union High in 1961. Having completed high school Felix went on to Monterey Peninsula College. After getting into the job market he found that the Monterey area offered few opportunities so he came to Mountain View in 1966 and found work as a machinist trainee. Continuing his education he attended Foot Hill and De Anza Colleges and also took some classes at San Jose State. It was here that he met Reina, a native of Honduras, who had come to study in the US.

As Shakespeare noted, the course of true love ne’er runs smooth and this relationship was no exception. The Eternal Triangle, with Reina as the hypotenuse. It seems that Felix was dating another girl from Honduras and through her he met Reina. As far as Felix was concerned it was hello Reina good-bye girlfriend, but of course, this can lead to trouble.

All of this occurred in beginning of the ’70s and Felix and Reina married in mid 1971. Felix, being ambitious, completed a Machine Tool Technology degree. Reina went to work at Hewlett-Packard in 1975 followed by Felix in 1976. Along the way they found time to have a couple of sons, Eric, his father’s concours aide, and Christopher. Today Reina still works as a secretary at Hewlett-Packard and Felix is now a Production Supervisor.

Laguna Seca Raceway was Felix’s introduction to Porsches. He fell in love with a Speedster at first sight. Of course, as a high school student he couldn’t afford a Porsche, but he did have a 56 Chevy that he took to the drags at Fremont, Half Moon Bay, and Salinas. Felix’s next attack of the Porsche disease struck him just before he got married when his roommate’s brother-in-law was selling a red 356 coupe. Getting married costs money, so he had to set his heart’s choice aside for a while.

The persistent heart is rewarded, even if it does take a few years. In 1980 Felix and Reina decided that they could finally afford to get themselves a Porsche. They had a deposit on a 1972 911S at Alex’s when they found an intriguing ad in the newspaper for a silver 1973 911E. This was a fortuitous event for the Oramases and for Golden Gate Region. Answering the ad, they met Joseph and Sarah Maggiora, PCA members. They went up on Easter morning to look at the car and take it for a drive. An immaculate car, Reina wasn’t sure she wanted to own it; it was too clean. Well after driving the car and discussing a deal they got on to the subject of the Dumkopf, Nuggets, and touring and Joseph Maggiora recommended he give Dave Blanchard a call. Felix went to his first event at the Laguna Seca Time Trials, but it wasn’t exactly what he had in mind for a car that lived in the garage and has never seen a night outside. As luck would have it his next event was the Carlsen Concours and there Felix found his niche. After talking to Joe Hartman, being steered in his direction by Donna Trefz, Felix became a serious concours fanatic. After working hard in 1981, Felix managed a second in his class. Reina is only half-hearted help, the Q-tip lady, She likes a car clean, but........; she also has her doubts about replacing all the little knicknack items in the car. Her idea of Porsche Club are the Tours and dinner meetings.

In fact, under the heading of never to be mentioned, it was Felix’s obsession with clean that could have gotten him the dumkopf. Replacing the metal parts of his sunroof, Felix accidentally removed the runners as well as the less vital parts. Having trouble closing the roof, he was on his way to Garretson’s for some advice when his roof flew off the car like a champagne cork going off. Concouring has its drawbacks. But Felix is not so easily discouraged.

Having met Sonja at a south bay wine tour and demonstrating that enthusiasm to Sonja which is the hallmark of the Oramases’ presence in the Club they seemed to be the perfect couple to replace the retiring Alan and Susan Brooking, our then NUGGET mailers. They learned from the Brookings the joys of first class mailing– put on the sticker and meter it. Three months later, Felix and Reina were the victims of a monetary squeeze which introduced them to the horrors of Third Class.

continued next page
Now third class mailing is more than sticker and meter; it entails sticker, sort, stack, resticker, bundle and resort. Party time with several other volunteers usually eases the burden but oh, those flyers! Thursday night mailings have to be interrupted by Magnum P. I. naturally.

As if this job was not enough, the Oramases have taken on the 1982 Roster and Felix has volunteered to assist Don Patterson with this year’s concours series.

Felix actually enjoys Board Meetings and is impressed with the professionalism with which the Club functions. He feels the complexity of the Club is served well by the detail which the Board treats each issue. Felix and Reina would like to see more two day tours. They feel particularly put out as they chickened out of the last Ryde Hotel tour and feel they really missed something. He’s not into Time Trialing but he might be willing to try it with a car built just for that purpose. They still have that soft spot for a Speedster or a 356 and when money permits they’ll get one.

While working on the Nugget mailing one night the subject of Autocrossing came up. Felix was a bit nervous at first, but felt he couldn’t pass up a chance of a ride when Al Berens offered to let him pilot the white 924 in the 1982 series. He almost lost that ride though, as he keeps beating Al in his own car. He’s currently in second place in his class.

All that enthusiasm paid off for Felix and Reina when they became 1981’s recipients of the Don Matthews Memorial Award for the most outstanding new members. While they aren’t certain whether they will run for the Board, they plan to be highly visible and active members of Golden Gate Region for a long time to come.

THE SHADOW
Al Berens

NEW MEMBERS

Bob Forsythe (Sue)
2346 Silveria Ct.
Santa Clara, CA 95050
77 911

Robert Giddens (Carol)
412 Ohlones St.
Fremont, CA 94538
66 911

John J. Paquette (Linda)
847 Nieves St.
Milpitas, CA 95035
64 356C Cabriollet

TRANSFER - IN

Robert I. Yin (Claudine)
3250 Ash St.
Palo Alto, CA 94306
San Diego Region

DUAL MEMBER

Thomas G. Larson
697 S. Blackhawk Blvd.
Rockton, IL 61072
Chicago Region
Color has always been an important factor in the acceptance or rejection of an available Porsche. Many owners have purchased cars not to their liking with the idea of changing colors to suit their needs. This task is not as easy as it may appear. The Porsche factory painted all bodies totally dismantled. Interior, trim, glass and mechanical parts are then carefully assembled. The car then receives a data plate on the driver's door jamb. The plate is stamped with a code number such as 6208 or 908. All future touch-up work uses that number as a reference. The cars built prior to 1970 use the first two digits to specify the introduction year of the color. Code 6804 can be found on a 1969 911.

Many cars are found with colors that were special order or were colors from another marque, such as Mercedes, Rolls Royce, etc. The codes are made up at the factory and kept on file there. Additional paint may only be purchased from Germany. U.S. paint suppliers carry nearly all factory standard colors. The colors can be mixed and successfully matched by local duPont or Martin Senour paint dealers. The cost is quite reasonable for acrylic lacquer - less than $10 a quart, whereas German Autolac can cost more than $125 a litre. (It takes over six litres to completely repaint a car.)

Getting back to a complete color change - a successful job depends on how carefully it is done. Thorough sanding of all body panels and the areas hidden by trim is required. The includes all hinge and door areas as well as trunk undersides (total removal is critical). If any of the original paint is left glossy, the new paint will peel off in a very short time.

On early 356's the entire body was painted and the trunk, chassis and engine area were undercoated in black. On early 911's and 912's those areas were brushed with a satin black enamel. The final product could be touched up if the overspray got in the wheel wells or trunk floor because those area always remained black. In the case of the 914's and the late 911's and 924's, changing the color is much more difficult because the trunks, undercarriage and engine area are finished with the body color. The 914 engine much be removed to paint the engine compartment and it also has two exposed trunks to cope with. Just imagine - a green car with orange trunks! Having everything match can be critical factor when reselling the car.

If all glass, gaskets, and trim are left in place the paint that meets those areas will show a tape line. The paint can also begin to peel back and flake off after some time has passed. The car should be hand sanded down to the original primer and refinished from there. This will eliminate the possibility of the pocking through of the original color if or when a stone hits and chips the new paint.

The preparation of a late model Porsche including the trunk, floor pan and wheel well areas can be very costly. If it is evident that the color has been changed, it will decrease the resale value, especially if the color is not an original Porsche color for that model and year. Considering the cost involved in repainting versus the potential value of your Porsche, you may be encouraged to keep it original.

Reprinted from the WINDBLOWN WITNESS
San Diego Region
John Paterak, ACA
Hudson Champlain Region

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22/GOLDEN GATE REGION
If you chose to ignore the summons to the April dinner meeting you did yourself a real disservice. First you missed one of those get-togethers which are always special to dinner meeting types; second you missed one helluva night club act, and third you missed everyone’s dream a chance to splat Bill Patton with a pie.

The highlight of the evening was the cocktail hour of selling chances to be part of the show for the evening. The slapstick comedy session immediately preceding the more cerebral part of the show consisted of Bill getting a Shaving Cream Pie in the eye, courtesy of Bill’s date for the evening, Donna Edmunds. Despite the cries of “Fix” no one was more surprised than I to see Donna win the opportunity she begged for in secret before the dinner. Of course, tied with myself for the most tickets, her chances were considerably improved.

Bill’s hired entertainment were three gentlemen who kept us going the whole time they were on stage. Hecklers like Jan Kelez, whose party hat for the evening was most becoming, were even kept at bay by this trio. If only Clever had been there. Despite their obvious belief that women never sit behind the wheel of a Porsche these guys kept us laughing at material about BART and crime in San Francisco to impressions of John Wayne and Walter Brennan.

It was another Patton extravaganza; the only losers were the no shows.

Al Berens
We have an excellent parts department to serve our own needs. This same excellent parts department is available to you either at our store or through our catalog sales. We have quality parts in stock for all Models 356 to 928 for maintenance, competition, and restoration. We also carry accessories for both you and your car which includes apparel, gifts and exotic goodies! In the rare event that we don't have a part you need in stock, we will be more than happy to expedite it as fast as possible for you. All our parts are offered at attractively competitive prices too!

We at Garretson Enterprises, are proud of our modern facilities and our high standards of workmanship. Our employees are experienced professionals, well trained in their crafts, providing high quality work and unsurpassed performance. Our capabilities extend from complete maintenance of street Porsche models to full race car preparation. To enable us to provide these services we have a large well equipped service center.

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

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

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The May board meeting was held at Vice President, Bill Patton's home in Oakland. All regular board members were present, although I was late. Karen Neidel, Casey Patton, Donna Edmunds, Felix Oramus, Ken Shahoian, Vaughn Temple, Dale Dorjath, and Bob Stiffler were guests at the meeting. The minutes were approved with a minor correction. The board approved the appointment of Don Patterson as Concours Chairman. The board approved a resolution written by Janet Buck which will be incorporated into the statement of policy. The resolution reads as follows: 'The Board of Directors of the Golden Gate Region of the Porsche Club of America, Inc. shall direct the secretary to publish in the regular minutes of the Board of Directors a list of delinquent accounts when the accounts become ninety (90) days in arrears.'

The board approved Walt Maas' selection of his nominating committee. The committee members are: John Johnson, Jan Kelez, Dinah Patterson and Rebecca Newlin. Walt plans to have a nominating event this year, a social, similar to our new member meetings. The event will be well publicized and all members desirous of candidacy will attend the nominating event on August 27th, a Friday evening. Walt's goal is to present the club with a very strong slate of candidates for the 1983 election.

The San Francisco Park Authority requires a cashier's check for $500 to cover any possible damage to the Marina Green site. The board approved the $500 security check and the $100 rental fee for the site. Felix Oramus (Assistant Concours Chairman) will hand deliver the check to the Park Commission. Community Day has been removed from the calendar this year because no one appears willing to put it on. The board feels that this year's charity event should be a charity participation type event and will continue to look for someone willing to put on such an event.

The board received a substantial reaction to their stated intent of shifting the emphasis at the Christmas Party more towards an awards banquet and eliminating the dancing. Al Berens received a petition signed by 35 GGR members stating: 'We members of GGR, want to have dancing at the Christmas Party.' One group of GGR members was planning a social Christmas party with dancing as an alternative to the Awards Banquet. Two awards banquets a year is ample, three in a row is too much! The board relented and passed a motion to revise the Christmas Party budget to include music for dancing. The board will also make an effort to streamline the business/awards portion of the meeting. An effort will be made to eliminate some of the awards and present those that are deemed essential as quickly and unobtrusively as possible. Changing of the board will be shifted to the January meeting which is typically our annual business meeting, Amy Schmitt will talk with the restaurant and seek their cooperation in getting the meal portion of the meeting over efficiently. We have discussed giving awards during the meal, so there is hope, we will have a Christmas PARTY not just another awards banquet.

The 1980 Scrap book will be updated to reflect the fact that we won the Region of the Year; Al and Barbara Berens will do the updating. Our entries in the 1982 contest are due in to National June 10. Our 1981 scrapbook is being prepared by Gary and Elaine Sanders. Sonja has offered her home as a place to put the scrapbook together. Walt Maas will prepare the entry for our candidate for Family of the Year, the Zaccones and Al Berens will prepare the entry for Enthusiast of the Year candidates, Don and Dinah Patterson. Sharon Neidel complained that she is having difficulties with the Parade autocross workers. The potential workers have signed up through the Patterson's worker pool and Ted Atlee has asked Sharon not to take workers from the pool, but to find her own workers, Catch 22?

The April dinner meeting lost $74 in spite of the $54 revenue earned by selling raffle tickets on a chance to throw a pie in Bill Patton's face. It was a great dinner meeting (I laughed so hard I cried), shame more people didn't attend. The May 8th dinner meeting only had an attendance of 45 people, where have all the party people gone? At this rate, we will have a hard time making a continued next page

NUGGET/25
MINI MINUTES
profit to pay for the music at the Christmas Party. Bill Patton reported that we may have a regional boundary problem, some of our region appears to have been ripped off and given to another region. Al will check with Terry Zaccone, Zone 7 Rep, in an effort to consolidate our boundaries. He will also check into the rumor that National intends to force people into Regions by their geographic boundaries which could cause a problem between GGR and some of our neighboring regions.

Al Berens gave the NUGGET report, there are not enough Ads; get hustling Bill Hildebrand; and there is not enough material for the NUGGET; get hustling Mercy Lain. Walt suggested that perhaps soliciting material for the NUGGET and producing it was too much work for one person. Bill Patton reminded us that he and Sonja are looking into an editorial staff concept similar to that used by the Rocky Mountain Region. This month’s tech session was cancelled and Bill forgot to tell Mercy. Al said he would ask Mercy to contact all people responsible for the events to ask them to write promotional articles.

Karen Neidel gave the Goodie Bag report and requested permission to restock some items from National so that she would have them in time for the Carlston Concourse Swap Meet in August. Bill Patton reported on the results of the by-laws committee meeting. The committee members are: Bill, Jim Pasha, Paul Seidel, Dale Dorlatli and Glenn Hills. The committee proposed several changes and will now go back and work on the wording for the ballot. One proposed change is planning the annual calendar from March through March with Hell Week in mid-January. Another was to better utilize the Past President by making them a voting member and making them Nominating Committee Chairman and person responsible for the election. They proposed increasing the number of signatures required to get on the ballot to 50 from 10. They recommended several other changes which the board felt needed to be looked into before they were approved for the ballot.

The Treasurer’s report was approved. Liz said that Ted had closed the 1981 checking account and sent her a check for $858. The Roster Budget was approved. Paul Seidel’s budget for his Pan Am rally was approved as was his budget for the 1982 swap meets. Dale Dorlatli, acting as assistant treasurer, reviewed our 1981 income tax returns with the board. We owe $192 to the IRS and $109 to the California Franchise Tax Board from unrelated income; i.e., NUGGET advertising and sponsorship. The board approved paying quarterly estimated taxes for 1982 to the state. Dale also gave the board a list of the equipment that GGR will be loaning to the Reno Parade.

Walt reported that the Memorial Weekend Time Trial would now be a three-day event and include the school since the previous date for the school was rained out. The new members were approved. Sharon announced that there will be a new members’ meeting at Bill Patton’s June 13. The Tennis Tournament date has been changed to December 26. The meeting was finally adjourned at 12:18 a.m.

Respectfully submitted,
BRUCE ANDERSON, Secretary

ATTENTION

1981 SCRAPBOOK PARTY June 5th, IPM until???

The Neidels’ Home
5880 Lean Avenue
San Jose
(408) 225-8103

Help Gary Sanders finish the 1981 Scrapbook. Help most of all by bringing your 1981 momentos and photos. A good time will be had by all.

Call Shirley Neidel (408) 225-8103 or Al Berens (415) 365-8339 if you plan to attend.
# 1981 GGR TRACK RECORDS**

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*Prior tire rules.  
**New records per 1982 class structure after May 30 and 31 Time Trial.

NUGGET/27
Erfahrung macht den Unterschied.

Translation: “Experience makes the difference”.

Professionalism is commonplace on Peter Sontag’s seventh annual trip to Stuttgart.

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The Dates: Friday, September 24, 1982 to Sunday, October 3, 1982.
The Places: Stuttgart, Esslingen, Zuffenhausen, Weissach, Ludwigsburg, Rothenburg and Budapest — 10 days and 8 nights.
The Staff: Peter Sontag is your Festmeister with his European and U.S. staff.
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I am interested in the following:
☐ Porsche Fest ’82
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Enclosed find $200.00 deposit per person

Have a Gute Fahrt with your Festmeister Peter Sontag.

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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

1963 356B Cabriolet #156868. Red/blk, Ungo box, some spares. Papers from 1966 on. Need to find new master for my precious pet. If interested in becoming the fifth owner of this Bay Area native, call Dan Grange at (415) 468-7500 x 422 days. $9,500/offer. Terms available


1980 911 SC Engine #6404005 - almost new, only 4,200 miles. Perfect and complete; non wreck. $4,995 exchange; will take buildable 2.7 core. Also SC rear suspension and misc. parts. Buyer pays shipping. I will deliver locally. Michael Rosi, P.O. Box 544, Cobb, CA 95426 (707) 928-4464

1972 911S Coupe, metallic green with brown interior. 2.7 CIS, Air, Recaros, leather interior, lowered. P-6 on Polished Alloys, S spoiler, european lenses and lamps. All new rubber moldings and more. $15,000 or best offer. Tom Masles (415) 886-4645

924 parts race/autocross. Full bolt cage. Seats. 5 Alloy wheels. 3 steel wheels. Shaved tires - some never used - 185/70X14 5 Phoenix, 5 Kleber, 4 Zagle NCT, seat-belts, harness, breaklines. Barney Gardner - Day (408) 371-6771; Eves (415) 941-7118

Roll bar and comp. belts for 911. Bell Star Helmet 7 3/5. 1970 911 to fit belts. Roll bar and helmet must see to believe. Steel flares - fast and beautiful. Blood red. Green will buy it. Larry Chmura (415) 933-8788; work 937-1900


1970 914, white/black, alloys, appearance group, stereo, rear reflector, Bursch exhaust, new clutch and synchros. Very clean. 130K miles. $3,900/offer. Mike Shields (415) 965-8700 (day), (408) 723-0895 (eves)
Beckers latest grand prize electronic AM/FM stereo cassette radio as supplied in 1982 MBZ 380 SEL, used six months. List or new is $1,687.95, sell for $900. Beats Blaupunkt’s best on all counts. Dave Burch - (415) 968-1044


914-6 parts - 901 gears, some new, some used; $100 to $150 per set; V, N4, X, ZD, G2, M3, U, H2, H3, ZA, I3, 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. Used green drill car cover $50. 32, 33, and 34mm Weber venturis $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. Four 7X15 light weight racing Minilite wheels; original equipment on 911R, set of four $600. Used hood mask $30. 1-piece 7X16 5 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; Eves - (408) 249-2723

2 - 7X16 and 1X16 one-piece BBS wheels $750. Wendell Tong (415) 351-1635 eves


914 parts: front and rear bumpers, roof seat, steering wheel and hub, rocker panels, rear fiberglass valance, set of early alloys with Michelin XZG rubber, side markers, front and rear lenses plus tons of misc. parts. None concours. Swaps considered. Make offer. Call Dick Prentiss (408) 264-3121 anytime.

TIRE SALE: 4 brand new XWX’s 185/70X15’s, never used, $125 each, $475 for all 4 or best offer. 3 Semperit Spiders 185/70X15’s, 2 almost new, one good for spare. Best offer. 5 Alliance Sport Radials, almost new - $20 each or best offer. Ungo Box, new still in box, best offer over $225. Momo steering wheel, new in box with 924 hub adapter. $85 or best offer. Jim LaMarre (415) 783-5419

1970 - 914.6 - 914C432342. One of the finest 914.6’s anywhere. Factory GT fender flares, factory alloys, 63K miles and many more extras. Troy Powell, 52 Briarwood Ct., Walnut Creek, CA 94598; call (415) 827-4400 days; (415) 934-9151 eves. $13,500 firm.

WANTED

Need 914 bumpers, rocker panels, rear valance, Euro lenses, stainless steel heat exchangers, and misc. rubber and trim. Near mint preferred; all considered. Call now and let’s wheel and deal. Call Dick Prentiss (408) 264-3121 anytime.

PERSONALS

Will the three people who had their picture on the bottom of Page 10 in last month’s NUGGET please turn in their resignation to PCA National.

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928 Fenders & Quarter Panels, Roof
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Coming Events

JUNE CALENDAR

4  Board Meeting 7PM - Walt Maas
5  Rallye Meeting - Parade Prep, 1PM
   Sanders/Neidel/Berens
6  Concours/Lunch - Marina Green, S.F.
   Patterson
18-26  Porsche Parade - Reno

JULY CALENDAR

6  Board Meeting 7PM - Neidel
13  Pit Crew - Bower/Sanders
16  Tech Session - Mack
17  Dinner Meeting
18  Family Picnic - Kelez
24  GGR AX No. 4 - Blanchard