FROM THE BEGINNING

356  550
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911SC  935

928  936

MARTIN-JOHNSON
PORSCHE+AUDI

HAS ALWAYS BEEN THE ENTHUSIASTS' STORE

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

'WE'RE CLOSER THAN YOU THINK'
From Der Führer

Within the pages of this month’s NUGGET you will find this year’s candidates and Bylaws issues. The Board has spent the greater part of the year searching through the Bylaws to find the areas which conflict with the current goals of the Club. We recommend a ‘yes’ vote on these issues to keep the Club moving with the times. The candidates for Club office also deserve your attention. This year’s slate are volunteering their next year on your behalf. Their names should all be familiar to you; their philosophies about the Club are equally well-known. Choose the individuals who will take the Club where you would like to see it move. The important thing is that you cast your vote. Currently a fraction of the membership controls the Club through their ballot. The Board urges you to consider the candidates and the issues and cast your ballot.

Earlier in the year the Board concluded that the problems of early calendar year events would best be solved by early planning of events through March. If you have a tour, dinner meeting, or social event you would like to stage in the months of January, February, or March please contact either Bill Patton or myself to reserve a place on the calendar.

Your upcoming PANORAMA will contain national PCA election material. Although it is a single slate, we urge you to cast your vote and let National know how active and interested the members of Golden Gate are in national activities. The Zone 7 presidents have addressed some areas of concern to National in strong terms and the solid backing of the Zone membership will greatly help our position in effecting a more liberal set of policies on the national level of Club politics.

Al Berens
President

DIRECTORY

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

Autorecor Chairman... Darrell Terry
1563 Husted Ave.
San Jose, CA 95121
(408) 449-7798

Historians... Paul & Carole Scott
1588 St. Francis Dr.
San Jose, CA 95125
(408) 264-5568

Publicity Chairman... Barbara Berens
438 Buena Vista
Redwood City, CA 94061
(415) 367-8339

By-laws Committee Chairman... Bill Patton
4711 Observatory Ave.
Oakland, CA 94619
(415) 530-0609

Rally Chairman... Sue Wise & Dennis Winter
10320 So. Tantau
Cupertino, CA 95014
(408) 996-1707

Concourse Chairman... Don Partlow
16478 Eugenia Way
Los Gatos, CA 95030
(408) 354-0618

Rosters Chairman... Felix Draman
826 Revere Dr.
Sunnyvale, CA 94087
(408) 737-4966

Swap Meet Chairman... Paul Seidel
8138 Utria Ct.
San Jose, CA 95123
(408) 578-9413

Autox Chairman... Matt Ballentine
619 Martin Ct.
Redwood Shores, CA 94065
(415) 986-1190

Tech Chairman... Ken Mack
1509 Illick Ave.
San Jose, CA 95119
(408) 264-4183

Historians Chairman... Lynn Levine
375 Albatross Dr.
San Francisco, CA 94080
(415) 598-7162

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

Concourse Chairman... Karen Neidig
588D Loan Ave.
San Jose, CA 95123
(408) 223-8103

GGR Representative to Zone 7... Lynda Wilson
7 St. Stephens Dr.
Orinda, CA 94663
(415) 254-0857

GOODIES: ZONE 7 REPRESENTATIVE... Terry Zuccaro
13046 Alma Dr.
San Jose, CA 95070
(408) 357-8076

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 (i.e. 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
On Sunday, November 7th, YOSEMITE REGION, PORSCHE CLUB OF AMERICA presents a Time and Distance rally with simple and easy to follow route instructions. This rally is designed with the beginner in mind. You’ll see the beautiful countryside of San Joaquin Valley in all its harvest time glory. The rally will be an easy, enjoyable 5 ½ hours in length. The start and finish are in Manteca, an easy drive from Sacramento, Marin, the Bay Area, San Jose, Fresno, anywhere. Come and enjoy.

All rally participants are invited. Two people per car.

WHO: Yosemite Region  
Porsche Club of America

WHAT: Turkey's Revenge '82  
(an easy T&D rally)

WHEN: Sunday, November 7  
Registration at 9AM, first out at 10:01AM

WHERE: K-Mart Parking Lot, Yosemite at Union  
Manteca

DIRECTIONS:
From the Bay Area, San Jose, Marin, east on I-580, I-205 and CAL-120 to Yosemite Ave. exit west of Manteca, then east on Yosemite Ave. to the start.

From Sacramento, South on I-5 to east on CAL-120 to Yosemite Ave. exit, then east on Yosemite Ave to the start.

From Fresno, north on CAL-99 to CAL-120, west on CAL-120 to Airport Way exit, north on Airport and east on Yosemite Ave, to the start.

COST: $7.00 per car

MORE INFORMATION
John Clever, Rallymaster, (209) 835-9090  
Wayman Bradley, Pres. PCA-YOS,  
(209) 523-8822

TURKEY'S REVENGE '82!

BE THERE!

4/GOLDEN GATE REGION
The November dinner meeting and Time Trail Awards presentation is at **Arthur’s Second Floor**

restaurant located in the Courtside Tennis Club, Los Gatos. The gourmet dinner will be presented in a beautiful and intimate setting on fine linen, china and crystal, served in grace and style.

The entrees are preceded with a crisp salad with fresh mushrooms and the chef’s own special dressing. Next comes the Intermezzo to sharpen your taste for either Lehns Lemoned Chicken with a semi-sweet lemon-herb sauce, vegetables and rice pilaf or a petit Filet Mignon, vegetables and a baked potato. White or red wine is included. Of course, dessert and coffee will be served.

<table>
<thead>
<tr>
<th>Lehns Lemoned Chicken</th>
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<td>Filet Mignon</td>
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Sunday, November 14 • Cocktails 4:30 — Dinner 6:00 • Awards Presentation 7:30

Hosts: Glenn and LaQuita Hills

Reservations are required no later than November 11. You are responsible for the reservation if not cancelled. Make checks payable to PCA/GGR, indicate your entree preference, and mail to:

**Laura Berthiaume**

6286A Joaquin Murieta Avenue • Newark, CA 94560 • (415) 490-5586

Directions to Los Gatos are: South on Highway 17, take the Lark exit, right to Winchester Blvd., and right to 14675 Winchester. The Courtside Tennis Club is on your left.
Carrera, the name is synonymous with performance, and Carrera Shocks™ are the leader in performance suspension. From professional racing to club autocross, Carrera has you covered.

Carrera Shocks™, a three-position adjustable shock with 50/50 valving designed for performance with a variance in length and dampening to suit any racing or production need. Carrera Springs and Coil Over Kits are available to suit any application, with spring rates from 6" 65 lbs to 15" and 1300 lbs.

For that competitive edge ask for Carrera Shocks and Springs.

Bell Autosports Inc.
233 WEDDELL, SUNNYVALE, CA 94086
(408) 734-5211
BYLAWS CHANGES

After recommendation by the Bylaws Committee, review and action by the Board of Directors, it has been determined that the following recommended changes will appear on the November Election Ballot. Here for your review and consideration is a summary of the changes which will appear on your ballot. The present wording, proposed wording and purpose of the change are included. By necessity the information regarding these changes is in abbreviated form. The information will be further condensed on the ballot. Please read and consider these changes carefully, then mark your ballot ‘yes’ or ‘no’. Bear in mind that it requires a 2/3 majority of votes cast to approve a Bylaws change.

The Proposed Changes
(Italicized passages are additions or wordings subject to the change.)

1. Article VI
Section 4 - Nomination

present: (change affects paragraph 2 only.)
In addition, any ten (10) or more regular members may submit a nominating petition to the Secretary . . . (remainder of paragraph 2 to remain as is.)

proposed: In addition, any twenty-five (25) . . . (remainder of paragraph 2 to remain as is.)

purpose: In an organization the size of ours, a petition of ten is too few.

2. Article VII
Section 1 - Vice President

present: (d) the Vice President will keep and maintain the Statement of Policy . . . (remainder of (d) to remain as is.)

proposed: (d) the Vice President will keep and maintain the Bylaws and their changes . . . (remainder of (d) to remain as is.)

Section 2 - President

present: silent

proposed: add (g) to keep and maintain the Statement of Policy.

purpose: resolve responsibility for these assignments.

3. Article VII
Section 1 - Social Director

present: (e) to procure participation as deemed appropriate.

proposed: (e) to encourage participation as deemed appropriate.

purpose: resolve poor choice of words.

4. Article VI
Section 2 - Number and Qualification

present: (a) an active member and a family active member may not serve as voting Directors on the same board.

proposed: (a) Members related by matrimony (to each other) and/or members related by blood and residing in the same household may not serve as voting Directors on the same board.

purpose: literal translation of current wording makes this year’s, and most previous Board illegal. New wording resolves this problem and further precludes resident relatives of serving on the same board.

5. Article VI
Section 5 - Election

present: (d) remain as is but with this additional exception: If the Secretary is a candidate for election, he/she will be replaced in the election process by a non-candidate Board member.

purpose: to protect the club and the Secretary from possible problems involved in having a candidate involved in the handling of ballots.

6. Article XII
Section 1 - Proposed Amendments

present: in paragraph change the word Secretary to Board of Directors. All else remains as is.

purpose: this is a task of the Board as a body, not just the Secretary.

The Board recommends an affirmative vote on all proposed changes.

The Board of Directors

NUGGET/7
THE ALL NEW PORSCHE STORE

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CONSIDERATION TO P.C.A. MEMBERS
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(415) 462-9010
The October board meeting was held at Al Berens’ home in Redwood City. All regular board members were present. Guests were: Sonja Blow, Susie Atlee, Bob Stiffler, Felix Oramas, Dale Dorjath, Barbara Berens. The minutes from the past board meeting were approved with one change: Dale Dorjath, Liz Stiffler, Walt Maas and Glenn Hills were to make the time trial budget balance at year end.

Al Berens said that he had contacted Steve Janiakopolus concerning the record keeping and Steve had not gotten back to him. Al said that he had forgotten to ask Steve about the legality of the club using the Porsche logo. The board reviewed the proposed bylaw changes and approved the final wording for the election. Dale Dorjath discussed bonding of people in the club who are in a position to take the money and run. He said that we should look into the expense of bonding the club’s money handlers. As an alternative, Dale recommended requiring dual signatures for all checks above a certain amount. Dale recommended that the board establish the required reserves for each operating area of the club. Liz Stiffler and Al Berens will meet to establish realistic reserves and mail out their recommendations before the next board meeting. Liz will come to the next meeting with a forecast of the 1982 reserves.

The board discussed the financial position of the time trials for the year. The time trials have been financially as well as aesthetically successful this year and will have money for some additional frills at the time trial awards banquet. Walt reported on the results of the nominating committee, the slate is in this issue of the NUGGET—Vote now!

Al wants to have GGR help KQED with their annual fund raising auction as our charity event for the year. Al will coordinate the effort, we need about 20 people to help. Bill reported on the jackets and had two drawings of proposed jackets which the board liked. There will be an article in this issue of the NUGGET about the jackets. The plan is to act now and have our new GGR jackets for Christmas. The board approved the purchase of the six remaining GGR clocks that Lou Marabel made for the Parade Goodie Store. The board will use the clocks either for awards or door prizes for the Christmas dinner. The board selected the recipients of the year end awards. Al reported that the NUGGET would be out late this month, but it will be mailed first class. The Zone 7 presidents will select their candidate for Zone Rep next week and present it to the Executive Council for their October 16 meeting. Bill reported that he had insurance for the October 30 rain date for the rained out autocross. We lost the November 20th rain date and we gave up the November 27th rain date. Bill Patton also reported that he had several prospects for sponsorship and advertising in the NUGGET. Bill said that he would like to be sponsorship manager and coordinate the ad manager’s position next year.

The Treasurer’s report was approved. Karl Keller’s budget for the Mother Lode Tour was approved. The budget for the Time Trial banquet was approved, as was the $100 deposit for the event. The board approved the purchase of 100 new pylons for the autocrosses. The Pit Crew budget of $100 was approved for Christmas decorations. The management at the Willow Park restaurant raised the price on the September dinner meeting without notifying the club. The board approved paying the difference with a letter stating our displeasure and reminding them of our contract. The board approved $40 to mail out flyers for the October 30 rain date autocross. The new members were approved. The review of the statement of policy was put off until next month when it will be an agenda item. The meeting was adjourned at 12:06 a.m.

Respectfully Submitted, Bruce Anderson, Secretary.
Films of vintage racing from the late fifties; Ron Ferreira gave GGR a private showing of his old 16mm movies at the September Dinner Meeting. Quite a show. The September 25th autocross may have been rained out, but 70 people went to Willow Park Restaurant in Castro Valley to have a great dinner followed by a vast number of door prizes donated by Martin-Johnson Porsche/Audi, Fortino Wines, Automotion and some very interesting road kits donated by Mark Morris Tires... that was the warm up.

Quite a bunch of new and potentially new members were in attendance, but this was overshadowed by the persons of Harry Weber, Bob Garretson and other notables of GGR racing activities over the year (Hank Fallek, too), all waiting to see Ron Ferreira’s vintage racing films. As Ron started showing films, he shared footage of some of the greatest racing scenes to have occurred in West Coast Road Racing. Classic Ken Miles RS Spyder footage, duels between Phil Hill in a Ferrari and Chuck Daigh in the blue Scarab. U.S. Grand Prix at Riverside (1960) with Von Trips, Brabham, Clark, Graham Hill, Phil Hill, John Surtes, Jo Siffert, Innes Ireland... all legends in their own times. Road races at Pomona, Vacaville, Riverside, Santa Barbara and Laguna Seca showed legendary locals like Sammy Weiss (Porsche RS Spyder), Don Dickey (White Carrera Speedster), John Barneson (Black Carrera Speedster), Harry Weber was the super mechanic for Dickey and Barneson.) and pictures of all the ‘vintage’ racers in action.

It was kind of an eerie thing seeing all of the skinny tired cars going around the tracks: Lotus, many Porsches, Ferrari, Maserati, Old Yeller II, III, IV, Scarabs, Kurtis, Troutman Barnes... well, *Road and Track* can only talk about them, and Ferreira has films! Ron gave a good commentary with his films, sometimes apologizing for the quality, which was excellent realizing the film was over 20 years old and more like 25. I’m not sure that all of the viewers really understood the significance of these films, but if a young Dan Gurney or Richie Ginther saw them, they would. I know that Ken Miles would have chuckled about some of his action at Pomona that Ron captured on films. Harry Weber - boy, he’s been kidded about his old hat (tam); Ron had Harry and his hat well represented. (When I was a kid, my dad would point out to Harry and I could recognize him by his hat at the races.) That’s how legends are born.

John and Pat Kelly from SCCA were there for the films. John offered the sum of the film's importance: "The best footage about the golden age of West Coast Racing that’s been shown in a very long time."

Thanks Ron, and all of you who attended.

Jim Pasha
### AUTOCROSS MID-YEAR STANDINGS

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12/GOLDEN GATE REGION
OLD FACES - NEW PLACES

Edmond Wasterlain 1634 Orchard View Dr., Santa Clara, CA 95124 (408) 226-2134
Reinhart Reidel c/o Reidel Foreign Car 1115 Detroit, Concord, CA 94571
Kevin Kelly 1137 Woodrow St, Redwood City, CA 94061
Dennis King 1544 Baily Rd., #12, Concord, CA 94521
Robert Evans 106 Oakmead Ct., Vacaville, CA 95688
Sue Forsythe 20665 Lomita, Saratoga, CA 95070
Keith Plottell 11635 Wildflower Ct, Cupertino, CA 95014
David Merz 343 Highland, Penngrove, CA 94568
Bob Garretson 22921 Stonebridge, Cupertino, CA 95014
J. Michael Nolte, Elbridge House, Sturry Canterbury Kent CT3 4AU, England
R. David Lough c/o Shakelee Corp., 444 Market St.
T-331, San Francisco, CA 94111
Robert Kumagai 6220 Squireddell Dr., San Jose, CA 95129
Mary Rothmond 258 Midwick Dr., Milpitas, CA 95035
Paul Harford 254 Escondido Dr., Martinez, CA 94553
Michael Thomas 38647 Spetti Ct., Fremont, CA 94536
Kevin Hagan 1510 Marview, Westlake OH 44145
Peter Ebnert 749 Plymouth Way, Burlingame, CA 94010
H. Peter Young 720 Augusta Dr., Moraga, CA 94556
Frank Siem 126 Plymouth, Daly City, CA 94015
Andreas Steiner 7880 Shannon Ave., Dublin, CA 94568
Tom Jones 3585 Norton Way, Pleasanton, CA 94566
George C. Reid 2183 Myrtle Beach, Santa Rosa, CA 94583
Lloyd Limprecht 425 Cirby Wy, Roseville, CA 95678
David Carey 3527 S. Bascom No.8, Campbell, CA 95008
Tom Everhardt 329 Irving St., San Francisco, CA 94122 (415) 566-9619.
Lorraine Sage 2281 Armada Way, San Mateo, CA 94401
Bernard Schaaf 754 Delaware, San Jose, CA 95123
Dr. David Redding 1721 Easy St., Tyler Texas 75703

CLASS YL
Barbi Walker 20 16 36
Isabella Hawke 16 13 29
Janet Lane 20 20 20

CLASS Z
Gary Walton 20 20 20 60
Walt Mass 16 13 13 42
Terry Zaconee 13 16 11 40
Gregg Eiff 16 16
John Bredeilove 11 11
Richard McMillumphy 9 9

CLASS ZL
Beth Bates 16 20 20 56
Judy Zaconee 16 16 16 52
Karen Bredeilove 13 13

Nevergreen
Porsche Goodies

Gift Items
Auto Needs
THE PLACE FOR THAT CHRISTMAS GIFT

Bob Stiffler
Liz Stiffler

7677 Brighton Dr.
Dublin, CA 94568
(415) 829-2049 (Eves)

BOARD MEETING

Billy-Bob invites you to attend the next board meeting at Patton’s Mountain. The whole gang will be there: Bruce-Bob, Amy-Bob, Liz-Bob, Sharon-Bob, Al-Bob and Walt-Boy, just to name a few. The gathering will happen on November 2nd at 7PM sharp. The meeting will be BYOB. For further information contact Billy-Bob at (415) 530-0609.
TENNIS REVELERS SURVIVE

Blessed by great weather from a smiling Top Seed in The Sky, the 14th Annual GGTR Tennis Classic went off successfully and without casualty.

Most players survived seven rounds of mixed doubles round-robin action in perfect health. Eight participants even made it through the two rounds of playoffs without need of resuscitation or a chiropractor.

At the conclusion of the tennis action all players and spectators enjoyed a potluck dinner consisting of course after course of gastronomic delights. Some were significantly better at food preparation and consumption than they were at tennis.

After the food, beer and wine had disappeared and all the knees had been taped the best part of the event began. (Skip the food and tennis, let’s get to the awards!)

Each participant received, compliments of British Bankers Club, a framed copy of the event logo. The winners’ copies each had been labeled with the complete legend of how they had done in the three phases of the tournament. BBC also generously supplied the beer for the tournament.

Additionally, each participant received, through the generous sponsorship of Berkey Porsche/Audi, a custom-made racquet-head cover emblazoned with the event logo.

Hold it folks, we’re not through yet.

Sponsor, Broadmoor Brake and Tire of Daly City, provided each participant with a custom Tennis Tote Bag also printed with the event logo.

As if that weren’t enough, Mark Morris Tires provided each with a neat automobile safety kit, Koni provided ball-point pens and beachballs, Pirelli provided T-Shirts, keychains and posters.

The bogus awards came next. They were created by Bill Patton, Jr. from empty tennis ball cans and tennis balls mounted on a wooden base. Each bore the message of some special award. Some of the more notable . . .

"Most Auspicious Newcomer" - Linda Martenot who took 1st Overall, 1st Mixed Doubles and 1st Lady titles.
"Best Tennis Fashions" to Mindy Meredith who looked zappy.
"Worst Tennis Fashions" to Jim LaMarre who didn’t.
"Tennis Groupie Award" to Dinah Patterson who shows up every year just to gawk at the men’s legs.
"Most Improved Player" to Bill Newlin who improved from dead last last year by moving into the Women’s Class.

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Porsche Carpet Kits
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Original Interiors and
Complete Restyling
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Superlamb

Phone (408) 378-7737
186 E. Sunnyoaks Ave. Campbell, Calif. 95008
"The Worst Player We've Ever Seen Award" to Jim Pasha for his dead last finish.

The Real Results

Overall
1st - Linda Martenot
2nd - Tom Martenot

Mixed Doubles
1st - Martenot/Martenot
2nd - Neda Dorjath/Bob Zrubeck
3rd - Pat Zrubeck/Bill Packwood
4th - Valerie Blanchard/Mark Meredith

Round Robin (finalists only)

Women
1st - Linda Martenot
2nd - Valerie Blanchard
3rd - Pat Zrubeck
4th - Neda Dorjath

Absolute Dead Last (or less)

Jim Pasha

Special acknowledgement should also go to Woolworth's for providing the balls and specially to Neda Dorjath and her cast of sub-chairman. Thanks Chairpeople and Sponsors for a super neat day.

Bill Patton
An Interested Spectator

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THIS MONTH'S SPOTLIGHT

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

We are in our third year in Emeryville, servicing all Porsches, from the lovable and very efficient 356's to the sleek and powerful finesse of the 930 Turbos. While servicing, we look for problem areas to catch a problem before it happens, taking pride in our knowledge of Porsche and our appetite for increasing our knowledge. As Porsche continues to change, add or modify their line, our knowledge increases accordingly. At Porsche P.M. we use O.E.M. (Original Equipment Manufacturer) parts for maximum life & performance. We carry most Porsche parts in stock, have our own machine shop to take care of your needs, and a Bosch Alignment Rack for a precise 4 wheel alignment. We take pride in our service - we give you the work you need. Being near BART, we can shuttle you to transportation, if needed. This year we are going to have a race car campaigning for Regional Championship! Watch for us at Laguna Seca & Sears Point!

PORSCHE PM*

1299 55th STREET
EMERYVILLE (415) 655-9704
*Preventative Maintenance
MEMORIES OF OUR LOVE AFFAIR

It began as an encounter, just like the others. But this weekend was at a hide-away that I had not been before. It was an exciting, enjoyable weekend at Laguna Seca Raceway. Let me tell you about it.

On Friday, some of us early birds picked up our registration packets from Glenn and LaQuita Hills; faithfully assisted by Ted and Susie Atlee. It was Ted who gave me assistance in finding the perfect spot in the paddock. I admit, it did take me three laps to find it. That evening good aromas rose into the sky from the Fahl and Atlee cookouts.

As usual, Marcia Bonasch was at the gate at the crack of dawn to cheerfully greet the drivers and workers and to give them their registration packet on Saturday morning. Meanwhile, the paddock came alive with everyone working on last minute car prep. Even all the frenzy surrounding them, the Neidels were enjoying a relaxed breakfast next to their tent.

Our Time Trial Chairman, Glenn Hills, called a driver’s meeting to explain how the sessions would run. As Chief Instructor, Walt Maas had another excellent list of instructors. Unfortunately, the number of first time drivers at Laguna outweighed the number of instructors. Therefore, a 20 minute drive around orientation was organized to let these drivers get familiar with the track.

The workers were sent out. Bud Behrens manned the flags. Sharon Neidel organized the grid and was always careful to place each car in its correct position. Dave Neukom, as Chief Communicator, was incredible and anyone who has ever worked a turn will agree to that. He seemed to have eyes on every turn and handled any circumstances that arose.

The blue cars were the first ones sent out on the track by Kent McLaggan, Track Steward. Kent was always very aware of the driver’s problems and needs. Those with underpowered 914’s know how frustrated it is to get bunched up behind a couple of 911’s and try to get around them. When a car comes in to get another window, Kent caters that window to the driver.

At lunchtime, there was a drive around for anyone to view Laguna Seca from the driver’s seat. Love that corkscrew!!! Smile catering again serves from their canteen truck.

The day continued with only a few minor problems. Open passing from turn 9 to 4 and from 7 to 8 was tried in the last run session in the green group. It seemed to be successful. If it appealed to the drivers, it may be adopted into the rules for next year. It could be very beneficial in solving the passing problems.

The driving ends early, 4:30 PM, but not the fun. Dinner was prepared by Sausalito Catering. For $8.00, there were huge ranch burgers and plenty of wine (which probably heavily contributed to the antics of the following hours). Rebecca Newlin, of Al Loy and the Lug Nuts fame, got the gang singing which then led to playing soccer with the wine boxes and inflated wine sacks. Sounds exciting? Well, more is yet to come. Apparently under the conspiracy led by Barbara Maas, several people boarded the Maas motorhome to surprise sleeping Walt. After the Hills went to bed for the night, their motorhome and YPAF were toilet papered. Ever heard of such a thing since high school? Only at PCA Time Trial where everyone is young and foolish.

Early Sunday morning, as people were fine tuning their cars for their last practice session before timed runs, Rick Bower was telling war stories. Saturday night he became locked in and tried to escape Laguna Seca. Like a big brother out of the darkness he as asked to, “state his business.” Does the military police hide in the bushes, Rick?

The timed runs began on schedule with 1 and 3 instead of 1 and 2. Announcers were Dave Blanchard, Terry Zaccone and Glenn Hills. The timers and consultants included Barbara and Frank Bowers, Nina Yablok and Paul Zak, Barbara Maas, Sandi Gandlin, Dave Bottom, Sue McGlumphy and Henry. They, as always, kept up their excellent timing record. They never seemed to miss anyone.
Champagne was given to the drivers with the best poker hand. The lucky winners included Paul Zak, Dave Eckert, Bill Newlin, Rich Bontempi, Walt Maas, John Johnson, Len Krajewski, Annie Choquette, Tom Amon and Jim McDade (he really cleaned up the prizes this weekend.) Fifteen new records were established also.

Even in bad times people tend to gather up strength and humor. After the Bowers car broke, a tombstone was erected with rest in peace and the birth and death years. A flower accompanied the tombstone. Unfortunately, the tradition continued and another tombstone was made for YPAF who died just before the timed run. A daring plea came over the PA system for anyone with a 2.4 motor to spare that could be put in and running in 13 minutes. This never materialized, but good try Glenn.

On a better note, I'd suggest a Time Trial to anyone, especially those of you who are interested but have not made the commitment. It's a place where you can drive fast around different race tracks and meet people who for the vast majority are really eager to help and guide each other along. You can really take note of this when a car has had some problem either mechanical or driver boo-boo. People are quick to offer help, tools, equipment or a tow home. The atmosphere makes it real comfortable for us new Time Trialers to make our niche.

Special dates celebrated over the weekend included Rebecca Newlin, John Johnson and Jeff Reitmeir's birthdays. Dale and Dick Johnson celebrated their 41st anniversary.

Thanks again to all those mentioned above: family and friends, workers who gave up an entire day so we could run, those who supply accommodations, services, supplies, PCA members in general, and our sponsors - Reimeir's Werkstatt, Andy Alongi Body Shop and Quality Wheels.

What a way to end the 1982 Time Trial Series! Thanks again to Glenn and LaQuita for putting on a successful event.

With memories,

Roxanne R. Truro

P.S. Hats off to Ed Clement. He showed the carrying capacity of a 914 with 100% efficiency. He manages to put 8 tires, a wide assortment of tools, tent, food and miscellaneous odds n' ends in that functional 914. That's incredible!!
LAGUNA LOVE AFFAIR
LAGUNA LOVE AFFAIR
LAGUNA LOVE AFFAIR

Dave Neukom & Bud Behrens

--- ZAP! ---

Dick Mc Clelland
FRANK BOWER BLOWIN' IT

OUR CHAIRMAN EATING UP THE PROFITS

JOHN 'B-DAY' JOHNSON

"HOW MANY DNF'S?"

LQ WITH 'RACE GAS'

SATURDAY NITE SOCIAL

HEAVY PETTING

HARALD VON K & MARK SHATTUCK HAVING FUN...
SHARON NEIDEL
CANDIDATE FOR PRESIDENT

I have been an active member of GGR since 1974. Even before that I was a member with my family working and participating wherever possible. As an active member I have attended almost every event both as a participant and as a worker. I have put on a number of events over the years, chaired committees, worked on the Nugget staff, served as the Goodie Bag and four terms on the Board. I am currently enjoying a year as the Membership Director.

As a member of the current Board I am aware of the issues at hand. I feel my past experience working in the club makes me well qualified to serve as your President.

I have always enjoyed GGR and would like to continue working for it as the President of the 1983 Board.

TED ATLEE
CANDIDATE FOR PRESIDENT

I was recently asked by a good friend why I wanted to be President of GGR. Why? Because I care about the region. Susie and I discussed this question many times before we decided that I should run for this office. Our conclusion was based on one simple fact; we both enjoy what GGR stands for, namely its activities, friendship and especially the marque. I want to do what is necessary to ensure that you, the members of GGR, have all the activities and benefits you have had in previous years.

GGR is the largest PCA region and with that comes many challenges that the Board of Directors must face. Between Susie and me, we have served on the GGR Board of Directors for five years and I feel that I can deal with those challenges logically and realistically while providing the strong leadership necessary for our club to remain strong through these tough economic times.

Note that I have used the word 'we' several times in this article. Both Susie and I know the nature of the responsibilities of this office and 'we' both will do our utmost in serving you if I am elected.
JOHN CLEVER
CANDIDATE FOR TREASURER

I have been a member of PCA since 1961, and a member of Golden Gate Region since 1969. I have previously served on the Board of GGR as Activities Director in 1973, President in 1974 and Treasurer in 1977. I would like to serve as Treasurer again in 1983. The Board needs strong leadership.

VOTE FOR JOHN CLEVER FOR TREASURER.

Thank you.

RICK BOWER
CANDIDATE FOR COMPETITION DIRECTOR

I'm sitting here at Laguna with a broken car, wondering, 'Why in the 'H' do we do this?' Well, it's because only in a club such as ours do we have a chance to drive beautiful cars in a spirit of competition and camaraderie. It's for this reason I've decided to run for the Board as Competition Director. It will certainly be a difficult task to duplicate the excellent job Walt has done over the last two years, but I feel I'm capable and am certainly willing to try. Let's continue to provide quality events for as many of the general membership as possible. Thank you.

GARY FAHL
CANDIDATE FOR COMPETITION DIRECTOR

The cries of 'stand up and be counted' have again fallen upon my ears and I am pleased to throw my hat in the ring for the position of Competition Director. I have served 3 terms on PCA boards and have participated in local and national competition. This experience and exposure has prepared me to fill the position on the board that is responsible for the activities enjoyed by so many of our active members.

As a board member, the Competition Director has a direct voice in the shaping of our Club's competition activities. I will always maintain a listening ear to the members' desires in setting priorities.

GGR's great events (commonly expected) are not the product of luck but the result of thorough organization, dedication, and just plain hard work. It is this hard work that I am prepared to give if given your support.

I look forward to serving with and for you in 1983.
Haven't you always wanted a great body?

Andy Alongi Body Shop

- Specializing in German 2-stage painting
- Major or minor collision repairs
- Body and frame alignment system
- Factory flaring
- Restoration, floor pans, fiberglass
- Race car painting, striping
- Consideration to PCA members

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NICK KELEZ
CANDIDATE FOR VICE-PRESIDENT

I have been a member of Golden Gate since 1972 and have enjoyed my membership and all the people in our region. During this time, I have been actively involved in Social Events, Tours and the Family Picnic. I would now like to offer my time and knowledge back to the club by running for Vice President.

I am prepared to devote all the energy necessary to this office and to make 1983 a great year for Golden Gate.

I would appreciate your vote in November. Thank you.

PAUL SEIDEL
CANDIDATE FOR VICE-PRESIDENT

Why do I want to be Vice President for Golden Gate Region of PCA in 1983?

Because I have been a dual member of GGR for three yrs. and an active member this year, I wish to serve the many loyal and dedicated members by contributing my time and efforts toward the continued growth and esteem of the region.

This past year I have served as the Swap Meet Chairman, chaired several events as well as being active in all realms of the region’s events.

I am proud to be a member of what I feel is the region which exemplifies the purpose and intent of the Porsche Club of America - a region which has enthusiastic and spirited members. I would be honored to serve on your Board of Directors as Vice President.

MIKE LOMMATZSCH
CANDIDATE FOR SECRETARY

Being a Golden Gate Region board member requires a lot of effort and again I would like to serve GGR with my enthusiasm and effort as secretary in 1983.

I have been a member of GGR since 1979. I am thoroughly familiar with the administration of the Region, attended many events and chaired many of them (including dinner meetings, tours, socials and autocrosses). I have served as 1982 Reno Parade Committee Secretary, 1981 GGR Membership Chairperson, 1981 Nominating Committee Chairperson, 1980 Sponsorship Representative, 1980 Roster Advertising Manager and served on the NUGGET staff for the last three years.

I would appreciate your support of me to the 1983 Board of Directors.

FELIX ORAMAS, JR.
CANDIDATE FOR SECRETARY

As a member of PCA-GGR for the past two years I have participated in most of the region events; dinner meetings, tours, autocrosses, tennis tournaments, etc... Have attended most of the Board meetings.

Presently Reina and I are doing the mailing of the club newsletter, the NUGGET. Most recent responsibility has been 1982-83 Roster Chairmen.

Being a member of the club has been a real enjoyment, from meeting people to concourng our Porsche. As a recipient of the Don Matthews Memorial Award, this past year should reflect my enthusiasm towards the club. My interest for next year is to join the Board of Directors as Secretary.

With your vote and support, I look forward to doing a good job for GGR.
TO THE EDITOR

Dear Mercy,

We just received your August issue.

Just had to write and tell you how much we enjoyed the Reno Parade coverage in the NUGGET. Great !!!

You guys (the NUGGET) have always been a trendsetter. We look forward to receiving each issue.

Sincerely,
John and Denise Straub
Editors, Windblown Witness

P.S. Zone 7 should be congratulated on a fantastic Parade !

GEEZ - Thanks, guys! - Ed.

MAKE A DIFFERENCE!

PARTicipate!

Good evening, I'm Bill Hildebrand, and you're not! I'm also the NUGGET Advertising Manager and you're not... yet! You too can have the privilege of this interesting position if you act soon! Great job for that enthusiastic member(s) who's been waiting for that special position. Call now! Tell a friend!

Bill Hildebrand, (415) 572-1533 - days. 
NUGGET Advertising Manager
(and Infamous Bicycle Racer)
OUR LOVE AFFAIR AT LAGUNA SECA – RESULTS

CLASS N
42  Jerry Harvel .................. 1:35.60*
219 Doug Price .................. 1:43.93

CLASS S
43  Len Krajewski ................ 1:33.93*

CLASS V
82  Ken Young .................... 1:31.36*

CLASS W
62  Eric Winston .................. 1:31.90*
197 Brad Wakeman ................. 1:32.87
49  Barry Solomon ................. 1:33.14
36  Patrick Fizgibbon ............ 1:37.02

CLASS AP
119 Gary Fahl ..................... 1:28.71

CLASS APL
119L Sandi Fahl ................... 1:30.35*

CLASS CP
17  Paul Zak ....................... 1:31.91
88  Dick Petticrew ................. 1:35.88
93  Jim Kershaw ................... 1:39.19

CLASS DP
33  George Neidel ................. 1:48.09

CLASS EP
50  Rich Bontempi ................. 1:26.11*
10  Dale Dorjath ................... 1:29.28

CLASS EPL
10L Neda Dorjath ................. 1:32.72*
75L Sue McQuimpe ................. 1:33.27
50L Kathryn McVean ............... 1:34.48

CLASS FP
70  Paul McIntosh ................ 1:29.72

CLASS FPL
70L Annie Choquette .............. 1:33.83
100L Karla Shattuck .............. 1:34.02

CLASS HP
72  Steve Ponciroli ............... 1:31.75
63  Vaughn Temple ................. 1:32.44
71  Bob Stiffler ................... 1:37.79

CLASS HPL
71L Liz Stiffler ................... 1:37.85

CLASS IP
128 Larry Amberg ................. 1:26.88*

CLASS IPL
128L Ellie Amberg ................. 1:34.45*

CLASS JPL
3  Joe Reitmeir .................... 1:26.71
21  Dave Blanchard ............... 1:30.36

CLASS J PL
21L Valerie Blanchard ............ 1:34.36

CLASS A
118 Gary Fahl ..................... 1:28.71

CLASS APL
119L Sandi Fahl ................... 1:30.35*

CLASS AL
22  Bill Newlin .................... 1:24.22
59  Jim LaMarre ................... 1:31.65

CLASS APL
22L Rebecca Newlin ............... 1:26.89

CLASS C
33  George Neidel ................. 1:48.09

CLASS EP
48  Mark Johnson ................... 1:32.30
148 Lee Brittell .................. 1:34.15

CLASS DL
99  Rodney Rapson ................. 1:31.49*

CLASS EL
197 Rich McClelland .............. 1:30.61

CLASS E
99L Roxanne Truro ................. 1:34.01*

CLASS E
18  Lawrence Dick ................ 1:18.05*

CLASS H
100L Karla Shattuck .............. 1:34.02

CLASS HP
72  Steve Ponciroli ............... 1:31.75
63  Vaughn Temple ................. 1:32.44
71  Bob Stiffler ................... 1:37.79

CLASS H
5  Tom Amon ....................... 1:19.19

CLASS H
18  Lawrence Dick ................ 1:18.05*

CLASS H
18  Lawrence Dick ................ 1:18.05*

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18  Lawrence Dick ................ 1:18.05*

CLASS H
18  Lawrence Dick ................ 1:18.05*
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**NEW RECORD**
TTOD MEN - 45 Walt Maas
TTOD WOMEN - 90L Sheila McDade
**92 PROTESTED - UPHeld**

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**TTOD RENO '82 PARADE**

GGR members Gary Walton and Beth Bates drove the Garretson Enterprises 914-4 to Top Time of Day (Mens and Womens) at the recent Reno Parade Autocross. Hot on their heels were Judy and Terry Zacccone in their Garretson Powered 914-6 2.8 with second in class finishes. Both of these cars were equipped with Phase 9 Silencers, for improved torque and horsepower while emitting less than 100 dB. Congratulations also to Johnny Humphreys, recent SCCA E-Production race winner at Sears Point in his Phase 9 equipped 1600 356 Speedster. Dyno testing his motor showed a significant horsepower and torque gain with the Phase 9 Silencer.

**PHASE 9 SILENCERS $125.00/EA.**

---

**DRIVING IN COMPETITION**

Alan Johnson's book on driving techniques. Very helpful for autocross or time trials. See our selection of other books.

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GOLDEN GATE REGION MEMBERS
SPARK PLUGS & SPARK PLUG WIRES.

by Harry Pellow

"Yes, Virginia, even the spark plug wires on the 356/912 Porsches deserve mention. Original spark plug wires, where they plugged into the distributor cap had about a 1" rubber boot to protect and seal the spark plug wire ends from the elements. Replacement wires nowadays use the regular ¾" long boot and the difference is obvious. I don’t know when the Factory stopped putting on the long boots, but it most likely was with the 912 series. The long boots really improved the looks of the distributor - kind of set its hair on end, as it were, ... heh, heh ..."

From the distributor cap, the spark plug wires make their way, two to a side, towards each bank of cylinders. Along the way, the wires are tied down to the left and right-hand cylinder shrouds by a rubber plug through which the wires pass and which is, itself, plugged into a hole in the cylinder shrouds, via a rubber tip. Little "O" rings, about 3/4" in diameter and looking not unlike head bolt seals, keep each pair of spark plug wires tied together, making the wires look very nice, thank you, as they wind their way toward the spark plugs. Finally reaching the spark plugs, the wires enter the long, plug connectors and terminate by being impaled on a sharp screw in the plug connectors. The plug connectors are made of black or brown bakelite, with black signifying no additional electrical resistance in the connector, and brown signifying additional resistance in the connector. A similar color code is used with the distributor rotor. The connector is attached to the spark plug (the plug having its brass top removed, exposing its threaded stem) via a spring-loaded spark plug thread grabber. The annular hole between the connector body and the hole in the vertical side shrouding through which the connector passes is sealed with a rubber skirt whose purpose is to prevent the loss of cooling air which would otherwise occur. Current replacement wire sets usually have VW-style connectors that not only don’t look nearly as nice as the Original Thing, but are also damn hard to remove from the spark plug sometimes—especially when the engine is hot. The new spark plug wire sets also don’t come with tie down rubber dohickeyes or tie together "O" rings—so save your old ones if they’re any good still. BEEP, BEEP, REV 2 NEW DATA: Stoddard now (1980) has the tie-down rubber dohickeyes—NEW! But, Hurry!

Put these rubber goodies on before you put the plug connectors on, otherwise you’ll have to remove the plug connectors that you just put on. (Stoddard or Tweeks or, for you local people, House of Porsche in Sunnyvale, California, may have connectors or tie down or tie together rubber dohickeyes, so give them a try.)

Plug wires and, occasionally, the plug connectors themselves can break down electrically, and should be replaced—a gas leak with old, bad, cracked, arcing spark plug wires is a fire insurance total just waiting to happen. (You don’t have fire insurance? tsk, tsk.) Remember the Maestro’s gas leak outside Denver that shot gas directly onto the spark plug wires? They were NEW spark plug wires, and nothing disastrous happened that time ... ."

In the distant past, the Factory had used and recommended a whole variety of spark plugs. Since in the U.S. of A., we are limited to Bosch, we will only consider Bosch spark plugs here. (YES, you CAN use NGK, but German stuff seems to work better in German cars than Japanese stuff does - Cylinders and Pistons excepted!) Of the Bosch plugs, the Maestro likes W225T35 in summer and W200T35 in winter. (For Bosch - the higher the number, the COLDER the plug, thus the "W225T35" is "colder" than the "W200T35")! The "T35" part of the plug number refers to its type of tip - which in this case is an "extended" tip plug. The tip protrudes more into the combustion chamber where it effectively provides a bit more timing "advance", better ignition of the mixture and better cooling by the incoming cool, fuel charge. HOWEVER, in the event of lousy gasoline (as we’re seeing more and more of), the "T1" tip is BETTER. A Factory Service Bulletin of Fiscal Week 19 year 1962 said that experiments by the Factory have shown that Bosch plugs W225T1’s are a better plug to use when the gasoline is of low quality and/or Octane like in Mexico, Africa, or the United States these days. The "T1" tip in a NON-extended tip plug effectively retards the spark a bit, allowing the engine to tolerate low octave gasoline.

The NEATEST plug that the Factory ever used was the W225T7 plug used on the early Supers (circa 1960) and Super-90’s. This plug had the electrode gap on the SIDE of the plug. The gap was permanently formed when the plug was manufactured and could NOT be adjusted (when the gap got too big, you replaced the plug). The big advantage of this plug was that the top electrode did NOT shield the spark from the combustion chamber. Instead, the spark "saw" the combustion chamber with NOTHING in the way. They DID seem to work better than "regular" plugs, but unfortunately, W225T7 plugs have been unavailable for a decade!! Too bad! If you, gentle reader, EVER find some, the Maestro will be Most Happy to take a few off your hands!"

Editors Note: This excerpt was taken from Harry Pellow’s book, THE ABC’s (AND 912’s) OF PORSCHE ENGINES OR PORSCHE ENGINES AND THE FUTURE OF THE HUMAN RACE. Thanks, Harry for sharing your book with us!
# AUTOCROSS RESULTS – GGR No. 5
## AUGUST 29, 1982

### Class A
- Jim Lamarre: 51.45

### Class AL
- Linda Long: 54.80

### Class C
- Paul Seidel: 53.24
- Dick Petticrew: 53.80

### Class CL
- Kitty Petticrew: 54.93

### Class D
- Bob Lain: 51.43
- Bill Packwood: 51.75
- Don Harley: 51.87
- George Neidel: 51.88
- Walt Borovkoff: 53.09
- Mike Dufresne: 57.24
- Al Berens: 53.06

### Class DL
- Sharon Neidel: 51.81
- Karen Neidel: 52.70
- Pam Harley: 53.32
- Mercy Lain: 53.43
- Sandy Molinari: 55.03

### Class E
- Dwight Mitchell: 48.13
- Dick McClelland: 48.61
- Rich McClelland: 48.64
- Art Seeger: 49.59
- Gary Dorighi: 49.98
- Rich Bontempi: 50.39

### Class EL
- Linda Mitchell: 49.67
- Elaine Seeger: 51.94
- Rosemary Rodd: 52.55
- Nancy Dorighi: 53.09
- Kathryn McVein: 55.54

### Class F
- Dave Blanchard: 50.58

### Class FL
- Valerie Blanchard: 51.05

### Class G
- Paul McIntosh: 52.84
- Dale Dobson: 52.87
- Robert Ponce: 57.23

### Class GL
- Annie Choquette: 53.47

### Class H
- Richard Stuck: 49.68
- Dale Dorjath: 50.13
- Bob Stiffler: 50.40
- Don Wise: 51.14
- Rick Giacomazzi: 51.45
- John Moffitt: 53.90
- Darrell Terry: 48.79

### Class HL
- Susie Wise: 51.68
- Liz Stiffler: 52.85

### Class I
- Ron Leppke: 50.37

### Class IL
- Danielle Maddox: 54.13

### Class K
- Dave Swanson: 53.19

### Class M
- Jim McCulloch: 51.16
- Bob Fernandez: 53.01

### Class N
- Norbert Nieslony: 55.49
- Stephan Nieslony: 56.20
- Dave Sinofsky: 56.52
- Joe Borelli: 57.17

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28/GOLDEN GATE REGION
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* Fun Run

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**SEASON'S GREETINGS AND SAVINGS**

Greetings assume a special meaning when you send your personal message with these beautiful marque note cards. Twelve cards, six designs, with mailing envelopes. $10.95 a set.

Savings on our Mohn ski racks will bring more cheer to your holiday season. For November and December only, we are giving a 15% discount on these fine Porsche ski racks. Enjoy the savings now and be ready for the advent of the white flurries.

Best Wishes to all our friends in PCA from everyone at Automotion.

**AUTOMOTION**

3535-L Kifer Road • Santa Clara, CA 95051 • (408) 736-9020
FROM THE DRIVER’S SEAT

It was a very good year. No, it was a fabulous year. The Time Trial Series for 1982 is over and only the final awards are yet to be presented. This will happen on November 14th at Arthur’s Second Floor Restaurant at the Courtside Tennis Club in Los Gatos. The dinner is probably the best ever presented. Arthur is determined you will not go away disappointed. Not only will the regular awards be given, but Rookie Driver of the Year, Most Outstanding Worker and Chairman awards will be presented for significant contribution to Golden Gate Region. We have been most fortunate to again have a crew of dedicated workers that brought you two successive Time Trial Series. This cannot go unnoticed and won’t!

This past year we averaged over 100 drivers at each Time Trial. Not bad when you consider the state of economy. Time Trialing has become one of the club’s most popular past times. I feel the relaxed, low pressure, more socially oriented events is at least partially responsible. Our Saturday night socials average more than 125 fun loving folks. Disco dancing, sing-a-longs, bike races, PG rated leg gropes, parade laps at Laguna Seca and plenty of comradarie made the social aspects as important as the competition and practice sessions. Our Driver’s Schools saw 55 new drivers complete their training. That’s a significant number when you consider the safety requirements. Time Trialing is not inexpensive, but we do place high emphasis on personal safety. Walt Maas and the complete instructor core are, of course, the backbone of the success of the Driver’s School.

This past year was our safest year. There were no injuries and car damage was minor with no major accidents. Time Trialing and event management has matured into professional levels.

Both Laguna Seca and Sears Point Raceway have been terrific and opened their doors to us to fully enjoy the facilities. I can’t say enough for the consideration given to the Golden Gate Region. I hope to have each facility send a representative to our awards dinner. This gives us a unique opportunity to express our thanks.

Congratulations to Ken Mack, as our newly elected representative to the Driver’s Event Committee. Thanks to all who ran, I’m sure that all will give their support to Ken, Please see Ken for any input for the rules for 1984.

With the completion of 1982, it marks the second season for EQ and myself as your chairman and registrar. I have indeed enjoyed this position and will continue on next season. Your ongoing support will also be appreciated. There are lots of opportunities to assist the Time Trial program. Let me know your feelings and what you would like to see in the coming events.

Glenn Hills
Time Trial Chairman
(408) 264-1822
SWAP MEET

WHEN: Saturday, December 4th
TIME: 8:30AM - Doors Open
COST: $7.00 per space
INFO: Paul Seidel
      (408) 578-9413

Lots of Bargains ! ! !

TECH SESSION

(Ditto)

11AM (for about an hour and a half)
FREE
Ken Mack
(408) 264-4183

Lots of Surprises ! ! !

Joe Goldblatt (President) and Richard Meyer (Technical Services Coordinator) for Kontrolle Automotive Products will be speaking on two super topics: SUSPENSION & SHOCK ABSORBERS. They are also kind enough to give away a prize in a drawing that any one of you would like to own! ! ! Pit Crew and all its yummy goodies will be waiting to put out that hunger in your tummy! Donated goodies would be appreciated greatly! See you there.

BERKEY P/A, (1580 & 1680) 5940 Stoneridge Mall Road, Pleasanton, CA 94566, (415) 462-9010. Thanks BERKEY !

---

HARE AND HOUND RESULTS

The Hare and Hound rally happened October 8. Sixteen cars enjoyed a lovely evening chasing the hare through south Santa Clara valley. See next month's NUGGET for an article on the rally. Find out then what well-known GGR personality was seen flicking cigarette ashes into a paper lined trash can. The results for the rally follow. They are not included in the series points published in this issue of the NUGGET.

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NUGGET/31
A PRESIDENTIAL AFFAIR

A clear, sunny Sunday—perfect day for an autocross, at least that's what about eighty GGR members thought when they showed up for the President's Autocross, August 29th. With a lot of help from Shirley Neidel and a little redesign work courtesy of Terry Zaccone and Dwight Mitchell we wound up with a course which was somewhat akin to barnstorming, at least as fast as one can fly at Pleasanton.

Spin-outs were the rule of the day after start/finish on the portion of the course that turned back upon itself. Even 914s did this trick—the speed and the off camber providing the impetus to do donuts.

The second run of the day was made a little more interesting with the addition of a poker hand for a bottle of wine. In the women's classes this was won by Sharon Neidel with three of a kind while the men's class was decisively won by Bill Packwood with a full house.

The 924 class was the usual battle between Paul Seidel and Dick Petticrew with the former edging out the later by about half a second. The heavily contested 914 class was won by the Nugget editor's other half. The first four cars were only separated by 4 tenths of a second, Sharon Neidel was a clear winner in the 914 women's class.

The 2 liter 914s were won by Dwight Mitchell and Linda Mitchell (who else?) but Dwight had to work at it. Dick and Rich McClelland were right on his heels. The large bore 911s was also a hotly contested class, Richard Stuck edged out Dale Dorrath and Bob Stiffler for the win. In the box-stock class autocross sponsor Norbert Nieslony was the victor but of course my car wasn't running.

The boys with the toys was naturally won by Gary Walton with co-driver Beth Bates taking the women's top time.

Thanks to all who helped make the day a success.

Al Berens
El Presidente
FROM CORNER TO COCKPIT

The Time Trials

PCA Time Trials are divided into five run groups instead of two: Red, Blue, Green, White and Yellow. These are based upon the lap time potential of the car/driver with about 10-15 second spreads between groups plus some overlap.

The students were splattered before-the-fact into Green thru Yellow based on a priority assumptions about the car. I was placed into Green, the top student group.

The Time Trials were based upon four 30 minute practice sessions, 3 on Sunday with the 4th Monday morning, plus the time trials themselves consisting of one warm-up lap plus three full laps on the clock.

Since we did not have the benefit of a base time during the School itself, my in-traffic laps on Sunday indicated that I had been ‘comfortable’ at lap times of 2:14 thru 2:17 during the School. This is on a 2.54 mile track (or so I was told).

During the next two practices, I managed to bring my times down to 2:11’s and then to 2:10’s. I was still feeling ‘comfortable’ rather than ‘nervous’, so there was still room for improvement . . .

During the Monday morning practice, Ted Atlee, my first instructor, managed to grab a pit board and stopwatch and tell me what I was doing lap by lap. After being in traffic and turning 2:14’s down through 2:11’s, I was freed from traffic for a few laps and managed to turn two 2:10’s and a 2:08!

Wow! A 2:08!! I felt so good that I dove deeper and stronger into some turns and got a 2:06 on the Pit Board the next lap around . . . Talk about a ‘high’ . . .

The next lap was accompanied by waving yellow flags in turn 7 where a 924 had melted the spider out of his left rear wheel and run aground in the apex. On the cool-off lap, another car managed to ‘forget the line’ and dove into the tire wall on Turn 10, repositioning his right front A-arm about 2 inches to the rear! This was definitely not the time to improve on one’s lap times . . .

The actual timed laps for my class and run group waited until after lunch and on and on until around 8:00 PM that night (we had an overflow entry list of about 160 drivers plus about 1.5 hours of delay for a late start and a few random twos . . .). The last car off course was at 8:00 that night!

During the timed runs, I never bested by 2:06 and had to settle for a 2:07.21. My intended goal was a 2:05 or better. But I got the rear end loose a couple to places and got light in the top of turn 2 (again!) and blamed it on driver fatigue following a good four hours on track from both the School and the Time Trial practice sessions.

Post mortem maintenance revealed a pitted distributor cap which caused the engine to go ‘sour’ or ‘out of song’ and some rather mushy brakes which could have been fixed by a bleed-down. The handling problems I have since learned to adjust for.

Summary

What was planned as a one-time lark is now a more serious venture, but I’ll have to wait until the next Time Trial over Labor Day Weekend to attain my self-stated goal of 2:05. The ‘bug’ has bitten the frog . . .

One cannot really imagine the thrill, the excitement, the ‘high’ of driving at speed. I haven’t yet reached the point of being ‘uncomfortable’ or ‘afraid’ of the car or the track or the point of ‘changing my laundry’ between runs. I am simply enjoying the enhancement of a driving style that I have done many times before, but now in a better vehicle than I have ever driven before on a different medium . . .

My Porsche is capable of negotiating at a 1:59 by its previous owner, so I still have another 7 seconds per lap

---

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33/NUGGET
Having advanced to Green Group from Driver School, I was passed by only one other car during all sessions! There were only two others in Green faster than me, but by mutual agreement, we gridded such that they were always ahead of me leaving the pits. Since the timing difference was only 2 - 4 seconds per lap on a 2:10 lap in group, and there were only 10-15 laps per session, we caused each other no problems.

However, we also positioned ourselves at the front of our run group, and with some times posted at 2:20 - 2:30, this gave about 2:30 - 2:06 = 24 seconds difference per lap on the slower cars, and took only 5 or so laps to get back into traffic. Being that many of the drivers were recently graduated from the School, the use of mirrors and passing signals was deplorable.

Solo Competition is defined by both SCCA and PCA as "one car on course against the clock." This is during the timed runs. In actual implementation, there may be as many as three cars on course at one time. If any car catches up with another car during his timed laps, he pits and gets a re-run with better time spacing.

During practice sessions, the entire color-coded run group is on track at once, but there is absolutely no passing unless the car ahead of you sees you in his mirrors, both of you are in one of the approved 'passing' zones, and the lead car indicates by a hand signal which side he will let you pass him on...

The bug has bitten. The bug has settled in. One friend quoted "You have become besieged by the most dreaded diseases known to the sport: cancer of the wallet. Please spend your money at my race shop any time."

How could I have spent 13 years in SCCA and not have become a race driver before? Autocrosses: yes. Rallyes: yes. Pro rallyes: somewhat. Races: announcer, pit security and corner worker so far. What kind fool have I been? ?? Only time will tell...and the faster the better.

*Rybit T. Moatmonster is the author's pen name of long standing. To find out how he got it and a pondful of frogmania, just ask. He'll be wearing a baseball cap with a large green toad affixed to the top at most future events.
PICTURE RALLY '82

If you don't know the difference between f stops and shutter speeds great! You will still have a fine time on the GGR Picture Rally. Involved in this open-to-all rally will be an easy to follow route, with some photographs that will have to be identified along the route. Object of the rally is to see how observant you are. Or are not! Anyway, afterwards the rally will meet for a bite to eat and go over the results.

WHEN:  Sunday, November 14, 1982
TIME:  12:30PM registration / 1:30PM first car out
START:  Los Gatos Tire Service, 577 University Ave
        Los Gatos, California
DIRECTIONS:  Highway 17 to Los Gatos. Exit Highway 9 going toward Saratoga. First light is University Ave -- turn right. Los Gatos Tire Service, 577 University Ave, is on the left -- look for Goodyear signs.
AWARDS:  Multiple awards, each class.
COST:  $7.00 per car (rally will end at a pizza restaurant -- that's not included in cost)
WHO:  open to all. Any type of odometer equipment car may run.
LENGTH:  Approximately 3 hours.
MORE:  John Clever 209/835-9090
        John Fulton 408/287-9260

SANTA CLAUS will be bundling down your chimney before you can say . . . "PORSCHE!"

Likewise, the GGR Christmas Party will be here before you know it. So watch the December NUGGET for details and reserve December 18th on your calendar for an evening of Cheer and Celebration!
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T&D PORSCHE WORKS
ALL YOU WANTED TO KNOW ABOUT
THE 'DUMMKOPF'

and   DIDN'T THINK OF ASKING . . .

GGR was the first region to have a Dummkopf award. It was the March 1965 brainchild of Dick McCllelland and then GGR President Paul Scott, with handiwork by Dick Knight, who provided the helmet and built the base. This brief, but threatening statement appeared in the NUGGET announcing the unveiling of the soon-to-be dreaded Dummkopf: “This trophy will be awarded by acclaim to the member who by some means of driving notoriety is deemed to have need of such recognition.”

Over the course of eighteen years there have been, to date, 101 Dummkopfs. There are 13 two-time losers, including Joe Reitmeir, Bob Garretson, Vaden Riggs, Rod McBroom, Bob Zulkowski, Bill Weitzel, Steve Allison, Glenn Hills, Terry Zaccone, Jim Gaeta, Marge Forster, Nick Kalez and Sylvia (Fuhrer) Rentschler. The 2 three-time losers are Paul Scott and Gary Evans. There has also been 1 four-time loser, Bill Patton.

What a treasure the Dummkopf is. Here for your amusement are the people and the stories, laid bare before your very eyes.

The first victim of the honorable helmet was, fittingly and ironically, Paul Scott. Paul got it for the rather simple feat of receiving a traffic ticket under somewhat questionable circumstances. Paul coined a phrase at the time, and stands by it even today, some eighteen years later. The phrase has become a most popular one among Dummkopf winners over the years. “I was set up.”

As has been the tradition through the years, Paul was now responsible for passing the Dummkopf to its next victim. The original announcement of the Dummkopf alluded to the possibility of getting it for having an accident with a cop. This is apparently what Jean McCllelland did though the details are unknown by this writer. Paul Scott in relating the story to me said “Yes, Jean had body contact with a police officer.” After a long pause he said, “Maybe I should change my description to she ran her car into that of a policeman.” Wise move, Paul, I’m sure I could have made a wonderful story out of your previous phraseology.

The next name reads Roger Levit. Unfortunately, however, there are absolutely no tracks in the NUGGET, nor have I been able to locate anyone who recalls how or why Roger got nailed. If someone out there knows, please get in touch so the chain can be complete.

The next noteworthy Dummkopf was Leo Rapp. Leo had asked a PCA friend to take him to the dock to pick up his new 1965 911. On the way back, Leo, trying on the new 911 for size (and acceleration), came flying up behind friend and promptly rear-ended friend’s 356 Coupe with his new 911.

Bob Garretson received the helmet for a rather funny happenstance. The Parade Concours rule affecting a penalty for trailered cars had just been announced. Bob decided to ignore the rule, perhaps not aware of how severe the penalty was. He trailered anyway, some 300 miles to the Parade. On arrival he was penalized 300 points. A chagrined Bob asked the judges if they would remove the penalty if he drove the car 300 miles before being judged. They agreed. So, Bob went out and drove around in circles for 300 miles (probably in some covered and carpeted area).

Bob passed the Dummkopf to Bill Arnett who somehow managed to shift from second to reverse while racing some Detroit Iron down El Camino. He, thus, got the helmet along with his bent valves and bruised ego. Bill clinched the award while as Tech Director of GGR he placed 47th out of 50 at the Parade Tech Quiz.

continued next page
Now, here is a great mystery. The NUGGET of December 1965 credits Paul Scott with his second Dummkopf, but his name does not appear in the proper place on the trophy. Could it be that Paul forgot to engrave his name? The story on Paul is that while visiting Germany he made the acquaintance of a young local who expressed interest in travel to the U.S. Paul offered to put the guy up while he was there, but says "because our house is small you'll have to sleep in a sleeping bag in the front room". At this point the young guy introduced himself-Peter Porsche.

That's a terrific ending for the first report on the Dummkopf. More later ...

Gordon "Cul" Culpepper

IT'S THE PITS

Pit Crew

On Tuesday, November 9th, we're going to get together to build table decorations for the Time Trial Awards Banquet. We will do this, appropriately, at a Time Trialer's house! Jim LaMarre volunteered especially for this pit crew. Jim has a nice central location for a pit crew meeting too! I hope to see lots of smiling faces. Just bring a pair of scissors and join us at 24761 Willi-net Way in Hayward around 7:30PM. Call Jim at (415) 783-5419 or me at (415) 228-4863 for further information. See ya there!

Marsha Wilson

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CARRERA de SIERRA RESULTS

The two-day Carrera de Sierra rally was September 27 and 28 and was one of the more exciting rallys we have been on, particularly on Saturday in the rain. Imagine yourself in the Sierra foothills on a two-lane twisting road you have never seen before. It is raining unbelievably hard, you are looking for a sign reading “Amador”, and you are trying to make up seven minutes before the next checkpoint shows up. What you are doing is taking the most carefully driven 70 m.p.h. ride you have ever been on in your life! Who says rallys are dull and boring! We made up almost 3 minutes before the dread checkpoint, but that still left us with over 400 points in error and a most exciting tour of the Sierras.

There were five Golden Gate entries in the Carrera. Three did very well as shown in the results below.

<table>
<thead>
<tr>
<th>Driver:</th>
<th>Navigator:</th>
<th>Score:</th>
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<tr>
<td>John Clever</td>
<td>Sue Wise</td>
<td>790</td>
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<td>Dennis Winter</td>
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<td>Paul Seidel</td>
<td>Terry Christensen</td>
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<td>Rob Biddle</td>
<td>Cecily Young</td>
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<td>Kerry Biddle</td>
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<td>Dick Petticrew</td>
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<td>Terry Biddle</td>
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<td>Stephanie Home</td>
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<td>Bruce Anderson</td>
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<td>Karen Neidel</td>
<td>Karen Neidel</td>
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<td>Kent Cygan</td>
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<td>Herb Cygan</td>
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<td>Ralph Bradley</td>
<td>Herb Cygan</td>
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<td>Wayman Bradley</td>
<td>Sandy Wroblewski</td>
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<td>Neda Dorjath</td>
<td>Jeff Lateer</td>
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<tr>
<td>Dale Dorjath</td>
<td>Shellie Bray</td>
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<tr>
<td>Sandy Wroblewski</td>
<td>Susan Brookig</td>
<td>100</td>
</tr>
</tbody>
</table>

The schedule of rallys remaining in the 1982 series is:

November 14 - The picture rally put on by John Fulton
December 4 - TRC rally starting at FAR Performance in Mountain View.

We will need workers for the picture rally which will be put on by PCA but open to all bay area rallyists. If you would like to volunteer, please call us at (408) 446-5770.

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WELCOME NEW MEMBERS

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Pleasanton, CA 94566
(415) 462-9010

Mark Alan Cole
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Mill Valley, CA 94941
(415) 332-7792
74 914

Peter Kay (Michelle)
2814 Baysmill Ct.
San Jose, CA 95121
(408) 281-9310
78 924

Gary Korpi (Sheila)
3471 Woodyend Ct.
San Jose, CA 95121
(408) 629-9099
83 944

W. Jack Kuhn (Cathy)
33789 Cassio Dr.
Fremont, CA 94536
(415) 796-8041
72 911

Al Sanchez (Emily)
1594 Calabrese Way
Gilroy, CA 95020
(408) 847-2822
65 356

Ken Scott (Nancy)
887 Oak Grove #201
Menlo Park, CA 94025
(415) 326-9715

George Allen
1069 Alta Mira
Santa Clara, CA 95051
(408)984-3415
1976 911

Charles Bettencourt
22938 Atherton St.
Hayward, CA 94541
(415) 881-1815
1973 911

Walter Borovkoff
662 Hampshire
San Francisco, CA 94110
(415)342-4892
1971 914

Frank Capilla (Muriel)
9 Twelve Oaks Dr.
Pleasanton, CA 94566
(415)462-1891
1981 911SC

Gary Christiansen (Sally)
2811 Vallejo St.
San Francisco, CA 94123
(415)922-2480
1978 930

Martin Diefenbach
11 My Road
Lafayette, CA 94549
(415)932-4346
1974 911

Hugo B. Hamilton (Helena)
1182 Janmarie Ct.
San JOse, CA 95121

Brian Hogan (Nancy)
1893 Chantilly Ln
Hayward, CA 94541
(415)889-6521
1979 911SC

David Jensen
2407 Fenian Dr.
Campbell, CA 95008
(408)379-6054
1979 911SC

William Tsai (Patricia)
1727 Sellig Ln
Los Altos, CA 94022
(415)968-9746
1973 911T

Dale Dobson
214 E. Main
Los Gatos, CA 95030
(408)354-2936
1973 911

Mike Du Fresne
746 Hampshire
San Francisco, CA 94110
(415)648-9348
1973 914

Lawrence Durham
5273 Camden No. 187
San JOse, CA 95124
(408)723-7645
1975 911

Desmond Fitzgerald
1510 Oak Creek
Palo Alto, CA 94306
(408)328-0812
1973 911

Roy Povloff (Sherry)
533 Lanning Ct.
San Jose, CA 95131
(408)261-9921
1978 924

Lon S. Walters
161 Sherland Ave
Mt. View, CA 94043
(415)961-8062

Craig Snasdell (Gail)
628 Evangeline Way
Hayward, CA 94544
(415) 489-5189
59 358 & 78 928

Steve Wright (Julie)
1548 Bedford
Sunnyvale, CA 94087
(408)737-1109
1982 911SC

Jill Sass
500 36th Ave No. 11
San Francisco, CA 94121
(415)221-4195
1977 911

Gary Wetzel (Joann)
787 Stone Ln
Palo Alto, CA 94045
(415)494-8920
1968 912

Christopher Snell (Hope)
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40/GOLDEN GATE REGION
Merciful Remarks...

Turkey Time! This is the time of year when most of us do most of our eating and drinking. This is also the time of year when most of us notice our once swimsuit-slim figures become the not-quite-so-slim figures that we had fought for all last spring and the spring before that and the spring before that!

Now is the time for us to spend with family and good friends and be thankful for all that we’ve got (especially that new 944 that sits in the garage?)

I’ll tell you what I’m really thankful for... I’m thankful for the help of the following club members on this November issue. Bob Lain, Amy Schmitt, Susan Griffiths, Bill Newlin, Rebecca Newlin, Bill Hildebrand, Sharon Neidel, and our Prez, Al-Head Berens. For this help, I am really thankful for. These awesome people really help make the NUGGET possible. (Like you guys are really tubular, huh, Rebecca?)

Thank-you Barbie Walker for your revealing pictures of the Time Trial get-together at Laguna Seca and also to Glenn Hills for sharing the results of the morning after. Thanks also go to Darrell Terry for contributing some very fine camera work of the August Zone Event.

In closing (about time, huh?), I wish every one of you much warmth, good wishes and a bountiful feast... and an ample supply of Alka Seltzer for the day after.

Mercy Lain
Editor

41/NUGGET
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.

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Parts. 901 Gears M3 (or ZA5), N4, V4/5, X5, ZD5 (or KA3) - $65 to $110. BBS 1-piece 7 X 16 new, $450 pr. 924 crank, needs turning .010, $125. 924 Turbo Flywheel, lightened 50%, fits only 1980, $85. 924 Sport 3-spoke brown leather steering wheel, new, $490 value for $190. Buyer pays shipping. Tom Green, 3535 Kifer Road, Santa Clara, CA 95051. Days (408) 736-9020, Eves (408) 249-2723.

1976 Porsche Carrera 3.0, No. 9116600975. A rare Euro. Sunroof Coupe, with a brand new 3 liter motor and trans, full black leather interior, 16" alloys with P-7's, headlight washers. Car needs paint, $15,000. Also, new SC Porsche 3.0 motor and trans, rear SC Suspension and misc. parts. Michael Rosi, 9568 Hoberg Drive, Cobb, CA 95426. (707) 928-4464.


If you’re looking for a pair of concours seats for your 911/912, these are it. Black vinyl w/headrests. Firm springs & shape. Only 34,000 mi. Absolutely perfect, $375.00. Bob Keck (415) 820-0741 or (415) 768-3137.


1974 914. No engine or trans. Late model S.C. front suspension, "S" brakes, 914-6 rear suspension, or choose stock suspension. Car has never been hit, has been dipped and is ready for paint. Race Carl or Street Carl Make offer. Bob Kilburn, (916) 451-9111

1981 Honda Express, still new, 150 original miles. $650. Bob Kilburn, (916) 451-9111

1974 Austin Marina G.T. Original owner, great 2nd car or commute car. 50,000 miles. $1,800. Bob Kilburn, (916) 451-9111

1981 Rabbit diesel L.S., special interior, A/C unit, car has every option but sun roof. Car is in perfect condition. Not even one door ding! $8,500. Bob Kilburn, (916) 451-9111

WANTED

Assistant for Pit Crew. No experience necessary. Must enjoy socializing at low key, monthly club event. Artistic ability not required although some imagination is helpful. Anyone interested can apply at a pit crew meeting or contact Marsha Wilson at (415) 228-4863.
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Coming Events

CALENDAR

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