FROM THE BEGINNING

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

912      907
914      908
914/6    910
924      917
911SC    935
928      936

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PORSCHE+AUDI

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'WE'RE CLOSER THAN YOU THINK'
ON VOLUNTEERING

In the Army, the rule is never volunteer for anything. The Army has a way of functioning by appointing volunteers; we, in the Porsche Club do not have such a luxury.

Drivers who want that last fun run, rallyists who want to make that last checkpoint, tourists who want one more taste at that last winery should remember that they have an obligation to help out also.

Thank the volunteer who fills in so you can enjoy your event and reciprocate by working someone else’s event. In a volunteer organization, it is the only way the Club can continue.

Thanks to all the volunteers who stage and work our heavy events’ schedule.

AL BERENS
PRESIDENT

DIRECTORY

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

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.
Thank you
Thank You
THANK YOU

On July 15th we had a tech session at Anderson-Behel Porsche Audi introducing the Porsche 944. Paul Lang was our host and guest speaker. Paul provided us with two 944's and a slide presentation from the factory. Over 70 people were there making this one of the best tech sessions. Thanks, again to Paul Lang and his crew at Anderson-Behel.

Ken Mack
Tech Chairman

944

Merciful Remarks . . .

September is here. . . Summer and Vacation time is just a memory. Where did all the time go?

I'd like to put in a special thank-you this month to Amy Schmitt for all the hard work and long hours she has contributed to this issue and previous ones. Thank-you, too, Bob, Rebecca and Sharon. Thanks to Ron Leppke and Mike Lommatzsch for providing us with pictures this month.

There has been some confusion as to when the Mart deadline is. The deadline for submitting an ad is the first of the month for the next month's issue (i.e., the deadline for the October issue will be September 1st.). I will accept the ad if is post marked by the first of the month. I will not accept any ads over the telephone.

I've been hearing rumors on the side that some are not pleased with the content of the NUGGET. This newsletter is for the CLUB and would not be possible without member support. If there are any suggestions that would help to improve the NUGGET, please let me know. It would not only help me, but future editors.

Mercy Lain
Nugget Editor

OLD FACES - NEW PLACES

Loren Weinbrenner, 24100 Fairfield Pl., Carmel, CA 93923
Cindy Sheehan, now Cindy & David Larsen, 2205 Belvedere Ave., San Leandro, CA 94577 (415) 483-0800
Dan MacDonald, 521 Eaterby St., Sausalito, CA 94965
John Morrison, c/o Waters Assoc. 448 Grandview, South San Francisco, CA 94080
Jim & Cecily Young, add phone number (415) 493-6996
Richard McInnis, OIC Patron 4 Spec Proj Det NAS Barber PT HI
Mike Wickstrom, add phone number (209) 431-1415
Dennis Neely, 790 Everett Dr., Danville, CA 94526
Phil Mullen, 3145 Harbor Ln. No. 1-102, Plymouth, MN 55441
Emile Pragoff III, 53 Katune Ln, San Anselmo, CA 94960
Bernard Shaaf, 754 Delaware Ave, San Jose, CA 95123
Scott McKay, 3706 Highland, Lafayette, CA 94549
Jerry Meclin, 16150 Loretta Ln, Los Gatos, CA 95030 (408) 358-2860
Dickenson Prentiss, 114 Dardanelli Ln. No. 46, Los Gatos, CA 95030
Scott McManus, 915 Colina Ct., Lafayette, CA 94549

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DINNER MEETING

An Evening with Ron Ferreira:

Vintage Racing Movies from the Late 1950's.

Former photographer, sometime autocrosser, Rally Impressario and as Baron Von Collector de Junk (his alter ego) Porsche vintage parts enthusiast.

A colorful Golden Gate Region character shares his memories.

DATE: September 25th, Saturday

TIME: 6:30 - Cocktails, 8:00 - Dinner

PLACE: Willow Park Restaurant
        17007 Redwood Road
        Castro Valley
        (415) 537-3174

ENTREES: Roast Beef with Baked Potato - $13.00
          Baked Halibut with Rice Pilaf - $12.75

Served with Salad, Vegetable of the day, Coffee and dessert.

DEADLINE: Tuesday, September 21. Make checks payable to PCA/GGR and mail to Laura Berthiaume, 6286 A Joaquin Murieta Avenue, Newark, 94560. Her phone number is (415) 490-5586.

DIRECTIONS: From San Jose: take 17 North to State 238. East on 238 to Castro Valley, take Castro Valley Blvd. Exit. Castro Valley Blvd. to Redwood Road. Left on Redwood Road for 2½ miles to Willow Park.

From SF & Oakland, take I 580 to Castro Valley Exit. Follow As Above.

From Central Peninsula, take the San Mateo or Dumbarton Bridge to 17 and follow first set of rules.

From East Bay area, I 580 West to the Castro Valley Exit. Follow first set of rules again.

See you there!

---

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IT'S THE PITS

Okay folks, I know you’re out there, somewheres! Come on. Don’t be shy. I’m hoping to see some of you East Bay people at the next Pit Crew Meeting. We’re having it special for you at Patton’s Place. Making decorations for the dinner meeting is almost as much fun as the dinner meeting itself. So, we’ll see you about 7:30PM at 4171 Observatory Avenue in Oakland on Tuesday, September 21st. Call Bill Patton at (415) 530-0609 or me at (415) 228-4863 for further information!

See ya there!

Marsha Wilson
Pit Crew Chairperson

WEBER BMW
351-2003

BMW 733i

IT'S THE PITS

Okay folks, I know you’re out there, somewheres! Come on. Don’t be shy. I’m hoping to see some of you East Bay people at the next Pit Crew Meeting. We’re having it special for you at Patton’s Place. Making decorations for the dinner meeting is almost as much fun as the dinner meeting itself. So, we’ll see you about 7:30PM at 4171 Observatory Avenue in Oakland on Tuesday, September 21st. Call Bill Patton at (415) 530-0609 or me at (415) 228-4863 for further information!

See ya there!

Marsha Wilson
Pit Crew Chairperson
REPAIR AND RESTORATION OF ALL PORSCHE INSTRUMENTS
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CAR STEREO REPAIR AND INSTALLATIONS
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718 Emerson Street
Palo Alto, California 94301
(415) 323-0243
Night of the Hunter VIII
(A Hare & Hound Rally)

Hi there, all you hounds. This year you get to catch the sly one again, but it won't be easy. This old hare has had lots of experience leading you hounds astray, so don't get too complacent about any past hunts you have attended. This is an easy and fun event, so I'll expect a good group of 'first time sniffers' out on my trail also.

A Hare and Hound rally is a 'marker' rally. That is, the correct course is marked with some kind of 'marker'. I use bags of gypsum that, when thrown on the road, make a large, easy-to-see white blotch. All you have to do is follow the blotches. How easy can it be?

Put Friday night, October 8th, on your calendar for night of the Hunter VIII. The event will start and end within Santa Clara County. See your October NUGGET for start time and place — and I'll lead you to the end.

'HARE'
DAVE WALDEN

WISHBOOK #6 IS HERE!


Get your copy of #6 today. $4.00 (refundable), you can pick it up at our Porsche Center, Monday–Friday 8:30AM–5:30PM, or give us a call and we'll send it UPS prepaid on your VISA or MasterCard.

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Rally Results

I have obtained the results of all the rallys run to date that qualify for the 1982 rally series. Three TRC rallies plus the recent Tailgate Express have been included in this months rally standings.

The results of the Tailgate Express are:

<table>
<thead>
<tr>
<th>DRIVER</th>
<th>NAVIGATOR</th>
<th>SCORE</th>
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<tr>
<td>ADVANCED</td>
<td></td>
<td></td>
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<tr>
<td>1. Jones</td>
<td>Oldham</td>
<td>4</td>
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<tr>
<td>2. Clever</td>
<td>None</td>
<td>5</td>
</tr>
<tr>
<td>3. Bunda</td>
<td>Winkler</td>
<td>6</td>
</tr>
<tr>
<td>4. Kumpf</td>
<td>Helfer</td>
<td>8</td>
</tr>
<tr>
<td>5. Sato</td>
<td>Paris</td>
<td>23</td>
</tr>
<tr>
<td>6. Young</td>
<td>Talbot</td>
<td>66</td>
</tr>
<tr>
<td>7. Neidel</td>
<td>Neidel</td>
<td>116</td>
</tr>
<tr>
<td>8. Maillard</td>
<td>Olson</td>
<td>272</td>
</tr>
<tr>
<td>9. Gershmanov</td>
<td>Graubard</td>
<td>503</td>
</tr>
<tr>
<td>10. Patton</td>
<td>Edmonds</td>
<td>DNF</td>
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</table>

NOVICE

1. Renholts .......................... Courreges .................. 125
2. Enge ......................... Enger ...................... 256
3. Sanguinetti .......................... Sadler .................. 262

BEGINNER

1. Karawanny ............................ Wang .................. 22
2. Young ......................... Young ...................... 145
3. Cummings ................................ Shimo .................. 348
4. Dodd .................................. Petticrew ................. 693
5. Walton ................................ Maddox .................. 786

The results of the first TRC rallys that qualify for the series are:

FEBRUARY

2. John Clever ........................................ 25

APRIL

2. John Clever ........................................ 6
3. Paul Seidel ....................................... 130

JUNE

2. John Clever ........................................ 19

SERIES POINTS

<table>
<thead>
<tr>
<th>POINTS</th>
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<tr>
<td>720</td>
<td>John Clever</td>
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<tr>
<td>368</td>
<td>Sue Wise</td>
</tr>
<tr>
<td>368</td>
<td>Dennis Winter</td>
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<tr>
<td>300</td>
<td>Paul Seidel</td>
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<tr>
<td>209</td>
<td>George Neidel</td>
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<tr>
<td>200</td>
<td>Terry Christensen</td>
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<td>200</td>
<td>Cecily Young</td>
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<tr>
<td>200</td>
<td>James Young</td>
</tr>
<tr>
<td>198</td>
<td>Dick Petticrew</td>
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<tr>
<td>173</td>
<td>Sue Petticrew</td>
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<tr>
<td>165</td>
<td>Shirley Neidel</td>
</tr>
<tr>
<td>150</td>
<td>Rob Biddle</td>
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</tbody>
</table>
150 Kerry Biddle
150 Stephanie Home
150 Bruce Anderson
146 Mike Lommatzsch
121 Karen Neidel
119 Sharon Neidel
100 Kent Cygan
110 Herb Cygan
110 Ralph Bradley
110 Wayman Bradley
110 Neda Dorjath
110 Dale Dorjath
110 Sandy Wroblewski
104 Jeff Lateer
100 Shellie Bray
100 Susan Brooking
100 Linda Foster
90 Robert McClelland
90 Jon McClelland
90 Joe Reitmeir
87 Darrell Terry
77 Linda Mack
77 Ken Mack
75 Jim Pasha
75 Gary Evans
75 Sharon Evans
75 Dave Blanchard
75 Valerie Blanchard
75 Amy Schmitt
75 Carole Seidel
70 Mick Tuttle
70 Kathy Tuttle
70 Gary Walton
63 Bill Newlin
63 Rebecca Newlin
58 Bob Rettenbacher
58 Katie Rettenbacher
50 Bob Hubert
50 Helen Hubert

The next rally in our series is the ‘Carrera de Sierra’ rally put on Sacramento region. This is a two day rally with an overnite stay in Yosemite. It is September 25 and 26. For information call Stan Bieyfogle in Sacramento at 334-0773.

Following ‘Carrera de Sierra’, the next two rallies will be a TRC rally on October 2 and the PCA Hare and Hound on October 8.

Dennis Winter/Sue Wise
Rally Chairmen

September 17th Tech Session

-Cancelled

Due to many problems with this tech session, I am going to cancel it. I will try to put it back onto the 1983 calendar.

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AUTOCROSS

LPR hosts a low-key autocross for beginners and those who want lots of course time.

PLACE: Pleasanton Fairgrounds
DATE: September 18
TIME: Grid opens 8:00 a.m.,
      First car out 9:00 a.m.
DRIVER LIMIT: 40
COST: $9/driver; $7/co-driver

For more information, call Martin Laurent (408)377-5643

MARTIN LAURENT
AUTOCROSS CHAIRMAN

GRATITUDE

PARADE PRAISES

The positive response to the UNGO BOX DRIVING EVENT has been overwhelming! Compliments for a job well done have been rolling in, and we must say it’s been one of the most rewarding experiences of our Porsche Club life. BUT, we NEVER could’ve pulled it off without the support and dedication of each and every one of YOU. YOUR help, hard work and superhuman efforts were responsible for the SUCCESS of the event. It was extremely heartwarming for us, and just to prove once again what PCA is all about. Every time you hear a good work about THE UNGO BOX DRIVING EVENT, give yourself a pat on the back - - you deserve it!

THANK-YOU!

Ted & Susie Atlee
The Ungo Box Driving Event Chairpeople
27th Porsche Parade

WINE TOUR ’82

At 8:30AM on Saturday, October 9, we will meet at the Vista Point at the north end of the Golden Gate Bridge for a one-day tour of Alexander Valley Wineries. These north Sonoma country wineries are both new and old, totally unique, and offer some very exciting and reasonable varietal wines. The round-trip is around 120 miles so we will have a gas stop for those who need fuel.

The cost will be $3.00/car (and all the wine you end up buying).

Since we are limiting this tour to twenty cars we will be taking sign-ups on a first-come first-served basis any time on or after September 2. Our phone is (415) 854-4782 (please call before 9PM).

Get into your car, bring your picnic basket, (for a lunch stop at one of the wineries) and let’s go!

NE 1 4 Y N ?

Joan Sanders/Rick Bower

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12/GOLDEN GATE REGION
We discussed the Monterey Historic Car Races and agreed that our region had no official involvement. There are actually four events going on the week of August 14 to 22 at Monterey. The 6th West Coast 356 Registry Holiday, Porsche’s 911 Cabriolet introduction, the Vintage Car Races and the Pebble Beach Concours and a Porsche is the featured marque at all events. PCA is responsible for an exhibition tour at Laguna Seca and there is going to be a PCA beach party Saturday evening, August 21.

Al reported that he received a letter from Sid Baker saying that our input for changes to the CPR’s had to be in to him by August 20 for the August 28 meeting. Bill reported that all insurance forms for the rest of this year’s events including the Time Trials had been sent to K&K. Liz’s treasurers report was approved. Liz reported that the family picnic had come in under budget and still had $29.51 worth of beer and wine left over. The budget for the tennis tournament was approved. Bill Patton properly documented his expenses for the new member meeting and was granted reimbursement. The $176 budget for the Carlsen Concours Swap Meet was approved. Sharon reported that her Malibu Grand Prix was cooking along. Walt reported that the Nominating Committee Social is ready to go August 27th at Harry’s Hofbrau. The board reviewed 20 pages of the statement policy of making updated and corrections necessary. The new members were approved and the meeting was adjourned.

Respectfully submitted,
Bruce Anderson
Secretary

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- Race car painting, striping
- Consideration to PCA members

"Ask for Cecil Beach"

502 W. Santa Clara St. • Santa Clara, CA 95110 • (408) 295-0535
(This story is by a new PCA/GGR member who has been an SCCA member for 13 years, the last of which have been spent working the corners at SPIR and Laguna Seca as a Turn Marshall. He has recently been converted from a corner worker to a 'race driver' and wonders why he hadn’t done it sooner.)

Chapter 1 of this saga (not released in all major theaters), started with the disintegration of the tranny bushing of my 12-year old FIAT 124. One each shifter knob flopping back and forth in my right hand plus 12 years of undisturbed debris finally filling the cockpit...the Spyder finally died...

So began the quest for a new set of wheels. Chapter 1 told of what streetable gear was discovered and what outrageous prices dealers wanted for even the most tattered of previously owned cars. What now unfolds is what was finally acquired and what was finally done with it.

The Rybit is now the proud owner of three each, over 12 year old vehicles. Listed in the order of their acquisition: a 1970 FIAT 124 Rallye-prepped Spyder, a 1967 Ford station wagon/cargo hauler/tow car, and now a 1970 Porsche Autocross/Solo 1/Time Trial 914/6 (GT?).

The new car is Tom and Marj Green's black Automotion Porsche 914/6, newly dubbed 'The Night Frog'. Its first taste of competition under new management was an Autocross and its second was a full-blown Competition School and Time Trial at Sears Point International Raceway (SPIR). A gas was definitely had by its new owner; the car consumed its own weight in gasoline as well...

THE AUTOCROSS

The new vehicle’s first autocross was Loma Prieta’s Zone 7 event at Pleasanton and was something to behold...almost total loss of control followed by a split of its run class in times!

The course itself was quite simple with only 3-5 turns per half-lap. The first half of the course was out of the gate past Start/Finish with a long sweeping left-hander into a tight right then a tight left into the back half double sweeper. At the end of the double sweeper was a triple-twist chicane before a very hard 135 degree left back into S/F. Easy, right? Well, not exactly....

Being that 'new car' was already a competition machine before purchase, the Rybit footed it fearlessly through 1st and 2nd and drifted through the first turn and past the tight right pylon. As the second, tight left pylon came up quickly, the driver’s eyes went left, the wheels went left, but the car continued straight through four pylons and decidedly off course...

About 20-25 mph slower, the still cold race tires began to take control and the car went back toward the outlined course. Thank all deities that this was not a time lap! Score lesson 1 for the new car on new race tires: it is possible to overdrive the adhesion factor of cold rubber...

Drifting through the double back sweeper section where all my competition had made desperate efforts to navigate the triple-twist chicane, I noticed that I had been so 'out of shape' that there was a potential 'straight shot' through the chicane where I might avoid all of the penalty pylons. I stabbed the throttle, gained speed, missed all the pylons (as planned?), and met the same type of hard left where I had 'cooked it' at the other end of the course.

Not wanting to repeat the previous off-course excursion, I nailed the brakes and actually negotiated the hard left into S/F. Great!!! The next step was to stab the loud pedal and start the drift back into the first turn.

continued next page
continued

Good theory, but the car was still new to me and a little unpredictable. I was drifting AT the starter, crabbing about 30-degrees toward him, but somehow he failed to flinch! He saw the front wheels and my direction of travel both in the line of the course and stubbornly stood his ground...

He must have assumed that the car would eventually quit drifting with tail-end out and grab the appointed intent of the driver. Boy, was HE ever trusting when the driver himself was less than certain of the car’s ability to get out of this situation (read: mess).

As the tires warmed up, the car negotiated the rest of the course in its driver’s usual fashion: fast and loose... but conservative. Those who looked on and later commented noted that the car was scrubbing off tremendous amounts of speed in most of the corners and was at times nearly out of total control!

The same people were equally amazed that:

a) not one pylon was knocked down (on a time lap),
b) the car never spun out, and
c) the times were remarkably low!

Beyond this, the driver was:

a) totally unaware of the classification system used in PCA Zone Autocrosses,
b) thereby mis-classed,
c) late to the grid and thus ineligible for points or trophies,
d) unquestionably out of control but never red-flagged, and
e) had not autocrossed in almost 7 years since the FIAT had been rallye-prepped and illegal for anything but NCSCC class ‘M’.

The best thing that happened was that a fellow competitor came up, introduced himself as Ted Atlee, ‘resident Gorilla’, and said that I was mis-classed and belonged in his group. He was also curious as to whether I was running for points or trophies, but I said, ‘No, I’m just trying to find out how the car handles.’

Good thing, for I had come in with a time about a second faster than he and had moved him from 2nd to 3rd in class. I later found out that he was a past member of the PCA/GGR Board of Directors, his wife still was, and he was the fastest car in my class for Solo 1 events!

The one great thing about PCA events over NCSCC events is that there is a minimum of TWO timed runs at the course for your bucks rather than one. On good days, three or four official runs are not unheard of. Now THAT’S more like the autocrosses that I remember from the good ol’ days...

TO BE CONTINUED NEXT MONTH

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Turn the clock back to the middle of the last century and this tour will put you there -- right in the heart of the Mother Lode. For a fun/historic/food & drink filled weekend for under $100 per couple, you can't afford to miss this event. Because of lodging limitations, we must limit the event to thirty cars/couples.

MARK YOUR CALENDAR:
Saturday and Sunday
November 6 & 7

WATCH: Your October NUGGET for further details.

EARLY RESERVATION: To make sure you are on the list, contact the tour chairman, Karl Keller, and he'll give you first crack at getting your bucks in to nail down a spot.

PHONE: Days (if you must)
(408) 256-7264
Eves (preferred)
(408) 225-4837

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# AUTOCROSS RESULTS

**July 24, 1982 - GGR #4**

**CLASS CL**
- Janine Peichoto: 65.77

**CLASS D**
- Bill Packwood: 57.53
- George Neidel: 57.56

**CLASS DL**
- Sharon Neidel: 56.13
- Karen Neidel: 58.99
- Sandy Molinari: 60.28

**CLASS E**
- Dwight Mitchell: 52.29
- Dick McClelland: 54.51
- Rich Bontempi: 54.59
- Ed Clement: 54.66
- Gary Dorighi: 55.43
- Art Seeger: 56.10

**CLASS EL**
- Linda Mitchell: 54.52
- Kathryn McVean: 56.21
- Nancy Dorighi: 57.12
- Rosemary Rodd: 57.76
- Elaine Seeger: 59.37

**CLASS F**
- Dave Blanchard: 54.20

**CLASS FL**
- Valerie Blanchard: 57.72

**CLASS H**
- Dale Dorjath: 54.41
- Dick Woodman: 55.10
- Richard Stuck: 55.45
- Bob Stiffler: 56.89
- Dale Dobson: 58.59
- John Moffitt: 59.29
- Steve Poncirol: 59.32
- Darrell Terry: 53.42**

**CLASS HL**
- Liz Stiffler: 62.02
- Jeanne Stewart: 76.96

**CLASS I**
- Ron Leppke: 56.13

**CLASS M**
- Glen Wolfram: 55.51
- Marty Martota: 56.50
- Jim McCulloch: 62.63

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**CLASS A**

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<td>Jim LaMarre</td>
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<td>David Martinez</td>
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**CLASS AL**

<table>
<thead>
<tr>
<th>Name</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marshal Wilson</td>
<td>58.09</td>
</tr>
<tr>
<td>Linda Long</td>
<td>58.25</td>
</tr>
</tbody>
</table>

**CLASS C**

<table>
<thead>
<tr>
<th>Name</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>John Peichoto</td>
<td>57.71</td>
</tr>
<tr>
<td>Dick Petticrew</td>
<td>59.57</td>
</tr>
<tr>
<td>Paul Seidel</td>
<td>61.12</td>
</tr>
</tbody>
</table>

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

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

Any attempt to enter, jack, tow or vandalize your car triggers an attention-getting hidden horn.

Any attempt to start your car by hot wiring or even with its own keys, disables the engine.

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For more information on what Consumer's Digest calls the most sophisticated car alarm available, call us toll-free at 800-227-8875. (In California, call 415-856-UNGCO.)

The Unco Box.
So you can sleep nights.

---

18/GOLDEN GATE REGION

continued next page
CLASS ML
Janet Wolfram 62.40

CLASS N
Dave Sinofsky 63.82
Ian Thompson 64.08
Steve Niezlon 64.28
Norman Bianchi 64.32
Norbert Niezlony 64.69

CLASS Q
David Colman 51.51
Mark McLaughlin 52.70

CLASS QL
Joan Colman 54.14

CLASS R
Tom Amon 52.02
Matt Ballentine 52.80
John Hawkins 53.12
John Everett 54.74
Bud Behrens 57.18

CLASS RL
Karen Hawkins 55.47
Mary Ann Behrens 56.45

CLASS S
Wayne Foster 59.27
Jeff Reitmeier 60.84

CLASS SL
Jennifer Foster 63.10

CLASS T
Tom Green 51.26

CLASS TL
Marj Green 52.48

CLASS V
Phil Zimmers 61.12

CLASS W
Thomas Manula 58.56

CLASS WL
Danielle Maddox 64.74

CLASS Y
Alan Davis 57.70
James Pasha 59.19
Phil Mullen 59.29
David Swanson 59.80
Johnny Humphreys 60.31

CLASS YL
Janet Lane 65.55
Barbi Walker 69.95
Isabella Hawke 71.04

CLASS Z
Gary Walton 48.34
Greg Elliff 48.64
Walt Maas 49.78
Terry Zaccone 50.24
Richard McGlumphy 55.58

CLASS ZL
Beth Bates 49.82
Judy Zaccone 53.32

TOP TEN
Gary Walton 48.34
Greg Elliff 48.64
Walt Maas 49.78
Beth Bates 49.82
Terry Zaccone 50.24
Tom Green 51.26
David Colman 51.51
Tom Amon 52.02
Dwight Mitchell 52.29
Marj Green 52.48

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NUGGET/19
PORSCHE SWEEPSTAKES

You may just be the lucky person to win a lovely yellow 1976 914 20 (2.0) Porsche with only 35,000 original miles on it. Details are:

Sponsored by the Alameda Girl’s Club and the Carolyn Fore Scholarship Foundation.

Tax Deductible Donation is only $50; only 300 tickets will be sold. The drawing will be held on September 10 and you need not be present to win.

If interested, please send your check for $50 (made out to the Alameda Girl’s Club) to Barbi Walker, 14067 Reed Avenue, San Leandro, CA 94578. (please include your name, address, and telephone number -- Barbi will mail you the ticket). Or phone (415) 895-1638. THIS MAY BE YOUR LUCKY DAY!

HISTORIC RACES... 
SUNSET 
...AT THE BEACH

Join Monterey Bay Region - Porsche Club of America for an evening of fun and frivolity (and, of course, we’ll watch the sunset on beautiful Monterey Bay).

WHERE: Monterey Beach Park
WHEN: Saturday, August 21, 1982
TIME: 6:00 p.m. till 10:00 p.m.

It’s a BYOB (beer and wine) and BYOHD & B (hot dogs and buns). At the beach site itself, we will have plenty of fires for cooking hotdogs, roasting marshmallows, and for warming the ol’ bod. Also, for those non-weiner eaters, there is a McDonald’s one block away.

A WARM COAT IS A MUST...A BLANKET MIGHT BE WISE.

Questions????? You got questions???? Call Pat and Lana Stein (408) 624-1574 (eves) and 624-5690 (days).
THE 1982 FAMILY PICNIC
OR
HOW TO TRY TO KILL YOURSELF WITH TONS
OF FOOD, BEER, WINE, SUNSHINE, FUN AND
PRIZES EXTRAVAGANZA

With plenty of wine, beer, ice and prizes the small group moved into the grove of trees as quietly as possible. If they would have been more quiet they could have had all the beer, wine and prizes to themselves, but noo... They had to invite the whole Golden Gate Region so they had to share. There was some consolation. The multitude brought every kind of decadent dessert and appetizer imaginable. Such gluttony I have never seen. It was simply too much. (I remember last year and didn’t eat the three days prior to this year’s picnic, so I was prepared.)

While all this consuming was going on, the games for all ages were underway. Linda Foster again hammered her way to an undisputed dominance of the nail driving wack off. In the locker room after the match, Linda told reporters she may retire from competition but this reporter sensed a “wait ‘til next year” aggressiveness that should not be missed.

Prizes! Did we have prizes! Neidel’s will have a new interior for their game room after they paper it with the 944 billboard they won. The GGR is now incognito hiding behind numerous Foster-Grant sunglasses given away. The kids carried armloads of rubix cubes, cars, candy and pom poms as well as gooey rubber animals. Clever declined from competing with the kids. He stated that he had loads of those prizes at home. He was content with giving this reporter a hard time. He won’t admit I beat him in horseshoes Chicago style!

The event was super! Thanks must be extended to Jan and Nick Kelez, Don and Diane Terry, Rick Bower and Joan Sanders, Ed and Darlene Swain, Melissa and the guy upon whom she dumped the children’s games. He is an old bearded grouch, but the kids thought he was Santa Claus.

Tom Masljes
A PRECISION APPROACH  
TO  
PORSCHE COLLISION REPAIR

When your Porsche is assembled at the factory, a great deal of effort is put into welding the body shell to exact specifications so your car will meet rigid factory quality standards and your high expectations as an owner.

People may have told you that if your car is damaged in an accident it will never be the same again. However, with the right equipment and techniques, it is possible to return your Porsche to its pre-accident condition.

California State Law says it is up to you, not your insurance company to pick a collision repair shop that you have confidence in. So why not have your damaged Porsche repaired at a shop with equipment that can duplicate the factory's precise tolerances?

There are two types of alignment systems that will duplicate the factory's precision: the dedicated or fixture system and the universal system. A dedicated system uses fixtures which are different for each make and model of car. Usually, the fixtures are rented from a "jig bank", which may delay repairs if the jigs are already rented. The body shell is stripped of its mechanical components and is placed on the bench to which the fixtures have been previously attached. The fixtures show whether the car is in alignment at various key points on the underbody. Any areas that are determined to be out of alignment are pulled back to their correct position using a hydraulic pulling system.

The universal alignment system is a newer alternative to the jig system. A universal system consists of a precision adjustable checking device capable of measuring in three dimensions simultaneously. With this system, mechanical parts need to be removed only in areas of severe damage. Another advantage to the universal system is that it will accommodate any unitized-body car, even a 356 or early 911 for which jig fixtures are not available.

In conjunction with a precision alignment system of either type, it is essential to use a MIG or wire feed welder. MIG welders produce very strong welds with a minimum of heat (which may cause distortion of the metal). Also, conventional oxy-acetylene welding will burn off any galvanized coating which can lead to rust in the repaired areas. Porsche models from 1976 and later have galvanized body panels.

Most important are the final and most visible parts of repairs: metal preparation and painting.

In order to achieve maximum corrosion protection, the repaired bare metal area must be treated prior to painting with a two-step metal conditioning process to remove any existing rust and to produce a corrosion-resistant coating on the bare metal. The treated metal must then be sprayed with an epoxy primer followed by a good quality primer-surfacer. Next the primer is hand-sanded to produce maximum smoothness, and the car is now ready for its color coat.

The final step involves applying the color coat and then the clear coat if it is a two-stage metallic paint color. The most durable type of paints are the urethane enamels (not available for every solid color but for most metals) which provide maximum gloss, flexibility, and durability.

If you take the trouble to seek out a collision repair shop that uses the equipment and techniques we have outlined, your car will be returned to its pre-accident condition, looking beautiful and handling just as well as before it was damaged!

Submitted by  
David Perry, Manager  
Baron Von Frier

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FROM THE
DRIVER'S SEAT

You haven't been to a GGR dinner social until you have been to a Time Trial dinner. This Labor Day Weekend, you are warmly invited to our Italian lasagna Saturday night social. Of course, reservations are required, with a $8.00 fee. If you have never been to a Time Trial, come up to Sears Point and see your club in action. The September 4 & 5 weekend is also a Driver's School for beginners. There is a lot to see and plenty of action and excitement. We have a place for you to work if you would like to be a participant.

October 2 & 3 is our last Time Trial for this year at Laguna Seca Raceway. If you were at Laguna Seca for the Historic Car Races, you can now come again as a spectator or participant. We would love to have your support and encouragement. To entice you to come to Laguna Seca (for the first time) we will have parade laps on Saturday at the lunch break. Any club member may participate in very slow laps of the complete track. This may be the only opportunity you will ever have to drive your Porsche on the world famous Laguna Seca. Your passengers are also welcome.

The Driver's Event Committee has met and discussed your input for the 1983 rule changes. We are very pleased that only minor changes and corrections are anticipated.

We have generated considerable profit from our first two events. As in the past years, this money will be returned to drivers and workers in the form of reduced entry fees and other social considerations. These benefits will begin at the October 2 & 3 Time Trial.

Our year end awards will be given at the November 13 dinner meeting. We are scheduled into the brand new Red Lion in San Jose. More details later but make your reservations early as we expect to have a full house. Last year over 150 people enjoyed a good dinner at the Velvet Turtle with us.

Remember the golden rule governing allowable modifications: 'If the modification is not specifically allowed by the rules, it is NOT permitted.'

Glenn Hills
Time Trial Chairman

SEPTEMBER SPECIALS

SHOCKS

| FRONT & REAR KKY GAS SHOCKS INSTALLED PRICE |
|---------------------------------------------|-------------------------------|
| 911/912                                     | $258.26                       |
| 914                                         | $284.63                       |
| 924                                         | $226.07                       |

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- Your entire vehicle is protected against unusual motion or impact; jacking or towing trips the alarm instantly.
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NUGGET/23
PORSCHE CLUB OF AMERICA

GOLDEN GATE 1982

TIME TRIALS SERIES & DRIVING INSTRUCTION

Oct 2 & 3

Our Affair with Laguna Seca Raceway

GLENN HILLS, CHAIRMAN (408) 264-1822

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SHOW: Andy Alongi Body Shop 295-0535

ROLL: Quality Wheels Campbell 378-2200

EVENT No. 3 TIME TRIAL

24/GOLDEN GATE REGION
NEW MEMBERS

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4536 Alpine Rd.
Portola Valley, CA 94025
(415) 851-2509
59 356A Cabriolet

Knut Lien
195 Seal Rock Dr. No.3
San Francisco, CA 94121
(415) 951-2750
77½ 924

Fred N. Magee
2192 Francis Ave.
Santa Clara, CA 95051
(408) 249-8910
78 924

Keith Sundstrom
420 Yorkshire Way
Belmont, CA 94003
(415) 951-2565
74 Carrera

Harold Von Keszycki (Mark)
15 Deer Park Lane
Portola Valley, CA 94025
(415) 851-3179
70 914

TRANSFER-IN

Frank Smith (Vincenza)
267 Green St.
San Francisco, CA 94133

Bob Wagner (Candy)
116 Osprey Ln
Aptos, CA 95003

NEW DUALS

Peter Gerber
21 Gloria Dr.
San Rafael, CA 94901
(415) 924-1918
Redwood Region

Richard McGlumphy (Susan)
11048 Autumnwind Ln
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THE MART

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

FOR SALE

911 Parts - Seats with headrests Blik 68 $100. Front bumper 74-82 $80. Steel flares 9 inch $150. Call Richard Crabb (415) 447-1511 (eves).

Tires - 4 ea. 205/60 HR 15 NCT's 215/60 15 CN36's - less than 1,000 miles - $275 per set or best offer - David (707) 644-7236.

For the Porsche enthusiast who has ALMOST everything. Blaupunkt-Arizon, console Hi-Fi. FM-SW-SB-LW-Phono. Measures 32 in. high, 16 in. deep, 22 in. wide. Three speakers, two doors, one for the turntable - the other for storage. Great piece for that truly Porsche garage. $350 or best offer - Darryl Coe (415) 595-2765.

Wooden steering wheel 911-912 1967. Call or write with offer. John Linden, 575 Bridle Ct., Walnut Creek, CA 94596, (415) 939-1375.


Parts. 901 Gears Ms (or ZA5), N4, V4/5, X5, ZD5 (or KA3) $65 to $110. F mainshaft/gear $75. 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 Rd., Santa Clara, CA, 95051. Days: (408) 736-9020, Eves. (408) 249-2723.

1972 911S - Silver/Black, sunroof, AC, H1s, 7 in. wheels, clean and fast, $12,000. Don Conde, (415) 921-6428 after 6 PM.

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*

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EMERYVILLE (415) 655-9704

*Preventative Maintenance

26/GOLDEN GATE REGION
Our SELECTION Is NOW COMPLETE!

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Audi 4000 Diesel
Porsche 928
Porsche 911SC
944 Porsche
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Coming Events

CALENDAR

September

4/5  Sears Point Time Trial-Hills
11/12  Tour - Cancelled
17    Tech Session - Cancelled
18/19  Zone 7 AX - Sierra Nevada & Sacramento Valley Regions
21    Pit Crew - Patton
25    GGR AX No. 6 - Stiffler/Wilson
25    Dinner Meeting - Pasha
26    Tennis - Dorjath/Patton

October

2/3  Laguna Seca Time Trial-Hills
5     Board Meeting - Berens
8     Hare 'N' Hound Rallye - Walden
9     Wine Tour - Bower/Sanders
16/17  Zone 7 AX and Oktoberfest - Yosemite and San Joaquin Regions
23    Dinner Meeting - Wilson
24    GGR AX No. 7 - Trethan/Walton
30/31  Tour - Cancelled