GOLDEN GATE REGION
PORSCHE CLUB OF AMERICA
FROM THE BEGINNING

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

912  907

914  908

914/6  910

924

911SC

928

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'
Cover Story—The two photos were taken at The '82 Pebble Beach Concours; Ron Meyer's '57 Speedster and several other classics. Photographer—Stefan Nieslony.

Well, another issue is done, and another month of 1983 and GGR is beginning.

I learned something with this issue that I guess had to happen before I really felt the crunch, and that is the article turn-in rate. I hate to sound like a nag, but please try a bit harder next month to get those articles, ads, and any miscellaneous items in by the first of the month. I know there are a few, very few at that, that have to wait one or two days past the deadline, but I just want to have a better view of the whole picture, and I can only do that after I receive all the info. Remember this newsletter is for you, the membership and you make it work.

Now that I've had my say, which isn't asking very much, now really, I can speak on the finer points of this issue.

The Yosemite Tour is coming up and should be lots of fun— as is always the case. The SVR AutoCross School should help all you AXers out there improve those driving skills and Rick Bower's Tech Session should be real informative—Come on out and see! Time Trailers, don't miss the Tech Session on the 29th.

I'd like to thank my trusty staff, Rebecca and Bill, Mercy and most of all Gary Walton for doing more than his share in helping me out—thanks! And let's not forget Larry down at the printshop Accent on Offset for doing such a great job at printing the finished product.

The cartoons in this issue were graciously donated to us by Jerry Clarke and used with his permission—Great, keep 'em coming.

Have a Great March!

Amy Schmitt
Editor
**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
Gratitude from the GORILLA

I want to thank everyone who made our Activities Week a success. This includes our hosts: Glenn & LaQuita Hills, Ray & Sonja Blow (Gorillas don't get mad, they get even!), Tom & Melissa Masles, Nick & Joan Kelez and George & Shirley Neidel, along with the 150 plus members who helped plan GGR's Activities Calendar for 1983.

As you may recall, I stated at the beginning of the year that we would have fewer events and strive for quality. However, because of the tremendous renewed enthusiasm displayed at the meetings, we have a full calendar again this year, and all of the event chairmen have promised superb events. I'm sure you'll be pleased with the variety of events scheduled—come out and join us for loads of fun this year!

Take a minute to look at the names listed in the GGR Directory on the first page of the NUGGET. I want to thank these people for volunteering their services for 1983, some of whom are taking on jobs for a second or third year. These are the die-hards who really make our club successful.

Linda Smith (who with Harv co-chairs the Concour Series) also deserves our gratitude. For the past several years, Linda has supplied typing skills in preparing the Roster & Statement of Policy, which have required hours of her time with very little recognition. Linda is but one of many of GGR's unsung heroes.

Next time you see one of these hard-core members, give them your thanks, because without them, there would be no events, 'fer sure.'

Ted Atlee
GGR President
You've been waiting for a Porsche service that knows the business inside and out — engines, transmissions, injection, carrier, brakes, cooling, heating, electrical, tires, wheels, competition, on and on... you've been waiting for someone who cares about you and your Porsche.

Well, wait no more!

A.M.'s PORSCHE WORLD

Alex Munoz
Factory Trained

"TUNED by ALEX"
Please note these regulations concerning SWAP MEETS and be aware that if you sell parts at more than two swap meets a year you must obtain a resale license and pay taxes to the State Board of Equalization.

SALES TAX

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

VENDOR REPORTING

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

—Ed.

For Your TRAVEL Needs

Call Valerie Blanchard four star travel (408)371-4900

PruneYard Tower One Campbell, Ca. 95008

NOTE

It's Autocross time again! Let's go! This year, we are going to concentrate on getting non-autocrossers into autocrossing. Every one of our eight series autocrosses will be, for beginners, an autocross school. We have plenty of experienced drivers who will act as instructors in a one-on-one fashion.

Who are the beginners? First, the wives of current autocrossers. Many of the wives do drive (fast), but most don't. Why? Well, "It's his car", or "Oh, I could never do that", or "I prefer the Cadillac." I can tell you from experience that if you can get your wife to run a couple of autocrosses, the chances are excellent that a number of good things will happen to you: (1) Your wife will go to the autocrosses with you, instead of staying home and making you feel badly for taking off all day; (2) The money you need for autocross-related expenses will be a little easier to justify; (3) You will be more comfortable when your wife is driving the Porsche or any other car, since you know she is a good driver. This last item may be the most important of all. If a Porsche owner drives his car in as few as two autocrosses, I guarantee he (or she) will be a safer driver on the road. Consider typical spin-out. It happens on the road at the most in-

PYLON PUNTER'S PROSE

Terry Zaccoone Autocross Chairman

convenient times, usually in the rain. Unless a driver has experienced sliding and learning to recover, he is lost that first time. I personally know many Porsche drivers who have avoided accidents because of their autocross experience.

There are possible negative aspects to getting your wife interested in autocrossing (again from experience): (1) She may beat you; or (2) Autocross expenses may go up because she demands race tires and extensive mods.

Other beginners who know about autocrossing, but are held back by some consideration like hurting the car or appearing foolish in front of everyone. I'll address those concerns in another article. For now, be aware that there are no GGR autocrosses in March. There is an autocross Driver's School on March 19 and 20 in Sacramento. I recommend this highly.

The GGR autocross dates are as follows: February 19, April 2, June 11, July 23, August 6, August 20 (Zone 7), October 15 and November 5. Notice that these are all on Saturday and are held at Pleasanton. Next month, I will describe the Zone 7 Autocross Series and give you the dates.

NUGGET/7
MINUTES
BOARD OF DIRECTORS MEETING
JANUARY 28, 1983

LOCATION: The Kelez Residence

PRESENT: All regular Board members except Valerie Blanchard

GUESTS: Ed and Darlene Swain, Jan Kelez, Bruce Anderson, Stephanie Home, Jack Kuhn, Rick Bower, Susie Atlee and Amy Schmitt.

A. MINUTES

The Minutes of the January 3, 1983 Board of Directors meeting were approved.

B. OLD BUSINESS

Jack Kuhn reported that he had 44 deposits for this year’s tour. He requested a deposit of $1,791.60 be sent to Yosemite by January 31st. This was approved by the Board.

Ted talked to Dale Dorjath who recommends that only the Treasurer be bonded. Nick Kelez will check with K&K Insurance to see what they might recommend.

The following budgets were turned in and approved by the Board: President, Vice-President, Secretary, Treasurer, Social, Nominating Committee, Year-End Awards, Technical Sessions, NUGGET and Rodney Roadster’s Rural Ramble. The Roster budget was amended and then approved.

The Oktoberfest is going to become a reality and coincide with our October Time Trial. After the Monterey County Parks meeting on January 16th, a format has been set up. There has been a Management Committee set up which includes Glenn Hills, Paul Seidel and Linda Smith. There is a layout of the proposed areas involved (Time Trials, Auto-X, beer gardens) being put together. The pits are going to be more secured than ever with pit passes being issued.

Nick Kelez reported that he received a lot of good comments on Activities Week. He also reported that numerous people would like to see the Club go to a one-day event.

C. NEW BUSINESS

Ted Atlee reported that Paul Seidel had approached him with the idea of an overall award for GGR. A committee of Gary Fahls, Mike Lommatzsch (Chairman), Paul Seidel and John Clever was set up to report back to the Board in April with a proposal.

**Autocrossers — Time Trialers**

Bandag, Traction recaps, Comp TA’s and a large collection of used XWX 185s make Quality Wheels the South Bay location for the go-fast tires.

We also have the largest inventory of after-market 7-inch alloy wheels, all at the right price.

At Quality Wheels, we’ve got the tires and wheels for the winning setup.

Don’t be left behind this year . . .
Ted Atlee informed us of the upcoming National Board meeting and that he had given Bruce Anderson our proxy letter to vote for Golden Gate Region.

Ted Atlee brought up the idea of providing name badges for all chairpeople. The Board decided that the only people we would purchase new badges for would be the Board-appointed positions listed on the Organizational Chart in the Operations Manual.

D. DIRECTOR’S REPORTS

Ted reported that he mailed a letter to Las Vegas Region stating the Board’s position on their petition. The Zone Auto-X meeting will be at the Zone Auto-X School. Also, there will be a Zone 7 Newsletter Editor meeting at the school. Ted requested that we also update our mailing list on Zone 7 Presidents and Newsletter Editors. GGR also needs a representative on the Zone 7 Auto-X Protest Committee. Ted gave Amy the flyer on the M.S. Dixie Tour so it can be published in the NUGGET. Ted received a check from PCA National for $1,872. This is part of our dues refund which we get quarterly. He also received a check for $1,289.44 from the 1982 Porsche Parade as portion of the profits. Ted also received a letter from Sears Point Raceway. They thanked us for the Time Trial Awards dinner and for being such a good group to work with and they look forward to a great 1983 year.

Nick reported an attendance of over 150 people for ‘Hell’ Week. He also has insurance for all events scheduled through the month of March.

John’s treasurer’s report was approved as presented. John presented Bill Hildebrand’s request for payment of his bills dating back to April 1982. The Board approved the amount of $176.29 to Bill. John stated from now on all bills must be turned in within two months. John reported that he received the Goodie Bag and has passed it on to Stephanie Home.

Valerie was absent, but Amy Schmitt reported that Carlisen Porsche-Audi will sponsor the February brunch and that we will have a short film on the Monterey ‘Porsche’ Historic Car Races.

Joan’s report was approved as presented. She also reported that John Byrne will remain on as R. S. Taylor Dealer Representative. The Board approved and thanks John.

E. NEXT MEETING

The next Board meeting will be at the home of Mike Lommatzsch on March 1, 1983 at 7:30 PM.

F. ADJOURNMENT

The meeting was adjourned at 11:08 PM

Respectfully Submitted,
Michael P. Lommatzsch

****During the last month, the Board approved on different occasions the appointments of Matt Ballentine as NUGGET Ad Manager and Stephanie Home as Goodie Bag Manager.

CORRECTION!

There will be no Autocross on March 5th as previously reported on the back of the February NUGGET.

—Ed.
WE CAN TAKE CARE OF ALL MODELS

Our Overhead is Less
Our Prices are Too!

FULL SERVICE PRICES:
Parts & Labor

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>356/912</td>
<td>105.00</td>
</tr>
<tr>
<td>914</td>
<td>119.00</td>
</tr>
<tr>
<td>911–914-6</td>
<td>200.00</td>
</tr>
<tr>
<td>911-CIS  }</td>
<td>235.00</td>
</tr>
<tr>
<td>911-SC  }</td>
<td>250.00</td>
</tr>
<tr>
<td>930 TURBO</td>
<td>380.00</td>
</tr>
<tr>
<td>924</td>
<td>135.00</td>
</tr>
<tr>
<td>924 TURBO</td>
<td>190.00</td>
</tr>
<tr>
<td>928</td>
<td>185.00</td>
</tr>
</tbody>
</table>

BOSCH 4 WHEEL ALIGNMENT RACK.

COMPLETE ENGINE REBUILD
(with 12 month/12,000 mile warranty)

<table>
<thead>
<tr>
<th>Model</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>911</td>
<td>$38-44 hundred</td>
</tr>
<tr>
<td>912</td>
<td>$18-24 hundred</td>
</tr>
</tbody>
</table>

WE REBUILD TRANSMISSIONS
We have our own machine shop
NEW MEMBERS

George Currie (Robin Ornellas)
2050 Pioneer Court
San Mateo, CA 94403
(415) 349-7216
1980 911SC

George Denise (Kathy)
12141 Mellowood Dr.
Saratoga, CA 95070
(408) 257-0518
1983 356B

Lee Follansbee
1512 Hallcrest Dr.
San Jose, CA 95118
(408) 269-8649
1970 914–6

John J. Franz
2463 Aztec Way
Palo Alto, CA 94303
(415) 856-7540
1962 356B

Sandra (Liz) Green (Arla, 'Butch')
1117 Pusateri Way
San Jose, CA 95121
(408) 227-1836
1965 356B

Dale Gruye (Ann)
14 Hawk View
Portola Valley, CA 94025
(415) 851-3026
1960 356

Peter Haight (Meg Li)
2848 Bryant No. 1
San Francisco, CA 94110
(415) 285-0967
1970 914–6

Noel Lee
91 Lake Vista Avenue
Daly City, CA 94015
(415) 991-0444
1983 944

Sharon Menzie
12 Whitter Ct.
Mill Valley, CA 94941
(415) 383-1428
1978 911

Vic Monzon (Gloria)
448 Corinthia Dr.
Milpitas, CA 95035
1983 944

Stephen Nieslon
1401 Howard
San Carlos, CA 94070
(415) 591-0648
1962 356

J. Jay Tamburina
396 Shad Ct.
Foster City, CA 94404
(415) 574-3626
1979 911SC

Michael Thompson (Janet)
1155 Jones St. No. 501
San Francisco, CA 94109
(415) 673-9666
1962 356B

David Vierra (Renee)
400 Surmont Drive
Los Gatos, CA 95030
(408) 356-3288

Jim Winberg
488 University Ave. No. 519
Palo Alto, CA 94301
(415) 329-9226
1983 944

NEW DUALS

Don D. Harley (Pamela)
101 Simmons Way
Folsom, CA 95630
(916) 989-2110

Don Sweet (Marilyn)
323 Homested Ave.
Salinas, CA 93901

TRANSFER IN

Max Artusy
640 W. Garland Terrace
Sunnyvale, CA 94086
From: Maverick

LATE RENEWAL

Marc Pettitbone
411 Bethany Drive
Santa Cruz, CA 95060

TRANSFER OUT

Harvey Cain—Sacramento
Lawrence Durham—Los Angeles
James Fleming—Cascade
Robert Stewart—Seminole

ADDRESS CHANGES

Paul Bates
2290D Sierra Blvd.
Sacramento, CA 95825
Desmond Fitzgerald
1510 Oak Creek Dr. No. 302
Palo Alto, CA 94304

Dave & Valerie Blanchard
795 Duncardine Way
Sunnyvale, CA 94087
Ronald D. Leppke
940 B Dewing Ave.
Lafayette, CA 94549
(408) 735-0877
(415) 284-2959

Gary & Elaine Sanders
(209) 298-9086

TOTAL MEMBERSHIP 1-28-83: 932

IN MEMORIUM

Friedel Del Fiorentino, a GGR member and friend to many passed away recently.

GGR sends its deepest sympathies to her family and friends.

NUGGET/11
We leave for the Ozarks on Wednesday, July 27th. Six or eight cars will be all that can be accommodated. Daily mileage average should be about 600 miles.

Room rate at Parade Headquarters is $74 per day. The Holiday Inn is $61 per day or Howard Johnson has the best rates at $42 for a Queen or $39 for a Double. It is located about three miles from Parade Headquarters.

If you'd like to tour with us, please call me.

Glenn Hills, (408) 296-1822.

**TIME TRIAL STUDENTS**

**QUESTION:** What does my instructor mean when she tells me I missed the turn-in point, which caused me to apex too early, coming very close to the edge of the track at the exit point; and then in a calm voice tells me to pull in to discuss my lines?

**Turn-in point:** The point at which the car is started towards the turn.

**Apex:** The point of a turn at which you are the closest to the inside of the radius, and the point you start to drive out of the turn.

1. Turn-in point
2. Apex point
3. Exit point

**Types:**
- Early Apex—Reaching the apex prior to the mid-point of the turn.
- Late Apex—Reaching the apex after passing the mid-point of the turn.

**Exit Point:** The point at which the car is the closest to the outside edge of the turn.

These three simple terms are the keys to driving the correct line around a track. Your instructor will constantly refer to these terms and your success in becoming a more competent driver depends on how you successfully put these points together as you drive at speed on a track.

John Hawkins
Chief Instructor
National recently informed all Region Presidents and Newsletter Editors of the status of legislative and regulatory actions that affect Porsche and Porsche Club Members. The Board felt it appropriate that the membership be made aware of these actions, thus the following articles:

Passive Restraints (Air Bags)
In late October '82, the National Highway Traffic Safety Administration (NHTSA) rescinded the regulation that would have required cars to be equipped with Passive Restraints starting with the 1983 model year. Shortly thereafter, one of Nader's organizations filed suit in the US Court of Appeals, along with the National Insurance Institute, to have the regulation reinstated. This Court did, in fact, rule for the plaintiff and order NHTSA to reinstate the Air Bag regulation. NHTSA filed an appeal, in turn, with the US Supreme Court, which has, in fact, agreed to hear the case. Until the Supreme Court hearing, anticipated in the May-June 1983 time frame, the Air Bag—Passive Restraint regulation remains rescinded, and no new cars will be required to be equipped with any form of passive restraint.

Bumper Standard
Starting in 1974, all cars sold in the US were required to have bumpers capable of withstanding a 5.0 mph impact, front and rear, with no visible damage (cosmetic or otherwise). This was one of the regulations that went beyond "safety." Reagan's new NHTSA Administrator, Raymond Peck changed that regulation early this year to a 2.5 mph impact front and rear (1.5 mph corner impact), and eliminated the "no cosmetic damage" part of the regulation, starting with the 1983 model year. The revised regulation makes more sense, allows for smaller bumper structures that can be blended more aesthetically into the car body design, and still provide adequate protection.

55 MPH Speed Limit
Ronnie campaigned that he would eliminate the 55MPH speed limit. But Aunt Zelda and Uncle Harley believe that 55 saves lives, and (believe it or not) this is the majority opinion, and most Congressmen will not support a bill to eliminate the 55 limit. However, over half of the states in the US have introduced or passed a bill which would eliminate that state's 55MPH limit in the event the Federal Government eliminates the requirement. Remember, the Fed. Gov. did not legislate that there would be a national 55 limit. They said, in effect, that any State that did not have a 55MPH limit would receive NO Federal Highway money (and the Feds provide between 80 and 90% of all highway construction funds). So it is the individual states that have 55 limits, and as we said, over half of them have changed their law to date (mostly in the West and Midwest).

Another issue that comes to light is the "Domestic Content" bill, which will set a minimum content of US materials for ALL cars sold in the US (including Imports). This is another clever way to limit or burden importers of foreign cars.

If this bill were to become law, it could be potentially hazardous to Porsche, as these autos have essentially zero domestic content. Fortunately, however, Porsche is part of Volkswagen in the US and all Fed. regulations are applied to VWoA, of which the Porsche—Audi Division is a part. For example, the Corporate Average Fuel Economy Standards are applied to the entire VWoA "fleet", which includes all VWs built in Westmoreland, PA as well as all German-manufactured vehicles. Therefore, the "domestic content" bill would probably not cause immediate harm to Porsche. However, such restriction is harmful, and the Feds might seek to choose a different method of imposing "domestic content" to limit the numbers of foreign cars sold in the US. Therefore, it is in the best interests of the Porsche Club of America membership to voice opposition to this bill.

The US Senate has probably started deliberation on its version of "domestic content" which is S-2300. We urge GGR members to write your congressmen voicing opposition to this bill.

WRITE your Senator, indicate that you are opposed to S-2300 the Domestic Content Bill, on the grounds that it restricts free trade and is in violation of US Commitments under the General Agreement of Tariffs and Trade.
Mix the salad dressing, jam, and dry onion soup together. Pour over chicken. Bake 1 hour at 350 degrees. Makes a terrific sweet’n sour chicken dish.

Look for more recipes in future NUGGETs—it may be one of yours!

“CHICKEN MONTARA”
(easy to do—no fuss)

1 or 2 pkgs. of chicken parts, skinned
1 bottle of Russian-style salad dressing (8 oz.)
1 pkg. dry Lipton’s onion soup
1/2 cup apricot/pineapple jam

Rebecca Newlin
P.O. Box 911
Montara, CA 94037

Marsha Wilson
1028 Palisades Drive
Martinez, CA 94553

WE PREPARE WINNERS!

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

Apex is Your Chassis Specialist.

SHOCKS ● ANTI-SWAY BARS ● WHEELS
SPRINGS ● PLASTIC BUSHINGS ● TIRES
TORSION BARS ● SPECIAL COMPONENTS ● SPOILERS
PRECISION WHEEL ALIGNMENT & WEIGHT SETTINGS
HANDLING PACKAGES FOR STREET CARS & TOW VEHICLES

(408) 243-2260

2545 KEYSTONE AVENUE, SANTA CLARA, CA 95050
Dave Bottom — PCA GGR Member since 1974
Most event and series sponsorships are now set for the year. We’d like to acknowledge those who are supporting our events herein and will continue to do so throughout the year.

For the first time the Rallye and Concours series will be sponsored which should have a positive effect on the quality of the events.

We hope that you appreciate and will express your appreciation to the sponsors. They often don’t know if they are appreciated unless you, the event participants, let them know. A card or letter of thanks, a shake of the hand or a slap on the back goes a long way. Better yet, use their products, or services and let them know you appreciate them.

Broadmoor Brake and Tire received a note of thanks from over 30% of last year’s Tennis participants. Broadmoor was so impressed they came back for more. Let’s keep them and all the sponsors coming back by constantly reminding them of our appreciation.

Our Thanks to the following 1983 Event and Series Sponsors:

**AX Series—** Norbert Nieslony—Autohaus Nieslony (for the 3rd year in a row.)

**Rallye Series—** Berkey Porsche/Audi/Volkswagen (The all New Porsche Store.)

**Concours Series—** Carlisen Porsche Audi (including the Annual Carlisen Concours/Swap).

**Time Trials—**
- April-Laguna Seca
  1. Ken’s Porsche Technique
  2. Kahler’s Porsche Mercedes Service
  (2 mainstays of our Time Trial Series.)

- May-Sears Point
  1. Andy Alongi Body Shop
  2. Quality Wheels
  3. T&D Porsche Works
  (3 mainstays)

- July-Riverside
  1. Techne (The Ungo Box)
  2. Pirelli Tire (probable)
  (2 new Time Trial Sponsors, both were Reno Parade sponsors.)

- September-Sears Point
  1. Reitmers Werkstatt
  2. EASY (European Auto Salvage Yard.)
  3. Broadmoor Brake & Tire (Daly City)
  (a returnee and 2 new sponsors.)

- October-Laguna Seca
  1. Porsche PM
  (a mainstay)

Thank you, Sponsors, for making my job easier.

*Bill Patton*
Sponsorship Manager
Example: Paint and GT Flairs
Porsche: 1970 914-6
Owner: Roger Ryan

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

"Ask for Cecil Beach"

502 W. Santa Clara St. • San Jose, CA 95110 • (408) 295-0535
At the close of the last report I appealed for information as to the facts surrounding the Don and Arlene Eliezer Dummkopf. To date, this information is not available. As a matter of fact, very few people even recall who they were. Information to fill this gap would be greatly appreciated.

Successor to the Eliezers was Jerry Clarke, who got the helmet of doom for introducing his new fiancé, Kathy, from the podium at a dinner meeting. Trouble was, her name was Kay.

Jerry passed the Dummkopf to Bob Wagner for failing to latch his hood at a Cotati drivers school. He ended up with something very much resembling a whale tail...

Vaden Riggs had her second scuffle with the dubious "D" when she was rear ended at a stop light. She calmly got out of her car, swapped names and addresses with the adverse and offending driver, got home, called her insurance agent and read him her own name and address. She had kept the wrong piece of paper.

History claims, and the Dummkopf engraving confirms, that Barbara Jones was next in line. However, she denies emphatically that she ever got the Dummkopf. What’s more, nobody, but nobody can come up with a story to confirm. Therefore, it seems History and the engraving are wrong.

Jack Tedford did get the Dummkopf. As chairman of the Family Picnic, he arranged everythings, then arrived at the scene with everything but the food.

Jack dumped the helmet on Gary Evans for Gary’s second loss. Gary it seems, kept spinning out at an autocross and finally determined that his rear tires were installed backwards.

Don and Lois Lollich were trusted with two Hare ‘n Hound rallies in one year. On the first, pranksters changed all the Lollichs markers, completely destroying the route and scattering cars all over the county. On the second, Don and Lois had a foolproof scheme. They tied blue and yellow ribbons to poles, fences, stakes and signs along the way. Unknown to them, someone had used similar ribbons to mark the route to a party. Some of the latter appeared at a key intersection on the rallye route. Havoc again.

Next came Arlen Riggs who had an unblemished reputation as rallyemaster, map writer and direction giver. As dinner meeting chairman he arrived early to greet the membership, waited, waited and waited. As panic set in he noted the directions he had prepared for the NUGGET were completely hairline. Everybody was lost.

It seems the Leo Rapp, Roger Levit confusion requires another correction. Rapp did both of the previously reported dumbnesses, but only got the Dummkopf once. What Roger Levit did is almost beyond belief. Having installed a new set of headlights on his car he was looking for a large expanse of level pavement on which to do the adjustment. In S.F. this is no easy task. He set out one night, found his pavement, and began the adjustment process. He was soon interrupted by wailing sirens and flashing lights from about a dozen jeeps approaching in all directions. He soon discovered that his expanse of pavement was the main runway at Crissie Field.

WANTED
ANYONE INTERESTED
IN ADVERTISING IN
THE 1983–1984 ROSTER

PLEASE CALL:
DARLENE SWAIN
(415) 595-3997

THANKS

Visit our new Long Beach store...a treasure chest of original and reproduction parts for 356 and 900 series Porsches.

Featuring many hard to find restoration parts for bodies and interior...Introducing the pb tweeks line of accessories and apparel for the discriminating Porsche enthusiast.

Specializing in original and reproduction parts for the 356 and 900 Porsche.

4001 E Anaheim / Long Beach, CA 90804 / (213) 438-9767
## CALENDAR OF EVENTS
### GGR—1983/84

<table>
<thead>
<tr>
<th>MARCH</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Board Meeting—Lommatzsch</td>
</tr>
<tr>
<td>1-13</td>
<td>YOSEMITE TOUR</td>
</tr>
<tr>
<td>19-20</td>
<td>SVR AutoCross School—Mitchell</td>
</tr>
<tr>
<td>26</td>
<td>Tech Session—Bower</td>
</tr>
<tr>
<td>29</td>
<td>Time Trial Tech (for 4/9 T.T.)—Wise</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APRIL</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>AutoCross (GGR)—Pasha</td>
</tr>
<tr>
<td>4</td>
<td>Board Meeting—Atlee</td>
</tr>
<tr>
<td>5</td>
<td>Time Trial Tech—Wise</td>
</tr>
<tr>
<td>9-10</td>
<td>Time Trial—Laguna Seca—Hills</td>
</tr>
<tr>
<td>12</td>
<td>Pit Crew—Nelson</td>
</tr>
<tr>
<td>16</td>
<td>Dinner Meeting—Berens</td>
</tr>
<tr>
<td>17</td>
<td>Rallye School &amp; Rallye—Clever</td>
</tr>
<tr>
<td>22-24</td>
<td>CRAB</td>
</tr>
<tr>
<td>29</td>
<td>Board Meeting—Fahl</td>
</tr>
<tr>
<td>30</td>
<td>Swap Meet—Seidel</td>
</tr>
</tbody>
</table>

## MAY

<table>
<thead>
<tr>
<th>1</th>
<th>Zone 7 AutoCross</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Russian River Tour—Bower/Sanders</td>
</tr>
<tr>
<td>14</td>
<td>Zone 7 AutoCross—Redwood</td>
</tr>
<tr>
<td>15</td>
<td>Zone 7 AutoCross—Shasta</td>
</tr>
<tr>
<td>17</td>
<td>Time Trial Tech (for 5/28 T.T.)—Wise</td>
</tr>
<tr>
<td>18</td>
<td>Pit Crew—Neidel</td>
</tr>
<tr>
<td>21</td>
<td>Tech Session—Bower</td>
</tr>
<tr>
<td>22</td>
<td>Malibu Grand Prix—Neidel</td>
</tr>
<tr>
<td>24</td>
<td>Time Trial Tech—Wise</td>
</tr>
<tr>
<td>25</td>
<td>Board Meeting—Blanchard</td>
</tr>
<tr>
<td>28-29</td>
<td>Time Trial—Sears Point</td>
</tr>
</tbody>
</table>

## JUNE

<table>
<thead>
<tr>
<th>4</th>
<th>South Valley Wine Tour—Neidel</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Zone 7 AutoCross—MBR</td>
</tr>
<tr>
<td>11</td>
<td>GGR AutoCross—McClelland</td>
</tr>
<tr>
<td>12</td>
<td>Poker Rally—Winter/Wise</td>
</tr>
<tr>
<td>14</td>
<td>Pit Crew—Patton</td>
</tr>
<tr>
<td>18</td>
<td>Dinner Meeting—Patton</td>
</tr>
<tr>
<td>19</td>
<td>Family Picnic—Masles</td>
</tr>
<tr>
<td>23</td>
<td>Board Meeting—Sanders</td>
</tr>
<tr>
<td>25</td>
<td>Zone 7 AutoCross—SVR</td>
</tr>
<tr>
<td>26</td>
<td>Zone 7 AutoCross—SNR</td>
</tr>
<tr>
<td>28</td>
<td>Time Trial Tech (for 7/9 T.T.)—Wise</td>
</tr>
</tbody>
</table>

---

**YOSEMITE!**

The FIRST weekend tour of 1983 is almost here and it looks like it will be full of fun, photography, and Porches. We’re looking forward to meeting all the enthusiastic people who’ve signed up for the tour.

Just a reminder — get an early start so we can all meet at the Livermore Airport at 7:00 AM Saturday morning and have all the groups on the way by 7:30 AM. Plan to bring a picnic lunch for Saturday, plus munchies and refreshments for the rest of the weekend. Since there will be 100 or more for Saturday night’s dinner at Ahwahnee, our group will have the early seating at 6:00 PM. (The ‘dress’ required at the Ahwahnee Dining Room is jackets for men and dinner attire for women).

Sunday will be a great day for the Buffet Breakfast (optional) and Photography Walk. I know that we’ll all be sorry to leave Yosemite in the afternoon. If you have any questions or need last minute information, call Jack or Cathy Kuhn (415) 796-8041 (6-9 PM).

**CATHY KUHN**

---

**THE ULTIMATE DRIVING MACHINE**

**SALES ○ LEASING ○ SERVICE**

**EUROPEAN DELIVERY**

**A FULL SERVICE DEALERSHIP**

**WEBER BMW**

**351-2003**
<table>
<thead>
<tr>
<th>JULY</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
</tr>
<tr>
<td>9-10</td>
</tr>
<tr>
<td>16-17</td>
</tr>
<tr>
<td>19</td>
</tr>
<tr>
<td>23</td>
</tr>
<tr>
<td>24</td>
</tr>
<tr>
<td>25</td>
</tr>
<tr>
<td>30</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AUGUST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-6</td>
</tr>
<tr>
<td>7</td>
</tr>
<tr>
<td>13-14</td>
</tr>
<tr>
<td>16</td>
</tr>
<tr>
<td>20</td>
</tr>
<tr>
<td>21</td>
</tr>
<tr>
<td>23</td>
</tr>
<tr>
<td>25</td>
</tr>
<tr>
<td>26</td>
</tr>
<tr>
<td>25</td>
</tr>
<tr>
<td>26</td>
</tr>
<tr>
<td>30</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SEPTEMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-4</td>
</tr>
<tr>
<td>10</td>
</tr>
<tr>
<td>11</td>
</tr>
<tr>
<td>13</td>
</tr>
<tr>
<td>17</td>
</tr>
<tr>
<td>18</td>
</tr>
<tr>
<td>20</td>
</tr>
<tr>
<td>24-25</td>
</tr>
<tr>
<td>27</td>
</tr>
<tr>
<td>28</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OCTOBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2</td>
</tr>
<tr>
<td>8</td>
</tr>
<tr>
<td>11</td>
</tr>
<tr>
<td>15</td>
</tr>
<tr>
<td>16</td>
</tr>
<tr>
<td>27</td>
</tr>
<tr>
<td>29-30</td>
</tr>
</tbody>
</table>

**OPTIMUM HANDLING FOR YOUR 924**

**Introducing Weltmeister™ 924 Sway Bars**

The complete system for maximum 924 road performance. Weltmeister™ sway bars are fully adjustable. Because no two vehicles are alike, adjustment allows each driver to balance the chassis to his preference. Adjustment is simple and quick with stainless steel slider clamps and adjustable drop links. Bushings for the sway bar are cast from graphite-impregnated polyurethane. The sway bar turns freely in these bushings to provide quicker suspension feedback and faster steering inputs. Each bar is made from heat-treated aircraft alloy steel so they will perform consistently on every corner and will not fatigue from years of heavy use. Weltmeister sway bars are all manufactured on a computerized bender to assure precision radii and segment lengths. Weltmeister will introduce you to a whole new level of exciting 924 Porsche performance.

Front 25mm kit .......... $189.95
Front 28mm kit .......... $199.95
Mounting kit (car without factory front bar) .......... $ 39.95
Rear 19mm kit .......... $189.95
Rear 22mm kit .......... $199.95
Mounting kit for 1976–1978½ or cars without factory rear bar .......... $ 49.95

We recommend combinations of a 25mm front with a 19mm rear, or a 28mm front with a 22mm rear.

**AUTOMOTION**
3535-L Kifer Road
Santa Clara (408) 736-9020

![Weltmeister Logo]

---

**NUGGET/19**
**SID's CUSTOM UPHOLSTERY**

Specializing in PORSCHE Interior Restorations

- Most factory original materials in stock (wool carpet, top material and vinyl).
- Targa and Convertible Tops Headliners
- From small repairs to complete restorations.

FREE INSPECTION & ESTIMATE

call 969-1539

1917 Old Middlefield • Mountain View, Ca.

---

**NOVEMBER**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>GGR AutoCross—Rapson</td>
</tr>
<tr>
<td>6</td>
<td>Rally—Seidel</td>
</tr>
<tr>
<td>8</td>
<td>Pit Crew—Hills</td>
</tr>
<tr>
<td>12</td>
<td>Tech Session—Bower</td>
</tr>
<tr>
<td>13</td>
<td>Swap Meet—Seidel</td>
</tr>
<tr>
<td>19</td>
<td>Time Trial Awards Banquet—Hills</td>
</tr>
<tr>
<td></td>
<td>Zone 7 AutoCross Awards Banquet—Gilpin</td>
</tr>
</tbody>
</table>

**DECEMBER**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Board Meeting—Fahl</td>
</tr>
<tr>
<td>3</td>
<td>Tech Session—Bower</td>
</tr>
<tr>
<td>6</td>
<td>Pit Crew—Forster</td>
</tr>
<tr>
<td>10</td>
<td>Christmas Party—Lommatzsch</td>
</tr>
</tbody>
</table>

---

**JANUARY 1984**

- Pit Crew
- Activities Week
- Dinner Meeting
- Reno Train Tour
- AutoCross

**FEBRUARY**

- Rally
- Tech Session
- Dinner Meeting
- Ski Trip
- Pit Crew

**MARCH**

- Yosemite Tour
The 1983 team is ready to start the STAR SERIES—Time Trials and Driver Schools. The first event is already over. It was the Preparation Clinic for Time Trialers held February 12 at Hammill Fabrication. The clinic was a huge success thanks to Bill and Rebecca Newlin.

The next event will be the technical inspection of all Time Trial cars for the April 9th & 10th Time Trial and Driver’s School at Laguna Seca Raceway. Chief Tech Inspector, Don Wise, will conduct these two inspections on March 29th and April 5th. Be prepared for the most critical inspection of the safety items on your Porsche. This is the first event for ’83 and we expect many new cars. A very close and detailed inspection of safety items has been long in coming. Don will have a host of trained inspectors and mechanics to make the inspection as quick and painless as possible. Refreshments will be served at both Ken’s Porsche Technique and Kahler’s Porsche Service, the sponsors of Game 1, April 9 & 10.

At Game 1, there will be some new features that may be fun to all of us. Some form of ‘Bracket Racing’ will be available to those who wish to participate with champagne from Buhler and Associates for the winners. Details next month. Also, on your newly designed score card will be a blank for you to guess your fastest lap. The driver to come closest will win free entry to the following Time Trial (non-transferable). With a door prize coordinator this year, we will have many, many door prizes to give away. Another ‘drive around’ at lunch time on April 9th will be available to all club members who would like to motor around Laguna Seca for three laps. Last year, I offered this event and expected only a few cars to ‘drive around’, but to my surprise, more than 40 cars, busses, vans, bugs, trucks, and a few Porsches, all took my offer.

Saturday night socials will again be offered. You all know how popular these dinners and socials have become. When the sun goes down, the fun begins. Al Loy and the Lug Nuts will be with us for the entertainment. Special awards will be given to all the class winners on Sunday, along with the coldest beer in PCA.

In case you don’t know who the Management Team is, let me introduce you and give their area of expertise and the positions they will play:

Gary Fahl — Competition Director
Glenn Hills — Time Trial Chairman
Kent McLaggan — Track Steward
John Hawkins — Chief Instructor
Chris Newcomb — Chief Communicator
Susie Atlee — Registrar
Marta Newcomb — First Aid
Julie Arnold — Turn Marshall
Sharon Neidel — Grid Steward
Don Wise — Chief Tech Inspector
Bud Behrens — Flagman
Rodney Rapson — Track Preparation
Olga Wiens — Chief Timer
The Bowers & the Griffiths — Timing Crew
Paul Seidel — Door Prizes
Ted Atlee — Posting
Jack Kuhn — Communications/Flagging
Barbara Maas — Truck Driver
Protest Committee — Ken Mack, Terry Zacco & Glenn Hills

One more item remains that needs your help. Waiting until the last moment to turn in your registration has and does cause us problems. We need to know well in advance who the players are and what cars they will drive. Last year I had a late entry fee on the entry form. Few paid this in 1982, however, with the reduced entry fee, it is very important that we know who will attend. The $25 late entry fee will be collected from anyone who registers after the deadline. If you will get your entry in early, I will not cash your check until the deadline, March 28. Fees are lower this year, so please cooperate with us in this small matter.

Remember the golden rule, drivers, NO modifications to your car unless the modification is specifically permitted in the 1983 rule book. Send for your 1983 Competition Certificate (per Susie Atlee) and receive this valuable book.

GLEN HILLS
Time Trial Chairman
(408) 264-1822
SACRAMENTO VALLEY REGION – PCA INVITES YOU TO . . .

MARCH 19 & 20

. . . a two day — Zone Seven
AUTOCROSS SCHOOL
"SPLINTER CITY" SITE — McCLELLAN AFB
WATT AVENUE NEAR I-880
SACRAMENTO

AUTOCROSSING — IS FUN
— IS SAFE
— MAKES YOU A BETTER & SAFER DRIVER
— ALLOWS YOU TO BETTER ENJOY YOUR PORSCHE
and besides — YOUR PORSCHE WILL LOVE YOU FOR IT

OPEN TO NEW & INTERMEDIATE DRIVERS
CONCENTRATED INSTRUCTION BY EXPERIENCED AUTOCROSSERS
"TONS" OF TRACK TIME

LIMITED TO FIRST 60 DRIVERS
REQUIRED: VALID DRIVER'S LICENSE, 1970 OR LATER SNELL-APPROVED HELMET
ADEQUATE SEATBELTS, OVER 18 YEARS OF AGE

— NO RACE TIRES —

SATURDAY NIGHT PARTY — Learn the fine art of BENCH RACING
BED & BREAKFAST (FLOP & FEED) AVAILABLE — Call Steve Campbell, (916) 725-9223

PRE-REGISTRATION REQUIRED
Mail Check To: Dwight Mitchell
3512 Condor Ct.
Carmichael, CA 95608

Name____________________Ph. #_________________________
Address__________________________Zip____________________
Region____________________Car Type____________________

ENTRY FEE $15.00 per DRIVER
Make Checks Payable to PCA-SVR
First of all, I hope you all find this year's tech season fun and informative. In addition to the six tech sessions we have planned, I hope to have a tech article each month that will address many of the common problems that arise with each particular model of Porsche. Of course, as ambitious as that might be, there will still be many questions you may have left unanswered. Therefore, by the April NUGGET, I hope to have a tech panel set up willing to answer your questions about your particular model.

Our first tech session will be Saturday, March 26 at 10AM at Carlsen Porsche/Audi in Palo Alto (1730 Embarcadero Rd., just east of 101). This session will be an in-depth look at Porsche's new model -- the 944. In addition, we'll take a look at the changes made on the current 928 & 911 models. I also hope to have a few cars apart so we can take a real look at a 944 engine. This should be very informative for those of you who are interested in the newer models.

During the rest of the year, we'll have:

**MAY 21**

A car care session to make available information on cleaning your Porsche, maintenance intervals and what you should expect to pay, tire care, etc.

**JUL 30/AUG 7**

A back to back, hands-on, tune-up session. This one's a bring-your-old-clothes-and-learn-how-to-perform basic-maintenance-on-your-Porsche. This one should end up saving you some dough!

**NOV 12**

This one's a surprise.

**DEC 3**

The do-it-yourself AAA tech. This time, we'll cater to those who really just want to know how to change a tire, what happens when a fuse blows, emergency techniques (jumping the fuel pump relay), etc.

So, come on out this year and learn. I'm available to answer your questions -- just drop a note to the return address on your NUGGET. Let's all make GGR Tech '83 a great year!

*rick boweR*
Tech Chairman
The 1983 rally season kicked off in February with Rodney Roadster's Rural Ramble which followed the Sunday brunch and chip-off.

This year, the series is sponsored by Berkey Porsche Audi in Pleasanton. We are truly pleased to have Berkey's sponsorship for a fun rally series. There will be 12 rallies used for series scoring this year plus 5 T & D rallies by The Rally Club (TRC), 5 GGR rallies, and 2 SVR rallies. The schedule for 1983 is:

<table>
<thead>
<tr>
<th>DATE</th>
<th>RALLY NAME</th>
<th>TYPE OF RALLY</th>
<th>SPONSORING CLUB</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-13</td>
<td>Rodney Roadster's Rural Ramble</td>
<td>T &amp; D</td>
<td>GGR</td>
</tr>
<tr>
<td>4-2</td>
<td>unnamed</td>
<td></td>
<td>TRC</td>
</tr>
<tr>
<td>4-22/24</td>
<td>CRAB</td>
<td>T &amp; D</td>
<td>SVR</td>
</tr>
<tr>
<td>4-6</td>
<td>unnamed</td>
<td>T &amp; D</td>
<td>TRC</td>
</tr>
<tr>
<td>6-12</td>
<td>unnamed</td>
<td>Poker Rally</td>
<td>GGR</td>
</tr>
<tr>
<td>8-6</td>
<td>Summer Time Sundae</td>
<td>T &amp; D</td>
<td>TRC</td>
</tr>
<tr>
<td>8-26</td>
<td>Night of the Hunter</td>
<td>Hare &amp; Hound</td>
<td>GGR</td>
</tr>
<tr>
<td>9-24/25</td>
<td>Carrera de Sierra</td>
<td>T &amp; D</td>
<td>SVR</td>
</tr>
<tr>
<td>10-1</td>
<td>unnamed</td>
<td>T &amp; D</td>
<td>TRC</td>
</tr>
<tr>
<td>10-8</td>
<td>unnamed</td>
<td>Picture Rally</td>
<td>GGR</td>
</tr>
<tr>
<td>11-6</td>
<td>unnamed</td>
<td>Monte Carlo</td>
<td>GGR</td>
</tr>
<tr>
<td>12-3</td>
<td>unnamed</td>
<td>T &amp; D</td>
<td>TRC</td>
</tr>
</tbody>
</table>

Two of our GGR rallies, the Picture rally and the Monte Carlo, will be open to all bay area ralliers.

The basic rules we will use for this year's series are:

1. Classes—
   Three classes will be used for scoring series points; expert, advanced, and beginner. In rallies where there are more or less than three classes the rally chairpersons will combine classes in a logical fashion for scoring series points.

2. Scoring—
   Each entrant will be awarded series points according to their finish in the class in which they run. We will use the same scoring matrix as last year which is reprinted in this issue of the NUGGET. An entrant in any of the 5 GGR rallies will receive 10 points for each rally entered. A worker in any of the 5 GGR rallies will receive 75 points for each rally worked. The rally master(s) for each of the 5 GGR rallies will receive 100 points.

3. When entering a rally, be sure to list your club affiliation as PCA/GGR in order to receive series points.

4. To qualify for year-end awards, you must participate in three of the 5 GGR events as an entrant, worker or rally master.

5. Anyone who rallies with John Clever (1982 Series winner) will be disqualified.

We are looking forward to an enjoyable rally series this year. Come on out to the rallies as we often have an extra driver or navigator at the start or can always use an extra worker.

Sue Wise
Rally Chairperson

KEN'S
PORSCHE-TECHNIQUE

We Specialize in All Phases of Your Porsche's Needs—
from General Tune-Up to Race Car Prep.

COMPLETE
BOSCH ALIGNMENT SERVICE

Mon. thru Fri. 8 a.m. to 5:30 p.m.

KEN'S ... YOUR ONLY QUALITY SERVICE
130 E. Sunnyoaks Ave., Campbell, CA 95008 • 408/379-3220

24/GOLDEN GATE REGION
INSIDE OUT

AT T & D, WE KNOW YOUR PORSCHE INSIDE OUT. WE ARE YOUR SPECIALISTS FOR THE COMPLETE MAINTENANCE AND REPAIR OF ALL PORSCHE MODELS.

COME AND SEE TOM AMON SOON.

(408) 378-1911

1320-D DELL AVE.

T & D PORSCHE WORKS

CAMPBELL, CA 95008
SECOND ANNUAL TOUR AND CRUISE

M. S. DIXIE

THE CONDOR LODGE

SOUTH LAKE TAHOE

Leaving Saturday July 16th at 9AM from the Colony Kitchen Restaurant, Zinfandel Dr and Hwy 50 in Rancho Cordova. Bring a picnic lunch for the Saturday tour up to the Lake.

COST: $100 per couple. Price includes:

1. Tour entry fee
2. A room at the Condor Lodge in S. Lake Tahoe. The Condor Lodge has offered complimentary hors d'oeuvres and reduced drink prices in their Cocktail Lounge upon our arrival.
3. Round Trip transportation from the Condor Lodge to the M.S. Dixie in Zephyr Cove Nevada.
4. At 7 PM Saturday night, board the M.S. Dixie for a 3/4 hour cruise of Lake Tahoe, including Emerald Bay.
5. During the cruise enjoy a N.Y. steak dinner, all the wine you can drink with dinner. After dinner have fun dancing to a live band, and you can also purchase your favorite after dinner drink at the Dixies full bar.

This tour/cruise was voted "Event of the Year" for 1982 by the Sacramento Valley Region PCA. This year we have invited all of the Regions of Zone 7 PCA to join us for an even better event. Entries are limited so get your check in early!!

Your check guarantees your reservation. Checks will be held by PCA/SVR until June 24th. Cancellations after June 24th subject to a $20 cancellation fee. No refunds after July 11th as SVR/PCA has to guarantee the rooms and dinners.

Make checks payable to: PCA/SVR c/o Sheila McEade 701 East Ranch Rd Sacramento Calif. 95825. For further information call Jim or Sheila at 916 485-7173.

The 2nd Annual Broad Jumping Contest will be held Saturday by the pool. Bed & Breakfast will be available, contact Steve Campbell 916 725 9223
WANTED

An Autocross to test your skills to extract that small amount of wasted time from your driving technique. From the past an autocross of legendary proportion re-appears in the Golden Gate Region Autocross Series as more than 1983 Autocross No. 2, Gegen die Uhr. An exclusively Porsche AX course with all Porsches having an advantage.

Date: Saturday, April 2, 1983
Time: Normal AX registration & time
Place: Pleasanton Fairgrounds, Take 680 to Bernal avenue, Bernal East to Gate 5 Left turn at gate 5, you’ll see us there.
For Info: Call Jim Pasha (415) 828-6810 or Terry Zacccone (408) 257-6575.
Required: Mufflers, Porsche, Helmet (some loaner helmets available), Yourself.

THIS IS IN PREPARATION FOR THE MAY DINNER MEETING.

THANKS
"A ROSE BY ANY OTHER NAME IS STILL A ROSE . . . .

by Harry Pellow

The following article is part of "A Rose by any other name is Still a Rose . . . . But a Zero (0) is not an OH (O)." It was written by Harry Pellow and taken from his book titled The ABC's (and 912's) of Porsche Engines or Porsche Engines and the Future of the Human Race.

Harry Pellow talks about the number of combinations of license plates and how the numbers progressed from 6-digit to 7-digit and so on . . .

"As time passed, and the letters went through R,S,T, etc., he (Harry) realized that the time would soon come when the DMV would announce that it was going to change the plates. Shoo 'nough, in March, 1978, they announced that they would soon change over to the 7 number/letter combinations (just like the Maestro had predicted), AND that THEN, you could have a Personalized Plate with 7 letters or numbers, so if you had missed out before, now was your chance. So, on May 2, 1978, the VERY FIRST day that you could apply for your chosen Personalized Plate, the Maestro was in line with his humble request.

Now, before I tell you what that request was, you should have a little background on the way computers read data. They just can't look at numbers and letters and "see" them, the numbers and letters have to be translated into binary number combinations of 0 and 1. Now, to express, say, 26 letters and 10 numbers using only 0 and 1, requires at least a 6 bit "word" like 100111, which allows 64 possible numbers and letters to be represented (a 5 bit word won't work, since 2 to the 5th power is only 32, and we need to express 36 numbers and letters, so a 6 place binary "number" is used). Now, this 6 bit number, representing a single number or letter in our language, is understood nicely by the Great Computer in Sacramento. It also understands that the letter "O" and the number "0" are as different to it as "1" and "Z" would be, even though they look very similar to us human folk . . . . The plot thickens.

The Maestro had fun filling out the form on the bench. They tell you to put a slash through a ZERO (0) to make it an OH (O), as do most of the computer boys (this printer however, does the reverse, but don't worry about it, the final effect is the same). So, having gotten everything in order, The Maestro presented his humble request for his chosen plate No. 0000000, at the Personalized Plate counter was a bit taken aback, and said "Uh, don't you want ALL zeros or all Ohs"? "No, said The Maestro, this is my "lucky" combination, which I JUST HAD TO have." She said "OH" (not Zero), and shrugged, "Another real NUT", she thought. Which was EXACTLY what The Maestro wanted her to think . . . . Heh, heh, What evil lurks in the heart of men . . .

After a few months, The Maestro received notice that his plate was, indeed, not obscene, and was being made up. Now, the long wait to see if the all-important SECOND part of the plan would actually work. Finally, the letter arrived saying that his very own personalized plates were indeed ready! He dashed up to the DMV Fortress, and waited with bated breath as the girl got the package of plates. The suspense was almost unbearable as she OPENED the package to check the plate number. The Maestro glanced at the plate number printed on the package, and it was exactly as he had requested, 0000000 ! ! Then, he glanced at the plate and saw, to his happy amazement that it was 0000000 (or OOOOOO, he couldn't tell), EXACTLY WHAT HE HAD PLANNED, THE PLAN HAD WORKED ! ! ! ! ! The girl looked at the plate, and looked at the request slip with the "number" on it and said "Yep, looks O.K. to me". The Maestro let out a huge, internal sigh. Thank God for the Lowered College Board Scores, he thought, a smarty might have caught it—and it would have been the rack for him! Taking his prize home, The Maestro congratulated himself for figuring that although the computer had told the highly paid and well-trained technician that produces the license plates that IT wanted 0000000, the technician, serving, most likely, 10 years to life on a murder rap in San Quentin, either didn't notice the subtle difference between a Zero and an OH, or (more likely) didn't care, or both, and punched all the Zeros and OHS with the SAME letter/number, so that the plate read 0000000 (or OOOOOO), NOT WHAT IT SHOULD HAVE BEEN, 0000000 ! ! !

Continued on following page

Rich Bontempi - owner
"OH" continued...

So what, I hear you cry?? Well, let us consider the following situation—My vehicle is parked in say, a no parking zone, along comes the local Man in Blue, who writes a ticket. Said ticket, after not being paid by the deadline, goes to that BIG Computer in Sacramento. The operator, reading the cop’s writing, punches in 0000000, and gets “End of file, reading file code 1’”, which is computerese for “I can’t find it”; so operator types in 00000000, and gets the same answer. Operator now is saying, “Hummmmmm...”, but is pretty smart, having graduated from High School in the Fifties or Sixties, and calls in a programmer to write a program to list all possible combinations of 0 and 0 in 7 places, which is 2 to the 7th power or 128 possible combinations. Said computer programmer writes a simple program to do this and Low and Behold, out come 100 license plate numbers of various DIFFERENT combinations of 0 and O,—EACH OF WHICH IS ON A PORSCHE—356s, As, Bs, Cs, 912s, 911s (even 914s and 928s).... AND WHICH ONE WAS THE ONE THAT PARKED IN THE NO—PARKING ZONE ?? ? GENTLEMEN OF THE JURY, IS THE OFFICER AN EXPERT ON PORSCHE, CAN HE TELL AN “A” FROM A “B” FROM A “C”, FROM A 911 FROM A 912, FROM a 924 from a 914 from a 928.... IS THERE NOT REASONABLE DOUBT THAT IT WAS ONE OF THE OTHER 99 PORSCHE THAT WAS PARKED IN THE NO—PARKING ZONE ?? ? ALL TOGETHER JURY, NOT GUILTY ! ! ! ! !

Various interior and exterior 914-6 parts. Too numerous to list individually. Ted Atlee, (408) 578-7499.

914-6 Prodified Engine. Driven only on weekends. Ted Atlee, (408) 578-7499.

Whale tail, used (1) one season, in good cond. (911)—$250; Stainless steel Air box, new-never used (911)—$400; Sport "T" steering wheel (911) new-never used—$25; Fender guards (911), new-never used—$10; Race suit, gloves & socks (Sold to Bob Lain!); American Mag Race wheels (911) 15x7—$80. Vaughn Temple, Eves (415) 527-2704.


Cab-over camper shell, 10-foot, for LWB pickup. Excellent condition. Propane range, oven, lights. Hookups. $2200, obo. Gene Gilpin, see above.

1967 911, White, 100 miles on total rebuild—$5000. GTO rolling chassis—new cell, cage, fire system. Needs engine & trans. All lines are in—can supply engine & trans—$5000. 1 set Brake drums, finned (356)—Best offer. Larry Chmura, 1701 Ridgewood Road, Alamo, CA 94507 (415) 944-5300.


914 EP, Clean—gd bdy wk & pnt. Full cage, Young Blood whls, Carrera shks, Carrelo rods, CD ign, Aroquip and Earls fuel & oil lines, acusump, coil over fmtr susp, Lockheed break propor, valve, ltd slip & trans, fuel cell, & much more. Tilt Bed Trailer—tire rack, spr whl & tire, tie dwns, spr whl brg & seal, Six pages of spare parts incl: ltd slip tr. new pstns & barrels, nw gsks, Solex carb, 14 gear sets, 911S pres plates & dsks, etc. This is the best 914 race pkg ever. I will offer the spr prts ind, only if car is purchased seprty. Samuel J. Linville, (408) 726-1993.

NUGGET/29
911, 924 Turbo Parts, 924 Crank (needs turning)—$149; 1980 Turbo lightened flywheel—$99; Brown leather sport steering wheel—$190; Clutch disc and plate (only 90 miles)—$75; 924 stock 3rd, 4th & 5th gear sets—$150/set. 7x16 5-bolt BBS wheels, take-offs—$395/pair; Also 3-piece BBS modular wheels, 7x15 5-bolt, 3½” back spacing, $2500 new, sell used for $995. Tom Green, 3535 Kifer Rd, Santa Clara, CA 95051, (408) 736-9020.

1979 911 SC, Beige/Grey (paint to sample), full tobacco leather, air, sunroof, AM/FM-cassette, Ungro box, BBS w/P7 or only 1800 mi on orig. alloys and P7, whale tail, front spoiler, perfect and only 21,000 miles. Negotiable based on equipment you want. Will sell BBS separately. Bill Patton, 4171 Observatory Ave., Oakland, CA 94619, (415) 351-8010 (days) or, (415) 530-0609 (eves).


1973 914-2.0. Euro motor 5500 miles, short gears, full suspension mods, euro lights (no side markers), roll bar, competition belts & harness, extinguisher, 16x7 factory alloys w/205/55VR16 front 225/50VR16 rear NCTs, motorsport steering wheel—much more—fun street Porsche, competitive AX & Time Trial. Alaska Blue metallic—only to a good home! Price depends on equipment. Dave Bottom, Daze (408) 243-2260, Knights (415) 968-4999.

Any part for any late model 911 Porsche. Interiors, trans parts, SC suspension, all elec relays, 2 new SC doors w/ 2 elec mirrors & elec windows, complete—$800/pr. Complete SC front body parts w/spoiler. 1980 SC engine, 4800 mi, 1982 SC engine, 2200 mi. All glass & rubber parts. Also air cond. Parts, trades accepted. Michael Rosi, P.O. Box 544, Cobb, CA 95426, (707) 928-4464.

4.7x15 Steel 911 wheels with 2⅛-worn Goodyear 23x8.5 slicks—$200. 2 72/73 911 stock steering wheels. 1968 911 tan interior, wing windows & door window assemblies. Misc. interior hrdw—ask. 1968 911 rear bumper assembly. Misc 911 wind-shield wiper assemblies. 911 Steering column. 911 Fuel tank—cheap! Also, the washer & dryer have not sold yet! Gary Nylander, (408) 257-0459.

For ’72 911—6” Steel Wheels, Stock Heavy-duty front sway bar & Bandag traction caps. Richard Sutlisse, Days (415) 545-4278, Eves (415) 284-1279.

Set of 185-15/70 WWXs with Parade-legal tread (3/32+). Terry Zaccone (408) 257-6575.

Porsche 356 1956 Coupe doors in no rust condition. Also hood and rear window for the same. Larry Chmura, 1701 Ridgewood Road, Alamo, CA 94507, (415) 944-5300.

A concours-condition, low-mileage (unused) copy of the 1977 GGR Cookbook needed for a keepsake (my copy's a very shop-worn, chocolate mess — but it still works!) If you're willing to part with an extra copy of yours, please call me -- I'll buy it. Rebecca Newlin (415) 728-5351.

---

HAMMILL RACING FABRICATION

PERFORMANCE ▪ RESTORATION ▪ CHASSIS ▪ MACHINING

1060 Florence Way
Campbell, CA 95008

(408) 374-1312

30/GOLDEN GATE REGION
Our SELECTION Is NOW COMPLETE!

Test Drive!

Audi 5000 Turbo Diesel
Audi 4000 Diesel
Porsche 928
Porsche 911SC
944 Porsche
Audi Quattro

ANDERSON BEHEL PORSCHE + AUDI
4355 STEVENS CREEK BLVD., SANTA CLARA, 247-1655
Golden Gate Region Board of Directors

PRESIDENT ............ TED ATLEE
4644 FORT ROYAL PLACE
SAN JOSE 95136 408-578-7499

VICE PRESIDENT .......... NICK KELEZ
332 SHAD COURT
FOSTER CITY 94404 415-349-7684

SECRETARY .......... MIKE LOMMATZSCH
707 CONTINENTAL CIRCLE NO 1918
MOUNTAIN VIEW 94040 415-962-0839

TREASURER .......... JOHN CLEVER
P.O. BOX 691
TRACY 95376 209-835-9090

SOCIAL .......... VALERIE BLANCHARD
795 DUNCARDINE WAY
SUNNYVALE 94087 (408) 735-0877

COMPETITION .......... GARY FAHL
761 KNICKERBOCKER
SUNNYVALE 94087 (408) 737-7535

MEMBERSHIP .......... JOAN SANDERS
2142 AVY AVENUE
MENLO PARK 94025 415-854-4782

Coming Attractions

MARCH
1 Board Meeting—Lommatzsch—7:30
12-13 Yosemite Tour
19-20 SVR AutoCross School—Mitchell
26 Tech Session—Bower
29 Time Trial Tech (for 4/9 T.T.)—Hills

APRIL
2 GGR AutoCross—Pasha
4 Board Meeting—Atlee
5 Time Trial Tech—Wise
9-10 Time Trial/Laguna Seca—Hills
12 Pit Crew—Nelson
16 Dinner Meeting—Berens
17 Rally School & Rally—Clever
22-24 CRAB
29 Board Meeting—Fahl—7:30
30 Swap Meet—Seidel