FROM THE BEGINNING

356
356A
356B
356C

Porsche 928S

911
912
914/6

Porsche 911SC Targa

924
911SC

928
944
936

944 Porsche

MARTIN–JOHNSON
PORSCHE+AUDI

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

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Address 1</th>
<th>Address 2</th>
<th>Phone 1</th>
<th>Phone 2</th>
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<tbody>
<tr>
<td>Autocross Chairman</td>
<td>Terry Zaccone</td>
<td>13046 Anza Drive</td>
<td>Saratoga, CA 95070</td>
<td>(408) 257-6575</td>
<td>(415) 846-3156</td>
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<tr>
<td>Publicity Manager</td>
<td>Sally Buckthal</td>
<td>531 Valley Way</td>
<td>Milpitas, CA 95035</td>
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<tr>
<td>Assistant Treasurer</td>
<td>Dale Dorjath</td>
<td>6079 Burnbank Place</td>
<td>San Jose, CA 95120</td>
<td>(408) 997-0814</td>
<td>(408) 996-1770</td>
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<tr>
<td>Rally Chairperson</td>
<td>Sue Wise</td>
<td>12391 Redoyka</td>
<td>Saratoga, CA 95070</td>
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<tr>
<td>Concours Chairman</td>
<td>Don Patterson</td>
<td>16478 Eugenia Way</td>
<td>Los Gatos, CA 95030</td>
<td>(408) 394-0818</td>
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<tr>
<td>Roster Chairperson</td>
<td>Darlene Swain</td>
<td>6 Cadiz Circle</td>
<td>Redwood Shores, CA 94065</td>
<td>(415) 595-3997</td>
<td></td>
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<tr>
<td>Dinner Meeting Chairperson</td>
<td>Valerie Blanchard</td>
<td>795 Duncardine Way</td>
<td>Sunnyvale, CA 94087</td>
<td>(408) 735-0877</td>
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<td></td>
<td></td>
<td>709 Waverly</td>
<td>Sunnyvale, CA 94087</td>
<td>(408) 972-0089</td>
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<tr>
<td>Goodie Bag Chairperson</td>
<td></td>
<td>209 Waverly</td>
<td>Palo Alto, CA 94301</td>
<td>(415) 326-0122</td>
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<tr>
<td>Sponsorship Manager</td>
<td>Bill Patton</td>
<td>4171 Observatory Ave.</td>
<td>Oakland, CA 94619</td>
<td>(415) 930-0609</td>
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<tr>
<td>Historian(s)</td>
<td>Paul &amp; Carole Scott</td>
<td>1558 St. Francis Drive</td>
<td>San Jose, CA 95125</td>
<td>(408) 584-9413</td>
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<tr>
<td>NSCC Rep</td>
<td>Sandi Fahl</td>
<td>781 Kneckerbocker</td>
<td>Sunnyvale, CA 94087</td>
<td>(408) 737-7535</td>
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<tr>
<td>Tech &amp; Safety Chairman</td>
<td>Rick Bower</td>
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<td>NUGGET Mailing Mgr.</td>
<td>Felix Oramas, Jr.</td>
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<tr>
<td>Swap Meet Chairman</td>
<td>Paul Seidel</td>
<td>6109 Urlin Ct.</td>
<td>San Jose, CA 95123</td>
<td>(408) 578-9413</td>
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<tr>
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<td>Paul &amp; Carole Scott</td>
<td>1558 St. Francis Drive</td>
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<td>781 Kneckerbocker</td>
<td>Sunnyvale, CA 94087</td>
<td>(408) 737-7535</td>
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<tr>
<td>Time Trial Chairman</td>
<td>Glenn Hills</td>
<td>1540 Santa Monica</td>
<td>San Jose, CA 95118</td>
<td>(408) 264-1822</td>
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<tr>
<td>NUGGET Mailing Mgr.</td>
<td>Felix Oramas, Jr.</td>
<td>826 Revere Drive</td>
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<td>(408) 737-9456</td>
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<tr>
<td>Panorama Reporter</td>
<td>Rebecca Newlin</td>
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<tr>
<td>Tour Chairperson</td>
<td>George &amp; Shirley Nideel</td>
<td>5880 Lean Avenue</td>
<td>San Jose, CA 95123</td>
<td>(408) 225-8103</td>
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<tr>
<td>Pit Crew</td>
<td>Marsha Wilson</td>
<td>1028 Palisades Drive</td>
<td>Martinez, CA 94553</td>
<td>(415) 228-4863</td>
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<tr>
<td>Zone 7 Rep.</td>
<td>Ed &amp; Marsha Wilson</td>
<td>1028 Palisades Drive</td>
<td>Martinez, CA 94553</td>
<td>(415) 228-4863</td>
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<tr>
<td>Lynn Levine</td>
<td>Zone 7 Rep.</td>
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<tr>
<td>South San Francisco</td>
<td>375 Altamont Drive</td>
<td>2321 West Sierra</td>
<td>Fresno, CA 93711</td>
<td>(209) 438-7662</td>
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NUGGET STAFF—REBECCA NEWLIN, AL BERENS, SHARON NEIDEL, MIKE LOMMATZSCH and Mom & Dad for keeping me sane through it all! THANKS!!!
You've been waiting for a specialist, an expert that will understand and give your Porsche the full attention, the precise detail, the personalization that it deserves... you've been waiting for a friend, a mechanic to call your own.

Well, wait no more!

A.M.'s PORSCHE WORLD

Alex Munoz
Factory Trained

"TUNED by ALEX"
Gorilla Gushings

How many of you have taken the Nugget for granted? Most people complain if it arrives later than the 1st of the month, but seldom do any of you say how happy you are if it arrives early. How many of you have any idea what work goes into the production of the Nugget? The Nugget is the most important means of communicating Golden Gate's activities to our membership. Yet, too often we take it for granted.

This month I want to spotlight the Nugget staff for their hard work and dedication. Nugget editor, Amy Schmitt, and the all-volunteer staff, put in many hours to prepare each months publication. From the first of each month until the date it's delivered to the printer (usually the 10th of each month), the Nugget staff work sometimes around the clock at Adamson & Walton, who generously donate their offices and equipment for the Nugget production. The Nugget regulars: Bill and Rebecca Newlin, Sharon Neidel, Al Berens and Mercy Lain, all spend hours typing, cutting, pasting, editing, illustrating, looking for just the right photo, and many other activities. Unfortunately, Amy spends many needless hours on the telephone asking people to send in their articles which she knows must be included in an issue for event publicity, Directors reports, or timeliness. Many of the staff have given up some favorite events to complete the Nugget because some of you have failed to get your articles submitted on time. Our deadline is the first of the month preceding the published date.

Advertising in the Nugget is necessary to finance the quality of the Nugget we enjoy. Matt Ballentine is the Nugget Advertising Manager. Contact him if you or your company want to place an ad in the Nugget. Felix and Reina Oramas have had the Nugget mailing parties at their home for several years. Each Nugget must be bundled by Zip code to ensure the fastest delivery, since we've gone to bulk mailing for cost purposes.

Please, next time you see someone who has helped publish the Nugget, say 'Thank You' because, without them, we'd not receive the backbone publication of GGR.

Enjoy May to the max
Ted Atlee
GGR President
MINUTES
BOARD OF DIRECTORS MEETING
APRIL 4, 1983

LOCATION: The Atlee Residence

PRESENT: All regular Board Members except Gary Fahl, Nick Kelez and Amy Schmitt.

GUESTS: Susie Atlee, Glenn and LaQuita Hills, Matt Ballentine and Rick Bower.

A. MINUTES

The minutes of the March 1, 1983 Board of Directors Meeting were approved as corrected.

B. OLD BUSINESS

We are still looking for a source to purchase a back-up timer. Anyone out there have any ideas?

It is imperative that all chairpeople have their budgets in before the May board meeting. The following budgets were approved: October Dinner Meeting, Cook Book, Malibu Fun Day, and the Riverraft Expedition.

The Board reviewed the director’s job descriptions and accepted them as typed. Thank you very much Linda Smith for the typing and collating.

Again, the Board reaffirmed the policy that the Auto-X and the Time Trial chairpeople have the authority to make sure all participants are in compliance of the appropriate rules.

C. NEW BUSINESS

The attendance at all March events was very good, despite the uncooperative weather. All events were put together very well and run efficiently.

The wine-dinner on June 13, 1983 was approved. This will be a gourmet meal with a wine tasting and limited to 40 people.

Matt Ballentine presented a very good report on the Nugget advertising. Matt is well ahead of the game and is to be commended for doing a fantastic job.

D. DIRECTORS REPORTS

President - Ted received a report from Bruce Anderson on his proposal to PCA National on having a technical committee for the tech quiz at Parades.

Vice-President - No Report

Secretary - No Report

Treasurer - John’s report was approved as presented. There was no Goodie Bag report.

Competition - No Report

Social - Valerie reported that Bill Patton has had to withdraw from the June dinner meeting. Valerie picked up the slack and will put on June’s dinner meeting at Fujiya’s in Campbell. It will be an 80 person max at $10.50 each.

Porsche

Autohaus Norbert Nielsloey
BMW & VOLKSWAGEN

CUSTOM MAINTENANCE AND REPAIR OF ALL TYPES OF PORSCHEES, FROM 4-CAM CARRERAS TO TURBO CARRERAS.

ENGINE AND TRANSMISSION REBUILDING TO EXACTING SPECIFICATIONS.

EXPERIENCED RESTORATION WORK TO ORIGINAL SHOWROOM CONDITION.

ALL WORK IS ALWAYS GUARANTEED

QUALITY PARTS AVAILABLE AT COMPETITIVE PRICES.

WE ALSO BUY AND SELL PORSCHEES

20 YEARS SERVING THE BAY AREA

760 EL CAMINO REAL
SAN CARLOS, CA. 415-591-8666
Membership - Joan presented her report which was passed and all new members accepted.

Nugget Editor - No Report

E. NEXT MEETING

The next meeting will be at the home of Gary and Sandi Fahl on April 29th, 1983; 7:30 Sharp.

F. ADJOURNMENT

The meeting was adjourned on April 5th (it started on the 4th) at 12:17 AM

Respectfully submitted,
Michael P. Lommatzsch

Well, here we are in May. Thanks to those who participated in the new product tech in March. I hope you found it informative. Coming up, May 21st at 10AM, again at Carlsen Porsche+Audi, 1730 Embarcadero Rd, in Palo Alto, we’ll have a professional auto retailer describe to us how to keep our cars clean on a day-to-day basis. If you’ve been looking for that “trick” wax maybe you should attend. Should be fun.

The following is some very interesting news from Weissach. It is an article from the May ’83 issue of Popular Science magazine written by David Scott. To those old sportomatic fans, this should prove very interesting.

PORSCHE’S HOT

TWO–CLUTCH AUTOMATIC

Weissach, W. Germany

Imagine an automatic transmission that shifts faster than a race-car driver can with a manual gearbox—and is faster around the track, too. That’s what engineers at Porsche claim for its new five-speed transmission. And because it has no torque converter, the device saves fuel, as well.

The basic principle is ingenious but simple. The transmission has two hydraulic clutches. The concept is similar to the constant-mesh design of Britain’s Automotive Products’ “split-personality” transmission (PS, Nov. ’81). The two clutches alternately couple the engine to odd- and even-numbered gears, which are grouped on separate shafts. When starting the car from rest, first gear is engaged in the usual way, and clutch number one drives. Meanwhile, second gear is pre-engaged by its synchron-mesh cone but is not driven, because the second clutch is open. For the upshift, clutch number one releases as number two simultaneously engages. This odd-even sequence is followed up and down the ratio range.

The setup gives positive drive at all times—the interruption of power to the wheels that happens when declutching for a manual shift doesn’t occur. Hydraulic losses, such as those from the converter in a conventional automatic, are avoided too, and you still get fast shifts—changing gears without throttling back the engine. Emissions are reduced because the engine runs at near-constant speed during gear changes.

Gears are engaged and disengaged by bidirectional hydraulic actuators moving selector forks. Operation of the actuators and clutches is controlled by an electronic system programmed to shift at the most economical points, taking into account the engine and road speeds as well as throttle position.

The clutches are located at the front end of the transmission casing. Porsche engineers claim that the twin-disc arrangement is not only a simple mechanical design but is safe, too. A hydraulic interlock helps prevent the risk of double engagement, which would cause the gearbox to lock up—with disastrous consequences.

Porsche’s models 944, 924, and 928, all with rear trans-
continued . . .

NUGGET—7
axles, could take the new transmission. While five speeds with overdrive naturally boost economy, there’s room in the tail end of the Porsches to stretch the design lengthwise even more—to six or seven gears for fuel efficiency approaching that of a continuously variable transmission (CVT). Production costs of the automatic would be relatively low because all mechanical parts can be made on existing production lines.

Conventional constant-mesh manual gearbox is basis for twin-clutch five-speed automatic. Gears are arranged so that odd- and even-numbered primary gears are grouped on separate coaxial shafts. Clutch number one drives the odd-numbered gears, shown here in gray, while clutch number two drives the even-numbered ones. Engine input alternates between clutches as shifts occur. The six- and seven-speed transmissions at bottom are future Porsche possibilities. Transmissions with a large number of ranges would give very wide ratio spreads to maintain near-constant engine speeds for optimal fuel efficiency.

See you in May!

RICK BOWER
NEW MEMBERS

Jim Brooks (Mary) 35201 Cornish Dr. Fremont, CA 94536 (415) 794-6592 '76 911S

Raymond Cannon (Joyce) 3056 Seymour Pl. Fremont, CA 94536 (415) 796-3748 '67 912

Bob Hartstock 1351D Ballena Blvd. Alameda, CA 94501 (415) 523-5724 '71 914

Robert E. Kann (Nancy) 1315 Electric Seal Beach, CA 90740 (213) 596-6862 '58 Speedster

Paul B. Lee (Nellie) 1417 Cedarwood Dr. San Mateo, CA 94403 (415) 574-0658 '81 911S

Keith Lew (Jeanne Healy-wife) 3080 Lismore Ct. San Jose, CA 95135 (408) 274-4797 '88 912

Harvey D. Loucks, Jr. (Pamela) 7583 Lockford Ct. Cupertino, CA 95014 (408) 255-7356 '70 911E

George E. Maffey 2484 Golf Links Circle Santa Clara, CA 95050 (408) 985-1071 '74 914

Dennis Mahoney 4104 George Ave. No. 1 San Mateo, CA 94403 (415) 572-1837 '83 944

Kaaren Peterschmidt (Greg) 219 Haight St. Menlo Park, CA 94025 (415) 328-4035 '65 356SC

Richard Terrell (Carol Ann) 1531 West Selby Lane Redwood City, CA 94061 (415) 365-0448 '83 944

John I. Umekubo 1674 Post St. No. 3 San Francisco, CA 94115 (415) 931-5182 '83 911S

Dennis Zucchi (Robert Ponce) 133 Piedmont Ct. Los Gatos, CA 95030 (408) 356-2026 '72 914

Robert Fernandez (Karen) 1270 Kiely Blvd. Santa Clara, CA 95051

James Herlinger 1535 Channing Palo Alto, CA 94303

Bryon Hight (Jean) 2202 Ruby Ave. San Jose, CA 95148 (408) 238-9380

Eric Lyden 1006 Lois Sunnyvale, CA 94087 (408) 736-8483

John Scott McKay 102 Plymouth Cove San Rafael, CA 94901

Koorosh Shafa (Eric) 55 Sutter St., Suite 406 San Francisco, CA 94104

Dr. Walter R. Sooy 449 Humboldt Way Livermore, CA 94550

Michael Thompson (Janet) 5847 Heron Drive Oakland, CA 94618 (415) 339-2598

Charles Tracy 4144 SE Harriet Port Orchard, WA 98366

John M. Vukovich 772 Bryant Palo Alto, CA 94301

TRANSFER IN

Howard (Chip) Bissell 1225 Washington St. No. 203 San Francisco, CA 94108 From Los Angeles

Roger Shapiro (Bonnie) 2407 Skylark Way Pleasanton, CA 94566 From Redwood

Robert Reynolds 1817 California No. 101 San Francisco, CA From Orange Coast

Steven VanDyke 2010 Chestnut No. 307 San Francisco, CA 94123 From Warbonnet

ADDRESS CHANGES

Ray Blow (Sonja) 2064 University Ave. San Jose, CA 95128

John Breedlove (Karen) 170 Almond Ave. Los Altos, CA 94022 (415) 949-1890

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 Ungo Box 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 hotwiring or even with its own keys, disables the engine. Any attempt to disarm the coded, keyless Control Console immediately puts the Ungo Box into full alarm state.

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-UNG0.)

The Ungo Box.
So you can sleep nights.

NUGGET—9
Consideration to P.C.A. Members
10% discount on all parts and labor

Located at the intersection of Interstates 580 & 680
5940 Stoneridge Mall Road
Pleasanton, California 94566
(415) 462-9010

Berkey Volkswagen at same location
OK club, here we go again. We’re off to four of Sonoma County’s small vintners for a day of touring and tasting. We’ll start off meeting at the Vista Point at the North end of the Golden Gate Bridge at 8:30AM Saturday, May 7th, 1983. From there we’ll head up 101 ’til just north of Santa Rosa—then turn in and follow the Russian River north visiting wineries along the way. First we’ll stop at DeLoach around 10, then to Hop Kiln around 11:15, then stop at Dry Creek around 12:30 for tasting and a picnic lunch. After lunch we’ll head north to Fritz Cellars for the final tasting of the day. After Fritz we’ll head back through Healdsburg for a gas stop then on down river to Occidental for a no-host Italian Style Dinner at 5PM.

Joan & I pre-ran the route in early April and the road conditions were less than perfect but not awful—I sincerely doubt there will be any problems by May. We will provide maps, an itinerary, additional information at the Vista Point listing anything to watch out for. I would also like to add that Hop Kiln Winery does not accept credit cards, though your personal check or cash are fine. So, those of you who signed up—pack up your french bread & cheese and lets go!

NE14YN?

*P.S. For those of you who were not able to sign up for this tour, Joan & I are more than willing to send you information on wineries in the area.

Rick & Joan

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**TECHTIPS #2**

**OIL**

During the summer months, vacations or trips to hotter climates and especially Time Trialers, we recommend the use of 40-W racing oil. Since 1975 all Porsches run at higher temperatures. 40-W racing oil will help protect your engine.

*Full Service Maintenance*
FOR SALE

I have put an additional $20,000 into this car (1969-S Targa) in the last two years. The engine is completely rebuilt (only 10,000 miles) with the finest workmanship and materials available. It was built with the dual goal of reliability and performance. It handles as beautifully as it looks!

The car EXTERIOR has new two-stage metallic blue paint, factory Carrera flaring, front air dam and '79 Turbo tail.

The ENGINE is blueprinted, balanced and includes all refinements (with accompanying horsepower increase).

The TRANSMISSION has also been completely rebuilt and gear ratios changed to improve performance.

The SUSPENSION has been modified to achieve the precision agility and handling characteristics of a 930 Turbo.

A partial list of extras include:

- Ungo Alarm System
- AM/FM Cassette
- S-instrumentation
- Teflon Suspension
- Koni Shocks
- Turbo torsion bars (F 22mm R 26mm)
- Sway bars (F 21mm R 19mm)
- Adjustable spring plates
- 7" rims with P7's and Turbo spacers
- Recaro driver's seat

PRICE: $15,000
PHONE: Dr. Gary Chapin (408) 867-1100
The entries were received well in advance of the Game 1 deadline. Holding your checks was the apparent reason for that and we appreciate the consideration. The entry list was a record for Golden Gate Region with 117 players signed up by this writing (April 1). Our limit of 125 drivers at Laguna Seca will no doubt be realized for the October event when POC joins us. A limit of 25 drivers per run group will actually be the limit so we will require your entry postmarked appropriately. Don’t be late or you may not play our last game.

A puzzling thing! After more than two years, I find an incredible number of drivers cannot read. I mean, they don’t read anything that we print. Typical questions I receive are — when is tech inspection? where is tech inspection? ground school? I didn’t know I had to attend a ground school. Rule book? I really have never read the rules, even those in my class. What deadline? I never saw a deadline. I didn’t know I needed a worker. Late tech inspection fee? you’re kidding! What is the Golden rule? I am, or make that we, are amazed by the lack of knowledge some of our drivers display. Please take the time to become familiar with our procedures. Look over the entry form, keep the lower informational portion for your referral. Read the confirmation. Read the rule book, cover to cover. Be informed, please. Read this column for updates.

Next month is Game 2 at Sears Point Raceway unless we get rained out of Laguna Seca, at which time Sears will become Game 1. Our Saturday night social will be a bar-b-que. Of course, as always, all members and friends of Golden Gate are welcome to join us for all the fun. If you have never been to a Time Trial, the Memorial Day classic is one of our most popular events. Our sponsors for Game 2 are Andy Alongi’s Body Shop, Quality Wheels and T & D Porsche Works.

After four years as a sponsor, special thanks to both Denney Kahler and Ken Mack for their generous assistance. They continue to support our club with not only their money, but we use their facilities for tech inspections and both Denny and Ken give advice and assistance at the track when you or your car are in trouble. A couple of great guys. Say thanks next time you see them.

The September Time Trial, Game 4 is a special celebrity event. All the GGR and club racers will be welcome to participate either in the exhibition class or within the class structure if they prefer. This promises to be a fun-filled opportunity as a spectator and participant in our Labor Day event.

Remember, if you read this, the Golden Rule controlling allowable modification to your Porsche: "If the modification is not specifically allowed by the rules, it is NOT permitted." There will be an impound conducted at the May 28 & 29 Time Trials following the timed runs.

GLENN HILLS
TIME TRIAL CHAIRMAN
(408) 264-1822
Ah, those new members, you can talk 'em into anything. Jack and Cathy Kuhn are fine examples of that failing as they volunteered to put on this year’s second last annual Yosemite tour. For those who think the Club’s interest in this event is waning, you should have seen all those Porsches lined up behind El Presidente, Ted Atlee with the ChiP car, but more on that later.

We started out in Livermore at the airport, probably because we usually “fly” to Yosemite, but even this was not to be. Out in Clevealand the local black and white Gestapo was aided by the Luftwaffe and we were forced to drive at less than the ole double nickels. One note of comedy, and a comedy of errors it was, was one of those (to paraphrase the ad) Porsche hunting Mustangs sunk up to its axles in mud on the median—who says there ain’t no good to the rain? (More on that later too!) We had a little car trouble on the way, a 914 with a fuel problem. Every 914 pulled over to assist (then we found out why, with the exception of the stranded vehicle, they were all Neidel—a regular 914 club all to themselves). Our little group, led by our able Tech chairman and Membership Director came over the hill to find Mr. Atlee and the aforementioned Porsches and ChiPie pulled off the side of the road. We of course were thinking 22 traffic tickets and the pointy cap, but it was nothing so dramatic. Only Don Terry putting his Turbo on the roadbed, not the shoulder had caused this minion of the law to stop. No.1 for Don.

We took 120 this year, 140 being closed by mudslides. Not much snow, but lots of reddish mud. So glad to have washed the car. At the entrance to the Park, Don commits faux-pas no. 2. A long line of Porsches and on a slope, Don moves to get out of the car and forgets the parking brake. Lots of screams and yelling, and a fast move on Don’s part saved the day. Really Don, if you want to get rid of the car, give it to me.

We picnicked inside the park this year, right on the river. A little chilly, but not as bad as some years. A gorgeous site, congrats Jack and Cathy. There was the usual passing out of food and wine, my own dessert was scarfed up so fast I barely got to taste it myself. Terry Zaccone, who had a bug and not Marcel, had gotten a flat tire on the way to the start and had to be ribbed by Clever about his Italian VW, the tire went wop, wop, wop—I’m only repeating, not condoning, Terry. We headed for the Lodge, and what else, RAIN. From that point on it didn’t stop.

Room partying seemed to be the rule of the day for the afternoon, that or sleep. We opted for the later but I awoke to a merry party in the room of Bob and Loretta Jones, with the Neidels and others in attendance, tasting different beers, they handed me a dessert beer no less!

The dinner was fabulous this year. After last year at the Ahwahnee I was ready for the worst, but the prime rib was hot and to order, the trout didn’t look back at you, and the German chocolate cake for dessert was a little slice of Gemütlichkeit. The after dinner festivities included the Monterey Porschefest film starring Gary Fahl.

The next morning was still pouring rain but we, Barbara, John Rowland (Fresno PCA) and I opted to walk to the Ahwahnee anyway. Halfway there and half drowned we were rescued from the flood by a kindly bus driver. Never have wet cats looked so bad. They let us have breakfast anyway.

Despite the rain, and despite the fact that the Camera Walk was rained out I’m sure everyone will agree that this Yosemite was as fun as any in the past. Kudos to the Kuhns for a fabulous wet weekend. Do it again and we’ll be there.

AL & BARBARA BERENS

Editor’s Note—The Kuhns would again like to thank both the Board of Directors and Mike Lommatzsch for their guidance and support. Thanks to all of the the above people, the tour was a great success! We’re looking forward to next year!
GET YOUR SHIFT TOGETHER V
Redwood & Shasta Regions PCA
Zone Autocrosses Nos. 2 & 3
SAT. MAY 14th -- SUN. MAY 15th
Sonoma County Airport – North of Santa Rosa

MAY 14th

"B" - Grid Open 8:45am - Close 9:00am "C"
"A" - 10:00am 10:30am "B"
"D" - 12:00 12:30pm "A"
"C" - 2:00pm 2:30pm "D"

Course walk times are 8:00am and 12:30pm both days

Times may vary and be 1 hour late due to Sonoma County Restrictions...All cars must be tech'd and on the Grid prior to the Grid Closing Time!!!

Event Chairmen:
Stan Michelman 415-435-9293
Ray Fiore 415-924-1326
John Byrne 415-233-0825

A dinner is planned for Saturday Night. Reservations only. Contact Harold Allen, 707-539-3479. Also, Redwood Region is offering Bed and Breakfast to you "Out-of-Towners." Check with Jane Rector 415-897-5781.

NO OPEN EXHAUSTS!!!

RUN GROUPS:

A - 1, 2, 3, 4, 5, 9, 20, 24, 25, 26, 27, 28, 29, 32, 43
MEN: Production 356/912/924
WOMEN: Same as above

B - 7, 8, 13, 30, 31, 36
MEN: Production 914 & Small 911
WOMEN: Same as above

C - 14, 15, 16, 17, 18, 19, 37, 38, 39, 40, 41, 42
MEN: Production 911 & Small 930
WOMEN: Same as above

D - 10, 11, 12, 21, 22, 23, 33, 34, 35, 44, 45, 46
MEN: Improved & Modified
WOMEN: Same as above

*Includes Showroom Stock

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Malibu Grand Prix Day

By popular demand we're hosting the third annual day at Malibu Grand Prix. Those of you who came and had such a great time last year will want to be sure and mark this date on your calendar. There's plenty of room for the new members to come out and see why this event has been so popular. We have a 50 person minimum—but no maximum limit—so come one and all and join us for a day of fun and excitement.

Our package includes your Malibu laps plus a round of miniature golf, a ride on the bumper boats and tokens for the arcade games. There is also a package for the kids which includes laps in the kids cars. No-host pizza and prizes to follow.

Remember, the reservation deadline is May 8th. Reservations are required, and our deadline is firm so be sure to mark your calendars and get in on the fun.

Date: Sunday, May 22nd
Time: 9AM
Place: Malibu Grand Prix, Redwood City
Price: Children—$8
Adults—$12
Reservations: REQUIRED BY MAY 8TH.
Send to: Sharon Neidel, 5880 Lean Avenue, San Jose, CA 95123
For further information call between 6 and 9PM (408) 225-8103.

Sharon Neidel & Paul Seidel
Event Co-chairmen

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BRIAN CARLETON  JOE REITMEIR
BOB GARRETTSON  DON TERRY
OLGA WIENS

(Birthday's can be a touchy subject with some - know anyone who should be added to the list? Tell on a friend!)

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WHEN:

Saturday - May 21st
Attitude Adjustment Hour - 6:30 PM
Dinner - 8:00 PM
Dancing, too!

ENTREE:

German Sauerbraten & Potato Pancake - $11.25
Filet of Sole Saute Meuniere & rice - $11.25
Broiled New York Steak & Potato - $13.75

Includes: Wine (A birthday gift to all)
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or make check payable to PCA/GGR, note entree preference on check and mail to:

Valerie Blanchard
795 Duncardine Way
Sunnyvale, CA 94087

DEADLINE:

Tuesday, May 17th
A NOTE ON THE STOCK CATEGORY SPEED EVENT CLASSES

Now that we have begun the new season, it has become apparent that we need to reiterate the reasons for the existence of the Stock Category Classes. These comments apply to both the Time Trials and Autocrosses.

The Stock classes were designed for those Porsche owners who wanted to compete, but who did not want to spend a lot of money on the modifications allowed in the Production classes. Some of these modifications are: larger torsion bars, slick-recapped tires, adjustable stabilizer bars, modified venturis and the like. None of these are allowed in the Stock classes. The only allowable changes that improve performance significantly are proper suspension lowering and adjustment, proper selection and adjustment of shocks, and, to a lesser extent, removing smog apparatus and changing exhaust systems.

Once these few adjustments are done, going to an event involves only pumping up the tires and taking loose things out of the car.

Please be very clear about the following: This class was not designed to give the beginner an easier class in which to compete. We have very experienced drivers who are buying new cars and who want to compete without having to go through the rigamarole each event of changing tires, changing sway bar settings, etc. So be aware that the competition may be just as severe in the Stock classes as in the other classes.

We have had sufficient "discussion" on one of the rules in the Stock category that a statement of clarification is in order. Rule 4.1.c. states: "Any sway bar or camber compensator is permitted." The interpretation agreed upon by both the Autocross Protest Committee and the GGR Driver Events Committee is that the rule shall be interpreted literally as written. The sway bar itself or the camber compensator itself may be changed as long as it will be a direct replacement, mounting in the same place. Specifically excluded in the interpretation are "any associated bushings, adjustable arms, and adjustable drop links." I put this exclusion in quotes because it was taken verbatim from the corresponding rule for Production class. In Production class, these associated parts are permitted.

As an example of the application of this rule, consider the 944s. Addition of an adjustable sway bar assembly to a 944 puts it in the Production class.

The main rule of thumb for these classes is "if it's not specifically allowed by the rules, it is not permitted."

Along the line of keeping our classes in order, I would like to announce that, at the next autocross we will impound the cars of one or two classes and give them an inspection. Some easy things to look for are proper profile tires, wheel widths, and tread depth in the Stock class. Hopefully, this will help people properly classify their cars. Impromptu inspections like this can be expected this year in both autocrosses and time trials.

Terry Zaccone
Autocross Chairman

JUNE BOARD MEETING

Come join us at V.B.'s (that's short for Valerie Blanchard's) new pad. We will be inspecting the new Blanchard residence and will also have a "short" board meeting while we are there. If you are interested in attending, please call the Blanchard's at (408) 733-0877. This meeting, as is usual, will be B.Y.O.B. on Wednesday, May 25th at 7:30 PM sharp!
The Sounds of Sirens? ??

Our legislature has been busy making laws (what else would you expect?) and you may not have heard about all of them, so I am taking this opportunity to bring some of them which involve motor vehicles to your attention.

First on the menu is Vehicle Code Section 27360, which sets forth the requirements for child passenger restraints. Under the code section, it is unlawful for the parent or legal guardian, when present in his or her own registered passenger vehicle to permit his or her child or ward under the age of four years or weighing less than 40 pounds to be transported upon a highway without providing and properly using a child passenger seat restraint system meeting applicable federal motor vehicle safety standards. If the statute is violated, the matter will be dismissed by appearing in court with proof that such a seat has been obtained for use by the child, (similar to "fix-it tickets"). If the parent does not own the car, the child may be in either the approved seat or in a seat belt. If you have such a child passenger who is not your child, you are liable to have the seat or belts, and, if the child's parent is also a passenger, it is the parent who is held liable, not the driver. Vehicle Code Section 27362 requires all retailers to sell only child passenger seat restraint systems which conform to the applicable federal motor vehicle safety standards on the date of sale or installation, so be sure you have a reputable dealer if you are in the market.

For those of you with alarm systems, or who are considering purchasing one, Vehicle Code Section 28085 should be of interest to you. It allows any motor vehicle to be equipped with a theft alarm system which flashes the lights of the vehicle, or sounds an audible signal, or both, and which operates as follows: (a) the system may flash any of the lights required or permitted on the vehicle; (b) the system may sound an audible signal; (c) the system must be designed to be activated only when the vehicle is parked; and (d) no vehicle shall be equipped with a theft alarm system which emits the sound of a siren.

I checked the definition of "siren" in Webster's New Collegiate Dictionary and have determined that a siren is either a partly human female from Greek mythology who lured mariners to destruction by singing, an apparatus producing musical tones or an electrically operated device producing a penetrating warning sound. I'd like to know the real value of any theft alarm system that won't produce a penetrating warning sound! I think perhaps we need to write to Sacramento, friends . . .

If any of you are interested in seeing a regular column that explores any type of car-related legal issues* that would be of general interest, please let me know. I can be reached at (408) 371-9860 days, and (408) 257-0459 evenings; or drop me a line at 21073 Patriot Way, Cupertino, CA 95014.

JANET BUCK

*This is not intended as legal advice but as general educational information only.
(Ed. Note—Janet Buck is an attorney at law, licensed to practice in the State of California.)

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NUGGET—21
F

For the 4th time in six years, the Garretson Race Team WON Sebring. The other two years we placed sec-
ond and if my memory is correct, we have also been on
the pole three times. It was a thrill for the crew but more
so for drivers, Wayne Baker of San Diego, Jim Mullen
from Maine, and Canadian Kees Nierop. The 12-hour
grind has never been won by a GTO car before and Kees
is the first Canadian to win this prestigious event.

The first few days at Sebring had us setting up the car to
race in the rain as we had very little time on slicks. The
Firestone tires were less than satisfactory but that was all
we had so they had to be made to work. Crew members
were Manager, Bob Garretson, Crew Chief, Greg Elliff,
Jerry Woods, Martin Raffaff, Chris Hill and myself. The
Trethans and Hawkins stopped by Friday on the way
home from their vacation. Thank god Ron showed up as
our temporary tire man wasn’t up to the job that materi-
alized during the race.

Wayne qualified the car 15th overall and 4th in GTO. Gene
Felton in the Camaro had top time in GTO. John
Paul Jr flew in from the rained out cart race at Phoenix
and put the Daytona winning Preston Henr 935 on the
pole. His co-driver’s Derek Bell and Michael Andretti
formed a team that looked tough to beat. Interscope,
JLP Racing, Moretti and Fitz did not show for this race.
Pepe Romero, Doc Bundy and Bill Whittington had the
Miami winning March 83G. Sketter McKitterick & Milt
Minter drove the Grid–Cosworth—which sounds ‘bitchen’
under full throttle. Josele Garza was in Ralph Cook’s
Lola 600 with Ralph and Jim Adams. The “bloke”,
John Bright had a ride in a Mustang with Ronnie
Bucknum. Who remembers Ronnie 20 years ago in the
Hollywood Sports Cars entries?

The historic and vintage races had some great cars. Brian
Redman was in a Ferrari Daytona and Derek Bell in an
Alfa T33. Both had problems–Brian was hit by another
car and Derek blew the motor. Even the aces have bad
days.

After all the rain, race day was beautiful. The early warm-
up was uneventful and final preparation was completed
in time to put the 934 on the grid. I was driving the car
up the track to our 15th spot when a marshall told me
to cut the motor—no driving—get out and push. Pushing
with a locked rear end is no easy task and I was grateful
to see Gary Nylander appear from nowhere to assist.

After one race lap the starter let the field go and for the
first time in years a Jaguar led the race. Bob Tullius made
a good start and the beautiful group 44 GTP car came by
first with Whittington in the 83G March 2nd. The March
has a paint job reminiscent of the Hawkins–Newlin hem-
omohid car of Autocross fame. After two hours and 4
tires we had managed to hold on to 15th place. The first
of many yellow flag or race car sessions showed us in 9th

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GOLDEN GATE REGION—22
spot at 3 hours. By four hours, no. 9 sported a new nose and another set of rear tires but now in 7th overall. At this point, Marty Hinze led in the March-Chevy with the 935’s of Akin and Hurley Haywood in pursuit. Preston’s 935 was in 5th but had experienced engine problems which eventually retired the car after 6½ hours. By nightfall we were in 5th position with Wayne at the wheel. Our drivers rotated at approximately one hour intervals. Due to the recurring rear tire problems few stops were as scheduled. Mechanically we had no trouble. The motor ran well and the only major job Jerry had was a clutch adjustment at the five hour mark. The Knoop—Halsmer RX-7 established a first for Mazda at the 8-hour mark by leading the race. In pursuit was the Grid, the Holbert-Haywood 935 and our 934. More yellow flags for disintegrating track, a spectator trying to hitch a ride and a fuel truck entering the track allowed time for pad changes, tires and load up the ice for the cool suits.

With two hours to go, no. 9 was in 3rd spot as the RX-7 had pitted and was unable to restart. Wayne was up for the final charge with a safe 3rd overall and 1st in GTO. Skeeter & Milt had to park the Grid with terminal rear end trouble while the 935’s had fuel and electrical disasters. While they made repetitive stops for repairs, our car kept going taking over first with 30 minutes to go. Dale Whittington was charging hard with Akin’s 935 now in fine shape without water in the fuel. Wayne never knew he was going to win until Greg told him on the last turn of the final lap. He was able to control his exuberance to do the cool off lap and return to the pit to ride the crew to victory circle. Most of us had been there before but not our drivers. They had a great time. Firestone’s people were delighted. It’s been a long time since the folks at Firestone had a victory and we hope to parlay that into something good. They have agreed to a full scale test session prior to Atlanta and Greg will see that the car is ready. If only Bobby Rahal were there to do the testing. Anyhow the troops will be there to support Wayne and Jim in the Atlanta Race.

The crew has really taken to Jim Mullen. He shows up with lunch or dinner when we need it and treated us to oysters on the half shell in the best New England tradition. Jim wants to be a good endurance racer and can benefit from our experience. As a token of his feeling, he presented Greg with his Camel GT winners medal after the race. Now that is a real first class guy. Greg has been crew chief when we won races but this is the first time he was given an IMSA medal which I’m sure will be a cherished possession.

I have little to say about our Miami experience. The street course wasn’t too bad and we had hopes of doing well. The new Firestone tires gave us lots of problems with wheels, fender and suspension clearance. Wayne qualified 4th in the GTO race, made a great start and was 2nd within 2 race laps. A quick stop and he rejoined the race, getting back to 8th spot when he spun into the wall backwards doing terminal damage to the turbo. The conditions were awful and if Wayne had played it cool we could have lucked into a win. That’s how it goes. Meanwhile we lead the GTO points going into Atlanta. The west coast races are important to us so we need to do well to maintain leadership in the class.

I hope John and Karen Hawkins enjoyed their first endurance race. To finish a vacation trip with the winning car at Sebring is all-time. Thanks to both of you for your help and now perhaps you will understand why we race nuts have forsaken PCA events to play with the “toys for big boys.”

Ciao!

I’d like to thank “Stroker Ace” for the super article on Sebring—It was a great surprise to open up the mailbox before April 1st and find such an interesting account of an event not many are able to attend. THANKS!!!

—Ed.
FAMILY PICNIC

It’s almost time for GGR’s Annual Family Picnic!

Mark your calendars for June 19th. To be held at Vasonna Park in Los Gatos and put on by Don and Dinah Patterson. If you would like to help out, please call the Pattersons at (408) 354-0618. (Watch your June NUGGET for details!).

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GOLDEN GATE REGION-24
Sponsor Spotlight

Well, it's that time of year again, it's TIME TRIAL season. And that means that it's time for me to introduce you to the sponsors of this great series. This month I had two problems with my usually pleasurable task. First, KEN MACK and DENNY KAHLER, the co-sponsors of our April 9th and 10th event have been such active competitors for so long that to introduce them to the time trialers is like introducing the internal combustion engine to Ferdinand Porsche. And because Ken and Denny have been such loyal sponsors AND because they have both served us as tech chairman, AND because they both have participated in so many other club events, I think they are two of the best known and respected members around. So, what's left to introduce, what can I tell you that you don't already know? Well, I firmly believe that businesses that sponsor our events deserve the strongest support we can give them. Although I dislike seeing a person's involvement as a participant in club events exploited for advertising purposes, I do think that sponsorship is a legitimate method of promoting one's business to the GGR membership. I feel that part of my job is to sell the membership at large on patronizing our sponsors. So, I says to myself, says I, "I will interview Ken and Denny. I will ask them questions that will permit them to make very assertive promotional statements. I will let them blow their own horns." WRONG! And that's where my second problem comes in. I did ask them questions which I thought would elicit some real Madison Avenue responses. Neither Denny or Ken rose to the bout. But their answers to other questions were interesting and revealing. So I don't think I have failed completely. The following excerpts will give you an idea about how Ken and Denny feel about working on Porsches, and when we get right down to it, that's what makes them so special.

N—Have you found that you get a lot of business from being Time Trial Sponsors?
K—Really only about 1% of my business comes from time trialers, 99% of my customers are from the general public.
D—I never really expected business from my sponsorship. There are only about 100 time trialers, and half of them do their own work, so if you look at it in terms of number of dollars spent per person reached, sponsorship doesn't make advertising sense. I sponsor because I take a lot from the club and this is my way of paying the club back. Also it's a lot of fun.
K—Yes, it's really for the fun of it. I was a member for 9 years before I opened my shop so I was a participant before I was a sponsor. I know how important the sponsors continued...
are to giving us an affordable series. I have a Bondourant plaque in my shop and a lot of people ask me about going to that school. I tell them that the cheapest way to get real quality time out on the track is our own driver's school. I know that without sponsors we would have to charge what Bondourant does and the whole program would fall apart.

N—What's your favorite type of customer?
D—People have this fantasy that Porsche owners all drop off their cars with blank checks on the dash board and say "do everything". Of course it's great to have a customer who can afford to have everything done before it's needed and wants lots of expensive modifications, but that isn't real life. In reality the best customers are the ones who trust me, who've gotten to know me and know I'll do what is right for them, for their car and their circumstances.
K—That fantasy really is a problem. Actually, we have to compromise a lot. There's a great deal of working with the customer, calling them with updated estimates, giving them alternatives. You can't always do it just the way the book says.
D—Getting back to what makes a good customer, I'd have to add awareness. The more someone understands what's happening, the easier it is for me. When I have a new customer who knows the car and something about auto repair I feel confident that we'll have an excellent working relationship.
K—It comes back to trust. It's easier for a new customer to trust us when they know a little about auto work. They see when something is done right. With someone who doesn't understand cars it takes more to gain their confidence. Of course by the time someone becomes a repeat customer, the trust is there.
D—Taking your car to a new shop for the first time is always traumatic. I had one guy who came to me after being referred by two friends. He had really done research to find a shop and he was still scared. After he told me what he wanted done to the car he quietly asked 'You won't scratch it, will you?' I didn't know what to say. I love Porsches, so I loved his car too. But how could I answer his question. Finally I said, 'Well, the first thing we do is take a wrench and hit the fender with it, then we don't have to worry anymore.' The poor guy almost died until he realized that it was just my way of letting him know that we would take good care of his car. Now he's a regular customer.
K—Most of my customers are repeats. After you've serviced a car for a while the owners begin to treat you like a guru. They want to know what's going to happen before it happens. 'Will the transmission last 'til Fred graduates? Can we go on vacation or should we plan on a rebuild.' Of course if you know the car really well you can give an educated guess. It's especially helpful to know how the car is driven.

D—All of my equipment is there to do a job better or faster. You can work on a car with two jack stands and a drain can. And I don't want to put down someone else's shop or way of doing things. For instance, I consider a lift to be essential. If I can get under a car, walking upright with a good light in my hand, I can see a problem before it is a problem. To me that's part of a service— checking things that aren't broken. But to do just a tune-up, which is what a lot of people say they want, you don't need a lift.
K—I don't do tune-ups, per se', I sell service. If checking something is a big project, chances are it will get overlooked. But if the car is up on the lift, checking everything is easy.
D—There are other pieces of equipment which I think are essential: a smog machine and a CO tester, for example, which I know other mechanics do without. That's when I think a customer's awareness is important. I don't want to justify or explain my equipment to a customer. But if someone comes into my shop they will know what my philosophy is when it comes to tools.

N—What are your feelings about being a Porsche mechanic?
D—I'm a Porsche enthusiast first. I'm Porsche crazy. I've owned at least one of just about every model. My house is filled with Porsche pictures. My idea of a vacation is Treffen. It's really total involvement, owning a Porsche shop is really only the logical extension of this madness.
K—I can't even count how many Porsches I've owned, I think it's around 35. As far as working on them, I've always felt that if you don't love the product, how can you do a good job on it? I love the product. What I'm really proud of is that my two mechanics, my apprentice and I are all Porsche people and Porsche owners. I think loving the car makes a big difference.
D—When I say I treat every car like my own, it's true, because I love the cars and it's important to me to see Porsches treated well. Another thing about being a Porsche mechanic, especially around here, is when you have a customer who's just getting into time trialing it's like starting all over again yourself. Their enthusiasm is catching and you know how much of a thrill they're in for. So working in this region is really special for a Porsche mechanic.
K—Coming from GGR is special. When I was at the WARBONNET TECH people from the rest of the country couldn't believe we put on 4 time trials a year. They would ask if we drive 'til noon and then have timed runs. When I tell them we drive all day Saturday and then Sunday 'til noon before we time, people go out of their minds. I don't think we remember how lucky we are to own Porsches in this area.
D—that's why being a sponsor is such fun. Our Time Trial Series really is the best driving program in the country and it's just a kick to be able to say "I help make it work."

At this point, our "interview" developed into a general discussion about this year's schedule, who was driving and recent developments from Stuttgart. I hope these few tidbits of conversation give you some idea about the type continued . . .
of people who are sponsoring our Time Trial Series. If you need a little work done on your car, and you don’t already know Ken and Denny, here’s how to get in touch with them: Ken’s Porsche Technique (408) 379-3220 in Campbell and Denny Kahler at Kahler’s Porsche Service (415) 829-2050 in Dublin.

NINA YABLOK

ATTENTION

IT’S A BOY ! ! ! ! !

Congratulations are in order for the LAIN household. On March 18th, 1983 Bob and Mercy gained a tax deduction! His name is Ian Richard and he weighed 6 pounds 12½ ounces. He was 18½ inches long and from what I’ve heard, has very good lungs! Mom and Dad plan to get him up on skis in a few years and he has already attended his first Autocross! Look-out Dad—Competition! !

PERSONAL

We would like to thank the following individuals for their delicious recipes received so far (Hey, where are all you good male chefs?). Karen Tomhaye, Doreen Waugh, Helen Disser, Suzanne Kelez (award-winning cookies), Donna Trefz, Diane Terry, and Barbi Walker. Some have sent several recipes, and we’re building up a good collection. Feel free to send as many as you want, just KEEP ‘EM COMING... Please mail recipes to Rebecca Newlin, P. O. Box 911, Montara, CA 94037 or Marsha Wilson, 1028 Palisade Drive, Martinez, CA 94553.
AUTOCROSS AFTERMATH

GGR’s Autocross No. 2 was held at Pleasanton on a beautiful, sunny (albeit a trifle chilly) Saturday. We autocrossers seem to have been suffering from a little cabin fever during all that rainy (don’t mention that word!) weather, because well over a hundred drivers showed up to drive Jim Pasha’s course, which turned out to be a very fast, very fun course.

Recapping just a few of the happenings, Norbert Neislony (our autocross sponsor) took a very respectable third place in Class A, but was really The Star in his family, beating "the kid," Stephan. Now this was a big surprise! While Linda Mitchell wasn’t looking, Nancy Dorighi squeaked out a terrific time, to take first place in her class (EL)—a very good run. Look out, Linda. In Class HL, there was a very close battle between MaryAnn Behrens and Liz Stiffler, who both had terrific runs, but MaryAnn just barely edged Liz out. Everything must have been going well for Roger Ryan, who had an unbelievable time of 43.88 in Class U (new class), and made the top ten with no problem. In Class Z, guess who won his class and was No. 1 in the Top Ten? Yup, Gary Walton; however, he may have his work cut out for him, as Bill Newlin (my favorite autocrosser) brought out his new "Flexy-Flyer" and came within one second of first place overall, despite the car trying to shed its skin! What a day! We had social racer entrant, Karl Beckle, Jr., driving just for the fun of it. (So who doesn’t, "right?). It was good to see him again. Also, we’re delighted to see all the new faces and shiny new cars (lots of 944s, too!).

It was a fun day, even if Terry Zaccone did forget the gypsum (we could’ve gotten lost, if the course hadn’t been so straightforward).

Thanks to our sponsor, Norbert Neislony’s Autohaus; our chairman, Jim Pasha; all you volunteer workers; and Terry Zaccone (who oversees everything—except gypsum) for all their help in putting on another GGR-rrr-eee-eee-a-a-a-a-a-a-e-a-a event!

Rebecca Newlin

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ZONE CALENDAR—MAY 1983

1 Zone AX 1—LPR (Pleasanton)
7 RR Tech Session
   GGR Tour
14 Zone AX 2—RR (Sonoma Airprt)
15 Zone AX 3—SR (Sonoma Airport)
21 GGR Dinner
   SVR Tour (2-day)
22 RR Rally
   MBR Brunch
28 SNR Pig Roast
   GGR Time Trials (2-day)
29 SJR Picnic

GOLDEN GATE REGION—28
## GGR Autocross Results—April 2, 1983

### CLASS A
- Jim LaMarre: 48.29
- Ed Wilson: 49.11
- Norbert Nilsdohn: 52.65
- Steve Nilsdohn: 52.98
- W. Kinst: 55.59

### CLASS AL
- Martha Wilson: 50.15
- Linda Long: 53.58

### CLASS C
- John Pechno: 48.75
- Dick Pittcrew: 51.43

### CLASS CL
- Janine Pechno: 53.57

### CLASS D
- Stan Breyfogle: 49.11
- George Neidel: 49.79
- Bob Lain: 50.28
- Don Cowson: 51.16
- Michael Duncan: 53.96
- Jeff Diamond: 55.41

### CLASS DL
- Sharon Neidel: 51.33
- Marty Lausten: 53.01
- Karyn White: 55.20

### CLASS E
- Dwight Mitchell: 46.29
- Gary Dorighi: 46.96
- Art Seeger: 47.36
- Ed Clement: 47.66
- Maury O'Hearn: 52.81
- Rick Thiele: 53.67

### CLASS EL
- Nancy Dorighi: 48.06
- Linda Mitchell: 48.98
- Elaine Seeger: 49.71
- Rosemary Rood: 50.54
- Karen Neidel: 50.68

### CLASS G
- Dale Newhouse: 49.13

### CLASS GL
- Shirley Lynch: 53.82

### CLASS H
- Dale Doyton: 46.79
- Richard Stuck: 46.87
- Bud Behrens: 47.24
- Dick Woodman: 47.80
- Bob Stiffler: 47.98
- Don Wise: 48.77
- Lee McKay: 48.55
- Tom Schuster: 50.91
- Richard Sutcliffe: 50.70

### CLASS HL
- Mary Ann Behrens: 47.58
- Liz Stiffler: 47.66
- Susan Wise: 49.65

### CLASS J
- Bob Fernandez: 52.74

### CLASS K
- Scott Campbell: 48.49
- Tom Green: 49.94
- Jim Pasha: 50.11

### CLASS KL
- Marj Green: 50.17

### CLASS L
- Rick Giacomazzi: 47.82
- Jim Gaeta: 47.94

### CLASS N
- Denny Zucchi: 53.11
- Bob Herstrock: 53.20
- Gary Herstrock: 53.32
- Dave Simofsky: 56.55

### CLASS NL
- Susan Lutton: 58.32

### CLASS P
- Dick McClelland: 46.02
- Rich McClelland: 46.40
- Rodney Razor: 46.42
- Jim McCulloch: 49.05

### CLASS PL
- Roxanne Truro: 48.50
- Sandy Roberts: 51.04
- Wendy McCulloch: 56.83

### CLASS Q
- Mark McLaughlin: 44.27
- David Colman: 45.62
- Steven Wamalwa: 54.35

### CLASS DL
- Matt Barnette: 45.32
- Ian Thompson: 49.15

### CLASS S
- Jerry O'Toole: 51.19
- Felix Oramas: 51.55
- Jeff Reisman: 52.33
- Bill Davison: 55.32

### CLASS T
- Rich Johnston: 49.98
- Dave Johnston: 51.32

### CLASS U
- Roger Ryan: 43.58
- Darrell Terry: 44.93
- Pete Kemling: 47.73
- Peter Hulme: 49.76
- Betsy Devilliers: 50.77
- Mike Saputo: 51.70
- Jim Sagin: 52.92

### CLASS V
- Mike Carlson: 51.37
- Jack Kuhn: 53.18
- Robert Ponce: 57.84

### CLASS W
- Doug Nishikawa: 49.76
- Gary Ingles: 50.69
- Brian Maddox: 51.13
- Charlie Arola: 51.14
- Roy Nolan: 52.17
- David Anderson: 53.11
- Harvey Yamagata: 56.98

### CLASS WL
- Danielle Maddox: 51.17
- Snookie Arola: 58.70
- Barbara Cummings: 58.42
- Nancy Lee: 59.08

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*continued...*
This month's featured recipe is:

**GRANDMA'S CHOCOLATE PUDDING CAKE**

Oven temp: 350 degrees  
Bake time: 45 min.  
9" square pan

**Sift Together:**  
1/3 C sugar  
1 C flour  
1/2 tsp salt  
2 1/2 tsp baking powder  
2 Tbsp cocoa

Then stir in the following mixed together:  
1/2 C milk  
3 Tbsp cooled, melted butter or margarine  
1 tsp vanilla

Spread in pan. Sift together then sprinkle over batter:  
1/3 C sugar  
1/3 C brown sugar  
1/3 C cocoa

Pour 1 1/3 C water over all. Bake.

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- 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**

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Santa Clara (408) 736-9020

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**CLASS Y**

Ron Trehlan ........................................ 49.86
Jerry Woods ........................................... 50.13
Bruce Anderson ...................................... 50.46
Martín Raffaui ...................................... 52.47
Ric Gavem ........................................... 52.69
Vic Mionne ........................................... 53.88

**CLASS YL**

Sharon Trehlan ...................................... 49.88
Stephanie Hom ...................................... 53.78

**CLASS Z**

Gary Walton ......................................... 41.12
Bill Newlin .......................................... 42.41
Bob Garretson ...................................... 42.50
Terry Zaccione ...................................... 43.84

**CLASS ZL**

Rebecca Newlin ................................... 43.41
Beth Bates .......................................... 44.43
Judy Zaccione ...................................... 44.77

**SOCIAL RACER**

Karl Beckie ........................................ 50.25

**TOP TEN**

1. Gary Walton ........................................ 41.12
2. Bill Newlin ........................................ 42.41
3. Bob Garretson ................................... 42.50
4. Rebecca Newlin .................................. 43.41
5. Roger Ryan ........................................ 43.58
6. Terry Zaccione ................................... 43.84
7. Mark McLaughlin ................................ 44.27
8. Beth Bates ........................................ 44.43
9. Judy Zaccione ................................... 44.77
10. Darrell Terry ..................................... 44.93

One Protest: Car No. 60 protested Car No. 9 for being in the wrong class. Protest upheld. (Note: this protest has been appealed to the Competition Committee.)
Golden Gate Region is probably one of the most difficult regions for a beginner. In the first place, we have over 900 members, so a lot of people participate in our autocrosses. Our AX series is a strong one because we have so many drivers. Many of the experienced drivers have long histories of successful AXing. Just about every class contains champions from the GGR series and from other series, including the NCSCC (Northern California Sports Car Council) series and the PCA Parade. There are other, larger AX series besides the PCA Porsche-only events. In the NCSCC series, you compete against Zs, Loti, Corvettes, and other very competent cars. If you contest both the NCSCC and PCA series, you are AXing about 30 times during the year. That’s a big commitment in time and few people do this for more than a couple of years. What Porsche people usually do is cut back on the massive amount of time spent AXing and attend only the PCA events. This results in a more relaxed season. These members have a great deal of AX experience and we have a lot of them in the club.

So, if you find yourself getting blown off by 3, 10 or 20 seconds, don’t feel bad, you’re going up against the best! When you start to improve and get closer to these people, even starting to win once in a while, you can feel genuinely proud of a real achievement. None of these people are going to let you win (I know I’m not). You need to earn it.

This brings us to one of our continuing problems. How do we keep the beginner from being discouraged and quitting? That’s a tough question and I have yet to see a good solution. The most common example is the person who comes out to one or two events and then will never come out again. The reason is usually given as “there’s too much competition, it’s not fun”, “competition is too cut-throat, they’re so worried about rules”, or “there’s no way I can be competitive if I don’t spend thousands of dollars on my car.” There is a certain amount of truth in all these statements; however, I suggest that what keeps these people from continuing is an unrealistically high expectation of their performance. It’s tough to consider yourself a superior driver (and most of us have that opinion) and come out to an AX only to find out how much there is to learn.

How much should a beginner spend on his car? Even our Stock classes can require around a thousand dollars of special tweaking to become competitive for first place. Production is probably closer to $2500 and Prodified and Modified are for serious competitors only.

I think the best thing to do is to watch how your times improve during a day of AXing. If you are knocking off 2 to 5 seconds every run or so, you are obviously still learning and, spending a lot of money of the car will probably not get you first place. If you have reached the point where your times have leveled out and you don’t improve much during the day, you need to compare your times with the front runners. If you are still a long way off, say 3 seconds or more, you have probably reached a plateau in your learning. You need some serious instruction to improve. If you are determined to master the sport, this is the time to start thinking about some improvements in the car, particularly if your leveled-off times are closer than two seconds to the winners.

continued...

NUGGET—31
PROSE continued...

Until your times level off, I wouldn't recommend improvements to the car. Of course, if money is not a problem (and it really isn't for many of our members), by all means, take the car to any one of the many competent shops we have available to us and get the full treatment. The best approach in that case is to ask the class leaders what they've done to their cars. In general, AXers are not secretive about this. The really good drivers would rather test their driving skill against equal cars rather than win with a superior car.

Most important of all, have fun! The reason for the existence of PCA is to provide more ways to have fun with our incredible machines.

If you will realize that it takes a certain amount of experience to be competitive in AXing, you will have fun learning. Remember: our GGR AX Series is the place where beginners can expect to find expert instruction.

Terry Zacccone
Autocross Chairman

thank you
Thank You
THANK YOU

I would like to thank Ron Ferreira, Rich Pasquali, Stephanie Home, and especially Barbara Walker for their help in obtaining entertainment for the April Dinner on very short notice. It goes to show that Porsche people are the best people, friends when you really need them.

Al Berens

pit crew

Pit crew meeting this month will be at the Neidel home. Come and help make the dinner meeting decorations. Those of you who have not attended a pit crew meeting should try it. They are usually BYOB and should clue you in that it is really another excuse to have a party.

Remember: May 18th
7:30 PM
Neidel Home
5880 Lean Avenue
San Jose, CA
(408) 225-8103
4 6Jx15 Porsche factory forged alloys—$699 firm. Tires include: Bandags & 2 low mileage Rikens. Call (209) 526-8466 after 7PM Linda Teranishi, Modesto.

4 Pirelli P6 215/60 VR 15 tires. Delivery mileage only. $540. The set will sell only as set. Gary Brauch (415) 941-2178.

911SC & Carrera Parts: ’81 3.0 SC engine, 3200 miles—$5295 complete; ’80 3.0 SC engine, 8300 miles—$4995. Complete front end body parts w/spoiler—$950. Late model Targa & Coupe leather interiors; 2 new doors w/2 elec mirrors and 2 elec windows, targa or coupe—$750/pr. SC suspension front & rear; also virtually any late model 911 part, large or small. Call Michael Rosi, (707) 928-4464. Box 544, Cobb CA 95426.

1975 914 2.0+ Porsche. Purchased in San Jose, CA 2nd owner. Only 65,000 miles, 6,000 on rebuilt engine. Over $4000 in unneeded improvements in last 12 months. There are far too many extras to list. This Porsche is my pride & joy. Those truly interested in a fine, well-kept Porsche at $8000 call “Westbrook” at (408) 739-3032, or (408) 249-1472.

continued
dono't want continued... 

1977½ 924, Metallic reseda green, A/C, sunroof, custom AM/FM cas, Bilstein shocks, tweaked engine, road lamps, ski rack, bra, lavishly maintained, new Pirelli CN36s on factory alloys. $9500. Michael Yovino-Young (415) 548-1210 (days) (415) 549-3833 (eves).

914 Parts: 1973 1.7 engine, 81K miles, complete—$500; front struts, complete—$100 ea; rear suspension including trailing arm—$125 ea; flywheel—$60; fan housing—$25; engine sheet metal—$40; seat rails—$25 ea. From 1.8 engine—computer—$100; oil cooler—$20; rods—$40; alternator—$35; tach—$40; cam—$50; crank—$200; distributor—$50; electrical harness—$50; throttle body—$25; rocker arm assy—$25; heads—$125 ea; driver’s seat exc cond—$100; gas gauge—$40; gas tank—$75; radio—$30; light assy & motor—$65; inertia reel belts—$50; blower & housing—$40; door panels, etc. from parting out. All offers considered. Dale Dorjath, (408) 997-0914.


911, 924 Parts. BBS 7x15 3-pc 5-bolt wheels, 3-½ inch backspacing—$2500 new, sell used for $995 set of 4. BBS 7x16 1-pc 5-bolt take-offs—$395 for pair. 924 brown leather sport steering wheel—$190. 924 stock gears-3rd, 4th, 5th—$150 a gear set. 924 crank (needs turning)—$149. 924 '80 Turbo lightened flywheel—$99; clutch disc/p. plate—$75. Buyer pays shipping. Tom Green, 3535 Kifer Rd, Santa Clara CA 95051 (408) 736-9020.

Parting out '63 356 Cabriolet. Dan Grange (415) 932-5663. Also UNGO Box Model TL 3000 installed for PCA Members, only $375. Factory Authorized Installer. (415) 932-5663.


70 914.6, inquire. Bill Patton (same as above)

Whale tail, orig 914.6 steering wheel, custom steering wheel w/hub for 914, orig 928 steering wheel, 911SC steering wheel, BMW 320i steering wheel, bra for VW Bug, 5-bolt American mags w/185 tires (use on 356C, 911, 914.5, as rollers) 4½” chrome wheels with tires for drum brakes 356 (moon caps too), scheel 114 seat for 914, 2 1975 Snell approved helmets, 914 silver type car cover, CB radio, 15x7 and 8 cookie cutters w/P6s, 6x15 factory forged alloys w/P6s, 16x7 and 8.3-pc BBS w/P7s, cushion centerpiece for 914 tray, useless (but orig and rare) passenger side footrest for 914, Beta or VHS cassette of “Get Hank Nite”, taillite lenses for 911SC, european taillite lenses for 914.6 Bill Patton (see above).

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GOLDEN GATE REGION—34

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Coming Attractions

MAY

1  Zone 7 Autocross—LPR
7  Russian River Wine Tour—
SANDERS & BOWER
14  Zone 7 Autocross—RR
15  Zone 7 Autocross—SR
17  Time Trial Tech (for 5/28 T.T.)—
WISE
18  Pit Crew—NEIDEL
21  Tech Session/Carsen—BOWER
Dinner Meeting—NEIDEL &
BROOKING
22  Malibu Grand Prix—NEIDEL
24  Time Trial Tech—WISE
25  Board Meeting/7:30—
BLANCHARD
28—29  Time Trial—Game 2—HILLS

JUNE

5  Zone 7 AX—MBR
11  GGR Autocross No. 3—McClelland
12  Poker Rally—Winter/Wise
13  Sundance Wine Dinner—Lom—
matzsch
14  Pit Crew
18  Dinner Meeting
19  Family Picnic—Patterson
23  Board Meeting—Sanders—7:30PM
25  Zone 7 AX—SVR
26  Zone 7 AX—SNR
28  Time Trial Tech (for 7/9 T.T.)-Wise