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(415) 462-9010

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MEET THE NEW BOARD!

top row - from left to right:
Valerie Blanchard, Charlie Arolla, Sue Wise, Barbara Cummings

bottom row - from left to right:
Sharon Treathon, Ted Atlee, Terry Zaccoone, Janet Buck
A well-known and respected trademark is the most valuable asset a company can have. In the Porsche service business, keeping your car properly tuned and performing at its best is a mark of the professional. Our trademark of TUNED by ALEX™ has long been recognized as that guarantee... you've been waiting for a service that knows how to keep your Porsche tuned.

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Don Wise
Scott Spence

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Prez sez

The year 1983 has rapidly passed, and here we are staring at 1984 eyeball to eyeball.

First, let me announce the Golden Gate Region 1984 election results for those of you who were unable to attend the GGR Christmas Party. Your 1984 GGR Board of Directors is:

- President: Ted Atlee
- Vice President: Janet Buck
- Secretary: Sue Wise
- Treasurer: Sharon Trethan
- Competition Director: Terry Zaccone
- Social Director: Valerie Blanchard
- Membership Director: Charlie-Bob Arolla

For you members who didn’t vote because you thought your vote wouldn’t make any difference, you may find it interesting to know that the race for Vice President ended in a tie. The tie-breaking methods outlined in the GGR bylaws were evoked and Janet Buck became our 1984 Vice President.

Janet now has the responsibility for organizing our newly formatted Activities Day; you old timers may recall what we called “Hell Week”. Well, this year we’re going to try a new approach, and set our GGR calendar in one day instead of an entire week. We do this in the hope of getting a larger group of active GGR members involved in creating the 1984 calendar. Details for this day are contained elsewhere within this Nugget issue. On that same day this year, we will also be conducting a small clinic on preparing budgets for GGR events. All of the appointed chairpeople should be present for this clinic so we can pass on the general guidelines for budget preparation. It will then be the Chairperson’s responsibility to pass the information on to the Event Chairpeople.

January 21 is GGR’s Annual Meeting of the Members, as well as the Awards Presentation for Concours, Rallye, and Autocross. There will also be a Pit Crew Meeting and a Practice Autocross in January.

GGR’s business is conducted at monthly Board of Directors Meetings, held on a rotating basis at the various Directors’ home. An agenda is completed by the 20th of each month and mailed to each Board Member. If any of you want to attend a Board Meeting, please contact the host of the meeting and BYOB. If you want any subject discussed at a meeting, please contact me by the 20th of the month so I can include your subject on the agenda. Board Meetings are open meetings to the general membership, and we do welcome your participation.

Several Appointed Positions are still open. (See one of last years Nuggets for a list of those appointees.) If you have any desire to help the Club by taking on some responsibility, please contact any one of the Board Members.

I’ll see you at Activity Day! Let’s schedule a year we’ll be proud of.

TED ATLEE
GGR President
6-GOLDEN GATE REGION

PLANNING SESSION FOR PCA-GER ACTIVITIES

** PCA/GER ACTIVITIES DAY 1984 **

WHERE ARE: THE COMMONS OF CUPERTINO CLUBHOUSE (SEE MAP BELOW)

WHAT: Please park on ALAVES DRIVE

WHEN: SUNDAY, JANUARY 8, 1984

WHO: ALL OF YOU WHO WANT TO PUT ON EVENTS, HELP OUT,

WHY: OR JUST BE THERE TO PLAN THE CALENDAR.

WHEREAS: THIS WILL ALSO BE A GREAT TIME FOR A SOCIAL,

Lunch 12 to 1 PM
B.Y.O.B. and munchies to share for pot-luck,

WHERE: THE COMMONS OF CUPERTINO CLUBHOUSE (SEE MAP BELOW)

WHAT: Planning Session for PCA-GER Activities

• • • • •

We need your input to make 1984 a great year.

WANTED: All you who want to put on events, help out,

WHO: All you who want to know about event budgets,

But were afraid to ask!

I:00 to 1:30: "All you ever wanted to know about event budgets,

I:30 to 4:30: Dinner meetings, pit crews, tours, swap meets, concours, socials

(Qualified Binchard presiding)

(6-GOLDEN GATE REGION)
**Activities Day '84**

THIS IS A TEST.

NO ADJUSTMENT OF YOUR SET IS NECESSARY.

For the next sixty seconds, we will be running a test of your C.O.O.A.P.* (*Come On Out And Participate) reflex. If you are interested in the Golden Gate Region's activities for 1984, you should read on.

Good - you’re still with us. We’ll soon be getting together to plan all of the activities and schedule the calendar of events. If you want to put on an activity or just help out in 1984, your reflex should be starting to show signs of life. Grab your calendar and reserve January 8, 1984 (a Sunday) for GGR Activities Day. Elsewhere in this issue you’ll find a map and further details for the meeting.

In the past, we have held the activities planning sessions for each type of event on different dates. We have decided to try consolidating all the sessions into one day with the hopes that more people can participate and we will have better coordination between the various types of activities. This will be a social occasion as well, as you are invited to bring munchies to share with your PORSCHE friends (and B.Y.O.B.). For you new or nearly-new members, this is an excellent opportunity to meet the people in GGR who really make things happen as well as to get yourselves involved. Please join us; your presence is welcomed and needed!!

So, if you want to help plan next year's dinner meetings, tours, rallies, concours, swap meets, tech sessions, autocrosses, time trials, pit crew meetings, or other social events, come to GGR Activities Day '84 on January 8.

This concludes the test. You are now instructed to turn to page 6 for additional information or call me at (408) 257-0459 evenings if you have any questions.

JANET BUCK

---

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**SKI BANFF!** From $509 P.P.
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**SKI COPPER MOUNTAIN!**
From $448 P.P.
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AUTOMOTION

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The Fun Zone

November 19, 1983 was a significant day for Zone 7 activities. The autocross representatives spent the morning discussing proposed rule changes and ideas on encouraging more participation. The rule changes will be published in an upcoming NUGGET. The presidents of the regions spent the afternoon discussing a variety of exciting events planned for the New Year.

The evening's activities started with a super dinner at the Willow Park Restaurant. Gene Gilpin had an overwhelming job of passing out the autocross awards. Everyone was delighted with the beautiful awards Stan Breyfogle created. Thanks Stan! Bud Behrens was awarded the Zone Enthusiast of the year. Congratulations, Bud! The M.S. Dixie Tour was awarded the event of the year trophy. Look for this event to be another fun success this year. Tricia Robertson gave the Zone 7 Dummkopf award a kiss and passed it to Bill Snider for outlining the autocross course with brown chalk. Only the people who attended the Redwood Zone autocross dinner could really appreciate Larry Wilson's special napkin award. Then, we danced the night away! Glenn and LaQuita Hills gave up the dance floor as John "Travolta" Pichoto got warmed up. The Sacramento Valley people put in lots of practice time for C.R.A.B. and the last dance was dedicated to Kurt Lein before he returns home to Norway.

Don't wait until next November to join in the Zone fun! Come to an event soon and enjoy the fun.

MARSHA WILSON

Name: NICHOLAS
Date: OCTOBER 27, 1983
Weight: 7 LB 13½ OZ - 20"
Born to: JIM AND WENDY McCulloch

Congratulations,
Jim and Wendy!
PROPOSED GGR BY-LAW CHANGE

By this time, many of you have heard discussions about a proposed division of Golden Gate Region. This has been a topic of conversation for many years, but recently the conversation has changed to serious discussion concerning geographic desirability of such a proposal. An informal committee formed to study the matter and has made a proposal to the GGR Board of Directors which would remove Alameda, Contra Costa, and Solano Counties from the geographic boundaries that now constitute Golden Gate Region.

In order to effect such a change, a GGR By-Laws amendment is necessary to remove those counties from the GGR territory now defined in our By-Laws in Article IV, Section 3. It must be noted that a GGR By-Laws change must be approved by a vote of the GGR membership by a two-thirds majority of the votes cast.

If the By-Laws change is approved, those GGR members who currently live in the affected counties will have the option to remain in GGR, or join the newly-formed region. There are about 300 Golden Gate Region members residing in Alameda, Contra Costa, and Solano Counties.

The proposed amendment affects Article IV, Section 3, which now reads:

“(a) Membership applications shall be accepted from residents of the following listed counties of the State of California, comprising the GGR as established by the PCA:

1. Alameda
2. Contra Costa
3. San Francisco
4. San Mateo
5. Santa Clara
6. Solano

Section (a) would be amended to read:

“(a) Membership applications shall be accepted from residents of the following listed counties of the State of California, comprising the GGR as established by the PCA:

1. San Francisco
2. San Mateo
3. Santa Clara

Following is a list of pros and cons for the proposed By-Laws change:

PROS

1. The PCA members living in the East Bay feel that geography is a prime concern. Traveling 100 plus miles and two hours or more to attend events does not serve the interests of many of these people. Participation closer to home generates enthusiasm.

2. Dual membership is the best of two regions. It is your choice to decide where your membership will be. No one will automatically be transferred into or out of Golden Gate Region if the By-Laws amendment passes.

3. A member who belongs to GGR only to receive its publications without participating in events and contributing to GGR’s operating budget actually costs GGR money.

4. A region in the East Bay could rekindle enthusiasm for old members who live in that area, as well as recognize the potential for new members with Porsche who live in the East Bay and belong to no club.

CONS

1. GGR would lose revenue from PCA National refunds because of fewer members.

2. GGR could lose advertising and sponsorship revenues because the new region would be soliciting from some of the same companies.

3. GGR could lose some very active members who have contributed a great deal to the success of GGR.

4. GGR could lose potential sites because the new region could compete for the same sites.

5. GGR could lose attendance at some of their events which could affect profitability of some events.

Enclosed in this NUGGET is a ballot on which you should mark your choice and return to the indicated address, postmarked on or before January 20, 1984.

This matter is extremely important to all of GGR’s members and you are all urged to vote your choice. If you have any questions regarding any of the above information, contact Marsha Wilson at (415) 228-4863 or Ted Atlee at (408) 578-7499.

THE GOLDEN GATE BOARD OF DIRECTORS

NUGGET-9
GOLDEN GATE TIME TRIAL SERIES ’84

December 19th, 1983 was a significant day for Zone 7 activities. The autocross representatives spent the morning discussing proposed rule changes and ideas on encouraging more participation. The rule changes will be published in an upcoming *Nugget*. The Presidents of the Regions spent the afternoon discussing a variety of exciting events planned for the new year.

The evenings activities started with a super dinner at the Willow Park Restaurant. Gene Gilpin had an overwhelming job of passing out the autocross awards. Everyone was delighted with the beautiful awards Stan Bryfogle created. Thanks Stan! Bud Behrens was awarded the Zone enthusiast of the year. Congratulations Bud! The M.S. Dixie Tour was awarded the event of the year trophy. Look for this event to be another fun success this year. Tricia Robertson gave the Zone Dummkopf award a kiss and passed it to Bill Snider for outlining the autocross course with brown chalk. Only the people who attended the Redwood Zone autocross dinner could really appreciate Larry Wilson’s special napkin award. Then we danced the night away. Glenn and LaQuita Hills gave up the dance floor as John ‘Travolta’ Peichoto got warmed up. The Sacramento Valley people put in lots of practice time for CRAB, and the last dance was dedicated to Knut Lien before he returns home to Norway.

Don’t wait until next November to join in the Zone fun! Come to an event soon and enjoy the fun!

Rick Bower
Time Trial Co-chairman

TECH SESSION

Coming February 11, a repeat of our rained out car stereo tech session. We’ll learn about the different products available, speaker locations and wiring, alternate wiring methods, and installation procedures for the best stereo operation. Join us.

WHEN: February 11, 1984 10:00AM

WHERE: Creative Car Stereo
3593 Mt. Diablo Blvd.
Lafayette, CA 94549
(415) 283-3132

INFO: Rick Bower
(415) 954-4782
Golden Gate Region—10
The 1983 Concours series concluded with the Novitiate Concours and the final standings follow. Competition in two or more events were required to compete for year end awards with the two highest places taken for year-end point totals. Thanks to the series sponsorship from Carlsen Porsche/Audi we will be providing trophies to all those that participated in a minimum of two events. Be sure and come to the Awards Banquet on January 21, 1984 at the Velvet Turtle in Santa Clara.

DON PATTERSON
1983 Concours Chairman

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<tr>
<th>CLASS C-1 (Full Concours to 1965)</th>
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<th>CLASS C-2 (Full Concours 1966 to Present)</th>
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<td>1. Gary Griffiths</td>
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<th>CLASS S-1 (Street through 1965)</th>
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<td>1. Steve Moore</td>
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<td>2. Karl Keller</td>
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<td>3. Norm Bianchi</td>
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<th>CLASS S-2 (Street 1966 thru present)</th>
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<td>1. Bruce Mackay</td>
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<td>2. John Carson</td>
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<td>3. Felix Oramas</td>
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<td>4. Scott McManus</td>
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<td>5. Chuck Berghoff</td>
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* Year End Trophy
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MARSHA WILSON 415228-4863

1984 Porsche Panorama Calendar

The 1984 Porsche Panorama Calendar, as advertised in Pano, is the first effort of Porsche Club of America to put out an official calendar appealing to the needs of our members.

To avoid a very substantial cash investment of club funds in this project, the Executive Council authorized a private commercial firm to produce the calendar and PCA will receive a royalty on all sales.

PCA members designed the calendar and provided the outstanding photographs used. The variety of interests covered by the photos range from concour/ street machines to race car both current and those with historical significance.

The unique design of the calendar portion provides our members with space for notations about PCA events, meetings and other items of interest. The calendar is printed in four color, on high quality stock, with thirteen full color photographs.

Sales of the calendar have been brisk. Only 3000 were printed and an adequate supply remains. There is no plan to have a second printing of this issue. Considering the facts that this is a first issue, small total quantity produced, plus the historical quality of its content should, without question, make this calendar a collectors item among porschephiles.

An order blank is printed on the opposite page.

HANK MALTER
ORDER FORM

As announced in the July Pano, the 1984 official PCA Calendar is now available in limited quantities. Price is $15.00 plus $1.50 for postage & handling. For orders of six or more deduct 20% from the basic price. TO ORDER SEND THE FOLLOWING INFORMATION:

_____ quantity @ $15.00 = $___________
_____ quantity @ $1.50 P & H = $___________
TOTAL $___________
(Colorado residents add 4%)

Payment enclosed $___________ or charge credit card:
VISA #___________________________ Exp. Date___________
Mastercard #______________________ Exp.___________
Signature __________________________________________
NAME (please print) __________________________________
ADDRESS __________________________________________
CITY_________________________ STATE _______ZIP_______

MAIL ORDER TO:

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Aspen Carrera Ltd.
11815 Swadley Dr.
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NEW MEMBERS

David L. Critchfield
439 - 51st St.
Oakland, CA 94609
415/655-2897
'61 356 Roadster

Bill Curley
17910 Overlook Rd.
Los Gatos, CA 95030
408/973-2825 (work)
'67 912

Sue Forsythe
2739 Taft Ave.
Santa Clara, CA 95051
408/984-9611
'77 911S

David H. Gill (Catherine)
1860 N. Fremont
Chicago, IL 60614
312/266-7745
'63 356

Mark C. Gordon (AF: Daryl Chin)
4459 Camden
San Jose, CA 95124
408/266-4518
'69 911E

William S. Hook (Helen)
1930 Hoover Ave.
Oakland, CA 94602
415/530-3108
'66 912

Wm. H. Johnson Jr., MD
(Gretchen D. Graves, MD-wife)
2912 Vessing Rd.
Pleasant Hill, CA 94523
415/945-1737
'83 944

William O. Lyon (Nanette)
1626 Benton Ct.
Sunnyvale, CA 94087
'78 911SC

Bill McPherson (AF: Mark Barauck)
1581 Whitman Rd.
Concord, CA 94518
415/674-9797
'60 356B Roadster

Brad Murray
1486 Jefferson
Santa Clara, CA 95050
408/243-2170
'83 944

Don Whaley (Jan)
7821 Peachtree Ave.
Newark, CA 94560
415/791-7354
'74 911

NEW DUALS

Tom Marx
112 W. Ninth (t., Suite 215
Los Angeles, CA 90015
213/626-3153
(Los Angeles)

William Melver (Virginia)
948 Marlinton Ct.
San Jose, CA 95120
(Loma Prieta)

Dave Neukom (Chrissie)
50 Twelveoak Hill Dr.
San Rafael, CA 94903
415/472-4618
(Redwood)

TRANSFER IN

Hans H. Heimsoth (AF: Greg Gibeson)
1543 - 3rd Ave.
Walnut Creek, CA 94596
(Fr: Redwood)

Harvey Smith (Linda)
1581 Whitman Rd.
Concord, CA 94518
(Fr: Redwood)

ADDRESS CHANGES

David Anderson
9910 San Luis Ave.
San Ramon, CA 94583

Randall Arend
2944 Frontera #109
Anaheim, CA 92806

David A. Bunzow
Fading 24
A-8143 Dobl Austria

Rodney Chew
1566 Peters St.
San Leandro, CA 94578

Byron Cole
(change from Bryan)
408/733-7032

Ric Dayem
2101 Winding Hollow Rd.
Plano, TX 75075

Russ Fitts
142 Elm St. #107
San Mateo, CA 94401

Alan Geddes
4735 Roswell Rd. NE
#30-D
Atlanta, GA 30342

Allen Grossman
2295 Vallejo #406
San Francisco, CA 94123

John Hagenbusch
2541 Gilbert St.
San Francisco, CA 94123

David Howard
4255 Morgan Territory Rd.
Clayton, CA 94517

Robert Hutchison
779 Wichitaw Dr.
Fremont, CA 94539
415/656-5356

Steve Kirby
526 Pinecrest DR.
Los Altos, CA 94022

Stephen Lane
844 Blair Ave.
Piedmont, CA 94611

Noel Lee
47 Westpark Dr.
Daly City, CA 94015

Mike Lommatzsch
726 Creekfield Dr.
San Jose, CA 95136
408/978-2108

Ken Mack
6563 Timerview Dr.
San Jose, CA 95120

Frederick Magee
6108 Elmbridge Dr.
San Jose, CA 95129

Cynthia Moore
1914 Lewis Mtn. Rd. #C
Charlottesville, VA 22903

J. Michael Nolte
Elbridge House
Sturry, Canterbury
Kent CT3 4AU

England

Mike Remedios
2272 Pruneridge Ave.
Santa Clara, CA 95050
408/244-9957

Jack Tedford
RT.3, Box 321-O
Cottonwood, CA 96022

Michael Thomas
41467 Trench St.
Fremont, CA 94538

Steven Van Dyke
4801 Fairville Ct.
Marietta, GA 30062

David Vierra
520 P St. #27
Sacramento, CA 95814

Olga Wiens
111 N. Rengstorff #180
Mountain View, CA 94043

Jeffery Witwer
27030 Elena Ave.
Los Altos Hills, CA 94022

Total Membership: 1022
FROM THE EAST BAY

Why form a new region in the East Bay counties of Alameda, Contra Costa and Solano? There is an interested group of GGR members living in this East Bay area who feel that geography is a prime concern, just as PCA’s aim has been to serve the interests of its members. Please understand that if the by-law amendment is passed to establish this new region, and if a charter is granted from National, it is your choice to decide where your membership will be. No one will be automatically transferred into or out of the Golden Gate Region.

With a larger number of members, and thus the majority of events centered in the Santa Clara Valley area, many East Bay members have become less active, especially with a 130 mile round trip and two hours or more of traveling time to many events. A member who belongs to the club only to receive its publications, without participating in events and contributing to the club’s operating budget, actually costs the club money. We can rekindle enthusiasm and get old members participating within our area as well as recognize the potential for new members with Porsches who live in the East Bay and belong to the club. A number of GGR members might wish to become dual members of the new region and many of the founding members in the new region will undoubtedly retain dual membership in GGR, thus contributing to the budgets of each region.

We ask your vote only in favor of passage for this by-law amendment, making the three East Bay counties available to the formation of a new region. No one is forced to join the new, or leave the old behind. It is the individual member who decides to which region he or she wishes to belong.

Linda Smith and Marsha Wilson

BOARD MEETING

The next Board Meeting will be on January 1984 at the Atlee’s Residence, 6:58 pm sharp. The address is 4644 Fort Royal Place, San Jose 95136. Please call Ted or Susie for directions at 408/578-7499. B.Y.O.B. See you there!

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LET'S CELEBRATE!

ANNUAL AWARDS BANQUET
AUTOCROSS - CONCOURS - RALLYE

WHEN: Saturday, January 21, 1984
WHERE: The Velvet Turtle
        380 South Kiely
        San Jose, California
        (408) 984-2059

TIME: 6:00 PM Cocktails (no host)
      7:00 PM Dinner

ENTREES: Chicken Marsalla (wine & Mushrooms) or Beef en Brochette. Both include mixed green salad, warm sourdough bread, vegetables du Jour, rice pilaf, raspberry mousse, coffee, tea or milk.

COST: $12.50 per person (incl. tax & gratuity)

RESERVATION DEADLINE: January 18, 1984
Send check for reservation with entree choice to:

Paul Seidel
6109 Uplin Ct.
San Jose, CA 95123

(If reservations are not cancelled by Wednesday, January 18, 1984 you will be responsible for them.)

For more information, contact:

PAUL SEIDEL 408/578-9514 or VALERIE BLANCHARD 408/735-0877
Our first autocross for 1984 will be on Saturday, January 28, 1984, at Pleasanton Fairgrounds. This will NOT be a practice autocross. In past years, our first autocross has always been a practice event, because we had enough dates to have a good series. This year, the Fairgrounds have instituted new policies that have resulted in dates being assigned at random to all the people using the facility.

At present, if the January event is a practice, we only have dates for a six-event series, which is marginal for a club like ours. Only five events count at year end, whether we have six or seven events, so nothing changes. We are trying to get an additional date so we can have an eight-event series, but that is pending as this is written.

So remember, the first autocross is January 28, 1984. It will be a regular series autocross and will count for points.

The Second ...

The SECOND series autocross of the year will be the following weekend, February 4th, 1984. Please note this is again on Saturday.

The complete autocross schedule will be published as soon as it is confirmed.

TERRY ZACCONE

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PARTS (415) 967-8634
SERVICE (415) 967-2858
1. Please complete this form
2. Attach a check made payable to PCA-SVR
3. Mail to:
   CRAB 13
   Steve & Lori Campbell
   7935 Sandridge Way
   Citrus Heights, CA 95620
4. Deadline is April 15, 1984

The registration fee is the same as last year, $70 couple, $45 single. It includes the autocross, funkhana, dinner/dance, rally, and beer and brat. Additional guest meal tickets are available.

Name(s)____________________________________________________

Address____________________________________________________

City_________________________ State______ Zip_______________

Phone_______________________ PCA Member?______ Region______

Registration enclosed for:  Couple $70.00 ______________________
                              Single $45.00 ______________________
                              Additional Dinner(s) $26.00 __________
                              Additional B&B $ 8.00 ______________
                              Namebadge $ 4.00 ________________

Total ______________________

I/We plan to participate in the following events:
(circle and indicate number of participants)

Autocross _______ Rally _______ Funkhana _______
Dinner _______ B&B _______

Please indicate Porsche Year _______ and Model _____________

Zone 7 Autocross Class if known:
First Driver: ________________ Second Driver: _______________

Your run time will be scheduled when your registration is received. Please indicate order of preference for run time:
9:00-11:00 ______  11:00-1:00 ______  1:00-3:00 ______  3:00-5:00 ______

Car Number: _______ (1-200. If your request is taken, the next nearest number will be assigned.)

Have you attended all CRAB Weekends: Yes ____ No ____

See you there!!        Steve and Lori
Hi Joan,

I'm an old GGR member (circa 1967) who has just moved to Phoenix, AZ from Oregon. I would like to renew my joint membership with GGR.

Enclosed are some snap shots of how "old yeller" and "sweet pea" made the trip. S.P. towed the MG and Yeller kept the Aeronca company in the van.

Greetings from Claudia, Alex, Erica and myself. I decided it was time to dry out after 7 years in Oregon. I quit my job at Hewlett-Packard after 18 years and joined Motorola in Scottsdale. It was definitely time for a change. The new job is fun and interesting and the people are great. Motorola appears to take a lot better care of their "old timers".

Claudia completed her accounting education and passed the C.P.A. exam. Now that we are fairly well settle she is beginning to look for a job. She might even go back to work for the FAA as an A.T.C. if nothing turns up in accounting. The kids have adjusted to the climatic change fairly well. We live in our swimming pool with the daytime temperature of 105 - 110° F.

I grossly missjudged how much time raising kids was going to take, so consequently have done nothing in the restoration department for over two years. It's all I can do just to keep the 300D's serviced and the 172 in the air. Right now all the toys are in mini storage until my new shop is built. The Oregon house hasn't sold yet so we are having to cope with some financial challenges. I ran a local Auto-X with the conv. D and did quite well. There is a fairly fast 356B cab which should keep me on my toes. I probably will never beat Gary and Sandy.

We won't make the parade this year -- just tired of driving from our move.

Our best to the whole gang - new and old. Give a call if you are ever in Phoenix.

JIM FLEMING
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Dave Bottom — PCA GGR Member since 1974

On route to Arizona. Jim's 356B towing the MG.
Seldom in life is there the opportunity to Soar with Eagles. And so it is in PCA. There is but one great award in all Porschedom with which the true greats of Porsche enthusiasts have been honored. The award is bestowed only upon those deserving souls with a true go-for-it flair in the traditional Porsche style.

As with all awards, even moreso here, there must be an overwhelming demonstration on behalf of the recipient that the award is truly and justly deserved. Often the competition is keen and fierce. The extremes of one’s abilities are stretched far beyond previous limits. Ah, it is all well worth the pains and agony to just have a chance to Soar with Eagles!

Success in winning brings the rush of emotions to the fore. The excstacy of winning. Being judged the most deserving of all the competitors. A battle well fought. Humility, as the accolades come forth in an ongoing flow. At last, the chance to Soar with Eagles!

It is humbling to be chosen to join the ranks of PCA President Hank Malter, Terry (go-for-it-Doc) Zaccone, Dwight (hot-shocks) Mitchell, Glen (window monitor) Hills, and Mike (crash) Lommatzsch to name but a few. To have one’s own name prominently placed with the Porsche greats for all time brings on a euphoria never before experienced. To Soar with Eagles!

Now, after the fever has subsided, clutching the coveted award which forever will bear witness to great triumph, an acknowledgement of appreciation must be made to those very supportive individuals that were diligent in their efforts to bring me to the pinnacle of success: possession of the Dummkopf. These valiant backers shall remain nameless in order that they may continue their great work for others without notariety or hindrances that may otherwise reduce their effectiveness. Suffice it to say that we now know God’s reason for the creation of pigs and apes, and for that we should all be grateful.

One day, perhaps soon, I may have the privilege of demonstrating my great gratitude to those supportive yet earthbound creatures that did so much to bring me to these lofty heights. A miracle may happen and even a swine or gorilla could sprout wings. Oh, the glory of Soaring with Eagles!

GARY RINGEN

TECHTIPS #9

BRAKES
After replacing brake pads on a 911 with power assisted brakes the warning light on the dash will light up. To re-set the light simply disconnect the battery ground strap for one minute.

Technique: skill acquired by thorough mastery of subject

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Golden Gate Region—24
The Mother Lode Tour
1983

Karl Keller ought to be praised to the heavens, inundated with honors and gifts, and then shot. The former because the Mother Lode Tour provided those lucky participants an opportunity to spend a weekend with their Porsches and Porsche friends, to drive fast over some great roads, to eat and drink to excess, if desired (Oink!), to see the sights of the historic Mother Lode Country, and to tour California’s fanciest caves! The latter because Karl neglected to advise us to bring our spelunking gear instead of white sweaters and Sachs Sport jackets for the cave tour.

We all met Saturday morning in Pleasanton to receive our instructions. Karl provided us with a complete schedule and instruction packet that covered virtually every aspect of the weekend.

We left in groups of approximately ten. As we roared off into the sunrise, one car was missing. It was Charlie and Snookie Arolla and we finally contacted them on the CB. It turned out that they were lost in the PARKING LOT! (Snookie gives Charlie full credit for this).

All in all, I would say we behaved ourselves reasonably well on the highway, at least until we got into the foothills.

We arrived at Murphy's hotel before lunch, completely taking over the parking lot of this delightful place. Rooms were parcelled out with a minimum of fuss, in time to start the cocktail hour (before lunch).

After an excellent buffet lunch in the hotel, we drove to the Stevenot winery for, obviously, wine tasting. The winery is located in the bottom of a small valley. With Fall colors coming out, it was a beautiful setting.

After sampling the vintage, we left for the Calaveras Big Trees. Most of us took the short, but pleasant, walk thru the North Grove. The Sequoias are stupendous in size and beauty. You never get a complete view of a single tree because they are so tall. You must look at them in sections. We had great fun ascribing lewd anthropomorphic attributes to the various trees with their occasionally twisted and bifurcated forms. In fact, Jan Kelez proved to be extremely creative at the game.

After the Big Tree tour, we returned to the hotel to get ready for cocktails and dinner at the Avery hotel. Of course, it was not time for the pre-evening-cocktail cocktail hour. (You need to understand that this weekend involves some SERIOUS partying). By the time we got to the Avery hotel (in Avery), it was raining, but not many people noticed. The hotel bar is rather small for a crowd like ours, but we all squeezed in. It looked like the BV in San Francisco on Saturday night. The dance floor was about five feet square, but we moved some tables and then got out of the way as Ray and Sonja took over.

MORE

The Swains were born for this.
Dinner was excellent and leisurely. After dinner, most of those who had participated in all the cocktail hours during the day staggered back to the Murphys hotel and crashed. But not all. Some continued partying, obviously having paced themselves better than the others (speak for yourself, Redeye!).

The next morning, after a sumptuous Sunday brunch at the hotel, we left for Cave City. This part of the trip included some of the finest Porsche roads I have seen. They went on and on, with very little traffic. What traffic there was dived for the turnouts upon seeing a multicolored hoard of Porsches screaming up behind them. We arrived at the Cave City parking lot completely exhilarated by the drive (that’s a driver’s view; some passengers may have seen it somewhat differently).

We were now ready to explore the caves (well, most of us). The tour was about an hour and a half long.

Now I must say that this was one of the most well-organized tours I have ever seen, with Karl taking the utmost pains to attend to detail. But, as the T-shirt says, "Nobody’s Perfect". What Karl did not realize, not having actually gone through the caves, was that the trip required occasional intimate contact with muddy walls, floors, and ceilings. Some of the passages were very tight, and some people actually got (temporarily) stuck. But everything (and everybody) came out all right. We are, after all, washable. You can see from the pictures that we got to wear white hardhats and everyone seemed to be having a good time.

Upon emerging from the nether regions, we headed for the Black Bart Inn in San Andreas. There, Karl had arranged for us to have the entire downstairs area as a rest stop/watering hole. A nice touch was provided by the Inn when they provided munchies, on the house.

After Black Bart’s, people made their way home after their own fashion.

If you are into great Porsche roads, excessive (and excellent) dining (pigging out), and heavy-duty partying, the Mother Lode Tour is for you. Unfortunately, there is only room for 29 couples on this tour.

Karl Keller, thanks! Are you taking reservations now for next year?

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Congratulations!

Our congratulations to MERCY LAIN for receiving a Second in Class and 5th Overall for the 1982 Nugget!! Thanks for your devotion, Mercy, and to all your friends who assisted you.

Yosemite 1984

The details are in on the first APRIL FOOLS TOUR to Yosemite. March 31 and April 1 are the dates. Dinner at the Ahwaneee. Rooms at the Lodge.

Will Rick Bowers give a Tech Session on Windshield Wipers? Who will win “BEST IN SHOW” at the umbrella concours? No, I don’t know if we’ll need chains.

This is no joke — the cost is less than last year! $116.00 per couple due March 1st. A $25.00 deposit will hold a room for you. Deposits are due by February 11, 1984. No refunds of deposits are possible after March first. For further information, call Jack Kuhn (415) 796-8041 between 6 and 9 pm. Mail deposits to Jack Kuhn at 33789 Cassio Circle, Fremont, CA 94536. Please don’t tempt me. Make checks payable to PCA.

JACK KUHN

Roster Notice

Keep any ROSTER changes that appear in this Nugget and future Nuggets. Include these in your 1984 ROSTER. Your should receive your ROSTER sometime in February.

DARLENE SWAIN

pit crew

Are you looking for something fun to do on a dull winter evening? How about joining us for some pit crew fun as we make table decorations for the autocross awards dinner. We’ll stir up fun 7:30 PM on Tuesday January 10th at Bob and Liz Stiffler’s house at 7677 Brighton Drive in Dublin. We look forward to seeing you! Call Liz at (415) 829-2049 or Marsha Wilson at (415) 228-4863 for more information.
The Mart is available to PCA members only. Sorry, we do not accept ads from businesses. Mail (don’t phone) your ad to the Editor by the first of each month—prior to publication.

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**MART**

Early 914 struts $75
914 bra stock torsion bars, make offer. Call Rod at 257-1174 or Roxanne at 773-1655.

Misc. windshield wiper motor assemblies, $10 each.
2-12x15 Centerline racing wheels for 911, $75 each.
Clover rear speaker enclosure for 911 - brown w/upgraded speakers, $150 (new price); 1974-7 911 steering column assembly and controls, $25; 2-19mm master cylinders, $25 each; 2 early 911 front bumper guards, $10 ea; 1 911 air conditioner compressor and bracket, offers; 1 set header-to-muffler adapter pipes, $20; 2 ’80 911SC axle flanges, offers; 2 ’80 911SC axles—one with CV’s, one with single CV, offers; 2 ’80 911SC rear brake calipers, $40 ea; 2 Hurst-Airheart brake calipers - good condition, fit 911T or 914-6 struts (3” spacing), $100 ea; 2 Hurst-Airheart calipers - fair condition - same as above, $50 ea; 2 6x15 911 factory mags - partly polished $100 ea (new price); 6 point anti submarine racing belt, $10; 2 911 steel banana arms, modified for racing, brand new bearings, $25 ea; ‘68 911 door handle, $10 ea; Entire ‘68 911 interior including door hardware and vent windows, offers for all or part, beige; ’72 911 steering wheel, $25; I’ve change some prices to help move this stuff, get it now! Gary Nylander (408) 257-0459.

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**WANT**

Two 10x15 or 10x16 wheels. Two 3” competition lap belts. Bill Newlin 415/728-5351

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**DON'T WANT**

B.B.S. 3 piece modular wheels. 2 each 16x7 and 16x8, gold centers, polished outers, will work on Turbo, SC or 944. Asking $1500 cost over $2400. Bill Patton 828-9200 days, 530-0609 evens.


’70 914.6 New guards red paint, all new rubber, side shifter, sport exhaust. AM-FM Cassette, front air drum, 15x6 factory alloys w/new P6’s. Bill Patton 828-9200 days, 530-0609 evens. Price radically reduced.

914 1.7 Motor complete everything included, ready to plug in. Immaculate, meticulously maintained. Very low mileage at record speed. Call Rod at 257-1174 or Roxanne at 773-1655.

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**NUGGET-29**

Four Goodyear European NCT's, 205/55-VR16; some tread left for autocross or retread. $30 a pair or $50 for all (plus shipping). Gene Parry, 1718 Ridgewood Rd., Fort Collins, CO 80526 - 303/221-5915.


Professionally built four cylinder 914 engine. Super reliable 2012cc, 185HP engine with extensive modifications for endurance. Has been revved to 9000+RPM with no problems. Can run all GGR and POC Time Trials with no tear down inspection. No Mickey Mouse parts used: Carrillo rods, special crank, pistons, NASHAR TRW valves, dry summed, etc., etc. T. Hunt days 209/578-5610.

1979 911SC - Cashmer beige/ dark brn interior (either Recaro is brn logo seats or factory brn leather sport seats), motor is very reliable and quick - 46MM Weber carbs, early style heater boxes and exhaust muffler - 200-225 Horse Power. Polished factory alloys 7x16's and 8x16's w/205 & 225 B.F. Goodrich Comp T/A's. Cross-drilled rotors, sway-way torsion bars & sway bars, factor intake tcl, Clarion AM/FM casette and booster/equil., & 14-1 headlights. No expense spared. Car is in excellent shape - mech. & looks-wise. Asking $26,500.00 Charles Price 415/790-0641.


Misc. items - 1 pr brn. leather factory sport seats from '78 911SC, 1 Corbean seat Race. Charles Price 415/790-0641.

1961 S-90 Roadster. Super 90 engine has less than 2,000 miles on rebuild with all real S-90 parts except for new late model Solex carbs. Trans rebuild approx. 3,000 miles old. Driven less than 500 miles per year for last four years. Paint and upholstery are bad, body better than average with minimal rust. $7,500. Carl Young 702/876-7982 days, 871-5429 evenings.

1963 T-6 356B. 30,000 om complete mechanical rebuild. Absolutely zero rust and zero crashes. Light green paint with tan interior and leather seats. Now has 5½" chrome wheels with zero mile P-3 tires, can install original factory 4½" wheels. Exceptionally straight and well cared for 356. (Purchase of speedster forces sale.) $9,500 firm. Carl Young 702/876-7982 days or 871-5429 evenings.

For sale as rolling chassis. Much modified 1970 914 with removable one piece fiberglass body. 100% complete as run in the POC/PCA time trial series during 1983 except for engine. Unbeliveable cornering capability and speed with even a mild 2.5 liter motor. Cheapest possible way to acquire really fun to drive FTD type car. Asking $9,000 as is, $8,000 without 914 tashift trans. Full details of constructio and spare parts available upon request. Partial trades/offers will be considered. Carl Young 702/876-7982 days, 871-5429 evenings.
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The result is an unusual blend of luxury and performance (0 to 50 mph in just 8 seconds). In fact, 53 journalists from 16 countries were so impressed, they named the 5000S Europe's "Car of The Year."

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Coming Attractions

JANUARY

3  Board Meeting - Atlee
8  Activities Day - Buck
10  Pit Crew - Stiffler
21*  Awards Dinner - Seidel
28  GGR AX#1 - Zaccone
31  Board Meeting - Wise

FEBRUARY

11  GGR AX#2 - Zaccone
14  Tech Session - Bower
18*  Pit Crew - Sanders
26  Dinner Meeting - Arolla
26*  Rallye - Clever

* Reservations Required