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WELCOME, DIABLO REGION

The members of Golden Gate Region voted in January to relinquish Alameda, Contra Costa and Solano Counties from our geographical boundaries so that a new region could be formed. The new region will have applied for its charter at the National Board of Directors meeting on February 18 under the name of the Diablo Region. All of us on the Board of Directors of GGR wish our new sister region the best of luck in the coming years. I'm sure all of the GGR members share the same feeling.

Several GGR members who live in Alameda, Contra Costa and Solano Counties have asked me what their choices are as to which region they must belong. The answer is very simple. It is entirely your own choice.

Any existing GGR member who lives in the above counties may choose to remain in GGR or join Diablo Region. I certainly encourage all of the members to consider being a dual member of the other region, regardless of your primary region.

Much can be gained by both regions by being true sister regions. Too many times a division of a larger region has resulted in hard feelings between the two, and this is not wanted by either region. If you look at the leadership of the Diablo region, you will find some very familiar names. I can only add my own personal good wishes to all of the members of the Diablo Region and please send me a dual application form.

TED ATLEE, President, Golden Gate Region

---

Special Series of PORSCHE 911 SC RS Cars
For PORSCHE Sports Customers

PORSCHE has built a special series of twenty lightweight (960 kg) and high performance (255 HP) 911 SC RS cars which will be ready for delivery by the beginning of 1984 and homologated in Group B as evolution cars.

Equipped with a 3.0 liter aspirated engine and the conventional rear-wheel drive this high performance 911 has been designed to be a true customers car. With its own rallye team Rothmans will enter the European Rallye Championship with some of these vehicles. As their top driver they have engaged Henri Toivonen from Finland.

January 3, 1984

This press release and photo were submitted by Lou Marable. Thanks, Lou, for sharing this with us! What a parking lot!!!

All other photographs throughout this issue were taken by FELIX ORAMAS, JR. at Autocross #1 in Pleasanton. Thanks Felix!

The NUGGET is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the FIRST OF EACH MONTH prior to publication (ie: May 1st for the June issue). Questions regarding display advertising should be directed to the NUGGET Advertising Manager, and any remaining questions regarding the NUGGET should be directed to the Editor. Any address changes for the NUGGET should be sent to the Membership Chairman and any changes for the PANORAMA should be sent to PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310. Prospective members may contact the Membership Chairman or any other Board Member for information. DUAL MEMBERSHIP FEE $9.00 ANNUALLY.
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Don Wise
Scott Spence

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The bylaws change voted on in January passed by a margin of 241 votes yes to 75 votes no. This means that Golden Gate Region relinquishes control of Alameda, Contra Costa, and Solano Counties from its region's boundaries and allows the Diablo Region to apply for a PCA charter. All of us on the Board of Directors of GGR wish the Diablo Region best wishes in having PCA National grant them their charter and we welcome them to Zone 7. Several long time GGR members are going to be part of the new Region and we hope all of you will become dual members of Golden Gate.

The Zone 7 autocross series this year will contain 7 events. There will be 3 single events and two dual events in addition to the two day school put on by SVR. Note the date changes specified elsewhere in the NUGGET. A new twist has been added to the series. In addition to the normal competition in car classes, a team competition has been added. The final rules for team competition will be determined on March 24 at the Zone 7 autocross rep. meeting in Sacramento. Some of the various rules under consideration are: no two members on the same team can drive the same car; the team has either 3 men and 2 women or 2 men and 3 women; no more than 2 first place Zone 7 trophy winners from last year on a team; not more than four members on a team from the same region; at least one novice member on each team and team score is the aggregate points of the team members individual score. This concept must be credited to Bud Behrens of Yosemite Region and I think it has great potential of reviving the Zone 7 autocross series. Each event is oriented around some type of social event, so for those of you who aren't into autocrossing yet should try to attend one of these events for the social aspect alone. If you have any input regarding the proposed team series, contact Ed or Marsha Wilson, our GGR Zone autocross reps.

Within our region in March, we have the GGR autocross No. 3 on March 3, a tech session on March 10, the corned beef and cabbage social on March 17. An autocross school in Sacramento on March 24/25, and the Yosemite tour on March 31/April 1. If you have any questions about any of these events, call the event chairperson or any one of the board members. I hope to see you "ghosts" out at one of these events.

TED ATLEE
5:30 am Saturday - who set that alarm for 5:30 am? Oh yeh - autocross .... Did you remember the lugnuts? Get the coffee, dogs fed and out - now where did that 2nd cat get to? Come on, we're late already. I'm driving, you're not awake yet-here, take the thermos. With the moon setting and only stars and the occasional skier for company, a new autocross season has begun.

Nice course, Richard - I think - looks good on paper anyway. With Mr. Stuck directing I'm certain we can make sense of this drawing. Pylons, chalk, it's taking shape. I think that's the sun I see. Unload-change tires - breakfast - 7:45.

1st RUN there appears to be a large 'kink' in this course, first gear for sure! Funny thing happened on the way to the kink however. Very few drivers slowed in time to make the extremely tight left turn followed by the hairpin right turn. The end of the straight continued to receive a generous coating of tire thread donated unwillingly by many who were too hot going into 'turn 2' (the kink). Thanks Richard.

A field of 119 drivers enjoyed a gorgeous sunny, t-shirt warm day. Unfortunately the PA system was out to lunch for the first portion of the runs so the early drivers were spared the usual 'commentary' by the announcer. Thanks to Gary Walton for coming to the rescue with his CB radio. Gary also took TTOD AGAIN (59.3197). What else is new? The course was long, even Gary could barely break 1 minute so only three runs were recorded for most drivers. The largest class was Class Y led by Jon Milledge who turned in a 1:09.195. The competition appears hot in Classes AL and A again this year between Linda Long and Marsha Wilson and their co-drivers, Jim LaMarre and Ed Wilson. Ted and Susie Atlee appeared in their concours-condition red 911SC which usually is set out of the stable only for tours. They both finished first in Class nice run times for a pampered beast, probably the most fun it's had in years. It was Ted's first time on 'street tires' since about 1977. The Atlees zoomie met an embankment at over 100 MPH at Laguna Seca during last year's final Time Trial. Ron Leppke brought out his new toy, a baby/powder blue (glacier) '84 SC Carrera, nicely prepared to take on this years' challengers for the first place trophy. Several new members joined the regular parking lot lunatics. I think they had fun. The gent Bud Behrens took for a ride had nothing bad to say. Come to think of it, he really couldn't talk at all! So much for PR. Congrats to Rodney and Roxanne for finishing in top ten - looks like we have the right pair running the autocross series for '84.

After retrieving the pylons and the rest of the X-stuff, the group retired to the pizza place for pitchers, pies, telling lies and a special surprise. We were treated to some TERRIFIC films of the Time Trials at Laguna Seca provided by Ed Clement. A great amount of the footage was taken from INSIDE the car during practice sessions- WHAT A TRIP!! Ed navigates this track 19 mi.) in about 1:25. For those of you who haven't experienced heading into turn 3 at 100MPH, launching yourself into space at the top of 5, or free-falling thru the corkscrew, this film would give you a few thrills. Now I can't wait for the Time Trials to start in April. Thanks Ed, we loved it!!! No Question about it - This was the MOST OUTSTANDING EVENT of the year (so far).

DIAMND GRL
AUTOCROSS

#2

AUTOCROSS 2. A super day for a super autocross. We had a lot of people show up in the dark to get a low number and set up the course. Many thanks to those who helped set up and take down the course. Special thanks to Robert Stiffler who was my chief measurement man and then 'drove' the airblower around to clean the course. Another special thanks to the Autohaus of Norbert Nieslony for sponsoring the whole autocross series.

In the 912 class, A and AL, it was Jim LaMarre's orange car taking the men's class and Marsha Wilson's green car in the ladies' class. Is this ever worked out ahead of time? Ray and Sara Clements took the 924, C & CL class. In the E class, 914-2L, Larry Wilson squeeked by when Ed Clement found a cone on his last awesome run. Pat Wilson got the EL class. It looks like Terry and Judy Zacccone have F & FL pretty well wrapped up. Class G & GL went to Mike Carlson's Red 911-E. Class H was smoked by Dwight Mitchell with some good competition for the next 3 places. Jim Brooks, Art Seeger and Peter Lemberger in the same 1/2 of a second. Linda Mitchell took HL followed by Liz Stiffler, Porsche Folks (a first timer) and Mary Matoza (a second timer). Ron Leppke took class I in his beautiful new Carrera. Marty Martoza took street zoomy 4 cyl., class J. In Class K Tom Green took Scott Campbell. These are 2 super prepared 944's. Denny Zucchi is doing his job in Class N again this year. In our class, P, Rich took the honors again because I found a cone on the part of the course he set up. Rod and Roxanne are finding the corners coming up real fast now that they have a very potent 6 in their little black pocket rocket.

Matt Ballentine did a real fast 55.371 in class R narrowly beating Darrell Terry in Class U. In class S Mikey Lommatzsch beat Jeff Reitmeir, both driving Jeff's cherry 914.2 in street class. Jeff claims this didn't happen and that no one has ever beat him in his own car. Horn? What horn?

Class W was very close with Felix Oramas taking first. Third place was .217 second slower. In WL Nancy Lee is still smiling and talking to someone called the 'pylon god.' Class Y, our largest class with all those neat looking new cars was taken by Jon Milledge in his conservative showroom stock 944 followed by Dick Petticrew, Bob DeVore and John Hamill, all within the same second.

In Class Z Gary Walton again took TTOD with Bill Newlin 0.231 second behind him. In class ZL Johonna Caslander took Rebecca Newlin. Rebecca had one neat run when she did a nice spin, got a little dizzy and finished her run like it was a rally. The year is getting off to a good start and should have some exciting developments as it goes on. Again THANKS to all

DICK and RICH

P.S. Her name really is Porsche Folks.
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DUMB LUCK

While you're in bed, the early birds are signing the registration list. They are the ones with the low run numbers. By the time you arrive, at 8:29, the registration table is set up in full function and your number is No. 184. Has this happened to you?

Some of us attend autocrosses by coming late, getting two runs, and leaving early. Some of us never know what happens, how it all starts and how it all ends.

If you arrive at 8:31 (after 8:30), you must wait for registration to open again at 9:30, you get a high number, and cannot run your first run until the grid cycles one complete time. This means everyone who registered early will have run twice before you run once.

The day is long, and the competition tough. You need one more run to put it all together.

At 4:45 each car runs in consecutive driver number order. This alternates with the second driver line. The second driver is guaranteed his or her run. At 5:00 the event is over and no new cars are let out. Your dreams of victory turn to dust.

Enjoy the entire day, get there early and on time. And then all you'll need is luck.

Your autocross Chairpeople
RODDNEY RAPSON/ROXANNE TRURO

Golden Gate Region—8
## AUTOCROSS #1 RESULTS

### STOCK CATEGORY CLASSES

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<th>Production Category</th>
<th>Prodigy Category</th>
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<td>S</td>
<td>914-4.20, 914-6, 911 1966-68, 911L, 911T 1969</td>
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<td>Y</td>
<td>928, 930, 924 Turbo, 944</td>
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### PRODUCTION CATEGORY CLASSES

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<td>A</td>
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<td>C</td>
<td>924 (except Turbo)</td>
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<td>D</td>
<td>914 1.7, 1.8</td>
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<td>E</td>
<td>914-4.2.0</td>
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<td>K</td>
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<td>M</td>
<td>4 cylinder (normally aspirated) up to 2030 cc</td>
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<tr>
<td>Z</td>
<td>4 cylinder exceeding Class M, all 6 and 8 cylinder</td>
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### LIST OF DRIVERS

#### A
- Ed Wilson: 1:10.910
- Jim LaMarre: 1:11.193
- Llew Kinst: 1:14.831
- Steve Nieslony: 1:15.120
- Bill Kinst: 1:17.283
- Norbert Nieslony: 1:17.800

#### AL
- Linda Long: 1:14.389
- Marsha Wilson: 1:15.703

#### C
- Ray Clements: 1:11.383
- John Peichoto: 1:11.988

#### CL
- Janine Peichoto: 1:16.498
- Sara Clements: 1:18.647

#### D
- Bob Lain: 1:10.156
- Stan Breyfogle: 1:10.620
- George Neidel: 1:11.730
- Michael Duncan: 1:14.194
- Rob Neidel: 1:17.790

#### DL
- Sharon Neidel: 1:12.497
- Mercy Lain: 1:15.054
- Karyn White: 1:15.958

#### E
- Larry Wilson: 1:06.489
- Ed Clement: 1:07.600
- Gary Dorighi: 1:09.560
- Jeffrey Lateer: 1:10.130
- Wayne Foster: 1:10.720
- Greg Peart: 1:11.250
- Rick Thiele: 1:13.764
- Maury O’Hearn: 1:16.035

#### EL
- Pat Wilson: 1:09.481
- Nancy Dorighi: 1:10.013
- Karen Neidel: 1:15.650

#### F
- Terry Zacco: 1:05.911
- Terry O’Toole: 1:11.481

#### FL
- Judy Zacco: 1:09.435

#### G
- Sergio Meza: 1:11.180
- Graham Chloupek: 1:11.340

#### H
- Dwight Mitchell: 1:06.373
- Jim Brooks: 1:08.056
- Dick Woodman: 1:09.207
- Bob Stiffler: 1:09.617
- Lee McKay: 1:09.962
- Bud Behrens: 1:10.130
- Art Seeger: 1:10.480
- Peter Leinberger: 1:10.790
- Craig Maxwell: 1:22.416

#### HL
- Linda Mitchell: 1:08.943
- Mary Ann Behrens: 1:10.267
- Liz Stiffler: 1:12.594
- Mary Matazoa: 1:16.170

#### I
- Gary Ringen: 1:08.945
- Ron Lepke: 1:11.580

#### IL
- Danielle Maddox: 1:11.019

#### J
- Marty Martoza: 1:09.555
- Glen Renk: 1:10.460
- Jim Martoza: 1:15.147

#### K
- Tom Green: 1:07.835
- Scott Campbell: 1:08.880

#### KL
- Marj Green: 1:09.225

#### L
- Randy Salveson: 1:07.510
- Ron Kafoury: 1:08.840
- Rich Stuck: 1:09.676
- Bill McEvoy: 1:10.510

#### N
- Jim Pasha: 1:13.055
- Denny Zucchi: 1:14.350
- Don Whaley: 1:15.915
- Paul Albert: 1:27.090
- Len Sequeira: 1:27.784

#### NL
- Janet Lanz: 1:19.337
- Leslee Allen: 1:26.310

#### P
- Rich McClelland: 1:04.208
- Dick McClelland: 1:04.252
- George Whitson: 1:09.304
- Don Courson: 1:18.090
- Jim McCulloch: 1:18.440
- Wendy McCulloch: 1:24.567

#### Q
- Rodney Rapson: 1:03.809
- David Colman: 1:03.870

#### QL
- Roxanne Truro: 1:05.821
- Joan Colman: 1:07.920

#### R
- Ray Mascia: 1:07.500

#### S
- Jeff Reitmeir: 1:11.820
- Mike Lommatsch: 1:14.528

#### U
- Darrell Terry: 1:05.103
- Thomas Byma: 1:13.095

#### UL
- Denise Stoffel: 1:10.955

#### V
- Jay Hicks: 1:15.640
- Jack Kuhn: 1:16.555
- Bill Tsai: 1:18.700
- Robert Ponce: 1:20.957

#### VL
- Eve McKay: 1:22.419

#### W
- Ted Atlee: 1:12.720
- Jon Kramer: 1:13.460
- Keith Previte: 1:14.397
- Felix Oramas, Jr.: 1:14.800
- David Anderson: 1:15.980
- Ian Thomson: 1:17.180
- Steven Cavaliere: 1:18.559
AUTO-X #1, Results
continued

WL
Susie Atlee  1:12.668
Nancy Lee    1:16.797
Jan Kelez    1:20.510
Barbara Cummings 1:27.441

Y
Jon Milledge  1:09.195
Jerry Holbrook 1:10.760
Bob DeVore     1:11.370
Dick Petticrew 1:12.010
Jim Gaeta      1:12.960
Phil Zimmers   1:13.970
Michael Dhuey  1:18.010
Mark Robbins   1:18.480
Brian Cameron  1:20.010
Bernard Merkle 1:23.058

YL
Vicki Milledge 1:17.490

Z
Gary Walton    59.397
Bill Newlin    1:01.690
Jerry Woods    1:07.344

ZL
Johanna Caslander 1:04.753
Rebecca Newlin  1:05.270

FUN RUNS
Ray Blow       1:11.950
Sonja Blow     1:13.939

TOP TEN
1.  Gary Walton  59.397
2.  Bill Newlin  1:01.69
3.  Rodney Rapson 1:03.809
4.  David Colman 1:03.87
5.  Rich McClelland 1:04.208
6.  Dick McClelland 1:04.252
7.  Joh. Caslander 1:04.753
8.  Darrell Terry  1:05.103
9.  Rebecca Newlin 1:05.27
10. Roxanne Truro  1:05.821

TOTAL DRIVERS: 119
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<td>Jim McCulloch</td>
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<tr>
<td>Wendy McCulloch</td>
<td>1:11.324</td>
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CUSTOM MAINTENANCE AND REPAIR OF ALL TYPES OF PORSCHE FROM 4-CAM CARRERAS TO TURBO CARRERAS.

ENGINE AND TRANSMISSION REBUILDING TO EXACTING SPECIFICATIONS.

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QUALITY PARTS AVAILABLE AT COMPETITIVE PRICES.

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760 EL CAMINO REAL
SAN CARLOS, CA 415-591-8666

AUTO-X, #2, Results continued

**YL**
Vicki Milledge 1:07.053

**Z**
Gary Walton 52.964
Bill Newlin 53.195

**ZL**
Johanna Caslander 55.287
Rebecca Newlin 55.901

**TOP TEN**
1. Gary Walton 52.964
2. Bill Newlin 53.195
3. Joh. Caslander 55.287
4. Matt Ballentine 55.371
5. Darrell Terry 55.522
6. Rich McClelland 55.768
7. Rebecca Newlin 55.901
8. Dick McClelland 56.014
9. Rodney Rapson 56.820
10. Roxanne Truro 57.003

**TOTAL DRIVERS:** 115

Golden Gate Region—12
WHEELS

Wheels make things go. A Porsche with no wheels, was probably parked in Queens, New York and it won't go anywhere. Time trials need wheels or at least a wheel. For a number of years we had a couple of wheels in the form of Glenn and La Quita Hills, but they wore out and now we have three wheels. The wheels are Rick Bower, Walt Maas, and Glenn Hills. The wheels carry a lot of load, but they need some ball bearings to make things roll smoothly, so that is where all the volunteers and competitors enter the picture. Since all time trials support the wheels, it is good to know something about the 'wheels'.

Rick Bower will be teaming up with Renn Walker in a 59 convertible 'D' to compete in the 'M' class. For the past four years, Rick competed in his 58' 356 hardtop Cab, which is now for sale. He is the current record holder for the 'A' prodified class at both Sears Point and Laguna Seca. Rick will be doing the engine work on Renn's car in exchange for a ride. The car has an 1840 cc engine and wheels around on 8 and 10 inch wide Centerline wheels which should make it competitive entry in its class.

Walt Maas has been around for a few years, and has raced in Datsuns, Speedsters, 91X's, and 93X's. Walt and Barbara, own a 71, 914-6, with a 2.8 liter engine. The car was originally transformed from a street machine to a race car by Dave Bottom. Walt and Terry Zaccone were partners in the car and last year the partnership was terminated so Terry's daughter could go to college. The car has been used for some testing of camshafts and Walt has developed a new 911 cam that will be marketed by Garretson Enterprises. Walt considers the car 'inexpensive' (Barbara probably pays all the bills!) The car has also been autocrossed and shown at concours. Walt has Matthews-Carlson body shop and Garretson's as sponsors. The car runs with a fuel cell, plastic lids and fenders, weighs about one ton, uses stock 911 brakes with 11 and 13 inch wide wheels. Walt's red car is in the 'Z' class which is anything goes and this car goes.

Glenn Hills is the gentleman that you will see at the events keeping things rolling. He and spouse La Quita, trime trial in a 72 911T. That designation is for DMV, but the car is really an 'S' with lots of work involved. The car is yellow and the acronym YPAF is the motto of the Hills. YPAF means, 'Yellow Porsches are Fastest' and rumor is you can get neat tee shirts, and belt buckles from YPAF racing if you help sponsor the car. Many years ago, while bench racing (telling tall tails) Glenn needed to psych Ted Colbert of the Sac region and YPAF was created. (Note the personal license plate). The car is yellow if you can get by all the sponsors, like Ken's Porsche Technique, Hammill Fabrication, Andy Alongi Body shop, Autosport Technology, Rae's Upholstery, Buhler and Associates, and GUSI. YPAF has been driven 160 thousand miles and has been rebuilt 6 times. The car was set aside for time trialing in 1975 and this year with a new trailer, Glenn and LQ will go to the time trials in style. YPAF has a record in class 'H' but has two records in class 'H' ladies. The gentlemen that will be 'running' the time trials this year look forward to meeting all contestants and would be contestants. By meeting Glenn, Walt, and Rick you will meet some real 'wheels'.

DON LANG

YOSEMITE '84 IS HERE!

For those of you joining us at Yosemite '84, March 31 - April 1st, we will meet again at the Livermore Airport parking lot (off Highway 580) Saturday 7:30 am sharp. We will then caravan to the park. If you want breakfast or coffee before we leave, allow enough time beforehand to stop at the Hopyard Road, Pleasanton exit restaurants as there is no restaurant available at the airport.

During the tour to the park, we will have a rest stop in Oakdale for gas, food and whatever else is needed. Once inside the park, we will have a picnic lunch in Yosemite Valley along the Merced River, weather permitting. Bring your own lunch and bring some 'goodies' to share with everyone else, please. For dinner at the Ahwahnee Saturday night, remember there is a dress code for the dining room - no jeans, coats and ties preferred for gentlemen, dresses or dressy pantsuits for ladies. Bus transportation will be provided to and from the Lodge. We will have a meeting room after the dinner for door prizes and socializing - so plan to be there.

On Sunday morning, the Ahwahnee offers an excellent buffet breakfast in the dining room (7 am to 10 am?) at a reasonable price. Sunday will be free to do hiking, skiing bicycling - whatever you like.

Yosemite '84 should be a lot of fun for everyone. Cathy and I look forward to seeing you there.

JACK KUHN

Note: If you have questions or want to be on the waiting list call us 415-796-8041 between 6-9 PM.

NUGGET—13
NEW MEMBERS
John T. Blakney
614 Bean Creek Rd.
Scotts Valley, CA 95066
(408) 438-4247
'83 944

David L. Croom (Jane)
19880 Portal Ave.
Cupertino, CA 95014
'83 944

Robert Getts (Verna)
1137 Grand St.
Redwood City, CA 94061
(415) 365-0243
'58 356 speedster

Rick Guido (Carol)
1372 Rimoock Dr.
San Jose, CA 95120
(408) 268-4905
'78 928

David S. King
615 Channing Ave.
Palo Alto, CA 94301
(415) 328-7084
'80 911SC

Brian H. Kolner
160 Hedge Rd.
Menlo Park, CA 94025
(415) 321-9318
'70 911E

Diane Leon (Ron)
118 Commonwealth Ave.
San Francisco, CA 94118
(415) 668-4466
'84 911 Carrera

Bernard W. Merkle
4942 Avenida de Lago
Santa Clara, CA 95050
'83 944

Keith Previte (AF: Janelle Johnson)
14008 Camino Barco
Saratoga, CA 95070
(408) 867-6179
'83 911SC

Bob Siska (Mary)
705 Grand St.
Alameda, CA 94501
(415) 523-6950
'73 914

NEW DUALS
Jim Sklenar
931 Sumner ST.
Santa Cruz, CA 95062
(408) 427-3216
'70 911T

Victor Van Egmond
21 Seward St.
San Francisco, CA 94114
(415) 861-1622
'61 356B

Garret Walther
(Patti Spooner)
2517 Tolworth Dr.
San Jose, CA 95128
(408) 279-2515
'78 911SC

Peter C.H. Yee (Diane)
1316 Saddlehill Ln.
Concord, CA 94521
'70 911T

TRANFER IN
Guy G. Beyrouti
342 King St.
Redwood City, CA 94062

Douglas A. Keystone
1625 De Anza Blvd.
San Mateo, CA 94403

Michael Lee (Stephen)
1130 Pembridge Dr.
San Jose, CA 95118

Fred Schendorf
131 Sixth Ave.
San Francisco, CA 94118

Bill Towler (Karen)
3516 Pleasant Echo Dr.
San Jose, CA 95148
(408) 238-8157

NEW DUALS
David Anderson
1117 Vienna
Livermore, CA 94550

Ray Clements (Sara)
11369 Volcano Ct.
Gold River, CA 95670
(916) 638-4493

John Clever
P.O. Box 691
Tracy, CA 95376

Herbert E. Cygan
232 W. Alisal
Salinas, CA 93901

Ron Davis
698 Olive Springs Rd.
Santa Cruz, CA 95076-9719

Stephen Douglas
2600 Orchard St.
Soquel, CA 95073-2626

Sharon Evans
2234 Alice St.
Santa Cruz, CA 95062
(408) 475-8329

Ben Garfinkle
890 Birdlover Ct.
LaFayette, CA 94549

Gene Gilpin
2658 W. Sierra
Fresno, CA 93711-1124

Mark Hoffman
1241 Edinburgh St.
San Mateo, CA 94402

Mark Johnson
1 Uccelli Blvd.
Redwood City, CA 94063-2798

Knut Lien
BP Pet Dev Norway
Box 3077, Mariero
N-4001 Stavanger
Norway

TOTAL MEMBERSHIP
1036

The Roster is correct up to addition and correction as of the January NUGGET.

Darlene Swain

14—GOLDEN GATE REGION
TIME TRIALING

IS #3

If one looks at the sport of motor racing, it can be divided into at least three levels. The three levels are professional racing, like the Formula One, amateur racing, like SCCA, and solo racing like time trials or autocrosses. At each level of racing there is a dollar requirement to compete. In the professional series, it appears you need at least a 40 foot trailer to haul your car plus the spares, and a crew of people dressed alike in white shirts and white trousers. The first level is measured in 6 to 7 digit numbers of dollars and is expensive. In amateur racing or level two, you need at least two engines, plus extra sets of tires, and a crew of people with identical tee shirts. The dollars for the level two are probably measured from 5 to 6 figures. In the solo racing you need a car, its nice to have a helper or two that have something to wear, and the money is measured in what you can afford, probably 4 to 5 digits. (New Porsches start at 5 digits.)

There is nothing wrong in being in the third level, for instance many things in life are based on three, like three levels of government, the big three car makers, three time trial chairmen, and also the three Stooges. So being in the third level opens the opportunity for one to compete and be in the parade, rather than on the sideline. Since people who normally get the 'Nugget' own Porsches, they at least know that there is a parade. In buying a Porsche there are probably many reasons, but one underlying fact is the buyer wants a fine car, that's reasonably fast, good handling, and meets their driving skill. After all, any four wheel car does what a Porsche does, namely getting you from point A to point B. Lets consider the skill aspect. With a Porsche, most anyone can move the vehicle from A to B faster than another person in a 'Mack' truck. To improve your skill level, normally means taking chances on the public roads and this is frowned upon by law enforcement. So time trialing is a place to improve your skill and usually no one competes in GGR time trials with 'Mack' trucks. One key item to consider is that the people on the track are very concerned about the appearance of their vehicles and don't want the shapes altered, while in motor sports levels 1 and 2 final shape of the vehicle is number two while winning is number one. Time trialing offers you the opportunity to drive in a controlled environment at high speeds. There is a social aspect of time trialing that gives you the opportunity to 'bench race' with other time trialers and associate with people who enjoy cars for more than basic transportation. You will also have the opportunity to improve your high speed driving and find out does the car make the person or does the person make the car.

DON LANG
Haven't you always wanted a great body?

"Ask for Cecil Beach"

Andy Alongi

Body Shop

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

502 W. Santa Clara St. • San Jose, CA 95110 • (408) 295-0535
ST. PATTY'S DAY
POT LUCK SOCIAL

DATE: March 17, 1984 (what else?)
TIME: 7:00 pm (until you see pink leprechauns)
PLACE: The Commons of Cupertino Clubhouse (see map below)
COST: $1.50 per person plus Pot-Luck item (see below for details)
RESERVATIONS: Please call no later than Sunday, March 11

Back by popular demand - corned beef and cabbage, green beer and Irish coffee! Yes, you too can sing Irish songs, find the pot'o'gold at the end of the rainbow and keep a watch for the elusive leprechaun. We'll gather at the Commons of Cupertino Clubhouse (same location as Activities Day) to begin or celebration of St. Patty's Day at 7:00 pm. Call us by Sunday, March 11 and leave your name, address and phone number, and how many will be attending. On Monday, March 12, we will mail out assignments of what to bring for the pot-luck; if you want to switch with someone, you can call and make the arrangements with that person. Our menu will include:

Corned Beef and Cabbage, Potatoes, Beer, Salad, Bread, Dessert and Irish Coffee!

You're guaranteed an evening of fun and frivolity, games and even door prizes! So kiss your blarney stone for luck and we'll see you March 17.

Janet (O'Leary) Buck and Gary (McDonohue) Nylander

Please Note: There will be NO PCA/GGR DINNER MEETING in the month of March.

[Map of area indicating locations of various landmarks and directions to the Commons of Cupertino Clubhouse]
Porsche to Set Up a U.S. Distribution Network

STUTTGART, West Germany—Porsche AG of West Germany intends to set up its own dealer network for the distribution of Porsche cars in the U.S. after ending sales of its models through Volkswagen of America Inc., according to sources close to Porsche.

Volkswagen of America Inc., the U.S. subsidiary of West Germany's Volkswagenwerk AG, reported over the weekend that Porsche intended to end its sales through Volkswagen in the U.S. by Aug. 31, when current contracts expire.

Porsche spokesman Manfred Jantke declined to say how Porsche planned to distribute its cars in the U.S. He said the company would issue a detailed statement on its plans "in a few days."

Porsche sold about 22,000 cars in the U.S. last year, ranging in price from $20,000 to $45,000.
The February Board meeting was held at the Wise/Winter home. All the regular board members were present. Guests were Joan Sanders, Rick Bower, Olga Weins, Walt Maas, Barbara Maas, Susie Atlee, Snookie Arolla, Dale Dorjath, Ron Trehon, John Clever, Ray Blow, Sonja Blow, and Dennis Winter.

The meeting was called to order at 7:18. First item on the agenda was the approval of the minutes. Corrections and additions were to be made to January's minutes. These corrections included listing LaQuita Hills as a member of the committee to count the bylaws amendment ballots. Janet Buck also conducted a phone poll of the board in January to approve her budget for activities day and the approval of the appointment of Bill Patton as Sponsorship Chairman. Other appointments that were approved by the board during activities day were:

1983 Scrapbook - Joan Sanders and Shirley Neidel
1984 Social Chairman - Karen Towler
Safety Chairman. There will be an autocross team concept used in the Zone 7 autocross series this year.

As a result of the Zone 7 President's meeting, some calendar changes will be necessary.

June 2 -- Tech Session
June 3 -- Zone 7/LPR Autocross - Pleasanton
June 9 -- Zone 7/Redwood Region Autocross - Santa Rosa Airport
June 23/24 -- GGR Tour

It was also mentioned at this time that the Laguna Seca track rental has gone up by $800.

Ted informed the board that Mary Ann Behrens will be in charge of scoring the Zone 7 autocross series for 1984. Other Zone 7 workers include Bud Behrens writing the NUGGET articles and Glenn Hills will be Zone 7's safety chairman. There will be an autocross team concept used in the Zone 7 autocross series this year.

NUGGET

Barbara Cummings gave the NUGGET report. She wanted to remind everyone that the 5th of the month is the deadline for submitting articles to be published for the following month's NUGGET. This also includes NUGGET ads. All ads must be copy ready by the 5th. Barbbaa will start including the page numbers of the articles that correspond to the events on the back cover calendar.

Vice-President

Janet Buck gave the Vice President's report. Janet has gone through old documents and has thrown out release forms that were older than 7 years. Janet also asked for the counties that will be included in Rodney Roadster Rural Ramble for insurance purposes.

Olga Weins, Publicity Chairman, will contact all event chairmen to get event information. She is trying to get a publicity program going with the local newspapers.

Treasurer -

Sharon mailed the board the Treasurer's report prior to the meeting. The board accepted the report without amendments.

Goodie Bag -

Snookie Arolla reported that the Goodie Bag sales for January were $210.13 including sales tax. Snookie has found a new vendor for name badges. She presented the board with samples. The charge for a name badge from the new vendor will be $2.00 including tax. The board approved the new vendor. The monies received and paid out for name badges ordered in 1983 will be kept with the 1983 accounting.

Competition -

Terry Zaccone reported there were two time trial changes. One change is that the costs for the Laguna Seca track rental has gone up by $800. A new budget will be submitted. The other change is the date has been changed from October 6 and 7 (because of track unavailability) to September 29 and 30 for Time Trial No. 5. Terry also brought up the fact that a new public address systems was needed. He priced one at Radio Shack for $79 and asked the approval of the board to purchase it. The board agreed to include the public address system in the autocross budget. It was also mentioned at this time that all event waivers must be turned in to the Vice President.

Social

Sonja Blow reported that Stephanie Home has reserved Borel's in San mateo for the April 14th dinner meeting. The budget will be submitted at the next board meeting.

Membership -

Charlie Arolla reported the membership was up by 12
MINI MINUTES

for the month of January. The total membership for GGR is 1,036 members. The board approved the membership report.

Charlie gave a report on telephone hotline number for club events. This will be reviewed again after the total financial position of the club is established.

Charlie suggested for the ease of record keeping and billing that dual members be billed on a yearly basis starting in July. He will set up a system where they will be billed next month for dues up and through June of 1985. Charlie will calculate the charges owed on an individual basis and the bill will be pro-rated. The dual member fee works out to be $.75 a month. This will prevent late renewals from being dropped from the membership lists. The board approved this billing system.

Charlie is in the process of setting up a new member meeting for March.

Old Business -

Calendar -

Janet submitted the activities calendar to the NUGGET. The changes to that calendar were stated at the beginning of the board meeting with one additional change in February 1985. The whale watching tour has been moved to the 23 and 24th of February because the original date conflicted with the Crosby golf tournament. The board approved the calendar with the noted changes. The tour chairman and the time trial chairman will resolve the date conflict for September 29 and 30.

1983 Financial Report -

The review of the 1983 financial report shows:

Accounts Receivable - $4,235.26
Accounts Payable - $4,282.32
Barbara Maas and Sandi Candlin are auditing the 1983 books.

Diablo Region Report -

Ted Atlee reported that the bylaws proposition to relinquish the three counties (Alameda, Solano and Contra Costa) passed by 241 for and 75 against.

John Clever submitted a letter from Diablo Region releasing any or all financial assets of Golden Gate Region. This procedure was set up by National for a startup of any new region which includes territory once held by another region.

Ted will formulate a letter by the 10th of February to Diablo Region verifying the relinquishing of Alameda, Contra Costa and Solano Counties for the formation of Diablo Region.

Golden Gate Region - 20

A motion was made and unanimously passed by the board to endorse the Diablo Region.

Chairman Appointments -

As of this date, chairman have not been appointed for the 1984 scrapbook, 1984 concours series, pit crew and swap meet. Valerie has some chairmen for individual swap meet and concours events but not for the series.

Procedures Manual -

The review of the procedures manual was delayed because of time constraints of this board meeting.

Budget for events in the next 60 days -

Budgets were submitted and approved for:

The 1983 Scrapbook
The St. Patrick's Day Social
New Member's Meeting

The 1984 Christmas dinner budget was submitted and the deposit was approved for the Pinehurst Inn.

Storage Locker for GGR -

Charlie Arolla reported that he has checked on storage lockers for GGR.

The storage locker issue was tabled until a later date depending on the Club's financial position.

Bylaws Committee -

The board approved four people Janet submitted to make up the bylaws committee. The members of the bylaws committee are:

Ron Trethan
Dick Petticrew
Susan Griffiths
Cindy Carroll

Inventories -

The board received the inventory lists for rally, goodie bag, pit crew. Inventories still outstanding are membership, NUGGET, time trial and autocross.

Budgets -

Budgets for the 1984 year were turned in by the board and event chairman. Only budgets still outstanding are those series events that have no chairman appointed.

The March board meeting will be at the Zaconne residence, Tuesday, February 28th.

Meeting adjourned at 11:35 pm
Respectfully submitted, Sue Ann Wise, Secretary
WE PREPARE WINNERS!

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

Apex is Your Chassis Specialist.

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TORSION BARS • SPECIAL COMPONENTS • SPOILERS •
PRECISION WHEEL ALIGNMENT & WEIGHT SETTINGS •
HANDLING PACKAGES FOR STREET CARS & TOW VEHICLES •

(408) 243-2260

2545 KEYSTONE AVENUE, SANTA CLARA, CA 95050
Dave Bottom — PCA GGR Member since 1974

CLUB MED

It's not too late to sign up for the Club Med - Ixtapa, Mexico trip that you read about in your February
newsletter. The date has been tentatively firmed to June 23-30, but if enough of you can agree on a
different date, this could possibly be changed.

For those of you among us who are single, or who don't
have children -- please don’t think you are excluded
from this trip. Club Med has lots of things for everyone,
not just the kiddies. These include, to mention only a
few, a nightly cabaret shows, dancing, meals that
would make a gourmet weep with pleasure, enough
sports to exhaust you for a month, and we hear there is
even a bar for those times when the thirst becomes
overwhelming.

Costs are still unknown exactly, but it is estimated to be
what we mentioned before: $950 each adult, $350 each
child ages 4-7, and $600 each child ages 8-11.
Remember, this includes air fare, all meals, all sports,
all instruction, the mini-club for the kids, membership
fees, transfers, etc.

June marches closer all the time, so don't hesitate any
longer. Contact Dale and Neda Dorjath at 408/997-0914
or write to them at 6079 Burnbank Place, San Jose, CA
95120; or call Valerie Blanchard at 408/371-4900
(days). We will send you a flyer with more information
and pretty pictures.

WANTED

100 or so Porsche Pushers
looking for cheap thrills

WHERE: Pleasanton Fairgrounds
WHEN: March 3rd, 1984
WHY: It's Orgasmic
WHAT: GGR AX #3
WHO: Darrell and Denise 408/448-7799

If you're into kinky stuff, don't miss it!
Goodie Bag Manager Snookie Arolla is happy to announce that she has received (finally!) nametags ordered by GGR Members over the last few months. The following GGR'ers have nametags waiting for them in the Goodie Bag:

Paul Albert
Leslee Allen
Terry Allen
Joseph Allen
Bob Ashford
Sandy Christensen
Juana R. Colley
George Currie
Lawrence Durham
Alia Fitzgerald
Andy Fitzgerald
Dara Fitzgerald
Scott Fitzgerald
Sue Gellerman
Butch Green
Liz Green
Ursula Grunfeld
Carol Guido
Rick Guido
Brian Hogan

Nancy Hogan
Dave Howard
Joan Howard
Michelle Kay
Pete Kay
Lou Kimble
Doris Knight
Victoria Kramer
Paul Lee
Paul Lee
Nellie Lee
Ron Love
Bob Marx
Judy McCoy
Warren McCoy
Janine McDaniel
Sue McKinney
Larry McQuown
Sandy Molinari
Charlie Moore
Kris Moore
Robin Ornellas
Berta Reid
Tony Reid
Robert Reid
Sarah Reid
Rob Scheibe
Stan Schneider
Wayne Seel
Stan Schneider
Gail Snasdell
Greg Snasdell
Bill Towler
Karen Towler
Rene Vierra
Dave Vierra
Becky Way
Vi Westbrook
Wes Westbrook
Catherine Williams

---

**TECHTIPS #11**

**CLUTCH DISC**

911SC's from 78 through 81 were delivered with a rubber center clutch disc. The latest disc is now spring loaded and fits all 911's from 72 on up. Part number is 915,116,011.18. This one will not "explode" in 30,000 miles.

*Technique: Full Service Maintenance*

**KEN'S**

**PORSCHE TECHNIQUE**

130 E. Sunnyoaks Ave., Campbell, CA 95008 • 408/379-3220
CRAB

This is one of my very favorite events! My family and I have attended 11 out of the 12 CRAB's and have enjoyed every one. CRAB is second only to the PARADE as a premiere event.

CRAB is a multiregional weekend event put on every year by Sacramento Region. It stands for Crab, Rally, Autocross, and Booze (or Begegrung). This year, CRAB starts Friday night, April 27, with registration and partying at the Headquarters which is the Red Lion Inn in Sacramento. Saturday is a big day. The big CRAB autocross goes on all day. The day is divided in four sections and you run in the section you sign up for. Also during the day Saturday, there is a Funkhana which you run anytime during the day. In the evening, after the extensive cocktail hour, there is the CRAB dinner. If you like crab, you'll like CRAB! Sacramento Region buys about 800 lbs. of cracked crab for the 100 to 250 people. If crab is not your favorite, there is also spaghetti, garlic bread, salad, meat sauce, and all the trimmings. Wine is provided (whatever you need). After this tremendous dinner, the trophies for the Autocross and Funkhana are given out, in addition to many impressive door prizes. After that, there is dancing until the wee hours. This is a genuine major blast!

Sunday morning, for those who can move, there is the CRAB Rally. This is a 4 to 6 hour rally, not too hard, but entertaining, which takes you through the flats and foothills around Sacramento. The Rally ends at some park, where everyone enjoys a Beer and Bratwurst feed. While people are filling up, the Rallymaster compiles the results, and then the Rally trophies are given out on the spot.

That's all there is. It's quite simple, really. Just don't eat or drink for a couple of weeks before, get 12 hours sleep every night, and dive in. You should recover in, say, a week, at most!

TERRY ZACCONE

For a CRAB Registration Form, see your Jan. or Feb. NUGGET, or send a self-addressed, stamped envelope to the Editor and I'll get one to you.

WATCHING EM BUILT

Anyone thinking about touring the PORSCHE factory in Zuffenhausen, just outside of Stuttgart, should read on. Reservations are required and should be made well in advance of their arrival in Germany. When I arrived at the factory I was told that their tour bookings were full for the next thirty days. The fact that I had recently purchased a new PORSCHE was also no help at all. The number to call for Tour Reservations is 8203-384.

DENNIS NOON

NUGGET—23
TIME TRIAL LICENSE RENEWAL

When you send your $5.00 license renewal fee to me, please write your car/driver's **competition** number on the check. There are some 2-digit numbers available - please call if you are interested in changing your number. Please indicate if you require a 1984 Autocross-Time Trials Rule Book.

Danielle Maddox
1072 Echo Dr., Los Altos, CA 94022
415/948-9025 (leave message after 4 rings)

TECH SESSION

Tech session on Time Trial Preparation to be held at Andy Alongi's Body Shop on March 10, 1984. For further information contact Carol Kleindienst at (408) 295-0535 - days.

Anyone interested in forming a volleyball team to challenge the board to a game at the family picnic, please contact Shirley Neidel 408/225-8103.

ROAD WARRIOR 3000
Cross Country Race
All Interested All Cars

For more information, call: Greg Simms 408/997-3613, Keith Previte 408/867-7381.

BED and BREAKFAST

Anyone with a spare room that can accommodate a fellow PCA-er for a night or weekend, please contact Shirley Neidel at (408) 225-8103.

The next Board Meeting will be on March 27, 1984 at the Dave and Valerie Blanchard's Home. The address is 795 Duncardine Way, Sunnyvale, at 7:00 pm sharp! B.Y.O.B. Please call 408/735-0877 for directions.

See you there!
A new category, team competition, will be included as part of the 1984 Zone Seven Autocross Series. The objective of this innovation is to stimulate more participation in the series and, at the same time, to add an element of competition that does not promote inter-regional rivalry. Furthermore, the team concept provides an opportunity for a novice drive to win a trophy for his or her contribution to the winning team.

The following regulations, all subject to revision or modification by the Zone autocross committee, apply to team competition:

1. Each team shall consist of two men and three women or three men and two women, all of whom must be primary, family or affiliate members of a region within Zone 7.
2. Each team shall consist of five different cars with no two team members driving the same car on the same team. (For example, a husband and wife may not be on the same team.)
3. No more than four drivers on a team may be from the same region.
4. Each team may include no more than two first-place Zone 7 trophy winners from the previous year.
5. There is no limit to the number of teams, but a driver may be a member of one team only.
6. Four of the team cars must be some combination of the stock or production classes. (This means there can be no more than one "zoomie" in each team.)
7. Substitute drivers for absent team members will not be permitted.
8. Each team must include one novice driver. ("Novice" applies to a driver who has had no more than one year of autocrossing experience and has never won a trophy for autocrossing.)
9. All of the 1984 zone 7 autocrosses will count; there will be no drops.
10. Each team's score at a given event shall be the total of the class-place points that individual team members earn from their regular timed runs. For example, a driver who earns second place in class would receive 16 points, and those 16 points would be credited to the team score.
11. There will be no scheduled run time for team competition. (If you are anxious to know how your team scored at an event, you'll have to stay around until the end of the event. Otherwise, you'll have to wait until the results are delivered.)
12. The team that has accumulated the greatest number of points at the end of the season shall be the champion, and each team member shall receive his or her own trophy. The number of teams to receive trophies shall be determined by the Zone representative.

It is hoped that this team competition will add some vitality to the series, and if the idea appeals to you, it might be a good idea for you to start rounding up team members. Team registration will be at the first Zone autocross in Stockton on May 12.

As a prelude to the 1984 Zone 7 Autocross Series, Sacramento Valley Region will conduct a two-day autocross school on March 24 and 25, with the site being "Splinter City", a very large paved area adjacent to McClellan Air Force Base in Sacramento.

Last year's school was filled to capacity, and because a large number of students is anticipated again this year, there is a need for qualified instructors. Dwight Mitchell, "headmaster" of the school, would like for any of you "old shoes" out there to contact him and volunteer your services as instructors.

Past experience has shown that too many prospective students delay sending in their applications early and wind up on a waiting list. If you want to ensure your enrollment at the school, send in your entry as soon as possible.
SACRAMENTO VALLEY REGION - PCA INVITES YOU TO...
MARCH 24 & 25

...a two day — Zone Seven
AUTOCROSS SCHOOL
"SPLINTER CITY" SITE—McCLELLAN AFB
WAT AVENUE NEAR I-80
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**SPRING FLING**

Plan to come to our Spring Dinner Meeting

GOOD FRIENDS
GREAT FOOD
GORGEOUS VIEW

Remember -- Saturday
April 14, 1984

See April NUGGET for details

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**HELP!!!**

Due to unforeseen changes in policy with Laguna Seca Raceway, we need someone who is willing to volunteer to drive their van to the two Laguna time trials this year. The van will be used for showing new students the track and to put out track equipment. If you can help, please call Rod 408/257-1174 or Roxanne 408/773-1655. Thank you -- Track Preparation Steward.

NUGGET—27
1984 EVENT CALENDAR CHANGES

As promised, we have some changes on the 1984 calendar. The April 10 pit crew has been cancelled. The 2-day tour previously scheduled for June 2/3 has been moved to June 23/24. In its place, we have a tech session on June 2 (moved from June 9) and a Zone 7 autocross on June 3 at Pleasanton put on by Loma Prieta Region. (Are you still with us?) June 9 will be a Zone 7 autocross in Santa Rosa by Redwood Region, followed by their “Casino Night” social. The February 2/3, 1985 2-day tour (whale watching) has been moved to February 23/24, 1985 (we forgot about the Crosby Golf Tourney in Monterey).

Remember - we still need your time and talents to put on events. If you want to participate (it really IS fun), give a Board Member or Chairperson a call and we’ll tell you where we still need help. There are plenty of “veterans” around to guide you, so don’t be shy about volunteering. Thank you.

JANET BUCK

The 2-day tour scheduled for September 29/30 and the October 6/7 time trial at Laguna Seca are currently undergoing consideration for date changes due to a change in track availability at Laguna Seca. The board will be making a decision on this at the next board meeting.
WANTED

Pair of 911 struts with wide bolt spacing for "S" calipers. Four 15" race tires. Richard Sutcliffe, days 415/545-2602, eves. 415/284-1729

Valve covers for 1969 911S 2.0. Must be in excellent condition, no corrosion or warping, etc. Send info or call Robert Ponce 408/733-0665 after 6:30 pm.


FOR SALE


1977 911S yellow/cork 48,000 miles (speak for itself), new XXW's, 7" alloys, new European fuel distributor, factory installed and delivered 731 ring and pinon, 11 blade fan, recent service, AM/FM cassette, Love sound system, lowered, asking $15,000. JIM GAETA eves 415/462-5320 or BOB DAVES 415/846-6489.


Tire sale: 4 brand new Comp T/A 205/55-16, never mounted, $295.00 set. 4 Comp T/A 205/55-16, never run, shaved for competition/testing, $100.00 set. 4 Goodyear NCT 205/55-16, only 3,000 street miles, $245.00 set. Tom Green days 408/736-9020.

Early 914/4 struts, '75 914 bra, stock torsion bars. Cheap! Cheap! Cheap! Rod 408/257-1174 or Roxanne 408/773-1655.

914 1.7 motor. Complete; everything included, ready to plug in. Immaculate, meticulously maintained. Very low mileage at record speed. Excellent for time trials or everyday street use. Rod 408/257-1174 or Roxanne 408/773-1655.

Set of 4 7x15 chrome slotted rims w/new metal valve stems; $100.00. Sergio Meza 415/791-5999 (message).
Engine needs work 750.00; Electronic ignition board 90.00; 4½x15 chrome wheels 20.00 each; 5½x15 chrome wheels 20.00 ea; 5½x14 alloy wheels 50.00 ea; 6x15 alloy wheels with Dunlop sport super vtires 800.00; Scheel seat $150.00; 356 Steering wheel 60.00; 911 Abarth muffler 20.00; Becker stereo radio 50.00; Also misc MBZ body parts etc. All offers considered. Phil Grosskopf 415/937-0699.

1971 914-6 Race Car. PCA/POC X Class, SCCA Super Production. Full roll Cage-SCCA registered with log book. Fresh 2.5 liter engine, 2.7 case and heads (ported & relieved), large valves, Aries pistons, Elgin ground cams, solid lifters, solid tensioners (all magnaflxed and balanced). Bosch mechanical injection, 3 liter starter, aluminum flywheel, bronze clutch, 901 side shifter transmission, welded spiders. 2 seats with full harness, Momo wheel, fuel gauge, marine battery case. Fiberglass 10” front and 13” rear quarter panels, air dam, rocker panels and wing with oil cooler and Troutman thermostat. 914-6 factory engine mounts, oil tank, engine sheet metal and rear flanges. 911S suspension (struts, calipers, vented rotors, master cylinder). Steel brake lines, 180 lbs springs, Bilstein shocks, solid bushings, reinforced body and trailing arms, 22 mm torsion bars. 3 full seats 10”x15” front and 12”x15” rear wheels (BBS, vented centerline and centerline). Super traps and mufflers. Dual axle IRD trailer with electric brakes. Spares include full interior, 2.2/2.4/2.7 heads, cranks, rods, barrels, pistons, cams, 2.7 injection system, CD unit, coils, car cover, 4½” steel wheels and radial tires. $12,000/offer - all or part. Norb WItt 408/356-0866.

1966 911S known as GARFANG is for sale. $14000.00. Newly rebuilt engine and transmission. Many extras. Contact the Neidels if you are interested and they will have Gary Sanders call you.

1983 944 WPOAA0942D458011 guards red, black leather, Ungo, choice of tire wheel combination, asking $21000. Bill Patton 415/530-0609 eves, 828-9200 days.

1964 356 SC white w/red interior. Completely restored throughout. Concours trophy winner with S.C.C.A. and P.C.A. This beauty also holds the course record at Laguna Seca and Sears Point for class N, PCA GGR time trials. $19,700.00. Norm Bianchi 415/951-1347 days, 415/573-6750 evenings.

1 set new matched 912 connecting rods. $165.00. Bob Neal 415/949-1536.

“Proven” rolling chassis, 1973 914 — 914-6 oilbag, to many tricks to list, currently holds lap records for riverside. Long & Short Course and Willow Springs. Set lap record early ’83 Laguna Seca (M class) includes side shifter transmission, 10” front and 12” rear centerlines. Compare to what this chassis would cost you to build and what’s available. Make offer. JIM GAETA eves 415/462-5320 or BOB DAVIES 415/846-6489.

4 BBS wheels. Audi, Rabbit, BMW bolt pattern- with slightly used Pirelli P-6’s. $555. RICK BOWER 415/856-6300 w, 415/854-4782 h.

30—GOLDEN GATE REGION

4 early polished 6” alloys, with 205 60 VR 15 Fulda Y 2000’s, less than 1000 miles. Will fit all 911’s, 914’s etc. Will sell tires or wheels separately or as a set. John Hawkins 415/359-0542, after 6 pm.

1973 914/4.2.0 — converted to 914/6 suspension. Alloys fully prepared for time trial (Class EP), interior immaculate, complete engine rebuild 20K miles, 911 gauges. $8,500. Dale Dorjath 408/997-0914 after 6 pm.

914 1.7 engine - cheap; 912 crank & flywheel - exc. cond.; misc. 356/912 cases, rods, cans, heads, manifolds, sheet metal; grey leather interior from 356C; pre-“A” 16” wheel trim rings (5); “A” & “B” gauges; “B”; 912, 911, 914 steering wheels; Whistler radar detector; Craftsman 1/3hp compressor; 6 amp battery charger; 1972 911T coupe. Details in last month’s NUGGET. Price negotiable. Much, much more. Michael Duncan 415/969-3571.

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**Coming Attractions**

**MARCH**

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10  Tech Session/Kleindienst - Page 24
17* Social - St. Patty's Day Celebration
      Buck/Nylander - Page 17
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31* Tour - Yosemite/Kuhn - Page 13

**APRIL**

1   Tour - Yosemite/Kuhn - Page 13
3   Time Trial Tech/?
7 & 8 Time Trial/Laguna Seca - Page 18
14* Dinner Meeting/Home - Page 27
15  Concours-Swap Meet/?
15  Tech Session/Kleindienst
21  Autocross #4/Petticrew
24  Board Meeting/Buck

* Reservations Required