Ten GGR PCA'ers with two guests attended the 11th Annual Highwaymen Poker Rallye in Santa Rosa on February 13th and 14th. It was a great week-end as usual. Saturday afternoon the registrants were taken on a tour of the Korbel Champagne Cellars in Guerneville, and in the evening there was a dance in the Luther Burbank Garden and Art Center. Sunday morning the Highwaymen cooked breakfast for the 92 drivers and navigators. The rallye got under way at 9:45 AM. The rallye route led generally NE over the mountains into Napa County, through Pope Valley, a lunch stop at Lake Hennessey, back into the Valley of the Moon and ended late in the afternoon with a victory dinner at Sonoma Joe's on Hwy 101 near Fetaluma.

PCA guests and members collected their share of the trophies. The Mowerys won a special trophy for the best-placed Porsche. The Collins were awarded a trophy for the best poker hand in one of the suits, and Marion Rowe's sister and brother-in-law received the award for the third-best poker hand overall. Three bottles of champagne were also awarded to GGR members. The Sorry Safari club took the team participation trophy for the second year in a row, and PCA and the Thunderbird Club tied with ten cars each for the second time in a row.

DON LOLLICH

Through the good efforts of Dick Knight, we have instituted a new award program for fun. Those of you who got to sit in the Coffee Shop at the February 13th meeting may have seen the beautifully mounted World War I officer's helmet. This trophy will be awarded by acclamation to the member who by some means of driving notoriety is deemed to have need of such recognition. The member receiving the award will bring it to each succeeding meeting until he or she finds someone to take over its possession. The only penalty is that each recipient will have to pay for their own engraving.

Mainly because we had to have someone to give it to to start the program, the trophy was awarded to our esteemed president, Paul Scott at the last meeting. Fortunately, Paul only had a 57-cent name. Just wait till Les Feuerstraeter gets it! WOW!

We understand that Al Collins could have been a winner for this award: he hit a horse with his Porsche, and the horse walked away. Many dollars damage to Al's car, of course. See what you could have won, Al, if you'd become a member of PCA? There are untold and unforseen benefits to be had with the membership. A word of warning! Watch out that you don't bump a police car, or have a flat without a jack, or something equally silly, for BIG DADY (Paul Scott) will be watching to give you the HELMET!!!
The activity program is an honor program, and results in the presentation of an annual banquet. Like West Point, Annapolis, and the Air Force Academy, each one is on his honor to report all sports car activities in or out of the club in which they may participate. For instance, since the January meeting there have been two autocrosses, which, by attending, one could get one point each. Placing in these events would get you more points.

If you had been to the color committe meeting at the Grannis' home, you would have another point. Maybe an article to the Nugget, and you have two more points. Did you attend the tech session at Bill Arnett's? There's another point. You have another point if you stayed for the after-meeting event. Of course, you get a point just for attending the meeting, and if you sponsor a new member, there are a healthy four points allotted for this activity.

The folks who help to put on an event such as the Gimmick Rallye will get points and so will the those who run it. And if you're fortunate enough to place among the winners, you get more points in which you report at the next meeting. A typical entry on the activity sheet next month should look like this:

**ACTIVITY**

**Points Standing**

**Men**

1. Dick Knight 16 pts.
2. Stu Grannis 12
3. Jim Price 9
4. Paul Scott 9
5. John Fitzgerald 7
6. Lou Marable 5
7. Arlen Biggs 4
8. Joe Reitmir 4
9. Karl Keller 3

**Ladies**

2. Carole Scott 8
3. Barbara Jones 6
4. Norma Grannis 5
5. Mary Ann Reitmir 4
6. Vaden Biggs 3
7. Jean McClelland 3

**George McClelland**

**Lost & Found**

If you misplaced either of the following items at the February dinner meeting at the Cabana, please contact Paul or Carol Scott at 264-5589, 1598 St. Francis Drive, San Jose:

- A pair of ladies' black kid gloves.
- A small zippo-type lighter with a green emblem.

The dinner meeting at the Cabana Hotel February 13th brought out the largest attendance of the season to date. Dave and Sue Hancock, our trusty treasurer guardians reported that 195 members and guests checked through the ticket line. If you didn't get in, it was crowded at that meeting, you were very right. It's unfortunate that a large attendance like this couldn't fit in a banquette room such as the Galileo or Rickey's we might have been better able to seat everyone at one of those restaurants. We are very fortunate that we were able to accommodate everyone at the Cabana Hotel meeting. We committed the club treasury to 125 reservations. Based on recent attendance, knowing that the Santa Rosa event we wrote about was a weekend event was being attended by eight or ten of our members, and that it was a holiday weekend of sorts (Spring and Lincoln's birthday), we thought possibly we were extending ourselves a bit at the 125 figure. But all of you wonderful, unpredictable Golden Gate Region members and guests really proved that it's almost impossible to estimate meeting attendance with any accuracy. One thing we sincerely request is that you make dinner reservations in the near future for some of our dinner meetings because of an occasional overcrowded one.

At our board meetings, we have been working with another problem concerning the dinner meetings. That is the "case of the diminishing menu." We have had many complaints about this. Members tell us they would prefer something other than an average weeknight dinner. Some ask what has happened to the steak entrees we used to get. Others say they feel that the Saturday night out and they would like a dinner commensurate with the occasion. We have held the $4.00 dinner line for a long time. We would like much more to continue holding this line, but there is a limit to everything. We all know how dinner prices have been rising during the past 10 months. Let's go back to our dinner price for a moment. The $4.00 tab we've been enjoying includes the tax and tip, take the tax and tip out, and we're in the $3.90 roast beef-swiss steak column. You might very well say, "I know of a number of places that can get a better selection than that for $3.90." This is true, and I like to patronize these restaurants myself. There is just one problem. These are small to medium family restaurants, as a group, operated with low overhead, in many cases family operated. Very few of these have banquet rooms, or the personnel to handle a group of 100 or more and still serve their regular customers. None have to go to establishments that have the banquet rooms, kitchen facilities, and personnel capable of handling large groups, and this forces us into a higher bracket. When Frank Granata scheduled our March dinner meeting at the Villa Peluso (formerly Villa de la Paix) in Oakland, he informed him that since they had not given him advance notice, they would serve their usual dinner steak entree to our group which last time at the $4.00 figure. This information "put the clincher" on our board meeting debates. After our March meeting when the good people at Villa Peluso told us the their last dinner steak at $3.90 plus tax and tip, we will be scheduling dinner meetings with steak entrees at about $4.30 plus tax and tip, totaling out to $5.00, whenever desired dinner entrees are available at less than this price, take advantage of the opportunity. So watch the dinner meeting notices in our BULLETIN. If you know of a restaurant that can handle our dinner meetings, that will provide dinners our members desire for less than the above prices, please let Frank Granata know about it.

Thank you,

PAUL SCOTT
**For Sale**

**1961 Super 90 engine, except has Zenith carburetors, completely overhauled to stock specifications or will modify to your requirements (balance, polish, port, cams, etc.).**


**1957 Normal coupe. Maroon with Michelin X tires and nerf bars. $1500.**

Larry Mitchiner...297-4979.

**1964 356C red coupe with black interior. Excellent condition, 11,000 miles. Make offer.**

George Malendag, 276 Mahoney Drive, San Jose. 291-3218.

**Halda speed pilot for rallye enthusiasts. Brand new with adaptors for 356B Porsche. $80**

Lou Beckworth, 1136 Los Trancos Rd, Menlo Park. 851-0862.

**Christophorus Porsche Calendar, $3.50.**

Karl Keller, 4539 Grimsby Dr., San Jose. 379-4295.

**Factory muffler for 356B or C, with tail pipes. $40.**

Joe Reitmeir, 1800 Marcich Way, Mt. View. 948-6263.

**Three 15" wheels, $12 each.**

Joe Reitmeir, 1800 Marcich Way, Mt. View. 948-6263.

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**OFFICERS**

**PRESIDENT**

PAUL A. SCOTT, 1558 St. Francis Drive, San Jose

264-5599

**VICE-PRESIDENT**

FRANK GRANATA, 217 San Carlos, El Cerrito

520-1351

**SECRETARY**

JOHN JENSEN, 14 Garden Court, #6, Belmont

593-1951

**TREASURER**

DAVID HANCOCK, 17446 El Rancho Ave., Monte Sereno

356-5364

**ACTIVITIES**

GEORGE NEIDER, 50 Torrey Court, Morgan Hill

779-3012

**MEMBERSHIP**

RICHARD KNOTH, 1469 Hubbard Ave., San Leandro

387-2816

**TECHNICAL**

WM. D. ARNETT, 15330 Kittredge Road, Saratoga

867-0993

**NUGGET EDITOR**

ANN KELLER, 4539 Grimsby Drive, San Jose

379-4195

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**Nuts & Bolts**

Congratulations to Bob Sheldon! He's the proud holder of SCCA national driver's license #1. Good luck, Bob, we're proud to be associated with you.

Another winner-in-our-midst is Joe Reitmeir, who took top overall points in NCSCC autocross competition last year in his mighty (?) VW! Three cheers! Visiting the February meeting we saw Disk and Rowena Alcock, ex-members who've been extremely scarce lately. Latest news with them is that Rowena recently blew the 990 engine in their '57 coupe. Oooh, that smarts!

The Frank Granatas are the proud parents of a 7-pound 1 ounce baby boy, born January 29, 1965. Congrats.

George Paige suggests that it might be possible to get together a group from PCA-GDR to tour to the 1968 Olympics in Mexico City. He proposes that, if arrangements are made sometime next year, we might be able to rent an entire apartment building for the duration of the games, thereby saving a considerable amount on accommodations. All those with comments and suggestions, please let us hear from you!

If you'd like to see more "gossip" in this column next month, how about donating some!
Several known failure cases of the Porsche seat back attachment have formed the basis for this discussion. The hinged supports for the back rest each have three counter-sunk holes for 6mm oval head screws attaching to captive nuts on the inside of the metal frame of the back rest. These screws, loosened for periodic removal, bear the forces applied by the driver and passenger in normal use. The method used by Reutter in attaching these captive nuts consists of two spot welds. The difference in thickness between the nut and the frame material is so large that, more often than not, a "burn" weld occasionally occurs. If this nut is not sighted, the pull the owner takes his socket mounted Phillips head driver and applies excessive torque to the screws in an effort to take the rock and roll out of the back rest, hopefully for all time. Very often, this will break the nut loose, sometimes losing it inside the back rest upholsterer. Before this disaster occurs, it is well to remove the screw and squeeze a small quantity of LOCTITE or other metal-adhering glue in the hole of the nut before re-installing the screw. A limit of about 10 lb.-ft. of torque should be applied in tightening these screws. This may not hold forever, but it will enable trouble-free use for longer periods of time (especially if you are in the 200# class). From year to year, it has been anticipated that Porsche/Reutter would remedy this weakness by the addition of welded projections to carry the shear stresses, leaving the screw the simple role of a tension device. Let us pray!

**Tech Errata**

The January issue of the HUGGT described the procedure for rotating the Porsche distributor to allow easy changing of the capacitor (charging condensor). The writer neglected to mention the thrust washer between the distributor drive and the supporting boss in the gear case. A word of caution is added here. Remove the drive gear very carefully, or remove the fuel pump for access, so as to either bring the thrust washer all the way out, or not disturb it on the boss. If it stays in, insert a welding or other rod through both bearing holes while the drive gear is in your hand for rotation. After it comes free with the drive gear, use the same type rod or wooden dowel to center the washer before re-installing the drive gear. This washer is generally placed on the boss with the fuel pump removed to insure the correct installation.

**Bill Arnett**

**New Members**

<table>
<thead>
<tr>
<th>WILLIAM BOUNDSALL</th>
<th>LARRY MITCHELL</th>
<th>JOHN AHRENS</th>
<th>DWIGHT BEHREND</th>
<th>HARRY CRAWFORD</th>
<th>KEN KEITH</th>
</tr>
</thead>
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<tr>
<td>2030 &quot;F&quot; Street</td>
<td>3231 Lassen Ave.</td>
<td>266 25th Ave.</td>
<td>4042 37th St.</td>
<td>333 Hopkins St.</td>
<td>1509 Glenwood</td>
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<tr>
<td>Napa, California</td>
<td>San Jose</td>
<td>San Francisco</td>
<td>Oakland</td>
<td>Berkeley</td>
<td>San Jose</td>
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**Tech Tidbits**

**Group Die Uhr III**

Of utmost importance in the immediate future for GGR is our championship autocross which is coming up on April 25th. Our able co-chairmen are George McColland and Bob Garretson. They have sent out cards requesting assistance to a number of members who have worked our previous events. If you have received a card and have not returned it, please do so at once. If, on the other hand, you did not receive a card, please don't take that as an indication that your help is not desired. We will need every available hand that day. So if you want to work the autocross and have not been contacted yet in town, get in touch with George McColland, 1212 Old Oakland Road, San Jose, (293-6948). I assure you, he'll be glad to hear from you!!

**AK**

**COLOR COMMITTEE REPORT**

Stu Granitis reported at the February meeting what was also reported in last month's alert that the color of the Porsche/Reutter GT was overwhelmingly in favor of gold being worn as our regional color to all PCA activities. The choice of garments on which to use this color was up to the individual. At the dinner meeting Stu was able to say that the intervening week or so had brought no voices of dissent from the ranks of the club. So now we know that any official that Golden Gate Region will be distinguished by gold apparel.

After this choice was made, some difficulty was encountered in locating a company that could provide gold blazers for those of the men who might want them. However, Stu and various other members have thoroughly looked into several possibilities, and a full report is promised at the next meeting.

**AK**

**Team News**

Burt Propp announced at the meeting that the '65 Treffen is firmly scheduled to leave San Francisco on October 3rd via either air or ship, and the total cost will be $400 or less, depending on how many PCA'ers decide to make this trip. In case you don't know, there is no need for you to drive your car in order to qualify. At special rates on this European jaunt. You may buy a Porsche, VW, Mercedes, (or whatever you fancy) at a very attractive price in Germany.

**AK**

**Mont Carlo Rally**

Porsche distinguished itself at the Monte Carlo this year. This is the first time factory cars have been entered, and this proved to be a real test, for only a scant 10% of the starting autos finished the rally. However, in terms of most outstanding conditions, both Porsche entries finished unscathed and did Stuttgart proud by coming in one-two in the GT under 2 liter class. They also ranked high overall, with the 904 taking second position, and the 911 following not far back in fifth. Let's hope this foreswadows a victorious year for our marque!!

A somewhat disturbed elderly country gentleman was giving a report of his part in a collision to the patrolman. "I was sitting here at this stop sign, minding my own business waiting for the light to change, when along comes this woman and runs me in the rear. By golly, I wasn't going to let her get away with it, so I shifted back and left her with it tight back!"

**Paul Scott**
SPECIAL TWO BIG EVENTS

911 TECH SESSION

TIME: 10:00 AM
PLACE: PCP facilities at 805 Burlingame

This is the first Bay Area showing of the much-awaited 911. It is anticipated that we will be given a thorough technical run-down on the changes which make the new Porsche model "the" car for us. Come early, for it may be crowded!

MARCH 20

SPECIAL NOTICE *** TECH SESSION CANCELLED AGAIN

THE MODEL 911 TECH SESSION SCHEDULED FOR MARCH 20 HAS JUST BEEN CANCELLED BY MR. HANSEN, PRESIDENT OF PORSCHE CAR PACIFIC, INC.

A PREVIOUS DATE FOR THIS MUCH ANTICIPATED TECH SESSION WAS PLANNED WITH PORSCHE CAR PACIFIC IN THE USUAL, RECEPTIVE, COOPERATIVE MANNER THAT HAS BEEN THE BASIS FOR A FEELING OF MUTUAL INTEREST AND ESTEEM. WE REGRETFULLY RECEIVED THE CHANGE OF THAT DATE, KNOWING THAT PUBLIC SHOWINGS OF THE NEW MODEL WERE BEING CONDUCTED IN LOS ANGELES AND SUBSEQUENTLY IN OTHER PRIVILEGED AREAS. THIS LATEST CANCELLATION LEAVES US COLD.

WE KNOW THAT MANY OF YOU WHO ARE PLANNING TO GO ON THE TREFFEN THIS YEAR HAVE BEEN LOOKING TO THIS TECH SESSION AS A REAL OPPORTUNITY TO INSPECT THE CAR, GET TOP LEVEL, ACCURATE, HONEST, UNVARNISHED ANSWERS TO YOUR QUESTIONS TO HELP YOU DECIDE WHAT TO ORDER FOR YOUR TREFFEN FACTORY DELIVERY.

WE WISH WE COULD APPRECIATE MR. HANSEN'S REASONING IN THIS MATTER, AND WE SINCERELY HOPE THAT HE WILL PROPOSE A PLAN TO ALLEVIATE THIS DISAPPOINTMENT.

....Paul Scott

VARIETY RALLYE

TIME: 9:00 AM
PLACE: Flying A Truck Station on Hweway 50, at the east edge of Tracy
FEE: 50¢ per car

This will be an easy but long variety-type rallye. All paved roads. Most of it will be on good Porsche-type back roads with light traffic. The round trip from Tracy back to Tracy will be about 200 miles, but the rallye portion will end about 115 miles from the start. There will be time for a lunch stop (either cafe or bring your own) or you can skip lunch and have an early dinner, at the finish. The rallye part will end at a bar and restaurant about 2 PM.

BE THERE!!

MARCH 28