A new requirement has been initiated to control the attendance at the dinner meetings. Before I spring it on you, allow me to review a little history concerning the dinner attendance. From the year 1961 to early 1964 the dinner meetings would draw on the average about 100 people, plus or minus ten percent. For some reason, this figure remained fairly stable and there were no complications with unexpectedly large groups.

Then in 1964, the average jumped to the 125 area - which did cause a few situations with various restaurants - and it became a little more difficult to forecast the size of the group. In 1965, the average has jumped to around One Hundred and ninety people. Not only is it difficult to locate a restaurant to handle a group of this size, but it has become increasingly difficult to come even close with an estimate for the restaurant.

The restaurants suffer two problems:

1) If the group is larger than expected, they have difficulty in arranging for extra places and are hard-pressed to rustle up adequate food with any decent form of service.

2) The more damaging situation, where the crowd is smaller than expected leaves the restaurant with excess food and waitresses - which is a costly development.

In the second case, the restaurant has every right to insist that the club pay for at least the "estimate minus ten percent". This situation hit us at Deer Park Villa... and it would have cost the club $170.00 had we not been able to talk them out of it.

As you recall, a few months ago we asked that members send in reservation forms as a prerequisite to seat at the dinner event. This worked fine, until some of the members found out that we meant it. Then, these few members decided that just to be on the safe side, they would send their reservations - whether they meant to go or not. The Board is concerned that this practice will probably continue putting something is done to control it.

Therefore, ALL FUTURE RESERVATIONS MUST BE ACCOMPANIED WITH A CHECK TO COVER ALL MEMBERS IN THE PARTY. If for some reason you have to cancel, then a call to Frank Granata is all that is necessary. This call must be made prior to SIX P.M. on the day before the dinner (Friday) to allow the restaurant time to adjust its preparations. The Board realizes the inconvenience this may cause some of us, but it is the only way to protect the club's funds.

Financially yours,
DAVE HANCOCK - Treasurer
Several months ago I had occasion in this column to ask for volunteers to fill the post of Nugget Editor. The response to this request was most gratifying to me, and very fortunate for our club in the continuation of our fine newsletter. As this request for a Nugget Editor was read, I am sure some thought I really went overboard in my effort to interest someone in "joining the team".

I just read an editorial in our neighboring Monterey Region newsletter "The Porsche Montereyan", by their past president and present editor Mr. Bill Shire, that is worthy of universal exposure. Here it is -

Food For Thought

Humor has it that most clubs are run by a clique. Careful investigation indicates that this is often times true. Furthermore, you find that the clique is a group of members who attend every meeting, who work diligently, who willingly give up their time and energies, spend great efforts and who sincerely believe that the more they put into their affiliation with a club, the more they will get out of it. The question is no question that this responsibility and effort by these members is of inestimable value to the club. It is therefore suggested, and you are hereby invited to join the clique. You may do so by the following:

1. Attend the meetings
2. Show lively interest in all the activities of the club.
3. Accept responsibility on committees and other assignments.
4. Show a continuing, growing interest in all efforts pertaining to the club.

Before you realize it you will have become a member of the clique, and you will be very surprised to know how pleased they are to have you.

Golden Gate Region members are showing an increasing enthusiasm for P.C.A. interests and activities. They made a great showing at the Porsche Parade. They attend monthly dinner meetings in such numbers that we wonder how soon we will have to arrange for the Cow Palace or similar facility to accommodate our meetings. Keep up the good work Golden Gaters. Joining the team and becoming a member of the clique is great fun, and we have so many fine people to get better acquainted with.

Sincerely,
PAUL SCOTT

SIDELIGHT TO THE PARADE

There were many interesting personal glimpses among the Golden Gate Region members at the 10th Parade in Santa Barbara. There was one, however, that warranted special attention and also special recognition in the way of rather unique prize.

Joe and Mary Ann Reitmeir entered all the events and did so well that they got a fourth over-all trophy out of 285 entries. They really had a ball, but as anyone who has seen Mary Ann recently will tell you,

ATTENTION
PLEASE

TENTH PORSCHE PARADE
FINAL RESULTS

Here is what and how Golden Gate Region members did at the Parade according to the final scoring result sheets issued by Los Angeles Region.

-CONCURS - 57 ENTRIES

CLASS 356A
Joe Reitmeir-1st
Geo McClelland-7th
Frank Granata-8th
Arlen Riggs-3rd
Don Lollich-10th
Reamer Saunders-11th
Pero Bliss-12th
Dick Osgood-3rd
Bob Garrettson-3rd
Paul Scott-8th

CLASS 356B
Don Lang-5th
Dick Seward-19th
Ed Loring-21st
Lea Fahrner-22nd
Jim McLachlan-29th
Don Wallace-41st

CLASS 356C
Don Ferguson-3rd
Joe Reitmeir-5th
Paul Scott-8th
Geo McClelland-12th
Dwight Mitchell-14th
Don Lollich-16th
Reamer Saunders-18th
Bill Gray-23rd
Frank Granata-24th
Bob Lewis-30th
Phillip Marks-31st
Jerry Coffin-33rd
Bill Arnett-36th
Ray Sutherland-39th
Pero Bliss-40th
Don Wallace-41st

DATISH DAZE RALLY 79 Entries

Bruce Anderson & Jim McLachlan-5th
Dwight & Linda Mitchell-6th
Bob & Sue Garrettson-11th
Pero & Alice Bliss-12th
Jorane Watson & friend-17th
Don & Carolee Ferguson-22nd
Geo & Jean McClelland-26th
Joe & Mary Ann Reitmeir-31st
Kerry & Mary Jane Hollis-34th
Don & Lois Lollich-36th
Bob & Dorothy Lewis-40th
Lou Glaubel-43rd
Bill & Garry Dunkei-44th
Bob Garrettson-3rd
Jim Gregg-48th
Bud & Betty Sutherland-49th

TECH QUIZ

TADY QUIZ

LADIES QUIZ
Well, we finally made it! After many months of expectation, promises and excuses (by Porsche) we were treated to the promised showing of the Porsche 911. The reaction of most of the PCAers there, after getting the lowdown on the car, was "Where does the line form."

Porsche Car Pacific headquarters in Burlingame on Saturday, July 24, saw the gathering of hundreds of Golden Gate Region members plus representatives from the Sacramento and Los Angeles Regions. Bill Arnett started the program by introducing the three gentlemen from Porsche Car Pacific: Walter Spielberger, Jorg Kirberg, and Rudy Spielberger. The three of them carried the entire hour program. The principal speaker was Walter Spielberger, who was the most informative and entertaining speaker. As was to be expected, this Tech Session provided a much more intimate view into the 911 than one could ever expect to get from a dealer's showroom floor.

There was something for everyone at this Tech Session. The many ladies in attendance were kept interested by the very understandable manner in which Mr. Spielberger spoke, yet the "engineer types" were satisfied by the wealth of technical information offered. Two complete 911's were there for our close scrutiny, one being on a lub rack so we could examine in detail the car's suspension, etc., and another car was open so each of us could try it on for size. (Unfortunately there were no test drives.)

A complete engine was also shown separately.

The session concluded with a question and answer session from the members and the three men from P.C.P. were successful in answering our most pointed questions. The result was that it should take a good deal less than the 17 years of the 356 series to perfect the 911. So few bugs have shown themselves (carbs & plugs mainly) that Porsche Pushers can look forward to a new era of truly fabulous driving in the 911. The 356 is a great car, but in Mr. Spielberger's words, after driving the 911 you'll never want to go back to the "old" one.

D. MITCHELL

Special forms will be mailed to each club member this month giving details of a money-saving offer made available by one of our own Porsche Club members. Don't miss it!
Boy! I never saw so many feet in my life! The auditorium held three hundred and forty at the Tech Session on the 24th of July at P.C.F. Then someone stepped on my tail and I yelped right in the middle of Mr. Spielberger’s speech. You know what that is the most interesting speaker. When everyone is listening so attentively he comes up with something humorous and original. And every time up. Like “when you’re driving the 911 and you find you’re doing 95 in third, you wonder what the heck the last two are for.” That Mr. Kirberg is funny even though he’s being serious. He said “the 911 is red-lined at 6500 R.P.M., and the factory recommends you do not exceed this speed. If you do, lock up your banker.”

I had a good lunch on Porsche Car Pacific too—sandwiches and soft drinks. The girls showed up early and fixed thousands of slices of cheese and meat in between bread. They sliced pickles and then afterwards cleaned up all the mess. Joan Cropp, Kay Wallace, Harriet Fischer, and Pat Shee, with the help of three secretaries, did all this culinary effort. They sure figured it out right for there were no sandwiches left after all that crew got through the line. I know, I looked.

I heard some more news that you might be interested in. There is going to be a series of AUTO-X’s—one here in Daly City, one in Oct., and one in Nov., just for PCA’ers and their invited guests who drive Porsches. The dates and locations will be announced later.

Award plaques will be made in the following classes at each event and trophies will be presented at the Christmas Party to the overall winners:

Class 1: All Normals
Class 2: Super S & 356 C’s
Class 3: Speedsters, roadsters, Super 90 and 356 SC’s
Class 4: Laid-offs
Class 5: Modified & Experts

An expert is any driver who has won an award or trophy in Championship or Junior Auto-X or holds a S.C.A. License in the 1964-65 season.

A driver instructor practice session will precede each event and ticket prices are $5 and last till 12:00 at which time the final practice and timed runs will be held. This is an excellent service for members may experiment with tire pressures, etc., and have the added help of an instructor in the passenger seat. Another real chance for hubby to get the lady of the house behind the wheel at an Auto-X.

Grouping the “Experts” together will give the “Novices” a chance to compete among themselves.

The price is $1.00 per drive at the practice session and $1.50 for the competition runs.

Stu Grannis, Dwight Mitchell and Joc. McClelland are chairmaning these events. This should be lots of fun and since there isn’t going to be any “Challenger” AUTO-X at the San Francisco Airport (they couldn’t get the paving done in time) this will give everyone a real chance to wear out their tires before Santa Claus comes.

Don’t forget Squaw Valley. The Olympics, I mean. See you.

Your longgg friend, WOLFGANG

New Members

DEAN SEALL

3525 Beverley Way

Berkeley

PAUL ALTO

GEORGE W. WALLERICH

28 Fonteeta Dr. #242

Daly City

Thanks to Dick Knight

PORSCHE DEALER DRIVE-AWAY

*******

Porsche introduced its first radically re-styled new cars in 17 years to the Bay Area in July. At a combined press intro-duction and dealer drive-away, the sleek new 911 Porsche was officially unveiled locally for the first time.

In a dramatic and somewhat risky break away from the traditional lines of the 356 series, the new car is not only a styling breakthrough but has presented his buyers with a host of mechanical changes. This is an even more unusual change, considering that the C model of the 356 is not due to be introduced until 1966.

The new model was considered by Porsche spokespersons as the most perfect and trouble-free car the company has ever produced.

While the flashy new 911 has a completely new appearance, it remains unmistakably Porsche. Although the 911 boasts a 2200cc increase in luggage space, 54% more new area, an increase in horsepower, and even lower cost, it promises to be a dealer’s dilemma insofar as sales this year are concerned.

Porsche, traditionally produces about 40 cars per month. Conversion of the production to the 911 has reduced this to about 12 cars per day. Production of the 356 C series has been continued and today there are only about 20 of the C model left in dealers showrooms throughout the West Coast, according to Porsche representatives.

Exactly 24 cars were "rolled out" by dealers by Porsche car 'facilio', distributor for northern California, Nevada and Utah. That was one car per dealer. The dealer now has to decide whether to sell the car as his only demonstrator. To compound the problem, Porsche reps feel they’ll be lucky to get an additional thirty 912s for their distributorship by year’s end.

Some hope is held out for this problem of car shortage by the 912, smaller brother of the 911. This car has almost exactly the same body, but uses the familiar 4-cylinder engine instead of the new 6-cylinder engine. A mark of the 911 will be called the "bread-and-butter" car by Porsche folks, while the 911 will be a speciality to replace the Carrera. As far as costs are concerned, the 912, with four speed transmission is listed for suggested retail at $4,495. While the five speed transmission is pegged at $5,355.

Again, it is of interest to note that both cars are listed below prices of comparable foreign vehicles.

Despite the fact that the West Coast consumes 40% of the Porsche output, it appears there will be sales in this area during coming months. The 912 is expected by October, but Porsche executives are wondering if the car will really be available by December. Even when it comes in, the rate of delivery will only be something like 50 cars per month for the dis- tributorship’s manufactures, whose production lines are small, such as Porsche take a tremendous risk in switching over to producing new models. They bring themselves to the brink of financial disaster. And so, you have an interesting picture of Porsche as a new car...with more desirable features...and even a price reduction...and still what prospects for a dry year for sales. As one Porsche employee laments “I’m expecting a big jump in sales this year.”

For the most part, Porsche’s management has always been careful in assessing the future before making any moves. Their quality automobile has always been a public favorite among auto enthusiasts, and the 911 and 912 have captured the fancy of car lovers. It seems their only worry at present is in getting enough cars to sell the public.

S. GRABER
Candlestick Races

Right-Turn 2 excitement includes an Alfa, 2 Porsches & Lotus Elite. Below-
hawks(#66) just makes safety as Leslie & Brennan roar out of Turn 2.

Alfa Porsches...Leslie Brennan...Menke...just makes safety as P.

Above-Watson leaving car after right front fender & front end are damaged at Turn 2.
Left-Richard Smith driving #71 leads Watson's Lotus 7 into Turn 2.

Thanks to Photographer Paul Chan of Napa

---For Sale---

1954 Porsche 1600S Coupe. 1957 Super engine rebuilt 1962 - runs good, transistorized ignition, some new upholstery, body and paint very good. $1,085. Call Jim Halverson, 837-5402

1956 Saab rebuilt 1962 runs good transistorized ignition some new upholstery, body and paint very good. $1,085. Call Jim Halverson, 837-5402

1954 Porsche 1600S Coupe. 1957 Super engine rebuilt 1962 - runs good, transistorized ignition, some new upholstery, body and paint very good. $1,085. Call Jim Halverson, 837-5402

1956 Saab rebuilt 1962 runs good transistorized ignition some new upholstery, body and paint very good. $1,085. Call Jim Halverson, 837-5402

1965 SC Coupe, Signal Red, black interior chrome wheels, Abarth muffler, headrest, 6 mo. old, 1,400 miles, never been raced. New $3,115. Selling $4,300. Dick Wales, PR 5-5976.

POIN T STA NDING S

1. Arlen Riggs
2. George McClelland
3. Stu Grannis
4. Dick Grant
5. Don Lollisch
6. Dick Knight
7. Joe Reitmeir
8. Resmar Saunders
9. Frank Granata
10. George Niedel

For your convenience, fill in at home and give to Geo. McClelland at the next dinner meeting.

Name: ______________________ Address: ______________________

Activities: ______________________

Active Member Points: ______________________

Family Member Points: ______________________