**October 1966**

**Golden Gate NUGGET**

**MONTHLY MEETING**

**Bold Knight**

769 n. mathilda, sunnyvale (off bayshore frwy.)

**COCKTAILS & DINNER**

OCT 8TH

Club steak
Bkd. potatoe
dessert, etc.

$4.50

Send in the reservation form on page 5

Of special interest: There will be a fashion show, featuring the latest in sports fashions, all from Prestige, Inc., in Palo Alto.

**New Members**

- DETLAV ASIER
  116 Myrtle Road, #3
  Burlingame, California

- ALANSON J. HEST
  199 Hillside Avenue
  Kentfield, California

- KER A. JELLISON
  1157 West Olive Avenue
  Sunnyvale, California

- TED D. EROWN
  3014 Clay Street
  San Francisco, California

- ROLAND M. HANHON
  515 Fifteenth Avenue
  Atherton, California

- BEN 300
  1164 Linda Drive
  Campbell, California

- ROBERT J. Fazio
  1022 Lafayette Street
  San Mateo, California

- DAVID SCHRAMRAH
  1597 Catalonia Way
  San Jose, California

- BARBARA ROSS
  750 O'Donnell Avenue
  San Leandro, California

**Officers**

- PRESIDENT: FRANK GRANATA, 2730 11th Street, Berkeley 94710 845-9571
- VICE PRESIDENT: DAVID HANCEK, 17446 El Rancho Avenue, Monte Sereno 95030 356-5264
- SECRETARY: DWIGHT MITCHELL, 346 Ruth Avenue, Mountain View 94040 968-8445
- TREASURER: JOHN JENSEN, 11 Arden Court, Belmont 593-1941
- ACTIVITIES: JUVENTOR CHIVERS, 2934 Fruitdale Avenue, San Jose 95126 296-2357
- MEMBERSHIP: DONALD LILIOEH, 4760 Laura Drive, Concord 94521 685-5305
- TECHNICAL: RICHARD OGNOO, 1265 Golden Way, Los Altos 94022 988-1781

**BUSINESS EDITOR:** RALPH KNIGHT, 22420 Salen Avenue, Cupertino 95014 252-3062
**Dummkopf Award**

The Dummkopf Award has once again been presented to a PCA member for outstanding performance. (Would you believe "conspicuous") This time the award went to Leo Rapp, for his exhibition of skill while running the Pünkane at the Olympics at Squaw Valley. Even after a second start (the first time he started running the course from finish to start rather than vice versa), he still managed to make an error at each point of the course.

Our congratulations to Leo Rapp!

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**Laguna Seca**

Don't forget the Laguna Seca races this fall—14, 15, and 16 October, to be more exact.

Many PCAers will be going, and, thanks to the careful planning and hard work of Dwight Mitchell, many will be staying at the Carmel Sands.

After the races on Saturday, we will all head for the Hunt Club at the Monterey County Fairgrounds for the Monterey region's semi-annual champagne party. This is an event which stands out in the minds of most PCAers—sometimes they wish they could forget it. But really, you're bound to have a great time.

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**Sports Car Olympics — Squaw Valley**

Lee Bender, Olinda Higgins, and Claudia Bender manning a check point during T & D rally put on so successfully by the Clock and Dial S. C. Club of Sacramento.

Bob Henderson preparing his 912 for concours. He was 5th in class.

Karl and Ann Keller working the "Punkanha".

Reamer Saunders and Bob Henderson in line for one of the autocrosses.
ANNUAL ELECTION OF OFFICERS
(excerpt from the Porsche Club of America, Golden Gate Region, BYLAWS)

"Not later than October 20 of each year, the Nominating Committee shall recommend to the Board of Directors eight (8) or more Active Members willing to serve as Directors. In addition, any ten (10) or more Active Members may submit a nominating petition to the Secretary not later than October 20 of each year, nominating an Active or Family-Active Member to be placed upon the ballot for election to the Board of Directors. No member may be nominated for an office or placed on the ballot without his permission in writing, such record of acceptance of nomination shall be obtained by the Chairman of the Nominating Committee and made a part of the records of the proceedings of that committee.'

RESULTS OF THE AD HOC COMMITTEE QUESTIONNAIRE

There were 117 questionnaires returned. Sixty-five wanted to keep the club as it is, nineteen wanted to divide the Golden Gate Region into chapters, twenty-eight wanted to divide the club into two regions. Five people felt they didn't know enough about it to be able to say. Only 40 percent of the responses show a desire to change the organization of the club.

- Wanting to keep the club the way it is is strongly related to length of membership, participation in dinner meetings, tech sessions, and autocrosses.
- Wanting to change the organization of the club is strongly related to residence in Santa Clara County. However, less than half of the Santa Clara residents wanted to split.
- Willingness to split the club is strongly related to willingness to attend the events of the new chapter.
- The major point of those who want to keep the present organization is that there are barely enough people to attend all the events as it is; to divide would weaken the club.

The Board is working on the point raised by those who want to split; namely, the problem of dinner meetings.

- A crucial point that came out is that you are all bored to death with long announcements.

**For Sale**

- 356A AND B PARTS:
  - 356A crankshaft, polished and balanced with 12-lb. flywheel and front pulley plus pulley nut and gland nut. Crank guaranteed magnafluxed. $100 complete.
  - 356A Super cylinder heads, ports hotted out and polished. All new valve guides, latest new factory valves, new "blue dot" valve springs, new retainers and keepers. Narrow face seats on valve grind. Included with each head are latest S-90 alloy-strengthened Rocker arm assemblies. $100 per head or $175 both sides.
  - Fair of Zenith 32DIX carbs, manifolds, velocity stacks and air cleaners. Carb rebuilt—spotless. All new super jetting. Included fuel pump. $100.
  - Factory Shop Manuals, 356A (2 volumes). $20. 356A Parts Catalog, revised latest part number printing. $15.
  - Flexiflas racing windscreen for 356A speedster or 356B roadster, $10.
  - 356A brake system complete. All drums polished and magnafluxed for safety. Linings mated to drums. All cylinders new or rebuilt. Lug and axle nuts chromed. $100.


  - Carrera Speedster. Purchased to be raced. 1956 G.T. with limited slip differential. Engine rebuilt and tuned by Walt Davis, and the transmission has been completely overhauled. New parts in the limited slip, new rear axles and drums. The car has a trailer both have 1966 plates. At the moment the car has no street windshield or top. Has a tonneau cover and 2.15 rear. Engine is 1600 cc, Weber carburetors, and Y distributor drive. It has to be given up as the owner had to give up racing plans. —Deet Zichel, 931 Lincoln Avenue, Modesto, California. Lumbert 9-0761.

**Wanted**

- Mitten for 356 series Porsche. Call 252-3062 (after 6:00 p.m. or weekends).

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**Pres Sey**

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**COMING 3th MONTHLY BOLD MEETING BRIGHT**

**COMING 14.15 LAJUNA SICA**

**COMING 22nd TECH SESSION**

**COMING 23rd WINE TOUR**
We're the most happy people In the whole Napa Valley!  
Yes, you guessed it—our ANNUAL WINE TOUR.

Please call (after 6:00 p.m. any day)  
Frank Granata or Arlen Migge and let  
then know that you will be going. Call  
before the 16th.

Frank Granata, 845-9571  
Arlen Migge, 537-5431

SEE YOU ALL THERE!

When is it? It will be Sunday,  
the 23rd of October.

Where do we meet? The meeting  
place is Vista Point, at the  
north end of the Golden Gate  
Friside.

What time do we meet? 8:30 a.m.

What is the cost? $2.00 per person.

Lunch will be served at Frank Granata's  
father's home in St. Helena. Frank will  
provide food and drink for everyone.

Mexico

as seen through the eyes  
of a Porsche

by George Wallerich

Having just returned from a two-week  
trip to Mexico in the Porsche, I think I  
could go on a few tips to fellow  
Porsche travelers; as when I asked about  
such a trip at a club meeting, I drew  
a complete blank.

Car preparation involved a tune-up,  
repacking the wheel bearings, and the in- 
estallation of a camber compensator with no  
de-cambering. This last addition, while  
making the unloaded car look like a baboon  
with hemorrhoids, worked out just right with  
two people and four suitcases. Personal  
preparation involved getting a prescription  
filled for entroioform, a truly marvelous  
remedy for Motezuma's Revenge.

We crossed the border at Nogales, ex- 
actly 1,000 miles from San Francisco, and  
headed down Mexico 15 toward Nacarstan, 850  
plies into Mexico. This highway is really  
missed better than I was led to believe, be- 
ing a two-lane paved road, similar to Sky- 
line Drive, with only occasional unpredict-
table rough spots at which I gritted my  
teeth, tightened the seat belt, and thanked  
someone for that camber compensator. The  
highway through towns, incidentally, is far  
more worse than in the country, and great caution  
must be observed due both to the road condi-
tion and the local drivers—all of whom  

cared to me to be partially out of con- 

WINE TOUR

OCT 23RD

We're the most happy people  
In the whole Napa Valley!  
Yes, you guessed it—

CONTROL OF THEIR CARS AT ALL TIMES.

Caution must also be observed somewhat  
on the open road, not because of the local  
and federal police, who are virtually non-
existent, but because of the pedestrian,  
tricycle, and animal traffic.

My first encounter with the latter oc- 
curred shortly after crossing the border,  
crusing down the highway at 55 mph. A be-
hemoth of a burro, hiding behind some shrub-
bery, suddenly decided that the grass looked  
greener on the other side of the road and  
proceeded forthwith. My tires, looked at 70  
mpg, and horn merely caused him to stop dead  
in the middle of the road and observe the  
impending disaster. I somehow stopped about  
five feet from him. He was as cool as Dean  
Rusk at a press conference, peering in the  
windshield at me, no doubt wondering which  
of us was more of an ass.

Burros and cows, as well as smaller  
barnyard animals, are common on the road,  
and a horn has absolutely no visible effect  
on their composure. I sometimes suspected  
that there was a group of Mexican body and  
trailer fan stationed at frequent intervals  
armed with a truck full of Krylon and a  
camouflaged cow.

One myth I would like to explode right  
now, as the saying goes, concerns gasoline.  
All travel information seems to recommend  
using Gasolmex in the green pump. This is  
fine for your 1957 Ford, but there is a bet-
ter gasoline available at most stations that  
claims 100 octane and worked fine in my SC  
with hardly any "pinching". This is Femex,  
in the yellow pump. But don't confuse it  
with Femex Diesel, also in a yellow pump.

One last thought to bear in mind is  
that, aside from Mexico City, there are no  
Porsche dealers or mechanics in Mexico! In  
fact, I stopped at a VW dealer asking about  
parts, and he had no idea what a Porsche was.

And one last warning: when pulling into a  
gas station, get out of your car before  
the attendants get to you, as they seem to  
enjoy photograpbing the car with greasy hands  
and sitting on the fenders. A little shouting  
and arm-waving will keep them at bay until  
the tank is filled.

Mexico really is beautiful—grand tropi-

cal scenery, very friendly people, beautiful  
beaches and fishing. The trip was certainly  
well worth the effort.
Oz’s Tech Corner

Semi-Technical Hint

Recently, after purchasing a ’63 coupe, I noted that the fabric edge material on my upholstery rugs was faded and sun bleached to almost pure white, especially on the rear seat backs. The discoloration was only where the sun came in, and the under dash edging was still fine. I tried out a remedy for this situation, and it worked beautifully, so I’ll pass the idea along.

Select a small package of ‘Rit’ dye at your local notions store in a color closely matching your upholstery. Mix it thoroughly, slightly stronger than recommended, in very hot water. Then immediately take a narrow good quality paint brush and begin carefully brushing in a generous amount of dye on the edge material. There usually is no need to come exactly to the edge of the material since a certain amount of ‘wicking’ action occurs, taking the color to the edge. Let the material dry thoroughly and wipe lightly to remove any excess. A re-application may be necessary to deepen the color. The job takes about an hour, and I’m sure you will be happy with the results.

A Glance at Future Articles

Articles coming up in the next few months will cover such things as—

1. Dynamometer results from the August tech session, pointing out some fallacies in popular notions about extractor exhaust systems and velocity stacks.
2. Cautions to be observed when greasing the front of your ’6’ models and 900s.
3. How to select the proper ignition capacitor to improve point life.
4. Some comments on a new dry lubrication process.

Tech Session*

New Model Introduction
featuring 911 Super

Saturday, 22 October
10:00 a.m.

* This session is tentative as we go to press, but, if a 911 Super has arrived at POP by 22 October, we will have the session. If the super doesn’t arrive on time, the session will be held next month.

Please make reservations with Dick Osgood (telephone, 366-1101), and he will keep you posted on the latest information.

Many thanks to Fred Clark at Porsche Car Pacific for his excellent job of handling the dynamometer for our very informative August tech session.

I’m going to Laguna Seca, are you?

Dinner Reservations

Send reservations to:
David Hancock
17446 El Rancho Avenue
Monte Sereno, California 95030

Make your reservations by 3 October.

Dear David:
I will be at the 6 October meeting at the BOLD KNIGHT RESTAURANT in Sunnyvale. There will be _ in my party, at $5.00 each. Enclosed is a check for $_.

Signed

Please make all checks payable to P.O.A., Golden Gate Region.