## CALENDAR

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Venue</th>
<th>Time</th>
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<tbody>
<tr>
<td>November 5,</td>
<td>WINE TOUR</td>
<td>Marin and Napa counties</td>
<td>-</td>
<td>9:30 a.m.</td>
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<tr>
<td>11, Saturday</td>
<td>DINNER MEETING</td>
<td>Concord Inn, Concord</td>
<td>Osgood</td>
<td>7:00 p.m.</td>
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<tr>
<td>18, Saturday</td>
<td>TECH SESSION</td>
<td>Carmel</td>
<td>Wellington</td>
<td>7:00 p.m.</td>
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<tr>
<td>24-26, Fri.-Sun.</td>
<td>NOR-CAL PORSCHE WEEKEND</td>
<td>Monterey Region</td>
<td>Wellington</td>
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<tr>
<td>December 9,</td>
<td>TECH SESSION</td>
<td>Dominic's, San Rafael</td>
<td>Osgood</td>
<td>7:00 p.m.</td>
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<tr>
<td>10, Sunday</td>
<td>SWAP SESSION</td>
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<tr>
<td>16, Saturday</td>
<td>CHRISTMAS PARTY</td>
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## DINNER MEETING

**SATURDAY, 11 NOVEMBER 1967**

- Cocktails -- 7:00 p.m.
- Dinner -- 8:00 p.m.

**PRICE:** $5.00 per person

Please send reservations to Dick Osgood by the 7th of November, with checks payable to P.C.A., Golden Gate Region.

## DON'T FORGET

**NORTH BAY WINE TOUR**, November 5th, Sunday. Leaves Vista Point, North side of the Golden Gate Bridge at 9:30 a.m. (Last year we had 105 card, so you know it's got to be great.) See October Nugget for details. Your guide will be John Kimmel and Hunter Roche.
COTATI • OCT. 6-7

Photos: WEITZEL
NOTE FROM EUROPE

We received a recent letter from PCAers Mr. and Mrs. Leo Rapp from Innsbruck, Austria. Leo had just returned from a long and wonderful drive in a brand new 911 AUTOMATIC. Says it's not bad!! Hopes to bring one home to GGR.

-The Wellingtons-

REPORT

TUSSLE I - AUTOCROSS (August 20, 1967)

The third club autocross of 1967 at Palo Alto's Town and Country Village was undoubtedly the most exciting in PCA-GGR history. While Dwight Mitchell's second run of 63:92 in his "C" Coupe proved to hold up for top time of day, the issue was in doubt practically to the last car. Were it not for some really bad luck, Bob Garretson, driving Jim Perrin's recently acquired super-light, super-neat Speedster (ex - Ed Bowman), would certainly have knocked off Dwight's time. The orange and black bomb, sporting Bruce Anderson's 1800cc engine and weighing in at about 1300 lbs., was the hit of the day. Its acceleration out of the corners was more like a Cobra than a Porsche, but all that power plus new car bugs turned it into a real handful. Bob's bad luck came on his 2nd run when a left rear tire blew out. He was running at about a 61 second pace when the misfortune struck. Undaunted he put on the extra set of Firestones but they proved to have insufficient "stick" to duplicate the run. He nevertheless turned in an excellent time of 64:15 which held up for second fastest time until Arlen Riggs, in his rapid S-90 Cabriolet, decided to get serious and just nudged Bob out of second place with a 64:12. (That's only about two-tenths of a second between first and third places.) Whew!!
Actually the course didn't allow the real potential of the car to be shown as the straight were quite short. PCA Autocross team members Mitchell and Riggs showed that experience plus a well set up car can go a long way in this exacting sport.

PCA guest S. (Beep) Naguma, a regular foe of Dwight on the Championship circuit, with his GT "Normal" coupe, stopped off on his way to a Pleasanton autocross and turned in a very quick 65.54 on his only run to nail down fourth place. He again was followed very closely by Jim Perrin in the aforementioned Speedster with a 65.65. Jim had his problems with the car too as the carburation never seemed quite right when he ran, plus he just about took out the Flagman when he did a 180° spin right at start-finish on his first run.

The balance of the class 6 pack was led by guest Jon Milledge running Dwight's Coupe with a very smooth 66.52 followed by Barbara Jones at 67.15 (fastest time for a lady, although choosing to run in the men's class), Bruce Anderson's 67.46 was next, Joe Reitmeir (embarrassing everyone else out there including the fastest 911) with a 67.55 on a single run in his Volks-Wagen, and J. Ollivier's 79.67 in another VW.

Class 4 for the 911's found only two cars, but the quality made up for the lack of quantity. New member Dick Tretheway really threw his 911 around with the inside front wheel hardly even touching pavement, took the class with a 67.74 to John Korn's 68.49. John had steadily improved his 911's time and on his last run was all set to knock off Dick's time. Unfortunately, the turn at the end of the straightway was John's undoing. He tried just a bit too hard and overcooked it there, getting completely sideways and picking up three pylons, giving the class win to Dick Tretheway.

Class 3 for Speedsters, S-90's, SC's, etc. was the only one with much spread in time. Tom Uchytil (pronounced You-cha-till) and Pete Jones had at in in virtually identical beautiful Speedsters, both going like the ever-loving clappers. Pete got the first run award with an excellent 69.31 as Tom pulled the same stunt as his wife and knocked down at least half of the course pylons. (As the saying goes - "when in doubt be spectacular") Anyhow Tom somehow unravelled himself from the frenzy and settled the issue with a 66.85 to Pete's best of 68.40. Ted Anderson did a nice job with his S-90 Roadster to take home third with a smooth 70.86 followed by the rest of the pack.

With 17 entries in Class 2, it was again split with the 912's having a class of its own, 2A. Don Briedenbach literally threw Barbara Rose's 912 around the track with much of the now tricycle style of the handling, to take home second place with an excellent 71.89, beaten only, in a real surprise, by Chuck Tucker who stopped the clocks on one run with 68.96.

Class 2 saw a fine example of driving skill turned in by Dick Osgood. He was severely handicapped by the necessity of running of 3 1/2 inch VW rims and tires due to the strikes at Goodyear and Firestone. Nevertheless, Dick easily took the class with an outstanding 69.01 to win by over three seconds from
another dueling group of Bob Wagner, Bob Buckthal, Phil Morse, D. Staley and Jim Sorden. Only a bit over one second separated second from sixth places. Both Bob Wagner and Bob Buckthal were really hot after Osgoods time only to have both blow their last runs by trying just a "wee bit" too hard. Final results showed Bob Wagner with the second place time of 72.37 with Bob Buckthal right behind with 72.52.

Finally in Class 1, for Normals, who else but Don Land should win? With Stu Grannis, Don's main competition, home preparing for the Sport Car Olympics, Don had things pretty much his own way turning in a 72.18 to win by over three seconds from Jim McLachlin's steady 75.25 and Jack Tedford's 75.58.

All in all you'd have to say this was a very successful event. Hosted by Triumph Travelers (they had been PCA's guests at the "Sea Serpent Slalom" July 30) PCA had a total of 50 entries. Course master Craig Herman of T. T.'s laid out an outstanding course considering the relatively small size of the lot. Many cars were able to run the entire course in second gear with speeds approaching 50 MPH on the straights. The excitement generated by the close competition was really something. All we can say is that the Mirror Autocross at Cotati, with two cars running at the same time on duplicate courses, on October 7 and 8 will be a "don't miss" event. See you there!

RESULTS - AUTOCROSS NO. 3 (August 20, 1967)

Class 1
1. Don Lang ............ 72.18
2. Jim McLachlin ........ 75.25
3. Jack Tedford .......... 75.58
4. Jim O'Donnell ........ 78.19
5. Mike Cohen (guest) ... 82.24

Class 2
1. Dick Osgood .......... 69.01
2. Bob Wagner .......... 72.37

Class 3
1. Tom Uchytil .......... 66.85
2. Peter Jones .......... 68.40
3. Ted Anderson .......... 70.86
4. Dave Koehn .......... 71.35
5. M. Korngold .......... 71.44
6. Norman Ross .......... 72.81
7. Will Fisher .......... 73.20
8. Ricardo Maduro .......... 77.37

Class 4
1. Dick Thretheway .......... 67.74
2. John Korn .......... 68.49

Class 5
1. Diane Uchytil .......... 67.64
2. Linda Mitchell .......... 68.28
3. Vaden Riggs .......... 71.00
4. Charmayne Salter .......... 72.71
5. Barbara Rose .......... 73.13
6. Joanne Watson .......... 75.40
7. Jean Thretheway .......... 76.45
8. Cynthia Frego .......... 84.25
CONGRATULATIONS

To PCAer Ed Bowman for his consistent and recent win in the Crows Landing Regional modified race. It might be of interest to you club members that Ed's quick Elva 1700cc Porsche is maintained by our able club member Norbert Nieslony in his independent service garage Autohaus, 760 El Camino Real, San Carlos, California. Again congratulations Ed and Norbert, see you in the under-two-liter pro race at Laguna!

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Class 6

1. Dwight Mitchell ........................................63.92
2. Arlen Riggs ...........................................64.12
3. Bob Garretson ...........................................64.15
4. S. Nagumo (guest) ........................................65.54
5. Jim Perrin ...............................................65.65
6. Jon Milledge (guest) ....................................66.52
7. Barb Jones ...............................................67.15
8. Bruce Anderson ..........................................67.46
9. Joe Reitneir (VW) .......................................67.55

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1. Hydraulic torque converter
2. Friction clutch
3. Differential
4. Clutch control linkage
5. Four-speed transmission
6. Parking lock
How the Motor of the Self Propelled Sport Vehicle Should be Started by the Novice.

One of the most important points in the education of the novice motorist of sporting type vehicles is the best method of starting the sport motor if a self-starting device is not included as standard equipment! Before the engine is set in motion certain precautions must be observed regardless of the make or type of car. The gasoline holder, cooling box, and lubricating-oil container should be inspected to make sure there is enough fuel, water, and lubricating-oil. The shut-off valve in the pipe line leading from the gasoline take to the carburetor is opened so the fuel will flow to the vaporizer. The carburetor should be primed by means of the handy spout container mounted on the fire preventive wall. By turning the prime cups properly, access is made to each of the cylinders. Generally, one dash of liquid will be sufficient to cause eventual ignition of the combustible mixture. It is important to close the priming cups after this process as loss of compression will result. If no priming cups exist and the vehicle is equipped with a primer on the carburetor, the operation is such: priming can be accomplished by means of a small plunger usually carried in the float bowl cover, and if a small resistance is felt to the downward movement of the primer or if gasoline escapes from the bottom of the mixing device, this may be considered a positive indication the fuel from the tank has reached the carburetor and that gasoline is present at the spray orifice. The next step is to see that the change-speed lever is in a neutral position or the clutch engagement pedal is disengaged. The spark-control lever, which is usually carried on the steering wheel, should be set at the full retard point. In some local cars this may be at the back of the sector, while the retard position may be the other extreme in the other motor cars. If one attempts to set an engine in motion by means of a hand crank with the spark lever advanced so that an early spark is present at the sparkler, the motor may "kick back", and this reversal of motion, which is due to premature combustion, may sprain the wrist or break an arm. (Most car building companies will not assume the risk-suit due to claim of damages from this type of injury). It will be well to open the throttle or gas lever a little to insure that a charge of combustible gas will be inspired into the motor. The engine should be turned over several times as briskly as possible, and then the switch which completes the electrical circuit between the battery and the ignition mechanism should be put into circuit and the switch plug inserted. The hand crank is pushed in until it engages a ratchet member on the front end of the crank shaft, and then the motor should be turned by pulling up on the starting handle with the left hand. The hand crank should always be engaged so that an upward pull will be necessary to turn the crankshaft, and a point that cannot be too firmly impressed upon the embryo motorist's mind is that gasoline engines should always be started by pulling up on the handle of the starting crank, never by pushing down. If the starting handle has been properly placed and the engine has been turned over enough without the switch so the cylinders hold a gas charge, and the switch circuit is closed when a decided resistance is felt as the crank is turned,
indicating that the piston in the cylinder in which the gas charge is about to explode is nearing the compression point, a single, quick strong pull on the crank should be sufficient to start any properly adjusted motor car constructed in our country! (WOW! Tech. Ed.)

OH! OH! FOR A 1908 LE MANS START!

-Jim Wellington-

ELECTION REMINDER

Please vote and return all ballots to Dick Osgood before November 15th for next year's Board of Directors. Thank you.

CARMEL in the fall

A prettier place in all of California would be difficult to find than Carmel on a bright, crisp fall day. This quaint, almost antique community will echo the sounds of Porsche, come the November 24-26 Porsche West Coast Weekend.

To you, G.G.R. members, the Monterey Region has extended its warmest invitation to join with them and the other west coast regions on this festive, friendly, fun-filled weekend of Porsche pushing...and respond we must, with great enthusiasm and numbers.

We have the largest, the best, and the most enthusiastic PCA region in the entire country to put forth anything other than our best and most enthusiastic effort in accepting their invitation would be completely out of keeping with the great tradition of the Golden Gate Region. We had 44 cars at Colorado Springs in 1966 (half way across the country). With beautiful Carmel a mere two hours of delightful driving time away, we should have no less than 60 cars in attendance.

You have all the details from Carmel and from the last NUGGET. Make those arrangements NOW, and send your entry in today. If you have any questions or want additional information, contact either Dwight Mitchell (968-8445) or Stu Grannis (296-0357).

P.S.--The other California regions will be appearing in force with most of them sending their best autocross and concours cars. GGR cleaned up at the 1966 Parade and the other regions are really out to knock us off at the weekend. Let's really prove that we are the best, the cleanest, and the quickest.
DUMMKOPF award

DUMMKOPF GETS DUMMKOPFED

Lou Marable has been trying for several months to get rid of that glorious, revered and much sought after prize, the Dummkopf Award. Unfortunately, in his zeal to present it to some deserving PCAer, he "put the cart before the horse" so to speak, and really ended up dummkopffing himself in the process.

Shortly after the September dinner meeting, which Lou made the fatal mistake of missing, he strolled into Joe Reitmeir's "Werkstatt" in Los Altos and proudly presented the trophy to Joe. In face, Lou had already had Joe's name engraved on the plaque. Lou made some comment about Joe forgetting his tools at the Squaw Valley concours.

Only one problem. Joe wasn't the recipient of the award last month. It, in fact, had been "won" by Barbara "Leadfoot" Rose for her series of unbelievable excuses registered to a CHP officer in trying to avoid a speeding ticket. An example:

OFFICER: "75 in a 25, Miss Rose?"
BARBARA: "But Officer, see my little dog in the back seat."
OFFICER: "Oh, my, yes. Cute little thing, isn't he?"
BARBARA: "Well, he has a terrible case of bronchitis, and I'm rushing to get him to the vet."
OFFICER: "I'm so sorry to hear that. I'll just have to write a little faster."

So... All those in favor or returning the Dummkopf Award to Lou, say "Aye".

TECH SESSION

The subject for the November 18th session will be Vehicle Performance Analysis. Included will be a discussion on dynamometers of torque, specific power output, etc. A critical demonstration using the chassis dynamometer will demonstrate vehicle performance on the chassis dynamometer. Several different state of the art systems will be tested. These changes allow for accurate dyno results obtained.

This session has been postponed due to last minute facility breakdowns beyond our control. However, it was planned for the 18th, so call Dick Ose or Ken Wellington for reservations. Final arrangements will be made at the November 11th dinner meeting.

SALE!

- 1956 SPEEDSTER, blue.—$1300. Contact GLORIA SHELDON, 968-6486.

WANTED


- Wanted, information concerning the purchase of aluminum/plastic side curtains to be used with soft top of '58 speedster. Anyone having any or knowing where they can be purchased, please contact PHIL KNIGHT (415) 797-4400 (days). Thank you.
Congratulations...  

To Ed Bowman for his excellent placing in the recent Ken Miles under-two-liter pro race on Saturday of Laguna Seca weekend. Ed and his 1700-cc Elva Porsche continue to do well in each race entered. For certain, some of the results must be due to the excellent mechanics of Norbert Nieslony at his Autohaus in San Carlos. Congratulations again to Ed and Norbert!

911 Zeniths!

An interesting observation noted at the recent Frankfurt auto show was the beautiful triple choke zenith carburetor. Designated Zenith 40TIN, the unit was finished in standard black krinkle finish. The "Weber-like" carburetor fits directly upon the early Solex 911 manifolds. Zenith owns Solex! More on this subject later.

-Jim Wellington-

New Members

Hans J. Beck  
47 East 41st Place, Apt. D  
San Mateo, Calif. 94403

Donald I. Berney  
737 Maplewood Place  
Palo Alto, Calif. 94303

Marvin C. Besmer  
558 - 34th Avenue  
San Francisco, Calif. 94121

Craig T. Clifford  
1695 Lincoln Avenue  
San Jose, Calif. 95125

Leroy R. Duguay  
1609 Woodland Avenue, #15  
Palo Alto, Calif. 94303

Benjamin B. Hansen  
1050 Eugene Court  
Sunnyvale, Calif. 94087

William E. Heiss  
14933 Sobey Road  
Saratoga, Calif. 95070

Gary W. High  
1310 Clayton, #8  
San Francisco, Calif. 94114

Irmgard E. Hirt  
525 N. El Camino Real, #301  
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839 Sevely Drive  
Mountain View, Calif. 94040

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2025 California Street, Apt. 35  
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