### Calendar of Events

<table>
<thead>
<tr>
<th>Month</th>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>29, Saturday</td>
<td>TECH SESSION</td>
<td>Pleasanton</td>
<td>9:00 a.m.</td>
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<tr>
<td></td>
<td>30, Sunday</td>
<td>CLUB AUTOCROSS</td>
<td>Osgood</td>
<td>7:00 p.m.</td>
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<tr>
<td>August</td>
<td>12, Saturday</td>
<td>DINNER MEETING</td>
<td>Deer Park Villa, Fairfax</td>
<td>9:30 a.m.</td>
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<tr>
<td></td>
<td>20, Sunday</td>
<td>CLUB AUTOCROSS</td>
<td>Village, Palo Alto</td>
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<tr>
<td></td>
<td>26, Saturday</td>
<td>TECH SESSION</td>
<td>Wellington</td>
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<tr>
<td>Sept.</td>
<td>2-4, Sat.-Mon.</td>
<td>SPORTS CAR OLYMPICS</td>
<td>Squaw Valley</td>
<td>Wellington</td>
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<tr>
<td></td>
<td>9, Saturday</td>
<td>DINNER MEETING</td>
<td>Osgood</td>
<td>Propp</td>
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<tr>
<td></td>
<td>23-24, Sat.-Sun.</td>
<td>TOUR (overnight)</td>
<td>Hearst Castle-</td>
<td>Lohse</td>
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<tr>
<td></td>
<td>30, Saturday</td>
<td>TECH SESSION</td>
<td>San Simeon</td>
<td>Wellington</td>
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#### OTHER

<table>
<thead>
<tr>
<th>Month</th>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>August</td>
<td>12-13, Sat.-Sun.</td>
<td>SCCA National Races, Cotati</td>
<td></td>
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<tr>
<td></td>
<td>12, Saturday</td>
<td>17th Annual Pebble Beach Concours d' Elegance</td>
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<tr>
<td></td>
<td>13, Sunday</td>
<td>NCSCC Championship Autocross</td>
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<td></td>
<td>20, Sunday</td>
<td>Town and Country Concours d' Elegance, Menlo Circus Club</td>
<td></td>
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<tr>
<td></td>
<td>27, Sunday</td>
<td>NCSCC Championship Autocross</td>
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### Dinner Meeting

Saturday, 12 August, 1967  
DEER PARK VILLA  
Fairfax  
Outdoor Steak Barbecue!  
Reservations Required  
Price: $5.50  
Cocktails: 7:00 p.m.  
Dinner: 8:00 p.m.  

Directions: Take 101 north of San Francisco to San Rafael turn-off, then a sharp left and then turn right on 2d or 3d Avenue (whichever one is "one way" to the right), proceed to Sir Francis Drake Boulevard (the main route will change names several times, so don't be alarmed), proceed through San Anselmo and on to Fairfax, next get onto Broadway by turning left off Sir Francis Drake at the first opportunity (Broadway runs parallel to Drake one block to your left), go a short block or two on Broadway to Short Street and go left several blocks and jog onto Bolinas Road to Deer Park Villa entrance.  

DEADLINE FOR RESERVATIONS IS 9 AUGUST. Please send your check to Richard Osgood, 1265 Golden Way, Los Altos, 94022, with a notation as to how many dinner reservations you want and how many raffle chances you would like to purchase.
Activities Notes

We're taking a bit of a breather in August with only one non-dinner/tech activity, that being the third of our club series autocrosses (see article elsewhere). So save up all your energy and enthusiasm for the fantastic Sports Car Olympics at Squaw Valley on Labor Day Weekend, September 2d, 3d, and 4th. Burt Propp is this year's Chairman, and PCA will be backing him up by putting on the Concours d'Elegance early Saturday afternoon. The Olympics has grown in stature and importance over the seven years it has been presented until it is now the premier amateur sports car event of the year. Although the word "fun" has been greatly overworked in describing it, the Olympics will probably be your most enjoyable weekend of the year. With ten events of all types to choose from, great evening entertainment, including a dance (I can't wait to see all the miniskirts), plus just good people, you can't afford to miss it. For additional info, write to Post Office Box 11121, Oakland, California, 94611, or contact Burt Propp or Dwight Mitchell.

The year is more than half over, yet there are many more exciting PCA events yet to come. Major events to look forward to include the San Simeon tour September 23d and 24th, the Halloween Party and the Oktoberfest in October, and the traditional PCA fall wine tour on November 5th, not to mention all the events on the calendar. These events can only be as good as you make them. There has been a nucleus of people doing all the work this year, and they are starting to "poop out" a bit. We need those good old replacements. If you haven't seriously worked on an event yet.......IT'S ABOUT TIME! The early year workers want to start enjoying the rest of the year. Let's give your activities chairmen a hand—Volunteer by calling Dwight Mitchell.....like now!!

Laguna Seca will be upon us again in about two months. As part of the $500,000 Can-Am Sports Car Series, it will be the biggest and best race at Laguna ever. I am sure many of you are planning on going and will hope to stay with the PCA group at the Carmel Sands in Carmel. We have been successful in arranging for a total of 32 rooms this fall and expect that your demand for them will be terrific. I am now taking reservations for the rooms on a first come, first served basis. The prices start at $12.50 per night for two nights minimum. Accommodations include double, twin, queen-, and king-size bed rooms, with prices varying accordingly. All facilities, including a beautiful swimming pool, are available. Very luxurious rooms. Send your check to Dwight Mitchell, 346 Ruth Avenue, Mountain View, 94040, and indicate which nights you want and the type of accommodations. The usual Saturday night dinner will be held at the motel immediately after the Champagne party.

Arrangements are now finalized for the Ninth Nor-Cal Porsche weekend to be held in Carmel on November 24th, 25th, and 26th. Headquarters will be the brand new Carmel Holiday Inn, an ideal location. I was in Carmel recently and saw all the plans that Co-chairmen Bob Little and Greg Gobby of Monterey Bay Region have made—truly exciting. Take your time, save up, but definitely plan to go.

Finally, don't forget you still have a shot at the Olympics raffle, drawing to be held at the August dinner meeting. Include 50 cents for each chance you want to buy in your dinner reservation check. Buy as many as you like. You stand a chance of winning a complete weekend for two—meals, rooms, and events—at the Squaw Valley Sports Car Olympics.

- Dwight Mitchell -
WOLFGANG

The Saga of Forty-Two Nuts

People say dogs are dumb! Well, I say that people who drive Porsches are crazy! Can you imagine driving 400 miles just to see some old cars and airplanes and someone's garage?

Well, 21 doubles from Golden Gate Region did it! Jack and Mary Ann Tedford, Joe and Pegge LePage, Bob and Sue Garrettson, Dwight and Linda Mitchell, plus Frank and Dwinell took the easy way and drove down early. Gordon and Nancy Knight took the super easy way and flew down. They had a good excuse—cause their new red 911 Targa was waiting for them and they couldn't stand the suspense any longer—and they couldn't solve the problem of who would drive the "old" Porsche back home.

Eleven cars showed up at the start in San Jose to meet their intrepid leader and a couple of other nuts by the names of John Collier and Steve Poucher from Orange Coast Region, who "just happened" to be on their way back from the 12th Parade. Collier's 2d place concours coupe looked like a moving van with the stuff they had packed in and on it, so they were elected to the "sweep" position.

Ten to nine was departure time—and away we went—down through Morgan Hill, where we picked up the Neidels (all) and the Brierleys (all)—and on to Hollister where there was a short "pit stop", and we gathered two more cars—these from the Monterey Region. Their Prexy Werner and Anita Tonn, plus a brand new Porsche Pusher, Mike Reynolds and his friend. Werner just happened to have an application blank with him!!!

Now grown to seventeen, the group pushed off to the amazed stares of pedestrians and other drivers alike. Down through Tres Pinos, Pinacles, through the beautiful hills and curves of Priest Valley... a few dropped back to go more slowly with the Collier moving van, but fourteen hero drivers and their screaming passengers kept up with the #$$%* leader—heeling, toeing, shifting, and going 30-50-40-80 through some stupendous Porsche roads, on and on to Coalinga. We regrouped at an intersection and let Burt Propp go ahead to get some movies of us coming up the hill.

We had a forty-five minute lunch stop in Coalinga to fill up bellies and tanks. Lacey's restaurant had a separate dining room set aside for us. Refreshed and refilled, we took off again down #33 through Avenal, McKittrick, and on to Taft. The weatherman was good to us and kept the temperatures down slightly below norm, so even though it was hot, we survived till arriving at Taft where we had a short pit stop to wet up and incidentally change a flat tire in thirty seconds flat.

The driving instructions said to keep 4 or 5 cars lengths apart on this section but to close up to about 2 on the freeway (99) at Mettler. This was good advice as those big Detroit Monsters kept trying to join the convoy. Up over the Grapevine, over Tejon Pass—What a sight!—seventeen shiny Porsches, all colors in a line snaking through the traffic in Los Angeles on the San Diego Freeway. Stares and kinked necks were in order from the natives. Passing Porsches wore out their lights blinking at us, and we even grew in number as a native Porsche joined the tour for a little while.

We slid off the San Diego Freeway onto the Garden Grove and took an off ramp at Kott Street to drop off the Grannises (they stayed with the McClellands). Here's where we met the Fuzz. Part of the column got hung at a
stop light, so half the group pulled over to wait in the safety zone on the next ramp. C. H. P. pulled up and asked "What's going on here?" We explained that we were driving down from SF to view Briggs Cunningham museum, and he said, "Oh! You'll enjoy it." .... Whew!!! On to the Santa Ana Freeway and off at First Street to the Royal Roman Inn. We arrived at 4:45 to clean up, have a cooling drink and a dip in the pool.

Grouping again at 6:45, we drove en-mass to Dr. George Reves beautiful and spacious home where drinks-drinks-drinks were in order. What a cocktail party! Counting our party, there were a hundred and twenty-five people there from Orange Coast, Los Angeles, and San Diego regions.

Dinner was a Mexican Luau (Hey, Wolf, what's a Mexican luau??), which served to put out the fires started by the alcohol. The Jensens, Scotts, Dahls, Hawkinses, Boldens from Sacramento, Tomns from Monterey, the Neidels, Bruce Anderson and Jim McLachlan and their lovely ladies, Mike Reynolds from Monterey, the Knights, Alice Berry and her friend, Barbara Rose and Harold Lienau, the Micehells, Grannises, Propps, LePages and Dwinells tried to drink Orange Coast dry, but didn't make it. Oh well.... maybe we can do better at the tentatively planned Ensenada tour.

Most everyone went home around ten thirty, but a few die hards stayed and swam. I haven't gotten the straight of it yet whether it was an intentional swim or not, but it seems several people went in the pool with their clothes on... a beautiful editor among them. No names mentioned, you see! She has the blue pencil!

Sleepy McClelland showed up at 10 to nine after promising to wake us up at 8:30 to go to the Cunningham Museum. We did arrive at nine, as it was only five minutes from the motel. Bob McGaha of O. C. R. was our guide through the fabulous display. They showed us how to start a car without a self starter. Fun! Then took an old Puegeot out on the parking lot and drove it. Leaving there, the Movieland of the Air was the next stop. A very interesting contrast! Then to lunch. After lunch we walked fifty feet to the All American Racers' establishment. Wow! You should have seen the equipment and tests they go through to build a race car to win. Bob Garretson kept mopping his chin... drooling over the goodies and equipment. I don't think he ever did leave, cause at 2:15 when we left he was still there. If he never comes back to S. F., you'll know where he is, Sue!

The only mishap of the event was an unfortunate loss of a meal order for the Brierleays--and the Dahls having some distributor trouble on the way down. (Collier and they arrived before we did, anyhow.)

Gee, I hope you tolks had a good time. It was so good to see old shoes and ankles. Linda Mitchell has such pretty ones, and with the mini skirt, one can spend so much time looking at them. My mother, Jean, and the craziest nut of them all, my master, (he drove up on Friday just to lead the tour back and then drove up to S. F. again on Monday to work--for a change!), we all miss you.

I almost forgot--Jim McLachlan's date won a beautiful platter for getting the most correct answers to the 13 questions designed to keep passengers busy and free from boredom. Also, the male boss says that if you join the Eagle Club, be sure to put McClelland, #641, on your entry blank so he and Jean can win the trip to Watkins Glen with Dan Gurney. Keep the umdrehungs under 5000!

Love,
Wolfgang
New Members

JOHN W. BISSINGER, JR.
482 Green Glen
Mill Valley, California 94943

PETER BUSHBAUM
1936 East 29th Street
Oakland, California 94606

JOHN L. CELLA
945 Green Street
San Francisco, Calif. 94133

RICKY R. DAVIDSON
1 Odell Place
Atherton, California 94025

ALLEN M. DEAN, JR.
Post Office Box 11634
Palo Alto, California 94306

WILLIAM E. EVANS
230 Valencia, P. O. Box 213
El Granada, Calif. 94018

GEORGE GEIST
1522 San Joaquin Avenue
San Jose, California 95118

CAROL GOERGES
2223 Homestead Road
Santa Clara, California 95050

KEITH L. MOWEN
1929 Crisanto, #103
Mountain View, Calif. 94040

J. PAUL GREENE
5056 Bismark Drive
San Jose, California 95130

JAMES M. IOAKEM
12250 Mellowood Drive
Saratoga, California 95070

CHARLES Y. LEONG
831 Moreno Avenue
Palo Alto, California 94303

JOHN A. MACINTYRE
999 Sonoma Avenue, #22
Santa Rose, California 95404

WILLIAM A. MCFARLIE
293 Surbird Isle
Foster City, California 94404

GARY NOLAN
180 South 15th Street, #5
San Jose, California 95112

DAVID W. SCHREIBER
1020 Dolores
Livermore, California 94550

JIM SEGER
3837 Hancock Drive
Santa Clara, Calif. 95051

DAVE F. SINGLETARY
291 Puffin Court
Foster City, Calif. 94404

GEORGE T. SULLIVAN
1145 Keltner Avenue
San Jose, California 95117
Technical

This month's article was written in part by Mr. R. Litz of Competition Engineering, Altadena, California, manufacturers of Porsche cylinder kits and related equipment. I hope the subject is of general interest to most of you, especially those having participated in the recent drivers' school. I will personally comment on the material at the conclusion of Mr. Litz' article.

"HEEL AND TOE FOR FASTER GO!"

"For all of us who enjoy the feeling of speed and power and the sideways pull of driving into a turn at the very limit of tire adhesion, accelerating through the gears is no problem. But buzzing along in third or fourth and seeing that second gear sweeper getting close, for many of us, is a traumatic experience. We know we must slow to maximum speed for the turn and somehow get down into second gear in order to continue the corner under power and accelerate out of it. The problem is that both of these maneuvers should be done at the same time for maximum efficiency. As we approach the corner, we slam a heavy foot on the brake pedal. As the car enters the turn with our foot still hard on the brake, we deftly jab the clutch and move the shift level from third down into second. Ignoring a sickening crunch from the gearbox, we let the clutch pedal fly and, as the car lurches from the additional deceleration, we snatch our foot off the brake and onto the gas pedal to apply the right amount of power to bring the car back into control and finish the corner.

"Well, we think that with a little practice this could be a fairly fast way of making the corner, and it probably would. But we wonder how many of these dreadful crunches our precious gearbox can take. Not too many we fear. There must be a better way.

"So next time out, try this: As we come toward the turn, we start our braking early. When we have slowed to the turn speed, we disengage the clutch, shift into neutral, engage the clutch, jab the gas, declutch again, shift into second, engage the clutch, and power into the turn. And there wasn't a sound from the gears. But we realize we have coasted 300 yards without acceleration or deceleration. And when we try to speed up this process, we either don't get the car in gear or fail to brake enough and go through the turn backwards.

"So this time, we get one of the race drivers to show us how he does it. We learn that we are partly right on both of our previous techniques. What we must do is jab the throttle on our down-shift without lifting the brake pedal. But we don't have three feet, we holler. Then we learn that this is done by pressing our toes on the brake and twisting our foot so that the heel, or side of the foot, makes contact with the throttle. The next thing we realize is that this will take practice, brother!

"Besides this, we are informed that our car must be set up for this operation. Our brake pedal, when fully depressed, is a full two inches above the throttle and a foot just won't bend that far. We find that most drivers de-adjust the brake until the two pedals are about equal. However, we are used to a little more margin of safety than that and this idea does not appeal to us at all. The thing to do is to adjust the gas pedal up to the level of the brake. How about that! Well, we tried it, and sure enough, the little linkage rod under the pedal would adjust far enough to bring the two pedals even. Don't forget to re-adjust the pedal stop screw. Well, this was not long enough. But our friendly VW dealer had one just the right length. Now we have even pedals and plenty of room between the brake pedal and the floor.

"All right, back to the track. We're accelerating down the chute at 85 in third. (We've got nerve!) And there is that turn. Hard on the
brake, down with the clutch, twist the foot, tack jumps to 6000, down with the clutch, shift to second. OH OH! We didn't keep enough pressure on that brake, we're sideways, everything is going around, lock the brakes!

"Whew! What a feeling! We're 30 feet off the track, headed in the right direction, and we've stalled the engine. Oh well. We knew it would take practice to get it right. Isn't that what a time trial is for?"

---

GGR Tech. Ed. Notes:

Using small tubular spacers under the base of the gas pedal hinge will bring the pedal back to its near normal angle. Usually one half to five eighths of an inch length spacers will suffice. Do not forget the longer pedal hinge cap screws now required. Be certain to inspect the throttle linkage for "full throttle butterfly opening" when maximum pedal travel is achieved. Removing air cleaner, illuminating carb throat with flashlight while wife presses on gas will do the trick.

Some competition drivers "double clutch" while down shifting, some do not! The difference is this: When double clutching you—(in simplified progression) brake first, disengage the clutch, shift to neutral, engage clutch, jab gas bringing up engine revs, disengage clutch, select lower gear, engage clutch, and go!

This technique, although sounding complicated, performs an invaluable service to the transaxle and engine. It not only allows you to bring up the engine to the desired speed for the lower gear engagement, but while doing so lessens the torsional strain on the crankshaft, mainshaft, and rear axle when eventual re-engagement of the clutch is made. The method decreases clutch wear and burning and most important brings the mainshaft up to the proper speed for ease of gear engagement, straining the synchronizer mechanism as little as possible. The only disadvantage to this system is the slight loss of time while double disengagement is made.

One important fact to keep in mind when considering to "double or not to double." The transmission can only be brought up to positive proper speed for ease of gear engagement when the selection is neutral and the clutch engaged while the gas pedal is jabbed! Rotational clutch disk friction or pilot bushing drag will not drive the mainshaft to speed if the clutch is disengaged, but if still engaged in gear, allow it to retain the speed constant to the previous selection or deceleration rate of the vehicle. Mainshaft speed can drop to near idle as neutral is selected. If you do not double clutch, the mainshaft may not speed up when the gas pedal is jabbed. This is due to the clutch being disengaged at that moment. This places additional strain on the synchronizers but lessens time loss slightly.

Remembering that the Porsche transmission, like most, is not a "progressive selection" unit, you may shift from fourth to second if desired, skipping third! Approaching a second-gear corner to 120 MPH plus in your 911S might best be taken by dropping from fifth to third to second, eliminating unnecessary "toe dancing"! Caution, watch those revs!!!

NOTE: Your tech chairman assumes no responsibility for any "occurrence" arising from the aforementioned techniques! Patronize your local dealers!

- Jim Wellington -

Raoul Edmonds, so well known and liked by his fellow PCA members, passed away unexpectedly on Saturday, July 15th.

Raoul will be remembered for his wonderful sense of humor and for his active participation in Golden Gate Region.

We wish to extend our deepest sympathy to Daisy and the family.
Tech Announcement OLYMPICS - SQUAW

The August 26th Technical Session, "Women's Suffrage Day, 1920," will include Porsche terms, tips, and topics that every "Porsche widow" should know to gain that sure passage to the heart of her loved one! Can you converse with hubby on the details and problems of his first, oops!, I mean second, love? Demonstrations and discussion on tire changing, roadside emergency trouble shooting, blower belt replacement, tire pressure, fuel selection, driving and shifting technique, HOW and where to park!, etc. Ladies only, please! Call and confirm location and reservation with Linda Mitchell, (415) 968-8445, or Norma Grannis, (408) 296-0357, by August 21st, please.

BULLETIN

SPECIAL FACTORY BULLETIN

Notice has been given from the factory through Porsche Car Pacific Corporation that with the 1968 model year, the 911 Super engine will no longer be available. This model will not qualify within the United States exhaust control emission system code. There will be available the 911 and 911S vehicle powered by the standard 911 engine.

Since the full Super will still be available in Germany, enthusiasts attempting to take delivery in Europe will be saddened to find no possibility of registering this model in the U.S. P.O.A.C. will be unable to convert these units to an acceptable standard.

912 and 911 models are unaffected and will continue to be delivered as usual.

Both PCP and your technical chairman will keep you informed as to further news.

- Jim Wellington -

"The Northern California Sports Car Council extends an invitation to all sports car drivers to attend the 67 Sports Car Olympics at Squaw Valley, California.

The Olympics begin on Saturday, September 2nd, and extend through Monday, September 4. (Labor Day)

Located just west of highway #89, a dozen miles south of highway 40 and only a few miles from lovely Lake Tahoe, Squaw Valley, home of the Olympic Winter Games, is the site of the Sports Car Olympics. Beautiful mountain roads for the rallies, a large paved area for the autocross and funkhana, this is an ideal location for sports cars!

Ten events will be held: Concours, 2 variety rallies, one T&D rally, 2 funkhana events, 2 autocrosses, slot car racing, sports car quiz, etc. There will be trophies for each event, plus overall awards!!

Also dash plaques will be given to each contestant and many wonderful merchandise prizes will be awarded each evening.

"The Northern California Sports Car Council is proud to be your host for this wonderful weekend!"

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For further information on the Olympics, contact Burt Propp or write to the following: Sports Car Olympics, Post Office Box 11121, Oakland, California, 94611.

Wanted

1960-1963 Porsche Coupe (super series preferred). Cars with races, rust, or wrecks not acceptable. Complete history must be verifiable. Cabriolets considered if equipped with factory installed hardtop. SAM THORNTON, 151 Cervantes Road, Menlo Park, California, 94025. (415) 325-9117.
THE HAPPY WANDERERS

Lured by the guise of a board meeting, two San Jose neophytes were honored at a surprise "baby shower" at the June meeting of a group of touring enthusiasts from the Golden Gate Region. The group gathered at the lovely home of Bill and Jo Arnett, high in the Saratoga hills, to celebrate the arrival of two new Porsches with beaming owners, Gene Gentino and Don Wallace.

Up the LeMans-type road with no trouble at all came Sandy Rehner, Bill Drum, Don and Kay Wallace, and Gene and Liz Gentino. However, Lee and Wilma Williams took a wrong turn, and a questionable assist was attempted over the citizen band radio. This endeavor so complicated the meandering Williams' that Bill Drum and Sandy Rehner took off in Bill's 911 to direct rescue operations. Bill, turning 7000 RPM in first gear, blasted the night air for miles around with his tuned exhaust system and guided the lost members back up the hill where a few libations promptly refreshed everyone.

Don and Gene, as the surprised and proud "fathers" of new Porsches, opened their shower gifts; Jo served coffee and cake; and everyone enjoyed a showing of pictures from last summer's Colorado tour.

Before the "board meeting" adjourned, conversation turned to this summer's Canadian tour with plans to be finalized at a Morro Bay outing of June 24th. It was announced that Tom and Isabel Wallace and Jim and Claudia Vlaming, both from the PCA Los Angeles region, would join the Santa Clara group at Morro Bay to coordinate the summer's Canadian itinerary...and on June 24th, the group rolled out for Morro Bay with CBs blaring gaily and everyone striving to learn the call letters, which became a lost cause. The Jolon Road cutoff near King City offered an opportunity to wind the cars up a little, and as the entourage coasted into the village at Morro Bay, Don Wallace and his bull horn emphatically notified the PCAers from LA.

Plans for the Canadian tour were finalized with plans to convene in Sparks, Nevada, on July 29th and to continue on to Banff, Vancouver, and Victoria. Everyone set a goal for the August 12th monthly meeting at the Deer Park Villa in Fairfax.

- Gene Gentino -

Autocross

The third PCA club autocross will be held Sunday, August 20th, at Palo Alto's Town and Country Village, El Camino Real and Embarcadero Road, across from Stanford University. Awards in each of the six PCA classes will be made. This is the next to the last autocross of the year (the last one to be the "mirror" autocross at Cotati) and being at a very central location, we hope to see many of you there. Remember that T&C Village is also a very pleasant spot to "window-shop" and has some stores open on Sunday also, so bring the family. Should be both a pleasant and challenging day.

If the NUGGET gets to you in time, REMEMBER...the second club autocross at Alameda County Fairgrounds in Pleasanton on Sunday, July 30th. First car out at 9:00 a.m.—run all day and you decide when to take your official timed run. Lots of practice, lots of fun!

It is with sadness that we report the death of Dr. LeRoy Spanjol, our national PCA president. LeRoy was the victim of an automobile accident while driving home from his office in his Volkswagen. A number of us in Golden Gate Region were fortunate in having known LeRoy, and we join with his family in mourning this loss. LeRoy loved the Porsche marque, as we all do, and held the respect of those who knew him. We will miss his leadership, but always revere his dedication to PCA as an example worthy of emulation.
The Orange Coast Region hosted a most successful tour, cocktail party and general good time July 8th and 9th. The event drew participation from Sacramento, Monterey, Golden Gate, Los Angeles, Orange Coast, and San Diego regions. As always, whenever Porsche people get together, a good time was had by all. Thanks, Orange Coast, and George McClelland, for a great event.

Congratulations to Gordon and Nancy Knight on being the first members of Golden Gate Region to take delivery on a 911 Targa. Gordon says it's a great feeling not to be left behind at the stoplights any more. Nancy says it's true that there's no draft with the top down, back and side windows up.

It's said that during the first days Porsches were brought into this country, if you owned one and saw another Porsche coming down the street, both stopped and immediately introduced themselves and discussed the marque. In California, and especially in this part of the state, where the PCP distributorship takes 10 percent of the factory output, Porsches will never be that rare again. However, why not wander over and introduce yourself to the owner of that other Porsche in the parking lot? You already have a lot in common, and who knows, the club might have a new member...you might have a new friend.

- Stu Grannis -

For Sale


1960, 1600S Cabriolet. Rebuilt engine, new rugs, new paint, new muffler, good top.—$1800. NORM PETERSON, 745 Garland Drive, Palo Alto, California. 325-0943 (days), 259-7831 (evenings).

1966 Porsche 912, 5 speed. White with red interior. Chrome wheels with crest on hubs. 4 new Dunlop SP radial tires, plus 3 spares. Blaupunkt AM-FM radio, clock, outside temperature gauge, air horns, bumper guards, tinted glass, fog lights, special dash light, cocoa mats, wooden steering wheel and horn ring. Bought locally and serviced only by Paul Lange at Anderson Motors. All service records available.—$4150. Contact HILLARD ROSS, 1191 South Mary Avenue, Sunnyvale. (408) 739-4076.

DEADLINE FOR THE SEPTEMBER NUGGET
12 AUGUST.