HALLOWEEN PARTY

TRICYCLE AUTO-X

JOIN US AT THE
PCA HALLOWEEN PARTY

APPLE BOBBING

DRINKS 59'

DANCING

DOOR PRIZES

FUN

BALLOON DANCE
PUMPKIN CARVING
COSTUMES
AWARDS

what

when

where

OCTOBER DINNER MEETING AND HALLOWEEN PARTY
SATURDAY, OCTOBER 26TH, 1968

ADOBE CREEK LODGE LOS ALTOS HILLS

MENU
$5.50
ROAST SIRLOIN OF BEEF
BAKED POTATO
VEGETABLES
SALAD
DESSERT

TIME
HAPPY HOUR 5pm to 7pm
drinks 59¢
COCKTAILS 7pm to 8pm
reg. prices 75¢ and up
DINNER 8pm

DEADLINE FOR RESERVATIONS THURSDAY OCTOBER 24TH
COSTUMES AND RESERVATIONS REQUIRED

MAKE CHECKS PAYABLE TO P.C.A.

SEND CHECKS TO: GORDON R. KNIGHT, 11071 WILKINSON AVE.
CUPERTINO, CALIF. 95014

INFORMATION DIANE UCHYTIL 353-1314
From time to time efforts have been made to decentralize or otherwise amend the make-up of the Golden Gate Region. So far none of these plans have shown sufficient merit to warrant a change.

An amendment of considerable merit was, however, proposed in the early summer by the Tamalpais Porsche Club. They requested that G.G.R. release to them our regional jurisdiction over Marin, Sonoma, and Napa counties so that they might form a separate P.C.A. Region to be known as the Redwood Region.

This amendment was proposed early enough so that your Board of Directors would have ample time to study it before putting it before the membership for a vote. The result of this extensive study is a recommendation by the Board that the amendment which will appear in the November Nugget releasing the three counties in question should be approved.

The study has shown that in those three counties there are more Porsche owners who belong to Tam. than to G.G.R., all but a few also belong to Tam. Furthermore, as the following letter will indicate, Tam. is an established organization, well able to serve the interests of Porsche owners in the area.

The following is an open letter from the President of Tamalpais Porsche Club, John Korn, who has also been an enthusiastic G.G.R. member over the past two or three years. This letter very well outlines the thinking behind our favorable reaction to their proposal. We also would welcome direct comment or discussion on the subject and if requested, will publish any specific arguments against the amendment, provided they are received prior to the Nugget deadline of October 12, 1965.

- Dwight Mitchell -

Tamalpais Porsche Club was incepted in August, 1965, in San Rafael, California by those Porsche enthusiasts who wished to further organized activity, related to the marque, in the North Bay area. There were many Porsche owners there, but little enthusiasm, and only the intermittent activities which were organized by P.C.A. G.G.R. To bring more Porsche fun to more Porsche owners in our own area, Tam. Porsche was founded as a local club and was incorporated. The original membership of some six enthusiasts has now swelled to an active membership of approximately fifty at the present. Twenty percent of Tam. Porsche members are also P.C.A. members. Monthly dinner meetings are held, as are various events, and a monthly news-letter is published.

The club, when incepted, adopted the P.C.A. bylaws as a pattern and agreed to attempt to become a region of P.C.A. someday. The Golden Gate Region was kept informed of our intentions and activities and at no time was there any attempt to interfere with the operation of the G.G.R. Now, after two years of successful operation, it seemed to be the general opinion of both Tam. Porsche and P.C.A. G.G.R. that we attempt to "legalize" our status and cease to be "a club within a club". It is for this reason that this information is presented to you, to help us accomplish this reorganization which has already received the support of P.C.A. G.G.R. Board of Directors. Your help is needed because a change in the G.G.R. bylaws will be necessary, with the usual two-thirds affirmative vote. P.C.A. G.G.R. membership must approve the "disenfranchisement" of our area—Marin, Sonoma, and Napa Counties—which are rightfully G.G.R. area as you may note in your copy of the bylaws to allow us to apply to P.C.A. National for our own new regional charter for this area.

We propose to be known as P.C.A.-Redwood Region, to encompass the three stated counties at the present, and any other Northern counties which should elect to affiliate with us in the future. This move is being made with the full cooperation of your Board of Directors, and we plan full cooperation in the future in running activities and events. Further stipulations are that any P.C.A. G.G.R. member in the affected counties may elect, himself, to affiliate with the new area, or stay with the G.G.R., and that each region may hold its own activities in each others area, freely.

We, of Tam. Porsche, are sure that this move will benefit the Porsche owners of our area and the general membership of P.C.A. thru increased P.C.A. activity outlets for more members, in their own area. We encourage your support next month when the necessary vote will be taken.

Tamalpais Porsche Club
- John T. Korn, M.D., President -

On behalf of the Board of Directors, I wish to express our approval of this change and recommend a YES vote on the necessary bylaws amendment next month.

- Dwight Mitchell, President -
## Schedule of Events

<table>
<thead>
<tr>
<th>Day</th>
<th>Date</th>
<th>Location</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>October 6</td>
<td>Saratoga</td>
<td>11:00 a.m.</td>
</tr>
<tr>
<td>Fri-Sun</td>
<td>October 11-13</td>
<td>Monterey</td>
<td></td>
</tr>
<tr>
<td>Saturday</td>
<td>October 26</td>
<td>Laguna Seca</td>
<td>5:00</td>
</tr>
<tr>
<td>Fri-Mon</td>
<td>November 8-11</td>
<td>Las Vegas</td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>November 17</td>
<td>Rally (Hare &amp; Hound)</td>
<td>9:00 a.m.</td>
</tr>
<tr>
<td>Saturday</td>
<td>November 23</td>
<td>Dinner Meeting</td>
<td>6:30 p.m.</td>
</tr>
</tbody>
</table>

## Other Events

<table>
<thead>
<tr>
<th>Day</th>
<th>Date</th>
<th>Location</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>October 6</td>
<td>N.C.S.C.C.</td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>October 6</td>
<td>Concours D'Élegance</td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>October 20</td>
<td>N.C.S.C.C.</td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>October 27</td>
<td>N.C.S.C.C.</td>
<td></td>
</tr>
<tr>
<td>Sunday</td>
<td>October 27</td>
<td>Can-Am Riverside</td>
<td></td>
</tr>
<tr>
<td>November 9-10</td>
<td></td>
<td>Time Trial's San Diego PCA</td>
<td></td>
</tr>
</tbody>
</table>

## New Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>ZIP</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>JOHN FRANCIS</td>
<td>1597 Harbor Blvd.</td>
<td>Belmont</td>
<td>94002</td>
<td>591-3604</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>THOMAS FREEMAN</td>
<td>2726 Sussex Way</td>
<td>Redwood City</td>
<td>94061</td>
<td>356-0176</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REESE HAGGOTT</td>
<td>602 Chimalus Dr.</td>
<td>Palo Alto</td>
<td>94306</td>
<td>321-2325</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LLOYD JOHNSON</td>
<td>61 Oceanside Dr.</td>
<td>Daly City</td>
<td>94015</td>
<td>756-5589</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALAN KING</td>
<td>2590 Richland Ave</td>
<td>San Jose</td>
<td>95125</td>
<td>269-1833</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ANDERS LUNDBERG</td>
<td>1020 Dolores</td>
<td>Livermore</td>
<td>94550</td>
<td>447-7155</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. R. JUSTUS</td>
<td>2445 Shoreline Dr.</td>
<td>Alameda</td>
<td>94501</td>
<td>521-5687</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Well, it is Sports Car Olympics time again, and such goings on....LOU MARABLE arrived up there a day early and found that the hippies were having a big conclave—which included co-educational nude bathing in the creek—only trouble was that with the long hair that the boys and girls wear, he couldn't tell one from the other....next we are at the concours and find the judges inspecting BRUCE ANDERSONS' car and lo and behold he left a wrench there for the judges to find, and there went his points! NORM MEADOWS took a third in class in his very first concours....SHARON EVANS and SUE HANCOCK won a trophy in the funkhana, that's the trouble—there was just a trophy, so they got out the old hacksaw, so that now each family has 1/2 a trophy gracing their mantelpiece!!!!!... but our girls did all right in the autocross, BARBARA ROSE won a first, PAT WEITZEL a second, and SHARON EVANS a third for a clean sweep..........DICK SPEAR reports that his face is red because his wife beat him in the Tech quiz.......I checked with JEANETTE SPEAR for an item for nuts and bolts and all she would tell me was, that DAVE HANCOCK CENSORED.....

BOB GRIFFIN thought disaster had struck and he had blown his engine, turned out to be only the oil cooler; however, that wasn't the end—he spun out and hit a guard rail, so off to the body shop. He borrowed some paint from JACK TEDFORD and stood by to watch it get sprayed on, trouble was, after the last stroke was on the car, BOB flicked his cigarette and you guessed it, the ashes landed on the car and there went $20. more labor!!!!!!

Speaking of paint jobs, JACK TEDFORD had to have his painted twice, seems the 1st time they forgot to put the pigment in the paint and it turned out to be a bit transparent.

The dumbkophf award went to GARY EVANS for his great technical skill. Just as he was leaving for Squaw, he complained that the car wasn't running right so BRUCE ANDERSON suggested he check the timing, but GARY said he had, but he checked again and found he had been timing to a paint spot on the pulley and was 30° off......if he hadn't gotten it for that he would have gotten it for putting his racing tires on the wrong wheels at the last autocross, some days you just can't win........just ask BILL WEITZEL, he was taking a shower at Squaw Valley, when someone flushed the toilet and there went the cold water and left BILL standing in a stream of scalding hot water, that wouldn't have been so bad, because anyone who wasn't as tall as BILL would have gotten it in the chest but BILL got it in a much more vital area!.........and then there was the last dinner meeting where BILL shows up in a suit and white tennis shoes, seems they were staying over at some friends house for the weekend and PAT forgot to bring any dress shoes.

Also at the last dinner meeting big JIM FLEMING went out after the meeting and carefully removed the car cover from his car and folded it up and then tried to unlock the door to put the cover away but no matter how he tried he couldn't seem to get the door to unlock. After some minutes, he stepped back and took a look, only to find out that he had uncovered the wrong car, his was four cars down.
AUTO-X RESULTS

CLASS 1
Karl Keller 52:47
Stu Grannis 52:72
Dick Wallace 53:45
Jens Kravshar 55:19
Hal Anjo 57:01
Bob Daves 61:36

CLASS 2
Jack Tedford 50:38
Kirby Hollis 50:69
Bob Wagner 50:94
Mike Edwards 51:50
Hugh Wells 52:22
Don Ferguson 54:23
George Dobbs 54:29
Tom O'Callony 73:84
Bob Buckholz DNF

CLASS 2A
Bill Weitzel 47:29
Jim Gaeta 47:57
Bob Griffin 47:66
Gary Evans 48:62
Jim Fleming 49:44
Terry Larsen 50:25
Gary Rudy 50:97
Bruce Anderson 52:90
Gary Morse 52:88
Randy Anend 53:24
Ray Ziegler 53:76
Rich Townsend 52:63
Dick Spear 53:69
John Sebastian 55:74
Ross Pfann 55:75
Rich Clrk 60:14
Ed Hortman 64:80
Franz Baichl 78:04

CLASS 3
Joe Reitmier 45:75
Dave Koehn 46:90
Brian Carleton 48:25
Dick Zieber 49:19
Kit Mason 53:01

CLASS 3A
Dave Hancock 46:24
Tom Ross 49:83
Gary Hamilton 50:73
Terry Zaccone 51:75
Chuck Tracy 51:82
Ted Brown 56:12
Ed Abate 57:62

CLASS 4
John Williamson 44:16
Bob Garretson 45:60
Bruce Anderson 47:55
Dick Osgood 48:15
John Ollivier 50:10
Mike Kornfeld 50:25
Tom Uchtyl 58:39
Don Lang 59:25

CLASS 4A
Marv Fisher 48:53
Jim Sorden 52:10
John Korn 53:13
Don Briedenbach 53:88

CLASS 5
D'Anne Carleton 52:38
Zudy Zacone 52:94
Laurel Townsend 54:86
Charmayne Salter 55:42
Dottie Zieber 56:10
Kath Pfann 56:10
Sally Larsen 57:09
Sharon Evans 57:39
Ann Keller 58:79
Joetta Edwards 59:90
Janette Spear 61:00
Maryanne Tedford 61:60
Sue Hancock 62:50
Audrey Anjo 63:79
Melinda Mason 64:67
Joy O'Callony 70:06
Shirley Davie 72:58
Mary Wallace 61:71

CLASS 6
Barbara Rose 52:32
Jo Watson 52:38
Diane Uchtyl 54:78

TOP TEN
John Williamson 44:16
Bob Garretson 45:60
Joe Reitmier 45:75
Dave Hancock 46:24
Dave Koehn 46:90
Bill Weitzel 47:29
Bruce Anderson 47:55
Jim Gaeta 47:57
Bob Griffin 47:66
Dick Osgood 48:15

Sunday, September 15, was a day of reckoning for Golden Gate Region Autocross enthusiasts at the Ampex parking lot. John Ollivier designed one of the tightest and most challenging courses most of us have ever been in contact with. This follows the pattern of the Speed Events Committee, who wanted different courses for each autocross. The lead in most classes and top time of the day changed hands so often that no one could guess the final outcome.

A new method was employed to obtain the necessary workers to run an autocross. As people registered to run, they were assigned a team. This team would work together and run together. Other than a few minor bugs, this system looks workable and will be under consideration for use next year. It shares the work load with everyone and allows everyone to enjoy themselves.

I wish to thank everyone who helped in making this last of the series of autocrosses as successful as it was.

- Mike Edwards -

Thanks

Many thanks go to D'Anne Carleton and her crew for all the time devoted to making sandwiches and selling cold pop at our last two autocrosses held at Ampex. Also, we are all indebted to Bill Weitzel who donated all of the bread and donuts.

The profits from these sales will be used to defray the cost of our new times for next year.

- Bob Wagner -
LETTERS TO THE EDITORS

Dear Hopeful Winner;

As the 1st and 2nd place winners of class 5 in the series of 5 autocrosses we found your article in last month Nugget very disturbing. Obviously several points need clarification. One, and we feel of utmost importance is that autocrossing is not a participation sport, it is a competitive sport - the name of the game is to win. Those that win are those who have the fastest times in their respective classes. They have the fastest times because they do the best job of utilizing their skill, experience, and the machine at their disposal. Secondly, the purpose of the present woman's classing was not only to stimulate "participation" but to afford those women with either limited, or no experience to gain autocrossing experience, confidence, and ability. If a woman was better able to grasp the mechanics of autocrossing, and the insight into psyching out a course than the other beginners and novices in this class she was subsequently awarded a plaque for her performance which had enabled her to place at the top. If she continued to do well in the series a trophy for overall class competence was achieved. After having been fairly successful in Class 5 she was expected to move into Class 6. Class 6 is composed of those women having the most autocrossing experience. Placement in this class is entirely voluntary, and sports such notables as Barbara Rose, Diane Uchytil, Barbara Jones, Linda Mitchell, etc. all with considerable autocrossing experience - some with several years. Pat and myself entered the series of 5 autocrosses each having competed in 4 autocrosses. Class 5 is once again Beginners and Intermediate, placement by experience. Car modification was not the criteria. Besides, an incompetent or inexperienced driver in a modified car is still an incompetent of inexperienced driver and will not win! Please remember that the women in class 6, or Pat or myself did not start off winning. They competed, were beaten, competed and progressively became better until some became the best. Objecting to someone because they win is not "good sportsmanship". Winning is something that is hard work, if everyone who autocrossed received a plaque or trophy then winning becomes meaningless, and the sport is destroyed. If you are having some difficulty, then ask anyone of the many skilled autocrossers for pointers. Walk the course with them, have them ride with you, ride with them, watch and listen, and then utilize what you have observed. It is up to you to become competent, not the classing system to make you appear so.

-Charmayne Salter and Pat Weitzel -

WOLFGANG

Are you wondering what all this commotion is about? Well if you're an old timer it's not news but to let you people who haven't heard, WE ARE GOING TO HAVE A PORSCHE PARADE on the WEST COAST next year, June 24th thru 28th, 1969. What's a Porsche Parade? Well it's the damnest biggest get together of Porsche Pushers ever. We'll all meet in Anaheim next year to have a Concours, a Rallye, an Auto-X, and a Gymkhana, plus a Drivers School and a Tech Session. This will all be interspersed with a couple of banquets, about four hosted cocktail parties and just a general good get togethersing of Porsche People. It is absolutely the best event ever that you have, or will ever attend. Ask someone who has been to one and they'll tell you, in fact you won't be able to turn them off.

I'll let you know here and now that Dave and Sue Hancock bought registration number two, and Dwight and Linda Mitchell were right behind them with number three. All I can say is you all better get your reservations in soon, cause all the 390 rooms reserved will be sold before long, and my long narrow doghouse isn't big enough to share with any of you Porsche People.

![Car Cartoon]
Reflected Glory

A couple of months ago when we left you we were on the way home from a Cotati practice session with the Formula Vee #44 and driver. Since driver #44 was tired, I drove the Porsche Normal tow car. (He shows no respect for the marque.) Having chided #44 all the way through San Francisco that morning about how to drive without clutch chatter when towing, my relief at being allowed to drive home soon dissipated. In its place came a vague feeling of foreboding, culminating in horror. Passing a slow truck in 4th gear, the engine revs shot upward unexpectedly, but the car didn't go faster. So, a 2 hour drive home in 3rd gear, with bad clutch slippage, one week before a race, and no other tow car.

Monday night Porsche engine was removed, Tuesday we obtained new clutch and gave #44 our smooth flywheel to avoid machining time, Wednesday night we replaced Porsche engine, Thursday we cleaned up and checked Vee, Friday #44 left for Willow Springs race, alone. A nice quiet week between practice and race! Working on the tow car, yet!

Willow Springs is a fast, hilly course, more like Laguna Seca than Cotati, located near Incline, Hot, dusty, dry! We couldn't go, but #44 was confident and undaunted. For the results, #44 finished 10th out of 30 in his first Regional race; for his comments, well..."Gosh, what a fast course", Gee, I have a lot to learn. It's all 4th gear! What a difference from driving school. And I'll never go again without a crew." It's nice to feel needed!!

Would you believe

She's a young San Francisco socialite and she pulled up in her little red Porsche to watch the circus unloading a week or so ago. Somehow an elephant got out of hand and wandered over to her car, turned around and actually sat on the hood cruising it. The circus handler said not to worry, they had insurance for such things, and the elephant was trained to sit on a red barrel and thus probably sat on the car by instinct. All right. The socialite drove off and on the way home passed an accident. She slowed down at the scene, and then drove on, and suddenly a cop pulled her over. He thought she'd been involved and was leaving the scene, and didn't her car have a crushed hood? "Yes, officer," the girl replied, "but you see, an elephant sat on my hood this afternoon." As you can imagine, it took a bit of explaining.

- Bill Flasek
Oakland Tribune

While attempting to adjust my carburetors at the last aout-x one of the club members observed that I had started my engine (912) from the engine compartment. Most of us at one time or another has started the engine from the drivers seat and by the time you get to the engine compartment the engine has died. Well, Porsche has done something about this. On the 912's and possibly (I haven't checked) the 911 the trick is to turn the ignition key to on - first position to the right. Located on the left side of the engine compartment adjacent to the voltage regulator is a yellow wire about four inches long. This wire has a rubberized terminal on the end which will be used to start the engine. While regulating the carburetor linkage with one hand, short the exposed portion of the yellow wire terminal to the adjacent terminal on the voltage regulator (+B). The engine should start - try it.

- Gary Evans
THE MART

'55 Speedster, choice of 1500 Super or 1600
Normal engine, all original, no rust, clean.
Perfect to drive as it stands, excellent choice
to prepare for concours. $1,750 or trade for
not so clean '57 or '58 Speedster. Barbara
Jones, 325-6297 or 266-5350 and leave message.

1962 Porsche Coupe Super $2,595. 1967 Karmann
GHIA $1,995. 1967 English Ford Cortina GT $1,695.
All three are in excellent plus condition
and have many extras. Also, 4 new "B" 51/2" chrome
wheels-$140. 4 near new (2000 miles) Pirelli
Cinturatos and tubes-$140. 1 brand new (#107)
Iskenderian racing cam with Isky valve springs-
makes offer. 2 Knecht wire air cleaners-$10.00
pair. 1 Porsche parka-used-good condition $1750
1 pair red head rests with hardware (brand new)
$22.50. 1 pair rear '62 bumper guards
with exhaust holes near new condition-$5.00 pair.
1 set of snow chains used one time-cost $13.10
sell $7.50 4 used Koni shocks-$25.00 Porsche
356B shop manual-$20.00. Bob Stone (408)
252-1369. As you can see we are moving and
must sell most of our prized possessions.

Porsche "C" model coupe, champagne yellow, new
October 1964; top care by one owner; 5 Michelin
X, one unused; Cibie Driving lights; Marcel
air horns; Koni shocks, decambered; Blaupunkt
AM-FM; $3,450 including Porsche Parka. Contact
Marvel Taylor, (415) 483-2255 days or 797-5296
evenings.

Bursch type for 356B used-$20.00. Radial spare
tire and stock rim used-$25.00. Contact Gordon
Thomas (408) 353-1520 or work (415) 968-6493.

FUNKHANA

A funkhana is a fun event designed to be
run against the clock, on a course that will
challenge both driver and navigator. Driver
and navigator will be called upon to execute
feats of skill, such as popping balloons, tossing
bean bags, driving between pylons, both forward
and backward, and other fun things the event
chairman can dream up.

Extreme co-operation between driver and
navigator is required for the team to come up
with the winning time. Remember it's all for
fun, so come on try it!!!

This event will be held behind the Plumed
Horse Restaurant in Saratoga, so bring the whole
family. Shops in the plaza (only a few steps
away) will be open including two that serve
great!!!!! sandwiches. For those of you who like
the great outdoors there is a park right across
the street.

See you there!!!!!!!!!!!!!

DIRECTIONS TO THE FUNKHANA

FROM THE BAYSHORE FREEWAY
Take Highway 85 South Cupertino - San Jose
to Highway 280 East Cupertino - Santa Cruz
Take Cupertino off ramp (Highway 9 South)
Follow Highway 9 to Saratoga
Turn right a Big Basin Way
Turn Right at "Plumed Horse Parking"

FROM HIGHWAY 17
Take Los Gatos turnoff
Follow Los Gatos Saratoga Rd to Big Basin Way
Turn left at Big Basin Way
Turn right at "Plumed Horse Parking"

WANTED

To rent.....front end cover for 356B for the
week of October 14th. Contact Gordon Thomas
(408) 353-1520 or work (415) 968-6493.
SORRY FOLKS ~ THAT'S ALL

Due to technical difficulties (three people on one typewriter) and many errors and misunderstandings, Sharon and Susan hereby resign as editors of the Nugget. We hope you fellow PCAers enjoyed our brief fling and will give lots of help (photos and articles) to the next editor or editors, whomever they may be!!!!!

- Sharon Evans & Susan Hamilton-

[Image: Tech Session Photos]
where were your articles and photos this month???

This month's cover photo / Santa Rosa Tech Session
Photo: Jim Fleming
GOLDEN GATE REGION / PORSCHE CLUB OF AMERICA

OFFICERS

PRESIDENT
Dwight Mitchell, 346 Ruth Avenue, Mountain View 94040, (415) 968-8445

VICE PRESIDENT
Gordon Knight, 11070 Wilkinson Avenue, Cupertino 95014, (408) 252-3062

SECRETARY
Brian Carleton, 4785 Borina Drive, San Jose 95129, (408) 252-5546

TREASURER
Lou Marable, 67 Sevilla Drive, Los Altos 94022, (415) 948-1669

ACTIVITIES
Jack Tedford, 185 Friar Way, Campbell 95008, (408) 379-1701

MEMBERSHIP
Barbara Rose, 409 38th Street, No. 203, Oakland 94609, (415) 652-5248

TECHNICAL
Gary Evans, 14710 - 6th Street, Saratoga 95070, (408) 867-0543

NUGGET EDITOR
Sharon Evans/Sue Hamilton, 14710 - 6th Street, Saratoga 95070, (408) 867-0543

DESIGN
Len Pacheco

GOLDEN GATE REGION / PORSCHE CLUB OF AMERICA
Barbara Rose, 409 38th Street, Oakland, California 94609