Saturday 21 December 1968
San Jose Hyatt House
First Street at Bayshore Freeway - San Jose
Cocktails: 7 PM Dinner: 8 PM
Menu Selections:
- Roast Prime Rib or Beef
- Mixed Green Salad with Shrimp
- French Green Beans
- Baked Potato
- Ice Cream Cake
FREE WINE
PER PERSON
Roast Prime Rib or Beef
New York Cut Steak
PER PERSON
$6.25
$7.00
Outstanding PCA Entertainment !!!
Don't Miss This One !!! The Most Fun Event !!!
Deadline for Reservations (Reservations required)
Wednesday - December 18
NOTE: indicate menu choice on check payable to PCA - Golden Gate Region and mail to:
GORDON R. KNIGHT
11070 Wilkinson Avenue / Cupertino, Calif 95014
President's Message

Usually words come easily to me, but in this, the last column I am to write as your President, the proper words are hard to find. For the last two and one-half years it has been my honor to serve on your Board of Directors, and for 1968 to serve as your President. These years have been extremely gratifying, and I hope, successful. Being such a part of this fine organization leaves me with a difficult-to-express feeling. Basically, it is one of thanks to all of you who are the ones responsible for making PCA the success it is. Thanks to you for allowing me the privilege of holding these positions. Thanks to all the great people I have worked with on the Board these last 2½ years. And most of all, thanks for all the friends I have made in PCA.

Also the feeling is pride, Pride in a job I hope was well done. Pride in seeing the enthusiasm our members have. Pride in knowing we have grown to the position of pre-eminence we hold. Pride in seeing great turn-outs at events. And pride in knowing PCA in a great organization with an even greater future ahead for itself.

Every year G.G.R. moves a little farther ahead. We hope we gave you a good year in 1968. I'm certain that we'll give you an even better year in 1969. Stick around, it'll be wild.

The names of your newly elected 1969 Board of Directors appear in this Nugget. On December 5th the Board will meet to select the officers for the coming year and we will introduce them to you at the Christmas Party. The new Board will take over in January. My thanks to Brian Carleton and his nominating committee for the excellent job they did in selecting such an outstanding slate of candidates.

We all set out to accomplish certain things this year, but as usual didn't succeed in all of them. Never-theless, I think we can look back on 1968 as a successful year, and I would be pleased and gratified just to know that each of you enjoyed PCA in '68.

--Dwight Mitchell

Tech Session

The last Tech Session of the year will be held December 11th, 10:00 a.m. to mid-afternoon at Carl R. Carlsen VW - Porsche in San Francisco. The address is 1604 Jackson (near Polk). This is not the new car sales office, so please note the address. The subject for the day will be "Ignition Systems". We can expect some lectures and movies from the Robert Bosch Field Engineers. Reservations are a must, please contact me by December 10th if you wish to attend.

--Gary Evans

Pleasanton Putt-Around

January 19th is the date for the first autocross of 1969. Chairman of the event will be Bruce "Hoss" Anderson and Charlene Salter. It will be a practice autocross - meaning that you can try that groovy line through a turn that you know will knock at least 5 seconds off your time, but were afraid to try before because you thought it by some fantastic stroke of fate it didn't work you'd blow the series. There will be no official competition, however. No trophies will be awarded, no times will be posted (you will be handed your time as you exit smiling from the course). It will be a fun opportunity to improve your skills, and/or try a new set-up on your car, with a minimal amount of pressure. Ladies, this is your chance to crawl behind the wheel and do your thing! First car out at 9:00 a.m. (Promise), he who arrives early runs more. CAN YOU DIG IT! $2.50 registration fee, $4.00 per couple.

New Board

Brian Carleton, chairman of our nominating committee, announces the following as our Board of Directors for 1969:

Bob Wagner
Jack Tedford
Dave Hancock
Bob Sheldon
Barbara Rose
Arlene Riggs
Gary Evans

Officers will be voted upon at a December 5th Board meeting and announced at the Christmas Party. Congratulations to you all.

Schedule of Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dec. 1 - 13</td>
<td>Christmas Shopping</td>
<td>Everywhere</td>
</tr>
<tr>
<td>Sat. Dec. 1</td>
<td>Technical Session</td>
<td>Gary Evans</td>
</tr>
<tr>
<td>Dec. 15 - 20</td>
<td>Christmas Shopping</td>
<td>Everywhere</td>
</tr>
<tr>
<td>Sat. Dec. 21</td>
<td>Christmas Party</td>
<td>San Jose Hyatt House</td>
</tr>
<tr>
<td>Dec. 25</td>
<td>Merry Christmas</td>
<td>P.C.A.G.G.R.</td>
</tr>
</tbody>
</table>
What A Year!

It's all over for this year (almost), only two events left. A brief rundown on events for the newer members and those of you who stayed home—12 dinner meetings, 2 race weekends, 8 tech sessions (one for ladies), 6 autocrosses, 2 drivers schools, 1 swap session, 2 wine tours, 2 ladies luncheons, 3 overnight tours, 3 rallies, 3 tours, a bumper car night, family picnic, Hallowe'en Party, Christmas Party (Dec. 21, 1968). That's all I can remember, it's been a busy year.

It's been "fantastic" meeting so many enthusiastic members. I am pleased to look back on the past year and count it a success. Never have I enjoyed working with a group as much as this, and would be most pleased if you, too, have enjoyed your club this past year. My special thanks to Diane Uchytil & Bob Wagner for all the hard work they did this year to make your club a success, it's too bad more of you active members didn't get to enjoy it.

Many, many thanks to everyone who helped out.

--Jack Tedford

Drivers School

Many thanks to all of you who helped our Nov. 10th drivers school be such a success. About 40 Walter Mitty—Juan Fangios had a chance to let out all the stops and learn a lot about handling their Porsches at speed at Cotati raceway. Fog held the initial runs down but by 10 o'clock the sun was out and a beautiful day followed. Several drivers had the "exciting" experience of a spin out under conditions much safer than on the public highways. Thanks again to all those who helped and especially those who helped set up the course and stayed to the last of the cleanup operations.

--Dick Osgood

Lost Stopwatch

WILL THE PERSON IN THE ORANGE COVERALLS who borrowed my stopwatch in the Porsche Paddock at the Laguna Seca Can-Am race on Sunday, Oct. 13, please send it to me? Thanks. Terry Zaccone, 2188 Riordan Dr., San Jose, 95130.

Letters

An open letter to PCA Members:

A year and a half ago when I purchased my first Porsche, I had great aspirations concerning what I was going to do with it. I eagerly joined the PCA and looked with enthusiasm at the line-up of events. However, since the date of my admission I have gone on one tour, one rally (spoiled by other people moving signs), one drivers school, and three races, one of which was not formally attended by the PCA.

Last week at the Laguna Seca races another PCA'er and I elected to enter a rally sponsored by the local Ford Mustang club. I speak of the rally because it happened and everyone enjoyed it very much. My actual point is the date of the rally, it was held on a Saturday evening.

I am rarely free for an entire Sunday afternoon-eve event. If there are any other PCA'ers with my same problem, would it be possible to have events on both days, say alternately? An evening rally would have to be shorter because of less time. If the club were to have events alternately on different days, might not the club have a higher participation at these events? Would there be greater opportunity for members like myself to meet more PCA'ers, too.

Marvin C. Besmer

Historically, we have had difficulty getting entrants for any T & D rallies in the club. As for other days of the week, how about chairing a Saturday event, Marv? --Ed.

Concours

Sunday, October 20, 1968 was a great day for PCA at the Golden Gate Fields Concours. Gerry Freck, with his beautiful black Porsche Coupe, took 1st in class. Bob Wagner, with his beautiful grey Porsche Coupe, took 2nd. Gerry then went on to take 2nd overall in the Sports and Imports competition, losing first to the Maserati belonging to Stanley Good.

The Frecks and their crew adjourned to the Turf Club for refreshment and the awarding of the Sweepstakes Trophy, which is awarded to the exhibitor with the most points for the whole season. Gerry won this coveted award, having taken 4 firsts in class and 1 second during the season. Congratulations, Gerry, for a great season. PCA is proud of you!

--Grace West
Hey! Have you ever driven an autocross? Well, have you ever driven an autocross on a tricycle?! If you haven't, you sure missed something great. That was the scene at the Hallowe'en Dinner Party on October 26th. Try to go around a hairpin turn—at 0.004 mph—and clear all those water-filled paper cups (those are pylons to those of you not informed)—on two wheels—and not tip over... Good Luck!

While all were taking their turn at the wheel, there was also pumpkin-carving going on. Everyone had a chance to let loose with all his creative talents, even those of us who aren't so talented gave it a try. Try to imagine big Bill Weitzel carving a pumpkin which was no larger than about 5 inches in diameter. Now that was funny! He won a prize, though, so don't laugh too hard.

The costumes were something else again! Would you say that Porsche folks think alike when two couples come as a monk and a pregnant nun? How 'bout that! Batman and Robin were there, and some cute clowns with little flowers atop their hats, and some really weird cavemen. Do you suppose they were really Porsche pushers or just Corvette people crashing the party? Raggedy Ann and Andy were there, too. If you don't believe me, well, that's what their official PCA-OGR name badges said. Hey, the Red Baron was there, too. Where were you, Snoopy? Don't tell me you were waiting in your sincere pumpkin patch for the Great Pumpkin! Good grief.

After fun and games outside, everyone went in for food, prizes, and more games. We owe Diane Uchytil a great deal of thanks for the very successful Hallowe'en Party.
SOME LAGUNA'S ARE BETTER THAN OTHERS
or
I SHOULD'A STOOD IN BED

--Take wife's car to work. Breaks down and costs $141 to repair.
--Get to motel in Monterey--"Sorry, but we had your reservations for last weekend. Where were you?"
--Get another motel--$20 for an army bunk, and the noisiest heater in the world. "Why, no, what makes you think we raise prices on race weekends?"
--Rain Friday morning.
--Get to track with car and hero driver bashes it on third lap of practice. Spend rest of day slaving on dumb race car.
--Meanwhile, wife-type is to drive down to Monterey on Friday night in super reliable VW.
--8 p.m. Get call. Super reliable VW is broken down "1/2 mi. east of Watsonville." (What the h---- is she doing east of Watsonville?)
--Borrow super reliable Rambler from friend to go get wife-type.
--Arrive Watsonville 9 p.m. Can't find any VW or wife-type.
--Super reliable Rambler now breaks down stranding me in Watsonville.
--Called back to another friend in Monterey. "Your wife just arrived here. Car started again."
--"Swell. Now send someone out to get me."
--11:00 p.m., finally arrive back in Monterey after second friend came out to Watsonville to get me.
--Reunion with wife-type. Super reliable VW had loose coil lead.
--Sunday - rain - figured for sure we'd get pneumonia or stuck in the mud or something terrible, so stayed home.
--Maybe next year will be better.
SECA

IMPRESSIONS

The license plates on pro and amateur entrants alike—you DROVE here from Texas? Yes they did, and from a lot of other places. One big van was from Florida. Wheel-sport gypsies. No, not gypsies, more like camp followers—no, that's not right, either. NUTS, that's what they are. Nuts who love the sights, sounds, and smells, and who accept the rest as necessary carfare.

The professionals. Legendary people became suddenly 3-D real with sound. Jim Hall standing patiently by while some mysterious adjustment is made to his Chapparal. Dan Gurney (Gurney For President!) impatiently making his point to a harrassed mechanic who is adding a brace to the wing on his Eagle. Dennis Hulme pacing silently up and down while his McLaren's brakes are bled for the third time.

Tires. Like you never saw before. Just two, stacked, and the top is over four feet from the ground! Goodyears on almost all the pros (except the winner), Firestones on the rest. On the amateurs!, McCoy's and Bruces were well represented. Just about everybody had rain tires ready.

The Army, God bless 'em. Everywhere, as usual. Super-efficient when they see a deed to do, vaguely uneasy and what-am-I-doing-here the rest of the time. And never-send-one-man-wot'll-I-do-with-the-other-six, an old tradition when Washington was a corporal.

The races are history now. "Our" race was on Saturday; Formula Vee. Practice 9:30 a.m. and all is not well. The car seems fine, it is the driver who is out of tune. This is his first time out at Laguna. He tries several wrong ways through turn nine. Going past the pits he mimes his rage and frustration. With five minutes practice remaining he comes in. He has "wiped out" the tires on the inside of turn four (a fast left hander) with the right side of the car. That can't be done frontwards! No great damage done, but would the driver come to start/finish: the Chief Steward will have a word or two. (Jim Hurlinger was right behind in turn four, capturing the incident on film. During the race, Jim points his camera rearwards. Confidence!)

It is now 10 a.m. We have 'til 1:30 to check for frame misalignment and bent wheels, plus the usual maintenance. Compression is down a bit in #3—good thing it's the end of the season. Pound body back to approximate shape, clean out gravel from excursion. Discover that three Dzeus fittings that hold the nose in place have pulled through the fiberglass. 10 mm lockwasher will fix, get some from Art Stange. Bless you, Arthur. All ready by 3:00.

We are 13th on grid, start is fair, we are still 13th. Coming around to turn nine on first lap, someone got sideways and several of the boys ignored (or didn't see) the yellow flags. There were Vees all over, including upside down. Our driver had the good sense (or luck) to come almost to a halt, tiptoe through the wreckage, and pick up five places. A good dice with another car, some DNFs, and that was our race: fifth! A glorious Fall day and a creditable finish.
AUTOCROSSING

The following recommendations and decisions are the result of a meeting recently held by the Speed Events Committee.

YEAR END TROPHIES
Trophies will again be given this year. It was moved that for every two participants a trophy would be awarded. There will be a limit of five trophies per class. There must be four participants to make up a class.

PARTICIPATION PLAQUES
It was moved to give participation plaques to autocross participants. After discussion the motion was vetoed unanimously. The committee felt that since the sport is competitive, and not participation oriented; as well as the great expense involved, that participation plaques are not necessary.

PLACE PLAQUES
After a discussion which revealed the following issues, a) the depth in class of awarding trophies, b) the great expense involved, c) the lapse of time from placing in class to receiving the plaque, it was moved to discontinue to award place plaques. The committee wishes to point out that an attempt will be made to reduce the entry fee for each autocross.

POINT SYSTEM FOR EARNING TROPHIES
The present point system was discussed and reapproved.

<table>
<thead>
<tr>
<th>Points</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
<th>5th</th>
<th>6th</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

GEGEN DUR UHR
Barbara Rose was nominated and approved to serve as chairman of our 1969 championship autocross, Gegen Die Uhr.

ROLL BARS
To insure safety for the club and its members it was decided that all open cars must have roll bars for drivers schools. The only exception will be Cabriolets with factory tops which are up.

WOMENS CLASSES
It was moved that there be seven women's classes paralleling the existing men's classes. In the event that there are not four women in a class, those women move up a class. Once the top classes for 356 and 900 are reached there will be no minimum on the number of women entered per class. There must be two women in a class to receive a trophy. After discussion the classes were approved as of the next autocross. Class numbers will be posted at that time.

MENS CLASSES
It was moved that there must be four men in each class, or those men will move up a class. Once the top classes are reached there will be no minimum on the number of men entered per class. There must be 2 men per class to receive a trophy.

TIMING SLIPS
The committee reaffirmed the existing ruling that timing slips must be turned in at the end of the day in order to receive credit for your time.

It is hoped that you all have enjoyed the speed events for the past year. If you have any ideas, course sites, course designs or any contributions you would like to make, please join the competition events committee for 1969. This year your entry fees have helped in the purchase of safety equipment, a new liner, brooms, plaques, trophies, and the best of all will be new timing equipment for 1969.

Bob Wagner
Competition Events Chairman

Champions

The autocross series champions for the 1968 season are as follows:

<table>
<thead>
<tr>
<th>Class 1</th>
<th>Class 3A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Karl Keller</td>
<td>Gary Hamilton</td>
</tr>
<tr>
<td>Bob Davies</td>
<td>Dave Hancock</td>
</tr>
<tr>
<td>Dick Wallace</td>
<td>Chuck Tracy</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class 2</th>
<th>Class 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jack Tedford</td>
<td>Dwight Mitchell</td>
</tr>
<tr>
<td>Bob Wagner</td>
<td>John Williamson</td>
</tr>
<tr>
<td>Mike Edwards</td>
<td>Bob Garretson</td>
</tr>
<tr>
<td></td>
<td>Bruce Anderson</td>
</tr>
<tr>
<td></td>
<td>Dick Osgood, tie</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class 2A</th>
<th>Class 4A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bill Weitzel</td>
<td>Marvin Fisher</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class 3</th>
<th>Class 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Joe Reitmier</td>
<td>Charmayne Salter</td>
</tr>
<tr>
<td>Dave Kohn</td>
<td>Pat Weitzel</td>
</tr>
<tr>
<td>Brian Carleton</td>
<td>Dottie Ziebar</td>
</tr>
<tr>
<td></td>
<td>Judy Zaconne</td>
</tr>
<tr>
<td></td>
<td>D'Ann Carleton</td>
</tr>
</tbody>
</table>

Class 6
Barbara Rose
Diane Uchytil

HELP!

WE NEED autocross sites for next year—start scouting them out now! Contact Bob Wagner.
We have a good insurance policy.
Tech Note

Recently I have read a couple of articles pertaining to the location of the anchor points for the front seat belts in the 900 series. It appears that if the seat belt is used around the outside of the seat the position where the belt crosses the body is too high. Should an accident occur it can result in some injury to the abdomen. The big controversy is, what to do to improve the body-belt positioning? The suggestions get quite involved when attempting to relocate the anchor points. The quick fix is to run the seat belts between the back and seat portion of the seat causing the belt to cross over the hip bones rather than the abdomen. I understand the '69s have this situation corrected.

--Gary Evans

Cotati

Porsche

Parade

WHAT IS A PORSCHE PARADE?

Each year our National Board of Directors selects a region to act as hosts for the Annual Porsche Parade. Just what is a Porsche Parade, you might ask. Well, it's kinda like a convention only a lot more fun. Porsche Club of America members from all over the world are invited to meet and spend the better part of a week talking Porsche, meeting Porsche people from all over, meeting Porsche Factory representatives, and generally having a socially good time.

The activities start with a Concours D'Elegance which pits some of the best prepared Porsches in the world to find out who has the best one. Awards are given by class and for overall standing. This event is followed by a Rally where even if you are not a serious contender you will see driving sights you probably would never see otherwise. More awards to the driver and navigator (ten deep) who do not get lost. There is an Autocross where you can pit your skill against other Porsche pushers according to class. A Drivem School where you can have some well known competition driver show you what your car will do and give you some pointers on how to better handle your Porsche. A Gymkhana is a fun event for both men and women, and then there is the Technical Quiz to find out how much you really know about Porsche. The Technical session is where you get to ask the Factory people questions and often find out what is going to be in the future of Porsche.

There are awards by the hundreds and suppliers outdo themselves supplying free valuable door prizes. There will be over two hundred fifty trophies awarded at the up-coming 11th Parade, so everyone can have a good chance at one if they try. Banquets and Cocktail parties too.

The emphasis of the 11th Porsche Parade is Social, and the ladies will really enjoy themselves as much or more than the men, for while hubby is playing sport car, they can relax by the pool, or take transportation provided by your hosts to some of the most interesting shopping areas in the world. They can look in on Disneyland, or Movieland Wax Museum, Marineland of the Pacific, Knott's Berry Farm, or even Hollywood. What a wonderful way to spend a vacation or part of one! Start planning to attend the 11th PORSCHE PARADE in Sunny Southern California. Mark the date on your calendar NOW! June 24th thru 28th, 1969. Have a Spanish Fiesta!

George V. McClelland
John M. Collier
General Chairman
11th Porsche Parade
THE MART

FOR SALE


175x15 Pirelli Cinturatos, new, still in wrapping, $30 ea. (Rim width should be at least 5" for these tires) Distributor for 911, used, good condition, uses cheap ($1.25) rotor, $15. Hanson power timing light, new, $10. Keith Howen, 1929 Casian, #103, Mountain View. Work, 321-1073. Home, 961-7836.

'58 Speedster, 5000 mi. on engine and BCPA gearbox, new brakes, wide wheels and Goodyears, 2nd in class 3 this season, many extras incl. Blaupunkt AM/FM and B&AB gearset. Excellent condition throughout. $2295. Dave Koehn, 2330 California St., #23, Mountain View. (408) 739-8340, ext. 4729.

Targa soft top, black, one piece, never used. $150 or highest offer. Call Bob Claypool at 968-7468 and leave your number if Bob doesn't answer.

'68 911L, white, 12,000 mi., air conditioning, purchased '69 911L Dr. E. C. Abate, 2346 Gunderson Dr., San Jose. 269-8043 evenings.

Five 14x5 x 15 painted wheels for 356 A or B, $340/offer. Ben Hansen, 1050 Eugene Ct., Sunnyvale. (408) 245-8280.

WANTED: Hardtop to fit '57 Speedster, Ben Hansen, 1050 Eugene Ct., Sunnyvale. (408) 245-8280.

NEW MEMBERS

Frank W. Gent
3172 Moorpark #2
San Jose 95117
245-9969
Laurie - wife

Dr. Hiro Kumassaka
1111 Verdemar Dr.
Alameda 94501
523-1821
Grace - wife

M. Eugene Pavitt, Jr.
2317 Prospect St.
Berkeley 94704
845-6689

Sanford L. Severin, M.D.
781 Camino Real
Moraga 94556
251-8701

Lloyd Swayne Jr.
3981 Canyon Rd.
Lafayette 94549
251-2717

Peter A. Freeman
20 Aliso Way
Menlo Park 94025
851-8668
Jennifer - wife

Quenter Halwachs
250 A
Redwood City 94063
365-7059
Erika - wife

Richard F. Parina
158 Shreder St. #2
San Francisco 94117
387-0994

Steve Peacock
20 E. Main St. #61
Los Gatos 95030
351-7513
Sherry - wife

Ronald Steininger
1282 Mattson Rd.
Hayward 94541
582-5502
Louise - wife

Karlheinz T. Kammyeyower
865 Backland Ave.
San Carlos 94070
593-1359

William A. Rushin, Jr., M.D.
1627 Andalusia Way
San Jose 95125

Bits and Pieces

If you are looking for those hard to find Speedster rubber pieces here is part of the answer: AUTOS INTERNATIONAL, owned by Sid Wake, 353 Roman Way, Chula Vista, California 92011. (714) 422-0939. Sid stocks lower windshield rubber pieces, and the rubber piece that goes on the top and mates with the windshield. Hopefully, he soon plans to stock the rubber pieces that go under the hood handle. The pieces are remade here and are beautiful. Those of us who have tried the rubber are extremely satisfied with its appearance. If you have had difficulty finding these pieces, this is an extremely satisfactory answer. --Bruce Anderson
Wine Tour

January 18, 1969 Dinner Meeting
Stickney's / San Mateos

Deadline for January Nugget:
December 13

PHOTO CREDITS / DECEMBER '68
Cover: Jim Hall in Chaparral 2G by Jens Kraushaar
Halloween Party: Jim Fleming
Laguna Seca: Jim Fleming / Barbara Jones
Cotati: Jens Kraushaar
Photo Tour (Inside Back Cover): Jim Fleming

* * *

Best wishes for a
Merry Christmas and
Happy New Year!
- from the editor and staff -

* * *

* * *
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
Barbara Jones, 668 Hawthorne Ave., Palo Alto 94301, (415) 325-6297

DESIGN
Len Pacheco

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