MONTHLY DINNER MEETING

SATURDAY, JULY 13, 1968

COCKTAILS: 7:00 p.m.
DINNER: 8:00 p.m.

SAN GERONIMO NATIONAL GOLF COURSE

MENU CHOICE:
Prime Ribs of Beef Au Jus
Baked Potato
Vegetable
Cherry Pie

@ $6.00 per person

Chicken Kiev
Rice
Vegetable
Cherry Pie

@ $4.80 per person

RESERVATIONS REQUIRED!!

Please make checks payable to P.C.A., G.G.R. Note menu selection on your check and mail checks to:

Gordon R. Knight
11070 Wilkinson Avenue
Cupertino, California 95014
(to be received no later than Thursday, 11 July 1968!)

DIRECTIONS TO SAN GERONIMO: Highway 101 north of Golden Gate Bridge. Take San Rafael Only turnoff. Turn left on 3d (the second stoplight). Stay on 3d through San Rafael. 3d will turn into Miracle Mile. Pass through San Anselmo. Now on Sir Francis Drake Boulevard. Pass through Fairfax. San Geronimo Golf Course is 4 miles west of Fairfax.

DIRECTIONS:

To arrive via Nimitz Freeway:
Take Oak Street off-ramp; go toward Lake Merritt to Grand Avenue; turn left on Grand to Broadway; go right on Broadway to College Avenue; left on College Avenue.

To arrive via Mac Arthur Freeway:
Take Mac Arthur Boulevard exit; follow Mac Arthur Boulevard to Broadway; turn right on Broadway and go to College Avenue; left on College Avenue.

To arrive via Bay Bridge or San Rafael Bridge:
Go to Interstate 80 (East Short Freeway); follow to Ashby Avenue turnoff. Take Ashby Avenue to College Avenue. Turn right on College.

SWAP SESSION!... SWAP SESSION!

WHEN? AUGUST 18th
WHERE? John F. Greer Co. Warehouse
5341 College Avenue
Oakland

NOW is the time to dig out all the Porsche stuff that has been crammed into closets, the garage, guest bedroom or wherever. A great opportunity to sell, buy, or trade whatever goodies you need or want. Don't miss this session!! There is a very good chance that someone will have what you want.
### Tentative Activity Schedule for the Remainder of 1968

<table>
<thead>
<tr>
<th>Day</th>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday</td>
<td>July 13</td>
<td>Dinner Meeting, San Geronimo National Golf Course, Marin County</td>
<td>(Gordon Knight)</td>
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<tr>
<td>Sunday</td>
<td>July 14</td>
<td>Autocross #3 (with Monterey Bay Region)</td>
<td>(Bob Wagner)</td>
<td></td>
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<tr>
<td>Saturday</td>
<td>July 27</td>
<td>Tech Session, Anderson Motors, San Jose</td>
<td>(Gary Evans)</td>
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<tr>
<td>Sunday</td>
<td>July 28</td>
<td>Family Picnic, Uvas Meadows</td>
<td>(Diane Uchytil)</td>
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<tr>
<td>Sunday</td>
<td>Aug.  4</td>
<td>Rally (gimmick), San Jose</td>
<td>(Gary Evans)</td>
<td></td>
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<tr>
<td>Saturday</td>
<td>Aug.  10</td>
<td>Dinner Meeting, San Jose Hyatt House</td>
<td>(Gordon Knight)</td>
<td></td>
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<tr>
<td>Sunday</td>
<td>Aug.  11</td>
<td>Autocross #4, Ampex</td>
<td>(Brian Carleton)</td>
<td></td>
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<tr>
<td>Sunday</td>
<td>Aug.  18</td>
<td>Swap Session, Oakland</td>
<td>(Lee Greer)</td>
<td></td>
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<tr>
<td>Saturday</td>
<td>Aug.  24</td>
<td>Tech Session, P.C.P.</td>
<td>(Gary Evans)</td>
<td></td>
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<tr>
<td>Saturday</td>
<td>Sept. 14</td>
<td>Dinner Meeting, Blue Dolphin, San Leandro</td>
<td>(Gordon Knight)</td>
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<tr>
<td>Sunday</td>
<td>Sept. 15</td>
<td>Autocross #5, Ampex</td>
<td>(Frank Granata)</td>
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<tr>
<td>Sunday</td>
<td>Sept. 22</td>
<td>Wine Tour, Napa</td>
<td>(Gary Evans)</td>
<td></td>
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<tr>
<td>Saturday</td>
<td>Sept. 28</td>
<td>Tech Session, Gus Mozart VW/Porsche, East Palo Alto</td>
<td>(Gary Evans)</td>
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<tr>
<td>Fri.-Sun.</td>
<td>Oct. 11-13</td>
<td>Laguna Seca</td>
<td>(Dwight Mitchell)</td>
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<td>Sunday</td>
<td>Oct.  20</td>
<td>Rally (Hare and Hound), East Bay</td>
<td>(Don Lollich)</td>
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<tr>
<td>Saturday</td>
<td>Oct.  26</td>
<td>Halloween Dinner Party, Adobe Creek Lodge, Los Altos</td>
<td>(Gordon Knight)</td>
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<tr>
<td>Fri.-Mon.</td>
<td>Nov.  8-11</td>
<td>Tour, Las Vegas</td>
<td>(Dave McDermott)</td>
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<tr>
<td>Saturday</td>
<td>Nov.  23</td>
<td>Dinner Meeting, Concord Inn</td>
<td>(Gordon Knight)</td>
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<tr>
<td>Saturday</td>
<td>Dec.  14</td>
<td>Tech Session, Carlsen Porsche, San Francisco</td>
<td>(Gary Evans)</td>
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<tr>
<td>Saturday</td>
<td>Dec.  21</td>
<td>Christmas Party, San Jose Hyatt House</td>
<td>(Gordon Knight)</td>
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### New Members

- **Howard M. Arneson**
  - 439 Debois Street
  - San Rafael 94901
  - 454-5622

- **Robert E. Griffin**
  - 877 Willow St., Apt. 208
  - San Jose 95125
  - 297-6846

- **Leon J. PerrilliAT**
  - 2743 Nicol Ave., #1
  - Oakland 94602
  - 536-9936

- **Connie Bristol**
  - 2485 Shoreline Dr.
  - Alameda 94501
  - 521-0140

- **R. Bradford Kolkmann**
  - 128 Beverly Avenue
  - San Leandro 94577
  - 632-5988

- **Dr. Seiji Shiba**
  - 18350 Lexington Dr.
  - Monte Sereno 95030
  - 354-9391

- **Terry Zaccione**
  - 2188 Riordan Drive
  - San Jose 95130
  - 378-8315

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**Paul R. Speckman, Jr.**
- 816 N. Delaware, Apt. 314
- San Mateo 94401
- 343-3137

**Jim Taughinbaugh**
- 601 Theem Boulevard
- San Jose 95130
- 376-5201
THE PRESIDENT'S MESSAGE

1968 has been a year of great enjoyment for most PCA members. 1968 will also be a year of serious reflection by its conscientious members. Proposals, which we trust have resulted from mature leadership on both a Regional and National level, will shortly be put before you for consideration. I urge each of us to consider them seriously and to equate their merits in terms of their benefit to PCA as a whole.

One of these proposals is for a national dues increase of three dollars a year. It has been greeted by a number of reactions; some positive, some negative. Three National by-laws amendments from other regions on this subject were discussed at length by the G.G.R. Board. The first amendment called for the setting of dues through by-laws changes only. It was offered by the Potomac Region, who felt the change was necessary due to the small (20%) quorum necessary at a National Board meeting not providing sufficient representation. The G.G.R. Board went on record opposing this amendment on the grounds that the matter of dues is basically an administrative function and the decision properly belongs in the hands of your representatives.

On the other hand, the Sacramento and Sierra Nevada Regions have set forth a motion calling for mail ballot voting by all National Board members (the elected national officers, standing committee chairman, last past President, and all regional club presidents) on any decision which would set the amount of annual national dues. This differs from the present procedure of "in person" voting at the actual Board meetings.

The G.G.R. Board feels this latter motion has definite merit as it provides for the adequate representation of the membership as intended by the by-laws, and we have gone on record in favor of the motion.

President's Message, continued

A third amendment has been put forth, again by the Potomac Region, which we also favor. It calls for eliminating the provision which allows a two-thirds majority of the members attending any annual (parade) or special meeting to amend the by-laws. The signators of this amendment feel, and we agree, that the number of people attending the Parade is too small to constitute a representative sample of the total membership, and that any by-laws change must be by mail ballot to the entire membership.

On a regional level, we have been busy studying our own by-laws in an attempt to clarify and strengthen them. The job is just about done, and the results will be set forth for your consideration in the next month or two.

You will shortly be called upon to vote on these several amendments. Please give them serious thought. If you wish a clarification on any of them, feel free to call me or any other Board member, and we will be glad to discuss them with you.

- Dwight Mitchell -

BOB SUTHERLIN, a long-time member of P.C.A., recently suffered a heart attack. You will be pleased to hear, however, that he is now at home making a good recovery, and we are sure he would like to hear from his many friends in the Golden Gate Region.

TISH SWINFORD, wife of Shoeless Rex, was involved in a very bad accident, totaling the Porsche and severely injuring herself. Rex was flown home from Okinawa to be with her, and at last report he was making a slow, but satisfactory, recovery. I'm sure she'd love to have some cheering cards and messages. Contact Carole Scott for Tish's address.
ANNUAL BEER-BUST AND PICNIC

Put this date on your calendar — Sunday, July 28th. The annual PCA-GCR family picnic will be held at Uvas Meadows, which is near San Jose, which is in Santa Clara County. Uvas Meadows is very easy to reach. Just drive south on Highway 101 through San Jose to Morgan Hill. Sough of Morgan Hill, turn left on the Watsonville Road, and follow the signs to Uvas Meadows.

The club will provide BEER, soft drinks, BEER, barbeque fires, BEER, and there will be a clown for the kids!

Uvas Meadows has excellent facilities, including an Olympic-size swimming pool, clean dressing rooms, volleyball courts, basketball courts, and a dance floor. Since PCA has obtained a special rate for the picnic, you are urged to buy tour tickets BEFORE the big day. Tickets will be available at the July meeting and at all other club events prior to the picnic.

Total price for the day is 75¢ for adults and 50¢ for children 6 to 12. Children under 6 are free. Come early (11:00 a.m.) and stay late (?? p.m.). Bring food, eating utensils, swim suits, family, and THIRST!!!

Do you have any Porsche friends who do not belong to our fabulous organization? If so, this is an excellent opportunity to introduce them to the social side of Porsche life.

For further information, Call Karl Keller at 225-4837.

SEE YOU ON THE 28th!!!

THE SAUERKRAUT RALLY

WHEN?? -- AUGUST 4th

This rally is much like the hare and hound; that is, no previous experience is required. In fact, it is especially designed for the beginner. It is best described as a true gimmick rally - where, as you follow a described course you must spot situations as required. A clipboard and pencils or pens will be required, only two adults per car (children are permitted).

A note... Remember, a year from now is the '69 Porsche Parade in the L.A. area -- our club rallies are great experience and practice for the Parade rally.

The Sauerkraut Rally (August 4th) will start at 12:00 noon at the West Gate Shopping Center (in front of Penneys), at the corner of Prospect and Saratoga Avenue, in San Jose. Consult your West San Jose street map for directions.

- Gary Evans -

TECH SESSION

The July 27th tech session will be conducted at Norm Anderson Volkswagen/Porsche, 3350 Stevens Creek Boulevard, San Jose, 10:00 a.m. to mid-afternoon.

The subject is "Engine Overhaul". I realize no one will become an expert in engine overhaul from this one tech session - but it is a good opportunity to become acquainted with the insides of a Porsche engine. We will dis-assemble a four-cylinder engine, with discussion as the parts are removed.

Contact me by July 18th for reservations. (There is parking space available at the rear of the building.)

- Gary Evans -
AUTOCROSS I

Chairman Ted Brown and Coursemaster Joe Reitmeir put their heads together and came up with a tremendous autocross to officially launch our club "Series Autocrosses for '68". Joe's "Stump the Stars" course proved to be a great course as it did what it was designed to do plus create a great deal of fun for the newcomers.

I don't know whether you realized it, but the course was designed like a small case letter 'r'.

Each autocross gets bigger and better as we had over 80 participants in all classes plus the women are starting to come out of hiding and show their talents in autocrossing.

Karl Keller decided to get back on the circuit as he won Class 1 in the time of 1:03:97.

Bob Buckthal and Gary Bocarde proved to be the crowd pleasers in Class 2 as Bob just barely beat Gary's time (1:01:51) by running a 1:01:23.

Class 2A grew in size, as there were 14 drivers competing for the top spots.

A good battle for first place was waged between Bob Wagner and Bill Weitzel as Bob finally won in the time of 58:15; Bill turned a 58:54. Third place proved a battle in itself as Randy Arend, Gary Evans, and Bob Griffin slugged it out with Randy, a prospective new member, finally winning 3d in the time of 1:06:40. Our regular "Spin Out King", Gary Evans, took 4th.

Class 3 was won by Joe Reitmeir in the time of 55:74, but the real battle took place back in the pack as Brian Carleton took 2d and Kit Mason beat Dick Goergs by only 3 hundredths of a second for 3d place.

Arlen Riggs, driving Barbara Rose's car, took 1st place in Class 3A in an excellent time of 56:43. Dick Treheway and Marv Fisher followed closely behind in the 2d and 3d spots.

The class 4 champion was undecided until the end of the day as the "top timers" got hotter as the day got shorter. Between Bob Garretson, Dick Osgood, Al Olseen, Dwight Mitchell, and John Williamson you saw some great autocrossing. Each man held the lead for a brief moment until finally the battle narrowed down to Dwight Mitchell and John Williamson. John ended up being "king", plus he turned the top time of the day (54:54).

The ladies put on a show of their own in Class 5 (Beginners/Intermediate). Both Charmayne Salter and Pat Weitzel did some excellent driving throughout the day with Charmayne taking 1st place in the time of 59:61. Sharon Evans took 3d place by beating Melinda Mason by only 1 hundredth of a second.

Barbara Rose continues to show that autocrossing isn't just a man's sport as she won Class 6 in a great time of 56:23. Close behind was Barbara Jones (57:55), followed by Linda Mitchell (59:58).

Place plaques will be awarded at the July dinner meeting.

This was by far the biggest turnout we have ever had for a club autocross. Many thanks go to the individual committee chairmen and their crews who handled grid, tech, registration, timing, flags, course control, and not to be forgotten, the clean-up committee.

The goal of the Speed Events Committee is to teach everyone safer and better handling of "der Porsche". Hope to see you all at the rest of our autocrosses.

- Bob Wagner -

LOST . . . (at the June 9th autocross) . . . a navy blue cotton jacket. If you found it or know of its whereabouts, please contact Sue Downes at 922-1240 or Ted Brown at 922-0120.
### RESULTS -- AUTOCROSS I  ----  June 9, 1968

#### CLASS 1
- **Karl Keller**  1:03:97
- **Bob Davies**  1:04:09
- **Dave Parrott**  1:04:56
- **Jim McLachlan**  1:04:90
- **John Poore**  1:08:77

#### CLASS 2
- **Bob Buckthal**  1:01:23
- **Gary Bocarde**  1:01:51
- **Mike Edwards**  1:03:80
- **Hugh Wells**  1:06:36
- **Bob Wagner**  1:07:65
- **Jerry Depew**  1:08:27

#### CLASS 2A
- **Bob Wagner**  58:15
- **Bill Weitzel**  58:54
- **Randy Arend**  1:00:40
- **Gary Evans**  1:01:23
- **Bob Griffin**  1:02:95
- **Terry Larsen**  1:03:82
- **Jim Fleming**  1:04:00
- **George Imgraham**  1:04:19
- **Jerry Hamilton**  1:04:30
- **Rick Townsend**  1:04:37
- **Dean Miller**  1:04:72
- **Brent Klopher**  1:06:00
- **Gary Morris**  1:07:77
- **Ted Brown**  1:09:07

#### CLASS 3
- **Joe Reitmeir**  55:74
- **Brian Carleton**  1:02:21
- **Kit Mason**  1:03:95
- **Dick Goerges**  1:03:98
- **John Pappas**  1:04:65

#### CLASS 4
- **John Williamson**  54:54
- **Dwight Mitchell**  55:34
- **Bob Garretson**  55:90
- **Al Olseen**  57:33
- **Dick Osgood**  57:55
- **Jim Harris**  58:52
- **Rudy Acia**  58:60
- **Mike Korngold**  59:20
- **Bruce Anderson**  59:25
- **John Ollivier**  1:01:59
- **Dong Lang**  1:01:70

#### CLASS 4A
- **John Korn**  57:20

#### CLASS 5
- **Charmayne Salter**  59:61
- **Pat Weitzel**  1:00:42
- **Sharon Evans**  1:04:57
- **Melinda Mason**  1:04:58
- **Julie Zaccone**  1:04:91
- **Sue Hamilton**  1:05:10
- **Sue Korngold**  1:05:41
- **Maryann Reitmeir**  1:07:30
- **Laurel Townsend**  1:09:61
- **Shirley Davies**  1:10:78
- **Louise Ingraham**  1:11:40
- **Joetta Edwards**  1:12:00
- **Carole Scott**  1:12:71
- **Trish Depew**  1:12:81
- **Sylvie Ollivier**  1:15:55
- **Linda Miller**  1:15:78

#### TOP TEN
- **John Williamson**  54:54
- **Dwight Mitchell**  55:34
- **Joe Reitmeir**  55:74
- **Bob Garretson**  55:90
- **Barbara Rose**  56:23
- **Arlen Riggs**  56:43
- **Turk Ollivier**  57:20
- **John Korn**  57:33
- **Al Olseen**  57:33
- **Dick Osgood**  57:55

#### FOR RENT

A BRA ... for your 900 series Porsche (what else?). Custom made, no holes in car required. Going on a trip? Protection is a must.

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#### WANTED

Someone to fix my Kodak Retina Reflex camera... will trade deep dark secrets about Porsches.

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- Gary Evans -
Here we go again with a Porsche sweep at Nurburgring. Porsche led for 43 of 44 laps to win with Jo Siffert and Vic Elford co-driving. Out of 76 starters, 47 cars finished the race. Porsche placed 1,2,4,8,11,12,15,18,19,20,23,24, 26,27,28, and 37. Olympic Medal winner Jean Claude Killy finished in 26th place.

Another star, James Garner, teamed up with cooter Patrick to drive a custom Porsche in the Stardush 7-11 Off Road Race. Willow Springs saw Porsche take A-production with Milt Minter's 94; B-sports/racers, Scooter Patrick's Carrera and B-sedan, Don Pike's 911.

Porsche took 2d and 3d at Spa, driven by Roger Mitter and Jo Schlesser. Porsche also appeared with a long-tailed practice car utilizing rear twin dorsal fins -- "It was only been at practice."

PCA's John MacIntyre in his first outing his Formula Vee at Riverside took 5th overall and 4th in his class. How's that for his 1st entry in the racing circuit?

The Cotati races exhibited some great racing in E Production as tremendous "dicing" took place between Bob Sheldon, Chuck Forge, and Mike Wright. Bob would take them both on the corners only to be passed on the straights. They must have changed positions ten different times. The final results showed Forge in 2d place, Wright in 3d, and Sheldon in 4th. Long time PCA member John and Bonny Arby-Miller showed up at the Cotati races. John, a former Porsche race driver, is doing driver/observer duties again, so maybe we will see him at some of our events.

Sightly and unsightly happenings at Cotati -- Peter Bushbaum in shorts and a continuous fan belt problem for some of the cars.

COMING EVENTS ... Cotati will host a national race the weekend of July 4th.

The PCA autocross team is doing very well these days with the standings showing John Williamson 1st in Class D, Arlen Riggs 2d in Class E, Dwight Mitchell 1st in Class F, and Barbara Rose 1st in Class M. Needless to say, the PCA team is in first place.

The August 3 & 4 autocross weekend proposed for Santa Maria has been called off. Only three California region replied to our inquiry, so we decided to scrap it due to lack of interest.

Thanks for the response to our request to those of you who hold National, Regional, or Novice racing licenses. This info is to be sent to PCA National ASAP. How about a quick phone call?

- Bob Wagner -
- Jack Tedford -

HEAR COME DE JUDGE!!

The official 1968 concours season started on May 19th at Hillsborough. The entry list was smaller than last year's, but nevertheless many interesting cars were exhibited. Naturally, Class B received the most attention as that is Porsche country. Kirby Hollis had his 1966 Porsche Parade winning '59 coupe set up to battle Gerry Freck's IX (9th) weekend concours champion. Both cars were excellently prepared. Lou Marable decided to pass this one up and wait for Pebble Beach. As well as sizing up the competition, Lou was also offering helpful suggestions to Golden Gate's representatives. Threatening clouds provided some anxious moments for the exhibitors, but fortunately the weather improved by the time "de judges" arrived. It was apparent from the start that P.C.A. had first and second in Class B. Only John Kretschmann's P-18005 was a serious contender, and he had to fight the battle of age and mileage points. Who would win -- the stock '54 or the Hollis modified '59?

Looking around at some of the other machines, another Golden Gate named showed up - Joe Weathers. Joe is the fellow who built the "heel and toe" simulator for speed event instruc-
Heath Come De Judge, continued

The Weathers clan had two entries, a 1909 Maxwell and a 1913 Rambler. Joe was heard quoting trap speed of the Maxwell at 20+ mph with a following gale and a downhill course. He also states that the Alma underpass in Palo Alto can be taken in low gear so long as the windshield is lowered to reduce wind resistance. I don't remember seeing any other entrants from our club, but many interested spectators. Almost said "tire kickers", but that would be an unfair name for enthusiasts like Jerry Coffin, Jim Gregg, Don Wallace and son, Jim Wellington, Dale Ramsay, and Norm Meadows. Bob Fazio, Golden Gate's only S.C.C.A. judge, roamed about saying "hi" to all the Porsche people including the kids, and then summoned to his assigned duty of judging Detroit Iron. While yours truly was on his back cleaning grass from Kirby's tires, I noticed a very pretty pair of legs on the other side of Freck's car.

Work stopped on the Hollis entry until the unidentified owner of the legs, a pretty young lady in a white mini-skirt, was judged by the crew to be first in class and considered for best of show. Items like this, plus the contents of the Carleton travel bar (see Carole Scott; I don't carry it in paper sacks anymore), kept us busy until the results were announced. Gerry first and Kirby second. Congratulations to both! In the Antique Class Joe Weathers' Maxwell placed second to his dad in the Rambler. Age before beauty, isn't that right, Joe?

ON TO PEBBLE BEACH ...

The combination of the Del Monte Lodge, Pebble Beach Golf Course, and the Pacific Ocean provide unsurpassed surroundings for a concours. Sunday, June second saw a magnificent selection of automobiles displayed there in the 18th annual event. Early morning fog had left the grass very wet. Entrants found that their tires looked like hairy donuts from driving across the lawn. Class 'C' line-up included three Porsches; Lou Marable's 911, Kirby Hollis' 356A, and a nondescript '61 roadster. Once again, P.C.A. looked like strong contenders. Jerry Freck had left his Porsche at home and was able to wander around while his crew, Dale and Chuck showed the Lancia in Class 'B'. Jerry Clarke was around to assist friend Harry Windsor show his wind looking P-4 Ferrari. Just the car for the Bayshore commuter! Looking at all those beautiful Ferraris, Lamborghini, and Maseratis isn't good for the morale of a ticky tacky suburbia dweller like me, so it was back to Class 'C' and cars of a more realistic price. By this time we had lots of visitors—Bob Lyttle, President of P.C.A.-M.B.R., Bill and Jo Arnett, Alex Fucile, Carole Butcher, and Graham Wallace (the voice of the Monterey Grand Prix) to name a few. Sizing up the competition indicated the Kirby and Lou should do well against the Jaguars, Volvos, etc. One of "de judges" at Pebble was Phil Hill, America's only world champion driver. Phil and his fellow judges appeared to favor Jags, and the Golden Gaters were extremely disappointed when the results came out with Kirby in second place between a black '61 and a green '65 XK8. The pleasure of Kirby's success was marred by our feeling that Lou should have made the trophy list also. As the saying goes, "the thrill of victory and the agony of defeat". The 911 certainly looked great, and Lou had very able helpers in wife Betty and daughter Sally. All Kirby's little helpers had been taken to the beach at Carmel and so missed the judging and the traditional drive up the ramp to receive the awards. On their return, Mary Jane set up a picnic lunch on the lawn and fed the Carletons, Bob Wagner, Candy, Carole Butcher, and Roy and Connie Heimbecker. All the kids joined the except Stevie, who sacked out in his stroller.

There are six more concours scheduled this year, so don't leave all that hardware for Kirby, Lou, and Gerry. Get your cars in shape and let's see more Porsches in the winners circle.

- Brian Carleton -

DEADLINE FOR THE AUGUST NUGGET

FRIDAY, 12 JULY 1968
FOR SALE

Delta Mark X capacitive discharge ignition system... Amco ski rack, modified for 66 with welded posts and metric bolts. Ever used. Contact BOB SACHS (415) 76-3763.


58 Speedster--$1595. Contact PHIL KNIGHT (415) 755-4404.

or 5 4½" chrome wheels from 1967 911. Make offer. Contact GORDON KNIGHT (408) 252-3062.

Two 6" Porsche "disk brake" painted wheels--$40 for the pair. Two 4½" Porsche "disk brake" painted wheels--$15 for the pair. Contact JIM ARRIS, 715 Foerster St., San Francisco 94127. (415) 586-1521.

WANTED

Clean 1966 911 from original owner. Mid to late 1966 series preferred. Complete history must be available. None with races, wrecks, or rust considered. Must consider an outstanding 1965 SC coupe having low mileage and no more than two owners. Contact SAM THORNTON, 151 Cervantes Road, Menlo Park, California 94025. (415) 325-9117.

DEAR SCARED WIFE . . .

The following is a letter which I received in answer to the letter from 'Scared Wife' which was printed in the June NUGGET. If any of you have anything to say on this subject, or any other subject, for that matter, which you would like to share with the membership, please feel free to write to me and tell me about it. I'll publish just as many as is possible.--Ed.

Dear Scared Wife,

Your definition of a tour as a peaceful drive in the country to enjoy the scenery might be correct in some circumstances. However, a PORSCHE tour is an exhilarating experience, allowing us to enjoy a stimulating, non-boring challenge on roads that are not swamped with "DI's", trucks, trailers, and other spoil-sports. There is plenty of time to enjoy the scenery and still enjoy the fine coordination of man and machine that makes owning a Porsche a very special experience.

If you'll try to be honest, you'll have to admit that your husband has an excellent working relationship with his car. And DO keep in mind that few things go further toward undermining a man's confidence in his driving ability than a wife who closes her eyes and gasps at every turn. Relax and join the rest of us. Porsche is not a car -- it's a way of life.

It's great to be . . .

DEADLINE FOR THE AUGUST NUGGET

FRIDAY, 12 JULY 1968
TECH NOTES

— First, I would like to correct last month's tech article by reprinting a few lines. "Move the white/black striped wire located on the inboard side of the number six fuze to the same side of the number three fuse. -- Hark, the light is on!" (The rest is the same.)

— Magnesium castings are now being used for the crankcases in the 911's. The crankcase, which has only been used in production models since early this year, is the largest and most complex production die case assembly ever made. The casting weighs 36.6 pounds, 22 pounds lighter than the aluminum crankcases previously used. The mag crankcase has been used with great success for the past three years in prototype models of Porsche's racing cars. The casting is produced at the same cost as an aluminum crankcase with metal supplied by Dow Chemical. The use of mag cuts production time by 10-15% because of its capability to include holes for safety valves, screws, and oil as a part of the casting itself. Aluminum castings require boring the holes. There are many mag parts in the 911's; to mention a few, chain housing, chain housing cover, camshaft housing cover, cooling fan, cooling fan housing, and a suction pipe. Porsche is also developing a production model mag transmission housing which has already been tested in several of the company's racing models.

— I would like to make a few remarks about Mr. Sell's article in last month's NUGGET. I'm sure most of us agree with Mr. Sells in general, although establishing the tech school could be quite a large job. I would suggest we all (both students and qualified instructors) contact Mr. Sells. He can then assign instructors by area and assign students accordingly as the sign-ups occur. These classes will be scheduled around existing club events.

- Gary Evans -

Don't Forget...

PCA ANNUAL FAMILY PICNIC

SUNDAY, JULY 28 - 11:00 a.m. til ?

Uvas Meadows - Morgan Hill

Price: Adults - 75c
Children 6-12 - 50c
Children 5 and under - free

Includes swimming, volleyball, basketball, baseball, charcoal fire, soft drinks, FREE BEER and a full day of fun!!

----a clown to entertain the kids----

Please bring your own food and utensils. Tickets available at the next club activities or by contacting Jack Tedford, 379-1701, Diane Uchytil, 253-6796, Karl or Ann Keller, 225-4679, Dave or Betty Price, 377-4679, or Rich or Laurel Townsend, 326-9174.

SERIES AUTOCROSS III

July 14, 1968

Monterey - Golden Gate

Salinas Airport
(take 101 south to Salinas; use airport off-ramp

9:00 a.m.

Cover Photo: Bill Marion
9 June Autocross
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