MONTHLY DINNER MEETING

SATURDAY, 10 AUGUST

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

PRICE: $5.25 per person

DEADLINE FOR RESERVATIONS: Thursday, 8 August 1968
(checks must arrive by this date)

Send your checks, payable to P.C.A., G.G.R., to:
GORDON R. KNIGHT, 11070 Wilkinson Avenue
Cupertino, California 95014

SAN JOSE HYATT HOUSE
First Street and Bayshore (Hyw 101)
San Jose

MENU:
French Pot Roast of Beef
Baked Potatoes
French String Beans, with Mushrooms
Ice Cream Cake
Coffee

SCHEDULE OF EVENTS

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Time</th>
<th>Organizer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>4 August</td>
<td>RALLY (gimmick)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saturday</td>
<td>10 August</td>
<td>DINNER MEETING</td>
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<td></td>
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<tr>
<td>Sunday</td>
<td>11 August</td>
<td>AUTOCROSS #4</td>
<td></td>
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<tr>
<td>Sunday</td>
<td>18 August</td>
<td>SWAP SESSION</td>
<td></td>
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</tr>
<tr>
<td>Saturday</td>
<td>24 August</td>
<td>TECH SESSION</td>
<td></td>
<td></td>
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<tr>
<td>Saturday</td>
<td>14 September</td>
<td>DINNER MEETING</td>
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<td>18 August</td>
<td>CONCOURS D'ELEGANCE</td>
<td>Albany</td>
<td>Gordon Knight</td>
</tr>
<tr>
<td>Sunday</td>
<td>18 August</td>
<td>CONCOURS D'ELEGANCE</td>
<td>Palo Alto</td>
<td>Lee Greer</td>
</tr>
<tr>
<td>Fri.-Mon.</td>
<td>30 Aug.-2 Sept.</td>
<td>CHAMPIONSHIP AUTOCROSS</td>
<td></td>
<td>Gary Evans</td>
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<tr>
<td></td>
<td></td>
<td>SPORTS CAR OLYMPICS</td>
<td></td>
<td>Gordon Knight</td>
</tr>
</tbody>
</table>

8th ANNUAL

Write Post Office Box 11121, Oakland, 94611, for entry.
PRESIDENT'S MESSAGE

Our esteemed Treasurer and West Coast Representative to the National Board of Directors, Lou Marable, just returned from a "soggy", but successful, trip to the 13th Parade in Florida. Lou has, I feel, really done an outstanding job representing G.G.R. and the other western regions at the National level. Many of the changes you will be hearing about would probably never have been realized without the dedication Lou has shown.

Last month in this column I reported on three proposed national business matters, generally related to the national dues question. It is with pleasure that I report to you that the motion offered by the Sacramento Region (requires all regional presidents to be polled by mail on the dues question) was passed. It now falls upon me to cast a vote representing your wishes on this subject.

The G.G.R. Board of Directors has given this subject serious consideration and is, in general, in favor of the increase. Nevertheless, it is up to you to let me know which way to vote on the subject. Before making a decision, however, I suggest you re-read Charlie Kuell's article on the subject on page 20 of the June '68 PANORAMA.

I'd be interested in knowing what you think about the $3.00 increase. If you are so inclined, kindly drop me a note (no phone calls on this one, please) letting me know your position.

Also generally related to the subject, in the July PANORAMA there is a proposed addition to the by-laws. The National Executive Council urges you to vote against it. Your G.G.R. Board, after careful consideration, also urges you to vote against it.

- Dwight Mitchell -

LAS VEGAS TOUR

Fabulous weekend in Las Vegas, November 8-11. Includes three nights at the beautiful Stardust Hotel, reservations for a fantastic Las Vegas show, race tickets for all three days of the Stardust Grand Prix, transportation by chartered Greyhound bus, air-conditioned and equipped with restrooms.

TOTAL PRICE, approximately $45.00 per person.

For further information regarding reservations, contact Dave McDermott, (408) 266-9576 after 6:00 p.m. or (415) 327-0330 during the day.

Hey, all you Porsche Pushers! This sounds like a simply tremendous weekend. Make your reservations now!

LAGUNA SECA TIME AGAIN

While it seems like we just got the dust out of our clothes and the champagne out of our blood streams, it's time once again to start making plans for the fall (October 11, 12, & 13) Can-Am races at the famous Monterey race track.

PCA headquarters will again be the delightful and swinging Carmel Sands Motor Lodge in Carmel. Operated by Bob Little (current President of Monterey Bay Region - PCA), he has made a total of 34 rooms available to us. Prices for two nights minimum start at $13.00 a night (an increase of only fifty cents -- the first in the three years we have stayed at The Sands) and are accepted on a first come, first served basis.

Each year the rooms have been sold out at least a month before the race weekend, so, if you want to join your fellow Porsche types in a swinging weekend, send your check immediately to Dwight Mitchell, 346 Ruth Avenue, Mountain View, California 94040, stating number in party, which nights, and the type of accommodations desired. Basically, the doubles are $13.13 (including tax), twins and queens, $15.23, regular kings $17.33, and deluxe kings, $19.43.

Send you check now, or you'll miss out for sure. (P.S. Don't forget, Saturday night dinner is at The Sands, after the fabulous Monterey PCA Champagne Party.)
AUTOCROSS II

John McIntyre and Bruce Anderson put together a great and long autocross course that tested the best of all the autocrossers. While the course was a "little" rough on the treads, it was 1 mile long and had about every conceivable type of turn that proved the greatness of "Der Porsche"! This was the first autocross that we have had in the northland and was a great success as over 60 participants competed throughout the day.

Good luck to all at Ampex.
- Bob Wagner -

RESULTS OF AUTOCROSS II ** 30 JUNE 1968

CLASS 1
*Dave Parrott 1:37:3
*Robert Daves 1:38:7
*Jens Kraushaar 1:44:2
Harry Ludwig 1:50:7

CLASS 2
*Bob Buckthal 1:33:7
*Bob Wagner 1:34:7
*Mike Edwards 1:37:3
Jack Tedford 1:39:0
Hugh Wells 1:39:4

CLASS 2A
*Gary Evans 1:31:5
*Bill Weitzel 1:33:7
*Randy Arenos 1:34:5
*Bruce Anderson 1:37:1
*G. Morris 1:37:2
*Jim Fleming 1:38:0
Harold Stackhouse 1:38:1
Terry Larsen 1:38:6
Jerry Hamilton 1:39:5
John Sebastian 1:40:6
Craig Clifford 1:40:9
Dean Miller 1:41:1
Ted Brown 1:41:4
Bill Smith 1:42:8
Franz Baichl 1:48:6

CLASS 3
*Joe Reitmeir 1:29:1
*Dave Koehn 1:31:2
*Jim Harris 1:31:3
Richard Zieber 1:33:6
Bernard Bennett 1:36:3
Brian Carleton 1:37:5

CLASS 3A
*Marvin Fisher 1:29:0
*Gary Hamilton 1:34:9
*Peter Stach 1:35:6
*Terry Zaccoone 1:35:7
G. Babow 1:36:5
Randy Arenos 1:36:5
Charles Tracy 1:40:5
Lee Greer 1:41:8

CLASS 4
*Dwight Mitchell 1:27:4
*Bob Garretson 1:27:5
*Dick Osgood 1:28:8
Bruce Anderson 1:31:0
Peter Jones 1:31:0
Mike Korngold 1:33:9

CLASS 4A
*John Korn 1:29:1

CLASS 5
*Charmaine Salter 1:36:1
*Pat Weitzel 1:37:1
*Dottie Zieber 1:40:5
*Judy Zaccoone 1:41:3
*Susan Hamilton 1:42:2
D'Anne Carleton 1:44:1
Mary Ann Tedford 1:47:3
SALLY Larsen 1:49:8
Sharon Evans 1:53:6
Joetta Edwards 1:45:7
Mary White 2:01:5
Linda Miller DNF

CLASS 6
*Barbara Rose 1:33:0
*Linda Mitchell 1:37:3
*Jorane Watson 1:37:7

(Ed. Note: This is the first of what we hope will be a series of articles written purely for your enjoyment. Everything related within is true, so you can laugh or cry with the writer.)

People who race cars for sport are sometimes called "hero drivers". Have you ever wondered what it's like to crew for one? Here is this gal's version, from the beginning.

We met #44 in January of this year. Went to see the car just before a drivers' school, and, while talking, I idly picked gravel out of the rear tires. A shiny piece was well imbedded. "Here, flip it out with this screwdriver", he said. Shaking my head sadly I removed a 2-inch long finishing nail. Would have been interesting in turn 5. He now checks his tires.

Having completed driving school in his Formula Vee (based on VW engine, transmission, and front end, but open-wheeled, he was ready to try for his Regional License.

When my husband and I arrived on the scene, #44 was racing a 40 hp engine installed as is from a junk yard. That would not do. Within three weeks we had talked him into a teardown, but found nothing but shiny, good parts. Then magnaflooding showed a cracked crank and three cracked followers. Vindication!! $200 worth of parts and machining later and we assured #44 that, although he would have no more power, the engine shouldn't blow up. I lovingly assembled the engine myself, and #44 and I rushed to Cotati to practice, with promises that I could drive, too. Five laps and oil pressure down, added STP and sent him out, another 7 laps, into the pits, funny noise, "Hmmm, his radiator is boiling. What radiator?" Just a flat tire, same one, new hole. Put tire in tow car ('62 Porsche Normal), dashed to Standard Station and back. On course again is #44, with me waiting eagerly in pit lane, driving suit on. Five laps later he is in--"no oil pressure coming out of turn 6". "That's because your oil is leaking all over the ground." Seems loving assembly didn't include tightening the drain plug. Oh, well, dash to Santa Rose, buy new plug and return, perfect size for 36-hp, doesn't fit our 40! If you are ever on Turn 3 and see a drain plug...

We headed for home, wondering if we had ruined the engine for lack of oil. And I hadn't been able to drive it... Maybe next month...
SPEED EVENTS

A Speed Events Committee meeting was held in June to discuss several issues which have arisen this year regarding autocrossing. The following is to bring you up to date.

It is very important that there be no loose objects of any kind in the passenger compartment, including pockets. The Tech men will remind drivers of this, and the compartment must be cleared before you reach grid to run. Tech has been advised to stop checking the link pin adjustment, since this is not related to safety. Regarding tubeless racing tires -- tires for racing purposes, designed to be tubeless, may be run tubeless if mounted on an adequate rim width. A list of specific tires and required rim widths will be provided shortly. The committee decided that all 356 cars must be decambered, for complete safety, to run club autocrosses or drivers' schools.

The class system was discussed, and it was decided to leave it as is for the present time. Penalty points for tires and wheels were considered most carefully and will stand as they are.

It has been suggested that the "pro" autocrossers be barred from receiving year-end trophies since their cars are so well prepared and they have so much experience. After a lengthy discussion, the committee agreed not to exclude any club member from receiving a year-end trophy if he has earned one. It was felt that such a move would defeat the purpose of autocrossing, which is to drive fast and well in hopes of winning. If our fastest members were excluded from trophies, the value of winning a trophy would drop considerably. Also, if there were a fair way to decide who is a "pro" and who isn't (there is no fair way), we would be denying some members who pay dues and who work very hard putting on autocrosses their fair share of club benefits. It is also possible that those not excluded from trophies would suffer the most, since one of the best ways to improve is to chase the fellow who is faster than you. No matter what the rules are, someone has to lose, and this year's loser can be next year's winner.

A fourth topic was brought up regarding running several cars in one day or campaigning someone else's car in club events. It was pointed out that several people could get together, pool their money, and all run the same car with a great deal of success. Of course, only one of them could win the class, but among them they could prevent anyone else in class from doing well. On the other hand several members
g

felt that if their car were being repaired and someone in their class offered them a car to run, it would be nice to be able to do so, particularly since we are involved in a series of events. The committee members there generally agreed that when they ran their own cars and someone else's on the same day, they would turn in the times for their own car.

The above issues were discussed at length and voted on by the committee. It is hoped that they have been rectified for the betterment of the club.

If you would like to be on the speed events committee or would like to voice an opinion, contact Bob Wagner, Committee Chairman.

- Speed Events Committee -

NEW MEMBERS

HAROLD L. ANJO (Audrey)  
5071 Cobb Court  
Fremont 94538  
656-6997

DAVID D. GOULD (Patricia)  
100 Vendome Street  
Daly City 94015  
992-9072

RANDY AREND (Linda)  
2155 Lanai Avenue, #147  
San Jose 95122  
251-5539

STEPHEN K. HITE  
518 East Bellevue, #6  
San Mateo 94401  
342-9837

IAN G. BROWN (Barbara)  
6715 Snake Road  
Oakland 94611  
339-8095

RICHARD C. MURPHY (Panthea)  
5907 Chelton Drive  
Oakland 94611  
531-9247

DAVID CANTANHO  
1215 Manzano Way  
Sunnyvale 94086  
732-1977

JOHN B. MC GEE (Carol Ann)  
22284 Palm Avenue  
Cupertino 95014  
252-6305

PHILLIP F. COLLING  
387 Capricorn Avenue  
Oakland 94611  
655-5188

DAVID L. PARROTT (Jane)  
609 Rheem Boulevard  
Moraga 94556  
376-4553

EARL P. CORREA  
172 Portola Drive, #1  
San Francisco 94131  
285-7853

DOUG RITCHIE (Anne)  
3998 East Avenue, #37  
Livermore 94550  
447-0702

JOHN DY FOON (Maggie)  
1351 Mason, #3  
San Francisco 94133  
771-3417

GARY E. RUDY  
25151 Mount Charlie Road  
Los Gatos 95030  
353-2511
The dream of many Porsche drivers for a bigger car from Stuttgart became reality for the wife of a Texas Porsche dealer. She insisted on a comfortable four-door, four-seater Porsche limousine. A workshop in California had the right idea. A Porsche 911S was cut in half and extended by a 20-inch wide center piece. This car is equipped with a sportomatic transmission and power windows. The price? A little bit more than a Rolls Royce Silver Shadow, with a price tag of $23,000.

(This was translated from a German magazine and sent to us by Bob Mueller. There was a similar article on this car in the U.S. edition of ROAD & TRACK, March 1968.)
CONGRATS TO THE STONES ... and their "precious pebble"

Bob and Betty Stone, of Yosemite Tour fame, were proud to announce recently that they "struck it rich" with the birth of their first baby, a boy, title information as follows:

Claim . . . . David Scott Stone
Date . . . . May 25, 1968
Weight . . . . 119 oz.
Boundries . . 20½" long X "a little bit" wide

Congratulations, Bob and Betty!

911 IN EMERGENCY

A three-digit emergency police number, recommended by the President's Commission on Law Enforcement, has been installed in New York City. New Yorkers need only to dial 911 to reach a policeman in a hurry.

(anyone for 912 -- or 356??)

SWAP SESSION . . . .

WHEN? AUGUST 18th
WHERE? John F. Greer Company 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 good chance that someone will have what you want.

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 Shore Freeway); follow to Ashby Avenue turnoff. Take Ashby Avenue to College Avenue. Turn right on College.
CONCOURS

NOW HEAR THIS! NOW HEAR THIS! ...

PCA'ers take one first, one second, and two thirds at the Presidio.

Lou Marable, in his beautiful 911, had to settle for a third over stiff competition. First in his class was something called a Mess Arati, I think, and second was one of those birds which, when its feathers get ruffled, its wings go up. I think it's related to the bird that saved Utah from the locusts.

In Class B, PCA'ers took 1-2-3. In order to keep them from kicking each others fenders, they were separated by Volvos. Gerry Freck, Volvo, Kirby Hollis, Volvo, Bob Wagner. And that's how it wound up: first, Gerry; second, Kirby, and third, Bob. Congratulations to all three and especially to Bob, who was showing for the first time in SCCA competition.

Here are a couple of comments by "informed" spectators which I think are worth repeating. After viewing the back of Bob's car and reading "Porsche C" -- "Doesn't the C mean Cortina?" This one I like best of all -- "But what is a Porsche? Isn't it just an oversize VW?"

Just one more comment. The very nice couple who were showing their gorgeous Bentley said that they wished they had a Porsche because "the comradarie and the friendliness of the Porsche people was so great." 'Nuff said.

HELP! HELP! HELP!

We need people who can play musical instruments, or who can carry a tune, or have a sense of rhythm, or will lend instruments (especially brass) to some of us. We are going to re-activate the Zuffenhausen Skiffle Band, try for a bit of brass (or do we have that already), and expand the serious Christmas Carol group. Please call JOAN PROPP at 339-0735 or BARBARA JONES at 325-6297, if you are interested in any or all of these groups. We will try to practice once a month.

THANK YOU

I would like to publicly thank Mr. and Mrs. Kirk Veale (Veale Porsche - Santa Rosa) for the tremendous day they provided June 29th. The ladies' pool-side fashion show and the men's tech session at the dealership were only surpassed by the afternoon swimming, beer drinking, and early evening dinner (with wine). Mr. and Mrs. Veale - THANK YOU.

ANOTHER THANK YOU GOES OUT TO ... Mr. Veale from Bob Sheldon, not to mention the rest of us who cheer Bob on all during the racing season. Not only did Mr. Veale allow Bob on Saturday of the Cotati race weekend to go through numerous parts looking for just the one which he needed to get his car in working order again to race, but on Sunday Mr. Veale made a special trip to his dealership, therefore putting off for a few hours a trip which he had planned that day, and sold Bob a transmission part, again in order to get Bob's car in running order. What a life saver! And what a great guy! We're proud to have you as a friend, Mr. Veale. Thanks!

YOSEMITE TOUR DOOR PRIZES

Three pairs of PCA-GGR dinner meeting dinners were awarded as door prizes for those who went on the Yosemite Tour in April. There were awarded to the following:

Paul and Carole Scott
Bob and Mary Jo Atherton
Allen Ward

By the way, I forgot to mention that a few months back Tex and Bonnie Harloff, late of the PCA-GGR, had a baby boy. They're now in the Rocky Mountain Region and have recently become members of the staff of the Rocky Mountain Region PORSCHE PATTER.

Congratulations, Tex and Bonnie!
"My Gawd, look where they put those *#&%#! pylons! They're inside the course lines."

And sure enough that's where the "Bad Guys from the South" (BGFTS) did in their attempt to "psyche out" the "Good Guys from the North" (GGFTN) at the fifth annual North–South State Championship autocross, otherwise known as the Golden State Grand Prix (GSGP). Fortunately for us GGFTN's, it didn't work as well as those BGFTS's had hoped for. So for the fourth time in those five years, the GGFTN came home triumphant.

The GSGP is the premier autocross event of the year on the West Coast. With reporters on hand from CAR AND DRIVER, SPORTS CAR GRAPHIC, and AUTOWEEK, the interest in this event can easily be visualized. Entry is by invitation only and go to the top 150 drivers on each end of the state. It ran for two full days (July 6th and 7th) with the BGFTS presenting the Saturday event using their rules, course, and classes, and the GGFTN doing ditto on Sunday. Points were awarded each day in each class, with these points being totaled to determine the overall winner, North or South.

PCA-GGR was well represented at the GSGP, and, as the space is limited, we will only cover the "derring-do" of our stalwart members, except to offer our hearty congratulations to the great Ken Snarr, who took top time of day both days in his Corvair-powered, Genie-bodied, special, dubbed "Go-Slo Mk II". A fabulous driving job he turned in on two difficult courses.

But on to the Porsche-pushers. Eleven strong were entered, and we took home a total of eight trophies. Our lady leadfoot, Barbara Rose, led the winning contingent by taking first places on both days, and both by very convincing margins over top flight competition. Driving the Reitmeir Werkstatt-prepared "C" coupe of Dwight Mitchell, her victims included Kapla Wells driving non other than the ex-Merle Brennam National B Production Championship Jaguar XKE.

Bill Weitzel and Bob Wagner shared the Weitzel's "stock" 912 along with wife Pat. (Opp! Grammar isn't too good there. But they all shayed in one room. Hmmm?) On Saturday they had to compete with all the "hot" prodified cars since the BGFTS didn't have a stock class. The guys still took highly respectable places with Bob 8th and Bill 9th. Pat said she had a lot of fun on her run, also. Sunday was their day, however. They really wiped out the class with Bill in first with the best drive of his life and Bob a very close second to make it a sweep for the Weitzel machine. Unfortunately, Pat decided she would take a "Sunday drive" and was well off the pace.

Dick and Jean Tretheway brought the super-quick Lotus 7A down for the weekend and Jean turned in one of the best drives of her career, getting a second in her class on Sunday. When she decides to put her foot in it she can really make that little English fender flapper get with it. Dick was his usual fast self on Saturday except for a small problem--staying on course. He just about collected two course workers on his second Saturday run. Sunday was another story as he collected a well earned third place in the highly competitive Class D.

Also in Class D was the regular PCA "guest", Al Olseen. Minus his partner and PCA team member, John Williamson, (Lockheed couldn't do without him) Al was on his own hook. His run on Saturday in the Modified Class (burped fenders are a no-no the BGFTS) was quick but he was unfortunately out-classed. Sunday he had a real dose of bad luck. Working on a magnificent top-time-of-day run (he was really wailing) his foot slipped off the gas pedal on the last turn causing a bobble that lost him about two seconds. Sob!

Arlen Riggs found some tough competition on both days in the form of a race-prepared Healey 3000 driven by two of those BGFTS's. Arlen did a magnificent driving job (he beat Dwight on Saturday by over a second) but was just up against too much automobile in the Healey. A great effort netted him a fourth and a third. Wife Vaden, coming out of temporary retirement, turned in two smooth but cautious runs in her first event in almost six months. She was treating first gear with a great deal of respect.

Our usual fearless leader, Dwight Mitchell, had a weekend which could only be described in his words as a "nose holder". The less said the better except that he did manage third places each day. In the words of many 49er football fans, Dwight was heard muttering "wait until next year."

A really enjoyable time was had by all. Santa Maria goes all out for the sports cars, even to having special considerations given by the police. Mild weather, several good restaurants, the outstanding Santa Maria Inn, and a musical comedy group called Van and Palmer (catch them sometime if you can -- they're great) combined to make the weekend a truly pleasant experience. Let's hope we have even more PCAers there next year to carry the banner of Porsche to the autocross wars.
FOR SALE

4 or 5 4 1/2-inch chrome wheels from 1967 911. $30 each. Contact GORDON KNIGHT (408) 252-3062.

1963 Cabriolet S-90. Signal red, chromed wheels, Becker AM-FM, new tires, new top, original paint, concours top condition, all records available, highest offer. Targa on way. Contact BOB MUELLER, 152 Orchard Avenue, Redwood City. (415) 365-4255.

4 4 1/2-inch recently painted "disc-brake" wheels. Camber compensator for VW. Porsche "C" front anti-sway bar--16mm. 67 Honda Superhawk, windshield, Pirelli, well-maintained, flawless, stays with 911's up to 50. Must see. Contact JOHN OLLIVIER, 420 Sherwood Way, Menlo Park. (415) 326-2966.


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. Might 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.

Muffler system for 356B. Contact PHILLIP MORSE, 2170 Middlefield Road, Palo Alto. (415) 325-9505.

Luggage rack for 356C. Contact MARGARET MARLOWE (415) 968-4284.

1960 to 1964 Super or Super 90 coupe. Contact REAMER SAUNDERS, 1623 Lincoln Avenue, Calistoga, 94515. (707) 942-6805.

SERIES AUTOCROSS IV * * * * * * * * * * *

SUNDAY, AUGUST 11th

Ampex parking lot
Redwood City
9:00 a.m.

* SANDWICHES AND SOFT DRINKS WILL BE AVAILABLE *

AUGUST TECH SESSION

Porsche Car Pacific will be the location for the August 24th tech. session. The subject is "Competitive Car Preparation and Driving". The session will start at 10:00 a.m. and last until mid-afternoon. We will cover both autocrossing and road racing. There will be competitive cars on display which will be used to illustrate the IN's and OUT's of setting up a car. Following the demonstration work with the cars, there will be a "chalk-talk" session on "The Quick Way Around the Course".

For reservations, contact me by August 15th!
- Gary Evans -

TECHNICAL INSPECTION OF CARS

We now have a revised check list for inspection of cars which will be followed at all speed events. I would like to point out that it is our own personal responsibility to inspect our cars prior to entering a speed event. The tech inspection should be the second and final check.

Copies of the new check list are available.
- Gary Evans -
WANTED . . . NUGGET EDITOR!

Wouldn't you like to be Editor of the NUGGET? The position is open at present. If you're interested, please let me know.

- Nancy Knight -

Deadline for September issue:
12 August

Wine Tour and Picnic
GOLDEN GATE REGION / PORSCHE CLUB OF AMERICA

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

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FIRST CLASS MAIL