Dinner Meeting

HALL OF HORNS

23700 Hesperian Blvd., Hayward (corner of Winton Ave.)
Opposite Metropolitan Hayward International Airport
(Metropolitan Hayward?? Aw, c'mon, Riggs!)

DATE: Saturday, February 8, 1969

COCKTAILS: 7:00 p.m. (65¢ ea.)

DINNER: 8:00 p.m.

MENU

$4.50
Roast Boneless Leg of Capon
stuffed with Almond-Apple
Dressing, served with Rice

$5.25
Top Sirloin Steak served
with Baked Potato

Reservations MUST BE RECEIVED by Wednesday, Feb. 5

Please indicate menu selection and number of raffle chances
(at 25¢ per chance) included on check. Make checks payable
to P.C.A., G.G.R. and mail them to Arlen E. Riggs, 40231
Hacienda Ct., Fremont, Calif., 94538.

DIRECTIONS: 1. From Nimitz Freeway in Hayward, take Winton
Ave. exit west 3/4 mi. to Hesperian Blvd.
intersection.
2. From San Mateo - Hayward Bridge, make left
turn (north) onto Hesperian, continue 1 mi.
(Located in Horns-Of-The-Hunter Trading Post
Shopping Center, Hesperian at Winton)

Schedule of Events

Feb. 8 Dinner Meeting Arlen Riggs
Feb. 16 Santa Cruz Tour Karl Keller
Feb. 16 NCSCC Championship Auto-X Arlen Riggs
Mar. 2 NCSCC Championship Auto-X Arlen Riggs
Mar. 16 Gegen Die Uhr Champ., Auto-X Barbara Rose
Mar. 30 NCSCC Championship Auto-X Arlen Riggs

President's Message

The future of our monthly publication, The Nugget, is
under consideration by your board. The prime reason for
this is that last year's cost of the nugget exceeds our
total dues rebate from PCA-National ($1 per member). This
rebate to the regions is designed to cover the operating
costs of the regions, but in our case, the operating costs
had to come from profit gleaned from our activities

We do our best to provide a full range of activities
for the membership at a minimum event cost to you while
maintaining the Nugget at a high quality level. We are
asking for your opinion on the following questions:

1. Do you prefer our current Nugget format to the old style?
2. Would you prefer more or less photographs of club events?
3. Would you like to see a synopsis of the monthly board
   meeting in each issue?
4. Would you object to being charged a bit more at events
   to provide profits to assist our Regional income?
5. What new types of articles would you like to see, and
   what types of articles would you like to see less of?
6. How would you react to an annual surcharge of $1.00 to
   support the Nugget?

Each of you who has any opinion on the above questions,
or any other recommendations for our Nugget, please grab a
postcard and send your opinion to any member of the Board.

--Dave Hancock

Gegen Die Uhr

Our annual NCSCC championship autocross, Gegen Die
Uhr, is almost here. This year on March 16th at the
Alameda Co. Firgrounds in Pleasanton, P.C.A. will hold
Gegen Die Uhr VII, an open autocross for members of all
sports car clubs in the area. This event is our only
money-making event of the year, and needs your full
support. It not only defrays the cost of equipment needed
for autocrossing and driver schools, such as timers, lim-
crs, pylons, etc., but it provides additional funds to
supplant money received from national dues

You are all eligible to run in the event, under the NCSCC class system, and, more important, to work
in the event. Each contestant evaluates each club's auto-
cross for a year-end trophy for best autocross of the Year.
In the past few years we have done quite well, but still
need a first place. If you can work this event, please
call Barbara Rose, chairman, as soon as possible.

--Barbara Jones
Activities

The activities schedule for the year is starting to take shape. It is the goal of the committee chairmen and me to make this a very interesting and different year. While the Parade does slow things down before June, several new ideas will be implemented which will hopefully be enjoyed by all.

Along with the autocross series, we hope to start a rallye series with year end awards.

If you have missed one of the sign-up sheets and would like to join a committee contact any of the chairmen listed below for further information.

Other Committee (picnics, etc.), Diane Uchytil
Hallye Committee, Don Lollich
Speed Events Committee, Bill Weitzel
Touring Committee, Karl Keller
Women's Committee, Mary Ann Tedford and Janette Spear

Laguna Seca

It's time to start thinking about Laguna Seca again. There will be regional and trans-am sedan races on the weekend of April 25, 26, and 27. If you are interested in staying at the Carmel Sands in Carmel with other Porsche people, make room reservations at $13 and up with Dwight Mitchell. The Sands fills up early, so hurry! 968-8445.

Tour Time

The 1969 PCA Tour Season gets off to a flying start on Sunday, February 16th, with a tour to Santa Cruz. This will be a pleasure jaunt on carefully selected Porsche roads leading to a grande finale at the Boardwalk.

The starting grid will be located at the San Jose Hyatt House (that's where the Christmas party was − remember?) at First and Bayshore. The first tour group will leave promptly at 10:00 a.m., with further groups leaving at five minute intervals. There is no charge.

Bring the family for a fun day! Driving time will be approximately 2½ hours. Bring your Porsche!

RAIN OR SHINE EVENT! −Karl Keller

Porsche Parade

Guidelines − Hopefully, by the time you see this in print, we will have complete copies of the Parade Guidelines showing the various classes for autocrossing, concours information, and basic rules & regulations. If you are interested in a copy, send me a self-addressed envelope with 12¢ postage on the envelope and I'll get them out to you as soon as possible.

Gold Jackets − To enhance the pride of the Golden Gate Region many members wear gold jackets with our regional seal on the pocket. The gold flannel that many of our members wear is no longer in stock, but it has been replaced by a hopsack material. If you are interested in obtaining a jacket at $36.75, they are obtained from the Harry D. Grant Co., 599 Mission, corner of 2nd in San Francisco. Ask for Richard Hexter.

Concours Clinic − A special session on concours preparation is being planned, plus a couple of hours devoted to discussion of the Parade Guidelines. Watch the schedule for the time and place.

Motels − Call or write any of the motels listed below for reservations. Do it now, as the motels are filling up.

Bahia Motel
821-823 S. Beach Blvd.
Anaheim, Calif. 92802
(714)527-8432
next to Motel 6

Robinhood
913 S. Beach Blvd.
Anaheim, Calif. 92802

Jolly Roger
60 W. Katella Ave.
Anaheim, Calif. 92802

If I can be of any help give me a call.

−Bob Wagner

Help Bob!!

The Technical Committee was inadvertently omitted from the sign-up list at the Christmas dinner meeting. Those wishing to join the Technical Committee, please call Bob Sheldon at 968-6486. Subcommittee chairmanships still available.
Pleasanton Putt-Around

On January 19th, approximately 60 hardy, enthusiastic, web-footed Porsche people descended on Pleasanton for the club's annual regatta. A happy, if rather wet, time was had by all. Arlen Riggs's fantastic course, which he had plotted in advance (somebody hold an autocross so we can run it), was not feasible in the rain due to the inability of liming the course. Thanks to his skill, a spontaneous, toss-pylons-out-of-the-back-of-the-station-wagon course was laid out, which proved a lot of fun and quite forgiving in the presence of so much water. This was a practice event, but we would like to give credit to the people who had the top ten times of the day. These people really tore around the course!

1. Terry Zaccone........1:02.45
2. Bob Garretson........1:02.52
3. Claus Wiebe...........1:03.54
4. Gary Rudy..............1:03.60
5. Marv Fisher............1:03.67
6. Joe Reitmeier.........1:03.79
7. Peter Jones............1:03.93
8. Pat Weitzel............1:04.39
9. John Olivier...........1:04.48
10. Barbara Rose..........1:04.58

Jim Fleming was 11th doing the Australian crawl. Gee, I don't see our fearless, beloved Speed Events Chairman's name in there. Seems his wifee-poo was 0.53 seconds faster than he. The new timer, constructed by Peter Jones, was in its initial operation, and just ask the timing crew how great it is! Good stuff, Pete! Thanks to Arlen for his course, and welcome assistance; to the West Family, Inc.; Laurel and Rick Townsend; Bob Garretson; Marv Fisher; Smokey the Bear; and to everyone who lent a hand. We had a lot of fun putting it on, we hope you had as much fun participating in it.

--Bruce Anderson
--Charmayne Salter
The first meeting of the new Board of Directors was almost canceled because our new Presy DAVE HANCOCK, was felled by the flu. But in the finest "show must go on" tradition, Dave conducted it in fine fettle. Actually I found out Dave had the North Vietnamese flu, which is just like the Hong Kong variety, only a bit more Hanoi-ing. See, I told you it would get worse...!!!!!!

So, you think you had a front row seat for the recent flight of Apollo VIII in front of your TV. Well, the LEE WILLIAMS' and the DON WALLACE's had an even better one. They were vacationing in Hawaii and merely sat on their lanai's, (you know where that is) while the carrier Yorktown steamed into the harbor with the 3 astronauts aboard. They didn't even have to throw a switch...Speaking of vacations, JOE and MARY ANN REITMEYER, are off to Europe in a few weeks to pick up a new....(nope, you are wrong)...Mercedes. The only problem being color selection, he's holding out for beige metallic, while she's trying for silver metallic. Be sure and follow this column for further developments........

The "I believe in Seat Belts" club gained a couple of new members, the other nite. BOB BUCKTHAL was driving his Volks back from the speed events committee the other nite, with BRUCE ANDERSON and CHARMAINE SALTER as passengers, when he got hit from behind by a '57 Buick and pushed into the car in front of him. Well the car was a total, like you cannot believe. The front was demolished up to the windshield and a new motor (with only 1200 miles on it) was likewise down the tubes. The order of Florence Nightengale goes to Charmayne for stemming the flow of blood from Bruce's hand, otherwise everyone escaped without a scratch........

When WALT MATSON walked into the PCA dinner meeting at Stickney's, one of the waitresses ran up, through her arms around him and gave a big kiss, much to the surprise of WALT's wife JANET. Walt finally explained that her husband was one of Walt's employee's, (that's an explanation??), listen if it's good enough for Janet, it's good enough for me.......+++
A NEW PORSCHE?

Below is a portion of a letter received from Doug Watson in early January, as explanation for the article which follows. Der Spiegel, according to Harry Weber, is a general newsmagazine somewhat like a cross between Fortune and Time, one of the largest, most well-thought of magazines in Europe, aimed at industrialists and manufacturers. Its staff of editors has a reputation for each being experts in their own fields. Thought you might enjoy reading the translation just as received. This is still a rumor, but remember, you read it first in the NUGGET!!!!!!!!!!!

--"Scoop Jones"

I am enclosing a rather bad xerox copy of an article from a late December issue of Der Spiegel commenting on a new VW-Porsche sports car. As far as I know, there has been no publicity given to this anywhere. Der Spiegel has the reputation in Germany of being a very up-to-date source of sound rumours. The article certainly indicated that they know whereof they speak. When I was in our Dusseldorf office this week the article was mentioned to me, and I asked one of the secretaries there to make a quick English translation of it, which I am also transmitting. You will probably want to make some minor modifications of it, should you wish to publish it. It might also be interesting to make a free-hand drawing of the car that is on page two of the Der Spiegel article.

Excerpt from DER SPIEGEL, No. 50/1968

VW- PORSCHE

Fun for two

Nearly 100 prototypes of new VW models have ripened by Wolfsburg engineers without having been manufactured in series. Hundred of million DM the VW-Werk spent in order to have "a filled quiver" for every market situation as the foremen frequently confirm. VW boss Kurt Lotz: "All arrows are sharpened."

The Wolfsburg people who shot very seldom up to date, will shoot within the coming year their most sharpened arrow. For the first time in the VW history a VW-sports car will leave the factory, the latest in September in Frankfurt where the "International Motor Show" will take place.

Momentarily the technicians top secretly are still busy to put the final touch to the newcomer. The car - a name has not yet been given - is a smart roadster, a convertible with two seats, which may be closed with a light leatherette roof which will come with the car.

Of course the car was not developed by VW but by the same company that always solved the development problems of the Wolfsburg concern and has more experience in building sports cars than any other German company: Porsche in Stuttgart-Zuffenhausen. The concept of the roadster will betray the hand of their Zuffenhausen master.

The Swabian roadster for the Wolfsburg boss has an aerodynamic favorable body that it most probably even less air resistance than the Porsche 911/912. security reasons the racing experienced Stuttgart pe supplied the unusually low build vehicle with a roll similar to their own security convertible Porsche Ta. But it was even built broader than the one installed the Targa. Up to now similar constructions were only with some foreign prototypes, for instance with the mental sports car Mustang I of Ford in the United St

Out of numerous details one can tell how the Zuffenhausen stylists and engineers used their experience they gained through the Porsche races at the design VW roadster. The vertical back window beneath the r reminds one strongly of the most successful racing s car Porsche 904.

In addition: The motor which is air-cooled was as middle engine as was done with Porsche racing car front of the rear axle (the Porsche sports car has engine to the back of the drive axle at the rear end) of this modern arrangement in the middle of the car roadster technicians had to give up the installation back emergency seats (as was done with the Porsche But by doing this, they gained an almost ideal weight between the axles - a decisive advantage for holding and the aspired better fun of VW for the driving of two people.
The body of the car is supposed to be built on the same presses which already for a long time produce Wolfsburg's Karmann-Ghia-Coupes: at Wilhelm Karmann in Osnabruck or Rheine. The rest of the parts, however, will come from Wolfsburg as well as from Zuffenhausen.

Because: For the first time in the German automobile history with this new roadster a car will be equipped in two versions by two different companies, but will be sold jointly:

VW wants to equip the roadster as a tamer version with some modifications in which the power of the four-cylinder motor of its new 1.7 liter VW 411 would be increased from 68 to 75 PS. Highest speed: about 170 km/h (106 mph); price: 12,000 to 12,500 DM ($2850 to $2980).

Porsche wants to equip its strengthened variant in the chassis with the six-cylinder motor of its model 911 T (110 PS). Highest speed: over 200 km/h; (124 mph), price: 16,000 to 17,000 DM ($3800 to $4040).

By a joint distribution organisation the VW model will also be sold by Porsche, the Porsche model also by VW.

About ten years ago the VW engineers had brought into production a small sports car for two people with a fabric top. But VW boss Heinrich Nordhoff stopped the project since the that time market situation did not seem too successful to him.

Within the last years, however, more and more people wanted to buy sports cars, preferably two seaters. Increasingly more companies adjusted themselves to the desires of the buyers of this growing market.

In the meantime Fiat in Turin is producing three different sports cars for two people - the "850 Sport Spider", the "124 Sport Spider" and the "Dino Spider" - which cost between 7,000 and 21,000 DM. Alfa Romeo launched successfully its Spider "Duetto" and even Opel and Ford developed sports cars.

Even better chances had the market in the USA; here the British make MG in 1967 sold 12,815 cars of their roadster model MG-B 1800 - almost half of their total roadster production.

For Porsche the VW order was a welcome possibility to supplement their type program - out of which they will eliminate the four-cylinder model Porsche 912 next year which is not asked for any more. Porsche expects new customers out of the sale of the cheaper roadster compared to the expensive coupes.

In return for their interest in the VW roadster, the Zuffenhausen people offered their partners in Wolfsburg just what they needed: Experience in the distribution of sports cars.
AUTOCROSSING

At the January Speed Events Committee meeting at Bill Weitzel's house the class structure for club autocrosses was accepted subject to Board approval in February. The following is that class structure. The major change is the enlargement of the ladies classes.

A. STANDARD CLASS STRUCTURE
   1. Normals except Speedsters
   2. Supers, C's, Normal Speedsters
   2A. 912's
   3. S-90's, Super Speedsters
   3A. 911's, 911-L's, 911-T's, 911-E's
   4. Carreras, 356 Modified
   4A. 911-S's, 900 series Modified

   *Ll. Normals except Speedsters
   L2. Supers, C's, Normal Speedsters
   L2A. 912's
   L3. S-90's, Super Speedsters
   L3A. 911's, 911-L's, 911-T's, 911-E's
   Ll. Carreras, 356 series Modified
   LlA. 911-S's, 900 series Modified

   *Ladies Class

B. Modified Porsches: With the following exceptions, any car whose specifications are not exactly those of the factory shall be classified as a modified car.
   1. Ignition System - Any modification provided the original distributor is used; electronic systems such as transistor are permitted.
   2. Exhaust System - Any modification after the head is permitted.
   3. Air Cleaner - May be modified or removed; velocity stacks are permitted.
   4. Carburetor - Jet sizes (but not venturi sizes) may be changed.
   5. Fuel Pump - Fitting an electric fuel pump is permitted.
   6. Sump - Any modification, to cars with a "wet sump" lubrication system, designed to provide a constant source of engine lubricant at the oil pick up pipe is permitted. Such items as baffling, using the S-90 pick up system, extending the push rod tubes are permitted.
   7. Internal engine parts - Such parts may be balanced.
   8. Cylinders - Over-bore to a maximum of "Oh" (1 mm.) is permitted.
   9. Suspension - Any suspension modification that does not require alteration of the body is permitted.
   10. Bumpers - Removal of bumpers and/or bumper guards is permitted.
   11. Removeable tops - Such components may be removed.

C. PRODIGIED PORSCHE:
   1. A prodigied car is one which may or may not have the allowable modifications listed under Section B but which does have one or more of the following prodigiations for which thenoted penalty points are assessed.

   EXCEPTION
   a. Non-stock valve spring rate .................. 1
   b. Negative front camber through modification of spindles .................. 2
   c. Non-standard gearing (standard gearing is BBAB, BBBB, BBBC, BBBD, & 7:31 rear end only) .................. 5
   d. Body modifications to accommodate wide rims and tires when mounted .................. 5
   e. Tires (measured footprint with template) over 1/2" (points per 1/2") .......... 1 ea.
   f. Wheels over 1/2" (points per 1/2") .......... 1 ea.

   2. Classification of Prodigied Porsches:
      a. 10 prodigiation penalty points advance the car one standard class, and each additional 5 penalty points advances the car an additional standard class.
      b. 356 series cars progress, with appropriate penalty points, through classes 1, 2, 3, and 4; 900 series cars progress through classes 2A, 3A, and LlA. For example, a Super Speedster with 10 penalty points would advance from class 3 to class 4.

Other pertinent information from the meeting will be made available at our autocrosses and through Bill Weitzel. This includes registration and classification, the end-of-year points system, number of trophies, place plaques, technical inspection, and car numbering for better grid organization. Start preparing your car now for Gegen Die Uhr, our NCSCC championship autocross on March 16th.
Noisy Tappets

Our sincere apologies to Bob Sheldon, the new Technical Director, for the omission of his name from the list of officers on the back cover of the Nugget. Somewhere between the first draft and publishing....

Please note Dave Hancock's address change if you plan to reach him soon. Next month Bob Wagner will have a new address. The Peter Jones family will move the middle of March, at which time Nugget material will need a new address. As much as space allows, and this month it allows a lot, we will publish any address changes we receive, so you can keep your Directory up to date. A change of address card will also keep your Nugget coming if you move.

The club now owns an electronic timer for autocrossing which should be far more trouble-free than the mechanical ones, which are beginning to tire with age. Our championship autocross has been in jeopardy for three years running due to timing difficulties. The new timer is simpler to operate, and does not require reading a clock face, it just spits out a row of five numbers, sort of like the Star Trek console. Peter Jones tracked down all the parts and built the thing, probably to avoid re-painting the old house. Jim Fleming designed and provided the pieces that make up the chassis, and Bob Garretson lent his time and a milling machine at Rucker and Kolls to cut the opening in the front panel. Claus Kiepe and Barbara Jones spent hours proving to Peter that they could make it fail (he fixed it). Many thanks to Hewlett-Packard and Philco-Ford Corp. for their unwitting assistance.

The President's Message asks you to respond to a questionaire regarding the future look of the Nugget, as the Board will be reviewing Nugget costs and ways of reducing them this month. Rosecrarian Press in San Jose has been publishing the Nugget at cost for a number of years. This is currently $1.20 per month for 650 copies, with no restrictions on photography reduction or enlargement. The format takes advantage of printing the entire Nugget on two sides of a single sheet of paper, which is then cut up, and we are using the lightest weight paper that accepts print on both sides. It is doubtful that costs can be reduced, therefore, without changing format or type of printing. We would probably lose the photography with another format, but the information would still be there and line drawings are possible. Dave's column offers several alternatives for paying Nugget costs, as well as the format change. If you care at all about how your money is spent, please let the Board know which of the many solutions you prefer.

BINGO!

"Er, I mean, 'That's my ticket!.....er, I mean, 'That's my number.' I mean, 'That's the number on my ticket!'.....

Er-r.....was that the number on your raffle ticket that was drawn at next August's dinner meeting? Can't be sure right now, CAN you? So, don't miss out on your chance to win an all-expense-paid, 3-day, holiday weekend for two at beautiful Squaw Valley.

This raffle is open only to members of GOR; ALL collected proceeds go! All weekend-for-two prizes include two nights lodging and paid entry in all events of the 1969 Sports Car Olympics, which includes a gimmick rally, a concours, two autocrosses, a time and distance rally, a funkhana, a variety rally, and abundant night life and social entertainment (and very little sleep!)

HOW DO I ENTER?!!?!?!!? HUH? Easy! Just 25¢, and you're in. Of course, 50¢, or $1.00, or $2.00.....and see how your chances multiply? Just add to the price of the dinner of your choice, the correct amount for the chances we count. Total it up; write one check (indicating menu selections and number of raffle chances, each month); mail it to your friendly, neighborhood Vice-president.....and that may be your raffle ticket number that's drawn next August.

No limit to number of entries---enter as many times as you like. No limit to time of entry, no dinner reservation required; weekly raffle ticket purchases graciously accepted. (But, Please, in multiples of 25¢ only) Every 25¢ tendered gives you another ticket in the pot. (After all, who can give away chickens at that price?)

--Arlen Riggs

Feeling Scrappy?

How about a huge club scrapbook? Do you have any ideas, photographs, baby pictures, old dinner meeting menus, etc. Two of our members will be working together this year to assemble a scrapbook. Pat Weitzel (456-1904) will head the scrapbook comm. and Burt Propp (339-0735) will be the club historian. Please dig through your files for old club material and give Pat or Burt a call.

--Bob Wagner
THE MART

For Sale: 1961 BMW 502 Luxus Sedan, 2.6 litre V8, 4 speed manual, disk/drum, torsion bar suspension, reserve fuel, AM-FM, sunroof, reclining seats. The ultimate in Bavarian luxury, elegance and craftsmanship. Ponderous but fast. 50,000 mi., mechanically very good, body fairly good, walnut interior is very good but upholstery is pretty awful. This is one of the very few cars that is suitable for garlic next to your Porsche. $900 or trade. Al Ward, (415)961-3879.

For Sale: 1957 1600S Cabriolet, Kinematics-rebuilt engine (still revs to 6,000 with no heat after 30,000 mi.). Hillclimb Class E winner. SOCA roll bar, Konis, 19 mm. sway bar, Empi exhaust & stinger, camber compensator, 3 new Michelin's, Marechal lamps, Becker Europa AM-FM, new clutch, fuel pump, link pins. Red, needs paint, some rust. $1600 takes it. Matt Miles, (415)326-6200 x4181 (days); (415)841-3246 (nights).

For Sale: 1966 911, Bahama yellow. 5 speed, 5.3" alloy wheels, electronic ignition, Pirelli's. Car cover, Weber carburetors, other extras. $4500. Gardner H. DeSpain, 129 Dana St. #10, Mountain View, Calif., 94040. Phone (415)964-2525 days; (415)961-7025 after 6 pm.


For Sale: Porsche factory 911 sport muffler, OK for both street and competition. $65. Lou Marable, 918-1669

For Sale: Ampex Model 1150 stereo tape deck, solid state, 3 speed, automatic threading and reverse. $300 or trade for Porsche stuff. Brian Carleton, 1785 Borina Dr., San Jose, 95129. (408)252-5596 or Bus. (415)367-2886.

For Sale: 1958 Super engine, recent overhaul. 1958 Cabriolet with hardtop only, body fair, needs ring & pinion. Will sell car with engine, or each separately. Call after 6:30 p.m. Ron Ferreira (415)339-0719.


We are pleased to announce the birth of Vincent, at 7 lb. 6 oz. on January 4th, to Terry and Judy Zacccone.

NEW MEMBERS

Karl V. Beckle
120 Wildwood
San Carlos, Calif. 94070
593-5243

James E. Fee, Jr.
1150 Ranchero Way
San Jose, Calif. 95117
213-6791

Mary Felo
20 Casa Maria Ct., Apt. D
Alamo, Calif. 94507
837-8174

Charles Forge
20691 Homestead Rd.
Cupertino, Calif. 95014
214-0718

Chet Lane
1130 Cloverly Lane
Burlingame, Calif. 94010
697-8526

Wife - Betty

David B. Willis
1091 Petie Way
Mountain View, Calif. 94040
967-3063

Linda Wygren
1046 Rose Ave.
Mountain View, Calif. 94040
967-3063

address changes

Dave Hancock
19789 Northampton Dr.
Saratoga, Calif. 95070
(408)253-3003

Harold L. Anjo
129 Bellevue Ave., #106
Oakland, Calif. 94610
Please print

14th PORSCHE PARADE REGISTRATION
Orange Coast Region, Hosts       June 24th - 28th 1969

NAME (Driver)_________________________  Nickname__________________________
ADDRESS______________________________  City________________________  State_________  Zip_________
NAME (Navigator)_______________________  Nickname________________________
ADDRESS______________________________  City________________________  State_________  Zip_________
REGION_______________________________  PORSCHE MODEL____________________  ENGINE_________

We wish to enter: CONCOURS______, RALLYE______, AUTOCROSS______, GYMKHANA______, DRIVERS SCHOOL______, TECHNICAL QUIZ______

We will attend: OPENING BANQUET ($6.00)______, RALLYE FIESTA LUNCHEON($3.00)______, RANCH BARBEQUE ($5.00)______, VICTORY BANQUET ($7.00)______. (Estimated Prices per plate)

We will require accommodations for ______ADULTS______CHILDREN. We have arranged to double up with ______(name)______

We would prefer to be near______Region. No Preference

RATES: $16.00-$20.00-$22.00* (Double Occupancy) Headquarters, Holiday Inn*. Thirty only double-doubles @ $24.00 for four.

NO ROOMS RESERVED AT PARADE RATES WITHOUT PARADE REGISTRATION.

Make Check payable to: 14th Porsche Parade Inc.
Mail to: P. O. Box 542, Westminster, California 92683

REGISTRATION FEE $25.00
ROOM DEPOSIT $20.00
TOTAL $45.00

Car number choice________1st______2nd______3rd if received before April 1st.

Deadline for March Nugget:
February 15

PHOTO CREDITS/FEB. '69
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Autocross: Jim Fleming
Inside Back Cover: Bill Weitzel
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