14th PORSCHE PARADE
1969
PORSCHE CLUB OF AMERICA, INC.
IRVINE RANCH

BEST OF SHOW STANDINGS:

1. Reitmeir, Joe
2. Koll, William
3. Masini, James
4. Johansen, Ray
5. Garretson, Bob
6. Raymond, Dick
7. Buckthal, Bob
8. Brown, Bob
9. Daves, Robert
10. Sandholdt, Pete

OVER ALL WINNERS:

1. Reitmeir, Joe - Golden Gate
2. Koll, William - Orange Coast
3. Masini, James - Monterey Bay
4. Johansen, Ray - Sacramento
5. Garretson, Bob - Golden Gate
6. Raymond, Dick - Great Plains
7. Buckthal, Bob - Golden Gate
8. Brown, Bob - San Diego
9. Daves, Robert - Golden Gate
10. Sandholdt, Pete - Monterey Bay

JUNE 24-28, 1969
ANAHEIM, CALIFORNIA

NUGGET
GOLDEN GATE REGION / PORSCHE CLUB OF AMERICA / AUG. 1969
Dinner Meeting and Raffle

This Month's meeting features the House Specialty dinner at ZORBA. The barbequed New York strip steak is famous for at least a mile and a half in all directions, and the Baklava, that melts in your mouth, is an authentic Greek dessert treat that you will especially remember. After the dinner meeting you will want to stay for the late show in the lounge with dancing and music imported directly from Athens. No limit on reservations (we have room for at least 250), but don't be late getting yours in; this dinner you won't want to miss.

ZORBA
Luxurious Restaurant
1350 So. Bascom Avenue • San Jose
Phone: 293-7170

DATE: Saturday Evening, August 9
COCKTAILS: 7:00 p.m.
DINNER: 8:00 p.m.

MENU

ZORBA Specialty Salad
Barbequed New York Strip Steak
Baked Potato with Sour Cream
Vegetable
French Bread
Baklava

$5.50

FINAL NOTICE! LAST CHANCE! FINAL NOTICE! LAST CHANCE!
The raffle prize of a weekend for two at Squaw Valley will be awarded at this meeting. This is your last chance to enter if you've been putting it off or forgetting to buy your chances. Add a dollar or two to your dinner check (this month all raffle chances are 25 cents each, or 4 for $1.00), and you may spend the three day Labor Day weekend at Squaw Valley with all expenses paid (including your entry fees for all the events in the Sports Car Olympics).

Please make your check payable to: PCA-GGR, then, mail it to:
Arlen (YFNVP) Riggs, 40231 Hacienda Ct., Fremont, Calif., 94538

Directions: From San Jose intersection of Bayshore (US 101) and Nimitz (Cal 17) Freeways, continue on Highway 17 toward Santa Cruz.
1. Pass Interstate 280 interchange, EXIT from 17 at Hamilton Ave. turnoff.
2. Turn LEFT at traffic signal (at top of off ramp) onto Hamilton Ave. to cross over freeway.
3. South on Hamilton to first signal; turn LEFT onto S. Bascom Ave.
4. Continue EAST on S. Bascom for about one inch (that's what it is on the map) to DICK'S Super Market Shopping Center. ZORBA is at the far end of the parking lot.
President’s Message

Our July dinner meeting was one dedicated to a review of the 14th Porsche Parade held in Anaheim. Golden Gate Region did spectacularly well, bringing home roughly 54 trophies. A standing ovation went to Joe and Mary Ann Reitmeier for their FIRST OVERALL. Joe's winnings were on display and made an impressive table full. Congratulations, Reitmeirs!!

For those of you who missed this Parade - you missed the highlight of all the PCA events. Give serious thought to attending in 1970 (Newton, Massachusetts - near Boston) and/or 1971 (Sun Valley, Idaho). You won't regret the time spent.

Golden Gate Region continues their success in SCCA Concours d'Elegance. We had five cars entered at the Golden Gate (Presidio) Show, July 13. They all placed. (See article this issue)

Nominations for next year's Board of Directors are about to open. Barbara Rose is the Chairman of the Nominating Committee, so anyone interested please contact Barbara or any board member. The membership at large may, with 10 signatures, nominate any individual club member. This is your club - so think about it.

--Dave Hancock

Autocross

The second in a continuing series of autocrosses will be held August 10, 1969, at the Salinas Airport. We will join the Monterey Region for this event, which starts promptly at 9:00 am. Take 101 South to Salinas, use the airport offramp. Be sure to attend, there will be year-end awards for the series winners.

Schedule of Events

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Campout

For the weekend of September 6 and 7, Gene Pavitt has planned a PCA-GGR invasion of Big Sur, one of California's most scenic coastal areas, for a weekend commune with nature (with who?). The tour will start from the main front parking lot at Stanford Shopping Center (look for the Porches) at 9:00 a.m. on Saturday, September 6th.

Total cost for the weekend will be approximately $50.00 per car. This covers your entry to 17-mile drive, and the camping fee at Big Sur.

The trip includes a scenic drive down California's coastline, with a picnic lunch planned in an area reserved for us in Del Monte Forest. A pit stop will be made en route at a shopping center for any last minute food or sundries shopping prior to the picnic. After the picnic, the tour will continue through Carmel and on down the coast to Big Sur.

After you have set up camp, you may fish the local streams, drive to local scenic areas, or just plain cool it. Bring the whole family! Non-Porsche vehicles welcome!!

For your questions or reservations, call Karl or Ann Keller, 225-4837, or sign up at the August dinner meeting.

Toot! Toot!

Mark September 28 on your calendar for the Roaring Camp & Big Trees Narrow Gauge Railroad trip and picnic. It will be a fun filled family day under the beautiful redwoods of the Santa Cruz Mts. (near Felton). We will be taking a ride with a historic 1880 narrow gauge steam locomotive and a picnic is scheduled to go along with the ride.

Watch for more information in the next Nugget or call Diane Uchtil (408)353-1314.

Laguna Seca

The Laguna Seca Trans-Am Sedan races are on August 23 and 24. A few rooms at the Carmel Sands may still be left, so call Dwight Mitchell, (415) 968-3445 for reservations. There will definitely be an E Production race Saturday afternoon and a Beer and Bfacwurst party Saturday evening at the Hunt Club.

It's the height of the tourist season in the Monterey-Carmel area, so please call Dwight right away if you desire motel accommodations for Friday and Saturday nights.
Concours

Event: Concours d'Elegance.

Place: Presidio, San Francisco.

Time: 11:00 a.m., July 13, 1969. Judging begins. Too late to check that?? that's been forgotten. Everyone nervous.

Weather: Windy, clear and cold.

Ground Conditions: Dust with lots of loose dry grass. Both of which penetrated the cars even with the doors and windows closed!

Spectators: Incredibly thoughtless. Not all but so many seemed completely unaware of what a Concours car means to its owner and crew. I wish I had space to go into some of the remarks and actions. You wouldn't believe!

Time Passes: Hot dogs consumed. Ann Price learns how to protect a Porsche, short of committing murder. Sam Thornton masters his new camera. Sharon Evans has forgotten her corkscrew and is saved from de-hydration by Marshall West's pen knife. Linda Brewer is freezing and is running out of gas. She spent the morning cleaning Dave Hancock's engine. Bruce Anderson is in a state of shock. As is Charmayne. Gerry Freck's crew taking turns protecting his and Tuffy's gorgeous Lancia which is in the display section. Sue Hancock having heart failure every time Chris starts up the jungle gym. Pat & Bill Weitzel just spectating this time. Mary Fisher, being impartial and dusting all the Porsches. Etc., Etc.

Time: 3:00 p.m. Slips are distributed to place winners. Nerves shot!

Results: Class A - Jim Ioakem-------2nd
          Class B - Bruce Anderson------1st
                  Gary Evans-----------2nd
                  Gerry Freck---------3rd
          Class C - Dave Hancock-------3rd
                  (This one was tough. A red Ferrari was 1st and a Gullwing was second.

Conclusions: Every PCAer came home with a trophy. Congratulations, all!!

--Grace West

Drivers School

"First Car Out At 9:00 A.M."...(Oh, Yeah??)

So as you might have guessed the first car didn't go out until about 10:30 a.m. Orange Coast Region was unfortunately understaffed for the drivers school with the inevitable delays resulting. A chaotic grid didn't help that much either. Finally things did settle down and we had a very enjoyable two days of drivers school opposite the autocross. The course was about one mile per lap with several very slow chicanes and about 3 medium speed sweepers the most interesting being 180° in third gear for the hot dogs, just beyond start-finish. With a cyclone fence on one side, haybales on the other and steel guard rail after the exit it was no corner to play games in. Only a few cars actually hit anything and those that did suffered only minor damage.

GGR was represented on the "faculty" by Bob Garretson, Bruce Anderson, Dwight Mitchell, Dick Osgood, Joe Reitmeir, and Larry Yates. To say that they spent an "interesting" two days would be an understatement. The main topic was, can you reach the ignition switch from the passenger seat. According to Dick Osgood you can.

Sure wish the factory would solve the brake heat problem. So many of our disc brake cars (Weitzel, Hancock, etc.) would run out of braking in a very short time. Ferodo is the answer but our glorious Porsche pads ought to be just as good. It happens to the best though, and the Vasek Polak 904 being driven by Milt Minter had to retire due to the same problem. Fortunately, though, Joe Reitmeir got a ride in the car earlier and is now preparing a new price list at his Werkstatt so he can get one too.

Barb Rose was walking three feet off the ground after she drove her hero Don Pike around for a few laps. Don's only comments after a particular corner were "beautiful, beautiful!" Several of our Concours "nuts" entered the school but were going to refrain from serious "pushing." Maybe that's why Gary Evans tossed a fan belt, Bill Weitzel & Dave Hancock cooked their brakes and Bob Garretson scared Milt Minter half to death.

To your writer's knowledge GGR didn't overextend itself and kept its cars pretty well on course. The fat race tires sure made a difference as the fast 356s (Reitmeir, Osgood, Garretson, Mitchell, etc.) easily passed 911s, even on some of the straights.
Concours

With the 14th Annual Porsche Parade being held in June, many of the stalwart members of the Golden Gate Region began the awesome job of getting their cars ready to concours. Most of us worked on them cleaning every conceivable part during every spare moment until the morning of June 21 when we began our trek to the site of this year's Parade, Anaheim.

Gary and I made the journey with the Carletions, the Scotts, Barbara Rose and Linda Mitchell. After many pit stops, we finally rolled into Anaheim in a record time of eleven hours. We stopped by the Holiday Inn and found Jim Fleming already hard at work on his car.

We went on to Motel 6 and there were the Weitzels and the Buckthals also slaving over their cars. We unloaded our cars, had dinner, and fell into bed tired from our trip, but anticipating the days to come.

Sunday arrived and we spent the day just like everyone else, cleaning our cars. On Monday, most of the rest of the Golden Gate Region joined our merry group. Ever since Thursday, we all were wondering what had become of Bruce Anderson and Charmayne Salter. Every day we had a call saying they would be there the following day, so we couldn't imagine where they were. On Monday night, about 10 o'clock, our questions were answered; two of the saddest and most weary people we had ever seen drove into Motel 6. Bruce's coupe was covered with the normal road dirt, but Charmayne's once beautiful silver speedster was coated with oil.

At 11 a.m. the next day, 95 elegant Porsches with their expectant owners sat in readiness gleaming in the smog. By 3 o'clock the judges were ready to hand out the awards. The tension had built to an unbelievable level. All the hours of work had finally come down to 4 hours of judging and the end was here. In Class 356A the GGR took 5 places and the tension grew. As it turned out we did well in each class: 356B, 2 places; 356C, 3 places; 912, 3 places; and 911, 1 place.

Finally it was over, or so we thought. The judges then announced the first 3 winners in each class would be judged for overall places. All the tension was back and we waited for 2 hours for the announcement. The GGR came through again with 7 out of the first 10 places, with Jerry Freck first overall.

When it was all over, we started wondering how Bruce Anderson had taken a fifth in class instead of the first we thought his car deserved. It wasn't long before we found the heartbreaking answer. He and Charmayne hadn't written down the age and mileage on the car and had lost 22 points, taking them out of competition for overall.

We all then retired to our motels for a few drinks to celebrate the success of our Region.

RESULTS: (GGR members only)

Class A
1 G. A. Freck
2 Jim Ioakem
3 Bob Garretson
4 Mike Korngold
5 Brian Carleton

Class B
1 Joe Reitmeir
2 Robert Daves

Class C
2 Bob Buckthal
4 Robert Wagner
5 Bruce Anderson

Class D
1 Bill Weitzel
2 Gary Evans
4 James Fleming

Class E
1 Dave Hancock
9 Keith McMahan

OVERALL CONCOURS RESULTS:

1 G. A. Freck
3 Dave Hancock
4 Jim Ioakem
6 Bob Garretson
7 Bob Buckthal
9 Gary Evans
10 Bill Weitzel
11 Joe Reitmeir
18 Robert Daves
By a very well tuned (by Paul Lang) 912

One of the most interesting events of a Parade is the rally. Being an expert (114th at the 11th Parade) and not wanting to score higher than those going for overall points, I felt it best to follow the sweep car and just enjoy the drive. George McClelland, driving the official POLIZEI 911E TARGA with special suspension, said it would take only about 2 hours. Actual rally time was about 5 hours. The challenge made my oil feel nice and warm.

We were on our way. Through the Irvine Ranch to San Juan Capistrano, Cleveland National Forest, Ortega Highway and Lake Elsinor, to check point #1. I'd like to go back sometime and see the scenery.

Murrietta, Temecula, Pala Mission Pauma Valley, to check point #2. This was more interesting. Frank and Helen Dwin nell were very lost, along with 3 or 4 others. POLIZEI 911 gave them no hint as to which way to go. Sitting there big as you please were Pres. Dave and wife Sue, having a candy bar break. With all the confusion, they were beginning to wonder if they were lost, but followed Sue's hunch and went on their way. It was in this area the Weitzel's came upon a bit of road construction. The instructions said "all roads will be paved." Bill and Pat were sure they were on the wrong road, so turned around and went to check point #1. One thing you learn when rallying, don't believe the instructions. Some of the diehards in their beautiful Concours cars, went barreling through the mud. Buckthals, Wagners, Garrettsons, to name a few. A little further on there was a nice section of flooded road which helped clean the undercarriage. It didn't help Dwight and Linda Mitchell though. I saw them hit the puddle at 100 mph. They barely got the tires wet.

There are some great Porsche roads in Lower California. My master really gave my transmission exercise. I sure wish my mistress would have been sitting on her feet. My floorboard was beginning to ache.

We headed on to Palomar, La Jolla Indian Reservation, Lake Henshaw and up Mt. Palomar to the observatory. Beautiful country, and the first time in a week my carburetors breathed fresh clean air. This was check point #3. Met Dick and Sue Osgood coming around a blind corner at 28 mph. Lucky for them, cause a CHP was sitting there hoping to fill his quota.

From then on we weren't the only ones breaking the sound barrier. This part of the rally really separated the novices from the experts. Old Castle, Gefer Canyon, Old River, San Louis, all this roads go into each other. The lucky ones came into check point #4. Brian and D'Anne Carleton drove 10 miles on a dirt road to make up time!! Bruce Anderson and Charmayne going the wrong direction. Navigator Gary yelling at driver Sharon Evans to "STOP CRYING AND GO FASTER." Jim Itoaki was smart and took son Tom, or was it Mary who was smart and stayed at the motel to relax.

Just about everyone made it to the finish in Oceanside. I saw Tim and Donna Bailey still holding hands. Sam Thornton and Linda Brewster downing the Frijoles. Bob and Shirley Daves looking pretty confident, and Lee and Bobby Graybeal all smiles. They just drove down for the ride. Dick Georees being complimented for the way he handled a VW. Burt and Joan Proppe played it cool and came for lunch. What a shame, as they were noted for their expert rallying! Jim Fleming took quite a chance by importing his girl friend to navigate. Larry and Linda Yates came tooling in, Larry looking very relaxed. Of course he knows how to drive those roads. Karl and Ann Keller braved the route with Hap and Eddie. They're really training those boys. I never did see GGR Tour Master Bob Lohse and his Linda. Jo Watson & Mike Korn gold came in looking like it had been a long day. I wonder what happened to Jim, Gaeta, Mike Cohen and the Zaccone's. Suppose they went back to Capistrano?

I missed a lot of GGRs as keeping my nose close to the rear of a super duper 911E was my game for the day. I did hear Joe Reitmeir was pretty Clever when he picked John as his navigator.

All in all, it was a good rally. Congratulations to Keith and Helga McMahon for winning one of the top rally trophies.

We're the best in Concours and the best in Autocross. Let's pull out our map lites, wind up our clocks, and give our master and mistress a charge on learning to rally. That's the only way we'll bring home the top 10 from Sun Valley. Maybe I'll even come in 113th!!

cont.
RESULTS:

Equipped Class - 15 cars total

2 Joe Reitmeir/John Clever
5 Keith McMahan/Helga McMahan
9 Sharon Evans/Gary Evans
15 Brian Carleton/D'Anne Carleton

Non-Equipped Class - 122 cars total

16 Mike Cohen/Jim Goeta
24 Dwight Mitchell/Linda Mitchell
36 Lou Marable/J. Kent
38 T. Walden/P. Colling
47 Karl Keller/Chuck Tracy
49 Jim Ioakem/T. Ioakem
54 R. Daves/S. Daves
61 Bob Garretson/Sue Garretson
66 Sally Buckthal/Bob Buckthal
77 Jim Fleming/L. Thompson
82 D. Davis/A. Davis
84 J. McGee/D. McGee
85 R. Lohse/L. Lohse
91 L. Yates/L. Yates
95 Dave Hancock/Sue Hancock
104 Sam Thornton/L. Brewster
113 Mike Korngold/Jo. Watson
114 Bruce Anderson/Charmayne Salter
121 Frank Dwinnell/Helen Dwinnell

After a short rest break, we began looking for "Left after Rincon Ranch." The ranch sign itself was fairly easy to see, but the first left opportunity was some eight miles further along the road, creating a certain uneasiness in the minds of many of the rallyists. But confidence paid off as the second checkpoint was found on top of Palomar Mountain, where everyone had the opportunity to visit the museum and observatory before leaving on the next leg.

The above excerpt by Keith McMahan demonstrates the type of problems run into on the Parade Rallye.

AUTOCROSS

"The Terrors From The North," as some people call us, unleashed a squadron of competitors at the 14th annual Porsche Parade autocross. Despite the highly-touted autocrossing prowess of San Diego Region's go-carts, GGR still managed to bring home more than our share of the hardware. To the other regions attending the Parade, there could be no doubt that GGR is definitely speed oriented.

The autocross course was a high-speed challenge in the shape of a squashed figure 8, with two mickey-mouse chicane throw in. It was high speed, though, with some 911 pilots claiming speeds in excess of 100 mph in the back chute. The organization of the event left much to be desired, and if it hadn't been for the help of such Golden Gaters as Chuck Tracy, who got the clocks running and stayed around to keep them running, the event might never have gotten off the ground. The event was organized in such a way that each driver had four runs at the course—two practice, and two timed. The course was really great, but having to wait for as much as six hours to get one car with two drivers through the required number of runs was a bit much.

Golden Gate managed to place cars in the top five of almost every class. Our best showing was in Class 4 (Carreras and Modified 356s) where we swept first through fourth places. First place in this class was Bob Garretson in his modified 356, who turned second fastest time overall for the autocross. He was followed closely by Mike Korngold, Dick Osgood, and Dwight Mitchell.

Bob Daves whooped up the troops in Class 1 by posting a very fast class win in his (blueprint) normal. Other firsts in class went to Bob Buckthal in Class 2, and Barbara Rose in Class 9. Also bring home autocross hardware were Bruce Anderson, Gary Evans, Jim Gaeta, Dave Hancock, Karl Keller, Joe Reitmeir, Charmayne Salter, Bob Wagner, Jo Watson, Bill and Pat Weitzel, and Terry Zaccone.

If this is any indication, our autocross series should be wild and wooly!!
Tech

Does anybody know what a bilge pump control switch for a topless speedster looks like? Or how many liters of air per second pass through a Porsche cooking fan at 2000 RPM? And does anybody know who manufactures the paint used on our favorite little bombs? These are some of the questions asked on the '69 Parade tech quiz. See what you missed if you missed the test? This well attended event sent many people away scratching their heads. The scorers are still trying to determine the positions of the winners but good old GGR knocked off several of the top ten places. At last tally our own Bob Garretson was in top spot.

The gals had to figure such things as whether the distributor distributes gasoline, electrical impulses, or braking force. But our group came out very well, led by Barbara Rose.

Oh, Well, Idaho '71 here we come!

Oh, boy, it was time again to identify the various cookie presses, vacuum cleaner parts and the unknown called Porsche parts. The Ladies Tech Quiz was given in two parts. A written "make your best guess" part and a visual "what in the world is that" part. We took different tests according to the model car we drive. Obviously I should have read the 911 manual or taken the 356 test. Things have changed.

Questions ranged from:

The firing order of a 911 engine is:

( ) 1-3-5-4-6-2
( ) 1-6-2-4-3-5
( ) 1-4-2-6-3-5

to:
The tachometer indicates the engine speed in:

( ) Seconds
( ) Minutes
( ) Hours

When the awards were given, GGR had some real talent. Our trophy bearers were Barbara Rose, D'Anne Carleton and Pat Weitsel.

LADIES’ TECHNICAL QUIZ RESULTS:

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<th>911 Series</th>
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<tr>
<td>D'Anne Carleton</td>
<td>Barbara Rose</td>
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<td>4</td>
<td>2</td>
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<tr>
<td>Sally Buckthal</td>
<td>Pat Weitzel</td>
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<td>Shirley Davis</td>
<td>Sharon Evans</td>
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<td>Charmayne Salter</td>
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<table>
<thead>
<tr>
<th>911 Series</th>
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<tr>
<td>2</td>
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<tr>
<td>Joan Propp</td>
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</table>
...our Annual Convention can be fun-filled
days of socializing with fellow P.C.A.ers...
Concours preparation at Motel 6...Bruce Anders-
on's "friends" checked in...parking lot looked
like the Laguna Seca pits...Weitzels, Evans,
Buckthals, Carletons, Ioakems, Bruce & Charmayne,
Sam & Thelma, Barb Rose, Linda Brewster, Clark
Anderson, Mike Cohen, and the Bailey's...Jim
Gaeta...assisting the workers and drinking
Coors...Barb alternately shared her room with
four sets of Goodyear Blue Streaks or...
Carleton's Speedster...prepared by female "Woods
Brothers" crew of D'Anne, Barb Rose, and Thelma,
...Scotts and Humphrey Propp brought Nat'l Pres.
Charlie Kuell and Daughter, Jan Spanjol, out...
Gary Evans' description of the cars, "Shore do
shine."...All...from Motel 6 won trophies...
thrills and tribulations of the Bruce Anderson-
Charmayne Saltier team....
Orange Coast Region arranged great cocktail
parties...meet the great and the near great...
Richie Ginther, Milt Minter, Scooter Patrick,
Alan Johnson...exciting experience from Linda
Brewster - 11 laps at the Orange Co. Raceway
with Richie Ginther in his personal 911E....
...T & D Rally...see the sun...visit Dan
Gurney's AAR Facility...Briggs Cunningham's Auto
Museum...race cars of the Fifties...Funkana...
theme was The Bullfight...Bob Wagner and navig-
gator Sharon Evans...wiped out one part of the
bullring....
...improptu parties...hosted by Jim and
Wanda Archibald, ex-Golden Gaters...drinks and a
spaghetti feed...Barry Brankey took command in
the kitchen...Mike Cohen...entertained the group
....
...Ferry Porsche asking to have his picture
taken with Gary Evans...watch for it....
...Disneyland...guide...Lynn Tracy...knows
her way around....
...door prizes...Chuck Tracy perform hex
ceremony, Presto, call your name...failed with
Sue Hancock....

...Knotts Berry Farm...shops for the ladies
...rides for the children...Thursday ladies tour
to Laguna Beach...quaint little shops...Mystic
Gardens, a hippie haven...Harbor tour...view of
all the $100,000 and up beach-front homes....
...Disneyland...Storybook characters roamed
the streets...Small World, Pirates of the
Carribean, the Tram and the Jungle Ride....

...history was made by the Golden Gate
Region, who, with 52 cars in attendance, brought
home 54 trophies...Paul Scott...new speed record
...only 12 hours (to Anaheim)...followed by our
friendly California Highway Patrol...Brian
Carleton...had not put the windshield wipers on
his concours speedster...weather was sunny and
clear...constituted harassment...CHP backed
down...all along the route CHP cars...group took
nearest off ramp....

Jim Fleming arrived at the Holiday Inn at
5 a.m....no rooms...made a reservation..."I'll
wait until a room is ready"...curled up on the
sofa...20 minutes, Jim had a room....

Garretson, Anderson and Saltier...generator
went out in Gilroy...hood flew up in
Hollister...flat in Fresno...oil cooler went
out...mess of the speedster's engine....

Dave Hancock...ground floor room...store
house for racing tires...other paraphernalia...
looked more like a garage...Sue Hancock...new
nightie, with L O V E in big red letters down
the front....

Golden Gate Region managed to place four
in the top ten...did well in concours and auto-
crossing...rallying left a little to be desired
...Joe Reitmeir showed the rest...snagging John
Clever as his navigator (John had two previous
Parade rally trophies and is a well known rally-
ist)...Reitmeirs headed home with 10 trophies...
grand prize bowl...second time a Golden Gater
has taken the top prize...previous winner was
Dick Osgood in 1966....

Excerpts on this page contributed by Brian
Carleton, Mary Ann Reitmeir, and Burt Propp.
The Mart

For Sale: 1967 Porsche 912, 4 speed, white w/black interior, AM radio, 2 new tires, 24,000 mi. $4,200. Walt Wester, 332-2118 (home), 221-2222 (work).


For Sale: Three So. Calif. Beauties. Porsche Carrera II for sale or trade, (213)475-2186. 1966 912 4 speed, sand beige, has brand new engine, not a rebuilt, Charles Bott, 26932 Soria Circle, Mission Viejo, Calif., 92675, (714) 830-3418. 1968 Targa 911 L, yellow, less than 15,000 mi., 4 speed, air conditioned, mag wheels, AM-FM radio, $6000, Mr./Mrs. Epperley, (714) 637-4097 or (714)637-6344.

For Sale: 4 Goodyear Bluestreaks, 4.25-7.00-15, on 4 1/2" rims with tubes. Two new, two have 6 autocrosses on front. Bruce's Tires said "season and a half." $160. Gary Rudy, 964-4445.

For Sale: 1966 911 coupe, dark blue/black interior, Webers, Konis, factory air, Judson ignition, head rests, tinted glass front and rear, five 5 1/2" factory chrome wheels, Blaupunk FM/AM/M. All records available. $4,400. 911 factory sport muffler, $65. 1 pair Carello Quartz Iodine head-lights (12v) $40. 1 pair Carello Quartz Iodine driving lamps (12v) $30. 1 Delta Mark Ten (12v) ignition system; $20. Sam Thornton, 151 Cervantes Rd., Menlo Park, 94025, (415)325-9117.


For Sale: 1967 911 S coupe, white w/black interior, Blaupunk AM/FM, wide mag wheels, tinted glass. Excellent mechanical, very clean, fog lights, gas heater, other "S" extras, 27,000 mi. Make reasonable offer. Dr. Robert Sachs, (415) 661-2800.

For Sale: Nardi steering wheel for 356A. Completely refinished for the Parade. A new one lists for $90, will sell mine for $45. Brian Carleton, 4785 Borina Dr., San Jose, 95129, (408)252-5546 (home), (415)367-2886 (work).

For Sale: 4 Goodyear Bluestreaks, 4.25-7.00-15, good for rest of season in my opinion, can be capped either by Bruce's or McCoy's (Modesto). $675.50 or make offer. Terry Zaccone, FR8-8315, 2188 Riordan Dr., San Jose, 95130.

For Sale: Nikon F camera, new Nikkor 1:2, 50 mm lens, soft case and carrying strap, never dropped, like new condition, $150 or make offer. Tom Scott, 225-9611, evenings and weekends.


Wanted: 900 series jack, all or part, just need some of the pieces. Ray Pitts, 673 Comet Dr., San Mateo, 94404, (415)345-5297.

Gymkhana Results:

256 3 J. Reitmeir/J. Olliver
3 4 B. Wagner/S. Evans
5 K. Keller/A. Keller
900 10 B. Weitzel/P. Weitzel
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Les-Father

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328-6454

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Dennis Neeley
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(415) 828-1811

Reinhard Riedel
471 Tarrin Dr.
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935-2054

J. Sarrail
15 Wildwood Dr.
San Mateo, 94402
347-5321

REGIONAL TRANSFERS

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Carol-Wife

Richard H. David
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San Mateo, 94401
Alfa-Wife

William Poole
7094 Via Ramada
San Jose, 95139

Robert L. Stone
3947 Camden Ave.
San Jose, 95124

Noisy Tappets

This is the Parade issue, an attempt to share enough of the flavor of a Parade to tempt those of you who have not yet attended one to consider participating in a Parade. The following writers have collaborated to present the Parade to you: Concours D'Elegance, Sharon Evans, with an overall 9th and class 2nd at the Parade Concours; Rallye, Carole Scott and Keith McMahon collaborated to write about the people and technical details, Keith with a 5th in class; Autocross, Karl Keller, one of our "original" speed nuts with a 4th in class; Drivers School, Dwight Mitchell, the fearless one; Men's Tech Quiz, Dick Osgood, a 356 expert and 2nd in class; Women's Tech Quiz, Joan Propp, consistently in the top 4 nationally; Bits & Pieces by Brian Carleton and Tidbits by Mary Ann Reitmeir plus a summary by Burt Propp round out the social side of a week at a Porsche Parade. No pictures this issue, none received, please send Parade black & whites.

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