Dinner Meeting

MICHAELS
830 East El Camino Real
Sunnyvale
245-2925

MICHAELS Restaurant is located in the Lamp Lighter Inn on East El Camino Real. It is directly across from the Wes Behel Volkswagen dealership, between Wolfe Road and Fair Oaks Avenue.

DATE: SATURDAY EVENING,
JANUARY 10th

COCKTAILS: 7:00 pm
DINNER: 8:00 pm

$5.00

Choice Of:
London Broil
or
Chicken Polynesian

Including:
Tossed Green Salad
Baked Potato
Boquet of Vegetable
French Bread
Dessert and Coffee

Reservations must be received by TUESDAY, January 6th. WRITE YOUR DINNER SELECTION ON your check, make it payable to "PCA-GGR," and mail it to:

Chuck Tracy
6224 Current
San Jose, Calif., 95123

Directions:

Traveling South on Bayshore Freeway (US 101):
1. Take Stevens Creek Freeway (Hiway 85) WEST toward 280
2. Take "El Camino Real South" EXIT over freeway
3. Continue SOUTH on El Camino to Lamp Lighter Inn on RIGHT

Traveling North on Bayshore (US 101) or Alviso-Milpitas Road from Nimitz Freeway:
1. Take Lawrence Expressway WEST to El Camino Real
2. Turn RIGHT onto El Camino (North)
3. Continue NORTH on El Camino to Lamp Lighter Inn on LEFT

Traveling North OR South on Junipera Serra Freeway (280):
1. Take "Wolfe Road East" EXIT; continue on Wolfe Road to El Camino
2. Turn LEFT onto El Camino (North)
3. Continue NORTH on El Camino to Lamp Lighter Inn on LEFT
# The 1970 Board

**Continuing President** - Dave Hancock

**Secretary**

Linda Mitchell

**Technical**

Bill Weitzel

**Treasurer**

Burt Propp

**Membership**

Bruce Anderson

### Coming Events

<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>PLACE</th>
<th>CHAIRMAN</th>
<th>PHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 10th</td>
<td>Dinner Meeting</td>
<td>Michaels Restaurant Sunnyvale</td>
<td>Chuck Tracy</td>
<td>(408)227-5629</td>
</tr>
<tr>
<td>11th</td>
<td>Autocross</td>
<td>Ampex, Redwood City</td>
<td>Brian Carleton</td>
<td>(408)252-5546</td>
</tr>
<tr>
<td>24th</td>
<td>Tech Session</td>
<td>Neufeld Motors, San Carlos</td>
<td>Bill Weitzel</td>
<td>(415)456-1904</td>
</tr>
<tr>
<td>25th</td>
<td>Gimmick Rallye</td>
<td>Hayward, near the Plunge</td>
<td>John Sebastian</td>
<td>(415)334-4330</td>
</tr>
</tbody>
</table>
Rallye
"AGE OF AQUARIUS"

This gimmick rallye (not a time and distance rallye) is designed to give the well-equipped (clip board, pencil, ruler, aspirin) rallye team (driver and navigator) a good test of their ability (or lack thereof) to follow instructions and to observe signs and other obscure objects along the rallye route.

No school will precede this rallye.

Driving time will be about three hours.

DATE: Sunday, January 25th
TIME: 1:00 PM
START: Parking lot adjacent to Hayward Plunge on Mission Blvd. south of Jackson
FINISH: Somewhere in Northern California

- John Sebastian -

Tech Notes

The January tech session will be held on Saturday, the 24th, at Neufeld Porsche-Audi, 281 El Camino Real in San Carlos starting at 10:00 AM. The subject will be carburetion and fuel injection. We will start with basic theory and progress as far as you would like (or as far as we are able, whichever occurs first).

Seriously, we are fortunate to have a guest expert, Mr. Franz Wichmann (PCP and PAW), a bonifide expert on anything Porsche. There will also be a slide and tape lecture on operation of the Bosch fuel injection system used on 911E and S models.

For reservations, call your new Tech Chairman, Bill Weitzel, at (415) 456-1904.

As a lame duck Board member, I would like to take this opportunity as Technical Director to thank the PCA members, the dealers and Porsche Car Pacific (PAW) who have provided assistance to me in that capacity.

- Bob Sheldon -

Prez Sez

Welcome to 1970, fellow Porsche Pushers!
We will make every effort to make this a most enjoyable Porsche year - hoping to hit the interests of everyone. Who is 'we', you say? 'We' is your new Board and all the people who volunteer to work on the various committees and those who head them up as group leaders. I hope that each and every one of you has the chance, in 1970, to assist in at least one event. You would be amazed at how much you can derive from working an event. The workload is small if many do a little.

At the first couple of dinner meetings, there will be sign-up sheets passed around for those who would like to assist in various events during the year. Please give this some consideration now...the Club needs your support.

* * * * * *

Your officers for 1970 are:
President            Dave Hancock
Vice-President       Chuck Tracy
Secretary            Linda Mitchell
Treasurer            Burt Fropp
Activities           Karl Keller
Technical            Bill Weitzel
Membership           Bruce Anderson

My congratulations to these people; give them your ideas and your support - - this is your club, so tell us what you want!

* * * * * *

Your membership renewal will arrive in late December or early January. For those who have been members since 1966 - no problem, just send in your $18.00. For those who joined during 1969, your payment is also due and payable by Feb. 1, but the amount is at a rate of $1.50 per month for the remainder of 1970 following the expiration of your first year. Do not wait until later in the year to renew...you can get dropped from the roster.

* * * * * *

Finally, my public and personal thanks to the board members of 1969 and to all the helpers we had throughout the year. Everyone did a fine job in providing their services to create another excellent year for the Golden Gate Region. Thanks to all of you...

- Dave Hancock -
Help Wanted

We're off and running with a new year of activities. Interested in helping our club by serving on one of the activity committees? Here are five to choose from:

1. **Speed events** -- for autocrosses and drivers' schools.
2. **Rallyes** -- for Monte Carlo, T & D, Hare & Hounds, variety and gimmick rallyes.
3. **Tours** -- such as wine, Yosemite, Mother Lode, gourmet, or to the races.
4. **Social/Picnics** -- for family events like the family picnic, Roaring Camp excursion, or Halloween party.
5. **Women's/Decorations** -- like events for the ladies (shopping tours, luncheons, fashion shows) and decorating for special events like the annual Christmas party.

"Many hands make light work." Please consider signing up to serve on one of the above committees. You may sign up at the dinner meetings or by contacting me by phone.

- Karl Keller -
  (408) 225-4837

Auto-X Classes

At the December 11th Speed Events Committee meeting, the following revised class structure was formulated in order to simplify the class structure over a broad base in an effort to make autocrossing more fun for all.

**MEN'S CLASSES:**

<table>
<thead>
<tr>
<th>Stock</th>
<th>Prodified or &quot;Cheaters&quot;</th>
<th>Modified</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 356</td>
<td>4. 356</td>
<td>7. all cars</td>
</tr>
<tr>
<td>2. 912</td>
<td>5. 912</td>
<td></td>
</tr>
<tr>
<td>3. 911</td>
<td>6. 911</td>
<td></td>
</tr>
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</table>

**WOMEN'S CLASSES:**

<table>
<thead>
<tr>
<th>Stock</th>
<th>Prodified or &quot;Cheaters&quot;</th>
<th>Modified</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. all</td>
<td>2. all</td>
<td>3. all</td>
</tr>
</tbody>
</table>

**STOCK** allows only the following:
- any update or backdate within a model series (i.e. SC specs allowable on all 356 cars)
- all non-racing tires which will fit on
  a. 4½" rims -- 356
  b. 5½" rims -- 912
  c. 6" rims -- 911
- any suspension modifications
- any ignition
- any modification after the exhaust port
- any modification prior to the carburetor

**PRODIFIED or "CHEATERS"** allows the above changes plus:
- racing tires
- one other engine or gearing modification

**MODIFIED** allows the above changes plus:
- a combination of modifications intended to greatly improve the car's performance

- Bill Weitzel -

DEADLINE

FOR THE FEBRUARY ISSUE

JANUARY 15
Kamikazi Run & Results

On December 7th, 31 cars showed up at the start for an excellent rallye school given by John Clever, and then all departed on a 3½-hour rallye which went to Skyline Drive, over to the coast highway north of San Gregorio, and finally ended up on Highway 17 just south of Los Gatos. There were a total of seven checkpoints on this rallye, with three of them being of the self-timing variety. In this sort of checkpoint, the contestant declares his own time for the timing slips, and may choose any time most advantageous to him. This usually means that the scores at this sort of CP are very low, but on this rallye, at least, the scores were higher than they were for the normal manned checkpoints. There were several maximum scores on the first self-timing control, even though the perfect time for this control was given in the sample calculations shown in the general instructions.

Only three cars managed to come into CP-4 from the proper direction. The previous instruction was: Turn right at second "VERDE". Many people turned right at the first "VERDE" sign and came immediately into the checkpoint hidden just around the corner. Another large group of rallyeists correctly passed the first "VERDE" sign, but upon seeing the checkpoint in their rear-view mirrors, hastily made a U-turn and came back into the CP from the wrong direction. It appears that very few people have faith in the instructions.

Several people managed to obtain a maximum penalty on the last leg by turning toward the town LOS GATOS instead of toward the sign "LOS GATOS". This included Gary Evans, who made a definite point of asking about this specific instruction during the rallye school.

A special thanks goes to our many checkpoint workers: Scotts, Carletons, Mitchells, Sebastions, Campbells, Jim Gaeta, Jim Fritz, and Diane Uchytil.

- Keith McMahan -

<table>
<thead>
<tr>
<th>PLACE</th>
<th>DRIVER/NAVIGATOR</th>
<th>ERROR IN SECONDS</th>
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<tbody>
<tr>
<td>1</td>
<td>Dave Hancock/ Chuck Tracy</td>
<td>350</td>
</tr>
<tr>
<td>2</td>
<td>Alan Best/Joy Best</td>
<td>497</td>
</tr>
<tr>
<td>3</td>
<td>Linda Rush/Bill Rush</td>
<td>567</td>
</tr>
<tr>
<td>4</td>
<td>Mary Wallace/Dick Wallace</td>
<td>612</td>
</tr>
<tr>
<td>5</td>
<td>Jamie Reid/Tony Reid</td>
<td>666</td>
</tr>
<tr>
<td>6</td>
<td>Sharon Evans/Gary Evans</td>
<td>705</td>
</tr>
<tr>
<td>7</td>
<td>Alan Brooking/Carrol Swezy</td>
<td>743</td>
</tr>
<tr>
<td>8</td>
<td>Genie Pratt/Tom Pratt</td>
<td>747</td>
</tr>
<tr>
<td>9</td>
<td>Franz Baichl/Lawrence Dingman</td>
<td>958</td>
</tr>
<tr>
<td>10</td>
<td>Karl Keller/Ann Keller</td>
<td>1049</td>
</tr>
<tr>
<td>11</td>
<td>Gene Pavitt/Ann Macy</td>
<td>1049</td>
</tr>
<tr>
<td>12</td>
<td>Ray Hunt/Ann Hunt</td>
<td>1078</td>
</tr>
<tr>
<td>13</td>
<td>Donald Chiang/Frieda Leixner</td>
<td>1104</td>
</tr>
<tr>
<td>14</td>
<td>Jeanette Spear/Dick Spear</td>
<td>1108</td>
</tr>
<tr>
<td>15</td>
<td>Jim Fleming/Sue Buller</td>
<td>1247</td>
</tr>
<tr>
<td>16</td>
<td>Jerry Hamilton/Susan Hamilton</td>
<td>1258</td>
</tr>
<tr>
<td>17</td>
<td>John Hansen/Eva Nordlof</td>
<td>1269</td>
</tr>
<tr>
<td>18</td>
<td>Mike Thornton/Sandy Thornton</td>
<td>1278</td>
</tr>
<tr>
<td>19</td>
<td>Tom Kennedy/Elaine Kennedy</td>
<td>1285</td>
</tr>
<tr>
<td>20</td>
<td>Teddie Lurie/Richard Lurie</td>
<td>1292</td>
</tr>
<tr>
<td>21</td>
<td>Ed Kreppel/Jerry Harrell</td>
<td>1302</td>
</tr>
<tr>
<td>22</td>
<td>Bruce Anderson/Charmayne Salter</td>
<td>1346</td>
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<td>23</td>
<td>Tom Scott/Bill Wade</td>
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</tr>
<tr>
<td>24</td>
<td>Dick Monnier/Margaret Ann Monnier</td>
<td>1525</td>
</tr>
<tr>
<td>25</td>
<td>Liz Davis/Don Wehe</td>
<td>1664</td>
</tr>
</tbody>
</table>

& Komment

I like to consider myself a rallye nut, but that's kinda hard to do, as this Dec. 7 rallye was the first of the series I was able to attend. I enjoyed it thoroughly up to the point where my generator light warned me of impending doom and stopped us at the second checkpoint. However, having spare brushes and Bruce Anderson's little bent tool, the problem was corrected in 2.46 monologue-packed hours.

On to the rallye:

I had been on seat-of-the-pants types, but this was a new experience. Unfortunately, I left my slide rule at home, of course. That instrument would have been my sole equipment, barring instruction sheets. I imagine that it will be embarrassing for John Clever to know that the sample calculations on page four are wrong. Instead of 9.48; 12.79; and 2.68, SNA is 9.74; 13.17; and 2.74.

However, nit-picking aside, I enjoyed what happened while it lasted for us. I am glad to see the return of rallyes to the club and hope for more in the future.

- Marv Besmer -

Start of the rallye
RALLYE SERIES

Judged by the past performances of the Golden Gate Region, the 1969 Rallye Series was a success. All three events had a turnout of between 30 and 40 cars, and the rallye school held before each event provided the stimulation for the beginners to learn more about the sport of rallying. Several of our members improved their performances considerably over the course of the three events, attesting to the usefulness of the rallye school.

The 1969 series was designed such that the events would become increasingly more difficult as the series progressed. I feel that this result was achieved rather well. Now the problem is what sort of series, if any, should be put on during 1970. Should we have only timed rallyes, or a mixture of time and gimmick rallyes? How long and how difficult should they be? Should they be Sunday afternoon or evening events? Should we continue with the rallye school before each event? We would greatly appreciate any comments the membership at large has concerning the past series or ideas for the future. Please call your 1970 Rallye Chairman, Dick Wallace, at 961-1478 to give him your suggestions or to volunteer your services.

One item which I feel should be emphasized if rallying is to be a success in this region: it requires about 20 people to put on and run a normal sized rallye. Essentially the same group of people (the 1969 rallye committee) put on all three events in the series. They cannot be asked to continue working on all events in the future. We shall require new people to come forward to volunteer to work on checkpoints and to put on events themselves if the rallye program is to continue. The usual excuse is, "But I have never put on an event before." This fact can be easily remedied by working closely with an experienced person on one event, so that you can do it yourself the next time.

I hope that a lot of people will sign up to work on the rallye committee next year so that our present successes can be continued.

- Keith McMahan -

the winners!

The top ten finishers in the 1969 rallye series are as follows:

<table>
<thead>
<tr>
<th>PLACE</th>
<th>DRIVER/NAVIGATOR</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>Par.</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>1</td>
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<td>19</td>
<td>0</td>
<td>17</td>
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<td>2</td>
<td>Alan Best/Joy Best</td>
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<td>14</td>
<td>19</td>
<td>6</td>
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<td>Alan Brooking</td>
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<td>16</td>
<td>14</td>
<td>6</td>
<td>36</td>
</tr>
<tr>
<td>4</td>
<td>Gene Pavitt/Ann Macy</td>
<td>16</td>
<td>13</td>
<td>10</td>
<td>6</td>
<td>35</td>
</tr>
<tr>
<td>5</td>
<td>Karl Keller/Ann Keller</td>
<td>16</td>
<td>19</td>
<td>11</td>
<td>4</td>
<td>34</td>
</tr>
<tr>
<td>6</td>
<td>Jerry Hamilton/Susan Hamilton</td>
<td>15</td>
<td>10</td>
<td>5</td>
<td>6</td>
<td>31</td>
</tr>
<tr>
<td>7</td>
<td>Jamie Reid/Tony Reid</td>
<td>0</td>
<td>9</td>
<td>16</td>
<td>6</td>
<td>31</td>
</tr>
<tr>
<td>8</td>
<td>Linda Rush/Bill Rush</td>
<td>8</td>
<td>18</td>
<td>4</td>
<td>4</td>
<td>30</td>
</tr>
<tr>
<td>9</td>
<td>Tom Kennedy/Elaine Kennedy</td>
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<td>0</td>
<td>2</td>
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<td>26</td>
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<tr>
<td>10</td>
<td>Jeanette Spear/Dick Spear</td>
<td>0</td>
<td>12</td>
<td>7</td>
<td>6</td>
<td>25</td>
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</tbody>
</table>

*** NOTE: Points are earned as stated in the December issue of the NUGGET. The scores from the best two out of the three events are counted in the overall scoring.
Concours Corner

FRECK WINS OVER-ALL SCCA AWARD FOR SECOND YEAR

The SCCA annual dinner at Meiggs Restaurant on Fisherman's Wharf in San Francisco was the setting for the yearly racing and concours awards on Nov. 22, 1969.

This is the second year a seasonal award for the highest number of points for the year has been given to the concours winners for Northern California.

As in 1968, the first place over-all trophy for imported cars went to Jerry Freck for his 1954 restored 356 Porsche coupe. The other winners were as follows:

2nd place - McLain Johnson, 1963 Bentley Continental
3rd place - Gert Jensen, 1935 MG restored roadster
4th place - Calvin Tilden, 1963 Ferrari 330 GT
5th place - David M. Daniels, 1953 H.R.G. roadster, restored

In addition to winning this state award, most of you will recall that Jerry's car placed first overall for the concours at the 1969 Porsche Parade in Anaheim. His point total was 51 points above that of the second place winner from Los Angeles Region.

It was on the occasion of the SCCA award dinner that Jerry publicly announced that the 356 coupe had been sold. When a racing victim asked, "How much?", Jerry replied, "A lot!", which drew loud applause. He was also asked to give a history of the car.

Many Porsche members have expressed regret that Jerry has sold his treasured winner. Among these are the fine champions, Jim Wellington and Bruce Anderson. Jerry says that the Porsche has brought so much happiness and success (also toil) which should now be enjoyed by someone else. You can be sure that he has sold it to someone who will treat it "tenderly."

Now we are all wondering which car will be Jerry's next pursuit. I will predict: a Porsche!

- Tuffy Freck -

Tech Tip

911 IGNITION CURE

Recently I purchased a '66 911 and rapidly discovered the ignition system problems that have become legend during recent years. The most successful cure to date for 911 sparkplug fouling is the Tungsol TI-5 CD system. Unfortunately, this system is no longer available.

The 911 ignition problem is due to deposits of combustion building up on the plug electrodes and allowing the charge to leak off before the spark can jump the gap, so to speak. This leak off time is in the order of microseconds (millionths of a second). Very precise equipment was used to measure spark voltage rise times for various ignition systems, and I'll pass on to you some interesting findings.

The Tungsol system as a reference produced a rise time to 10,000 volts of approximately 5 microseconds. It turns out that the Bosch coil (standard equipment) is the limiting factor for fast rise times in systems other than Tungsol, which uses a special coil. The rise time using a Delta Mark Ten unit with the Bosch coil is 20 microseconds.

General Motor's Oldsmobile division has been using a special coil with their CD system (a copy, by the way, of the Tungsol system). The GM coil (part number 1115246) has less than half the inductance of the Bosch unit and is oil filled for better reliability. The spark rise time for the Delta-GM coil combination is about 6 microseconds, which is three times faster than the Bosch and almost equal to the Tungsol.

If you make this change, be sure that the sparkplug wires are in perfect condition and are kept away from any metal ground surfaces to minimize sparking, since the faster rise time causes more trouble with poor wires.

Since installing this combination on my car and reinstalling a set of Champion N6Y plugs which had fouled using the standard system, I have not experienced one single missfire even after tooling along at 2500 rpm for long periods of time with a quick burst to 7000 rpm upon occasion.

- Dick Osgood -

HAPPY NEW YEAR
Gourmet Tour

On a beautiful Sunday afternoon, 14 couples met at San Jose's Hyatt House for the beginning of the tour. Karl and Ann Keller provided each Porsche Pusher with a set of route instructions and tour questions. (By the way, when was bridge 36-47 built?)

A brief stop was made in Boulder Creek to enjoy the local art shops. The tour then proceeded on through the mountains, coming out at Woodside. And then we went directly down the hill to Ming's.

The Gourmet Dinner was an unending epicurean delight of Cantonese cuisine. All you "gastronomes" -- don't miss this event next year!!

- Chuck and Lynn Tracy -

Honor?

EDITOR'S NOTE: I recently received the following letter and decided to share it with you in the hope of finding the proverbial "honest man" out there somewhere.

Dear Ann,

In response to my advertisement in the October issue of the NUGGET regarding a muffler for a 911, a young well dressed gentleman appeared at my house some seven weeks ago, driving a red '68 911L Targa, European version.

We talked for quite some time about various 911 exhaust possibilities, but since he seemed hesitant, but had to have a muffler in a hurry, as his had a hole, I suggested he try an old stock muffler of mine I hadn't used in years. We agreed on the price, $25.00, to be paid when and if he liked it, if not, he would return it...

At this point, I probably should have asked for a deposit, or asked to look at his drivers' license, or asked the size of his under- wear, or any other pertinent information normally required when big business transactions take place, but I did not, because the nice young gentleman drove a Porsche, he belonged to PCA, and in this rotten world you have to trust somebody. After all, if there can be honor among HELL'S ANGELS, there can be honor among Porsche owners.

Sincerely,

Karel Koke
GETTING READY TO RALLYE
November 9th

PLEASANTON AUTOCROSS
October 26th

GOURMET TOUR - November 23rd
Start and in Boulder Creek
NEW MEMBERS

Althea F. Bolen
2727 Midtown Ct., #14
Palo Alto, 94303
321-4730
1962 roadster

Thomas G. Casazza
314 Pacheco Street
San Francisco, 94116
661-6042
1969 911T

John G. Clever
1510 Notre Dame Ave.
Belmont, 94002

Samuel D. Houston, M.D.
960 Lincoln Blvd.
Presidio
San Francisco, 94129
561-2783
wife - Edna
1969 912

Fred A. Loeser
915 Skyline Blvd.
Oakland, 94611
531-1368
wife - Mary
1968 912

Leonard F. Peterson
127 Old Adobe Rd.
Los Gatos, 95030
378-8593
wife - Shirley
1968 911S

Munro V. Robertson
777 Josina Ave.
Palo Alto, 94306
321-4887
wife - Penny
1970 911T

Constance Slubowski
1040 Greenwich, #33
San Francisco, 94133
776-7881
1964 356

Robert E. Sneed
12720 Summerhill Ct.
Los Altos, 94022
948-3427
wife - Kristine
1967 911

Michael L. Thornton
3990 W. Hamilton Ave., #4
San Jose, 95117
378-1262
wife - Sandra
1969 912

Victor N. Vagliente
4257 Rosewood Dr.
Concord, 94521
682-3549
1967 912

David E. Walton
2073 Donald Dr.
Moraga, 94556
376-7609
wife - Renee
1968 912

James H. Weeks
1215 Pedro St., #12
San Jose, 95126
295-7395
wife - Pamela
1969 912

THE MART


FOR SALE: lots of miscellaneous stuff: 911 sport muffler, perfect condition, $60; VW bus all synchro transaxle and brakes, perfect condition, $15; 356 series crankshafts (two), one excellent condition $40 and one needs turning .010 under $25, both magnafluxed perfect; 356A series three-piece crankcase with weld patch needed in a non-critical area, $25; Road and Track magazines 11 years (1954 - 1965) complete plus several other car magazines in complete years, $15. Dick Osgood, 968-1781.

ADDRESS CHANGES

Don Skylar
1242 Klee Court
Sunnyvale, 94087
736-5758

D. Smirlis
145 Ripley St.
San Francisco, 94110

Dick Monnier
1060 Suffolk Way
Los Altos, 94022

Len Pacheco
300 Bachman Ave.
Los Gatos, 95030
354-7289

W. A. Braker
600 Alhambra Way, #12
Martinez, 94553

Ernst Hoyer
160 Bay St.
San Francisco, 94133

Karl H. Faigle
1016 Bancroft Ave.
Half Moon Bay, 94019

W. J. Spielberger
7100 Johnson Indus. Dr.
Pleasanton, 94566

R.H. Neal, Jr.
3512 Ramona
Palo Alto, 94306
321-7907

Jonathon Feinberg
230 Gramercy Dr.
San Mateo, 94402
314-4660

TRANSFER

Robert H. Solomon
156 Panoramic Way, B
Berkeley, 94704
wife - Dee

Credits

Photos in this issue were contributed by Alex Lilley, Dick Spear and Karl Keller. The cover shot was taken on the grid at the Salinas Autocross.
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GOLDEN GATE REGION/PORSCHE CLUB OF AMERICA
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