Dinner Meeting

SAN JOSE HYATT HOUSE
1740 N. First Street
San Jose
(408) 298-0300

DATE: Saturday evening,
AUGUST 8th

DINNER COST: $7.25

HAPPY HOUR: 6:30 PM

DINNER: 8:00 PM

FASHION SHOW: 10:00 PM

DINNER MENU:

Salad Monte Carlo
Artichoke Hearts - Sliced Tomatoes
Watercress

Entree
Top Sirloin Steak, Maitre d'Hotel
Stuffed Baked Potato
Macedoine of Vegetables

Dessert
Creme de Menthe Parfait

Beverage

LOCATION:

FASHION SHOW *** FASHION SHOW
The highlight of the evening will be a fashion show directed by Ann Keller. Fashions will be modeled by some of GGR's own lovely wives and sweethearts -- and even a couple of husbands! Fashions are being furnished by Penney's Westgate.

RESERVATIONS:

Reservations will be accepted until MONDAY, AUGUST 3rd.

Make checks payable to PCA-GGR, and mail to:

CHUCK TRACY
6224 Current Drive
San Jose, California, 95123
(408) 227-5629
12th Porsche Weekender

The Sunday morning Tour to Breakfast event (site: Almaden Country Club) planned for the 12th Porsche Weekender is hailed by discriminating critics as "The Winning Combination" and "The Autocrosser's Edge"!!

The Tour to Breakfast through beautiful Santa Clara Valley's peaceful, relaxing Santa Cruz mountains, bathed in clean, brisk, early morning air, is guaranteed to put the 12th Porsche Weekender autocross participant in a positive, clearheaded, winning mood.

The breakfast menu is planned to provide a precise balance of Power and scientifically calculated timed release of Energy sufficient to catapult our hero "Fearless Ferry" and his faithful mount Porsche into the winner's circle.

- Paul Scott -

Tech Session

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<thead>
<tr>
<th>TOPIC:</th>
<th>AUTOCROSS DRIVING &amp; SET-UP</th>
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<tbody>
<tr>
<td>DATE:</td>
<td>Saturday, August 22nd</td>
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<tr>
<td>TIME:</td>
<td>10:00 AM</td>
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<tr>
<td>PLACE:</td>
<td>Neufeld Porsche-Audi, San Carlos</td>
</tr>
<tr>
<td>DIRECTIONS:</td>
<td>From Hiway 101, take SAN CARLOS turnoff to El Camino Real. Turn North 2 blocks to Neufeld Porsche-Audi</td>
</tr>
<tr>
<td>RESERVATIONS:</td>
<td>Bill Weitzel, 159 Terrace Ave, San Rafael, 94901 (415) 656-1904 (7 to 9 pm)</td>
</tr>
</tbody>
</table>

Coming Events

<table>
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<tr>
<th>DATE</th>
<th>EVENT</th>
<th>PLACE</th>
<th>CHAIRMAN</th>
<th>PHONE</th>
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<tbody>
<tr>
<td>August</td>
<td>2nd Variety Rally</td>
<td>Gus Mozart Porsche-Audi, Palo Alto</td>
<td>Chet Lane</td>
<td>(415) 697-8526</td>
</tr>
<tr>
<td></td>
<td>7th Board Meeting</td>
<td>19789 Northampton Dr., Saratoga</td>
<td>Dave Hancock</td>
<td>(408) 253-3003</td>
</tr>
<tr>
<td></td>
<td>8th Dinner Meeting</td>
<td>San Jose Hyatt House</td>
<td>Chuck Tracy</td>
<td>(408) 227-5629</td>
</tr>
<tr>
<td>15th/16th</td>
<td>Sleeping Bag Tour</td>
<td>Mother Lode Country</td>
<td>Paul Scott</td>
<td>(408) 264-5589</td>
</tr>
<tr>
<td>22nd</td>
<td>Tech Session</td>
<td>Neufeld Porsche-Audi, San Carlos</td>
<td>Bill Weitzel</td>
<td>(415) 656-1904</td>
</tr>
<tr>
<td>23rd</td>
<td>Autocross (Series III)</td>
<td>Salinas Airport</td>
<td>Bob Buckthal</td>
<td>(415) 341-9117</td>
</tr>
<tr>
<td>26th</td>
<td>Women's Event</td>
<td>The Bright Eagle, Menlo Park</td>
<td>Margaret Ann Monnier</td>
<td>(415) 968-9815</td>
</tr>
<tr>
<td>September</td>
<td>4th Board Meeting</td>
<td>6224 Current Dr., San Jose</td>
<td>Chuck Tracy</td>
<td>(408) 227-5629</td>
</tr>
<tr>
<td></td>
<td>5th-7th Sports Car Olympics</td>
<td>Squaw Valley</td>
<td>Chuck Tracy</td>
<td>(408) 227-5629</td>
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<td></td>
<td>12th Dinner Meeting</td>
<td>Sunol Golf Club, Sunol</td>
<td>Chuck Tracy</td>
<td>(408) 227-5629</td>
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<td></td>
<td>18th/19th Trans-Am Races</td>
<td>Sears Point Raceway</td>
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<td></td>
<td>25th-27th PORSCHE WEEKEND</td>
<td>LOS GATOS</td>
<td>STU GRANNIS</td>
<td>(408) 296-0357</td>
</tr>
</tbody>
</table>


Prez Sez

We're getting close to Weekend time, folks. The Porsche Weekender preparations are in full swing - with Los Gatos co-operating fully. This promises to be a very fine event-filled weekend with the associating social activities. An excellent opportunity for us to mingle and get acquainted with our friends from other West Coast regions. Hope you are saving the dates of Sept. 25-26-27.

If you want some extra practice leading to the Porsche Weekender, try the Sports Car Olympics over Labor Day weekend. Application blanks can be obtained by contacting Karl Keller. Entry forms for our weekend will be sent to everyone automatically.

A tech note acquired from the San Diego newsletter - be sure to check your battery water more often during the summer months. The evaporation rate is higher during the hot weather and you can rapidly weaken a half-dry battery. The article said to check every week or so.

May I use some NUGGET space to express my thanks to everyone who gave Sue and I aid during the Yosemite Tour. For a bunch of old men - you did a fine job in lifting a one ton Porsche off the culvert. Thank you for your consideration.

Random notes: we are unfortunately losing two of our fine friends to Seattle - as Bob and Candy Wagner are moving to the rain forest due to a promotion. Good luck, you two! You'll probably never drive the Porsche there - with all that moisture. Gary Evans, it is rumored, is now called the "Blond Honey" (or is it "Blond Sweetie"?)... Your president has side-burns?? Jeanette Spear now has THE CLUB SCRAPBOOK, so you may flood her with pictures from now on. Burt Propp loves cats??? Those were Porsche Car owners at the Concord Inn on July 11th? dancing like that?? Elections are coming - volunteer now; Linda Mitchell is leader of the Nominating Committee (anybody want to work with her?).

- Dave Hancock -

Credits

Many thanks to JOHN LARSON for the autocross photos and our beautiful Cover! Also thanks to Mary Besmer for the sketch on this page.

Dear Willie:

I'M NOT ON VACATION!
I'm still willing and anxious to help you with your Porsche technical problems. If I can't solve it, let me put it out to the rest of the members. I'm sure we can find someone who's been there and has suggestions or a solution.

Write or call:
BILL WEITZEL (Tech Director)
159 Terrace Ave.
San Rafael, Calif., 94901
(415) 456-1904 (7 to 9 PM)
Wednesday, August 26, is the day selected for our PCA Women's event of the year. The Bright Eagle, built in 1869, is the last of the great country houses for which Menlo Park was once noted. Officially dedicated a Historic Building, it is now operated as an Antique Shop and Tearoom.

Punch will be served on the porch of this old mansion, you can browse through the 25 rooms of antiques, have lunch in a beautiful dining room, and we will throw in a fashion show for only $3.75.

Advance paid reservations will be accepted until Wednesday, August 19th. Friends and guests are welcome. Parking is somewhat limited, so car pools would be appreciated.

PLACE: The Bright Eagle
1040 Noel Drive
Menlo Park

DATE: Wednesday, August 26th

TIME: 12 Noon

COST: $3.75

Make checks payable to:
Margaret Ann Monnier
1060 Suffolk Way
Los Altos, Calif., 94022

RALLY

"GET ME TO THE CHURCH ON TIME"

Don't forget the next event in our Rally Series! This will be a variety rally - - so come out and have a ball!!

DATE: Sunday, August 2nd

CLASS: 12:00 N

START: 1:00 PM

COST: $2.00 per car

PLACE: Gus Mozart Porsche-Audi,
Embarcadero Rd.,
Palo Alto
There seemed to be an air of anticipation among the old Parade goers that the Northeast Region would have a replay of their fine 1961 Parade (VIP Parade). They were not to be disappointed, as the organization chaired by Charlie Dow outdid itself in scheduling a full complement of Parade activities and after-hours socializing.

Initial registration was well handled by Dot Pass, and within a few minutes, you were fully registered, badged, Parade-kitted, and ticketed for the dinners and parties. The rest of Sunday afternoon was left for renewing friendships, cleaning cars, and generally looking around at the suburban Boston countryside.

General kibitzing seemed to be in order as some early tech inspections of the cars went on; as Vern Covert's street 904 came tooling in; and as a bumper sticker reading "The 914/4 is a VW!!" was observed.

The first day was, of course, the Concours. This was held at a local park reserved for our use less than 1/2 mile away. The cars were generally available for view during judging, but close-up observation was verboten during this time. A Porsche Flea Market and Goodie-Bus was available on the side lines for those so inclined.

The cars that particularly caught my eyes were in the 356A and 356B section. A pastel blue 356A coupe brought a tear to my eye as I remembered my first Porsche bought in 1959 (the identical car, but no companion to that beautiful concours car).

The Get-Acquainted Cocktail Party brought out the whole crowd of Porsche Paraders, including Peter Porsche and his charming wife (remember that tight Porsche-silver bare-midriff outfit, guys?!) Following the dinner, entertainment was furnished by a local chapter of barber-shop singing enthusiasts. Shades of Mitch Miller and Sing-along. It was alot of fun!

Bright and early Tuesday morning, the rally started towards the western Massachusetts countryside. Unfortunately, the Monday concours weather did not hold up, and it rained off and on. The precise time-and-distance rally ended at historic Sturbridge Village. Following a fine Yankee lunch at the Inn and a tour around the Village, we all trekked back to the Marriot for dinner and a square dance session.

Both Wednesday and Thursday were available for class runs at the autocross. Here is where Golden Gaters took home some hardware - namely Barry Lloyd and Bob Garretson.

Wednesday evening is when we all showed our true colors, by stuffing ourselves at the Clambake. Held under a tent on Marriott property by the Charles River, the Clambake was a culinary delight for both Janet and myself (and, we noticed, for a few hundred others, also).

Following New England clam chowder (the white, not the red, stupid!), we loaded up on Maine lobster, steamed clams, corn-on-the-cob, sausage, watermelon and beer. A little educating of the lobster neophytes had to be done to get them at the meat cleverly hidden in those shells.

Thursday night featured an early beer blast at the VW Northeast headquarters in Wilmington, about a 20 minute drive from the Marriott. The rest of the evening was open for people to try the Boston area restaurants; most trying to zero in on the Durgin-Park next to old Faneuil Hall in Boston.

Friday was tech session day with Porsche-Audi holding forth in the morning at the Marriott. We were given the latest from the Factory and the U. S. Vw-Porsche-Audi organization. The one controversial statement made was regarding a "last production-run" on pre-900 series parts. The factory representative was hooted down when he suggested that no one was interested in maintaining 356 series cars. He jocularly tried to bail himself out by stating that as a result of our comments, they would run twice as many parts as now planned.

It was like going back to school and laboratory classes with the afternoon technical demonstrations run the way they were. Using the Wilmington VW headquarters, we were introduced to the new Bosch wheel alignment frame (replacing the Exacta for Porsche use) and a new electronic wheel balancer that eliminates operator guesswork. A series of 40 minute sessions covering subjects such as electrical systems, wheels and brakes, engines, etc., fully detailed current Porsche technology and maintenance.

The Victory Party and Awards Banquet filled out a busy week. Speeches were made by Peter Porsche and Otto Felius representing the factory. The emotional highlight of the evening was the awarding of the big door prize - a free trip to Germany for two. Needless to say, the most surprised people there were Ernie and Leigh Groves of Northeast (they just returned from Norway the week before the Parade) when their car number was pulled.
While most Golden Gaters went home by 707, a few hardy souls trekked back to the West Coast by car. These included the two of us, Frank and Helen Dwinnell (now of Sierra Nevada Region), and Wally Cole and his wife returning to San Diego (they took the Long-Distance Award). On the way back, we traveled down from Canada along Route 93 through Idaho and passed by Sun Valley. This seemed to be a prelude to next year's Parade -- so see you next year at Sun Valley for the 16th Parade!

- John & Janet Jensen -

Greetings from Paradeland.

As it turned out, I was the only Golden Gater who drove a car to the Parade, although the Jensen's picked up a V4 Squareback to drive back. It took me 4 1/2 days and 4120 miles to get here (I came via Georgia and the Carolinas).

The only events I participated in were the autocross and the tech sessions. Despite trying to shift into reverse in the last corner, I managed to bring a 5th place trophy for GGR out of a field of twenty-two 912's. It was Class 1B, and the largest single class run.

Bob Garretson, driving Jim Perrin's GT coupe in Class 6A, managed to pull in a first place. Jim Perrin is an ex-GGR member who now hails from Mid-Ohio Region.

As always, Californians took their share of trophies in the other events. The concours had some nice cars, but nothing like is seen in a West Coast concours.

Dwight Mitchell's pulse became rapid while working the impound area during the autocross, and I remember hearing, "Boy I wish I had my race car here!!" Needless to say, he contributed greatly by assuming the tech inspection chores required after each timed run.

Everyone had a good time at the various tours, events and dinners -- and now I must hit the road for spots unknown. See you later this summer.

- Barry Lloyd -

Sleeping Bag Tour

CAMPING AT

PINE ACRES

IN THE HEART OF THE MOTHER LODE

DATE: Saturday & Sunday, August 15 & 16

START: Porsche-Audi West, intersection of highways 580 & 680, Pleasanton

TIME: 8 AM SHARP, Saturday, for tour to the camp site

RETURN: Sunday afternoon, at your own convenience

COST: $6.00 per family of four or less

BRING: Basics - tent, sleeping bags, food, charcoal, drink, etc.

Facilities available include SWIMMING POOLS, TENNIS, CHILDREN'S PLAYGROUND, HORSEBACK RIDING, TROUT FISHING, SNACK BAR, COCKTAIL LOUNGE, RESTAURANT, HIKING, BATH HOUSE, RECREATION HALL.

RESERVATIONS CLOSE AUGUST 8th

Make checks payable to PCA-GGR and mail to:

PAUL A. SCOTT
1558 St. Francis Drive
San Jose, Calif., 95125
(408) 264-5589
Local Boy Makes Good (Again)

For those who haven't heard, our local hexo driver, Dwight Mitchell, drove the Super Tub to a first in class and fourth overall at the June 14 Rose Cup Races at Portland, Oregon. This victory puts Dwight in first place in Regional E Production standings. How about that for a second year driver?

Thanks to Chet Lane and Gregg Wallace, we have all had some inside info on the behind the scenes activity of the previous races, so I'll fill you in on this latest step on the way to the Texas ARRC run-offs.

On Friday, June 12, Mitchell Racing Enterprises left for Portland with a crew of Gary Evans, Jim Fleming and myself. Sponsor Linda couldn't make it, but sent us off with best wishes and a cooler full of refreshments. Thirteen hours later we arrived at our motel after an uneventful trip. We did endure an endless stream of Fleming-style jokes and a weird selection of snacks, including Ding-Dongs. That's right fans, Ding-Dongs -- the big brother to the Ho-Ho.

Saturday's schedule at the Rose Park track called for practice for all race groups with official qualifying early Sunday morning. Our initial look at the course produced an unanimous opinion that Cotati is a smooth track in comparison. The suspension angles observed during Formula V practice looked like something from the Baja run. Anyhow, we had come to race, so on with the car check-out, and get Dwight up on the pre-grid. It is a pleasure to see four concours-oriented people work on a car. Everything cleaned as well as checked, and tools returned to their assigned places.

During practice, all watches were running -- checking Dwight and his major competitors, Harald Kirberg, Merle Brennan and Don Devendorf. The Tub was running well, and after a few familiarization laps Dwight turned in some good times. Not wishing to overwork the recently rebuilt engine, we returned to the pits and rechecked the car for possible defects from the bumpy course. A few hours' work and the car was buttoned up for the night and off we went to Jim's girl-friend Gail's apartment for a few drinks and dinner.

Race day's weather said 30% chance of rain, but we never did mount the rain tires. By Sunday, both the Mitchell and Kirberg crews had engaged in some good-natured "bad mouthing" and with honor system qualifying, it was fun to sand bag each other on lap times. The session ended with our boy third fastest in E Production, and eighth on the C, D, E and B Sedan grid.

Contrary to Autoweek's report, the race was Dwight hounding Devendorf's GT6 with Brennan and Crazy Harald battling for 3rd and 4th. When Devendorf lost a wheel, Dwight zoomed into the class lead -- and as Gary flashed the pit signal "WE LUV U," he led the Kirberg Porsche across the finish line by 11 seconds. Merle Brennan in the Huffaker MGB failed to finish after transmission problems.

I didn't get to ride on the victory lap, and here in the NUGGET I say, "Dwight, I forgive you!"

The victory celebration couldn't begin as the big race was still to come. Our buddy from Southern California, Milt Minter, went out in the Rose Cup and showed the big iron how it's done in the much-modified Vasek Polak 906. Read your Autoweek for details.

Then the fun started with champagne from the Kirberg and Minter crews and lots of beer. What a day for Porsche! 1-2-3 at LeMans, 1-2-3 in E Production and first overall in the Rose Cup. Add Dan Gurney's win at Mosport and you can imagine the elation of the California crews.

With an all-night drive facing us, we had to leave -- and apart from losing one trailer ramp, made it home without incident. That's about it. A big thank you to John Collier and Gail for their help in the pits. We had a ball. Come out and root for Dwight at Sears Point.

- Brian Carleton -

THANKS TO JIM FLEMING FOR THESE PHOTOS!
Over Hill, Over Dale

On the morning of June 21, '40 Porsches, accompanied by a Volkswagen bus and a BMW, gathered at PAW in Pleasanton with their thirsty occupants for the East Bay Golden Hills Wine Tour. The ensemble was divided into four groups and left promptly at 10:17. The tour was complicated by a questionnaire prepared by the tour leaders, and the driver/navigator team answering the most questions correctly was to receive a fifth of Weibel Brut Champagne.

The first leg of the tour was uneventful, with a sedate average speed of 50 mph for the group leaders, and 95 mph for those who could not keep up the pace. Entering Wente Brothers Winery between the hours of 11:30 and 11:45, we were treated to a tour, and, of course, wine tasting by Karl Wente and his family. Since Wente Brothers Winery is closed to the public on Sundays, we wish to extend our thanks and appreciation to them for opening their facilities to PCA-GGR.

The tour left Wente's at 1:00 and continued on their way, again (sigh) uneventfully, to the Weibel Champagne Vineyards. The construction at the end of 680 South did slow our pace slightly - however, it did give the tour an opportunity to look at the beautiful scenery.

The tour members finally collected themselves and enjoyed an afternoon of sun and fun in the picnic area provided by Weibel's. We sampled the fragrant aroma of Weibel's finest, accompanied by the tasty morsels we had packed earlier in the day. The afternoon was topped off with a round of volleyball, instigated by none other than Ray Mascia.

The award of the fifth of Weibel Brut Champagne went to Len and Shirley Peterson, who managed to answer all of the questions correctly, although two were non-existent. By the way, who was that well-known person most frequently seen on the route during the wine tour, Dr. Livermore?

Thank you, Ray and Sue Mascia and Tom and Genie Pratt for a most enjoyable day.

- Written and submitted, not as evidence, by Doro Cheli -

DEADLINE

FOR THE SEPTEMBER ISSUE

AUGUST 15
Remember preparing a car to be somewhat competitive autocross car? Multiply this 20 times and you may be near preparing a National Raceworthy automobile. Add twice the price of your home and you come up with a Richie Ginther Team Car sponsored by Porsche-Audi Southwest, ready to make an assault on C Production.

At this point you have two 914/6 cars, a tractor-trailer transportation setup (painted tangerine to match the race cars). Mounted inside you will see 3 alloy rims mounted with a vast assortment of the latest in racing tires, both wet and dry track. Equip the polished hardwood floor trailer with a complete set of factory tools, spare engines, transmissions, as well as brakes, etc. We line up two top-notch drivers such as Alan Johnson and Elliot Forbes Robinson. Add a mechanical wizard to maintain and repair the equipment, and last but not least, a pit crew.

Let's go racing. It's the Sears Point National SCCA race. The cars qualify a smooth 1st and 2nd on grid (Alan Johnson 1/10 sec. faster).

The race is on! The cars are running 1 and 2. R.F. Robinson passes Alan Johnson about 10 laps out. One lap later, who is Johnson? Sure enough - flat tire. He storms into the pits - allowing only a few cars to pass.

Our "crack" pit crew grabs a 4-way lug wrench (jumble... which end fits?), a spare tire for the rear, and a 1½ ton jack. No. 1 pit crewman rapidly applies the jack to the driver's side. Thumps... the car is too low with the flat. Hadn't counted on that! Meanwhile, Johnson impatiently revs the engine continuously between 4000 and 6000 rpm. Quick - get No. 2 crewman to help lift. No, still don't fit. Try the rear. Yes - bend some sheet metal - it fits. Now jack her up. Oh - forgot to turn the handle - it works better that way! Alas, No. 2 crewman hasn't loosened all the lug nuts. Lover car... aha! Now we can jack the car again. Off comes the flat - on goes the new wheel and tire. Oh, my God - where are those last two lug nuts? Finally, down goes the car. Tires spinning, off goes Alan Johnson.

KE-RIST! He's still got the jack under the car! Out of the pit lane at 7000 goes the jack. Who could believe those little cast wheels could hit the track at 70 plus! Up the hill, SCCA officials can't see what's coming - whistles blowing from behind. Flags waving 10 seconds too late. Passing Start-

Finish, eject jack handle (too much weight!).
Announcer: "Could it be he has a broken suspension and is trying to finish the race?"

Finally the race communications catch up with our fearless driver coming out of the carousel with the inevitable waving of the Black Flag.

The race is over - no points for finishing. A stern four-letter word for the "crack" pit crew. Alan pulls out some of his thinning hair. This amateur racing sure is fun!

Things aren't all bad. E. Forbes Robinson finishes 1st Overall with a Stingray in hot pursuit (18 seconds behind). Porsche can still run away from A, B, and C Production Corvettes, Cobras, Datsuns, etc.

It sure is nice to have a spare! - Bill Wetzal
Tech Director

ADDRESS CHANGES

Bruce Anderson
209 Waverly
Palo Alto, 94301

Heinz Batterman
6776 Thornhill Dr.
Oakland, 94611
339-1776

Karl Bitterman
1226 Church St.
San Francisco, 94114

Wallace Clark
955 Kansas St.
San Francisco, 94107

John Dornbos II
447 Orange, Apt. 31
Oakland, 94610

John P. Hunter
833 N. Humboldt St., #314
San Mateo, 94401

Steve Kirby
2222 DePaul
Santa Clara, 95051
244-5265

Norm Nielsen
837 Grayson Rd.
Pleasant Hill, 937-0590

Mike Rockich
1641 Brookvale Dr., #4
San Jose, 95129

Jim Shea
677A Fremont St.
Menlo Park, 94025
322-4917

Harv. Smith
765 Desoto Ave.
Palo Alto
327-2980

D. C. Taylor
14 Los Cerritos Dr.
Greenbrae, 94904

Dave & Renee Walton
2073 Donald Dr.
Moraga, 94556

Walter E. Vendley
4150 Amaranta Ct.
Palo Alto, 94306

Emory Wison
52 Hillcrest Dr.
Orinda, 94563

Douglas Wong
733 Scrinonale Way
Palo Alto, 94303
WANTED: Speedster emblems - any condition.
Drum brake 356 wheels 54" or wider. Bill Weitzel, 159 Terrace Ave., San Rafael, 94901. 456-1904 (7 to 9 pm).

FOR SALE: S-90 crank (large 912-style mains), late-style rods -- balanced and magnafluxed OK, $100.

  2 Solex 912-40 P11 4 carburetors, $90.
  2 Zenith intake manifolds, $5.
  356B rocker assembly complete, $25.
  8 SC pushrods, $16.
  356 A, B, C speedometers, $5.
  356 homemade nerf bars, $10.
  Speedster-roadster roll bar, $25.
  1 1600-1500 W4 rod, new, $8.

  Assorted sets SC-912 pistons & barrels.
  4 S-90 exhaust valves, 8,000 miles, ground and ready to install, $20.
  4 S-90 exhaust valves -- need to be ground (straight), $12.
  4 S-90 intake valves, $10.
  1 set 912 valve springs, $5.

Bill Weitzel, 159 Terrace Ave., San Rafael, 94901. 456-1904 (7 - 9 pm).

FOR SALE: Four (4) 5.00/9.20 x 15, R-5, "J" design, Goodyear Bluestreaks. Excellent condition, 50% of tread left since purchase from John Oliver in February. Used daily and recent autocrosses. Asking for $120. Reason for selling: Not ready to compete with our Fearless Leader and other hot-shoes of Class 6. Recommend use with 5.30 to 7 inch rims.

  Two (2) 5.30 x 15 steel wheels for disk braked Porsches, $30.

For information on the above items call: Donald Chiang, office - (415)781-3030; home - (415)664-0562.

FOR SALE: 1966 Porsche 912/5 Polo Red with black interior, 63,400 original miles on untouched engine. Just repainted and completely detailed for Concours showing. Head rests, full panel, wood wheel and radio. Bought car through domestic German dealer and took factory delivery. It will be well worth your time to see it. $4000. Reamer Saunders, 1623 Lincoln Ave., Calistoga. (707)942-6855.

FOR SALE: 1964 Porsche SC coupe, white. Dunlop tires, Koni shocks, luggage rack. $3000 firm. Dave McDermott, days, 266-9242; evenings, 266-9576.


FOR SALE: Jim Perrin's orange monster Speedster is still for sale. This car is really wild. It was a 1957 Carrera GS speedster, it has no engine now, with an 1800 cc pushrod engine in it, it accelerates like a Cobra. The beast only weighs around 1200 lbs. without engine. Has great gears (CBAA with 6-31 ring and pinion) with a ZF limited slip differential, a plastic hood and doors. All the parts for the car are available, but most of them are in two large boxes - that's why the car is so light. The price is $1300 or offer. If you are interested in seeing the car, call either Bob Garretson (739-0404) or Bruce Anderson (326-0122). If you want to buy it, write Jim Perrin, 1176 Fairview Ave., Columbus, Ohio, 43212; (614)438-3093.

FOR SALE: 356C steering wheel in factory new condition, with lace-on leather wheel cover. $25. John Oliver, (415)326-2966.

FOR SALE: 1964 Porsche 356 SC, an immaculate Bill Blue coupe; Blaupunkt AP-FM; Firellis; Bursch exhaust; ski rack. $2800. Steve Salter, days, 247-100 ext. 429.

FOR SALE: 1959 Speedster, extremely rare car, one of 5 Super GT Speedsters built in 1959, but this one badly in need of restoration. The car has been badly crunched, but is repairable. Most of the parts are with the car, good GT seats, many new parts, all new carpeting, engine is missing, though. Restoration has just barely been started. Price is subject to negotiation. Call Bruce Anderson, 326-0122.

NEW MEMBERS

Patrick Malley
3659 Madrone Ave.
Oakland, 94619
534-2444
wife - Donna
1963 Super

Richard Telfer
123 Old Orchard Ct.
Los Gatos, 95030
356-7168
wife - Patricia
1959 Cabriolet
<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Address</th>
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<td>388 Bay St.</td>
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<td>95123</td>
<td>(408) 225-4837</td>
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<td>Bill Weitzel</td>
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<td>94901</td>
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<td>(415) 326-0122</td>
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<tr>
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<td>Ann Keller</td>
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<td>San Jose</td>
<td>95123</td>
<td>(408) 225-4837</td>
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Bruce Anderson, 209 Waverley, Palo Alto, Calif., 94301

H J BECK
1871 Mt Diablo Ave
Stockton, Calif 95023