Coming Events

--- APRIL ---

3rd  Yosemite Tour - Gary Evans
4th  
10th Dinner Meeting - Royal Coach Inn, San Mateo
      Linda Mitchell - 968-8445
14th Ladies Homecraft Evening - Jeanette Spear
      Necktie making at the home of Sue Mascia
17th Tech Session - Dick Osgood - 968-1781
18th Mt. Hamilton Tour - Toby Evans - 254-5266
24th Hare & Hound Rally - Karl Keller - 225-4837
25th Autocross - G.E. - Joe Weathers - 592-1167

--- MAY ---

1st  Laguna Seca
2nd  
8th  Dinner meeting - Linda Mitchell
15th Tech Session - Dick Osgood
16th Occidental Tour - Chuck and Pat Seeley
23rd Family Picnic - Vasona Park - Neidels

--- Loma Prieta - Schedule of Events ---

April
9th dinner meeting; 18th gymkhana.

May
14th dinner meeting; 16th autocross.

June
11th dinner meeting; 20th rallye.

July
18th potluck picnic.

August
13th dinner meeting; 15th autocross.

September
10th dinner meeting; 18th & 19th wine tour.

For further information, please contact: Mat Little,
P. O. Bin 6117, Carmel, Ca. 93921 (624-1234, work).

--- Regional Events ---

Monterey Bay - Schedule of Events

April
9th dinner meeting; 18th gymkhana.

May
14th dinner meeting; 16th autocross.

June
11th dinner meeting; 20th rallye.

July
18th potluck picnic.

August
13th dinner meeting; 15th autocross.

September
10th dinner meeting; 18th & 19th wine tour.

For further information, please contact: Mat Little,
P. O. Bin 6117, Carmel, Ca. 93921 (624-1234, work).

NUGGET MAILING ADDRESS: 209 Waverley St.
Palo Alto, Ca. 94301

NUGGET DEADLINE: April 12th (FIRM!)

HERE YE - HERE YE -- Coming May 16th, the OCCIDENTAL TOUR
Watch for details in next month's NUGGET.

N.C.S.C.C. - Autocrosses (Championship)
April: 4th (Pleasanton); 18th (Pleasanton)

N.C.S.C.C. - Rallyes
V=Variety  T&D=Time & Distance
April: 4th (Santa Rosa) V; 9th (Empiroim, Mt. View) T&D;
      10th (Napa) V.
REGIONAL SCENE - Only a few letters have been received so far as subjects for the agenda at the Porsche/Audi West Dealer-PCA regions meeting. Does this lack of response on your part mean that you can't think of one idea that could help anyone or all of the organizations to improve? Do you feel that your mechanic is more up-to-date in training and knowledge on your 911E or 911S than your local P/A dealer? Or is it because you can't discuss technical problems or questions with the Porsche/Audi mechanic? A P/A dealership for Porsche is an investment of about a half-million dollars. This includes optical wheel alignment, balance and engine diagnostic equipment. Now don't you believe that the dealer will listen if we present constructive ideas that will make that investment pay for itself? Let's make the first step - jot your ideas down now and send them to me.

NATIONAL SCENE - '71 Sun Valley Parade: Are you going with us? A majority of those present at the dinner meeting in San Ramon indicated that they were going. Why have we decided to travel about 1000 miles through scenic country, to stay at one of the country's finest resorts, enjoying the comaradarie with other Porsche people, to compete against the best of the other PCA regions? To offer in the concours, autocross, hillclimb, tech quiz, and fun? WHY? Why don't you ask us?

Schedule for the week:
July 5th - Tech inspection & registration
6th - Registration & Concours d'Elegance
    p.m. - western style barbecue (w/transport to site)
7th - Hillclimb & autocross to be held concurrently
8th - Hillclimb & autocross to be held concurrently
    p.m. - banquet, (ice show for $1.50 for those interested)
9th - Rallye (request outline during registration
      on July 5th or 6th)
    p.m. - National Board meeting (1:30 p.m.)
    p.m. - Porsche/Audi sponsored cocktail party and buffet.
10th - Tech quiz
    p.m. - Cocktail party and overall award banquet.

Registration information - write '71 Porsche Parade,
P.O. Box 912
Boise, Idaho

Jim Wellington (GGR) has accepted a national appointment to be the West Coast representative for PCA national tech committee. Parade attendees, be sure and pick up a copy of Parade Competition Rules ($1.50) from John Larson (GGR's Merchandise Manager, ed. alias the guy with the goodie bag). This booklet is a must for any event entrant. Look through it soon and see its importance (note - Dwight Mitchell, PCA National Competition Committee Chairman and GGR enthusiast has been deeply involved in the composing of this book, if you have any questions, be sure to contact him.)

Personal Note: The next time you see Paul Lang (Service Manager of Anderson-Behel Porsche/Audi) ask him about taking a suitcase of Porsche parts through an airline's metal detector for highjackers. Verrrrry interesting...

-Chuck Tracy

BOARD Meeting

8:15--Meeting called to order. Minutes accepted. All board members present, Dwight Mitchell was a guest. Paul Scott gave a financial report and it was accepted as read.

Tech--There will be a tech session 3/27 at Joe Reitmeir's on concoursing, and on 4/17 on tuning of 914-4's and 356's.

Correspondence--A letter from Porsche-Audi rebutting the "Car and Driver" article. A letter was sent to Michelin regarding the 185 VR situation. Chuck received a phone call in response to the letter, Chuck also sent a letter to the National Safety Bureau in Washington, D.C. on the 95 mph limit.

Vice-President--The next dinner meeting will be at the Royal Coach Inn in San Mateo. If available, the "timepiece" will play at the June dinner meeting at the Golden Pavilion.

Membership--New members were accepted as presented. A new member meeting will be held March 17th.

Activities--North Bay Wine tour was a huge success with over 60 cars attending.

Old Business--Policy Guidelines were reviewed and voted on. An updated copy will be presented at the April board meeting.

New Business--Bruce Anderson volunteered to head the nominating committee. The committee wishes to have more time prior to election to nominate candidates. There will be a contest to design a regional car badge. Paul suggested we have a dinner meeting on May 7 at El Macero Country Club, in conjunction with the Sacramento Region.

Respectfully submitted-Dick Spear
SUPER AUTO BODY Shop

Tech Session

The turnout for Dick Workman's excellent Auto Body Tech Session was that of about 50 enthusiastic people. Dick provided all those present with a good understanding of what can happen to your car, as opposed to what should happen to your car, when you leave it at the body shop.

The tech session started with a discussion on paint, with Dick showing us his equipment for mixing paint. Dick then explained the properties of the different types of paint commonly used: nitrocellulose lacquer, enamel, and acrylic lacquer. The baked enamel finish (like Porsche uses) is the finest finish available, for retaining color and withstanding the elements. Unfortunately, it can never be duplicated in a repair shop because of the 550° baking temperature required, which would melt or burn any of the wiring or upholstery left in the car. Dick had a two year old burgundy Porsche in his shop which had paint damage caused by shattered glass falling on the car. The owner's insurance company wanted the car repainted with an air dried enamel (because it's cheap), and wanted to pay a pro rata fee based on the air dry enamel price. Dick wanted to paint the car with acrylic lacquer, which is a much more expensive finish to apply because of the greatly increased amount of labor required, but which is the best finish a body shop can use. Dick had solicited the aid of an accepted paint expert in an effort to convince the insurance company that although the acrylic lacquer was inferior to the car's original finish, it was far superior to any other finish available. Dick then showed us a beautiful example of an acrylic lacquer paint job on one of his customer's 356B coupe.

Body repair estimates were discussed next. Dick suggests that if the repairs to be made are an insurance claim - to take the car to a reputable body shop, and let the shop owner fight it out with the insurance company. Don't get caught in the trap of having to get two or more estimates, because the courts have held that by doing so, you imply that you will accept the work of any of the shops making an estimate. Most important to you is the integrity of the shop and the man who owns it, so pick your body shop carefully!

Dick went through an estimate step-by-step showing how it's done and what to watch for. Under bumper, on the estimate, a man might write the abbreviation "rep". This can mean "repair", "replate" or "replace". If the man is out to maximize his profit he'll sell you on the fact that he can repair it best, and then turn around and charge the insurance company for a new one. Also, an "s" means the part will be straightened, but this could mean either metal work or bondo. Bondo, of course, being cheaper and less durable. If you want metal work, it will cost three times as much as bondo, and the insurance companies don't like that, but remember, IT'S YOUR CAR.

As an example of estimating, and what can happen to you and your car if you have a non reputable body shop do your work, Dick used a '69 912 he had just bought. This poor car had been bent really badly then "fixed" and then 4,000 miles later bent again. Dick went over the 912 item by item and explained how both the owner and the insurance company had been robbed. One of the things the shop had done was charge for removing the engine and transmission so that the rear torsion bar tube could be straightened so that the wheels could be aligned-the car then wore out the left rear tire in 4,000 miles. Another thing they had done was sell the insurance company a new muffler, and then put an old used one on the car. Dick went over the entire car with us, and it had all been repaired in this manner. The owner had become discouraged, that he had sold the car rather than repair it again, this time doing over all that was done wrong.

Dick recommended that when you have work done on a car, and if you have the time, inspect the repair job yourself at each stage of the work. It will keep the shop alert and let them know you really care. If you specify metal finishing, ask to be called before the primer is applied, and let the shop know you will be in the shop within half an hour of being called. Once the primer is on you won't be able to tell metal work from bondo -- at least for several months.

Next, Dick told us how he uses his frame rack to straighten frames. He also said that he has his alignment done by Gerhard's Wheel Alignment to double check his own frame work. He had a Ford on the frame rack that he had bought as a total. He had already straightened the frame and we were permitted to check his work.

There are a few very important items that most shops do not include in an estimate such as alignment and undercoating. A variation of only .002" in alignment can cause 20 feet of side travel in a mile, which is hell on tires. And, any welding, straightening, etc. will break down the undercoating, which must be re-applied if the new work is to be safe from rusting.

Thus, it is vital that the estimate spell out exactly every aspect of the work to be done. Dick suggested that for the best possible job, insist on new parts, metal finishing, acrylic lacquer paint, alignment and undercoating and the right to inspect the job after the completion of each step. It is up to you to pick a shop with integrity, in addition to a reputation for quality, and then still police the work being performed.

1971 PARADE REGULATIONS - CORRECTION

In rule 9.3 of Parade Speed Events rules reference is made in the third line of that rule to "rule 9.6.2," said reference should, in fact, be made to rule "9.6.3".

In accordance with emergency provision, rule 3.2 of General Rules of the PCR, the above change is adopted as an official part of the PCR.
On February 21st, 17 GGR members ventured down to the Salinas airport for a joust with the Monterey Bay Region on a fantastic autocross course.

Early arrivals were treated to an 11 o'clock starting time while those coming after 12:00 were told they couldn't register.

After a parade lap (should we try this for our next club autocross) the action began.

Monterey was first on course, but Loma Prieta and GGR soon picked up the gauntlet and returned the challenge.

Times seesawed back and forth with fantastic runs turned in by TTOD'er Mike Konrgold in Tom & Dianne Uchytill's old blue Speedster and Pete Sandholt in his 914/6 disguised formula 1 car (2nd fastest time of day).

Overall Golden Gate had 5 out of the top ten fastest cars.

The day was beautiful, the track fast, and a good time was had by all, thanks again, Monterey.

-Dick Spear

Smiling Smith - Linda that is!!

Ollivier, Clever & Harvey Smith

<table>
<thead>
<tr>
<th>Class 1 - Stock 356</th>
<th>Class 5 - Prodified (4 cyl.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. Frigl 59:0 1st</td>
<td>J. Clever 54:0 1st</td>
</tr>
<tr>
<td>H. Smith 1:01:2 2nd</td>
<td>D. Spear 56:8 2nd</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Class 4 - 911</th>
<th>Class 8 - Ladies (4 cyl. &amp; 914)</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Mascia 57:2 2nd</td>
<td>S. Hitchcock 1:01:8 1st</td>
</tr>
<tr>
<td>T. O'Donnel 57:4 3rd</td>
<td>L. Smith 1:02:2 2nd</td>
</tr>
<tr>
<td>D. Wallace 57:4 3rd</td>
<td>Class 9 - Ladies 6 cyl. stk)</td>
</tr>
<tr>
<td>R. Meli 59:0 7th</td>
<td>B. Meli 1:01:3 1st</td>
</tr>
<tr>
<td></td>
<td>M. Wallace 1:04:1 2nd</td>
</tr>
</tbody>
</table>

GGRers OVERALL

| 3rd - John Clever        |
| 5th - Dick Spear         |
| 7th - Ray Mascia         |
| 8th - Tom O'Donnel       |
| D. Wallace               |
OUR WINE TOUR

28 February 1971, Sunday
0600 hours--Sunrise over the East Bay is beautiful, but seeing it on a Sunday morning? I'm up at this unholy hour because I have to be at Sears Point at 0830 for the Napa Valley Wine Tour.

The french bread, cheese and corkscrew are packed in the picnic basket. Now to finish this lifegiving cup of coffee and get myself ready to go.

0730--Hooray. Ready on time. Now to pack the car. Tie the cooler down so it won't spill.

Where is my date? He was supposed to be here by now. This is a switch. I'm usually the one who's late.

0745--We're off, but unless I get on it, we'll never be there by 0830.

0802--Citation #939650, violation, excessive speed. In a rush, so I zip through the toll booths onto the Golden Gate Bridge without so much as flashing my stop lights. I'm traveling just over 60 mph 'cause there's no traffic on the bridge at this hour--except that charmingly polite California Highway Patrolman who's flashing his yellow lights at me.

0845--I just know everyone saw me getting that ticket. There were even a couple of people who flicked their lights in recognition as they passed. I'm so shaken that I drove by the rather well marked entrance to Sears Point and the more than 60 Porsches parked here in plain sight.

1030--The Sherry solera at Buena Vista appears somehow foreboding in the dark morning, but the winery's Ultra Dry Sherry is a great way to start out tour. Personalities in woolen caps pour generously for us as we jam the tasting room. We've started on time, so we have time to taste, compare, and then snack before we must leave for Charles Krug.

1115--An entire parking lot to ourselves, not a piece of Detroit tin in sight. Thank you Charles Krug. We've driven over a marvelous Porsche road to get here, Trinity Road from Highway 12 to Highway 29. My date spent the entire 11 miles clutching the panic bar, so he missed the panoramic views of the Sonoma Valley as we climbed high above it. Fortunately, he was staring straight forward as the ordered rows of the vineyards in the Napa Valley came suddenly into sight below us.

1330--After an information-filled tour and some unhurried tasting at Charles Krug, we're here at Inglenook. Inglenook has closed its gates to the general public while we're here, so we have plenty of room to park safely and the tours and tasting room aren't crowded. We enjoyed our picnic lunch on a grassy knoll under some trees. This little bit of rain is not enough to dampen our enthusiasm.

1430--Since we don't have to be at Mondavi Winery for two hours, we'll take a side tour to Beaulieu Vineyards. As we head back up Highway 29, we see Porsches traveling in every which direction, using this unfilled time to visit their favorite wineries. We'll congregate finally at Mondavi.

1830--An enjoyable day from sunrise to sunset, a brilliant orange-red sunset viewed from the spacious banquet room at Mondavi Winery. We've just finished an excellent dinner a'la Granata served with generous helpings of convivial company. The Reids are to be commended for a well-planned, well-executed tour. Thank you.

- Colleen Booth
PLEASANTON, CALIF. -- Drivers of Porsche sports cars or Audi front wheel drive sedans who compete successfully in Sports Car Club of America National and Divisional rallies during 1971 will share in a $40,000 prize fund.

Volkswagen of America's Porsche-Audi division will pay $1,000 to the driver of a Porsche or an Audi who wins the SCCA's National Rally Championship and $750 to the runner-up. Identical awards will be made in both Equipped and Unequipped classes.

In addition, winning one of the top three places in National points will pay $200, $150 and $100 to Porsche or Audi drivers in both Equipped and Unequipped classes. The SCCA has scheduled 22 Nationals and 40 Divisionals. A Porsche or Audi driver who finishes first, second or third in a Divisional will collect $100, $75 or $50 for his performance.

Payment will be made upon receipt of a copy of a rally's official results signed by both the rally master and the driver of the Porsche or Audi. To be eligible for the $1,000 national champion prizes, Porsche or Audi drivers must have competed in at least 75% of their rallies in one of the two makes. Applications for payment should be sent to Porsche-Audi Special Vehicles Dept., Volkswagen of America, Englewood Cliffs, N.J. 07632

- Tom McGurn, Porsche/Audi West

I would like to let you know that, as of now, we are having two driver's schools this year. The first, will be on Sunday, May 30th, at Cotati, chaired by Dick Osgood, pending on new construction going on at the race track. The second, will be on Sunday, August 22nd, at Vacaville, and chaired by Dwight Mitchell. So, keep these dates open and hope to see you there.

-Steve Allison

HARE & HOUND

EVENT: Hare and Hound Rally
DATE: Saturday night - April 24th
TIME: 7:00 p.m.
COST: $1.00 per car (CHEAP!!!)
AWARDS: Trophies for first thru 5th

Were you there last year? Well, don't miss this one. Night of the Hunter II is a fun-but challenging driving event. Leave those stop watches and calculators at home. Bring just a clip board and a pencil if you have them.

Driving time of the event is approximately two hours. The finish is at a unique bistro where beer, sandwiches, pizza and gourmet goodies may be consumed.

Don't miss this fantastic FUN event. Bet you can't catch me.

-Hare

AUTO-X

The 1971 Autocross Season starts out on Sunday, April 25th, on a new course. The course is as large or larger than Pleasanton, and is much smoother. I would like to express my appreciation to Chuck Boardman for finding this great autocross site. First car out will be at 9:00 a.m. The chairman for this autocross will be Joe Weathers; he has assured me of a challenging course.

Take Fair Oaks Exit off Bayshore freeway, go west on Fair Oaks until E. Arques-turn left. Continue until De Guigne-turn left. Right on Stewart-left after G.E. plant into parking lot.
The car was purchased at the factory by a college professor and his wife to be used for touring Europe. At that time his wife indicated she did not want a rigid seat so one GT seat was replaced with a reclining coupe seat. He returned to New Jersey and kept the car there about a year prior to coming to Berkeley. In 1964 the car was purchased by Cliff Heselton. Shortly after acquiring the car, the engine was completely rebuilt by him due to the 50,000 miles on the original engine.

The third and present owner purchased the car about two years ago and the decision was made to restore the car to its original condition. It had been maintained well and was in excellent mechanical condition, but the body had collected ten years of dings, door dents and one major dent. The body was repaired and painted and parts, when available, were replaced. The car is still undergoing restoration as time and budget allow.

One point of interest which should be mentioned is that a car of this type was raced and placed third in the 1959 Targa Florio as a works entered car driven by Pucci and van Hanstein.

-Peter K. Smith

The ten talented fingers of Burt Propp provided us with a truly fine demonstration of silk screening on March 17th at Bruce Anderson’s. You ladies who were not able to attend missed a fun evening. By evenings end, Burt sent us all on our way with a complete list of silk screening essentials and loads of inspiration. Would you believe there are plans in the making by certain members to silk screen their own wall paper? Thank you Burt for a great evening. Thanks also to Ron Ferreira for providing the door prizes.

Next month’s craft meeting will be a necktie making session at Sue Mascia’s house (74 Hillview, Los Altos) on April 14th at 8:00 p.m. Please RSVP to Jeanette Spear (961-7775) so we may plan refreshments. So hope to see you all there!!

-Jeanette Spear
FOR SALE
1967 912/5 coupe, 57,000 miles, Gulf Blue, new clutch, new STT Semperits, new battery, new brake pads, all at 46000. Konis, 5½" rear wheels, cyclone exhaust, lowered suspension set to '68 specs, Cibie lights, Blkpt. AM, custom leather cov. steering wheel. Excellent condition, inside & out. Original owner, always garaged, maintained by Paul Lang, complete records. Asking - $3650. 4-5½" disc brake wheels $40. Dick Rhodes 356-8635 (eve. after 7:00).

1-1971 Porsche calendar $5. 644 trans w/741 front end. Carrier bearing noisy, trans. ok, make offer on all or any parts. 4 plain hubcaps, good condition, 4 crested hubcaps, fair (356A or B) $3 ea. Bill Disser - 257-5884.


Ideal second car; 1969 VW beetle, 23,000 mi, 6" wheels, 165 radials, heavy front & rear stabilizer bars, VDO 0-6000 tach, Holly 2 barrel card & ram manifold, tempo extractor exhaust, Pors. dest., nerf bars, color-beige. $1500 firm (price includes stock eqw.). Jim Fleming - 321-8665 (eves), 493-1501 ext, 2210 (days).

'65 356C Irish Green/Tan int. Tractable, strong engine: 1700cc 9.5:1 MC kit, 13 lb. balanced flywheel, extractor exhaust, new distributor, car rebuild, 6000 rpm limit, lowered and decambered, 5½" wheels w/spacers, near new Conti radials, 19mm front sway bar, Ferodo st. pads, perfect original int., Blkpt.AM. New paint, bumper springs, car cover. Free maintenance(labor) for 6000 mi. included. Complete records, original owner. $3600/offer. John Ollivier (326-2966).


4 500/920x15 Goodyear racing tires, R5, J design. Excellent condition, used for part of 1970 autox series $120 or offer. 1-13mm front stabilizer bar for 900 series, some hardware available $10. Donald Chiang 781-3030 (days) 664-3683 (after 6).

URGENTLY NEEDED
Used 4 cylinder camshafts and Zenith carbs - price in accordance with condition. Dwight Mitchell 968-6445.

WANTED
356A parts: headlight lenses, stock (1956) or Abarth muf- fler; 2 battery box covers; rubber gaskets for stock hood ornament; Speedster windshield wiper blade. Walter Vendley - 982-2567 (days), 327-1607 (eves).

FOR TINKERERS

TECH SESSION: April 17, Saturday
TIME: 10:00 a.m.
SUBJECT: 914/4 and 356 Do-It-Yourself Tune-up Session
WHERE: Bob Garretson's place of business (Rucker & Kolls Mfg. Co.) 918 Independence Avenue in Mt. View. To get there take the San Antonio off ramp from the Bayshore freeway; turn left at the first opportunity onto Charleston Rd; turn right at first opportunity onto Independence. The facility we will utilize is on the corner of Independence and Leghorn Ave., across from the school.

The 914/4 - 356 series tune up session will be the first of a series of three do-it-yourself type tune up tech sessions. The later two sessions will be for all 912's and then all 911's and (14/6's. The idea of the do it yourself tech session is to give you hands-on experience of tuning your own car, under the guidance of a qualified instructor. Bring your own plugs, points, and condenser, plus your car's tool kit.

Make reservations with Dick Osgood: 1265 Golden Way Los Altos, 94022 968-1781
Volkswagen of America's Porsche Audi Division explained today that a shift in production of certain Porsche models for the U.S. market from Stuttgart to Osnabreuck is responsible for proposed production cutbacks at Porsche's Stuttgart factory. Published reports had blamed slow U.S. sales, but John Cook, Vice President of Porsche Audi Operations, said Porsche sales in the U.S. were up sharply.

Cook said total 1970 sales in the U.S. were 13,898, an increase of 112.99 percent over 1969 when 6,525 Porsches were registered. Sales in 1971 are expected to improve to about 15000.

The reason Porsche is considering reducing output in Stuttgart is that production of Porsches for the U.S. market is now done at two factories instead of one. Cook explained that the 912 model was discontinued at the end of the 1969 model run and was supplanted by the mid-engined 914/4.

The new car is built in Osnabreuck, not Stuttgart. Its sales in the U.S. totaled 8,232, far more than the 2,555 Porsche 912s sold here in 1969. Total U.S. sales of Stuttgart built 911 models were 4,618 in 1970 compared with 3,442 the previous year. In addition 827 new 914/6 models were sold in 1970. Forty percent of all of the cars built in Stuttgart went to the U.S. compared with 41.2 percent of all Porsches produced at Osnabreuck.

Williamson - Porsche Audi Division, V.O.A.

...On page 67, Car and Driver (March issue) says the Porsche 914/6 has been dropped from production. This is not true. The 914/6 continues to be made and to be sold. There are no plans to cease marketing this car. (Just check the ad for the 914/6 on page 24 of the same issue...) The magazine was aware of this but the issue was already printed and mailing was beginning. The publisher sent an advance copy and a letter to each Porsche-Audi dealer explaining the foul-up...

ed. note- See retraction on page 74 of the April issue of Car and Driver.

- Herbert W. Williamson, Public Relations Manager, Porsche/Audi

Last month we reprinted an article from Competition Press on production cutbacks of Porsches, stating that production would be reduced to between 200 and 250 units a month, compared to current monthly production of about 1400. In the subsequent edition, L. Dudeck VW-Porsche Public Relations, Stuttgart, says in a letter to that paper "...the statement should have been: the production output would be reduced by 200 to 250 units..."

Dudeck goes on to say that this temporary measure is for only two or three months production, and is due mainly to a slacking of the economy in some major European markets, not due solely to the U.S. market.

WHAT: A special contest is now officially open to design a Golden Gate Car Badge*

WHO: All Golden Gaters of all ages are eligible to submit as many entries as they desire.

HOW: Entries should be submitted on plain white paper. The usable design area is 2 7/8". Designs should be made to that scale. All entries should have the designer's name and address on the back of each entry.

DEADLINE: Entries will be accepted until May 8, 1971.

MAIL TO: Linda Mitchell
346 Ruth Ave.
Mt. View, California 94040

Results will be in the June NUGGET.

*If there is an inadequate amount of interest shown in this contest, it will be discontinued and an announcement published.
Welcome new members!

Ulrich & Renate Buelow
140 Central Ave.
Redwood City, 94061
356-0611
'60 B Roadster
Mechanic

Richard & Teddie Lurie
1026 Second St.
Lafayette, 94549
283-3630
'69 911T
Marketing Rep.

James Mesquit, Jr.
P.O. Box 745
Los Altos, 94022
323-2044
'67 912 Targa
Salesman

James Neuman
2335 Prince St.
Berkeley, 94705
849-4947
'65 C
Real Estate

Eric & Laurie Stoelting
666 8th Ave., No. 1
San Francisco, 94118
387-6821
'66 912
Medical Illustrator

Ken & Marcia Jochim
349 La Herran Dr.
Santa Clara, 95051
246-2472
'66 911
Engineer

Michael & Linda Lynn
963 Devon Dr.
Hayward, 94544
538-9462
'66 912
Law student

Robert & Charlotte Scherer
6224 Aspinwall Rd.
Oakland, 94611
339-1375
'67 912
Sales

Darrell & Kitsy Smith
45 Douglass St.
San Francisco, 94114
861-3669
'61 356 B Cabriolet
Mgt. Consultant

John & Diane Wilson
9673 Tareyton Ave.
San Ramon, 94583
828-8509
'63 356B & '71 914/4
Engineer

Sharon McKee: 3765 Tamarack Ln., #65, Santa Clara
95051
Ken Provasi: 2102 Rexford Wy, San Jose, 95128
Dale Ramsey: 3530 Farmhill Blvd., #12, Redwood City,
94061
Munro Robertson: 1285 Montecito, #2, Mt. View, 94040
Matt Tinonga: 522-D Pine Creek Wy, Concord, 94520
825-5682
Robert Van Horn: 28476 Mission Blvd., #403, Hayward
94544
Dan Wharton, 465 S. 5th St., San Jose, 95112

Mt. Hamilton TOUR

EVENT: Mt. Hamilton Tour
DATE: April 18th
TIME: 11:30 a.m.
PLACE: Serra Center Safeway, Milpitas, 1/4 mile east of 1680, Milpitas-Alviso Road exit.

A fun tour. Not too long -- not too short. We'll start from downtown Milpitas, wind our way up to the top of Mt. Hamilton, thence down the other side, ending in Livermore.

Although not a rally, there will be some questions to answer along the way. (To keep your passenger awake) Prizes to the top winners. There will be a nominal charge of 50 cents per car to pay for them.

You'll be on your own for lunch atop Mt. Hamilton. There are no restaurants, so bring your brown bag and munch (imbibe) your goodies while inhaling the clean mountain air with your PCA friends.

Ample time is available for a conducted tour of Lick Observatory. You may visit the 120 inch reflecting telescope -- second largest in the world, and the older refraction type telescope.

Leaving the 4213 foot elevation we will descend the east side of the mountain. You'll find this surprisingly primitive country - maybe even some wildflowers.

It's great touring -- very Porschable. We'll end up at the Straw Hat Pizza in Livermore around 4:30 p.m. See you there!

-Toby Evans
DINNER MEETING

SOCIAL: 6:30 p.m. DINNER: 8 p.m.
1. Braised English beef roast - $6.20
2. Fresh Guaymas shrimp en curry sauce - $7.00
both entrees include: tropical fruit cup, green salad, vegetable, rolls and desert.
Mark selection on check, make payable to PCA-GGR, and send to: Linda Mitchell, 346 Ruth Ave., Mt. View, Ca. 94040. Reservations will be accepted until April 7th.
Location: Royal Coach Motor Hotel, 1770 Bayshore Blvd., San Mateo - (415) 573-7661.
From Bayshore: take Half Moon Bay turnoff, exit from freeway onto Delaware Ave. and follow signs to Royal Coach.

HAPPY EASTER!!!!!!!!!!