COMING EVENTS

COMING EVENTS:

AUGUST

1st
T&D Rally — Dick and Mary Wallace

7th
Fremont Peak Tour — Jim Fleming

14th
Tech Session: 9:00 A.M. — Dick Osgood
Mandatory Tech Inspection for Drivers School
Art Stange’s Foreign Car Service

14th
Dinner Meeting — Brave Bull (San Jose)
Linda Mitchell

22nd
Drivers School — Cotati
Dwight Mitchell

SEPTEMBER

4th—6th
Sports Car Olympics — Squaw Valley

4th—6th
West Coast Weekender — Santa Barbara

11th
Dinner Meeting — Linda Mitchell

12th
Autocross — Salinas (with Monterey Bay Region)

18th
Tech Session — Dick Osgood

19th
Funkhana — Bruce Anderson & Dick Spear

25th
Navigational Rally — Harv & Linda Smith

26th
Autocross — Steve Allison

NUGGET DEADLINE: August 15th

Just a reminder, you have a big decision to make for the Labor Day Weekend. You must choose between the Sports Car Olympics sponsored by the Northern California Sports Car Council (of which we are a member), and the Santa Barbara Porsche Weekender. The tentative schedule for the Weekender is:

Sept. 3/4
Registration at the Holiday Inn Headquarters Tech Inspection at Lavia Porsche-Audi

Sept. 4
Morning - Concours on the grounds of the Old Mission

Sept. 4
Afternoon - Rally, ending with a Steak BBQ on the beach.

Sept. 5
Morning - We suggest you make an early drive to Solvang, a unique Danish community about 30 minutes out of Santa Barbara for a breakfast of aebelskives or Danish pancakes. (Which just happens to be on route to our Slalom in Santa Maria.) Slalom practice starts around 9:30 A.M.

Sept. 5
Afternoon - Timed runs start around 1 P.M.

Sept. 5
Evening - Victory Banquet at the Holiday Inn featuring their illustrious smorgsbord. Awards follow.

For further information write Ed Yates (Chairman) at P.O. Box 3587, Santa Barbara, California 93105.

The schedule for the Sports Car Olympics is usually something like the following:

Sept. 4
Morning - Rally to the Valley

Sept. 4
Afternoon - Concours

Sept. 4
Evening - Banquet

Sept. 5
Morning - Navigational Rally

Sept. 5
Afternoon - Funkhana

Sept. 5
Afternoon - Autocross

Sept. 5
Evening - Banquet

Sept. 5
Evening - T & D Rally

Sept. 6
Morning - Autocross

Sept. 6
Afternoon - Final Awards Banquet

Take your choice between these two fine events and have a great time!

---Bruce Anderson
Golden Gaters Go to the Sun Valley Porsche Parade

Opening Days — Sun Valley '71

Heading out Interstate 80 and over the Sierras we seemed to be reminded again, that when it comes to majesty of mountain scenery, the splendor of the California high country seems second to none. Of course, we had never been to Idaho before and after those long hot hours on the highways of Nevada, how really welcome were the crystal clear skies, the remarkable beauty of the Sawtooth mountain area, in fact, the countryside in general all about Sun Valley, Idaho, seemed one of the most pleasant places imaginable for a Porsche Parade; for us it was the nicest we had ever visited.

This was our fourth parade. At the 7th in Monterey 1962, we were pretty much spectators only. At Santa Barbara in 1965, we began to get into the swing of things. At Colorado Springs in 1966, we made all the activities. So with our being able to make Sun Valley '71, we felt that the attending only 4 of the 16 parades to date could hardly qualify us as experienced much less sophisticated parade goers. But anyway, this parade left some really good impressions on us that will last for quite awhile.

When we reached Sun Valley mid-day on Sunday, July 4, the tempo of arriving cars seemed to be a full peak. Imagine, if you will, somewhere in excess of 300 Porsches looking for that “just right” parking spot in an area not too much larger than several city blocks. Here were hundreds of thoroughly nice Porsche people, a little road weary, probably hungry and thirsty but generally anxious to get themselves registered where they were staying, get their cars settled, unpacked and into the initial throes of concours preparation. And if you are not too sophisticated, add to this the excitement of starting off a week's vacation/parade at a spot like Sun Valley and you begin to get a little of the feeling of what it was like as those Porsches from all over the U.S. kept arriving throughout the day Sunday and into that evening.

Monday morning registration for the parade events was held in the Sun Valley Lodge overlooking a broad expanse of lawn and an outdoor ice rink beyond. The registration tables were well staffed with the helpful folks from the host region. Things there moved smoothly and why not, the pace was unhurried and everything was in order even had the niceties of a coffee service set up for those who found it pleasant to linger and enjoy the view of the early morning ice skaters at practice.

All day Monday under bright and clear skies with a summer view of those famous ski runs visible on the distant mountain sides, the large parking lot near the lodge was packed to capacity with cars under concours preparation, the lawn area behind the Challenger Inn and up in the garage areas of the nearby condominiums all literally alive with the lavishing of super special clean up and detailing those very special machines that had brought them to this special place. It is certain that the permanent residents and the non-porsche guests of Sun Valley hadn't seen anything like this kind of endless intensive care effort for mere cars before, but they watched and listened with interest and amazement. These intensive care activities were still underway long after the sun had set.

Finally, Tuesday morning, the first of the long awaited Porsche parade competition had begun. It would be cool to say we were really ready for judges and their very exacting standards but as a matter of fact we were just trying not to appear too confused or messing up yesterday's clean-up efforts. The day went at a fairly good pace; a pace that was to typify all the events to come during the week. The concours was just the start of a week that was to see high speed auto crossing at its best, a fantastic hill climb, a fine rally, and technical sessions, all interspersed with banquets, cocktail parties, site seeing., the very best.....

---Kirby and Mary Jane Hollis
UESda TUESday CONCOURS

The Concourses d'Elegance dawned, not on the opening day of the Parade (a Tuesday) but three days beforehand. Those that were serious or semi-serious had arrived before and during the July 4th weekend. By late afternoon on Saturday, dozens of Porsches were huddled under trees, behind buildings, on top of tarps, under covers, on jack stands, in pieces, apart, and/or completely disassembled. Feet, from one to two pairs each, protruded from underneath accompanied by black overspray, frayed steel wool, gasping breaths, requests for the "other" size socket, etc.

By Monday, the "semi-serious" sat back, opened their seventh beer and started to enjoy the Parade. The "serious", feeling futile, kept on into the night. Those who, in their past had been concours nuts, walked around with broad smiles—as they displayed controlled benevolence to the current set of "nuts". Oh well, they say that every entrant in a concours is a winner (says he at 5 A.M. on Concourses Day—as he attempts to mount the grill that doesn't want to be mounted).

Tuesday at eight A.M.—they are turned loose on the green—about a hundred plus, dividing into nine classes. This year, however, the 911 class was almost as large as all the other classes put together. There were about 47 911's out of 109 cars.

The judging started promptly at 9:30—two sets each—one for the loaded 911 class and one for all the others. "All the others" fared best—placing in the top 3 overall. The judging was deemed excellent except for one each trunk judge in the "All the Others" category. This one proceeded to drop tools, chip paint, toss a trunk cover into an adjacent car, and create an average 14 points deviation between the scores of the two judging teams.

It all worked out, I guess. They rejudged the trunks of a sample from both groups (with the judges reversed). The deviation was then averaged and a correction applied to all cars in the Concourses. Finally, the top 15 scoring cars were re-re-judged for overall positions. Due to the lateness, no overall or class positions were announced until the dinner at Trail Creek that evening.

Needless to say, Golden Gate was right on! Here is how we did:
1st Overall  ......... Kirby and Mary Jane Hollis (by 1¼ points)
3rd Overall  .............. Bob and Jewel Boyd
4th Overall ............... Dick and Margaret Ann Monnier
6th Overall ................ Bob Garretson
7th Overall ................ Bruce Anderson and Charmayne Salter
9th Overall ................ Gary and Sharon Evans
Tied with:
10th Overall ............. Dick and Jeanette Spear
13th Overall ............ Dave and Sue Hancock
15th Overall ............ Ray and Ann Hunt
17th Overall ............ Chuck and Lynn Tracy
21st Overall ........... Bill and Pat Weitzel
28th Overall ........... Harv and Linda Smith
37th Overall ............ Ray and Sue Mascia
40th Overall ............ Marv Besmer
51st Overall ........... Steve and Gloria Kirby
61st Overall ............ Dwight and Linda Mitchell
76th Overall ............ John and Janet Jensen
77th Overall ........... Marshall and Grace West

CLASS 911

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COMPETITION

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Overall, Golden Gate Region did an admirable job in the 1971 Parade Concours. We should be proud of these people—they probably have spent more effort on their Porsche than even they would care to admit. But isn't it wonderful they did so well?

P.S. May I add my personal congratulations to Dick and Margaret Ann Monnier. I know (from 2 years ago) how wonderful it is to take a first in the 911 class. And the Monniers did it in a class of FORTY-SEVEN cars! You sure don't show much respect for your current president and your past-president, however. Well done.

---Dave Hancock

Weitzels, Spear & Rose — Concours Lunch Break
Just so we won't keep you in suspense too long, Golden Gate did not take Top Time of Day. In fact we only won five out of the fourteen classes our folk participated in.

But we really turned up some stars at the "Spaghetti Scramble" as it was affectionately nicknamed by some of the pylon hunters, and it was the girls who really created a lot of excitement. Pat Weitzel captured Top Time of Day for the Ladies and the special Parade Women's Driver Award. Pat never put a wheel wrong and made us all very proud of her. Sharon Evans did a superb job in their stock 912 (with the help of Rose's Rent-A-Tires Service) by taking a very large stock four cylinder ladies class. Sharon and Pat again showed how the tough GGR autocross wars help make better drivers. This class was one of the closest fought all day long, a fact witnessed by Ann Hunt doing a fine job and finishing only 1.19 seconds behind Sharon, but in FOURTH place. Great credit must go to Sharon for keeping her cool under this kind of pressure. As you know from elsewhere in the NUGGET, she was first overall woman at the Parade and this victory was a real key to her overall victory!

The course at the Parade was greatly limited by the available roads, and, when compared with many other autocrosses, horsepower became far more of a factor than usual. TTOD was a prime example as winner Dave Hamren of San Diego Region in the ex-Burt Olander "911" (TTOD at 1969 Parade) had too much "poop down the chute" for our old four cylinder cars. Dave's car, a fully gutted, lightened and well set up 1968 911L has an engine that I don't think he even knows what is in it. He was obviously much faster down the four long straights than anyone and could afford a small degree of caution through the very tight chicanes. All the other potential TTOD cars were four cylinders and had to try to make up for the power handicap by being super aggressive in the tight stuff. The inevitable "Parade Shots" occurred with many favorites either DNF'ing or overcooking just enough to collect a few of those dreaded one second pylons. Most of the "hot dogs" opted for a clean, conservative first run and then a "Banzii charge" on the second (and last) chance. A moderate bump in the hard breaking area before the tightest chicanes gave several cars a lot of grief including Bob Garretson who DNF'ed his second run there (although the first run was good enough for the class win), and yours truly who got most out of shape there, lost gobs of time and sucked up three pylons. (That friends is what you call your Basic Parade Shot - BPS for short.)

The horsepower (or lack thereof) syndrome also attacked our super lady autocrosser Barbara Rose. Barb (with her own tires now firmly tucked under her car) has the class whipped by a goodly margin with one of her best runs ever. However, on that course an 85 hp handicap is a little much to overcome and Diane Hamren's beautiful 911S Targa snuck in with a time only .40 hundredths quicker than Barb in her T. Barb obviously was doing great things in the swiggly bits but Diane's power was the telling blow. We were all super proud of the job Barbara did.

While the course by necessity may not have been ideal, our Chairman, Bob Garretson, did the organization bit just right and all the GGR folk in attendance worked their - - - - - off to put on a good show. And a good show it was. We ran two full days, started on time, ran right on schedule the first day and far enough ahead on the second day to permit reruns. I guess it goes to prove that practice makes close to perfect. Not all GGR people who were registered were able to come. This led to one of the "Highlights" of the day — Ron Ferreira calling for volunteer course workers and SINGING rather loudly until said volunteers were "found".

Now getting around to the men's classes we find that besides the aforementioned O.R. Garretson, only two other classes fell to the GGR guys. One of them, Jim Gaeta, must have been particularly inspired (was it your neat dolly, Jim) as he absolutely obliterated the rest of a very strong stock 911T class by winning by no less than 2.61 seconds. A margin like that at a Parade in such a large class has to firmly establish Jim as one of the top drivers in PCA.

Our other winner was John (if he ever seriously Concours we can all stay home) Clever in his 914/6. John's win was most convincing also, and as he was in the first class to run, we hoped it would show the way for the rest of us. Oh, well.......
It is interesting to note that both Jim’s and John’s wins were in classes which ran very early each day, as was Sharon Evans! I think that this confirms a retort I made to the critics of GGR members running their own Parade event. I stated that after being on your feet much of the day, with no time to either study the course or mentally prepare yourself for the run, you actually had a handicap compared to the many nonworkers. Everyone knows GGR is a capable and experienced group of drivers and with only three class wins for the men and two for the women something had to be wrong. Fatigue, while certainly not offered as any type of an excuse, obviously was a factor. All GGR is greatly indebted to its people who made this sacrifice for the benefit of the Parade Autocross.

A good possible example of this could have been in Class 9, for stock 911, 911E, L, etc. In this class the competition was so strong that well known West Coast SCCA racer Emmett Wilder (Redwood Region) could only manage a class third. That’s two class thirds for the SCCA group. Hard working Dick Osgood looked good for the class win but fell just .64 hundredths short of Reece Burrell from the Carolinas Region. Third, fourth and fifth places in this class were separated by a total of only .05 hundredths, with Ron Ferreira taking seventh (and a trophy) in his SPORTOMATIC Martin-Johnson demo. The usually competitive Don Chiang must have done a BPS as he finished way down the line in a 16th place tie with new member and hard worker Ralph Bauer.

The fast class (Improved, Modified & Competition) once again showed that GGR builds good four cylinder cars and everyone else builds good sixes. We had no entries at all in the “Big Bucks Class” (Modified Sixes) and only two in the “Moderate Bucks Class” (Improved Sixes) — the sole changes involved in Joe Reitmeir’s and Dave Hancock’s cars being the fitting of racing tires. By dint of a clean Kamikazi run Joe snuck in a second place and Dave’s car just didn’t have the “poop down the chute” (or was it a BPS?) to end up sixth. Gary Evans, also otherwise stock (I think) 912, suffered the same fate, as a well prepared Speedster dropped him to second in class. I think all this proves that at a Parade, unless you’ve got the motor and gears out to the limit of the rules, that you’re better off taking your chances in stock.

The four cylinder Modified class was a GGR sweep (Perrin was wearing his GGR badge) as the results show. It would have been much tighter except that Bruce’s car refused to run at high RPM’s and Wee Willie got a couple of pylons.

Competition Class really belonged to our friends Mike Chappal and Bob Little (Central Coast and Monterey Bay Regions respectively). Mike had a fine run for third overall of the day and Bob had TTOD on scratch but pulled another BPS with three pylons. On his second run a throttle rod broke, so we’ll never know.

GGR, and our chairman Bob Garretson really worked awfully hard and I feel the success of the event reflects this dedication and toil. Special thanks to all those who worked so much on both days, particularly Toby Evans, Nan Brooking, Rod McBroom, Grace and Marshall West (who are always there when work needs to be done) Dick Goerges, Ray Hunt, Gary Evans, Bruce and Charmayne, Linda and Harvey Smith and the many others, who I apologize for omitting, who worked so many long, hot hours. And to all you hard, hard workers — you were beautiful!

---Dwight Mitchell
AUTO-X RESULTS

CLASS 2
3rd — Ray Hunt ................. 1:49:19
5th — Steve Kirby ............ 1:50:15
13th — Dick Goerges ........ 1:57:15
DNF — Harv Smith

CLASS 4
6th — Dick Spear ............ 1:53:69
9th — Rod McBroom .......... 1:54:37
11th — Marv Besmer ........ 1:54:58

CLASS 5
14th — Marvel Taylor ....... 2:08:29

CLASS 6
2nd — Gary Evans .......... 1:44:64
3rd — Kirby Hollis .......... 1:46:61

CLASS 7
1st — Bob Garretson ....... 1:37:52
2nd — Jim Perrin .......... 1:38:11
3rd — Bill Weitzel — Bruce Anderson 1:40:25

CLASS 8
1st — Jim Gaeta ............ 1:42:29
8th — Rob Meli ............ 1:49:39
11th — Dick Monnier ....... 1:50:71

CLASS 9
2nd — Dick Osgood ......... 1:43:59
7th — Ron Ferreira ......... 1:46:48
9th — Chuck Tracy .......... 1:47:42
16th — Don Chiang — Ralph Bauer 1:52:25

CLASS 11
1st — John Clever .......... 1:45:44

CLASS 12
2nd — Joe Reitmeir ......... 1:39:33
6th — Dave Hancock ....... 1:43:21

CLASS 14
3rd — Dwight Mitchell ....... 1:38:89

CLASS 15
1st — Sharon Evans ........ 1:54:37
4th — Ann Hunt ............. 1:55:56
7th — Linda Smith .......... 1:59:09
11th — Jeanette Spear ....... 2:05:04
15th — Gloria Kirby ....... 2:08:50

CLASS 17
2nd — Barbara Rose ......... 1:45:20
6th — Colleen Booth ....... 1:56:05
10th — Barbara Meli ....... 2:00:57
18th — Margaret Ann Monnier 2:33:52

CLASS 19
1st — Pat Weitzel .......... 1:42:51
2nd — Charmayne Salter ....... 1:46:03

CLASS 21
2nd — Linda Mitchell ..... 1:47:58
Wednesday Overview

Probably the only place a Federal highway could be clocked for a hill climb would be in Idaho. Especially when the highway is a main route to some of the greatest fishing around. But that is what was provided those who took their chances at the hill climb to the Galena Summit. It was a flat-out run through the Sawtooth Forest to the timing clock at the top.

It wasn’t all fun though as witnessed by the smashed 912 coming down the hill on the wrecker. Probably the worst of the seven cars that wrecked, the rear end was smashed, the windows broken and the engine case was cracked. Unfortunately, it had met with a tree and one of the workers’ VW.

At 8500 feet the weather may do anything and later that afternoon it began hailing. That closed down the hill climb.

There was an auto-cross going on though. It was another chance to put the old Porsche through its paces. A quarter mile straight stretch provided a flat out run to the corner at the end. It looked and sounded like a drag strip except the participants were Porsches and not “funny cars”. There were some exciting times as cars reached top speeds only to find a square corner and lots of pylons at the end.

As a very warm day became a chilly evening, the barbecue was under way. Again, the Golden Gaters were presented with a good share of the silver trophies. As the evening went on our local truck driver Jeannette was noticed wearing Bruce’s Levis——Bruce’s comment: “Jeannette can get into my pants, but I can’t get into hers.” ——Ray Hunt

Thanks G.G.R.

The Autocross is one of the three events counting toward the overall Parade awards and is therefore highly attended and hotly contested. Because of this event’s importance it must be run by a group of experienced people. Golden Gate was selected by the Silver Sage Region to put on the Autocross at the 1971 Parade. Part of the success of the 1971 Porsche Parade was due to the smoothness and efficiency displayed by Golden Gate in putting on this Autocross.

I want to thank all the Golden Gate Region members that helped at this event. The untiring efforts put forth by these people made this the best Autocross I have seen at the six Parades I have attended. I would especially like to thank Dwight Mitchell, Grace West, Paul Scott, Dick Spear and Chuck Tracy. The two day efforts put forth by these people kept the various crews operating perfectly and on schedule at all times. I would like to thank all who helped by name but in fear of neglecting someone let me thank you as a group again. ——Bob Garretson
Many thanks should go to Governor Andrus and the State of Idaho for setting a precedent as they did in allowing this event to be run.

Silver Sage should be complimented on putting on a safe, successful and well organized hillclimb.

P.S. They only lost 7% of the cars not 10% as the chairman predicted.

--- Dick Spear

CLASS 2

6th — Ray Hunt .................................. 3:18:622

CLASS 4

6th — Marv Besmer .................................. 3:13:582
8th — Dick Spear .................................. 3:16:569

CLASS 7

1st — Bob Garretson .................................. 2:40:974

CLASS 8

1st — Jim Gaeta .................................. 2:56:007
17th — Rob Meli .................................. 3:19:654
DNF — Dick Monnier

CLASS 9

7th — Don Chiang .................................. 3:01:199
10th — Ron Ferreira .................................. 3:05:387

CLASS 11

2nd — John Clever .................................. 2:53:823

CLASS 12

5th — Joe Reitmer .................................. 2:49:396
8th — Dave Hancock .................................. 3:02:516

CLASS 15

4th — Ann Hunt .................................. 3:37:521

CLASS 17

7th — Colleen Booth ................................. 3:22:697
10th — Tania Bauer .................................. 3:36:209
Friday 9 July, the fourth day of the very successful and extremely enjoyable 16th Annual Porsche Parade, Sun Valley '71. A super fine job done by all, Intermountain Region organizing and supervising the Concours d'Elegance, Golden Gate via the expertise of “Numero Uno” Bob Garretson doing the Autocross, Silver Sage our hosting region doing the Hillclimb and today's event a TS&D Rallye assault on that very formidable and aptly named range “The Sawtooth Mountains”. Along about noon, smoke signals began wafting their way out of the canyons and crags toward Rallye Central, reporting the progress or lack of, with some of our venturesome, daring and inovative Rallye enthusiasts. The inacalculable, Peninsularly famous team of Clever/Evans protesting the whole bloody thing in strict compliance with International PCR standards. That extremely competitive team of Smith & Smith tip-e-toeing over the gravel surfaces protecting as best they could their immaculately prepared Convertible D with a very discriminating factory color paint job. Kirby & Mary Jane Hollis tooling along in their unbeatable black "love affair with a bathtub" beauty (remember the Panorama article). Some of our very consistent, tried & true teams, Jensen & Jensen, Osgood & Osgood, Hollick & Hollick, Hunt & Hunt (Ann & Abe), Spear & Spear sponsoring a much maligned insignia “The Hippo Racing Team”, all out there in the clutches of that formidable Sawtooth Range battling it out with the elements, the calculators, the insiders, the Gay Lib!! Ah, the misticism, the romance, the competition of this thing Le Rallye. And then if you are fortunate and persistent enough to still be on course as the end of this 80 hour test of nerves, skill and sheer luck winds around a beautiful alpine lake to a delightful little mountain hotel or "chalet" if you will, and the last route instruction says “complete your score cards and leave them at the Lodge” you very dutifully take your winning record back to the Sun Valley Lodge and turn it in at the Registration-Hospitality room, don’t you. Sure you do, particularly if the other half of your team happens to be Mario Reitmeier driving a 911S and is willing to race the entire sixty miles back to “Red Fish Lodge” to submit that masterpiece of calculation before the Rallye finish point closes.

Then there was Marv & Janie Besemer entering the un-equipped class because Janie’s nose got so sunburned working the Autocross that she couldn’t read the calculator, Bill Weitzel navigating and Pat driving after her “fast woman” win at the autocross, displaced Golden Gate’s (temporarily we hope) Alan & Sue Brooking tooling along happy to be with the gang again, Dick & Alfa Davis thoroughly enjoying their first Parade Rallye, Steve & Gloria Kirby in Black Beauty #2, Bob Garretson teamed up with long time friend and former Golden Gate’ Jim Perrin, Bruce & Char humming along at 5000 rpm, Jim Gaeta & Colleen Booth flying low, Dick & Margaret Ann Montier successfully avoiding spinouts & boulders, Sharon Evans getting a ride with Ron Ferreira when hubby Gary went the Clever route. The biggest puzzle of all is what kind of mischief and plotting goes on when our Prexy and Past Prexy go roaring over the horizon?? So, how did they all do? Official Parade Rallye results list them as follows:

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</table>

---Paul & Carol Scott
When I first read the general instructions for this rally, I said to myself, "We're going to go to Ketchum, turn right, go 75 miles out Highway 93, make a U-turn and come back." Of course, I didn't really believe this, but this is what it looked like from reading the generals. Unfortunately, this is essentially what it turned out to be. Gary Evans and I made our first mistake of the day very early. We got up and carefully studied the general instructions during breakfast. Now we knew exactly what the rallymaster wanted us to do. Contained in the general instructions was a great wealth of information. Ninety percent of it didn't apply to the rally and the remaining ten percent was only about half right.

We arrive at the start, get in line for our 8:11 start time, and I go up to check the time. Their clock is one second off, but I ignore this and synchronize mine with W.W.V. All seems to be military precision at the start. "Get in line!" "You get your route instructions EXACTLY one minute before your start time." And so we do, give or take a second or two. We leave the start and sure enough we do go to Ketchum and turn right onto Highway 93. I glance down through the route instructions. Hmmm — seem to be an awful lot of speed changes. M'GOD! There are only nine turn instructions on the whole bloody thing. Well, let's play it very tight.

We arrive at the end of the odo check and take our mark. Hey, here's a sneaky. Instruction 12 says to pull up to "OUT". Instruction 13 says depart "OUT". Two instructions mean two signs. So, while everybody else sits at the obvious "OUT" we go screaming up the road looking for another. We go past a sign which matches instruction 14. We take a casual mark and continue looking for a second "OUT". There's another instruction and another. Still no second "OUT". We're now out 3 miles and if there is no second "OUT" there could be a checkpoint just around the corner. So we sit and wait and all the time I'm wondering "Did he or didn't he mean it." Well there you have essentially what happened to us. It was now primarily a guessing game. The generals said there would be no spelling mistakes, yet the checkpoint slip for C.P. had a typo. Checkpoint 3 outpost doesn't match the instructions. When we finally get to the finish even the log is wrong.

---John Clever
P.A. Cocktail Party

The P.A.D. (Porsche Audi Division) of V.O.A. (Volkswagen of America) C.P. (no, not check point—cocktail party) was S.W.E.L.L. (fantastic)! The setting was absolutely magnificent, being placed on the gorgeous green grass just behind Sun Valley Lodge and adjacent to the outdoor skating rink. The perfect party (and what party isn’t perfect if the drinks are free) was set under a indigo Idaho sky with the setting sun lighting up the mammoth mountains of Sun Valley as a backdrop for the gloriously groomed PCAers. Sharon Evans and Linda Mitchell upheld the honor of Golden Gate Region in the H.P. (not horsepower—hot pants) division, while our other lovely ladies appeared in everything from maxi’s to mini’s and attracted admiring glances from all in attendance. However, hot pants seemed to rank first among the men as the topic of conversation for the eventful evening, and the live demonstrations even relegated the awarding of the hillclimb trophies to a minor place. Having set up three bars and three tables laden with hot and cold hor d’oeuvres, the resort resounded with Porsche people piping, “Let me buy you a drink old buddy,” knowing full well that Porsche Audi was picking up the tab for the tremendous tipping and tasty tidbits that led to enumerable inebriates throughout the evening. So at the end of two full hours of accomplished arm-bending, the polluted PCAers staggered their separate ways to find a late evening rendezvous for their remaining appetite.

---Burt Propp
Saturday was tech day at the Parade. Starting at 8:30 when we were greeted in front of the Opera House with a brunch offering of coffee and donuts. At 9:00 Roger Chaney (National Tech Chairman) took over with his rather unique tech quiz. Unique inasmuch as the same test was given to all in attendance, and the correct answer in many cases was dependent upon which model of Porsche you had. This system worked well in most cases, with a few exceptions. Many of us would prefer to see a single, and more difficult test on all models, be given to all participants. Our members who did well in the quiz are listed in Chuck Tracy's article on the Victory Banquet.

At the culmination of the tech quiz, there was a short break providing an opportunity to scrutinize Art Bunker's 914-6/GT, which had just been bounced out of B production into B Sports Racing by SCCA, since not enough were built to qualify the model as a production car. The 914-6/GT sure looks like it would make a great autocross car though, with low weight—all that power—and those BIG wheels and tires. Art Bunker's car has the full Carrera six engine with the exception of the titanium rods and 230 HP—WOW!

After the break the session resumed in the Opera House with a distinguished panel of Porsche Audi Division personnel. This session was led off with an excellent state of the marque address by John Cook, Vice President of Porsche Audi Division. We were told of the sales increase, better dealership organization and better parts availability. John showed slides with sales graphs and sales forecasts all of which showed a definite upward trend even with the slight sags caused by our "great recession".

The dealer organization currently falls into three general categories: Porsche/Audi only; Porsche/Audi/VW rural duals; and Porsche/Audi/VW temporary duals. The temporary duals are for dealers planning to build a new facility for a Porsche/Audi only store by 1972. The rural duals are for dealers who don't have the volume in Porsches and Audis to support a separate facility, because of their location, so they will be allowed a permanent dual stature.

On the parts situation—we were told that there is a 7.4 million dollar inventory in the U.S. now, which P.A.D. feels is too large. At this level they claim to have 94 to 97 percent of the parts needed in stock. It was also stated that 30 to 40 percent of the inventory was 356 series parts and that only one distributor in the East and one in the West had large inventories of 356A parts. So if you need any parts, order them from your local dealer, you have a 94 to 97 percent chance of getting them, that is unless you are one of the three percenters...

We didn't find out much about the '72 models, except that they will be more expensive. Rumours we did hear though were: 2.4 liters for '72; FL for the T; an extensive face lift on the 911 if not in '72, then '73 or maybe '74 at the latest; still higher prices; the 8 cylinder car is probably a myth; no more Recaro seats in the S; and a new transmission with a conventional 5 speed shift pattern.

There was a 2-hour lunch break after the P.A. D. presentation after which we had a choice: Free movies including "Le Mans", or four tech sessions all running concurrently. Many people went to the movies to see "Le Mans" (great I hear) some people took the rest of the day off for shopping, eating, and relaxation. We sent one of our faithful reporters to each of the four tech sessions presented by the P.A.D. personnel. Toby Evans attended the Starting and Ignition Systems presentation, by Wolfgang Bruecher; Bob Boyd attended the Engines and Transmissions session, presented by Mr. Hans Guenther; Joe Reitmeir attended the Fuel Systems session, presented by Mr. Norman Rathlein; and John Jensen attended the Suspension, Brakes, Wheels and Tires session, presented by Mr. Erhard Zedelmayer, and their reports follow.

---Bruce Anderson

Mr. Wolfgang Bruecher, of P.A.D., gave a highly interesting technical presentation on Starting and Ignition Systems. Some of his comments follow — hope you'll find them interesting and beneficial:

—When charging a battery in a car with an alternator, disconnect the terminals—otherwise you might knock out the diodes.

—Do not use carbon wire for spark plug leads. There's a resistor in the plug connector, and wire leads are more desirable.
—CD ignitions for 356's and 912's are not recommended.

—Don't file points—replace them. Set the point gap by dwell, not by a feeler gauge. The gauge can foul the points and cause premature failure.

—Change the condenser each time you change the points (it's not expensive).

—Battery water can overflow by boiling due to a loose connection on a terminal.

—Don't overfill a battery. Barely cover the plates and check often.

—Bosch platinum tip plugs (2.65 range) are recommended for 911E and S. The correct gap is preset. Don't try to gap them or the platinum cap may be damaged.

—The purpose of two batteries in 911's is for better weight distribution.

---Toby Evans

Erhard Zedelmayr of P.A.D. gave a presentation on the Suspension, Brakes, Wheels and Tires of all the Porsche models. Starting with the 356, discussion was offered regarding adjustment and modifications to the suspension (such as lowering the car for racing or autocrossing) in addition to the general theory of each type.

No surprises were offered, but the presentation was a well rounded discussion of all aspects of the subject matter. The speaker was well received and a good dialogue was had between Mr. Zedelmayr and the Porsche pushers in attendance.

---John Jensen

Engines and Transmissions by Mr. Hans Guenther — A major portion of this session was spent covering individual problems. The following are some of the highlights. Unfortunately, the presentation only lasted 90 minutes.

Q: What type oil filter should be used in the 911—914-6?
A: The only filter approved for use in 911's is the Puralator #PC34. This filter has a built-in safety valve to accommodate the high pressure oil systems. This safety valve cuts out at 29—30 PSI. Most other filters cut out at about 13 PSI.

Q: What is the hottest temperature a Porsche can operate without damaging the engine?
A: Porsches can run as high as 260°F without damaging the engine but at 280°F the oil seals will break down, among other things. Normal operating temperature should be 175°—210°F.

P: Oil filter leaks after long hot drive in 356 model.
S: The rubber gasket supplied with the oil filter should not be used but should be replaced with an asbestos one available from the dealer. When the engine gets hot the rubber softens and the sharp edge of the filter will cut through and cause it to leak.

Q: What type of oil should be used?
A: Use only top grade detergent oil for all models.

Q: When should valves be adjusted?
A: Adjust valves cold on all Porsches:
   356 at 6000 miles
   911 and 914-6 at 12,000 miles

Q: What is the proper method of adjusting the clutch?
A: First adjust clutch stop at bottom floorboard. This is done by depressing the clutch and pulling the shift lever into reverse to a point where you can no longer hear the gears grind. Then adjust stop ½" beyond this point. Then adjust the cable to about ¾" free travel.

P: On 356's when the engine is cold running and clutch is depressed, noise comes from the clutch area.
S: This noise comes from the gland nut which has a bronze bushing and is lacking lubricant. This should be replaced with a new needle bearing gland nut which is available from the dealer.

P: At high speed in hot weather in 911 oil is thrown out of filler causing a mess.
S: Oil level should be held down about ½" below top mark. This should solve the problem.

Q: 914-4 overheating — what can be done?
A: Remove lower rear sheet metal and cut louvers or holes and replace with wire mesh over holes or leave off completely.

---Bob Boyd
Overall awards are to be presented tonite together with the Technical Quiz winners. Overall awards are based on your score in the Concours, Autocross and Rally. Since the Rally scoring was so close, the Autocross and Concours would influence the results the most.

Cocktails and picture taking were the order of the day before dinner. The dinner was held on the Sun Valley Lodge Terrace, located directly in front of the outdoor skating rink.

Dinner was served, but heaven only knows how one wine steward served some 800 people? After cocktails and wine and..., everyone was ready for the words of a great parade Chairman, Mick Williams, and guest speaker, Peter Porsche.

First awards of the evening were for the clever tech quiz given by Roger Chaney — National Tech Chairman. The tech quiz was so designed as to be used on all series Porsches. Selection of the multiple choice was graded on the basis of the car model you owned. The text also included one page of completion: for example, "lowering of the car is accomplished by _____________." (Joan Propp’s answer was rumored to be: "let air out of the tires").

GGR Tech Quiz Winners

356 Series: 2nd — Bob Garretson
900 Series: 2nd — Dick Osgood
914 Series: ZONK

1st Overall Ladies: Charmayne Salter
356 Ladies: 1st — Charmayne Salter
356 " : 5th — Linda Smith
900 Ladies: 1st — Barbara Rose
" 2nd — Sharon Evans
" 5th — Car No. 122

Car No. 122 where are you — was asked several times. Why is Burt Propp walking around on the award platform with a smile on his face? Why, because he must have realized that his wife did not recall she is car No. 122 — the winner — Tech Quiz 5th place 900 Series, Joan Propp Car No. 122.

Permanent trophies were then awarded, and this is how GoldenGate fared:

Hoffman Parade Cup, First Overall Award:
Bob Garretson

Lazar-Blanchard Memorial Trophy
PCA Enthusiast of the Year
Dwight Mitchell

John Williams Trophy
Highest Placing Woman at Parade Overall
Sharon Evans

Woman’s Parade Driving Trophy for Women’s Best Autocross Performance:
Pat Weitzel

Here's how the rest of Golden Gate who competed for overall did:

LADIES:
1st — Sharon Evans .............................. 281.90
3rd — Ann Hunt .................................. 273.79
4th — Pat Weitzel ............................ 272.62
6th — Charmayne Salter ...................... 271.29
9th — Linda Smith ............................ 246.91
10th — Jeanette Spear ......................... 245.50
18th — Gloria Kirby

MEN:
1st — Bob Garretson ......................... 287.59
2nd — Dick Spear ........................ 279.98
3rd — Kirby Hollis ........................ 279.59
5th — Gary Evans .......................... 276.41
6th — Ray Hunt .............................. 275.06
7th — Bruce Anderson ..................... 274.45
9th — Dave Hancock ....................... 264.33
12th — Dick Monnier ....................... 263.04
16th — Chuck Tracy ....................... 259.96
17th — Bill Weitzel ......................... 258.94
28th — Steve Kirby ......................... 243.51
31st — Marv Besmer ....................... 241.41
37th — Dwight Mitchell ................... 236.10
73rd — Harv Smith ......................... 165.79

After the shouting and the handshaking had ceased, it was picture taking time (what a sight...22 trophies that evening for GGR alone...hmmm). Sue Hancock with her trophy (a fiberboard serving tray and Chuck Tracy with a 5 gallon coffee urn were politely shoved away from the trophy picture area.

---Chuck Tracy
PARADE PROFILES

Dick Spear had an oil leak during his Parade preparation—forgot to tighten the lines to his newly installed full flow oil filter...Our President, Chuck Tracy was seen at the Parade in his 911 bodied El Camino...Bob Garretson has a Super Bra?...One of the judges at the Concours gave a score of "0" for the trunk compartment, Jim Perrin was rumoured to have said "What, the car has no trunk?"...Jim Fleming nearly missed the activities because officials thought he was a member of P.O.C. (Porsche Owners Club)...Dick Spear had an oil leak during his Parade preparation—he had two washers under one of the head bolts and the "0" ring wouldn't seal...Dick and Margaret Ann Monnier placed 4th overall in the Concours in their beautiful sand beige 911 Tuesday-Wednesday Dick spun the car into a guard rail on the hillclimb (shades of Colorado, eh ORG?)...Jim Gaeta found a lovely Australian bird named Little Robin Big Breast...Concours tip of the Parade-Dick Spear discovered a VHT paint that is guaranteed for 50,000 miles or until you start the engine (whichever comes first)...All will be interested to know that Rob Meli did not win a door prize at the Parade...Buz Hahn from Florida's Gold Coast Region towed his Porsche to the Parade with a Cadillac-averaged 7 miles to the gallon...Ron Ferreira showed how to autocross when he took the Dealer's demo Sportamatic and went out and won a trophy—must not be too good on gas mileage though, he ran out in the middle of Nevada on the way home (Just think Ron, you could have been driving a Cadillac)!!...Gracie West looked beautiful at the victory banquet in her bedspread?...The secret is out—Bruce and Charmayne won all those concours because they use 2nd hand Q-tips...The Hippo Concours Team secret is that they brought 4 gross of Q-tips to Sun Valley, and grabbed a handful each time they needed one...Gary Evans discovered that all Porsche enthusiasts are not necessarily Concours oriented—at tech inspection the tech man put his foot on Gary's door sill, the tech card on top of Gary's car and proceeds to write with a ball point pen. Gary did not loose his cool, he gently tapped the inspector on his kneecap and said "you may not understand this, but..."...Sue Osgood wants to learn Blackjack?...Ann and Ray Hunt had their clothes thrown in the trunk and the back seat of their car—but they took their headlight rims to the parade encased in Saranwrap...When John Clever was asked if he took any pictures to accompany his rally article he replied, "No, but Gary must have, he sure wasn't spotting signs"...Think Sun Valley was great! The Reitmers stayed over after the Parade to rest—had to leave though—too dull...Dick Spear had an oil leak during his Parade preparation.........
I had asked Jim Perrin, a very good and very busy friend, to write an article for the NUGGET on his 550 Spyder. Jim very obligingly did this. However, since he was running short on time, he had to polish this opus enroute home via plane.—ed.

PORSCHE 550 SPYDER

Several years ago my good friends Jim and Mary Richeimer purchased a 550 Spyder, serial no. 61, in the Chicago area. I recently purchased the Spyder when they bought another car.

This Spyder reputedly belonged to Jean Behra. The original color of the car was French racing blue, and it has a large, hand-painted crest on the fan housing that Jean Behra had on several of his cars.

When the Richeimers purchased the car, it was in very good condition, with only a few missing pieces. They autocrossed the car for two years, and then in the fall of 1969 started restoring the car for the 1970 Boston Parade. This was their first concours effort, but they went just about all the way. The car was put up on jack stands, and wheels, engine, transmission, and rear body section were removed. A moderate amount of body work was performed on the front grill and the belly pan. The underside of the car and the inside of the fender wells were painted the same color as the rest of the car, silver blue, as is usual for a Spyder. The remaining part of the paint was in fairly good condition, and was left as is. The seats and door panels were reupholstered, the few missing parts were purchased, necessary parts were replated, and the engine sheet metal and complete frame were repainted.

After all the painting and plating work were completed, reassembly was started. Meanwhile the Parade dates were getting nearer and nearer. About three weeks before the Parade, things started getting really hectic. The Richeimers finally got the car completed, loaded it on their trailer, and started for the Parade. Unfortunately, they had simply run out of time and arrived the day after the concours!

The plane is taxiing for take off...it is getting hard to see in here because of the smoke. People look uncomfortable. The stewardesses look slightly panicked. Very reassuring! Here comes the pilot over the intercom. "Nothing to worry about folks, just a small malfunction in the air-conditioning system." Sure buddy, what if the rest of the plane burns up with your lousy air conditioner. Nervous smiles on the faces of the stewardesses. We're now taxiing back towards the terminal. I notice the three stewardesses are all standing by the door so they can be the first ones to jump out when this barge goes up. The pilot and copilot up in the cabin are probably getting ready to kick out their windows so they can get out. Our windows are too small to get through. Wait a minute! Get my Parade trophies out of the baggage compartment. We're now back at the terminal and being asked to leave the plane. They only have to ask once. Goodbye, plane. You guys better save those trophies.

The car is really fun to drive. It has a single low racing windshield for the driver. The steering is very light, and the car is quite nimble. The cornering leaves something to be desired. It presently has 4" x 15" steel/alloy wheels with continental racing tires. These will be replaced with a set of 3½" x 16" steel/alloy wheels which were original equipment on the Spyder. They will be fitted with a set of new 5.25" x 16" Continental racing tires which a dealer has found for me.

I plan to show the car for the first time at the Fall Ohio Porsche weekend. Future plans are to document the history of the car by writing the factory and the Automobile Club of France, and to continue showing the car.

—Jim Perrin
dummkopf

Where does one find the proper recipient for the "Dumbkopf Award." Probably one of the better places is a Porsche Parade. This year's Parade at Sun Valley was exceptional with the following for candidates:

To begin with, John Clever was helping (?) Gary Evans prepare for the Concours. After Gary asked John to wipe down the engine compartment but please stay away from the air cleaners — guess where John wiped first. Two coats of paint on the air cleaners later, we find Marv Besmer also preparing for the same vent. In the lengthy process Marv loses a wrench and two plastic dust caps. All three items were subsequently found, not by Marv but a Concours judge. Shades of Bruce Anderson at the 1968 Sports Car Olympics.

On the trip to Sun Valley a few events came forward as worthy of the Dumbkopf label.

When Bob Gatien painted Steve Kirby's car engine sheet metal, Bob told Steve he should replace his fan belt pulley. Well, Steve in his haste, preparing for the parade, never got around to it until a hot Saturday afternoon out in the Nevada desert somewhere between Elko and Winnemucca. So add to the fun Steve got to pay $4.50 instead of $1.50 for a fan belt, cause when you're hot, you're hot!!

Bill Weitzel was in such a hurry to get to Sun Valley, after spending the night in Elko, he ran over wife Pat's foot. When he asked which way he should move the car to get off her foot, Pat replied, #+x##%*!::£--I don't care if you go straight up, just move!!

In two of the events at the parade, a couple of true Dumbkops came forward.

The rally although having quite a few speed changes, was pretty simple in that the route instructions were straightforward and only a few people managed to get lost. Dwight Mitchell (navigator) and Joe Reitmeir (driver) entered the last check point, received their supplementary instructions, which said to return to Redfish Lake Lodge. Joe and Dwight made their way back, all 60 miles of it to Sun Valley Lodge. Joe Reitmeir, headlights blazing, was last seen at 120 mph making his way back to Redfish Lake Lodge.

Since Pete Sandholt said the only way to win anything at a parade is to join forces with Golden Gate. OK? OK! Pete here's you're chance. At a past victory awards banquet party, Pete was handing out business cards stating "Pete Sandholt — Porsche specialist." Seeing this, we all knew Pete would do well in the tech quiz. How's you're fifth place trophy Pete??

Last, but not least, we have this month's dummkopf winner. Towing his 356 with his 914-6, Bob Garretson made his way to Sun Valley. Bob had a special "Super Bra" made for the coupe so the rocks thrown up by the 914 wouldn't dent it. Narrowly avoiding getting both cars almost totaled in Hailey, Idaho, Bob pulled into Sun Valley Porsche parking lot and proceeded to run over a Stanchion used to mark off the lot. With the aid of "gentleman Jim Perrin" Bob managed to scrounge and get the body panel repaired. As soon as the panel was repaired, Bob pulled off the exhaust system, painted it, hung it from a wire — and 10 minutes later walked right into the hanging muffler. This not only required a trip to the hospital for four stitches, but also, a quick discussion on how do you take a dent out of a muffler.

Bob did fantastic in all the events he entered. In fact, he did so great, he took home the first overall trophy and a perpetual trophy. The perpetual trophy is a huge punch bowl highly polished.

On the way back from the parade, the punch bowl, a perfect parabolic reflector, turned into a 1st place solar furnace igniting a rag that was laying on top of it. Before any real damage was done, a gas stop was made and the fire extinguished.

So, Bob Garretson, I am proud to present you with PCA's Dumbkopf/Firemanship Award.

---Dick Spear

Salter, Anderson, Spear & McBroom
Tech Session

Saturday, June 19, our Tech Chairman, Dick Osgood had the second of his series of three 'do it yourself' tune-up tech sessions. This session, on 912's, was again held at Bob Garretson's place of business. The instructors for the session were: Dick Spear, Len Gibson, Gary Evans, Jim Fleming, Bruce Anderson, and instructor-at-large, Dick Osgood.

The cars were arranged in groups of four; the intent being that each group of four cars would have an instructor, but because of the no show of eight students, we were able to double up instructors in a couple of the groups. Since there were only four 912s with the smog stuff on them, the famous Hippo Racing team mechanic, Dick Spear, was assigned as their instructor. With the exception of the light rain storm, the day was fairly uneventful. All of the students went through all of the operations of a tune-up without mishap. Our Prez, Chuck Tracy, and the dog he played catch with at the last tech session at this site were greatly missed. Gary's friend, Harry, had just purchased a brand new 911T and our tech chairman, Dick Osgood, spent much of his time pointing out the fine points of the 6 to Harry.

---Bruce Anderson

Tech Tip

Recently I had occasion to install a 1969 5-speed transmission in my 1966 911. It turns out that in 1969, Porsche lengthened the wheelbase by about 2 1/4" and changed the rear axles. The differential assembly was also improved and the axle universal joints although still Lobro style were increased in size significantly. The inner universal joint mounting flanges are slightly different where mating with the differential (shame on those designers at Porsche) so new hybrid axles must be made for this installation. One old style Lobro axle and one new axle are sawed in half, sleeved appropriately and welded into a new hybrid with a small U-joint on one end and a large joint on the other end. (The new axles are three inches longer on '69 later cars due to the longer wheel base and although the axle is no bigger in diameter, the U-joint mounting spline is larger.) Anyone wishing to go to the later magnesium case transmission contact me for full dimensions and details. I can make up new axles for about $65 total, not including parts. The new units made it to Sun Valley and back well, and are operating perfectly.

---Dick Osgood

PRES. SEZ:

In the past, I have heard the veterans of GGR talk about great parades and how much fun they had at them, now, July 71, Sun Valley, the 16th Porsche Parade was not only held, but a PARADE HAPPENING occurred. Organization, Scenery, Relaxation, Conversation, and Excitement was experienced by all. Agreed? Drop a note, as I did, to Mick Williams, to Governor Cecil Andrus for their kindness and cooperation. Despite John Clever's rumor that your Pres had trailered his Chev. El Camino to Sun Valley—to everyone's surprise (Lynn's and mine also) our Biege 911 was ready for the concours. The rest is history now, Golden Gate Region, prepare yourself to start the best and finest activity and technical events ever. So if you have planned to do your Christmas shopping on a series of weekends—forget it.—do it now! Because what you see in the "coming events" is what you get. If you haven't rallied—do it, if you haven't autocrossed—do it! There is only one first time—then you're one of the experts. Ask anyone about GGR's activities and they will say—Lots of fun for the first times as well as the experts—so pick an event and try it.—it will surprise you as much as the first Porsche you ever drove.

---Chuck Tracy

P.S. Congratulations to everyone who went to the Parade. GGR did walk away with a Bit-of-the-Gold.

Dinner Meeting

The June 12th dinner meeting was held at the Golden Pavillion in Los Altos. There were mixed opinions on the success of the meal, apparently there are people in PCA who do not favor Chinese food. Those of us who do like Chinese food were pleased with the dinner, with the exception of the waterless hand cleaner they served for dessert.
During the brief business meeting, the only thing of interest was Rod McBroom’s Dumbkopf presentation. Rod had several good candidates: Tour leaders getting lost, people driving through the berry bushes at our Drivers School and Rod himself for using 6 spark plugs in his 4 cylinder engine at our 356 series tune-up tech session. Rod had selected our Secretary, Dick Spear, as the lucky recipient of the esteemed award. It seems that one day Dick was driving down the freeway and come upon a jeep that had turned over on its side. Good Samaritan that he is, Dick stopped to help. Dick was driving Melvin the ex-Evans ’55 VW sedan at the time because of all the oil leak problems he was having with his Porsche. The crowd that had by this time gathered at the scene of the accident, and Dick, decided that the thing to do was roll the jeep back over onto its wheels, so that the guys could drive away. They did roll it back over, but not onto its wheels—onto Melvin. Melvin wasn’t hurt too badly because those antique cars were well built, but the tire marks down his side to look a little strange.

For entertainment at this meeting Linda Mitchell had arranged to have a very good rock band, “Julius Frost” play for the club’s dancing pleasure. There may be quite a few people in the club who don’t like Chinese food, but there didn’t appear to be many that didn’t like rock music. After about 3 hours of playing for our group, the band wore out, while there were still members of the club ready to dance.

The July 17th dinner meeting was at the Galleon in Alameda. For dinner we had either Capon or sirloin steak, which were well received by all. After dinner, due to our Pres feeling poorly, Linda Mitchell (VP) conducted the business meeting. Most of the meeting centered around the Parade we had just returned from. All of our region’s award winners were announced at this time. After the meeting we were given an extensive slide show of the Parade by the many great photographers in the club. During the meeting, Len Petersen was passing out cigars to announce his and Shirley’s newly born daughter, Erin. Now the Petersons can come out and play again.

---Bruce Anderson

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FOR SALE


One set XVR Michelin tires $346.45 (list less 10%) Dick Monnier, 968-9815.


Firestone 1010×15 racing tires: 2 new, 2 almost new, 2 less than ½ worn, 2 are recapable—all 8 $220, best 6 $200, best 4 $165. Bob Garretson, 739-0404.

4-4 1/2×15 chrome wheels, 2 with Metzlers (50% left). Good condition from 912. $95. Bob Barber, 349-5021 (after 5 P.M.).

4-500/920 Goodyear racing tires (50% left), exc. condition. $120 or offer. Will consider trade for one new American racing mag, GTP 6 × 15. Don Chiang, 781-3030, days, 664-3683, evens.

Porsche bra (fits 356B or C) used once, $20. 4 hubcaps (for disc brake wheels) $2.50 ea. 1-4 1/2 chrome wheel with Semperit tire-good for spare only $8. Ray Hunt, 846-8666.

900 series ski rack, $18. 4 500 × 920 Goodyears on 7” rims like new, $200. Steve Kirby, 244-5265.

1964 SC Cabriolet, Bali Blue, Blk. leather interior, many accessories. All original. Eng. compl. rebuilt at 40,000 mi. All work fully documented. Recent upper end rebuild 79,000 total miles $3500. Set of Zenith carb (C model) with sheet metal, intake manifolds, gas lines & canister air cleaners $80 or offer. Abarth P3000 muffler for B or C $45. Delta mark ten $20. Two B bumpers $10 ea. Max Handley, 332-0015, days — 897-5560 or 388-5960, evens.

4-165 Michelin tires (only 7,000 mi.) $25 ea. Steve Allison, 374-4678.
EVENT: Tech Session
DATE: Saturday, August 14th
TIME: 9:00 A.M.

The August tech session will be the mandatory safety technical inspection and ground school for the August 22 Driver's School. It will be held at friendly Art Stange Foreign Car Service, 423 W. Evelyn Ave., Mountain View. (Art's shop is located on the south side of West Evelyn Ave., about 4½ blocks East of Castro Street and does not front on the street, but is located behind a bakery store at 425 West Evelyn. There is ample parking.)

All cars entered for the driver's school must go through tech in "run ready" condition between 9:00 and 11:00 A.M. (please be early). Starting at about 11:30 A.M. will be a ground school for all drivers (but everyone is welcome to attend). We will cover flagging, procedures, emergency situations and driving techniques. Reservations for this session are, of course, automatic with your Drivers School entry.

We want everyone to get as much out of driver's school as possible, which cannot be accomplished without this pre-tech and ground school. See the separate Driver's School article for entry details (p.s. — instructors cars too, if they are being used).

---Dwight Mitchell

EVENT: Drivers School
PLACE: Cotati "International" Raceway
DATE: Sunday, August 22nd

We once again have that rare opportunity to hold a GGR Driver's School at Cotati Raceway. This event, like our previous ones, is designed to give the Porsche driver some meaningful driving experiences to better learn the handling characteristics and road manners of his car. It will be held under generally safe conditions and will be able to safely provide the type of driving challenge and instruction impossible on highway conditions.

Certain safety requirements will be made:

—Each car must be equipped with adequate seat belts.
—All "street" tires must have tubes in them.
—Drivers will be required to wear a Snell approved crash helmet. Some loaners will be available but you are encouraged to bring your own.
—All 356 models must have obvious negative camber on rear wheels.
—All 356 models must have big spindles.
—All open and soft top cars must have a roll bar at least equal to 1970 SCCA specifications. The 914 and Targa models are considered satisfactory "as is".
—The school will be open only to Porsche automobiles and PCA members.
—All cars and drivers must attend the Tech Inspection and Ground School on Saturday August 14th 1971 at Art Stange Foreign Car Service in Mountain View. Details are in the separate tech article on this subject elsewhere in this issue.
—There will be a drivers meeting at the track Sunday morning, shortly before the 9:00 A.M. first car out time.

A number of expert Porsche drivers will be available as instructors and we hope to have instruction in greater depth than has been done before.

A common problem at drivers schools, due to their hard and continual use, is gradual deterioration in the effectiveness of disc brakes. We would recommend that you have your brake fluid changes to a competition type such as Delco 550-S, Girling Amer, Castrol LMA, or Ford Rotunda Special. Further, a set of competition brake pads such as Ferodo DS-11 or Mione will eliminate any other worry.

As before it will be necessary to limit the entry to 50 cars. The fee (based on full subscription) will be $10.00 and will be handled on a "first come — first served" basis. Make your reservation early by sending your check, payable to PCA-GGR, to Dwight Mitchell, 346 Ruth Avenue, Mountain View, California 94040.

We will be ready to run the first cars at 9:00 A.M. so you should plan on arriving about 8:00 A.M. for any final arrangements and the driver meeting. See you at Art Stanges and at Cotati.

---Dwight Mitchell
WANTED

Information on America Roadster for a Panorama Salon article. Does anyone know location of the red America Roadster (ex-Block car?) that was in the Oakland-Berkeley area a year or two ago? 4-aluminum moon type hubcaps for Spyder restoration. Jim Perrin, 291-2803 or write at Box 4415, Columbus, Ohio, 43212.

Front fliroformat, F & R bumper overiders, rocker panel trim w/rubber, metal battery box, "A" drivers manual, 1 set "C" disc brakes w/master cyl. & spindles. "C" steering w/damper in good cond. Steve Kirby, 244-5265.

4-5½" chrome wheels for disc brakes. Ray Hunt, 846-8666.

OLYMPIA LAGUNA
SPRINTS
SECA

Heads up! Here comes the Super Tub Racing Team towed by "Big Goldie." The Tub arrived at the Laguna Seca Nationals on June 18—20 ready to face the Best 'E' production field since Atlanta. With victories at Vacaville and Laguna Regional, this race was going to be tough.

Getting ready involved all kinds of hours with a major on the engine, new tires, new oil cooler installation and roll bar head restraint in addition to normal pre-race preparation. In typical Mitchell racing fashion, all was done in time for pre-tech including all the trailer rig attachments on the brand new "Big Goldie" tow car—A Chevy van with air conditioning.

During Friday's practice we had a look at the competition. Jon Woodner in the Huffaker BMC MGB, Jerry Truitt in the Group 44 Quaker State MGB, Bob Kirby—L.A. Hot Shoe, Bob Little, Len Cheney and Chuck Forge in Porsches and Dale McGowans Alfa—a pretty impressive field. You can imagine how many cars we had to keep lap times on. Fortunately, ex-Super Tub crewmen, Jack Tedford and Barb Rose, were with us and using every available watch, we kept close check on who was doing what. Dwight was consistently faster than everyone else. The new oil coolers worked perfectly and the "Go-Fast" headers and megaphone system seemed to be producing lots of poop down the chute. Triangle racing films had a crew in the pits and during one of Dwight's stops they filmed all the action as your own GGR Wood's brothers did our thing on tires, plugs, oil lines, etc. and replaced a fan belt.

Saturday's run for the pole position gave us an insight on how the race would be. Like close.... Just a few seconds covering the faster cars. Dwight had plenty of Big B—s and pushed thru turn 2 hard on the loud pedal. We clocked everyone and figured we had the pole, however, the officials gave it to Bob Kirby by a scant 2/10 of a second.

Usually Super Tub is so well prepared the crew spends the time between Qualifying and race time checking all the honeys. And they were out in droves. This trip, however, the tub had chewed up another fan belt, had a flat tire and fractured some welds on the "Hot Set up" exhaust system. Gary, Jack, Bob Buckthal and I tore into the work and a few hours later we were ready to race.

The grid lined up with Bob Kirby and Dwight on the front row, Bob Little and Len Cheney next, and the "Big Bucks" factory sponsored MGB's of Woodner and Truitt next. A good luck kiss from Linda and away we go. Two laps under the yellow flag and at the green the drag race up to turn #1 was on. At turn #2, it was Dwight out in front. The announcer was going ape as he screamed, "Here they come thru turns six and six A and it's Porsche—Porsche—Porsche." What a race—pit signals were unnecessary as for the first few laps only 1½ seconds covered the first three cars. Bob Little dropped out with mechanical woes, Len Cheney momentarily lost his concentration, Bob Kirby blew his clutch and the Big Bucks boys in the MGB's started their relentless pursuit of the Super Tub. S.C.C.A. had decided that no last lap signal would be given, so the crew carefully checked and rechecked our charts. Dwight was driving beautifully with never a minute to rest. This has to be it! Gary and I ran to the pit wall with our traditional "We Luv U" on the pit board just as our hero driver took the checkered flag.

Chet "Pit Lane" Lane had almost to forcibly restrain an estatic crew as we insisted on crossing the track to the victory circle. Once there, we had the whole treatment. Pictures, Trophy Queens, Free Oly and Dwight interviewed on KIDD Radio by Graham Wallace—the voice of Laguna Seca. No, Dick Spear, Graham didn't pull any of that "How was it out there Mario, stuff." As always, Dwight was great on the interview and gave credit to everyone except himself for driving the wheels off the factory sponsored drivers. How about a 15-year-old speedster socking it to such strong opposition. A wire-to-wire win plus a new 'E' production lap record. OUTASIGHT!

The victory celebration got under way, went thru the M.B.R. champagne party and finished at Bob Little's Carmel Sands.

As in the past, the Super Tub Crew got out early in the A.M. to assist Jim Wellington, but the mysterious bug in the 911 made Jim's day very unsatisfactory. Just couldn't pull any rpm and Jim parked it during the race. Anyhow, Jim,—Gary and I love driving your race car around the paddock.

That's it, race fans, congrats to Dwight on a great race and to Laguna for staging a national close to home. Till the next race, "heads up in the pit lane"—get that Evans.

---Brian Carlton
AUGUST DINNER MEETING

August 14, 1971 - Saturday

Cocktails — 6:30
Dinner — 8:00

THE BRAVE BULL
1585 Saratoga Avenue
San Jose
252-8040

DEADLINE - AUGUST 11 FIRM!!!

DINNER SELECTIONS

Brave Bull Lobster & Steak ......................... $8.10
Toreador Special Top Sirloin ...................... $5.40

Make check payable to PCA-GGR, and send to your V.S.R.V.P.:

Linda Mitchell
346 Ruth Avenue
Mountain View, California 94040

Directions: From Hiway 280, take Lawrence Expressway
South and turn left at Prospect Road. Turn left again
onto Saratoga Avenue. The Brave Bull is on the left.