September

1, 2, 3, LOMA PRIETA WEEKENDER
10 REDWOOD WINE TOUR- Ray & Sue Mascia
16 DINNER MEETING- Gary Evans
24 FERRY PORSCHE TOUR- John Clever

October

1 ANGEL ISLAND PICNIC- Vivian Daniels
8 GIMMICK RALLY- Steve Kirby
14 & 15 CAN AM RACES-LAGUNA SECA
21 DINNER MEETING- Gary Evans
29 AUTOCROSS-PLEASANTON

COVER

The beautiful '59 Convertable of Harv and Linda Smith grabbed 1st In Class honors at the Pebble Beach Concours de Elegance. The Smiths, shown conversing with Lou Marable, topped a large class to round out a great showing by PCA-GGR. See story on page 6.

Our adventuresome Prez, Dick Osgood, has just completed a relaxing canoe trip which has left him speechless this month; so three dot journalism shall suffice. A hearty "thank you" to George & Shirley Neidel for hosting the last social. Although it was a little cold to take advantage of the beautiful pool, everyone enjoyed the good food, conversation and that super cake, appropriately decorated with a Porsche insignia by Sharon Neidel. Great time, thanks again... Topic of conversation at the social was the ghost card sender from Hayward. It seems that numerous people received funny cards anonymously from the same location with the same postmark. I didn't know you traveled that far from home Paul... The Mitchell 914-4 effort is still being followed by a dark cloud. In Portland Dwight chalked up the first engine on Saturday, and 2-1/2 hours later had the recently finished Garretson spare in place. The track was desolate so Dwight took a couple of blasts down the straight and found lots of extra horsepower along with some hope of a good qualifying time. Sure enough, come Sunday, the pole was his and the race too if nothing unforeseen occurred. But it was not to be, as a flat tire ended the assault after one lap--just seems that someone is trying to tell you something Dwight!... Our most recent autocross was fast to say the least. Most 911's were into third at the end of the straight, making the ensuing turn very interesting. A fantastic drive was turned in by Charmayne Anderson, matching hubby Bruce's time, which naturally was a TTOD contender... Many questions arose as to autocross participation and governing rules. These were outlined in last month's Nugget and interpretation is available from Ray Hunt, Driver Events Chairman... Riddle of the month: What lives inside an aluminum case and goes knock-knock? For the answer, do one of two things. (1) Call Clark Anderson, or (2) rev your engine in 1st gear for 1 second after the tach stops moving... Last but not least, the Nugget needs your contributions. Photos especially are helpful, and will be returned after usage. The diversity and quality of the publication reflects the individuals who contribute and insures an informative, entertaining issue. Your efforts will be utilized and appreciated--see you at the next event.

--Ed.
COMING EVENTS

DISCOVER A NEW WORLD

THE FERRY PORSCHE TOUR

WHEN:  Sunday, September 24;  10:00 AM

START:  Porsche/Audi West, Pleasanton
(Use Hoppyard Road Exit from I-580 Freeway)

WHAT:  A tour through the delta-river area, with
a ride on two of the three remaining ferry
boats in the area, to the finish at
Cleverlands in Tracy for beer, swimming,
beer, volleyball, beer, barbecue, beer,
genral Porsche B.S.ing, and more beer.

WHAT TO BRING:  A pencil (to make notes along the
way), food & utensils for a picnic lunch
in Rio Vista & barbecue at the finish,
and proper attire for beer drinking,
swimming, volleyball, etc. at the finish.
(The beer will be furnished.)

COST:  $2.00/person.  Send reservation and check,
payable to P.C.A.-G.G.R., to:

John Clever
1510 Notre Dame Avenue
Belmont, Ca. 94002

--John Clever

WINE TOUR

EVENT:  REDWOOD WINE TOUR
DATE:  September 10th, Sunday
COST:  $18.00 per couple--includes tour & dinner

You'll tour through Sonoma County, picnic, and
visit Winsor, Simi Bros., & Corbelle Wineries.
PLUS have dinner at the most unusual hexagon house
near Guerneville.

TO REGISTER, please call:  Ray or Sue Mascia
941-5698

There is a limit of 25 cars so get your reservations
in early!!

THINK HARRAH'S!

Plan to join the tour to Harrah's Antique Auto
Collection in Reno the weekend of November 4 and 5th.
This is THE opportunity for all of you who have
wanted to see the Harrah's Collection, but never
found the time.

Complete details of the tour will appear in the
next Nugget, but mark the weekend now!
--Jamie & Tony Reid  573-5570

devils delight

Make October 1 a marked day, for the P.C.A. Devils
Day Delight Picnic on the Island of Angels in San
Francisco Bay.  Boats, to take Devils to Angels
Island, leave Tiburon every 1/2 hour from 10:00
A.M. to 6:00 P.M. (and return you on the same
reverse schedule).

Bicycles, dogs and kids under 5.....Free
Kids under 12...  $ .75
Others...  1.75

Bikes are available for rent on the island too.
About $1.00 per hour.

There is a 1 hour conducted tour of the island,
using some sort of elephant train--bus contraption.
Cost $1.50 per person.

The Devils have a reserved picnic site at Raccoon
Gulch (behind and to the left of the Ranger's house),
with picnic tables and BBQ stands.

There is a large parking lot in Tiburon, near the
Ferry, so off-street Porsche parking is available.
Bring yourselves, your kids, bicycles, games, food,
drink and let's get it all together and have
a Devil of a time

October 1 on
Angels Island.

--Vivian Daniels
It has been rumored that 2.7 and 3.0 liter engines will be offered to European Porsche customers in 1973, although the factory is mum about it.

An automatic transmission for the 914 has been requested by some U.S. distributorships but the factory evidently has no such plans.

Porsche-Audi projects that by 1975 there will be 200 dealerships throughout the U.S., even though a P/A franchise is one of the most expensive in the automotive world; parts inventories range between $20,000 and $100,000 plus a $25,000 investment in equipment so about $150,000 is required to start a dealership.

The first of the 1973 Porsches have been ordered by distributors and very little change in the car is expected. Rumor has it that the oil filler door will disappear from 911's, that bumper guards will be higher, and that some versions of the 914 will have increased horsepower. The radical change for Porsche is slated for 1975.

P/A recently sampled several West Coast distributors about the possible return of the 912. The general opinion was negative....the price would be too near that of the 911.

Swap Meet

Date: November

Remember to start saving all your old junk Porsche parts. If you don't have any, stamp some numbers starting with 911 on some old lawnmower or washing machine parts, and tell everybody they are the latest trick "go fast" parts.

---Bob Getts

Tech Tip

914 OWNERS ACHTUNG

Tired of having to prop up a drooping engine lid while working in all that space?
1) Locate the upper end of the torsion bars holding up the engine lid. (The endbracing the lid, not the lid hinge.)
2) Pry them up with a screwdriver.
3) Insert a piece of wood 1 inch thick under each end.

The only caution now is to be careful when you pop the lid, as it may hit the rear edge of the top if not stopped by your hand.

Also, the problem of having clutch cables snap on the 914-4 has been resolved by the factory. The new cables are constructed with many more very fine strands, making them many times stronger than the old ones.

---Tom & Marj Green

Now is the Time

As mentioned in last month's Nugget, it's P.C.A. election time.

This year there will be at least four positions available. If you know of someone who is capable and willing to work, including yourself, let any board member know your preference.

The nominating committee will be meeting in mid-September, so speak up on your choice.

Dick Spear
Nominating Committee Chairman
961-7775 (no calls after 9:30 P.M.)
While traveling the autobahn from Frankfurt to Munchen, I was overwhelmed with the thought of a short visit to Zuffenhausen/Stuttgart, home of our marque. After all, it would certainly break the monotony of being blown off the road in our loaner VW, by every Mercedes from Frankfurt to Munchen. Boy, do those people move! Well, pull off the road we did, in search of a large red building with the code letters PORSCHE on the side.

Within three kilometers it was in view, and rising and disappearing. We must have made another wrong turn. You get used to this while traveling with two women, one of which does not read English, the other road maps. To make a long drive short, after several 360°s and frightening a few natives, we arrived at the main gate of House of Porsche (sic).

Much to our dismay, the factory was closed for visitors from July 1 through September 17th (says here in fine print). Three phone calls later and much translation by my Deutsch Frau resulted in a "private tour" arranged through Porsche Public Relations, wow, we're in! Didn't even have to call Peter. Our tour was to start at 13:30; in the meantime we were invited for lunch on the House (sic). The only requirement was to drive around to the cafeteria, not so easy a task if your loaner VW won't start. Picture my wife, mother-in-law and Porsche employee pushing an old VW in front of the main gate at the Porsche Factory. Took my ego about ten minutes to come back from zero. Upon our delayed arrival at the cafeteria we were greeted by two Porsche PR reps and introduced to an American writer (ref. LIFE MAGAZINE, July 14th issue, Page 73) who was to join our luncheon, and tour party.

During our luncheon, we were hosted by a Porsche PR man who entertained our many questions and assured us the new bumper restrictions for U.S. would not affect the esthetics of the 911 series.

Our tour commenced promptly at 13:30, beginning with the body assembly plant. As our tour progressed, many bits of interesting data were passed out. Such as the U.S. get approximately 40% of production efforts. The factory produces some 60 cars per day. The German market buys a 50/50 mix of targas and coupes. The step following body assembly, paint, is omitted from tours due to safety. Following paint, interiors and glass are installed. Incidentally, all upholstery is hand sewn within this area. The final step of fabrication includes engine, transmission and suspension installation. The auto, once complete, is then rolled out, fueled and fired up. To follow are many hours of final adjustments.

I omitted engine build up, as it is separate from the flow of the assembly line, although it takes place within the confines of the factory. Engine build up is an entire assembly line of its own. Engines having completed assembly are moved to a separate building and tested in an atmosphere that you might expect to see at a missile test range. All engines are loaded into concrete cells which contain dynos and sensing devices. The operator monitors the various tests from a location outside the cell.

Without boring you with further details, I would like to close with a parting statement. If you get to Germany, stop in Stuttgart. Ignore the "no visitor" signs. You will be well received and enjoy a most worthwhile experience.

--Rod McBroom
'Twas a bright sunny morning come August 6, the day of the Pebble Beach Concours de Elegance. This annual event is always a great time, with lots of beautiful cars, music, food and drink, and, of course, the perfect setting for an affair of this type.

It was with these thoughts in mind that a small but hardy pilgrimage of GGR pushers set out for the Monterey Peninsula at the absurd hour of 9:00 A.M.--absurd because of the events of the prior evening! Participants included: Big Tom, little Tom, and Genie Pratt, in their "left over" 356 (just sold their 912); Rod and Vita McBroom--overly concerned about keeping their beer cold; Bob & Sharon Getts, driving with the tape deck full blast so they wouldn't have to listen to that Bursch exhaust for 2 hours; and yours truly providing travel for wife and Steve & Jackie Allison, who have a severe case of "defunct 911 itis".

Upon arrival, it became apparent that PCA-GGR would again be in contention. Last year Bruce Anderson took 1st in Class with his SCGT Coupe--not so easy a feat, even with as fine a car as that. A quick look at the lineup showed Bob & Jewel Boyd with the 356 B Coupe, that has done so well this year; Kirby & Mary Jane Hollis, down for lunch, with their "other" Concour car, the 356 A Coupe with which Kirby won the overall at the 1970 Weekender; and good old Harv & Linda Smith, dusting off the '59 Convertible with one hand, handling a Bloody Mary with the other. Although there were other cars in this very large class, 18 or so, we had no doubt that our marque would grab its share.

During the judging, our entourage got hungry, laid out a picnic feast, drank beer and brown bag wine, and watched the "People Zoo" unfolding before us--quite an interesting lot. Several noteworthy friends meandered by, including Ken & June Isles, who were covering the event for Panorama, and Lou Marable, National President Nominee, who added his superb Roadster to the PCA Display. A little later Pete & Mary Sandholt arrived in time to be offered a Coke. Mary accepted and promptly cut her hand on the bottle, bleeding all over my concour car cover--the same one used to keep my back clean on the way to Sun Valley!

Award time was here at last, and there was no disappointment in store for GGR. Linda & Harv Smith won the class--a long overdue, well deserved victory that represents countless hours of work and dedication. Right behind in 2nd was Kirby and Mary Jane Hollis, making us sound like howling fools out in the crowd as we voiced our approval. No doubt it would have been 1-2-3 had not Bob & Jewel Boyd had the misfortune of being the first car judged in a large class--how do you judge the rest after starting with a car like theirs?

With a taste of victory we departed for home, all with visions of cheesecloth and rubbing compound, and the back of the mind thought "maybe next year". Thanks and congratulations to the Smiths, Boyds, and Hollis' for the good time you shared with us.

--Ed.
80,000 REVOLUTIONS PER MINUTE - EXHAUST TURBOCHARGER AND ITS APPLICATION IN THE PORSCHE CAN-AM CAR...

The idea of helping a motor to produce more power by the use of an auxiliary blower to drive more air into the engine began with the use of superchargers on airplane engines in the First World War. A supercharger can be incorporated into an engine two ways. First it can be driven by the crankshaft at a given reduction to compress the air stream either before it reaches the carburetor or between carburetor and intake manifold. Or it can be turned by exhaust gasses, called turbocharging. Porsche designed Auto Union grand prix cars of 1934-37 ran with Roots superchargers a system developed in the twenties. In the last 3 years all qualifying cars at Indianapolis have been powered with exhaust turbochargers. In road racing turbocharged engines were not applicable as the turbocharger has a built in delay or lag before a power change. At Indy a driver laps the course in one gear never dropping below 230 km/h. In road racing the engine must react to rev changes in a split second. When a driver is lining up for a corner in a turbocharged car, he must apply full throttle at the entrance to the curve, so that the power comes on at the clipping point. This throttle anticipation is terribly difficult on a winding track and it took months of development to reduce the lag of the blower.

Today's Porsche Can-Am engine uses a radial exhaust turbocharger consisting of compressor stage and supercharger itself. The compressor housing and blades are aluminum and the supercharger housing is cast with blades finished in a heat resistant steel where temperatures reach as high as 850 degrees. It turns 80,000 rpm and has an exterior dimension of 170mm. In the small turbine-like supercharger air is compressed to some 0.9 atmospheres and delivered to the cylinders thru a pressure pipe. The key problems facing Porsche engineers during development were those of materials and thermodynamics.

---Gloria Kirby

GET READY FOR THIS!! The Womens Committee is going to OPRY HOUSE again. November 11th (I think) is the date. Details will be in the next Nugget.
AUTO-X RESULTS

Hewlett Packard played host to the fourth series autocross on July 30th. Chairman Hank Fallek laid out a narrow course that kept us all honest—or sorry. Newcomers are still coming out and doing very well. Gloria Jensen, tutored by Gary Evans, was turning some hot times, beating husband Floyd by nearly two seconds. Steve Brown brought out his stock 911S for the first time to take a well-earned fourth place.

While he doesn't qualify as a first timer, we were all astounded to see for the first time John Williamson's 2.8 liter, 325 h.p. 914-6 GT! John won the autocross at the Parade and stopped here on his way home to pick up another win. Nice show.

Conflict with a NCSCC event prevented some of the regulars from showing up. Tom and Marj Green blew the transaxle out of their Convertible D, but appeared in their 914-6 to give John Clever some competition. The narrow course kept Tom very honest and very sorry (the old pylon gobbler himself). But Marj topped John's time, though she was gracious enough to register in a different class from John's.

While the Golden Gaters were relaxing and enjoying the shade trees lining the course, Ted Way, Terry Zaccoone, and Judy Zaccoone sneaked off with three first places for Loma Prieta Region. For those who weren't the fastest, John Mozart of Mozart Porsche-Audi awarded 2 nice jackets to Mary Wallace and Dave Walden (another first timer)—for the slowest times of the day.

After the great time at Hank's excellent event, the Carletons invited everyone to their place for more festivities, elbow bending, and good cheer. A thanks to all for a great day.

--Tom & Marj Green

<table>
<thead>
<tr>
<th>Class 1</th>
<th>Time</th>
<th>Class L 1</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>R. Hunt</td>
<td>67.78</td>
<td>A. Hunt</td>
<td>70.58</td>
</tr>
<tr>
<td>J. Fleming</td>
<td>68.89</td>
<td>J. Grove</td>
<td>72.23</td>
</tr>
<tr>
<td>D. Wallace</td>
<td>72.59</td>
<td>M. Wallace</td>
<td>75.16</td>
</tr>
<tr>
<td>J. Dyer</td>
<td>73.14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 2</td>
<td></td>
<td>Class L 2</td>
<td></td>
</tr>
<tr>
<td>S. Orgain</td>
<td>68.42</td>
<td>G. Zulkowski</td>
<td>68.39</td>
</tr>
<tr>
<td>G. Tuveson</td>
<td>68.60</td>
<td>L. Davidson</td>
<td>70.54</td>
</tr>
<tr>
<td>L. Grove</td>
<td>69.04</td>
<td>N. McCarthy</td>
<td>70.59</td>
</tr>
<tr>
<td>J. Larson</td>
<td>69.24</td>
<td>B. Meli</td>
<td>70.71</td>
</tr>
<tr>
<td>R. Seronello</td>
<td>69.48</td>
<td>G. Jensen</td>
<td>71.36</td>
</tr>
<tr>
<td>L. Lewis</td>
<td>72.46</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G. Choppelas</td>
<td>72.98</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 3</td>
<td></td>
<td>Class L 3</td>
<td></td>
</tr>
<tr>
<td>R. Zulkowski</td>
<td>64.78</td>
<td>J. Zaccoone</td>
<td>67.98</td>
</tr>
<tr>
<td>B. Davidson</td>
<td>66.21</td>
<td>M. Fallek</td>
<td>69.33</td>
</tr>
<tr>
<td>G. Jenkins</td>
<td>66.93</td>
<td>G. Kirby</td>
<td>74.98</td>
</tr>
<tr>
<td>S. Brown</td>
<td>69.12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R. Meli</td>
<td>69.16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. McCarthy</td>
<td>69.20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Hixon</td>
<td>70.19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. Chinn</td>
<td>70.22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. Allison</td>
<td>70.58</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Getts</td>
<td>72.14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Christenson</td>
<td>72.65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. Jensen</td>
<td>73.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 4</td>
<td></td>
<td>Class L 4</td>
<td></td>
</tr>
<tr>
<td>T. Way</td>
<td>65.75</td>
<td>P. Weitzel</td>
<td>64.58</td>
</tr>
<tr>
<td>P. Horvath</td>
<td>73.71</td>
<td>M. Green</td>
<td>68.73</td>
</tr>
<tr>
<td>D. Walden</td>
<td>75.92</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Clever</td>
<td>69.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T. Green</td>
<td>69.22</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T. Powell</td>
<td>63.56</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Carleton</td>
<td>65.55</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Bridges</td>
<td>66.29</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Lohse</td>
<td>71.77</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M. Besmer</td>
<td>67.32</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T. Zaccoone</td>
<td>61.89</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Fay</td>
<td>62.94</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Stubbs</td>
<td>64.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H. Fallek</td>
<td>64.45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R. Mascia</td>
<td>64.74</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Chiang</td>
<td>65.41</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. Kirby</td>
<td>65.42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Monnier</td>
<td>65.59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J. Williamson</td>
<td>60.20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Garretson</td>
<td>60.68</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Weitzel</td>
<td>62.34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R. Mascia</td>
<td>64.45</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOP TEN OVERALL

<table>
<thead>
<tr>
<th>Name</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. Williamson</td>
<td>60.20</td>
</tr>
<tr>
<td>Los Angeles Region</td>
<td></td>
</tr>
<tr>
<td>B. Garretson</td>
<td>60.68</td>
</tr>
<tr>
<td>T. Zaccoone</td>
<td>61.89</td>
</tr>
<tr>
<td>B. Weitzel</td>
<td>62.34</td>
</tr>
<tr>
<td>B. Fay</td>
<td>62.94</td>
</tr>
<tr>
<td>T. Powell</td>
<td>63.56</td>
</tr>
<tr>
<td>D. Stubbs</td>
<td>64.10</td>
</tr>
<tr>
<td>H. Fallek</td>
<td>64.45</td>
</tr>
<tr>
<td>R. Mascia</td>
<td>64.74</td>
</tr>
<tr>
<td>Loma Prieta Region</td>
<td></td>
</tr>
<tr>
<td>H. Fallek</td>
<td>64.45</td>
</tr>
<tr>
<td>P. Weitzel</td>
<td>64.58</td>
</tr>
<tr>
<td>R. Mascia</td>
<td>64.74</td>
</tr>
</tbody>
</table>
LADIES EVENT

The women's committee (chair lady Gloria Kirby and co-chair lady Roswitha McBroom) sponsored another exciting, cultural event Saturday night, August 12th. Nine couples and the Neidel family went to the "Super Modified Hard Tops" at the San Jose Speedway. The air was filled with the smell of popcorn (thanks Gloria), beer, linguica, pizza, french fries, hamburgers, peanuts, cotton candy, burning rubber, exhaust fumes and many more unidentified fragrances.

Some couples drove some very strange looking Porsches (?) to the races. We were warned in advance that the parking lot was unpaved and unprotected. Leaving their trusty Porsche at home didn't eliminate any problems for the Getts'; they blew a radiator hose on their Mustang enroute to the races.

We even had a celebrity in our midst! Our very own Roswitha McBroom was chosen trophy queen for the evening. She received a beautiful white orchid corsage and the honor (?) of being chauffeured around the track in a new Toyota. Roswitha received her share of whistles and shouts both times around the track. Of course, every time PCA-GGR was mentioned a loud cheer was heard from one small section of the stands.

I'm not really sure who won the main event, but I know it was one of the "good guys". It's hard to believe that those funny-looking cars with fat tires on just one side could average 86 MPH on such a short oval track, but they do it and it sure is exciting. A fun time was had by all (thanks women's committee), but I still can't find my horny rim glasses!

--Sharon Gets (Feather Bird)

We PRODUCE

Gals, Tuesday, September 12th, our committee is getting together to make decorations for our October Costume Party. If you still want to join the committee, come along. We'll be putting our ideas together this evening, and welcome anyone interested in helping. See you at my house at 8. Call Gloria Kirby at 244-5265 if you don't know where I live.

--Gloria Kirby

Photo -- man Bob Getts "gets fat" in the reflection from Kirby Hollis' 356A Coupe. Engine shot shows attention to detail that makes this car a winner.

Change of address:

Thomas M. Edwards, 641 La Mesa Dr., Menlo Park, Ca. 94025

Larry Robison, 2929 Williams Rd., San Jose, Ca. Joanne 95128 241-2437

Billiard Ross, P.O. Box 585, Boulder Creek, Ca. Barbara 95006

Harvey Smith, 1117 Hamilton Ave., Palo Alto, Ca. Linda 94301

Terry Thomas, 4894 Bass Court, San Jose, Ca. 95130 378-6051

Al Williams, 2095 Morello Ave., Pleasant Hill, Ca. 94523 685-7253

Dave Walton, 758 Old Creek Rd., Danville, Ca. 94526
New members

Grant Cattaneo
1 Vega Street
San Francisco, Ca. 94115
567-9060
'72 911
'Hospital Association Executive

Mark M. Collins (Helen)
18 Fuente Avenue
San Francisco, Ca. 94132
585-3054
'67 912
'Hospital Consultant

Romeo D. Danais
174 Rainier Street
San Jose, Ca. 94126
293-5159
'72 914
'Dist. Mgr. Invest. Analyst

Royal Gosser (Marlene)
1640 Hollenbeck, #4
Sunnyvale, Ca. 94087
732-3714
'67 911
'Elec. Tech/Student

Glenn Hills (La Quita)
1540 Santa Monica Avenue
San Jose, Ca. 95118
264-1822
'72 914
'Artist

Bob Sekigahama
2 Swan Court
Walnut Creek, Ca. 94596
'72 911
'Hifi Sales

Carol M. Sheveland
825 Burnett Ave., #10
San Francisco, Ca. 94131
285-3909
'71 914
'Accountant

Ross Swett (Catherine)
324 Metzgar Street
Half Moon Bay, Ca. 94019
726-2093
'62 356B
'Mechanic

Leonard C. Way
1970 Curtis Street, #2
Berkeley, Ca. 94702
845-7844
'67 911
'Student

Total Membership as of July 7, 1972 - 483
New Members
- 9
Transfer In
- 8
Transfer Out
- 2
Add (late renewals)
- 5
Drop (non-renewals)
- 5
Total Membership as of August 4, 1972 - 498

--Donald Chiang

LOCK
YOUR CAR

Transfer in:

Victor Allen, 29873 Clearbrook Circle, Hayward, Ca. 94544

William R. Bechtell, 3865 Vineyard Ave., Pleasanton, Ca. 94566

Dave Dow, 1150 - 17th, Santa Cruz, Ca. 95060
475-8274

Theodore Freeman, 1111 Channing Way, Berkeley, Ca. 94702

James N. Hauhart, P.O. Box 2853, San Rafael, Ca. 94902

William D. Hutchinson, 416 Warren Dr., San Francisco, Ca. 94131

Bob Reimers, 1052 Leland Dr., Lafayette, Ca. 94549
935-1356

R. Edwin Sikes, 505 Cypress Point Dr., #21, Mt. Melanone, Mt. View, Ca. 94040
FOR SALE:

1 ea. New chrome wheel for 356, drum brake, model, w/Continental Radial tire, 165 x 15. Best offer.
1 ea. Blaupunkt AM radio, as original on SC.
Pete Gerber 415/922-7680

912 Connecting rods, matched, balanced (end-to-end and total weight) polished, shot peened, and raced. These sets have been removed from running race engines after 3 or 4 races to guard against fatigue failures at 7500 plus RPM. They have no known defects and should work well in a street or autocross machine. Cost $36. new each, plus machine work and TLC. Will sell for $125. per set only guarantee is money back if it won't pass your magnaflux test.
Chuck Forge 245-0748 eves.

Two seats from 67 912. Good condition, make offer.
VDO Voltmeter (NEW) $10.00. 911S Oil Pressure Sending Unit (used) $5.00.
New BMW 2002 header $55.00.
Contact V.N. Vagliente after 8:00 P.M. weekdays at 415/682-3549.

1960 Porsche Abarth Carrera Coupe GTL. An estate settlement. One of the rarest GT cars built, 4 cam engine, role up windows, disc brakes, primed and ready to paint, many extras. Car located in Los Gatos, Ca. Best offer over $5,000. James R. Martindale, Executor, P.O. Box 316, Old Westbury, New York 11568. 516/334-2270.

4-500/9.20 x 15 Goodyear Bluestreaks, 50% or more tread left.
4-15 x 7 Steel wheels (silver) for 900 series
4-15 x 4-1/2J chrome steel wheels for 900 series

Bra for 900 series...$20.00; car cover for 900 series...$20.00. Both like new, no tears or holes. Stan Frishie 225-4521 after 6:00.

Carrera 2 engine--$900; Carrera GTS 904 engine (ex-George Follmer), disassembled $1,300.
Bruce Anderson, 326-0122, 209 Waverly St., Palo Alto, 94301

Miscellaneous body and chassis parts for all series 356. Lots of good stuff-cally or write your needs.
Baron Von Collector de Junke. 547-2357.

4-165HR-15 XAS Michelin with 4 Semperit Steel Valve Tubes, almost new, $125.00
Porsche Bra, used, $20.00
Bob Getts 365-0243

1968 912/5 Coupe. Bahama Yellow. 60K miles.

1960 356B Roadster set up for SCCA Racing. 90% completed, needs your finishing touch with lots of Spares only $2200.00.
Also 1 Porsche engine, needs work, $200.00.
1 911 Abarth muffler $50.00.
1 911 Lobro axle $45.00.
1 compl. set 912 Rockerarms, 2 1600 Cyl. heads, complete, plus more. Call eves. 415/365-0611 Ulrich Buelow

'57 Porsche Speedster, body rough, 1600S engine.
2 sets of tires including 425 x 700 Goodyear Bluestreaks with 4-1/2 in. rims, buckets and reclining seats...take it all for $995.00.
Also, VW tunnel type transmission w.close ratio gears--make offer.
Al Williams 685-7253

Parting out '65 SC Coupe. Would like to unload as a package if possible. Everything less engine, trans, brakes. Togo brown/tan. Includes AM/FM, headrests, luggage rack, etc. etc.
Dan Wharton, 465 South 5th Stree, San Jose 95112 289-9267

WANTED:

High lift rocker arms assembly for "C" and "SC".
Mid '50, early '60 Christophorus English or European editions. Ron Ferreirra, 547-2357

WANTED: 'A' Model bumper uprights & overiders, pre '57, in restorable condition. Early 'A' heater boxes-no rust;Speedster side curtain frames; rear license light-no dings; Speedster headlight grills- any cond.
Will pay premium prices for good merchandise.
Steve Kirby-244-5265 or 735-1234, anytime.
DATE: Saturday, September 16th
PLACE: Sunol Valley Golf & Country Club
       6900 Mission Road, Sunol
       Phone 415/862-2231
TIME: 6:30 Personality Adjustment Hour
       8:00 Dinner
MENU: Top Sirloin Steak with all trimmings
COST: $7.00 per person
DEADLINE: September 12th
Make checks payable to: PCA-GGR
MAIL TO: Gary Evans
         13640 Saratoga Vista Court
         Saratoga, Ca. 95070
         Phone: 408/867-0543

CREDITS
Photos: Bob Getts
        John McCarthy
Typing: Irene Lile
Set up: Rod McBroom
        Bob Getts
        Sharon Getts
        Gloria Kirby