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Cover

Pictures on the cover were taken by Bill Newlin, a new member. The factory March 1973, Autocross at Pleasanton April 74, and Laguna Seca. Thank you very much.

Culture

TO SPEAK OF LOVE
   IS TO MAKE LOVE

Balzac

Prez Sez

Last month I mentioned that I would probably hear from Jane Nestlerode and/or Bob Cornell next on who makes up the National Executive Council. Well I did hear from Jane by the way of getting an updated copy of the Bylaws. The Executive Council is made up of the President, the Vice President, the last Past President, the Secretary, the Treasurer & the Executive VP.

Four of these people will be elected this year. The nominees (so far) are: Mick Williams (Pres), Chuck Stoddard (VP), Dennis Thovson (Sect) & Bob Rassa (Tres). Golden Gate Region is circulating a petition to nominate HANK MALTER as treasurer (see article in this issue). I have heard that a petition is being circulated by either Zone 8 or San Diego Region to nominate a slate of Tom Hauseur (Pres), Roger Chaney (VP), Jim Perrin (Sect) and HANK MALTER (Tres). As of July 12th, I have not received this petition. When I do receive it, it will be available for all to sign.

A short rundown of the candidates & possible candidates:
Mick Williams is Zone 6 Rep. and Public Relations Chairman of the Sun Valley Parade.
Tom Hauseur is Executive VP and was Chairman of the Policy Committee.
Chuck Stoddard is Chairman of the Technical Committee.
Roger Chaney is Tech Editor for Panorama & was Tech Chairman.
Dennis Thovson is Zone 1 Rep & Chairman of this year's Parade.
Jim Perrin is Zone 4 Rep. & a Contributing Editor of Panorama and is a former member of GGR.
Bob Rassa is National Membership Chairman.
Hank Malter is Zone 7 Rep.

More next month on this.

John Clever

"ONE FOR THE ROAD"

Due to the excellent response, this will be shown again for Cable vision 6, available only to subscribers in the San Francisco area.

Tuesday, August 23rd        9:00 pm
Friday, August 26th         9:00 pm
Veep's Peep's

LATE LATE FLASH !!!
Harv and Linda Smith took their Glacier White 65' coupe to Pocono's Parade, and YEP, FIRST in CLASS, BEST OF SHOW. W.C.W., GGR Strikes Again !!! Congratulations!!! Now into August with a Bang! GGR III on the 3rd. Fill your Pot (with luck) and the Trehans, Drivers school (needs workers), San Jose Hyatt for Food & Frolic. Hardtop Races ??? Zone 7 Ziggity Zagaty, we are a busy bunch aren't we ???. All is fun if you new folks get in the swim. See you there!
Your VP is getting there.

Ron Ferreira

Letters...

Dear Golden Gaters:

The Nugget is the obvious place to let everyone in your Region know that when it comes to "the friendly club concept", no one can say that Golden Gate Region doesn't practice what it preaches.

Which is another way of thanking all the dedicated volunteer course workers who turned out on July 7 to spend a long day in the sun and wind so we could enjoy driving our drivers' school at Sears Point.

And a special thanks to Dwight Mitchell for his coordinating efforts.

I'm trusting that we will reciprocate in as fine a manner on August 11.

Cordially,

Jim Lamb
President Redwood Region

Porsche Audi National Prize Fund Set

Englewood Cliffs, N. J. -- All Porsche drivers competing in SCCA National Club Racing for production cars can look forward to sharing $16,000 in prize money from a national prize fund established by the Porsche Audi Division of Volkswagen of America.

According to Porsche Audi, $10,000 will be distributed, at the end of the racing year, to Porsche drivers based on individuals point standings published by the Sports Car Club of America. An additional $4,000 will be awarded at the SCCA run-offs (the Champion Spark Plug Classic) to the top three Porsche finishers in B, C, D and E Production Classes, with a special $2,000 bonus paid to the top three Porsche 914 drivers in E Production.

According to Josef Hoppen, Porsche Audi special vehicles manager, "This fund applies to all production Porsches. This means that drivers of the popular and competitive 356 models which are 10 years old and older can share in the prize money. We believe it is necessary to assist in club races, and we want to support our customers in their racing efforts."

In addition to the Porsche GT Cup for professional drivers in the IMSA Camel GT/SCCA Trans-Am Series.

National News

IMPORTANT PLEASE READ

GOLDEN GATE REGION TO NOMINATE HANK MALTER FOR NATIONAL TREASURER

Golden Gate Region is circulating a petition to nominate HANK MALTER for NATIONAL TREASURER. HANK, who is the Zone 7 Representative, is one of the most dedicated members of PCA. Hank has worked aggressively to maintain our relationship with the Porsche/Audi Distributor/Dealer Organization and this has resulted in approximately $550.00 per year for our region from their membership support program, and also resulted in obtaining the "obsolete" parts for the parts sale last spring. HANK has also brought about the Zone 7 auto cross series and served on the original committee for the Zone Parade Concept and then carried this idea through to bring about the 1973 Monterey Parade.

Your Board of Directors believes the nomination and election of HANK MALTER will bring PCA a very important and much needed philosophy: To provide the greatest enjoyment and the most benefits to the individual members of PCA.

We need approximately 150 valid signatures of active members of Golden Gate Region to help put HANK's name on the ballot. Bob Cornell says only those members who are shown as active members on their membership cards may sign the petition. Petitions will be at all events through August 17th. Lets all get out and sign up. If we have more than 150 signatures, so much the better.

John Clever, President, Golden Gate Region.
What's Happening Now?

Tech

Due to the Tech Inspection and Ground School in connection with the Sears Pont Drivers School, there will be no Tech Session in August. I am interested in hearing from you to see if you are interested in a 356 four cylinder engine tear down session. The six cylinder session was quite popular and several people had expressed interest in a session on four cylinder engines. If there is enough interest expressed by August 10th, I will schedule a four cylinder tear down in September. Please call me between 7pm and 9pm.

Dwight Mitchell
(408) 255-6640

Drivers Event

DATE: August 11th

There may still be space available for our Drivers School at Sears Point. See June & July Nuggets for details. Entry fee is $25.00 per driver. If you are interested call by August 3rd. Sorry, no reservations can be accepted after that because of the mandatory inspection and ground school on August 4th.

Dwight Mitchell
(408) 255-6640

Special

EVENT: Night of the Hard Top Races
DATE: Saturday, August 24th

Believe it or not I'm putting on another event, so those of you who missed the first two you've got one more chance. We'll meet Saturday night, August 24th at the San Jose Speedway across from Eastridge Shopping Center for a night of fun at the races. There are no reservations necessary just show up and sit in the bleachers on the east side of the track just like we did two years ago. Come and have a good time.

Sharon Neidel 225-8103

Dinner Meeting

EVENT: August Dinner Meeting
DATE: Saturday, August 17th
TIME: Cocktails 6:30 pm
       Dinner 8:00 pm
PLACE: San Jose Hyatt House (Del Oro Room)
       1740 N. First Street
       (408) 298-0300 First street off Bayshore
MENU: Stuffed Breast of Capon $7.50
      Top Sirloin Steak, Maitre D'Hotel $8.75
      (Includes chilled green salad with bay shrimps
coffee, tea, etc., lots of good stuff)
ENTERTAINMENT: Who knows! I'm sure you will be!!
      A Model 212 Porsche and is play. A surprise
      or two. Have I let you down yet? Trust me!
      You will be entertained call for explanation.
DEADLINE FOR RESERVATIONS:
       Wednesday, August 14th.
MAKE CHECKS PAYABLE: PCA GGR
MAIL TO: Ron Ferreira
       5355 Estates Drive
       Oakland 94618

Autocross

EVENT: Zone 7
DATE: Sunday, August 25th
PLACE: Solano County Fair Grounds
       Interstate 80 Exits: Highway 37 (Sears Point
       Road) from North.
       Redwood Street from South.
       To Fairgrounds Drive to Parking Lot
TIME: Registration and Tech Inspection
       Opens 8:00 am
       Closes 2:00 pm
       Run Groups
       9:00  11:00  Classes 1, 2, 3, 4, 14, 15, 16 & 17
       11:00 2:00  Classes 7, 8, 9, 20, 21 & 22
       2:00  5:00  Classes 5, 6, 10, 11, 18, 19, 23 & 24
SCOOP: All cars within a Run Group must be on Grid
       within ONE HOUR of the opening time for that
       Run Group. Run Groups 2 and 3 may have their
       opening times moved up earlier than the posted
time. Open Exhaust OK.
Redwood Region
EIN ERLEBNIS AN TAHOE

DATE: the 7-8 of September, one weekend after Labor day.
PLACE: Headquarter will be the Charmey/Silver Sands Motel in Tahoe Vista with ample parking and facilities to wash cars.
EVENTS: Friday night Sept 6: registration will be available from 7:00 pm - 11:00 pm at the lobby of the Charmey Motel.
Saturday Sept. 7: registration and tech will run from 8:00 am - 12:00 am at the Slide Mountain Ski Area on the Mt. Rose Highway. Our high speed autocross will take place there. 1974 Zone 7 Rules will be used.
Saturday Evening Sept. 7: includes an "all you can drink for an hour" hosted cocktail party and prime rib dinner at the Crystal Bay Club on the North Lake Tahoe stateline. After dinner entertainment will be provided by Alan Johnson, longtime Porsche club member and hot-shot racer.
Sunday Sept. 8: remains will enjoy the Funkana.
More details at registration.
COST: $35.00 per couple and $25.00 single; registration includes the autocross, the hosted cocktail party, dinner and the Funkana with "Suds and Grits".
Rooms have been reserved at the Charmey/Silver Sands Motels in Tahoe Vista. Please make your own arrangements for accommodations directly with the motels.

If any further information is required, please call (702) 358-5838 or (702) 329-5387. I hope we will see you there.

John Jepson
Events Chairman

WOMEN

If you missed the PCA women's autocross school here's your chance again. The date will be Saturday, Sept. 21st, at Pleasanton. The event will be hosted by SCAT (Sports Car Autocross Team). You must preregister. Call: Sonja Blow for information. (408) 758-1494.

THE THIRD ANNUAL FERRY PORSCHE TOUR

An enjoyable tour through the countryside, a picnic lunch in beautiful downtown Rio Vista (maybe even a parade again this year), a ride on the ferry boats (with a chance to see the world's largest ferry tender) and beer, swimming, Porsche talk & a bring-your-own barbeque at the finish. Full details next month. Save the date: Sunday, Sept. 22.
John Clever, Tourmaster

ORANGE COAST REGION proudly announces the 15th West Coast Weekender will be held September 27-29, 1974. It will be located in the picturesque setting of Dana Point, Ca. The scheduled events include the Saturday activities of concours d'elegance, rallye and tech quiz; Sunday involves a slalom at Carlsbad Raceway. The registration fee of $30 per single entrant ($40 per couple) includes all events; the Friday tech, wine and cheese party, Saturday's box lunch and evening banquet. We have set a limit of 100 cars so please notify us of your registration before August 20th. Room reservations information for our headquarters at the Hilton in Laguna Hills will be sent to you upon receipt of your completed registration form.
For further information and a registration form call or write:
Carol Patrick, registrar
20582 Paisley Lane
Huntington Beach, Cal (714) 963-3459

ATTENTION: WINE DRINKERS, RALLY FANS, & PORSCHE TOUR DRIVERS!!
Save October 5! The Bests are putting on an event to please almost everyone. It will be a rally but without checkpoints and stop watches. It will be a wine tasting with stops at Sebastianni and Buena Vista wineries. It will be a tour over lazy, back country Sonoma roads. See September Nugget for all the details. But right now mark October 5 on your calendar!
Joy Best
THE DECLINE OF THE HOUSE OF PORSCHE

"This is the dream car of old Ferdinand Porsche which now carries his name. All the knowledge of motor engineering that this fortunate man acquired during his life are epitomized in it. The Porsche driver has a new sensation unknown to the ordinary driver, and whoever manages to experience it thoroughly will recognize and remember it. With playful ease he reaches 80-95 mph, a speedrange not normally used. A strange yet strong force keeps him on the ground yet he seems to glide along soundlessly as in a sail plane. The man who manages to unleash the power of this beautiful mechanical animal suddenly becomes embued with a happy feeling whilst realizing that here a genius has brought about a new motoring conception and the vehicle itself has entered into a new era."

So wrote Ernst Hornickel in the Neue Zeitung in the early fifties about the 356. These early cars, upon which the reputation of the House of Porsche was built, were revelations to the owners of those noisy, kidney-punishing, skittish little affairs that passed for sports cars in those days.

Porsches were expensive, even outrageously so: a 40 hp coupe for $4400! Yet what was delivered was a no nonsense, bulbous little car, hand assembled and fitted together like a fine Swiss watch. They were stark, spartan little cars. One wag stated that Porsche owners liked to sit in straight backed chairs and start fires by rubbing stickies together.

Well, in the past five years or so, Stuttgart has certainly been catering to the masochistic yearnings of the Porsche enthusiast. The 914. Much flack and bad feeling has been generated in the seemingly endless hassle over weather or not the 914 is a true Porsche or not. I personally find it hard to justify the Porsche name on a car that never sees the inside of a Porsche factory but is made by Volkswagen, body and soul. It's a worthy car, as the autocross results, and it has brought many new members to PCA, maybe even the backbone. It was designed in part by Porsche. But none of these reasons are compelling. It stands the same in relation to the rest of the Volkswagen line as the Corvette does to Chevrolets menagerie.

I have heard it argued that a Porsche is anything that Ferry wants to put his name to. It's not quite that simple, not when you use your family name as a trading point in the marketplace. When your name has been built up over ten years to stand for something very specific, you don't have a right to stick it on anything lesser just to make a buck. Fiat now owns Ferrari, but I would venture to guess that Ferrari 128 would be greeted with no little amount of scorn.

All merits of the car aside however, it was a fact of economic life that noone would pay the big bucks for a VW midengine car. But a "Porsche". Aha, now you're talking some fancy bucks indeed.

The 911 succumbs to the machinations of Anatole "Tony" Lapine, or, "What color did you want your stripes in, sir?" Anatole Lapine. Never heard of him? No? Born in Europe, he came to the United States when he was twenty-one and took a studio engineering job on the General Motors styling staff. In the fifties, our friend teamed with Larry Shinoda in a studio that designed under GM's Bill Mitchell, turning out such gems as the Corvair Monza GT. He moved back to Europe in 1965 and began working for Opel. Four years later, Lapine succeeded Ferdinand Porsche III as executive in charge of styling at the House of Porsche.

Surprized? You shouldn't be. Gaze on the whoopee wheels, crazy stripes, swoopy spoilers and other useless (but expensive) Detroit nonsense on the recent 911s. Here we have a Carrera in foot high, DayGlo letters pasted on the side of a 911; there we have the numbers 911 plastered across the hood ala Z-28. Or how about some tacky gold painted wheels that J.C Whitney would be ashamed to sell?

Then there is the old Detroit ploy of talking everyone but the windshield away and selling it back to you as "options"? Targa folding top? $235 mister. Or how about a leather covered steering wheel for $90? Rear windows, standard sir; oh? you want them to open? like they used to. heh heh, that'll be $56 sir.

Remember "The Judge", "The Gold Duster", "The King of the Road", "The Boss Machine"? How superior you feel. Then comes "The Baha Bug" and "The Sun Bug" and the childishness is getting closer to home: at one time VWs were serious, but then the old sales started slipping. And now we have "The Limited Edition 914". Kids, the 911 can't be far behind. Once the panic stricken clutch for bucks is on, pride in the product is the first thing that gets tossed aside.

As a suitable postscript: do you know why they dropped the T designation this year? It seems that official European classifications are in terms of Standard Homologation Issues. Like the S.H.E.-Carrera, and the S.H.L.-S and . . . . The handwriting is on the wall, in fluorescent waves of weiner puce, and it's dripping all over the former House of Porsche.

SOURCE: Michigan Indiana Region Porsche Club
GOLDEN GATE GRAND PRIX

July 4th weekend again provided the time for the annual run off between 150 autocrossers from the northern sports car council against 150 drivers from the southern council. This event has become quite a grudge affair over the years, as the two ends of California try to prove who has the fastest autocrossers at the 2-day event. This year the north easily provided to be the best by beating the south. The north has established an incredible record now, winning 9 out of 11 years.

The weekend started with a caravan of Porsches spreading down highway 101, and arriving at Santa Maria in time to check in at Motel 6, register for the event, and getting a quick start on the eating and drinking.

Saturday was the South’s day, and they put on a one-lap, second and third gear saloon that took 70 to 80 seconds. It was a good course. Our Porsches liked it, but the southern drivers beat us 214 points to 201. More eating and drinking at the annual beef bar-b-que. Even our biggest eaters had to concede that there was more meat and beans than they could eat. That is some concession!

Sunday was definitely North’s day, as we staged the regular 1 practice, 2 timed laps type of autocross. Again our Porsches did extremely well. North won Sunday by such a big margin that we won the weekend by 89 points. In some ways the north can thank the Porsches for that. Golden Gate had 32 drivers there. This was about one-fifth of the drivers, but the Porsches reopened about one-fourth of the points. More than any other marque or club at the weekend.

Sunday night was the awards banquet, and, of course, more drinking and eating. Some of the participants from the north were: Ray & Sonja Blow, Rick Bowers, Ben Buschen, Don Chaing, Bob & Sally Daves, Bill Fay, Rick & Carol Ford, Jim Gaeta, Steve & Carol Grant, Tom & Marj Green, Marilyn Henkle, John Janczak, Sam & Marge Linville, Norm Neilson, Jim Pasha, Troy Powell, Terry Rosetelli, Gary Steele, Ron & Sharon Tretian, Dave & Pat Walden, Doug & Nancy Wells, and Bob & Gloria Zulkowski.

Tom & Marj Green
Autocross Editors

Tech

Tech Article this month has been edited. The article was very involved and I could not print a portion. Next month you will see the article, with all pictures and illustrations. It's title "The '75 911 'Converter'?" Sorry Dwight but the article was long and I felt it should be printed in full. It is a very informative article and very well done.

EDITOR

TECH ARTICLES

Your Tech Chairman is always interested in receiving your personal tech tips and tech articles, particularly on labor saving or short cut techniques, and trouble shooting areas. I don't have frequent exposure to their numerous Technical aspects. Please send them to:

Dwight Mitchell
12769 Rodoni Court
Saratoga 95070

You will be suitable recognized as the author.
Dwight Mitchell

For those of you who may’ve been confused upon reading the Tech tips (May Nugget, p. 9) for 356's regarding float valves and float levels; here is our illustrious tech chairman demonstrating the "suck and stick it on your tongue" test.
Compliments of Susie Atlee

NOTE - The ideas, opinions, and suggestions expressed in regard to technical subjects are those of the authors and no authentication is implied by the editor. If you need further assistance, please contact the author.

- The Editor -
WOMEN'S AUTO-X SCHOOL

The Women's Auto-x school was held June 22nd at the College of San Mateo in windy sunshine. The attendance was pretty well divided among the three regions with seven from Loma Prieta; and the remaining seventeen from our own Golden Gate.

The day's lesson began with a chalktalk and map study while the cars were being tested by the workers. There was a question and answer period between the chalktalk and the coursewalk. (At registration each student had been assigned an instructor with three students per instructor so as to provide maximum coverage.) Following the chalktalk, we split into instructor/student groups for a thorough coursewalk to establish driving lines, braking points, etc. At this point the total number of students had been divided into two groups--A and B, with Group A getting two runs of three laps each while Group B students and instructors observed from inside the course. Then the tables were turned and Group A watched Group B run.

We then stopped for a well-deserved lunch break while the instructors got their jollies by running the course as often as time allowed. The afterlunch driving/observing session followed the same pattern as the morning; and the day progressed smoothly. Clean-up time arrived with us all anxious for our first auto-x so we could apply our newly-acquired knowledge.

Many thanks to Marj Green for her efforts in making the school possible and the efficient manner in which it was handled. And a special thank you to the instructors for their enduring patience: Debbie Dalke, Carol Ford, Marj Green, Diane Grimsman, Patti LoCorto, Linda Mitchell, Sally Pemberton, Barbara Riccetti, Sharon Trethian, and Nancy Wells.

Susie Atlee
GETTING LOST WITH THE RUSHES

June 23rd was a beautiful day not only for boat races and traffic jams in the Santa Cruz hill, but for "Getting lost with the Rushes". Twenty-one Porsche pushers pulled out of San Jose early in the afternoon for a decathlon rallye; one leg of T&D, one leg of Monte Carlo, one leg self-timed and a picture gimmick leg. All this shifting of gears kept us all on our toes, except John Clever who kept his toes precisely planted for a total error of 14 hundredths of a minute. Unfortunately, Jim Fleming and Shirley Niedel, who were also doing a meticulous job ran into a goof sign that had been moved by a local property owner. After a detour that took them 40 miles in the wrong direction they came back to place 5th in class - after everyone else had left.

The final standings were:

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<tr>
<th>EQUIPPED</th>
<th>UNEQUIPPED</th>
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<tr>
<td>Clever</td>
<td>14 Atlee/Atlee 117</td>
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<tr>
<td>Luce/Luce</td>
<td>121 Brauch/Brauch 219</td>
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<td>FIRST TIMERS</td>
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<tr>
<td>Curran/Curran</td>
<td>735 Fleming/Neidel 488</td>
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<tr>
<td>Larimore/Morse</td>
<td>1225 Lee/Lee 554</td>
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<td>Krause/Krause</td>
<td>1253 Best/Dunlap 778</td>
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<td>Berens/Berens</td>
<td>1363 Hills/Peterson 824</td>
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<td>Hunt/?</td>
<td>1515 Ferreira/Ferreira 892</td>
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<tr>
<td>McGill/Mastrotietro</td>
<td>1557 Sherry 1166</td>
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<td>Stoup/Stoup</td>
<td>1629 Zeiph/Zeiph 1468</td>
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For those who would like a chance to sit back & figure out what happened to their score, the Rushes have offered to send a complete critique to any participant who will send them a stamped, self-addressed envelope.

Tony Luce

NIGHT OF THE HUNTER

"I'm late -- I'm late -- for a very important date"--. You all caught me again this year, but not until I reached the bunny pen. Many thanks to those who made the event a success. George, Shirley and Sharon Niedel who ran the start. Sharon Niedel for scoring the event. Susan Winkler for navigating the good ship "HARE". And, Happy Keller for impregnating the Santa Clara Valley countryside with white blotches. And, all of the 26 hounds that gave a merry chase thru the hills and vallies.

CLASS I

| Beckwith/Beckwith | 0.0 Krause/Krause | 0.100 |
| Wallace/Wallace    | 0.20 Atlee/Atlee/Getts | 0.132 |
| Ferreira/Morones   | 0.50 Telfor/Telfor | 0.290 |
| Walden/Walden      | 0.85 Patton/Lind | 0.300 |
| Curran/Wusthaf     | 1.05 Peterson/Peterson | 0.362 |
| Brooking/Brooking  | 1.60 Swain/Swain | 0.400 |
| Lew/Lew            | 3.90 Neidel/Neidel | 0.509 |
| Luce/Luce          | 11.17 Lee/Pratt | 0.625 |
| Fleming/Klassen    | 13.94 Wells/Elaine B. | 1.725 |
|                    | Collins/Koziar | 2.641 |
|                    | Self/Sanchez | 2.800 |
|                    | Reid/Fisher | 3.934 |
|                    | Sahagun/Sahagun | 5.475 |
|                    | Zeiph/Zeiph | 15.879 |

HARE

ZONE SEVEN CRUSADE

Despite the beautiful Sacramento Valley weather, the fact that our warriors had their armor well polished, and that there was an air of confidence in the GGR camp, the Golden Gaters suffered somewhat of a set back compared to their previous performances. Some of our past winners did not make the trek to Sacramento. This HURT. Then Sacramento camp chose a battlefield design favoring the strongest horses, placing little emphasis on the agility and ability of our warriors.

All was not bleak, however, as the Golden Gaters still took the day, placing seven of their best around the table of top ten. The Golden Gate Warriors engaged in 16 battles and took the win in 10 of these. These results continue to devastate the other camps. The depth of our ranks continues to be our best weapon. In many classes it is not a question as to which region will take first place, but in what sequence will the Golden Gaters win the class.

The crusade continued to pull new warriors into the pray, so we're looking and feeling good = and having a great time too.

Tom & Marj Green
Autocross Editors
Patton Place

Thank God for California. Just returned from a 10 day trip to Ohio. How would you like to be a Porsche Pusher in an environment where:

1. You had to garage your car during the winter to avoid snow, ice and salt?
2. Take long detours in summer to avoid freshly tarred and gravel roads?
3. Deal in a car market which doesn't know what a Porsche is?
   a) One guy asked me if it was a new VW Dasher?
   b) The local dealer (Cleveland) had one 911, one 914, two used 914s, one used 911 and a Carrera being prepared for the Parade.
   c) Three nearby newspapers had a total average of four Porsches listed per day. No 356 models.
   d) In ten days (excluding dealers yard) saw one 911, bad shape, three 914s, no 356s.
   e) Attended autocross (???) put on by local Sports Car Club. Cars in attendance were: 1 Gremlin, 1 Capri, 1 Rover, 4 Triumphs, 1 Lotus Elan. Autocross was very disorganized, held in an area about 1/4 the size of Pleasanton and a poorly designed course (1st gear).

Don't send Northern Ohio Region a copy of this Nugget. After the July dinner meeting I tried to warn the white targa from New Jersey of the CHP laying in wait. Heed those flashing high beams. Nick Kelez loves peas second only to cooked carrots. Ask Bill Haynes about wiping out a station wagon with a borrowed motorcycle. Short ride, Eh! Bill. John McCarthy gets the DUMKOPH for an incident so incredible they could make a TV series starring Laurel & Hardy. Don't ask unless you have a three day weekend to hear about it. Steve Kirby showed up at the dinner meeting without a bowtie. Von Veep set a record by having only two desserts. Jan Kelez raised her hand to wave and say "Hi", and promptly struck her thumb in her eye. New member Dick Johnson received bruised shins as his reward for "Enjoying the pretty smiles". His wife, Chris, (who is a knockout) must have been wearing hiking boots.

NAME GAME: How about a matchup of:

Bertha Chin and Bob Beard?

The Mart
for sale

1968 Porsche Coupe 912/5, Green/Black, 80 M Miles, Factory Alloys with 185x14 Michelin XAS, Bra, Coco Mats, extra chrome wheels & Semperit tires, Konis, AM/FM Blaupunkt. Asking $4595.00
Al Williams 781=4211 #1487 (work)
939=8481 (home)

1959 356A Cabriolet softtop with metal frame, new liner, new window, very good shape. $175/Offer.
Bill Horwich 525=1901 after 7:00 pm

911 Shop manual, complete through 1969 model year. In excellent condition and can be updated by ordering supplements from PCA National.
Donlad Chiang 871=0700 (work)
755=5523 (home, before 9pm)

1972 911T Targa; 13,000 miles, 5 speed, alloys, AM/FM, silver paint (in good shape), lowered, konis, sway bars, alarm, always garaged, plus several extras. Greg Jenkins 731=4577

1967 912; 5 speed, 78,000 original miles, AM/FM, new Semperit SST's, Koni shocks, recently rebuilt engine. $4000.
Walt Chalton 736=2714

Slightly used Delta Mark 10 CD Transistor Ignition unit 6 volt. Full Instructions $15.00 Call:
Steve Ferman 254=1045 or 886=6813 (if not there leave number and I'll return the call)

1972 911T, 5 speed, coupe, Sepia brown, 12,600 original miles, mint condition, never raced or rallied. $8000.
George Mundorff 665=3205

Goodie Bag

The Goodie Bag takes exception to Von Veep's comments re: Der Fuhrer's "Goodies". As a result of this Der Fuhrer offers the following special. With the purchase of any jacket patch we include free, one pound of ground round (less round than ground) Baron Burger.
WELCOME
New Members

Alvin & Barbara Bernes
803 Corvus Lane
Foster City 94404
574-4189
1972 911T

Alan Bishop
608 Wellsbury Court
Palo Alto 94306
494-0603
1969 912

Robert & Sue Boynton
101 University Drive
Menlo Park 94061
322-8930
1973 911S

Bob & Judy Curran
4219 Skymont Drive
Belmont 94002
592-1167
1964 356C

Darrell Evans
321 Dahlia Street
Fairfield 94533
425-6010
1966 912

Joe & Denise Gutierrez
805 Webster Street #109
Hayward 94544
886-3143
1971 914

Charles Jarvie
860 Williams Way #4
Mountain View 94040
964-7548
1973 914

Jerry & Cathy McRae
3213 Phoenix Lane
Alameda 94501
865-4797
1974 914

James Mills
37 Moss Avenue #9
Oakland 94610
658-8544
1970 914

Bill Morse
10193 Parkwood Drive #9
Cupertino 95014
996-2507
1974 914

Timothy McLoughlin
2150 Leland Way
Concord 94520
687-2356
1959 356B

Duncan Newell
421 Vine
Menlo Park 94025
864-4182
1967 912

Robert Rand
167 Prospect Avenue
Sausalito 94965
322-6652
1973 911T

James & Amanda Stoup
5394 Deodara Grove Court
San Jose 95123
226-6337
1959 356A

Bill White
22072 Montgomery Street
Hayward 94541
582-8272
1967 911S

Transfer In

Maxwell S. Heigho
6545 Heartwood Drive
Oakland 94611

Affiliate

Jack Brown
20890 Homestead Road #36
Cupertino 95014

Pat Waddell
1925 Wolfe Road #76
Sunnyvale 94086

Total Membership as of June 4, 1974
New Members
Add
DROP
Total Membership as of July 2, 1974

526
15
3
6
538

We've Moved

Larry Ferris
489 Northlake Drive #207
San Jose 95117

Leo Pruett
1910 Berryman #103
Berkeley 94709

Phil Horvath
4 Anchor Drive #341
Emeryville 94608

Harvey Smith
145 Bear Gulch Drive
Portola Valley 94025

Kenneth Mack
1509 Ilkai Avenue
San Jose 95118

Charles Tracy
1165 Berkshire Drive
San Jose 95125

Articles for the Nugget should be submitted no later than the 15th of the month for next month's publication. Anything received later than that time will be subject to available time and/or articles already available. Please try to get them on time - This makes the editor ship alot easier. Thank You.
August

2 Board Meeting - Ron Ferreira
3 GGR III Autocross - Pleasanton - Foster
4 Tech Inspection - Dwight Mitchell
4 Potluck Swim Party - Trehans
11 Drivers School/Sears Point - Dwight Mitchell
11 Pebble Beach Concours d'Elegance
   Del Monte Lodge, Monterey
17 Dinner Meeting - Ron Ferreira
24 Night of the Hard Tops Races - Sharon Neidel
25 Zone 7 Autocross - Redwood Region
31 - 2 Sports Car Olympics - Marj Green

September

6 Board Meeting - Jim Fleming
7 - 8 Ein Erebins An Tahoe - Sierra Nevada
14 Tech Session - Dwight Mitchell
15 Autocross IV - Pleasanton - ZFB
21 Women's Autocross School II - Marj Green
21 Dinner Meeting - Ron Ferreira
22 Ferry Porsche Tour - John Clever
27 - 29 West Coast Weekender - Orange Coast Region
29 Zone 7 Autocross - Monterey Region
31 - 2 Laguna Seca

BOARD MEETINGS  Anyone wanting to come to the Board Meetings is most welcome. If you plan to attend, please contact the member of the board whom will be hosting the meeting so he may plan for additional bodies to be present.

CHANGED YOUR ADDRESS?

NOTIFY THE FOLLOWING:

The Panorama:    PCA Executive Office
                 5616 Clermont Drive
                 Alexandria, Va.  22310

The Nugget:      Dick Wallace
                 1111 Lisa Lane
                 Los Altos, Ca.  94022

Please include phone number with area code in all address change information.
DO NOT SEND CHANGE OF ADDRESS TO EDITOR.