PREZ SEZ

I would like to congratulate first the newly elected Board of Directors & secondly the membership on their choice of the Directors. I think we have a group of outstanding people to guide the club next year. For those of you who missed the Christmas party I would like to name the new Directors and their functions:

President - John Clever
Vice Pres.-Ron Ferreira
Secretary - Steve Kirby
Treasurer- Marj Green

Membership - Dick Wallace
Activities - Jim Fleming
Technical - Dwight Mitchell

Another position that must be filled for next year is that of Nugget Editor. Ray & Ann Hunt have resigned as of this Nugget’s printing. Ray will continue to run the Photo Contest that he started several months ago. The contest runs through Feb., so continue to address all your correspondence regarding the Photo Contest to Ray.

I want to thank Ray for the good job he has done. Being Nugget Editor is a thankless job. I hope Ray’s replacement will attack the job with the same zeal that Ray did.

If anyone is interested in being Nugget Editor, would they please contact any of the new Board members. If you would like to discuss the job with some former editors, here are their names: Ray Hunt, Steve Kirby, Charmayne Salter, Burt Propp, Nancy Knight, or Sharon Evans.

It is hard to believe that this is my last Pres Sez. At the first of the year when I first had to write the article it was a chore. As you get involved, however, the task becomes a pleasure. It is going to feel rather strange not to worry about deadlines and topics etc. I think a lot of people could derive pleasure by sitting down & writing an article for the Nugget. I would like to see some spontaneous articles by the membership in addition to the news and event articles. Our newsletter probably does the best job of any newsletter in keeping the membership informed of the club events and their results. I think we could make the Nugget even better with the addition of some entertainment type articles. Why don’t some of you try writing an article and let’s see if it improves the Nugget? The President gets copies of most of the newsletters from the regions throughout the country, so if anyone would like to see the types of articles that appear in Porsche newsletters they are available.

It has been an honor to serve the Golden Gate Region as a Board member and as President. Thanks for all the cooperation I have received through the year.

Bob Garretson

the EDITOR SAYS

Some of you will probably be relieved to know that this is our last Editor Speaks column. We have used this column to ask for submissions, to ask for contributing editors, photographers, cartoonists, etc. We have lashed at the membership in an attempt to get participation. We have complained at the lack of participation through this column. We have lashed back at the Board when they criticized us (most of their criticism was probably justified). We have lashed at the Board because of no articles from them. But no more. We are giving up. We have submitted our resignation as editors.

We feel we have done our best to make this Nugget happen each month. We do not feel we have met with the expectations of the Board and we certainly have failed in getting very much participation from the club members. Nearly each month since we took over, we have been criticized by the Board for typos, crooked headings, using a girl on the cover, using Editor Says for personal endeavors, using articles from other regions, maintaining such strict cut-off dates, and so on and so on.

Had we felt any support from the members themselves we probably could have accepted the Board’s problems with us. But we spent several months asking for contributing editors (we snagged only three); asking for photographs (we received three submissions in 9 months); and rarely received anything from any other member. We have received only one entry to the photo contest, and you can’t say the prizes aren’t good ones.

We aren’t going to use the excuse that we are resigning because we no longer have the time to edit and publish this magazine. We made the time but we needed to maintain strict cut-off dates to do so, i.e. Your Nugget has never been late. We also needed contributions on a regular basis to keep the Nugget full. This we were unable to do and we were not allowed to use articles from other sources. So it becomes too large a hassle to keep things going.

We know we are giving up in this endeavor. But we would like to get back into enjoying the club again. We do want to thank you who have helped us these past few months in submitting articles and other items. We wish luck to the new editor.

Ray and Ann Hunt
DINNER MEETING

Event: January Dinner Meeting
Entertainment: 1973 Autocross and Rally Awards
Date: Saturday, January 12th
Place: Mariani's, The Cardinal Room
2500 F1 Camino Real, Santa Clara
(Near the intersection of San Tomas Expressway and El Camino Real) 243-1431
Time: 6:30 Cocktails
8:00 Dinner
Menu: Virginia Ham - $5.25
Spagetti & Meatballs - $4.50
Deadline for Reservations: Tuesday, January 8th.
Make checks payable to: PCA-GGR
Send your reservations to:
Marj Green
4320 Gregory Street
Oakland, Calif. 94619
530-5807 (before 9 pm)

RALLY

The DITY Rally (Do It To Yourself)

Last month the Bests tried a rally format that was low pressure and most enjoyable. On January 20th, I am putting on the same type of rally. This will be a true time and distance rally with a few changes. (Changes for the better I hope.) There will be no checkpoint workers to give you a bad time, no tricky instructions, you won't have to stay on time, none of the bad things you've heard about rallies. This event will be low pressure. There will be neat Porsche roads, enjoyable scenery, and a few minor calculations. I'll furnish a simple graph calculator for each contestant. You bring a clip board, a ruler or other straight edge, and a pencil. I'll be at the finish to give you help with your calculations. Give it a try and see how much fun it is.

The start will be at Sunnyvale Porsche/Audi on F1 Camino Real between Wolfe Road and Fair Oaks Blvd. in Sunnyvale. Informal rally school at 12:15 pm. First car out at 1 pm. The total length from start to finish will be less than 60 miles. The finish will be in Belmont. If you have any questions, call me at 592-0904. Try it, you'll like it.

John Clever

AUTOCROSS

Date: January 13
Place: Pleasanton Fairgrounds
Time: 1st car out 9:00 am.
Chairman: Bob Daves and Troy Powell
Instructors available
Single Driver-----$2.50 Double Driver-----$4.00
Gary Evans

TECH+TECH+TECH+TECH+TECH+TECH+TECH+TECH+
Date: Saturday, January 19, 1974
Time: 10:00 A.M. to 1:00 P.M.
Place: SUPER AUTO BODY, 1540 Pine St.
San Francisco, 441-1111
Topics to be discussed will include the body work process, metal finishing vs. plastics, paint & it's properties, detailing, care of your paint, & just about anything you care to discuss about auto reconstruction. Refreshments will be provided & you will have many interesting cars to look at. See you there!

RESERVATIONS: STEVE KIRBY, 408-244-5265
PHOTO CONTEST

The Nugget is sponsoring a photo contest. So camera buffs start shooting.

Here are the rules:

1. Contest is open to any PCA member or family member.
2. Pictures submitted may be color or black & white in 5x7 or 8x10 size. No contact sheets, negatives or transparencies will be accepted. Entrants name and address should be printed on each print.
3. There will be two categories with two classes each:
   - Category A - Porsche People
   - Category B - Porsche Cars
   Class for black & white and color prints in each category. Entrants may enter up to 4 photographs in each class.
   - Category B Porsche Cars - any activity involving Porsche Cars.
   - Category A Porsche People - any person or persons involved in any Porsche related activity including any racing activity where Porsche cars are entered.
4. All entries should include name, address and information concerning the photo itself and what category photo is entered for.
5. Photos will be judged for visual impact and technical skills.
6. All entries must be received by Jan. 15, 1974. All photos become the property of the Nugget and will not be returned.
7. There will be four first place winners, one in each class and an overall winner.
8. Winners will be announced and photos published in the March 1974 Nugget.
9. Winners will receive: Grand overall prize of 2-3 day paddock passes to Laguna Seca Continental, furnished by PCA-GGR, and March '74 Nugget cover with credits.
   - 1st prize in each class:
     - Category A - Black & White - $10.00 gift certificate from Steve Kirby of House of Porsche. Color - $10.00 gift certificate from Steve Kirby of House of Porsche.
     - Category B - Black & White - $10.00 gift certificate from Ron Ferriera to be used at Martin Johnson Porsche Audi in Oakland. Color - $10.00 gift certificate from Ron Ferriera to be used at Martin Johnson Porsche Audi in Oakland.
10. Photos will be judged by a panel consisting of the following:
    - Ray Hunt
    - Ann Hunt
    - Bert Propp
    - Sharon Getts
    - Nancy McCarthy
    - Steve Kirby

Send photos to:
Nugget Photo Contest
C/O Ray Hunt
450 Bonita Avenue
Pleasanton, Calif. 94566

and, we go touring...

SANTA CRUZ WINE TOUR

Date: Sunday, January 27, 1974

Begin the year's touring by joining a select group (PCAers) as they tour through the Redwood down to the sea. The pace will be leisurely, the scenery fantastic, the wine mellow, the cheese crackers, and dinner....? A pleasant surprise. We'll be meeting at Burgess Park, next to the City Hall in Menlo Park at 12:30. Join us at the corner of Burgess and Alma. (From 101 take Willow Road south to the end and turn right on Alma, go 3 blocks to Burgess. From El Camino Real go north on Ravenswood, 2 blocks to Alma and turn right, go 2 more blocks to Burgess.)

Cost: $1.00 to cover cheese tasting
Reservations and information:
Mike Paul
2395 South Dr.
Santa Clara, Calif. 95051
244-3754
For years I have wanted to tell my story and now the time has come.

You see, I'm a handsome piece of discarded historical and authentic old world Teutonic headpiece, commonly called a helmet. Now I am stuck to this absurd stand, complete with a brass plaque complete with illustrious recipients' names; a dastardly award called the Dumkopf. I am passed from member to member who for special emanance and great achievement in doing something stupid, absurd, inane, have earned to display with pride in a place of prominence, me, the Dumkopf award.

Let me tell you how I came about and some stories of those esteemed recipients of my handsome framework.

After having served bravely during ravaging, pillaging, plundering battles, I traveled to this country and eventually the hands and special collection of historical garb, costumes, apparel, tavois, millinery, footwear, underwear, outerwear of Dick Knight. There my travels atop sweaty heads, smelly trunks and piles of rubbish, ceased for a time until from beyond the piles of vestments that since became my resting place I could hear Dick Knight and two of his comrades, George McClelland and Paul Scott, discussing, over a few mugs of fine ale what was going to happen to me. They were planning to mount me on a stand complete with brass plaque for recipients' names to be recorded for posterity, pass me around as a perpetual trophy to be awarded at each months dinner meeting by the existing recipient, to the GGR member most qualified to have Der Dumkopf laid on him or her in recognition of the dumbest, most stupid, absurd, inane incident occurring that the existing recipient could find out about. And me, an authentic and beautiful old world Teutonic headpiece. What a sentence to have levied upon such a fine piece of historical eminence.

Destined to this illustrious career by those three conspiritors, I have chosen to make best of circumstances and have served my region proudly. I bear over 45 distinguished names upon my plaque including McClelland and Scott who sentenced me to this wretched and miserable existence.

My unveiling as this perpetual mantlepiece was during an open house hosted by Norm Anderson to christen his new VW Porsche facility. Champagne, good cheer, comraderie the order of evening, a group decided to descend on some poor unsuspecting restauranteur and take on food and drink. Paul Scott was appointed as commander of these very willing and mellow Porsche freaks and played crack the whip, schussing and slaloming with style in and out, up and down dimly lit streets like mythical deities in the eventude. Out of the shadows suddenly appeared this monster with bloodshot eyes emitting an eerie wheeing noise and invading this moonlit conga line. This must have been the original rap session on acceptable versus unacceptable driving techniques. It was unanimously decided Paul had displayed sufficient ineptitude to be the first to receive me, Der Dumkopf award. So, the first night of my unveiling, I began this renowned, distinguished and celebrated career.

Not to be outdone, George McClelland got his chance at this treasured and coveted honor in commemoration of his seventh accident within a twelve month period. Nor to let him hold such honor above Frau Jean virtuously an inexperienced country lass journeyed to the city in Herr George's comely red cabriolet and proceeded to substantiate the lurid tales about crime, corruption and vice in the big city by allowing the side of said cabriolet to encounter with and abrade sides with one of those brutish male chauvinist S.F.P.D. cars. As the years passed, the tales qualifying Der Dumkopf award got more low grade, vile, stupid and desperate. I relate just a few here.

Further down the list Paul Scott appears again for allegedly getting lost following the Rally sweep car at the 14th Porsche Parade.

Bob Garretson has inscribed his mark here for a goof during the '65 Santa Barbara Parade.

Planning for months to show in concours at the Parade and famous coupe being in superior elegance, chose to trailer this fine auto to the Parade. Carefully reading instructions about penalties for trailering but nothing about how much penalty would be levied we merrily towed to Santa Barbara. Arrival at Parade headquarters showed a 50% penalty in points for trailering to Parade. With no chance at a loss of 50% smart thinking Bob elected to drive 200 miles up the coast and back to eliminate such harsh trailering penalty. This of course made concours much more difficult and in such short notice extremely tough to be competitive and to make matters worse the Parade officials would not accept said coastal trip as atonement for trailering. A carefully written legal protest levied against certain Parade officials helped straighten things out but captured this esteemed award for friend Bob.

Once, not being enough, I again passed through Bob's life just after he attended the Sun Valley Parade for a number of inconvenient combinations. Seems as though Haley, Idaho was celebrating the 4th of July with a parade. As our hapless hero Bob progressed to the Parade towing his concours coupe, local authorities began diverting traffic over those famous Haley, Idaho dirt roads around the town. As Bob proceeded down a hill returning to the highway one of the local jentry ran a stop sign just missing him and while escaping this loser Bob dumped over everything in
both cars. Thoroughly shook, he arrived at the Parade site turning sharply into the closed, protected parking area rubbing against a wooden stanchian at the entry for a neatly bent right front fender.

With only 1 1/4 days to concour and a fast fender repair job he was in the process of painting the muffler when it fell off its supports on the wall, hit him in the head, resulting in a two hour time loss and four stitches in his head. Back to work again and Bob won Men's lst overall resulting in an enormous silver bowl trophy. Proudly placing said bowl in coupe he sped off across the desert for home. During a stop for breakfast and locking the 914 and coupe, he noticed smoke billowing from the rear seat area. Upon investigation he discovered that the 1st overall Parade Trophy was acting as a parabolic reflector and the sun had ignited a towel he had covering all those other class trophies he had won. So the fickle finger of fate gave me back to you Bob.

Vaden Riggs twice has had the dubious honor to be blessed with my miserable existence. While their beloved Porsche was still new and shiny, Vaden was picking it up after a service from Weber Motors. Only one who saw the original buildings and knew Vadens aversion to backing up can understand what nervous anxiety overtook her at the thought of backing the car out of that unusual parking place between two buildings. Whenever Harry remembered to do so, he backed the Porsche into a space so she could drive out and she had mastered the tight, tricky right angle turn; however, that was before the addition of some protective brick work (four inches wide, twelve inches high) around that corner. Grateful to have the car back, to have a chance to drive it and not have to back it up, she jumped in, fastened her seat belt, started the engine, put the car in gear and blithely drove over the wall.

The second time around Vaden was in her new BMW. Sitting at a stop light, another "woman driver" proceeded to have contact with the rear end of the BMW. Getting out to survey the damage and discuss what to do Vaden wrote out her name and address on a piece of paper and the lady did likewise, handing it to Vaden. After a discussion among everyone there, Vaden handed the piece of paper to the lady, got in her car and drove home. Building up enough courage to tell Arlen about the incident and being proud to have collected the pertinent information from the other lady, handed Arlen the paper only to discover it contained her own name and address.

The Riggs' family got me for another term also on behalf of Arlen. Arlen, at that time VP of PCA-GGR had already attained a reputation for designing autocross courses, for making accurate maps, finding close parking places and especially for giving excellent directions. On the evening that was to accord him this infamous award, we find Arlen arriving early at the dinner meeting, making the necessary arrangements and preparing to greet the membership. There he sat all alone during the cocktail hour wondering what in the world happened. Finally, the first, confused member arrived and explained to Arlen it was left and not right off the freeway.

I also had a short stay with Dave Hancock. He and Sue were driving home one evening in separate cars. They had a garage door opener with an operator in each car. Dave forgot Sue was ahead of him so when he rounded the corner to his house he pushed the operator (not being able to see the garage door). Upon entering the driveway he discovered Sue with the Stationwagon halfway into the garage and the door sitting on top of the roof in its attempt to close. She had opened it when she arrived, when he pressed the opener it had closed.

Then there was Jim Wellington in his 901 at Laguna Seca. After a nice qualification he began the race and was doing a great job when all of a sudden one cylinder went dead. Thinking a plug connector had fallen off, he quickly pulled over to inspect the problem in front of a few thousand or so spectators. Peering inside he found the problem as he slowly extracted a fender cover still keeping the engine warm after qualifying.

When Jim wasn't racing, he taught Drivers Education to teenagers needing professional education. He took great pride in explaining to the students that hot shoeing was to be left to the race track and rally and safety was first on city streets. One late night found our illustrious instructor pressing towards a friends house at a quick pace to pick up a missing piece from the race car needed for the weekend race at Laguna Seca......and sure enough, there wuz the fuzz. Given an option he decided to take the Driver Training School in lieu of the dark damp cell. The judge had little humor when he asked our late night speeder what his occupation was and he answered "a driver training instructor, your honor". Neither did two of his students when at the first night on "how to drive safely on our city streets", sat down beside him.

I like race drivers so was happy when Dwight Mitchell boo-booed and collected me for a short stay at his house. Prior to the fall Laguna Seca races Dwight's race car was on the trailer ready to go except that Saturday morning needed one tire changed. He hooked the trailer to the tow car to level it and moved it a few feet into the driveway. He removed the tie downs, jacked up the race car on the trailer and changed the tire. Completing his work he went across the street to help Jon Milledge work on his race car. Now the plot thickens. A couple of hours later our next Dum-koffer decided to gofer parts for Jon so bolted to the house, jumped in the Ford and headed down the driveway. Half-way down the driveway, realizing the trailer was still hooked up, hit the brakes, promptly causing the race car to run forward off the trailer and into the rear of the Ford.
Proceeding on with this spectacular weekend our hero driver is running 2nd or 3rd place when after about 3 laps he heads through the "corkscrew" and the drivers door flies open. Try as he might, he couldn't get it closed and on each right hand turn it would fly open. It worked great to keep others from passing but the officials didn't quite see it that way as they black flagged him off course.

His comr patriot and crew member Bryan Carlton possessed me for awhile also. One time for getting lost on the Hare & Hound rally and then following the Hare's directions home ended up heading for L.A.

The second time I stayed with Bryan I was with nice company like a first place award from the Pebble Beach concours (somewhat battered though).

The Pebble Beach concours is it you know, I mean like that is the concours. When you are invited there, you're in the elite. Our illustrious boo-boorer took a first place consisting of the beautiful peuter mugs in a wood and glass case to hang on the wall and at Pebble Beach concour, no less. Proudly he placed this gorgeous trophy in front of that beautiful red speedster for a few pictures to place this memorable event in history. Proudly he photographs this beautiful pair and stupidly he jumps in the speedster and drives over the trophy.

Speaking of getting battered (I was earlier, remember). I stayed with "Melvin" once. Melvin, that's a volks-wagon of questionable origin. Dick Spear, that's Melvin's friend, bagged me once for mistreating Melvin. As Melvin tells it anyway, Melvin and our hero were motor down 101 one rainy day in April. Melvin is propelling his "cargo" along at a blistering 45 m.p.h. Suddenly, from a nearby on ramp comes our villain, ol' yaller jeep. Since ol' yaller is equipped with your basic WW II jeep tires and the on-ramp is wet and olly ol' yaller starts a 360° and is halted midway by the untimely intrusion of the curb. Ol' yaller turns turtle and lands upside down on the guard rail.

Our hero, being a good samaritan, pulls up next to ol' yaller who now has his driver entrapped between the steering column and the pedals and in addition is disgorging voluminous quantities of gas and oil. Seeing the action four other good samaritans stop to assist. They decide on the count of three to lift the jeep and throw it over on its wheels. They do, and over it goes landing on poor Melvin. The indignity of it all, a 55 VW having to support a hulk like that and then the ultimate embarrassment when the representative of gendarmes arrives and asks if these are the only two car's involved. "But officer, I was just driving along when I saw this jeep and......"

I stayed with Rod McBroom once too (it was nice there because Roswitha would speak German to me). Rod was a new member then and won me on his very first event after becoming a member. Seems he got plastered the night before a wine tour on one of my favorites - vodka. He was not feeling so well at 6 a.m. when he headed for the wine country. He stepped into the first winery, smelled that aroma and promptly got sick so he slept in the car. The next wine stop someone found him fertilizing the grape rows with stale recycled vodka. He slept through the rest of the tour and when everyone arrived for the catered diner and wine he decided to head for home and on the way had a lush dinner at Foster Freeze. His second Porsche event was a dinner meeting and he proudly accepted me there.

I stayed with the Weitzels once too. Bill earned me for planting his big "derriere" in the deck of his speedster causing a large dent to be registered there when Pat took off too fast at the Funkhana two years ago.

The next scene opens and we find Gary Evans streaking to Squaw Valley but soon pulling over due to a hot engine. It was timed and prepared for concours at the last minute the night before but not to the timing mark - it was a paint mark instead.

Many of my friends through the years have received tickets for speeding but Frank Granata received his and me for going too slow in Utah.

Proceeding in a speedy manner across the desert on his way to the Parade he pulled up behind a local Gendarme. The police car slowed down, so Frank slowed down. The police car went some more, so he slowed down more. Police car went even slower so he went even slower. Police put on light, pulled over and stopped, so he pulled over and stopped. He received his ticket for going too slow.

I took a round-a-bout way getting to Bert Propp but I got there. During the Treffen festivities in Stuttgart, my old friend Paul Scott was talking to a young fellow who stated he would like to come to the U.S., particularly California, for a visit. So Paul invited him to stay with them and since the Scotts didn't have a lot of room, he was welcome to sleep on the front room floor in his sleeping bag. Paul asked the young fellow his name and the reply was "Peter Porsche".

When Paul was handed me at the next dinner meeting he didn't keep me long because he quickly grabbed the microphone and told on Burt Propp. Seems Burt had purchased a new super-duper camera for the Treffen and his trip to Spain. So he merrily shot rolls of movie film all over Europe and sent them home for processing. This event just had to be recorded for posterity. When he arrived home a month later he found 20 brand new rolls of film and an explanation from the company. Seems none of the film had been exposed so the company was replacing it.
Ron Ferreira possessed me once. On the Marin Tour one year he backed his car into the mud and couldn't get out. So a farmer and his horse (one horsepower) pitched in and pulled him from the mud.

Then there was old Harv Smith our hapless hero, who piled into his Porsche with the intent of picking up his deck lid that had recently been repainted and much to his dismay developed a flat tire. Further to his dismay he had forgotten his spare. He pleaded with the Auto Club to rise to his rescue. The AAA dutifully dispatched a tow truck which had been so recently purchased that it displayed a temporary license in the form of a paper plate. While in the process of helping our hero, who wanders down the way but the friendly fuzz. This keystone kop took immediate dislike to the way the truck license was displayed, claiming it was mutilated in such a manner as to constitute discredit to the State of California. In an attempt to come to the aid of the tow truck driver, hapless Hero voiced his vengeance so vociferously on the vigilante for nit picking on the failure to pamper the perishable paper plate, that the officer promptly hauled our Hero off to the hoosegow.

Due to many years of neglect, dust, grime and grease from garages to mantle pieces to boxes of rubbish I have forgotten many of these tales of woe. I have relayed them the best I can under my destined lot in life. Though I am destined to be stuck to this silly plaque the rest of my eternal days, I shall proudly bear with honor those illustrious' recipients names proudly engraved on this stupid plaque and I shall be passed from member to member and mantle to mantle to be displayed with prominence by the member who got caught for doing something stupid and so awarded this dastardly award of emanence and great achievement will proudly carry the name of DUNKOPF.

Written by Ray Hunt

AutoCross

The second Ray Zazzetti/Ron Ferreira autocross lived up to the expectations of everyone who ran their first event this year. And although some people complained of frost-bite and the afternoon saw some rain, we all had a great time trying to figure out the best way through the fast corners.

To start with, the Peggy Jenkins - Sharon Trethan battle continues. This has been one of the closest classes all year, and one with an interesting match of drivers. Sharon was a champion Corvette driver for years; while Peggy is new to autocrossing, she has the precision and timing of an athlete. Both have been autocrossing 911s for a year and giving us a splendid battle to watch.

Bob Zulkowski has to get all the hoorahs for the day, taking TTOD in his altered 914/6 and beating all the super-zoomies in modified class. Not too shabby Bob. It was good to see Dwight Mitchell out in his 2-liter 914. Everyone enjoyed his exhibit of dirt-tracking as he set it sideways going into corners.

The Stock 356 class saw a new contender, with Steve Grant driving the "Egg" on street tires. Steve didn't catch the speedy Reinhart Riedel, but he was fast enough to have Reinhart watching the clocks, and fast enough to catch an easy second place.

Rick and Carol Ford amazed everyone with the brute power of their Cobra, and Carol in continuing her program of push-ups so she can control the "Snake". You couldn't help but notice that Rick Bowers has worked the bugs out of his Porsche-powered FV, as he turned in some quick times.

With John Clever promoted to driving Mellow Yellow, Tom Green grabbed at the chance to play Clever's usual grandstand role. Each time out in his stock 914/6 he practiced the Green-180. No that's not a new cam grind. It is when you are caught staring at where you've just been.

One of the biggest class wins was by Linda Foster, who really has learned to wheel the Foster's 356. While the 914 may be the wave of the future (if you discount the new speedster Garretson found in Europe), it is good to see the 356 still walling.

Before closing, course, tech, flags, the Neidel timing crew--they were all great. We have to say that this was the smoothest run event of the year, and that it was in large part because Dwight did a sensational job of hus-sling course workers. Calling names from the waiver list is great and should be incorporated at all events.

Tom & Marj Green

TOP TEN PORSCHE

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<tr>
<th>Rank</th>
<th>Name</th>
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<tr>
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<td>Class I - Stock 356</td>
<td>Class VII-Altered 911 &amp; 914-6</td>
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<td>1. R. Riedell  72:13</td>
<td>1. B. Zulkowski  64:29</td>
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<td>5. D. Wallace    76:55</td>
<td>5. H. Fallek  68:52</td>
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<td>1. S. Kirby  64:91</td>
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<td>2. G. Evans  65:09</td>
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<td></td>
<td>5. J. Clever  71:23</td>
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<table>
<thead>
<tr>
<th>Class III-Stock 911 &amp; 914-6</th>
<th>Class L1-Ladies Stock 356, 912, and 914-4</th>
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<tbody>
<tr>
<td>5. G. Jenkins  71:39</td>
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<td>6. T. Powell   72:68</td>
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<td>7. R. Davies    73:14</td>
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<td>8. J. McCarthy  73:62</td>
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<td>9. B. Getts     74:57</td>
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<td>10. R. Clausen  74:85</td>
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<td>11. F. Celosse  75:02</td>
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<td>12. B. Buschen  76:95</td>
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<td>13. C. Boyd     77:83</td>
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<td>14. T. Green    78:24</td>
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<td>15. B. Patton   82:86</td>
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<td>16. L. Becker   83:03</td>
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<th>Class IV-Stock 914-4</th>
<th>Class L2-Ladies Stock 911 and 914-6</th>
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<tbody>
<tr>
<td>2. C. Brown      74:72</td>
<td>2. S. Trethan  70:22</td>
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<tr>
<td>5. A. Skinner     76:84</td>
<td>5. N. Wells  75:50</td>
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<td>7. S. Getts  79:20</td>
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<td>8. M. Kitrell 81:02</td>
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<td>9. R. Boyd  81:13</td>
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<tr>
<th>Class V-Altered 356</th>
<th>Class L3-Ladies Altered</th>
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<tbody>
<tr>
<td>3. B. Barleton      67:89</td>
<td>3. S. Pemberton  68:56</td>
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<td></td>
<td>5. M. Linville  77:67</td>
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<td>Funny Car</td>
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<td></td>
<td>1. R. Ford  62:69</td>
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<td></td>
<td>2. R. Bowers  64:17</td>
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<td>3. D. Grimsman  65:77</td>
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<td>4. C. Ford  68:83</td>
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<td>5. D. Grimsman  73:78</td>
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<thead>
<tr>
<th>Class VI-Altered 912 &amp; 914-4</th>
<th>Timing Slips not turned in.</th>
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<tbody>
<tr>
<td>2. B. Wilcox  68:51</td>
<td>54. Dick Blinn</td>
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<tr>
<td>3. K. Taylor   69:54</td>
<td>55. Judy Blinn</td>
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<tr>
<td>4. R. Ferreira 69:63</td>
<td>67. Donald Moore</td>
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<tr>
<td>4. L. Wong     69:63</td>
<td>68. Johnnie Moore</td>
</tr>
<tr>
<td>5. A. Berger   71:13</td>
<td>69. J. Killingsworth</td>
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</tbody>
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wanted

By now, hopefully, everyone has recuperated from the "post parade slump" epidemic that we had last fall. Your '74 Board of Directors and committee chairmen are bristling with enthusiasm. We are looking forward to a vintage year of Porsche activities.

There has been a lot of fussing & worrying going on about the gasoline shortage. My attitude is: Let's see what happens then make appropriate modifications to our functions. I have directed all the chairman to be thinking of types of events which would require a minimum of driving. It was suggested that we begin a dial-a-tour program so that people in localized areas around the bay can get together on short notice.

In the next several weeks the committee chairman will be holding organizational meetings to plan their years events. They have been given the names of those people who signed up at the Christmas party but would appreciate hearing from you by phone if you plan to attend. I can't stress enough how important these meetings are. The number of people attending and volunteering to put on events will determine the success of the Golden Gate Region in '74. Please call the chairman listed and attend!

Tour - Norm Merkel - 355-0200 - Jan. 11
Rally - Tony Luce - 471-0624 - Jan. 9
Drivers Events - Ron Trethan - 846-7717 - Jan. 10
Women's Events - Sharon Neidel - 225-8103 - Jan. 8
Social-Picnic - Ed Swain - 574-7304 - Jan. 14

If for any reason you are unable to contact your chairman, please call me at 321-8665 (H), 246-4300 ext 2294 (w).

Jim Fleming
WE SOCIALIZE...

RALLY AROUND THE MOON

If you didn't Rally Around the Moon on December 2, you missed the BEST rally of the year. As promised: 1) you could replenish your wine supply; 2) you could see Jack London's Wolf House; 3) you could tour relaxing rural roads; and 4) it was LOW PRESSURE. In fact, it was the lowest pressure rally I have ever been on. All checkpoints were DITY's (Do It To Yourself) so you didn't have to stay on time. You could enjoy the scenery, which was beautiful and there was plenty of wine at the wineries. The only requirement of the rally was to be at the finish by 4 pm. This gave you 5 hours to drive 90 miles.

The rally started at Greenbrae in Marin county, went past Black Point to Lakeville Road, where you had to choose the proper Old Lakeville Road (there were three), then on to Sonoma and the wineries. I spent so much time at the first winery having wine and lunch that I didn't have time to stop at the second winery or the Wolf House. From Sonoma, the route went up the Sonoma Valley to Glen Ellen and then over to Cotati on some of the finest Porsche roads to be found. The finish was in Novato.

The Bests had secured from the pizza parlor printed tickets with the name of the rally on them which were good for a discount on the pizza. The trophies were the equal of the best trophies I have ever seen. (They were hand made by the Bests.) A truly enjoyable event.

John Clever

ATTENTION

WANTED: 1 EACH NUGGET EDITOR; NO EXPERIENCE NECESSARY, ONLY STRONG COMMITMENT TO P.C.A. AND GOLDEN GATE REGION REQUIRED; WILL TRAIN.

Last year the Board of Directors revised the lines of responsibility and duties of the Nugget Editor. The Editor was made an ex-officio member of the Board, without voting power, in light of the fact that a close working relationship with the Board was a necessary ingredient in producing a good publication. The position of Editor is subject to review on an annual basis, with the Board having the hiring/firing responsibilities. As you will read elsewhere in this issue, Ray & Ann Hunt have resigned as of this issue. They are to be commended for an outstanding job - we are very sorry to lose them. Hence, the search for a replacement is launched.

It is the feeling of the Board that an outline of the job duties and responsibilities is in order, so that prospective applicants know what they are in for. The job consists of gathering of all the data for the issue, to include but not limited to the upcoming events, reports on past events, statistical info., notes of interest about National Porsche news, and editorial items. Next, this must be assembled into a paste-up that is in turn sent to the printer. Perhaps the point should be made that the bulk of the job is in the knowledge of the region and it's activities, not in the mechanics. The Editor should be an active person in the region; one who has an interest in all of the various events, and is either in attendance or has communicated with someone who will be. The inclusion of the Editor on the Board was a move to ensure that this communication occurs.

Any one who is interested in the position should be in attendance at the next Board meeting to be held Jan. 4th at John Clever's home in Belmont. Any Board member will be more than pleased to discuss the details of the job - just call one of us.

Steve Kirby, for the Board of Directors
Championship Gymkhana car plus $1000 or so of 356C parts. 1960 Roadster (#86268) a little rust, front bumper missing, with 1964 Super 90 (specially imported - one of the last of the Super 90 engines #KD9*802402) has been race prepared. The car has less than 3,000 miles since winning the Porsche Club of America Gymkhana Championship (Midwest Division, 1968) Spare top, transmission (cracked case) wheels. 8000 miles on new Carrera clutch and press plate. New battery. WILL THROW IN scads of goodies from my '64 356C Coupe, including complete interior with buckets, window hardware, rear bumper, door locks and ignition switch with keys, absolutely complete wiring harness, relays, horns, locking shift lever with key, wiper motor, etc. etc. Take the whole works for $1,200. George B. Denison. Phone 783-3843. I

14" racemark steering wheel - blank new. Never used. Hub adapter for any Porsche included. $40.00
Gary Brauch 257-1391

4 American magnesium wheels, 6x15, for 356C/911/912/914-6. 914 2.0 front shocks, rear shocks with springs, used less than 500 miles. All prices are negotiable, give me a call. Don Chiang 755-5523 (H), 781-3030 (W)

'61 Carrera 1600 GS-GT, 30,000 miles all original, blue, disk brakes, only 40 built, $6,000. Herb Rothmund 408-257-5655

4 - 4 1/2 x 5" C type chrome rims and hubcaps, $50-set. Set of SC pistons and barrels, set of velocity stacks for SC, 912, 1-356C speedo., 1-356C tach., 1 set chains for 15" tires. Ray Hunt 846-8666

'71 911S vented disk brakes with calp. Will sell separate or complete $150. or Trade. Set of new-vented disk brakes w/o calp. $100. or Trade. John German 415-968-2485


4 each American 7"x15" Torq-Thrust mags, complete w/lugs & caps. $135. Misc. 1600 engine parts - call your needs. 19mm Max-Track rear sway bar for late 911, w/installation kit. $40. Misc. Goodyear racing tires - call your needs. Steve Kirby, 244-5265 or 735-1238

Original equipment type steering wheel for 914.
John Clever 592-0904

Fixin' up my '58 356A coupe. Need upholstery, carpets, seats (need not be original type) and exterior chrome (tail lights, turn signals, license plate light). Also could use a 16mm sway bar. Dan MacDonald 933-7236

1 ea. Speedster seat, any condition. 1 ea. late 911 rear bumper, must be straight, paint unimportant. Steve Kirby 244-5265 or 735-1238

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Dwight Mitchell as our new Tech Chairman??? Hmmm...! What does he know about Porsche Technical Info anyway?

Well if you happen to drive a race prepared 356 A Speedster or 914 he could possibly help. But on six cylinders - well, not too much. But he says he'll learn.

Seriously Folks - the Technical area of responsibility on behalf of G.G.R. (Tech sessions, articles, information and inspections) is always of interest to most members. While it is too early to announce specific sessions or dates, we're sure your 1974 will be "Technically" most interesting (Smuck Fog, and all that).

Like the Activities area of the club, the Tech Committee needs many people to be a success. If you have interests in the "Tech" side of things, please contact Dwight Mitchell as soon as possible. If you're on the Tech Staff we guarantee you'll get "all the hot poop" first and free.

Please call today---
Dwight Mitchell (408) 255-6640
january

12 DINNER MEETING/Marj Green
13 AUTOCROSS/Bob Daves & Troy Powell
15 PHOTO CONTEST DEADLINE/Ray Hunt
19 TECH SESSION/Steve Kirby
20 RALLY/John Clever
27 SANTA CRUZ WINE TOUR/Mike Paul

CHANGED YOUR ADDRESS?

NOTIFY THE FOLLOWING:

The Nugget: Donald Chiang
247 Belhaven
Daly City, Calif. 94015

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

DO NOT SEND CHANGE OF ADDRESS TO PLEASANTON

EDITOR NOTE: ARTICLES FOR PUBLICATION MUST BE RECEIVED BEFORE THE 15TH OF MONTH TO BE PUBLISHED IN THE NEXT NORMAL PUBLICATION.