Veep Peep's

or SONNETS FROM THE PROTUGUESE.

Late flash from Milt Minter, the IMSA Carrera has new Cams and a slide type injector that really hauls a top end. There will be tow Tood Hall team cars at the Laguna IMSA race, they look a lot like the turbo Carrera's. For some racy reading try "The Speed Merchants". Ray Hunt's Photo Contest entries will be on display at the May dinner meet. More late flashes: the Spencer's meeting (Mob) was a great success--lots of old timers -PCA- and a large group of new members. The Veep promises to have more drinking room in the future. So be proud of yourselves as we had a record 152 happy souls. After the movies you'll be ready for the Family Picnic, always a hit and only you can make it so. The Karl Keller 'Hare & Hound' rally is an experience (yearly) you won't want to miss. New members take note (you ain't seen nothin like it). I feel we as a group are having a fun year. The enthusiasm is there all we need is more participation. By the entire membership. We are through with the April Showers -- so in May lets enjoy many happy hours, together.

Ron Ferreira, your VP is not as large as last time.

P.S. If you agree or don't agree with the above, let me know. Otherwise we will go with things as they are or change them the way most people want them.
Did You Miss This?

BICYCLE TOUR
Route instructions, course map, drivers meeting, warning about railroad tracks, regroup at the north end of the bridge. What was all that for? Autocross? Rally? War games? Nope! It was the first ever PCA GGR Bike Tour. Dick 'Co ch' Spear set up a super event which started at the ferry building in San Francisco and by no small coincidence also finished there. In between were railroad tracks, up hills, down hills, level spots, bridges, trees, tourists, barking dogs, fantastic views, beers, wine, cheese, bread, lunch in Sausalito, kite flyers, frisbees, a ferry boat ride, friends, seals under the bridge, sore muscles, people getting lost, a skinned knee for Mike Evans (he didn't listen to the part about railroad tracks), sunshine, rest stops, drag races (on bicycles) gear shifting, jokes, sun burns, bicyclists waving at porsches, and many, many more. Absolutely the most fantastic "Non Porsche" Porsche tour ever. Dick says it will be an annual event. I say a year is too long to wait for this event again. Maybe with a little persuasion, Dick will put it on again this year.

John Clever

THE PINNACLES TOUR
Wow, what a fun day. We left the San Jose Hyatt House parking lot Saturday morning, April 6th for a tour of the Pinnacles. The weather was just perfect, not hot and not too cold. Even before leaving the parking lot most of the 914's were removing their lids (most, except us because I forgot my hat to wear in our new Sepia Brown 914-2). Did I sneakily get that one in?! Well, on our way. The group divided in two, one following the Neidels, the other following weaving-in-and-out-of-traffic Jim Fleming and Suzanne. We toured down Highway 101 toward Monterey. On our way to the Pinnacles we passed a group of cyclists and on our way home we passed them again, but they were still heading toward the Pinnacles. When we finally reached our destination; after driving through a lot of beautiful farm country, cruzin' through Beautiful Downtown Hollister, quickly passing Hazel Hawkins Hospital of Hollister, and stopping at a neighborhood market to collect the second group and to refuel and unfill; yes, you guessed it, everyone unpacked the cars for eats and drinks. This was a good part of the tour, too, because of a lot of good food and refreshments. So, after filling our bellies we braved the caves. It was so dark in places that we had to use flashlights, and so wet in places that we had to roll our pants legs up. (I'm so proud of you, David, you didn't even get your tennies dirty). After ducking, stretching, and ooo-ing we emerged from the caves at a reservoir. There we rested a bit, then easily walked back to our original eating-drinking spot for more drinking. All that walking makes a body dry. The exploring and walking made us so dry that we had to stop at Pedrizetti Tasting Room on our way home. Thanks to the Neidels for their good suggestion. After the tasting, everyone was on their own. I had a good time and hope that everyone else did too. The Neidels did it again. Good Tour! I hope that this was to your reading enjoyment, I've never been able to keep my writing short and sweet.

Pat Walden

DER GOODIE BAG
Effective immediately you will all be required to own a Panorama Binder. Advantages noted Below:
1) You will not be required to buy two (2) binders next month (The penalty for not buying this month).
2) You will not have to "volunteer" as an autocross courseworker.
3) They are a handy and attractive method of displaying and protecting your collection of Pano's. The binder holds 18 copies and will look great on your bookshelves.
Price: $3.67 Deadline: Next Dinner Meeting
Der Fuehrer Wilhelm Von Patton
What's Happening Now?

| EVENT: | May Dinner Meeting |
| DATE: | Saturday, May 20th |
| TIME: | 6:30 Cocktails 8:00 Dinner |
| PLACE: | The Skyline Restaurant - in the Skyline Plaza Shopping Center - Daly City (415) 756-0800 |

From the north head south on 280 to Pacific #1 bear right to intersection with Skyline Blvd. turn right at light and right again uphill to shopping center.

From south come in on 280 take Mission, Pacifica turn off, stay right on Pacific Highway as it branches into Skyline Blvd., turn right on Westmore and right again uphill to Skyline Plaza.

MENU: Roast Cross Rib of Beef $7.75  Veal Cordon Blue $7.75

ENTERTAINMENT: Movies - Movies - A Double Header
The movie of the '73 Porsche Parade at Monterey. This movie you shouldn't miss as it covers the complete Parade and personalities including the Porsche Family - by Chet Lane Plus the Porsche Factory Effort "One for the Road". This film had its premiere showing at the '73 Parade and was praised by all. See your 911's built from start to finish - A real treat!

EVENT: Zone 7 Series Autocross
DATE: May 5th, Sunday
PLACE: Pleasanton County Fairgrounds
Berna Avenue Exit from Rte 680, Pleasanton
TIME: Registration opens 8 am
Run Groups:
9:00 - 11:00 Classes 1, 2, 3, 4, 14, 15, 16, 17 - Stock 4cylinder
11:00-2:00 Classes 7, 8, 9, 20, 21, 22 Stock 6cylinder
2:00 - 5:00 Classes 5, 6, 10, 11, 18, 19, 23, 24 Improved Production & Modified

All Cars Must be on Grid within ONE HOUR of the opening time for the run group. The 2nd and the 3rd run group may have their opening time moved up earlier than the posted time.

SCOOPE: To volunteer to work the event, call:
Troy Powell (415) 276-4400
or (415) 278-0989
Bob Daves (415) 846-6489
Parade Competition Rules - Modified Zone 7

EVENT: Family Picnic
DATE: Sunday, May 19th
PLACE: Vasona Lake County Park, Los Gatos
SCOOPE: It's PCA Picnic Time again. Any time after 9:00 am. Plan to arrive early because good parking is limited. Take the Lark Ave. Exit from Highway 17 in Los Gatos. Follow signs in the park to the circle picnic area. Bring your own lunch. We supply the beer, wine, soft drinks, charcoal fire, ice, games and prizes. Don't forget this is a family picnic. Bring the kids!

George & Shirley Neidel (408) 225-8103

EVENT: Hare & Hound Rally
DATE: Saturday Night, May 25th
TIME: First Car out at 7:00 pm
PLACE: Penney's Auto Center @ Eastridge Shopping Center, San Jose
From the intersection of 101 and 17 in San Jose, go south on 101. Take Tully Road East from Highway 101. You can't miss Eastridge on your right. Penney's Auto Center is way out in back -- but you'll find it.

SCOOPE: $3.00 Per Car Full - First thru fifth in two classes - I = Mathematicians/ II = Far Out
Here we go again all you hounds. This is the fifth year in a row I have given you a chance to catch me and although Easter is long past don't get the idea that the old bunny is out of steam. If rallies are a pain in your posterior please have faith, because a hare and hound rally is your kind of event. There are no set speeds, no sneaky route instructions, no check points, and so you see no need for any heavy arguments. All you really need is a working odometer in your machine and the will to finish the chase. It would help; however, if you brought along a clip board and pencil. At the end of this event you will be able to drown your sorrows, win prizes, eat, fast, whatever your heart's desire -- almost.

Driving time is approximately two hours -- a real gas saver -- who the hell -- gas saver ?? Drive on man -- drive on !!!

If you have any questions about this far out event your questions will be answered in the general instructions at the start. See you at the bunny pen !!! Anyone for a "smart Pill"?

END: A Place Where Suds & Goodies May Be Consumed.

HARE
EVENT: A Colorfull Autocross
DATE: Saturday, June 2nd
PLACE: Hewlitt-Packard, Santa Clara
TIME: First Car out 9:00 am
SCOOP: The most colorfull autocross of the year is being put on by the PCA-GGR womans Committee. This is an autocross to train workers at the various jobs needed to run a good event. Bring a lunch and your bicycles, adult-licenced drivers will be able to run the course during the lunch break in a extra fun class. If you want to help on this event, contact one of the women listed in last months Nugget. Run class will be determined by the color of your porsche. This event will not count for year end points. The color classes will be posted at registration. The top time of day trophy and prizes for each class will be awarded at the June Dinner Meeting.

Sharon Neidel
(408) 225-8103

DIRECTIONS: Hewlitt-Packard
Lawerence Expressway exit from 280 and Stevens Creek Blvd. in Santa Clara.

EVENT: Tour to Konocti Harbor Inn
DATE: Saturday, June 8th - Overnight accommodations are available at special rates.
PLACE: Soda Bay, Clear Lake, California. Driving distance from the Golden Gate Bridge is approximately 145 miles.
ASSEMBLY AREA LOCATION: Vista Point parking lot at the North End of the Golden Gate Bridge.
SCOOP: We plan to tour through the wine country en route to Konocti. Arrangements are being made to have a picnic lunch at one of the Wineries. After arriving at Konocti (a designated parking area will be reserved for PCA members), we will board the Princess Konocti for a boat ride on Clear Lake. There is a bar on board which will be open on a no host basis. After the boat ride, a dinner is scheduled in one of the banquet rooms. Dress is casual/sport attire. There is a Service station at the Inn and there should be no problem in obtaining gas for PCA. Let's hope for good weather and a successful tour.
DEPARTURE TIME: 9:45 am

PRICE PER PERSON: $11.00 - This includes dinner, tax, tip and the Boat Ride.
MENU: Cornish Game Hen with wild rice.
ROOM RATES: $11.00 single - $18.00 for double. If you plan to stay overnight, call toll free number 800-862-4930 for reservations.
WHAT TO BRING: Cameras, warm jackets for the boat ride, picnic lunch, tennis - golf equipment and bathing suits.
SEND ONLY YOUR TOUR RESERVATIONS & CHECKS:
PCA-GGR (Checks payable to PCA-GGR)
c/o Norm Merkel
P. O. Box 8291, Airport Branch
San Francisco, Cal. 94128
DEADLINE: Tuesday, May 28th
Norm Merkel
(415) 355-0200 (after 6:00 pm)
PS: I need a few volunteers to help on the tour. If you're willing give me a call Thank you

EVENT: Russian River Canoe Trip
DATE: Saturday, June 22nd
COST: $12 a canoe plus 50¢ per person (3 per canoe - no one under 5 years)
DEADLINE: May 24th, 1974 FIRM
SCOOP: It's almost that time again, time for fun and adventure and just a plain old good time. For those of you who didn't get a chance to go last year, you missed a good time. For those of you who did go, hope you can make it again this year. I've reserved 40 canoes for this years trip. We only had a few minor casualties last year (huh, Tom Pratt, George Neidel ?!), but those didn't occur until after they arrived home and the sun got the better of the two, and I heard they had to wear slippers to work for a few days. I realized there is a fuel shortage and hope this doesn't scare any of you way. I'm trying to make arrangements for gas and will have more information in next month's Nugget concerning this. Will anyone with a van or station wagon give me a call that can be used when we get up there for transportation? Another suggestion, if you have another car other than your Porsche, it is suggested that you take that. The Grimsmans had to have their car towed home last year, due to their car being lowered and the parking area not too easy to get into, one thing led to another, so, take heed. Get your reservations in early. More information to follow in next month's Nugget. Make your checks payable to me, $12 per canoe, plus 50¢ per person for life jackets, and mail to 6738 Landerwood Ln. San Jose

Jackie Allison 408-997-0512

95120
CARLTON'S CAPER - GGR II SERIES AUTOCROSS

Perfect weather beat down upon the 95 drivers who ran the second series autocross. Brian Carlton chaired the event and it ran flawlessly. The 'Gaeta-Style' of work sign-up was used and again proved its value. It looks like it will become standard operating procedures.

Sonja Blow started her day with her first run being good enough to stand up all day for the class win. That's a good drive! Sally Pemberton did the same in the beautiful blue roadster, to take class L3. Terry Rosatelli wins the outstanding rookie award. After driving only a couple of months, Terry burned one in to beat Sue Mascia. She is quickly improving with each run.

Bruce Anderson was back out with the smooth speedster, a new monster engine, and slicks: after a year's absence he felt he was not up to his old form, but he had Bob and Troy, and Tom Green watching him as he turned in some pretty good times for a rusty driver. Troy had bad luck most of the day, with the engine going sour twice on him. Bob had the good luck and put in a super run to beat Tom Green, despite a pylon Bob hit. Looks like it will be a good battle this year for modified class. Don Chiang ran off with the win in A2, running all the time with a broken rear shock. One of these days the competition in the stock 911's is going to be dull, but don't hold your breath. Not only was it not dull, but the drivers in these classes have a very healthy competitive spirit - they openly discuss their car set up, tire pressure, and how they drive the course. This leaves the win up to ability and not tricks or secrecy. We think that most of our classes have healthy competition, but classes S3 and L2 are the model for us all. If we had any complaint with the event, it was with the length of each run. The times were generally in the 70's. This meant that no competitor received more than 3 runs and some only 2 runs. This is purely hind-sight, as it is difficult to estimate accurately the time it takes to run a course. But there are some indicators. Double-back or 180 corners noticeably increase times. Or any series of tight corners where a driver has no choice but to drastically reduce his speed in order to miss a series of corner pylons. There is nothing wrong with a course of this design; the difficulty resides in the fact that our autocrosses are so good that they draw upwards of 100 drivers. We can remember years ago getting 8 to 10 runs at GGR autocrosses. That is not possible today, but most drivers would like to get about 4 runs. This adds more spice to the day, and of course makes our drivers better prepared to meet other drivers in the Zone 7 series. We would like to suggest to future event chairmen that the course be in the low 60's or mid 50's, so competitors can get more shots at the course. The next

GGR autocross is August 3rd at Pleasanton. Don't forget the GGR-Hosted Zone 7 autocross May 5th at Pleasanton. See you there.

**TOP TEN**

<table>
<thead>
<tr>
<th>Place</th>
<th>Driver</th>
<th>Time</th>
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<tbody>
<tr>
<td>1.</td>
<td>Bob Zulkowski</td>
<td>67.53</td>
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<tr>
<td>2.</td>
<td>Tom Green</td>
<td>67.80</td>
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<tr>
<td>3.</td>
<td>Bruce Anderson</td>
<td>68.76</td>
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<tr>
<td>4.</td>
<td>Troy Powell</td>
<td>69.66</td>
</tr>
<tr>
<td>5.</td>
<td>Bob Daves</td>
<td>70.72</td>
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<tr>
<td>6.</td>
<td>Marj Green</td>
<td>70.75</td>
</tr>
<tr>
<td>7.</td>
<td>Craig Douglas</td>
<td>70.92</td>
</tr>
<tr>
<td>8.</td>
<td>John Tidd</td>
<td>70.92</td>
</tr>
<tr>
<td>9.</td>
<td>Ray Mascia</td>
<td>70.95</td>
</tr>
<tr>
<td>10.</td>
<td>Gay Evans</td>
<td>71.00</td>
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**CLASS S1**

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<tr>
<th>Place</th>
<th>Driver</th>
<th>Time</th>
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<tbody>
<tr>
<td>1.</td>
<td>Jim Fleming</td>
<td>79.33</td>
</tr>
<tr>
<td>2.</td>
<td>Tom Foster</td>
<td>81.69</td>
</tr>
<tr>
<td>3.</td>
<td>Stephen Grant</td>
<td>83.12</td>
</tr>
<tr>
<td>4.</td>
<td>Dave Nelson</td>
<td>85.06</td>
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**CLASS S2**

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<th>Place</th>
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<tr>
<td>1.</td>
<td>Robert Daves</td>
<td>70.29</td>
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<tr>
<td>2.</td>
<td>Norm Nelson</td>
<td>73.90</td>
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<tr>
<td>3.</td>
<td>John Clever</td>
<td>74.17</td>
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**CLASS S3**

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<tr>
<td>1.</td>
<td>Doug Wells</td>
<td>74.49</td>
</tr>
<tr>
<td>2.</td>
<td>Gary Brauch</td>
<td>74.97</td>
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<tr>
<td>3.</td>
<td>Terry Zaccione</td>
<td>74.88</td>
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<td>4.</td>
<td>Ron Trehan</td>
<td>76.19</td>
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<td>5.</td>
<td>Greg Jenkins</td>
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<td>6.</td>
<td>Dennis Grimm</td>
<td>78.10</td>
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<td>7.</td>
<td>John McCarthy</td>
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<td>8.</td>
<td>Larry Robison</td>
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<td>9.</td>
<td>Leo Pruett</td>
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<td>10.</td>
<td>Ed Swain</td>
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<td>11.</td>
<td>Scott Pruett</td>
<td>83.75</td>
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**CLASS S4**

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<tr>
<td>1.</td>
<td>Dwight Mitchell</td>
<td>74.40</td>
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<td>2.</td>
<td>Ray Blow</td>
<td>75.91</td>
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<td>3.</td>
<td>Alan Brooking</td>
<td>79.02</td>
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<td>4.</td>
<td>David Walden</td>
<td>82.08</td>
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<td>5.</td>
<td>Jim Sirr</td>
<td>82.78</td>
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<td>6.</td>
<td>Tom Drew</td>
<td>83.66</td>
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**CLASS S5**

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<tr>
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<td>Bruce Fong</td>
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<td>2.</td>
<td>Randy Jester</td>
<td>84.06</td>
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**CLASS L1**

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<tr>
<td>1.</td>
<td>Sonja Blow</td>
<td>78.42</td>
</tr>
<tr>
<td>2.</td>
<td>Linda Mitchell</td>
<td>80.22</td>
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<td>3.</td>
<td>Susan Brooking</td>
<td>82.95</td>
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<td>4.</td>
<td>Foster</td>
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<td>5.</td>
<td>Pat Walden</td>
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<td>6.</td>
<td>Carol Grant</td>
<td>86.42</td>
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<td>7.</td>
<td>Susie Atlee</td>
<td>87.92</td>
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<td>8.</td>
<td>Mary Wallace</td>
<td>89.83</td>
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<tr>
<td>9.</td>
<td>Kathie Sirr</td>
<td>91.14</td>
</tr>
</tbody>
</table>
**Class L2**

1. Nancy Wells  
2. Peggy Jenkins  
3. Sharon Trethan  
4. Nancy McCarthy  
5. Darlene Swain  

**Class L5**

1. Marj Green  
2. Gloria Zulkowski  
3. Sharon Evans  

**Class M**

1. Bob Zulkowski  
2. Tom Green  
3. Bruce Anderson  
4. Troy Powell  
5. Craig Douglas  
6. John Tidd  
7. Gary Evans  
9. Lewis Larimer  

**Class L4**

1. Terry Rosatelli  
2. Sue Mascia  
3. Marge Linville  
4. Diane Grimmeman  
5. Ann Rudesill  

**Class X**

Bob Wilcox  
Jim Gaeta  
Diane Wilson  
Sue Mascia  

**Drivers School -- Important Notice**

After the absence of 2+ years GGR will again be putting on a high speed drivers school. It is currently planned for the weekend of August 10th and 11th at Sears Point. We will have one, that is provided a few prerequisite can be met in advance. The scope of course and the event is such that for a safe and efficient time it is necessary that we have at least 20 people who will work the event for us as turn and communications personnel and grid workers. Additionally, communications around the track is a problem without the elaborate phone system SCCA uses. The high cost of the track itself, adding the phone system makes the cost to each entrant prohibitive. The solution we have arrived at involves a joint effort with Redwood Region. They have extensive C-B radio gear and they will provide all our communication requirements for our drivers school if Golden Gate Region will provide 10 people to work their one day school at Sears Point on Sunday, June 2, 1974. Redwoods offer for this is outstanding and I'm confident that 10 of us can be there to help our good neighbors have a great event, which will in turn greatly enhance our enjoyment of our own event. Please let me hear from you right away - both men and women can handle these jobs. What Golden Gate needs again is:

- 10 people for Sunday, June 2nd at Sears Point
- 20 people for Saturday and/or Sunday, Aug. 10-11

We must know no later than May 15th.

Call Dwight Mitchell (408) 255-6640

**Ron's Ramblings**

A drivers committee meeting was held on April 9th and some changes were made concerning the GGR Autocross Participation Rules for 1974. Listed elsewhere are these changes. They will go into effect on August 3rd. This date has been added and will be GGR III. A co-chairman at this time is Tom Foster. He would like one other person to assist him at this event at Pleasanton.

Our next event will be May 5th at Pleasanton. This event is the Zone 7 hosted by our own region. The rules and classes are governed by the Zone 7 Autocross Series Competition Regulations. The co-chairmen are Bob Daves and Troy Powell. They will be using the "Sign up Worksheet" for all GGR members. This has been used at the last two GGR events and has been very successful. Thanks to Jim Gaeta.

Ron Trethan
THE FIRST ZONE 7 AUTOCROSS
REVIVAL OF A GGR TRADITION
Ah, tradition. Chauvenistic, ethnocentric tradition was
revived when Zone 7 got its new Zone-wide autocross
series started, and Golden Gate greeted it with an old
fashioned, wholesale slaughter. It was a touching re-
'°vival of tradition. Loma Prieta weathered a late start,
some last minute changes, and a cold snap to put on a
good event. The only sour note came when the second
run at the course had to be made without a practice lap
since time was running short. Very few people bettered
their first run because of this. All and all, however,
a good event. A great event, perhaps, for Golden Gate.
Just like in the past, GGR competed with other PCA
regions and took home all the prizes and glory. All
Golden Gate supplied was the best prepared cars and the
fiercest drivers. And we got lots of both. There are 21
Zone 7 classes. Golden Gate showed up for 16 of the
classes and won 13 of these. Golden Gate women won all
7 classes that they ran. And we put our fiercest divers from 356s, 914/4s, 914/6s, and 911s in the top 10
to take 7 of the 10 spots. Fills your eyes with emotion.
But, seriously, one autocross does not make a series.
There will be more events, and the year-end results
may be different -- we may get cars into those other
5 classes! We'll keep you posted on the dedication of
these warriors in their crusade to revive our tra dition.
Also, we really want to encourage anyone who didn't make
the first event to come out to the next one -- for fun,
plenty of socializing, and just plain good competition.
Tom & Marj Green

GEgEN DIE UHR
The 1974 "Gegen Die Uhr" was a fantastic success, both
from the entry standpoint and the organization. An all-
time high number of drivers participated-- 366 to be
exact. Rick and Carol Ford and Bob and Gloria Zulkowski
did a superb job in organizing the event, and their app
pointed "Gruppe-Fuhrer" did an equally outstanding job,
namely: Bob Daves/Tech; Troy Powell/Grid; Tom Green/
Flagging; Don Ching/Course; Sharon Neidel/Timing;
George and Shirley Neidel/Welcoming; John Tidd/Helmets;
Steve and Carol Grant/Pylon Count; Ron Ferreira/Ann-
ouncing; Sally Pemberton/Posting; Sue Mascia/Registration.
And how about our PCA showing! We took the first
three places in four classes: D/S, E/P, E/S, N/S. Top
Porsche time of the day went to Tom Green with a 49:75,
while the overall top time of the day was taken by Gary
Walton in the Box with a 47:96. Three PCA people finished
in the top 10 overall: Dick Tretheway finished 8th with a
49:64 in a Lotus-7; Tom Green took 9th in his silver go-
fast with a 49:75; and Joe Reitmeier turned a 49:79 in his
Porsche to come in 10th. Results of the top three PCA
members and their positions in their classes follows:

<table>
<thead>
<tr>
<th>A/S</th>
<th>A/P</th>
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</thead>
<tbody>
<tr>
<td>2.</td>
<td>Doug Wells</td>
</tr>
<tr>
<td>3.</td>
<td>Gary Steele</td>
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<td>5.</td>
<td>Sam Northern (Redwood)</td>
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<th>D/S</th>
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<tr>
<td>1.</td>
<td>Ray Blow</td>
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<td>2.</td>
<td>Jim Gaeta</td>
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<td>3.</td>
<td>Jim Pasha</td>
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<tr>
<td>1.</td>
<td>Reinhard Riedel</td>
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<td>2.</td>
<td>Zack Taylor</td>
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<td>3.</td>
<td>Don Chiang</td>
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<td>2.</td>
<td>Dave Nelson</td>
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<td>6.</td>
<td>Daniel McDonald</td>
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<td>2.</td>
<td>Nancy Wells</td>
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<td>3.</td>
<td>Sue Mascia</td>
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<td>4.</td>
<td>Teresa Rosatelli</td>
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<th>K/P</th>
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<td>3.</td>
<td>Carol Ford (Cobra)</td>
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<th>M/P</th>
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<tr>
<td>1.</td>
<td>Marjorie Green</td>
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<td>3.</td>
<td>Sally Pemberton</td>
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<th>N/S</th>
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<tr>
<td>1.</td>
<td>Sharon Trehan (Wong's)</td>
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<td>2.</td>
<td>Betsy Littin</td>
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<td>3.</td>
<td>Carol Grant</td>
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The only hitch in the day's events occurred with cars other
than Porsche's: a Corvette which blew oil on the track
and livened up the meet with a small oil fire; a Lola formula
which wiped out a timing light; a Lotus which ripped off
a front fender; and a Camaro which shredded and finally
blew a racing slick. Even with these delays, Bob and
Gloria - Rick and Carol kept the show moving.

Gegen "Gossip"---PCA regions represented were Loma
Prieta, Redwood and GGR, of course. --The Swain's
debuted their blue "fox". ---The winners got "crock"ed.
All puns aside, the crockery trophies were imaginative,
unique and beautiful. ---Dave Hancock autocrossed after a
two-year absence---Ray won first in class in Mascia's
car (Blow, that is, Ray Mascia was in Japan). ---The
comfort of the timing trailer was provided by SCAT. ---
Thanks to the following dealerships for their sponsorship:
Anderson-Behel Porsche/Audi; California Porsche/Audi;
Carlson Porsche/Audi; Ely Porsche/Audi; Martin/John-
son Porsche/Audi; Neufeld Porsche/Audi. ---And, last
but not least, Jim Fleming's profundity "It was wonderful".

Ted and Susie Atlee
Tech Tips

356 A good friend the Zenith 32 N Dix carberator gets our look this month. While most of us who own cars with these "raskels" on them have probably solved all their problems by now. I felt a comment on two of their most troublesome spots could be worthwhile.

... Float valves and float levels: This is a real weak spot in the Zeniths and almost any hesitation in cornering is attributable them. If you have this problem carefully check float levels (in vest in float gauge... its worth it) and set on the low side of the range. Frequent replacement of the float valves is unfortunately typical. When getting new ones be sure they pass the "suck and stick it on your tongue" test. (Call Tech Chairman for details)

... Accelerator pump by pass: Located at the base of float bowl the bypass valve itself generally operates satisfactorily, but will occasionally work itself loose, causing gas to leak out of the float chamber making starting difficult. The carb is so designed that the throttle body (lowermost section) prevents the valve from falling completely out, but also prevents you from properly tightening the valve without removing the carb and disassembling the throttle body from the float chamber section. If this problem is occurring get a carb rebuild kit or the necessary gaskets before beginning the job. When reinstalling the bypass valve apply "loctite" to the threads of valve body before reassembling. Important: Do not allow Loctite anywhere except on the threads.

911 912 Attention owners of 1966 thru 1968 911/912 and especially 911s models. I have noted several cases of a particular transmission part failure. It is possible for the differential housing to be broken in two pieces without showing up during routine driving. The universal joint mounting flange will support the broken pieces and keep them aligned during light loading. During heavy use the ring and pinion gears become misaligned causing undue wear. This condition is potentially very serious and can be detected from outside the transmission by a relatively simple test. The failure only occurs on the drivers side of the car. The universal joint mounting flange normally has a small amount of end play in and out. But if the differential housing is broken, the flange on the drivers side (left) of transmission will also move up and down slightly when compared to the right side of flange. The right side never breaks to my knowledge and is a good reference. If there is any doubt from this test, the U joint should be unbolted and the flange and side cover removed on the left side for inspection. Removal of the cover will show immediately whether the broken condition exists.

Thanks to Dick Osgood

914 The 1973 and later 914s have a revised and greatly improved shift linkage over earlier models. It is possible to convert the pre73 models to the late linkage but many new parts are required, together with the removal of the engine and transmission and disassembly of the gear box. With the exception of making one special bushing and sealing (helichord, etc) the old shift housing it is a "bolt in" proposition. There is not enough space here to outline the complete change, but if anyone is seriously considering the change your Tech Chairman can give you all the details.

Dwight Mitchell Technical

NOTICE - 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 -

Rule Book

Registration and Classification - A participant may register only once and will be assigned only one number. Participant may drive more than one car during the day but may compete for year end trophies in only one car in one class during the day.

Running of the Event - If there is a second driver, car must run before last car in next run group. If there are more than two drivers, then those drivers must be assigned numbers in next run group and will run before last car in the following group. A run will be made when the assigned number is scheduled to run. Each driver will receive only one run per cycle of the grid. If a participant drives any car other than their "official" car, they must indicate "fun run" in the appropriate time slot. The period between 4:00 and 4:30 (after the second drivers' official runs have been taken) shall be open for any registered driver to have a run in any car other than his "official" car for a fee of $1.00. A participant may drive each car only once. The last car out will be at 4:30 sharp.

Course Flags and Timing - If a timer malfunction fails to start the clock, the driver will be "red flagged" and will be given a new run.

Ron Trethen
APOLOGY
In the last issue of the Nugget, we criticized the Golden Gate autocross rule that allows some competitors to obtain more runs than other competitors. It was never our intention to imply that there was any cheating in this regard. The flaw is with the rule, and not the competitors. The article singled out Dwight Mitchell. As the article read, it was an insult to Dwight. This was neither our intention nor our sympathy. We apologize to Dwight, and sincerely hope we can erase any discomfort or embarrassment we have caused him.

Tom & Marj Green

AFFILIATE MEMBERSHIP TRANSFER IN
Sherry Hossom  Patrick Butterfield
525 Homer Avenue  744 Pacheco
Palo Alto 94301  San Francisco 94116

Total Membership as of March 1, 1974  583
New Members  7
Add (Affiliate Membership)  1
Drop  1
Add (transfer in)  1
Total Membership as of April 4, 1974  591

Richard Wallace - Membership Chairman

WELCOME New Members

David & Joan Colman
Box 306 Star Route
Sausalito 94965
383-6171
1970 914/6

James Jensen
38781 Mission Blvd.
Fremont 94536
797-9526
1970 914

William & Marie Lehew
34 Fairlawn Avenue
Daly City 94015
992-4177
1968 911L

Bill & Becky Newlin
1608 5th Avenue #6
Belmont 94002
593-4726
1968 912

Jim & Karen Ruggeri
1837 Clarke Avenue Apt#17
Palo Alto 94303
322-3886
1969 912-1958 Speedster

Tom & Marcy Scott
2146 Barrett Avenue
San Jose 95124
371-0259
1970 914/6

Jim Starnes
1998 The Alameda #4
San Jose 95126
246-1276
1963 356

D. A. Biondi  Carole Butcher
1303 Halibut Street  265 Union Avenue #C 2054
Foster City 94404  Campbell 95008

George Deabill  C. Forge
848 Marshall Drive  201 Fremont Avenue
Palo Alto 94303  Los Altos 94022

J. P. Hunter  William C. Kelley
827 N. Humboldt  4290 Albany #240
San Mateo 94401  San Jose 95129

Alex N. Lilley Jr.  Robert H. Neal
2 Monte Cresta Court  22383 Starling Drive
Belmont 94002  Los Altos 94022

Greg Poston  Herbert P. Stickel
1390 Market #2114  P. O. Box 1254
San Francisco 94102  Los Altos 94022

Cecil Williams
7618 Braidburn Avenue
Newark 94560

We've Moved

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's life a lot easier.

Thank You
for sale

1964 SC #821026 coupe #130003 in immaculate condition. Vehicle garaged every night since restoration in 1971 you can eat off newly rebuilt engine with only 82000 miles. All of following replaced (stock equipment) since restoration: Silver/black leather seats with headrests; Hella quartz driving and headlights; chrome wheels with lacquered crest hubcaps and Semperits; Konis and compensator; tinted glass; European exhaust; etc. etc.

$5000 firm.
Paul Watts (415) 728 3434 after 7 pm
180 Coal Reef Ave.
El Granada, Ca.

69 911E Coupe 38,000 miles, Golden Green, Stereo,
Original Owner $6300 offer.
Dick Elevant 531-0625

S90 Engine Garretsonized Parade Class winner, will consider trade, A Transmission, Nearly new Black Corduroy Recaro Seat, 2 windshields (1) 356 (1) Late B or C, front seats '72 911 Brown, 2 complete interiors (red) early B and Late B or C, Interior Panels Leather 60 61 A + B Brakes, Misc. parts.
Baron Von Collector De Junke 547 2357

901/05 engine for parts: complete except carbs, intake manifolds, heat exchangers & flywheel. Starter too. 5 '67 "S" alloys w/165 15's. Last but least, a 914 steering wheel w/leather lace on cover. Good prices!
Bill Kelley (408) 287 8608 days (408) 243 5695 evens.

4 Firestone 3.75/8.50x15 racing tires. Have been run in only 5 events, for a total of 15 runs $120.00
Gary Brauch (408) 257 1391

1 Slightly used Bursch Muffler for "B" model. One year old, run only on selected Sundays. $10.00
Tom & Marj Green (415) 530 5807

1972 911T Coupe Silver w/Black interior, 5 speed, factory 6" alloys, externally adjustable konis, sway bars, lowered, michelin XVR's, racemesh wheel, Q1 headlights and driving lites, AM FM stereo Tape, and more.
Flawless condition only 10,000 miles. $8500
Jim Berning 356 8288

4 Goodyear 23x8.5x15 G19 tires, new never mounted $250
4 American Magnesium Wheels 6x15 with lug nuts/hub covers $250 (for disc brake only)
Bernie Buschen 793 8556 evens.

4 5 1/2x15 steel wheels, tires, hub caps, and all lug nuts. Make offer.
Walt Koerher (415) 285 6846

The Mart

'59 356A Best Offer. Runs but needs some work. For details call Dan Hudson 493 3320 ext 305
(408) 336 8341

Front bumper for '62S, rear reflectors (above the taillights), back rests for jump seats (black)
Bill Kulpenger (415) 396 5119 days
(415) 276 2961 evens

wanted

Recaro seats in exchange for standard black seats from
1972 911T plus cash.
Barney Tolk (415) 885 4644

For 1969 911E: 5 speed transmission with or without half axles. 4 or 5 914/6: front bumper and stock muffler
Bernie Buschen 793 8556 evens.

911S Coupe 2.2 or 2.4 call:
Ray Mascia 941 5698 (after 6:00 pm)

911 Factory workshop manual with supplements to be Xeroxed. Will pay $10.00 or whatever to help pay owners initial cost.
Graham Chloupek (415) 591 8461 ext 421 (work)
(415) 368 3491

Anyone planning on attending the '74 Parade (Poconos) please contact Bill Patton (415) 981 0600
(415) 521 7063

REWARD

Dear Sir:
Please note that a $500 reward is being offered for information leading to the return in good condition of the following Porsche which was stolen from 30 Magee Avenue, Mill Valley on or about March 18, 1974.

Description: 1962, 356B Kharman Hardtop, Notchback Coupe Black, original paint, perfect body, new: black naugahide interior, michelin tires, 65C electrical tachometer.

Last Seen With: Alabama license plates, model C heater control, quartz lens, clear foglights, serial #201868.

Please post this at your club, read at your next meeting & publish. If this rare car is seen by you, immediately notify police, and call me collect. Phone:
(415) 383 3229
Bill Greene, PO Box 408, Mill Valley, Ca. 94941
May

1  Sunset Tour  Sharon Neidel
3  Board Meeting  Jim Fleming
5  Zone 7 Autocross  Golden Gate Region
11 12  IMSA Race at Laguna Seca Raceways
18  Dinner Meeting  Ron Ferreira
19  Family Picnic  Neidels  Lake Vasona
25  Hare & Hound Rally  Karl Keller

June

2  Womens Autocross  Sharon Neidel  Santa Clara
7  Board Meeting  Dwight Mitchell
8 9  Konocti Harbor Tour  Norm Merkel
15  Tech Session  Dwight Mitchell
15  Dinner Meeting  Ron Ferreira
16  Zone 7 Autocross  Sacramento Region
22  Canoe Trip  Jackie Allison
22  Autocross School for Women  Marj Green
29 30  SCCA Race at Laguna Seca Raceways
30  T & D Rally  Bill Rush

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.

Goodie Bag

If you are in need of Goodies from our "Goodie Bag"
contact:  Bill Patton
2101 Shoreline Drive #425
Alameda, Ca. 94501
521-7063

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.