Prez Sez

Help! We need volunteers. For very important jobs. We need members to serve on the nominating committee and we need people to serve the region as officers. The first job is relatively easy. We will meet one evening at my house, drink some beers, swap Porsche stories, and discuss the good and bad things about the people in the region. In the process we will come up with nominees for regional officers. We would also like the names of people who will be willing to serve as regional officers. We want people who are genuine Porsche freaks and who are willing to put in long hours to serve the region. Let's hear from those volunteers.

Another task I have taken on is Parade Rules Chairman and I've already found out it is no bed of roses. Next years parade is in Seattle. We do not anticipate any major changes in the parade rules, but if you have any ideas you feel should be incorporated please let me know. The committee members are: Bob Garretson, Gene Babow, Joe Boucher and Sharon Evans. Give us your thoughts.

John Clever

Special

PCA-GGR has sought to participate in charitable events for the purpose of contributing to the community and strengthening our image.

An opportunity arose not long ago when the representative from one local dealer made a presentation at a board meeting. They had in mind a swap meet, concours and raffle for which we understood the dealer would donate a car. Later it turned out that the dealer had not intended to give the car away for charity, but to sell it to the organization at cost.

The board felt that without the donation of the car, nothing would separate this event from any other function for which a dealer might want to utilize the Porsche Clubs' talents. This fact in conjunction with apprehension on the part of the charitable organization to commit for the wholesale price of an automobile, has caused us to withdraw our support for this dealers' promotional event.

Jim Fleming

. . . . . . . . . WHO ARE YOU ! ! ! ! ! ! ! ! . . . . . .

OLD 475 Weldon Avenue #211
Oakland, Calif. 94610

NEW 1352 Ballena Blvd. #310
Alameda, Calif. 94505
No phone yet . . .

Check your own name and address in your new roster. If it is not correct, please submit a change of address (AND PHONE) to Dick Wallace, 1111 Lisa Lane, Los Altos, Calif. 94022.

Dick Wallace

Veep's Peep's

SONNETS FROM THE PORTUGUESE
Hey how about a great Roster by Tom and Linda Foster. The best ever!! Talked to Greenwood Racing and our hero Milt Minter, and they are doing a great job with the Corvette. Won at Talledega (Camel GT IMSA Race) and had it going strong at Charlotte till the rear end let go. But they are very pleased with Milt. Let's write to Penske for Milt in the IROC??? New faces in the crowd at August meeting; Al & Barbara Berens, Larry & Julie Jones and Jim & Sandie Malone. Lots of fun had by all, we still love you John. Tech session is a must this month. AZF Box Autocross - this one may have a mystery entrant. Marj Green - Ladies Autocross School. Ferry Porsche tour's are fun. Zone 7 in Monterey. Halloween Costume party for October at Michaels in Sunnyvale. Remember you read it here first!

LATE FLASH! Oakland paper had a note about PCAer Don Bredenbach going for the pole in Elkhart race. Lots of luck Don!!

All you recent members - we need you, now!

Your VP is getting hungry
Ron Ferreira BVCDL
After a break of three months, the third GGR series autocross was finally held. Linda and Tom Foster teamed to put on a well-organized, fun event despite the problem of building being constructed on the old parking lot at Pleasanton. A new exhibit hall is going up, forcing cars to grid on one of the entrance roads -- five grid lines on a two-lane road. But, being Porsche owners, everyone was super careful and no doors were dinged.

Gary Evans designed a "simple" course that had many competitors scratching their heads trying to find the correct line. If you drove on the wrong side of the course at the wrong place, there was no way to get a fast time. There were a number of trade-off situations where you have to give up speed at one spot to get more speed at another. Pretty good for designing the course by the no-course-map-throw-the-pylons-out-of-the-trailer-as-you-drive-around-the-lot method.

The most exciting races occurred in the six-cylinder classes. The first three places in stock 911 class were separated by just a little over two tenths of a second. The first two places in altered six-cylinder class were separated by only four one-hundredths of a second, and the next six places by less than a second. Barely enough time to blink an eye!

Altered four cylinder men's and women's classes gained new competitors as Dave and Pat Walden decided to give race tires a try. One of the most dazzling runs of the day was put in by Dwight Mitchell in his stock 914/4, turning a time fast enough to take first place in the stock 911 class. One-fifth of the women competitors beat their spouses times at some point during the day which brought out a lot of good-natured joking.

The real highlight of the event came at 4 pm. Those PCA'ers who stayed around til the bitter end, got a chance to take a drive in some of their competitors' machines. At $1.00 a run, it was the best deal in town. The line-up to get a chance to drive John Janczak's Formula Vee stretched around the block. Ray Blow blasted around the course in the Tretheway's Lotus 7 to turn in an unofficial top time of the day of 48 seconds. There was a lot of "your car handles better than mine," "no, your car handles better than mine" talk and some rethinking about what sway bars and shocks to run. Then everyone dashed over to the Treths for a quick swim in the pool and a long drink of beer.

Tom & Marj Gree
Autocross Editors
What's Happening Now?

Tech

EVENT: 4 Cylinder Engine Tear Down
DATE: Saturday, September 14, 1974
TIME: 10:00 AM
PLACE: 12769 Rondoni Court
Saratoga

SCOOP: We turn our attention for September Tech Session to the Porsche 4 cylinder engine used in the 356 & 912 series. With the popularity of the 6 cylinder cars, 4 cylinder was in order.

In last month's Nugget, we asked for your response to this type of session and the results showed good interest in the subject. We have tentatively set up the event at the World Headquarters of Mitchell Racing Enterprises, where we will do a complete tear down and examine some of the details of the "old reliable" 4 cylinder.

Reservations, of course. Please call your Tech Chairman, before September 11th (between 7-9 pm).

Dwight Mitchell
(408) 255-6640

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Dinner Meeting

EVENT: September Dinner Meeting
DATE: Saturday, September 21, 1974
TIME: Cocktails 6:30 pm
        Dinner 8:00 pm
PLACE: This month it's a

? MYSTERY SPOT ?

Call for Place and Price (415) 547-2357
YOU WILL BE SURPRISED ! ! !

ENTERTAINMENT: Road Race Slides from the fifty's. An area where you could take your Porsche to Stockton, race it and drive home a hero. From Pebble Beach to Palm Springs - Santa Barbara to Sacramento.

DEADLINE FOR RESERVATIONS:
Wednesday, September 18, 1974
MAKE CHECKS PAYABLE TO: PCA-GCR
MAIL TO: Ron Ferreira (after calling for information) 5355 Estates Drive
        Oakland, Ca. 94618

Ferry Porsche Tour

EVENT: Sunday, September 22, 1974
SCOOP: Yes, folks it's that time of year. Time for all you beer freaks, Porsche freaks, and Ferry Boat freaks to go touring. Again, by popular demand, the Ferry Porsche Tour will be. We will leave Porsche/Audi West at about 10:30 am and tour through the beautiful country side to the wonderful city of Rio Vista. There, we will have a picnic lunch amid the splendor of this true metropolis of the western world. We will then depart for the Sacramento River to ride the ferry boats. With luck, you will be able to see one of the world's largest ferry tenders in operation. This performance has been one of the highlights of previous tours. Then it is on through the wine country of Lodi and finally to Cleverlands in Tracy for beer, swimming, Porsche talk and barbeque. Sound like fun? Send your reservation ($1.50/person) to:
        John Clever
        P. O. Box 691
        Tracy 95376
Remember to bring a picnic lunch, food, and
Up Coming

utinsels for the barbeque. The beer will be furnished.

Remember: Sunday, Sept. 22nd - 10:30 am Porsche/Audi West in Pleasanton. Take Hopyard road exit from freeway 580. Send your reservation in now!

John Clever

EVENT: Rally around the Moon #2
DATE: October 5th.
SCOOP: You missed this event last year but fortunately we are having a re-run. Were you scared off by closed gas stations? All but four carefree PCA'ers stayed home. Those four had a magnificent time and suggested a repeat this year.

This time we will go on a Saturday so no excuses! October is magnificent in Wine Country USA. Come and romp with us. See the grape on the vine and even more important enjoy the taste at several wineries along the route. Bring a picnic, buy some wine and enjoy the good life.

We will tour through Marin and Sonoma countries with no firm schedule. Come early so you can detour along the route. We will stop a Jack London State Park and you will have plenty of time to explore the area.

Incedently this will be a rally but one where John Clever, the Evans, Neidels, and Perrys will not be competing. They ran last year. How is that for minimizing the competition? Low pressure will be the name of the game. All legs are self timing so forget your stop watches and sophisticated rally gear. Play this one for fun.

You can begin any time between 10:30 am and 12:30 pm. Start early so you can have extra time along the way for a picnic at Buena Vista Winery. The start will be at the future home of the Golden Gate Bridge Ferry Fleet in Greenbrae in Marin County. On US 101 head north from the Golden Gate Bridge exit. Stay in the right lane and take the fork right toward the Richmond Bridge. Go ahead about 1/4 mile to the start. For those coming from the East Bay via the Richmond Bridge turn right at the San Anselmo US101 south exit and which is about half a mile from the bridge. Follow Sir Frances Drake Blvd. to the start. If you get to US101 you went too far double back 1/4 mile. The distance from Marin and back will be about 100 miles.

Alan and Joy Best
(415) 924-4879

National News

Zone Seven Autocross Series Amendments to 1974 Competition Regulations Effective June 22 1974.

5.1.8 Registration and "Tech" for each event shall close as of the Grid closing time for the last run group.

5.6.1 If an official rerun is given, the penalties charged shall be those from either the first run or the rerun, whichever is greater.

9.2.1 Only those tires which are approved for delivery on the Porsche automobile, or their equivalents, shall be allowed on the Production Category automobiles. Specifically not allowed are:

a. All racing tires.

b. All tires with a "aspect ratio" of 60 or less (60 series or lower tires) unless that tire was original factory equipment on a specific year and model (example - rear of 1974 - 911 Carrera).

9.6.1 Allowable modifications to Improved Production Category cars:

h. The inner fender "lip" may be altered to provide tire clearance provided the exterior shape and dimensions of the fender remain unchanged.

Dwight Mitchell

Goodie Bag

Unclaimed name badges (they must have been on a Baron's Bluff rally) are available to the membership at $50 each. The Golden Gate Region button attached to these badges make attractive plaques for your dash. Or, you can attend the functions incognito.

Love as always
Your Fuhrer
Did You Miss This?

Drivers Event

The weekend started with a course walk through on Saturday afternoon. Dwight Mitchell pointed out the proper lines and this is greatly aided by a series of white dots painted on the track. One thing he told us about was when entering the carousel to brake before the crest of the hill. We continued on around the course getting the correct line for each corner and why a certain position at each corner was important as it set up for the following corners.

Sunday morning we lined on the pregrid and waited for our instructors. My instructor was Walt Mass. Let me tell you, he is one excellent driver/instructor. His other student in my group didn't show so he spent the whole first session with me. The first two laps we passed four cars and were free of traffic. Now Walt showed me what the correct lines were and where to shift and brake for every corner. As we approached the carousel, we went over the top of the hill before he started to brake. From seven to eleven it was full on the gas. His driving was very smooth and when the car did start to over steer, he corrected very effortlessly. Halfway through the session, we switched seats. He told me with his hand motions where to brake, what was the proper line and when to get on the gas. The man really knows his business.

At the beginning of the second session he went with me two laps to help me out on my own. At the beginning of the third session, he came by and we discussed the proper lines again. The man does an excellent job of instructing. A most informative day. Thanks Walt & Dwight.

John Clever

What a fantastic day we spent at Driver's School at Sears Point! From the moment we drove up to the front gate (a smiling welcome from Bondurants people) until we left the track that night (Coors for everyone!), the entire day was a fine example of complete organization, cooperation and thought.

Probably the key word for the day was: SAFETY. The emphasis on it was always uppermost in everyone's mind. The flagmen were alert, skilled personnel that we all relied on more and more as the day progressed. The instructors were top-notched people who were at the students disposal at all times, and at least in our case, were super-helpful guys.

The classes in which each car was placed, (usually by engine displacement) worked just fine. As a matter of fact, some of the cars in my group with street tires were really moving it . . . I couldn't believe that they were staying in front of me! It goes to show you that smoothness really counts.

Everyone got two full hours of "grueling" track time, which is one heck of a lot of trying to keep the concentration going strong. There were two half-hour sessions in the morning and two in the afternoon.

In conclusion, everyone said it couldn't be done. Well, it was done and Dwight Mitchell did it. He did an excellent job of coordinating the whole thing, with of course, the help of many qualified people, but he put it together.

And yes, Martha, I know what it's like to haul it in fifth gear and drift right up to the hairy edge . . . SAFELY.

The Grimsmans (Dennis and Diane)

PS . . Did someone hear that Tom Foster would pay $100.00 to do it again? Truly, at $25.00, it was a bargain. FOR SURE!!!

The fabulous Zone 7 autocross series reached its midway point with the event put on by the Sierra Nevada Region at Stead Air Force Base in Reno. The day was well-run; the course, fast and interesting. Stead doesn't allow you to lime the course, so unless you knew where you were going through the sea of pylons it became more of a challenge just to stay on course than it was to get a good time. But if you knew where to go . . . wow!! Nice fast corners: one flat out in third gear for those brave souls who convinced their right foot to remain firmly planted on the floorboards. Joe Reitmier came through again with a top time of day run that beat everyone by four seconds.

Out of the twenty-one Zone 7 classes, Golden Gaters are winning eleven, tied for first in one, and coming in
second in eight. Not a bad track record.

Stock 4 cyl:
- Class 1 Steve Grant 2nd
- Class 4 Dwight Mitchell 1st
- Class 14 Carol Grant 1st
- Class 17 Linda Mitchell 1st

Improved 4 cyl:
- Class 5 Bob Daves 1st
- Class 6 Larry Wong 2nd
- Class 8 Sally Daves 1st

Modified 4 cyl:
- Class 6 Tom Green 1st
- Class 19 Marj Green 1st
- Gloria Zulkowski 2nd

Stock 6 cyl:
- Class 7 Jon Milledge tied for 1st
- Class 8 Ron Trehnan 2nd
- Class 21 Sharon Trehnan 1st
- Class 22 Sonja Blow 2nd

Improved 6 cyl:
- Class 10 Bill Fay 1st

Class 23 Diane Grimsman 1st
- Sue Mascia 2nd

Modified 6 cyl:
- Class 11 Joe Reitmier 1st

Tom & Marj Green
Autocross Editors

The Swap session was a tremendous success from every standpoint with well over a hundred people browsing and buying. Most vendors were successful in selling a least a few of their parts offered for sale. One enterprising seller added ice cold Coors to his inventory (and sold it all, I might add). But not to be outdone was Bill Fay who gave a bonus beer to each customer. The most memorable sales of the day occurred when Jim Fleming sold his Daimler before the engine even had a chance to cool down after his arrival; and Dave Warren who had a purchaser for his creamy yellow Porsche by the end of the day.

When we left the house early that morning, my husband, Ted, had said emphatically "we're not buying anything!", but from conversations throughout the day, those words must've been uttered by many; who, like us, ended up buying more than they sold. Oh well, there's always next year.

Susie Atlee

The Mart

1970 914/6 new silver paint. New Pirelli tires CN36, AM/FM radio. Interior and exterior in Excellent condition. New car cover. This car has been serviced by dealer and I have all work orders. $5500.00.
Richard Ford
566-4276

1 Recaro 914 racing seat, headrest included. Fits any 914 or 914/6, in car 2 days - sells for $200.00 new, want $150.00.
Richard Ford
566-4276

1968 911 Targa-Black. 6x15 alloys, recaros, lowered, konis, sway bars, 5 speed, Q1 Lites, CD ignition & more.
Jac Curry
964-1375

914 Trailer hitch $50.00, Ski rack (new) $30.00.
Neill Hannon
366-4977

1972 911T Targa. 13,500 miles.
Greg Jenkins
731-4577

We arrived before the scheduled start time of nine o'clock, and there were already people waiting eagerly to fork over a buck per stall rent at the 1974 GGR SWAP Meet, held July 21st in the roomy parking lot of Eurasian Automotive Products. Thanks to Gary Evans for providing us with that site. Bob Getts and Ed Swain (who organized the whole shebang) were kept hopping all day selling stalls and answering questions. By early afternoon, over 40 stalls had been rented. Dick Wallace was also kept on his toes handing out PCA membership applications - hopefully we'll be seeing some new faces around as a result.
Tech Tips

THE '75 911 "CONVERTER"

With "Catalytic Converters" virtually required on all 1975 vechiles sold in the US, Porsche is reportedly working on a dual-action "catalyzer".

According to Machine Design Magazine, engine exhaust will be passed through a first catalyzer which reduces NO\textsuperscript{x}. Then the exhaust and secondary air supplied by a pump driven from the engine, is passed through a second catalyzer which oxidizes CO and HC. Metal oxides are used in the capillary channels instead of "noble" metals to minimize cost. Additionally a portion of the exhaust will be recirculated back through the intake system to meet the tough California NO\textsuperscript{x} requirements.

Temperature in any catalyzer is critical and this system would contain thermostats and by-pass to maintain the temperature of about 250\degree C necessary to proper operation. Apparently Porsche has been having some difficulty with cold start and overheating problems and I can certainly understand. I'm glad we have all this to look forward to along with an increased price tag of at least $600.00 and $100.00 per year maintenance expense -- RAH !!!

Dwight Mitchell (photo included)

![Prototype Porsche engine would be much bulkier than existing designs and cost an additional $600.](image)

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**356**

Late model 356 (and 912) engines contain a devise to supposedly direct warm air from the heater boxes toward the carburators at cold temperatures, via an "air horn" located on each side of the rear sheet metal cover plate. Each air horn has a flap which opens and closes (supposedly) under control from linkage which passes through the fan housing and is connected to a bellows type thermostat on the back of the fan housing. The proper functioning of the system depends on correct adjustment. An improperly adjusted air horn flap can result in either overheating in warm weather (and resulting loss of power) or carburator "icing" in very cold weather. If you do not do any "cold climate" driving I would recommend you adjust the linkage so the flaps are always completely closed. If proper functioning of this system is desired a simple gauge as shown below can be fabricated. The bellows is designed to operate in a temperature range of 23 to 34 centigrade (13 to 90 F) and should be so marked.
When doing your own valve adjustments in a 914 a simple method of revolving the engine is needed as the crank pulley is rather inaccessible. One solution that I have used works quite well:

1. After jacking car up and putting on car stands remove both rear wheels. It makes it easier to get in and out from under the car.
2. Screw lug nuts or bolts about 2/3 of the way back in on one wheel hub.
3. Remove retaining clip and pin connecting end of hand brake cable to actuating arm on one rear brake caliper, same side that you used in #2.
4. Pull on hand brake lever. This will now lock only one rear wheel.
5. Put car in gear - 4th or 5th is best.
6. Using a suitable round bar (3/8 drive extension) about 18" long placed diagonally between two adjacent lug nuts (bolts) on that same wheel, you can now easily revolve the engine into the positions needed to adjust each set of valves.

Note: have lug nuts or bolts screwed far enough in so bar does not damage threads.

7. Release handbrake and take car out of gear.
8. Replace hand brake cable, pin and retaining clip, and wheels. Torque wheel bolts or nuts to spec.

Adjustment procedure as follows:
1. Loosen clamp and disconnect ball joint.
2. Check that both flaps open and close together.
3. Insert gauge and mount bellows pulling an operating rod until gauge fits snug and hold.
4. Adjust end link at the clamp or ball joint so that flaps are fully closed.
5. Tighten clamp screw and lock nut on ball joint.
6. Remove gauge.
7. Check linkage for free movement through the fan housing and align if necessary.

Dwight Mitchell (Compliments of Graham Chloupek)
Letters...

Dear Editor,

I feel I must take exception to the article in the August Nugget, "The Decline of the House of Porsche". The author, no doubt a purist seems armed with indignation, but with little else, especially facts.

If he had studied the Porsche "family tree" he would have discovered that the Porsche prototype was essentially all VW, sharing about the same degree components as the 914. As the author concedes, the conception of the 914 is in fact a Porsche enterprise, despite the fact that it is not assembled at the Porsche plant (which we 911 owners may well be thankful for, since there would be even fewer 911s if it were otherwise).

His main charge of the commercialization of the Porsche organization blatantly ignores the fact that the Porsches are in fact engaged, dare I say it, in a commercial enterprise. With rising material costs, labor costs, and the devaluation some concessions were bound to occur, but they have not occurred at the expense of engineering or "pride in the product" (witness the praise the 2.7s are receiving for better performance when most carmakers have increased displacement to gain back their 1971 performance ratings). People like to personalize their cars which is what gaudy options are for, seldom do they effect car performance.

Finally I would like to point out that I am a purist myself; it would be tragic if "Detroitism" ever infiltrated Stuttgart. However, to upbraid the Porsches for trying to market their product by giving the public what they want, makes the author of this article a sterilist, for when a company goes out of business, there are no Porsches to drive.

Sincerely,
Alvin Berens

Thank you for your response. I thought the article very interesting and a different point of view. I have received numerous verbal comments on this article but this was the first written response. This is your Nugget and comments of this sort are very valuable to determine the wants and dislikes of our cars. Any time you have some thing to contribute for or against the car that is constructive I would enjoy printing it for the benefit of all members.
Editor . . .

Patton Place

Bill Patton says he is receiving a lot of calls in response to this column. Let's get one thing straight, no one knows who writes this column (the Shadow knows). Besides, Patton has enough troubles just trying to keep his car on an autocross course.

The Goodie Place in partnership with Patton's Bag offers the following contest. Write a story using the last names of members appearing in the 1974-1975 directory. Over 100 but less than 200 words. Last names only. Repeated names count only once. Directory names only. Exact spelling mandatory. Underline names being used and capitalize first letter. Person submitting the best story using the most names will win $10.00 worth of Goodie Bag items (your choice). Second place wins 2 PCA Bolo Ties. Winning submissions to be printed in the Nugget. Deadline is October 1, 1974. Send your submission c/o the Goodie Bag, 2101 Shoreline Drive, #425, Alameda, California 94501. Entry Fee is $1.00 per submission. A minimum of 10 submissions are required. Proceeds to GGR treasury. Draw check to PCA-GGR.

Example: The Butcher, the Baker and the Cook Rushed out in their Ford to Hunt up a Fisherman to catch a Pound of Bass to feed their Little Lyon, etc., etc., etc.

NAME GAME

Match the people with the best color for their car.
1. Behind the Door Green 1. Black (Jim)
2. Little Riding Hood Red 2. Brown (Ben), (Craig),
   (Dale & Cynthia), (Tom) (Steve & Ingrid)
3. Screaming Zonkers 3. Green (Tom & Marj)
   Yellow
4. The Quick Fox Gray 4. Greene (Paul & Carol)
5. Jumped Over the Lazy 5. Fox (Ron & Kathleen)
   Dog Brown
6. Little Sambo Black.
New Members WELCOME

Jim and Kathy Albritton
1169 Jensen Drive
Pittsburg 94565
439-1246
1970 911T

Alex and Lucy Bautista
1148 So. Mayfair Avenue
Daly City 94015
756-6928
1973 911T

John and Janice Beam
4935 Yellowstone
Fremont 94538
656-7077
1956 356A Speedster

Sandy Bove
444 Saratoga 13G
Santa Clara 95050
247-9840
1974 914

Phillip Gruell
2248 Fillmore Street
San Francisco 94115
567-6491
1973 911T

Leland Mlejnek
375 Santa Clara Avenue
San Francisco 94127
564-7125
1972 911T

Matthew and Marie McCubbin
272 Taylor Drive
San Francisco 94080
588-1058
1972 914

Edward Robinson
111 No. Rengstorff Avenue #28
Mountain View 94040
969-3167
1973 911T

Dan and Carol Ann Rodriguez
360 Flora Vista Avenue
Sunnyvale 94086
736-2041
1970 914

Dan Young
2309 Rock Street #11
Mountain View 94043
967-8097
1973 914

Transfer In

W. Ward Busing
349 Edenroc Drive
Sausalito 94965

Denton R. Crotchett
1104 Balboa Avenue
Burlingame 94010

Mark Ferdman
2701 Van Ness #510
San Francisco 94123

W. W. Palmer
44 Dior Terrace
Los Altos 94022

William M. Reidy
1912 Clinton Avenue #3
Alameda 94501

Paul C. Simpson Jr.
140 Arguello Boulevard
San Francisco 94118

Affiliate

Dennis D. McMahon
2100 North Point Street #304
San Francisco 94123

Total Membership July 2, 1974 538
New Members 10
Add (Transfer In) 7
Add (Affiliate) 1
Add (Old Members renewing late) 6
Drop (Transfer Out) 2

Total Membership August 2, 1974 550

We've Moved

Roland G. Davies
5 Tappan Court
Orinda 94563
254=3417

James C. Mills
2054 E. Capitol #5
Palo Alto 94303

Steve Ferman
26736 Hayward Blvd.
Hayward 94542
886=6813

Bill Newlin
761 Franklin Street
Montara 94037
728=5351

Steve Kirby
10308 Alpine Drive
Cupertino 95014

Jim Ruggeri
447 Oxford Avenue
Palo Alto 94306

James V. McGrail
935 Lynn Court
San Lorenzo 94037

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.
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

Cover

This month's cover picture was drawn by Bill Newlin. The pictures on last month's cover were also sent to me by Bill. Thank you very much for your interest.

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.