For the July 17th Tech Session, I had the privilege of driving a 924 prototype car from Culver City up Highway 1 to the Bay Area for the Western Region Distributor of Porsche-Audi. I had test-driven the car on the 15th, but the long trip really gives one insight into the car's road manners.

To drive a car that has not been seen before is at once a real pleasure and a hazard. Admiring stares coming from the faces of those driving the cars around you develops a sense of pride in what you are driving but the cars that cross over into your lane to get a closer look provide a frightening experience which enables you to more fully appreciate the car's nimble handling.

Handling is one of the car's strongest points (mine had sway bars, 6" alloys, and 185 tires). It's characteristics are truly Porsche in that respect. It darts in and out of traffic when needed and is more than a match for the driver at any speed.

Comfort is another of the car's finest aspects. If it had not been for a protesting stomach, I could have spent the full 8 1/2 hours driving time behind the wheel. Seat comfort and support are so fine that I did not even find myself shifting around every few minutes.

Instruments are well laid out, although I personally wish the tach were in the middle of the instrument cluster. The shifter has much shorter throws than any Porsche I have owned although its location takes some getting used to. Inside the interior is beautifully finished in two-tone (this one charcoal and black) vinyl. There's plenty of rear vision out that hatch-back window. And the noise level, the car just purrs quietly unless you are pushing the red line.

Sadly, the power is not what we Porsche freaks would like to have under the hood. At less than 4000 RPM the car is sluggish. Over 4000, and the car truly exudes its Porsche heritage. It passes quickly aided by the precise handling. The other unfortunate aspect of the car is its roadability on concrete paved freeway. The vibrations can work your fillings loose.

As to styling, for myself, I find it handsome in an Italian way, though not pleasing as a 911 or 356. However, take note that a Ferrari Daytona flashed his lights at me while all Porsches which I encountered (including some bearing PCA emblems) refused to acknowledge my flashing or honking.

To sum up, look for Al and Barbara Berens in a red 924 before too long. It may never replace our 911 for autocrossing, but I think they've created an exceptional grand touring car.

Al Berens

? CONFUSED?

Lately there has been a great deal of discussion among many members about what The Nugget is and how it performs its function. Perhaps it is time to define The Nugget and explain how it works.

Basically The Nugget is informative. It explains the policy of the Board of Directors through their reports; reports on past events through member reporters, and promotes events through articles submitted to the editor for that purpose. The club magazine introduces new members and provides all members an opportunity to sell or purchase items through "The Market Place". In addition, we are fortunate to have Bill Patton's "Patton Place" which answers all our morbid curiosity about what is really going on behind the scenes.

The mistake is commonly made that the editor is the creator of the material which is found in The Nugget. This is sometimes the case, but is really the exception rather than the rule. As editor, I try to give the membership a free hand in saying what they mean without my interference, although I edit material in the best interests of club harmony.

Pictures and drawings so often sadly lacking, must come from the members themselves. Your participation in The Nugget is to be greatly encouraged. Open letters to the club and the display of membership talent in the area of photography, art, and composition is encouraged by the editor. The Nugget is yours, make use of it.

Al Berens, Editor

OGGR Parade participants please contact me for reports on the Parade for the September Nugget.

Al Berens, Editor
President to Step Down

NEW LEADERS SOUGHT

It's that time of year again, when all members are asked to start thinking about persons they would like to see in leadership positions of PCA for the coming year, both on a Regional and National level. Len Peterson has been appointed Nominating Committee Chairman for GGR's own regional elections. He will soon be asking four of you "members at large" to serve with him on the committee. I'm sure that if asked, you will give Len all the support he needs to accomplish the task of picking a slate of nominees for GGR for 1977.

I have been advised by the National Nominating Committee, H. Leonard Turner, Chairman, that it is their unanimous decision to submit for reelection, all of the current existing National Officers in the same capacities in which they now serve. Your Board agrees with the Committee's recommendations. For your information, John Clever, GGR, is a member of this committee.

Dwight Mitchell, our present Zone 7 Representative to National, has been unanimously endorsed by the Board to continue serving in his present capacity for 1977-78. It is my intention to recommend Dwight's appointment at the next Zone 7 Presidents meeting, July 31, in Reno.

Richard Schroebel, NCSCC Representative, has enthusiastically accepted the position of "Gegen Die Unr" chairman for 1977. "Gegen" is the championship autocross hosted by GGR each spring for the Northern California Sports Car Council. Thank you, Rich, for taking on such a big job.

Ray Blow, President

CREDITS: Cover - photo provided by Tom McDonald Porsche+Audi USA. B. C. Comic Characters reprinted by permission of John Hart and Field Enterprises Inc. Drawings by Carolyn Paterson and Al Berens. Nugget Deadline August 15th - FIRM.

Drawing of 924 on page 2 by M. Mate, from the Rocky Moutain Region Newsletter.

BOARD MINI MINUTES

MINI'S MINUTES

Even the most casual observer noticed that my "crowd-pleasing" 180's learning to Auto-X, were pale by comparison to the one pulled by our Veep when she changed the August 14th luau and swim party to a regular restaurant dinner meeting without tellin' nobody. (including our prospective hosts, Bob and Carolyn Paterson) Albeit a pain in my credibility -- after reporting it as "straight stuff" last month, I'm glad it wasn't me who suggested the solution might be a new set of Tiger Paws to replace the Faux Paws (a French tire, pronounced Fox Paws) on Fox Pat's Audi, or was it Pat's Audi Fox?

Speaking of events such as swim parties (planned or otherwise), the Board and our various hosts, strongly urge us all to knock off the "getting - to - be - all - too - common" game of throwing people in the pool. And right now! BEFORE someone gets hurt! Seriously, (hard as that is for me), you never know when the next candidate for such involuntary frolic may have an ear, back or whatsit condition, which, unbeknownst to us all, makes them vulnerable to serious injury. And that's to say nothing of the "inconvenience" of the expense of doctors, liability suits, ruined watches and clothing, lost contacts, etc. (Besides, it's damned frustrating to be so blind without the latter, that you can't see who to send the bills to!) So let's cool it. Oh, and uh, unless you catch our hosts swimming in your toilet, please don't pee in their pool! However, if you do...

Len Peterson (hey, that's me!) was elected to Chair this year's Nominating Committee and has found 4 able-minded members (2 arms, 2 legs) to help him select the nominees for next year's Board. So, now that you know who to send 'em to, get those bribes 'n' letters in, folks. Avoid the rush, mail early! Seriously, (not again!), if you or some bashful friend want to work hard and contribute to keeping the momentum going in GGR, do let me know. It'll save you getting 10 names on a petition (and a stamp) later on!

Other notes of little interest from our July Board meeting include:

1. We got our 912E manual and will get 914 supps soon.
2. Rich Schroebel is our 1977 "Gegen" Chairman - Help him!
3. 55 MPH Recall Petitions are available from Jim Fleming - sign one soon!
4. National Nominating Committee suggests same slate for next year as we have now - any comments, suggestions, or objections, let us hear 'em now. Loud 'n' clear!

That's it,
Mini Malist

A Reminder: please make all checks Payable to PCA-GGR for events, dinners or the goodie bag.
Reno Pays Off for GGR

The GGR caravan to Reno arrived in time for Sierra Nevada's picnic on Saturday. They provided food and drinks and games to play and a welcome friendly greeting for the weekend. Then to the motels to clean up, hit town for a big meal and a little gambling - your standard preparation for a race the next day.

Sunday, and the course looks fast - we'll get into 3rd gear in four places on the course. GGR's winning ways start off with a big hurrah, as Kay Matthews, who just purchased the Blow's "S", turned in a super initial drive to win the class. This is Kay's first big win and she was delighted with it! Another big win after a really super drive was LaQuita Hills getting her first Zone 7 win in her 911T. LaQuita edged another Golden Gater, Kay Williams, by less than one-tenth of a second. Linda Mitchell continued her winning ways by putting her 2.0 914 in the winner's circle. Ruth Peterson, a new GGR autocrosser, got it all together to take the small 914 class. This class was a GGR sweep, with Sharon Spandikow and Renee Solomon following up with a second and third. Sharon and Renee are also new, but you'll be hearing more about them.

Joe Reitmeir, not new to GGR, took TTOD and his class by a mere 5 seconds - which might as well be hours in the autocross game. Ray Blow, driving a borrowed car, his former brown German wagon, got hold of a fast run and held onto win his class. Troy Powell and Glenn Hills, who usually fight it out for first, ended up in 3rd and 4th this time, looking for a reason why and forward to the next event when they can get back on top. Norm Nielson took a solo win in the 4 cylinder class, as did Guy Beyrouti in improved 4 cylinder class.

Dwight Mitchell and Rich Bontempi too 1-2 for GGR in the 2 liter 914 class. Class I, for early 356, was owned totally by GGR, with a first for Karl Beckle (still learning, he says!), a second for Bill Wells, and a close 3rd for George Neidel.

It was a long drive home, but it had been a very full weekend spent with great club members. Sierra Nevada Region was a super host and staged one of their best events.

Tom & Marj Green

POORIE

TOP TEN DRIVERS

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GGR AUTOCROSS REACHES CENTURY MARK

Exactly 100 autocrossers came out to try Bill Fay's fast course - lots of third gear and some very challenging corners.

Dave Walden (912E) and Ted Gray (914 1.7) had great sport topping one another's previous run. Dave won out at the end of the day. Usually class 6, medium 911 is a closely fought battle, but Terry Zaccoone's 911L proved much quicker this time. Randy Salverson put in one of his best runs this year. Karl Beckle borrowed a 911 while his 356 is being painted and turned in a super run. Ray Blow and Ray Mascia had their usual head-to-head battle, with the Blow brown car taking number one spot this time. Scott Campbell turned a super time in his silver 911S. Rudy Prettii put Bob Wilcox's 912 in the winning spot, with Bob pipping Brian Carleton for the number two spot. Jon Milledge just flat ran off from all the other 914/6 drivers and took class by over 2 1/2 seconds.

One of the best battles this year is in women's class 14 with Pat Walden in a 912E and Linda Mitchell in a 2.0 914. Pat won this round, but she had to run hard and always at the limit in order to beat Linda. It's going to be a fine struggle at each event. Don't over look Sandi Candlin, either. Sandi couldn't get any closer to second place. For Karen Breedlove's first event, she really caught fire and took a fine 4th place. Laura Cambra arrived late and only had time for one run, but it was fast enough to win the class. Sharon Spandikow (914) and Claudia Carlson (356) have now joined the improved four cylinder class and going to give D'Anne and Laura some company and fast competition.

On a fast course, where horsepower should have played a determining factor, we saw some strange things happening in the top ten. Dwight Mitchell and John Johnson in stock 914's proved their driving could overcome the lack of horsepower. Also, with Ray Mascia, Ray Blow, and Terry Zaccoone getting into the top ten, we find only 1/2 the fast cars were running race tires. Marj Green's run in her improved 914/6 was fast enough to put her way up in 4th overall for the day.

After Bill Fay's successful day, another was started at the Berens', who graciously hosted us at their house for beer and nibbles. Thank you Bill, Al and Barbara, and the 100 people who came out to make the event such a great time.

Tom & Marj Green

POORIE

TOP TEN

<table>
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<tr>
<th></th>
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<th>Time</th>
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<tr>
<td>9</td>
<td>Terry Zaccoone</td>
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<tr>
<td>10</td>
<td>John Johnson</td>
<td>42.93</td>
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</tbody>
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Gas Geben

"STAND ON IT"
Saturday August 7, 1976
Alameda County Fairgrounds, Pleasanton, Ca.
(Take Bernal Ave. exit off Interstate 680 continue East to Fairgrounds)

REGISTRATION: 8:00 A.M. to 1:30 P.M.

ZONE 7 SERIES AUTO-X NO. 6

RUN GROUPS:

IMPROVED & MODIFIED (men & women)
Classes: 6, 7, 8, 12, 13, 14, 20, 21, 22, 26, 27, 28
Run time: 9:00 A.M. to 10:30 A.M.
Pre-grid closes 15 min. after start of first run group.

STOCK 4 CYLINDER (men & women)
Classes: 1, 2, 3, 4, 5, 15, 16, 17, 18, 19
Run time: 10:30 A.M. to 12:30 P.M.
Pre-grid closes one hour after start of run group.

STOCK 6 CYLINDER (men & women)
Classes: 9, 10, 11, 22, 23, 24, 25
Run time: 12:30 P.M. to 3:00 P.M.
Pre-grid closes one hour after start of run group.

PORSCHE

All of you Golden Gaters who have not had the opportunity to meet our Zone 7 neighbors must come out to GAS GEBEN. This is the 6th event of our Zone 7 Auto-X series, and we all want to show our fellow autocrossers a good time. Those of you who are not autocrossers would have a good time just working the event and building everlasting friendships. In addition to competing for class positions,omer and the Gorilla will have a surprise for you!!!

CHAIRMEN: Ray Blow (408) 738-1494
Ted Atlee (408) 257-1593

ZONE & PARTS SWAP AND CONCOURS

August 8, 1976
Carlsen Porsche+Audi
1730 Embarcadero, Palo Alto, California

Parts Swap begins promptly at 8 a.m. under the direction of Bill Wells, Swap Chairman. Contact Bill at (415) 968-1015, for further information. Check your garage for unneeded items and bring lots of money.

Concours judging begins at 1 p.m. under direction of Bob Boyd, Head Judge. Cars may be placed from 8 a.m. on, so that you may have plenty of time to participate in the Parts Swap. There will be three classes: (1) An all-out Parade-type concours class, with all six areas of the car to be judged in accordance with the PCR's. (2) A 'street class', where only the exterior and interior of the car will be judged, in accordance with the PCR's. (3) A Competition and Autocross Class, which will include cars that have been raced in Solo I or SCCA competition, during the current year, or cars that have run the previous day at the Zone 7 Autocross. Carlsen is providing beautiful trophies for this event. Contact Harvey Smith, Concours Chairman, at (415) 969-7831, for further information.

The Pit Crew will provide goodies for breakfast, as well as hot dogs, hamburgers and soft drinks for lunch, at a nominal cost. If you want anything else, you will have to bring it with you.

Please plan to participate in both events -- your event Co-Chairman, the Pit Crew, and the Carlsen people are continued next page.
doing everythin they can to make it an enjoyable day.
Recent additions to the Porsche family (924 and Turbo) will also be on display. The Concours portion of the event is not restricted solely to PCA members. If you have friends who are not members of the Club, do have a Porsche, encourage them to take part. Pre-registration for the Concours should be completed by July 31st.

**DINNER MEETING**

TOGAS & GRAPELEAVES ABOUND

August 14th should really be fun! First we will gather at Zorba for 6:30 p.m. cocktails. Then promptly at 8:00 p.m. we will dine on either Prime Rib (salad, vegetable, potato, Baklava) for $9.50 or Shish Kebab & Pilaff (salad, vegetable, Baklava), also $9.50.

After stuffing our togas we will be able to sit back, relax, and let Rick Clausen show us two exciting films he has produced (involving Porsches). Come drink, eat, and go to the movies all in one Greek Temple.

**GGR WINOS TO STOMP IN SOUTH BAY WINERIES**

SOUTH BAY WINE TOUR & PICNIC

DATE: SUNDAY, AUGUST 15th  Reservations Required

Come spend this August Sunday with us tasting at wineries in the South Bay, that haven't been by the Porsche Club in the last few years. We will spend the morning Touring & Tasting, and after, in the afternoon, we will picnic at a group picnic area at Mount Madonna County Park. Do to the size of the wineries we are visiting, it is necessary for me to limit the size of the group.

Please call and make reservations by August 11. I will tell you where and what time the tour starts when you call. Make your reservations early, so you don't get left out.

Tony Reid, Tour Chairman
Home# (415) 964-7640
Work# (408) 247-7662

**TECH INSPECTION**

A pre-tech (mandatory) will be held August 21st between 2 and 6 p.m. at Carlisen Porsche+ audi, 1730 Embaycadero Road, Palo Alto. Entrants missing this tech will be charged a $10 late fee at the track. If you plan to run on race tires, please bring them (they need not be mounted on the car) for inspection. Cars with excessive dirt or oil on the undercarriage will not be teched, so be sure your car is clean underneath.
Royal Flush - 4 Aces - 7 come 11 - 3 Cherries - a King and a Jack - BINGO. . . whatever game we get a winner. If the inclination to get out is still there; SAT. AUG. 21 is the day to note.

The "Year of the Beginner" is now in high gear. With the success of several instructional rallies, all day of school, and a gimmick rallye close behind us, the time is right for our first full-bore T/D Rallye.

Monte Carlo may be far away, but CASINO ROYALE is close at hand. Get the pencils sharpened, the stopwatches wound, and the "wheels" tuned. A day well spent will be a day spent with the "die - hards", the novices, and the "what - the - hell, let's - do - it" members of GGR. If the following of scenic Route Instructions, the calculating of easy times and distances, and the glaring at odometers and clocks has you psyched-out . . . hang in there. Afterwards a cool pool, thirst quenching libations, and a handful of munchies will make it all worthwhile.

Help a good thing get better.

TIME: PRE-RALLYE ORIENTATION 11:30 FIRST CAR OUT HIGH NOON

LOCATION: SAN MATEO CO. JUVENILE PROBATION FACILITIES (front parking lot) 35 Tower Road, Belmont From North, South, 101, or 280 - take Hwy 92 exit. Proceed to Ralston Avenue exit. Right onto Polhemus, Left onto Tower Road (first Opp.), Drive on up the hill.

COST: $3.50 per car (Awards in 2 Classes)

POST-RALLYE PARTY: Location TBA; BYOB (and munchies to help the medicine go down) Pizza run optional.

Bob Curran, Rallyemaster

Fun on a Beach

THE ?? ANNUAL FUN - IN - THE - SUN BEACH PARTY

A warm, sunny day has been ordered for Sunday, August 22nd so even with slow delivery service, we should get the sun in time. And nothing goes better with sunshine than a big beach party.

Now that we have the sun and the party, all we need is lots & lots of Porsche People to make it fun. As you can guess, if you mix a little sun & sand & lots of Porsche People you'd come up with a lot of fun anyhow. BUT, if you add some volleyball, contests & prizes, sand dunes, food & Beer, chances are you'll have one of the all-time great FUN - IN - THE - SUN BEACH PARTIES ! ! ! !

BBQ facilities will be available in the form of individual Habachi's so bring lots of lunch to cook over the coals. Since this is a BYO, don't forget your beer & lunch. If you have a Habachi, let us know if you can bring that too. We need all we can get. Briquets are supplied, so are the paper plates, napkins, etc.

To get your bod over the hill to the beach, we'll be first meeting at 11 a.m. Sunday the 22nd to TOUR over in a group. The tour group will meet at the old Grant Plaza in Santa Clara on the El Camino and Scott Blvd. From 101, take the San Thomas exit south to the 1st light (Scott Blvd.) then proceed left on Scott to the El Camino. From 280, take Saratoga Avenue exit to San Thomas north - continue to the El Camino, turn Right, go 2 lights.

In case you miss the tour group, don't be a party pooper! To get to the beach, just head towards Santa Cruz on 17. Then take Hwy 1 to Watsonville. Near the Watsonville exit is a sign for Beach Road. Make a left on Beach Rd. and go to the end of the street to find the group at Palm Beach.

WHAT: BEACH PARTY

WHEN: SUNDAY, AUGUST 22nd, NOON

WHERE: PALM BEACH (part of Sunset State Beach)

WHY: FOR THE FUN OF IT!!

WHO: YOU, OF COURSE, & FAMILY TOO

continued next page
The September Scene

GYMKHANA --- RALLYE --- COOK OUT ! ! !

YOSEMITE REGION P.C.A. -- SEPTEMBER 11
For information contact: Ed and Wilda Turner 524-4116

LOS ANGELES REGION PORSCHE CLUB OF AMERICA PRESENTS
RIVERSIDE '76 -- SEPT. 25-26
For additional info contact: Sam Wang, 12222 Montana Ave., Los Angeles, Ca., 90049

Ferry Porsche Tour
Set To Sail In Sept!

Coming September 25, a Saturday, the fifth annual FERRY PORSCHE TOUR. But much more than just a tour. It includes a picnic, ferry boat rides, beer drinking, swimming, barbeque, and general Porsche talk. Full details next month.

ZONE 7 AUTOCROSS #7 HOSTED BY REDWOOD REGION

After the Ferry Porsche Tour you're sittin' in Tracy, so why not take advantage of the fact that you're already north of home and spend the night in Sacramento and take in Sunday's Zone 7 autocross at Cal Expo. There will be a good course and good fellowship as Northern California and Nevada Porsche owners get together for competition and socializing. Be there at 8am, Sunday, September 26th.

HEY, THERE, GOOD BUDDY!!!!!!

Touring is about to begin in force with three tours in the next two months. Touring means C. B. s to many Golden Gaters. We're trying to keep an updated list of handles and call numbers so that everyone knows who's talking (and so Bill Patton can sort out the gos-sip—he's a C. B. er too). If you aren't on the list, or have changed handles, write me, Al Berens, 803 Corvus Lane, Foster City, 94404, and a copy will be provided for you on the tours you attend.

Join the Parade

An unprecedented number of late cancellations finds us now able to accomodate a few more Porsche-pushers even though we were completely filled in January. While this is short notice, if you have members interested in the '76 Parade, please have them call or write us. Steve & Kathy Coleman (Registrars), 6704 West Shore Drive, Minneapolis, MN, 55435, (612) 925-2999.

How to get there: Tour leaving 11 am - Old Grant Plaza
P.S. - We need Habachi's. If you can bring yours, please call us. Thanks.
Craif & Ruth Peterson - 243-5768

TECH SESSION
August 28th -- 10:00 a.m. -- Elgin's Machine Shop

The August Tech Session will be on machining parts. I think it will be a very interesting and enjoyable session, so make plans to attend. Reservations please by August 21st. Sharon Neidel -- 225-8103.

11th Annual Strawberry Town and Country Village AUTO SHOW AND SWAP MEET

Sunday, August 22, 1976, 11 a.m. to 4 p.m.
Town & Country Village, Mill Valley, Highway 101
$2.00 Entry Fee - Benefit the Kidney Foundation of Northern California - Sponsored by Redwood Region, PCA; Golden Gate Region, Antique Automobile Club of America; and Town & Country Village. Contact Event Chairman Ron Kuns - (415) 391-3303 or 892-9787 for further information.
BOARD BEWAILLED & POTLUCK PANNED

At a recent board meeting, Stan Frisbie pointed out that there were only six GGR members who were active in N.C.S.C.C. Ray Blow said "Yeh, you can count them on one hand". Thank god Ray isn't Treasurer.

When it was mentioned that Jim Fleming's impending wedding had a date conflict with a dinner meeting and a tech session, someone suggested that we change the subject of the tech session to give Jim some instructions in the "fine points". This so his evening won't be a total loss. Another smart aleck suggested that perhaps the wedding should be scheduled early in the morning. That way if it doesn't work out, he won't waste a whole day.

Willa Harrya Shuharta please standa uppa? (Another hidden joke).

Ever classy Barbara Rose has done it again. While I was decapping a wine bottle at Mitchell's Potluck dinner meeting, Barbara approached me from behind and said "Are you screwing or unscrewing?" When I turned around she hastily departed clutching her throat.

D'Anne Carleton quoted Brian's version of the classic MCPPO (male chauvinist pig Porsche owner) line. "Who did that?" Obviously referring to the ding in the car that wasn't there yesterday. Of course, the meaning of this line is universally understood in spite of its subtlety.

Gary Evans involved in a discussion with Sylvia Fuhrer received this response, "He won't give it to me." Gary not waiting for an interpretation made a certain obviously unprintable response.

Terry Zaccoone spent the evening playing with D'Anne Carleton's left ventricle. D'Anne commenting that her 5th graders were far more adept at this than he.

The innertube relay race in Mitchell's pool underscored the "friendly club concept of competition." Twenty-three participants on each team splashing, screaming and generally behaving like a pack of drowning monkeys. Sylvia Fuhrer refused to participate fearing the loss of her bikini top (borrowed from Linda Mitchell, the bottoms were too small. Not tight, small.). Jon Milledge took this event so seriously that he got out his tire pressure guage to make sure there was 34 lbs. (it was a rear tube) of pressure in his team's tube. After 13 near drownings, countless bleeding foreheads, 3 scraped elbows and a ruptured aorta (Terry Zaccoone). The winners were declared. The Prize? An opportunity to break the "bodies in the Jacuzzi," record set two weeks earlier by another PCA group. When all was done, 25 bodies had been counted alighting from an area measuring approximately 3'x 5'x3' deep. It's surprising that no bikinis came up missing.

Other notable zany's of the day. Ted Atlee lost his gorilla title to Gary Evans. Ted, however, did win the fashion award for his elegant black floor length skirt with Porsche T-shirt. Dazzling.

At a recent Sierra Nevada Zone 7 Autocross, the Greens discovered the mustard for their sandwiches conveniently hidden inside the sandwich, still inside the packet. Squirt! Evil Maslowski was also involved in this stunt, but far more ridiculous things happen to her, so it was hardly notable.

Len Peterson's June "Mini Minutes" made it sound as though the entire board was absent from the last board meeting. This is an irresponsible "half truth". To fill him in on the missing item 17, it was decided to reassign the $14.69 to a bed pan so Len won't miss next month's item 17. Len's excuse for minutes corrections is typographical errors. How can an entire sentence be a typographical error? Linda Mitchell who was reported absent in the minutes was actually there. Maybe it was Len who was absent.

The board's discussion of a first aid kit will be rescheduled as a full tech session.

The towing company with sling we have been attempting to arrange a special deal with, was to have attended the board meeting, but couldn't make it. Their reps car broke down and had to be towed.

The board voted down all address changes submitted by Membership Chairman Linda Mitchell. Therefore, those of you who intended to move will have to cancel.

Question to Jon Milledge re his ad in last month's Nugget. We know you have a thing for young girls, but what did you do with the rest of her clothing?

Message to "sickie-at-large". Next time knock off the gags and tell us where the event is to be held.

Will our-house poet please come out of the closet?

Do what in a 914? Sharon who?

Message to Tech Chairman Sharon Neidel. Don't get so technical about the lack of a tech tip. And don't be so evasive. Name names. Tell us who didn't send one so we can remedy the problem.

continued next page
It's about time Terry Rosatelli joined GGR. She's been taking our autocross trophies home for years.

**Der Fuhrer**

**NEW MEMBERS**

Sherryl Brinkley
205 Old County Road
Belmont, CA 94002
415-595-0172
CPA '68 912

Richard Miller (Deborah)
851 Van Dyck Court
Sunnyvale, CA 94087
408-733-6283
Mfg. Manager '69 912

**DUAL MEMBERS**

Dale Doriath (Neda) Loma Prieta 911S
1933 Crestmont Drive
San Jose, CA 95124
408-266-5784

**TRANSFER IN**

William Kelly Jr. (Linda Ann) - Los Angeles
3900 Coronado Way
San Bruno, CA 94066

Bill Wooten - Maverick
16345 Los Gatos Blvd. #11
Los Gatos, CA 95030

Frederick Wright (Karen)
54 St. Luke Ct. - Arizona
Danville, CA 94526

Total Membership as of 7/1/76 (including 23 dual members): 621

**MARKET PLACE**

**FOR SALE**

1 continous fabric radial tire - 165HR15 - $35.
Ray Pitts - 415-837-6074

* * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
5 6x15 Porsche Factory Alloys with polished centers
$625. as a set only or will trade for 4 51/2 or 6x15
painted steel wheels plus cash difference.
John Jepson - Sacramento - 916-488-4818

* * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
1965 911 5 speed w/leather interior, European model,
rebuilt transmission, new throw out bearing, 100,000
miles. Motor in good condition, tires good, a classic.
$3500. or offer.
Lorene Elzsa - 366-7875

**WATCH FOR ROSEMARY HUMPHREYS. SHE HAS CHANCES FOR SALE ON THE PORSCHE WATCH DONATED BY MARTIN-JOHNSON PORSCHE+AUDI.**

**Der Goodie Box (Barb Beren) Porsche Paraphernalia for the Discerning Buyer!**

**PORSCHE**

**MARELLI TO BOSCH DISTRIBUTOR SWAP**

As most '69 thru '71 owners are aware, the Marelli S12 AX or BX distributor in their machine can be replaced with a Bosch unit. The advantages of the Bosch unit are more easily available parts and lower initial cost for the whole distributor; in addition, the centrifugal weights in the marelli cannot be adjusted, whereas the Bosch unit can be adjusted to try to bring the advance curve back to specs. The Bosch 0-231-008 J FDR (R) is the proper replacement and was provided as an option by the factory in the 911Ts after April, 1970 production. There is not much difference in the advance curve as the accompanying graph shows. Set the engine at TDC for #1 cylinder and the rotor pointing to the #1 plug wire when replacing the distributor. It is also recommended to install a new O ring on the distributor shaft.

**New Tuning Data:**

<table>
<thead>
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<th>Dwell angle</th>
<th>RPM</th>
<th>Advance</th>
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</thead>
<tbody>
<tr>
<td>38±/ - 3°</td>
<td>900450</td>
<td>20°-40° ATDC</td>
</tr>
<tr>
<td>3000</td>
<td>20°-22° BTDC</td>
<td></td>
</tr>
<tr>
<td>4600</td>
<td>27°-29° BTDC</td>
<td></td>
</tr>
<tr>
<td>6000</td>
<td>33°-35° BTDC</td>
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Thomas J. Luciano

**IGNITION ADVANCE CURVE FOR TYPE 2000T & 911T-C Engines**

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<tr>
<th>DISTRIBUTOR SHAFT RPM</th>
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<tbody>
<tr>
<td>0</td>
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<tr>
<td>8500</td>
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<tr>
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<tr>
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<td>33000</td>
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</tbody>
</table>

Action Range of Governor (Cut-Out Point)
OCIDENTAL TOUR

We'll meet at Vista Point at 9:00 am Saturday, September 11, and tour over Porsche roads to Napa Valley where Inglenook Vineyards will be waiting to give us the V I P treatment, tables set under a huge redwood with white tablecloths and wine glasses. The winetasting program will proceed during our picnic lunch. From there we will tour along the Russian River to Occidental where we will have time to loll about the pool or explore the shops. We will have a before-dinner cocktail party and then go to dinner. And what a dinner! We will order individually after being seated! Al Negri assures us this will give us a choice of anything on the menu and avoid the banquet-type dinner.

There are 20 rooms available at Occidental Lodge; get your reservations in early! If you wish to stay overnight, $25.00 per car includes the fee at the winery and lodging. If you wish to tour and dine only, the fee is $2.00 per car. A tour of the winery and a lad for the GGR treasure hunt. Dinners at Negri's are extra and are from $3.95 to $8.65.

Phone for a reservation and we will send you a detailed information sheet. Tom & Linda Foster 326-3646

YEAR OF THE BEGINNER TAKES OFF

Fortified by home-made rolls and lots of hot coffee, forty intrepid neophyte rallyists met at 8:30 a.m., July 11 in the Mountain View Recreation Center for GGR's Rallye School. Nine hours later, stragglers from the trophy rallye limped into Mary and Dick Wallace's home for a well-earned swimming party. During those nine hours students took in Ted Atlee's navigational lecture, Graham Chloupek's insights into the devious side of gimmick rallyes, and Bob Curran's well-organized presentation on the mathematical aspect of time and distance rallyes. John Clever introduced Curta Von Halda to the group, and other instructors contributed various war stories from their rallye experience.

During the course of the day, students ran a gimmick rallye fiendishly designed by Graham Chloupek, a Monte Carlo rallye designed by Bob Curran, and, for the finale, a time and distance do-it-yourself rallye. Because 914 drivers had to bring some other car in order to accommodate instructors in the back seat, some strange vehicles were seen in the line of sleek Porsches at the starting point. In order to protect the guilty, names of these drivers will not be revealed.

The final DITY rallye involved rallyists startling neighbors by jumping from cars to search for street signs under Mimosa trees and performing a number of U-turns. Everyone concentrated on Bob Curran's maxim, "Don't Blame." Both instructors and students competed for trophies in the DITY rallye, with Frieda Chiang's super "Pregnant Turtle" awards won by the following:

STUDENTS: Dale & Neda Dorjath
Gene & Elaine Parry
Bob & Diane Stiver

INSTRUCTORS: John Clever
Tony Reid
Bob Curran

Rosemary Humphreys

SAVE YOUR PULL-TAB RINGS FROM YOUR BEER AND SODA CANS - EACH TAB PROVIDES ONE MINUTE ON A KIDNEY MACHINE - GIVE TABS TO PAUL TROUTNER 923-6251
Coming Attractions

**AUGUST**

- **6** Board Meeting - Len Peterson - 7:30 p.m.*
- **7** Zone 7 Auto - X - Pleasanton - GGR - Gomer & the Gorilla
- **8** GGR Swap Meet/Concours - Carlsten P+A
- **14** Dinner Meeting - Pat Walden
- **15** South Bay Wine Tour - Tony Reid
- **21** Rallye - Bob Curran
- **22** Beach Party - Craig & Ruth Peterson
- **22-27** Porsche Parade - Brainard, Minnesota
- **28** Vintage Races - Laguna Seca
- Tech Session - Sharon Neidel
- **29** Concours d'Elegance - Pebble Beach
- **30** Pit Crew - Elaine Wells - 7:30 p.m. *

**SEPTEMBER**

- **4/5** Seca Solo - Laguna Seca - Loma Prieta Region
- **10** Board Meeting - Pat Walden - 7:30 p.m. *
- **11/12** Tour to Occidental - Tom & Linda Foster
- **18** GGR Auto - X #6 - Pleasanton
- **18/19** Carrera de Sierra Rallye - SVR
- **24** Dinner Meeting - Pat Walden
- **25** Ferry Porsche Tour - John Clever
- **26** Zone 7 Auto-X - #7 - Redwood Region Cal Expo

*Meetings open to the general membership. Contact designated host if you plan to attend.

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**GOLDEN GATE REGION/PORSCHE CLUB OF AMERICA**

- **President**
  - RAY BLOW
  - 1021 Rubis Drive
  - Sunnyvale 94087  733-1494

- **Vice President**
  - PAT WALDEN
  - 20253 Northcove Square
  - Cupertino 95014  225-9431

- **Secretary**
  - LEN PETERSON
  - 127 Old Adobe Road
  - Los Gatos 95030  378-8539

- **Treasurer**
  - BILL PATTON
  - 9449 Skyline Blvd.
  - Oakland, 94611  482-2849

- **Activities**
  - SUE ATLEE
  - 1309 Aster Lane
  - San Jose 95129  257-1593

- **Technical**
  - SHARON NEIDEL
  - 5880 Lean Avenue
  - San Jose 95123  225-8103

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  - LINDA MITCHELL
  - 12769 Rodoni Court
  - Saratoga 95070  255-6640

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- **PAUL & CAROLE SCOTT**
  - Mailing & Posting

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**CHANGED YOUR ADDRESS?**

Notify the Following:

- **The NUGGET**: Linda Mitchell
  - 12769 Rodoni Court
  - Saratoga, CA  95070

- **The PANORAMA**: PCA Executive Office
  - 5616 Clermont Drive
  - Alexandria, VA  22310

Please include phone number with area code in all address change information.

DO NOT SEND CHANGE OF ADDRESS TO THE EDITOR