January 1967

Monthly Dinner Meeting

Saturday, 14 January, 1967

Edgewater Inn
HEGENBERGER ROAD
OAKLAND

COCKTAILS 7:00 p.m.
DINNER 8:00 p.m.

Calendar of Coming Events

PCA Events

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<tr>
<th>JANUARY</th>
<th>14</th>
<th>Saturday</th>
<th>Dinner Meeting</th>
<th>Edgewater Inn</th>
<th>Oakland 7:00 p.m.</th>
<th>(see page 1)</th>
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<td></td>
<td>21</td>
<td>Saturday</td>
<td>Tech Session</td>
<td>Jim Wellington</td>
<td>9:30 a.m.</td>
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<td></td>
<td>29</td>
<td>Sunday</td>
<td>Wine Tour</td>
<td>Lohse/Tedford</td>
<td>Fremont 8:30 a.m.</td>
<td>(see page 3)</td>
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<tr>
<td>FEBRUARY</td>
<td>11</td>
<td>Saturday</td>
<td>Dinner Meeting</td>
<td>Hyatt House</td>
<td>Burlingame 7:00 p.m.</td>
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</tr>
<tr>
<td></td>
<td>7</td>
<td>Sunday</td>
<td>Ski Tour</td>
<td>Lohse</td>
<td>Reno-Tahoe</td>
<td></td>
</tr>
</tbody>
</table>

Other Events

| FEBRUARY | 5  | Sunday | NCSCC Autocross Season begins | Pleasanton |
|          | 26 | Sunday | First NCSCC Championship Autocross | Pleasanton |
| MAY      | 6-7-8 | Fri-Sun | Laguna Seca Races | Monterey |
| SEPTEMBER | 2-3-4 | Sat-Mon | Sports Car Olympics | Squaw Valley |

Officers

PRESIDENT: STUART GRANNIS, 2942 Fruitdale Avenue, San Jose (95128) 296-0357
VICE PRESIDENT: RICHARD OSGOOD, 1265 Golden Way, Los Altos (94022) 968-1781
SECRETARY: BRIAN CARLETON, 4785 Borina Drive, San Jose (95129) 252-5546
ACTIVITIES: DWIGHT MITCHELL, 346 Ruth Avenue, Mountain View (94040) 968-8445
MEMBERSHIP: KIRBY HOLLIS, 12165 Brookglen Drive, Saratoga (95070) 252-5057
TECHNICAL: JAMES WELLINGTON, 346 Cloverdale Lane, Campbell (95008) 379-1984

NUGGET EDITOR: NANCY KNIGHT, 22420 Salem Avenue, Cupertino (95014) 252-3062
As we begin another year, each of us should look at our PCA membership and ask ourselves...What am I getting out of this?

For a good many members, a truly rewarding and satisfying experience is the answer. Others might find it less exciting, while a few are probably saying to themselves "very little".

PCA provides the framework for quite a varied slate of interests. The technically-inclined can find a good number of events and individuals dedicated to perfection in mechanics of Porsche. Those who enjoy the responsive pleasures of driving can find a niche for themselves anywhere from drivers' schools to tours. Socially, there are many opportunities to mix with all kinds of people...all drawn together by their mutual Porsche admiration. We can go on about rallies, Parades, and the rest, but it would seem obvious that there is a fabric here from which each member can fashion his own patterns.

What I'd like to suggest is that each member consider rounding out his or her interests in the club. If you're really oriented and have never autocrossed...give it a try; you might open the door to an engaging interest. Concourse driving is the only way to learn speed and precision, and if you really want a return on your PCA investment, start getting active as an event chairman...only be careful—it's liable to open up a whole new way of life for you. Take another look at your PCA membership card—the question is there—the answer is up to you.

Stuart Graniss
1967 President
P.C.A. — G.G.R.

ATTENTION

SKIERS
GAMBLERS
DRINKERS
SHOW FANS
OLD CAR FANS

Knowing full well that I am going against the teachings of Bruce, I am proposing a ski tour to the Reno - Lake Tahoe area in February which would take in all of the above-mentioned things naturally, with Porsches, but substitute vehicles are welcome, too—but we won't wait for "little brothers".

The tour would involve starting Friday evening at 7:30 p.m. and driving to Reno. The next morning after breakfast we would go to Slide Mountain (usually good snow and short lift lines) for some skiing (30 minutes from Reno). Loin in the afternoon we would tour the Harrah Old Car Collection, have dinner, and whatever (reservations for a show could be arranged). Sunday morning we would then go to Squaw Valley and ski, with departure as desired.

Reservation deposits would be required for the rooms for Friday and Saturday nights. I am trying to obtain reductions in both room and lift-tow rates for the group.

Those who are interested in such a tour or have suggestions, please write or phone me before 15 January.

If there are at least ten people interested, it will be organized. Full details will then be in the February NUGGET.

The trip will not be planned for the Washington birthday weekend.

Phone or write me — Bob Lobah
331 Lexington Drive
Menlo Park, California 94025
(415) 325-3761

DATE: Saturday, 21 January, 1967
TIME: 9:30 a.m.

SUBJECT: Suspensions and Handling

The first technical gathering of the new year will be on the subject "Suspensions and Handling" and will be held at 9:30 a.m. on Saturday, 21 January, 1967.

Chuck Forge has graciously volunteered his time to repeat last year's first session with added comments. The information is very comprehensive, so come prepared to spend a few hours (with appropriate breaks) picking up some interesting information.

Please contact your new Tech Chairman, Jim Wellington, for reservations (379-4924).

A WORD OF THANKS

If the Club had a successful year during 1966 insofar as activities are concerned, we should credit the good work of five people who chaired important subcommittees.

Marshall West took on the task of coordinating rallies, while Bob Mueller handled programs at dinner meetings, Bruce Anderson guided all competitive driving events, Walt Bossert led non-competitive driving activities, and Gordon Knight took care of all "other" activities (picnics, social events, etc.). These fellows should be complimented for their leadership in organizing the overall efforts that resuloted in 15 separate activities during the year. In addition to these events, Laguna Seca events, the Ninth Porsche Weekend, Squaw Valley Olympics, and the Eleventh Parade were also open to PCACers, making for lots of diversification.

It was a busy year—and a fun year....starting with Terry McGull's Morris Umfsahren tour. Clovis Shem, Dick Knight, and Gordon Knight also chaired Porsche Swap Seasons in Sun Jose, Oakland, and Los Altos, respectively.

Dick Chefied led the snow trip tour to Volcano, Chuck Standler was rallymaster for Gewinne Einen Scheich, and Ed Loring and Bob Lewis cooperated to put on the Lucerne Tour.

It was the Paul Scotts who put on our picnic at Huddart Park and Bill Roe who organized the Sleeping Bag Tour to Wood's Lake.

The first of three drivers' schools was set up at Cotati by Bruce Anderson, who also guided the second school and promoted Sam Thornton to lead the third drivers' school.

The variety rally with four legs was a result of the work of the Burt Propps, while our open Auto-X—Gegen Die Uhr IV was under Dwight Mitchell's guidance.

Who else but Frank Granata can set up so successful a Marin County Wine Tour?...this was the second year of what may become an annual event.

As Activities Director last year, I can testify that this job is far from being a one-man program. I would personally like to thank again those chairmen and the many PCACers who gave a little of their time and energy so that we could find much deeper enjoyment in PCA.

It takes lots of work, but it's at least as much fun as it is work. If your name did not appear as a Chairman last year, a new year is now shaping up, and Activities Director Dwight Mitchell is looking for chairmen.

If you have a new idea for an activity, give Dwight a call. Most of the fun in PCA is in its organized activities. Why not take the chairmanship of an event—and get a little fun out of life?

- Stuart Graniss -
ACTIVITIES 67

December 1966

Dwight Mitchell
Activities Director

Trying to continue after Su Grams as the Activities Director of PCA-GHR is going to be a tough act to follow. He did a marvelous job last year and deserves a lot of credit.

As far as next year is concerned, the closing date for this NUGGET precludes the publishing, at this time, of a complete calendar of events. We, however, have already formulated tentative plans for a very ambitious activities schedule, and it is intended that the five-committee system, used so successfully last year, will be continued again this year. These groups will be as follows: 1) Non-Competitive driving (tours, etc.); 2) Competitive driving (autocrosses, rallies, driver schools, etc.); 3) Rally; 4) Programs (dinner meeting activities); and 5) Other (for lack of a better title—includes picnics, parties, swap sessions, concours, etc.).

Bob Lohse has already accepted the position of Chairman of the Non-Competitive Driving Committee and has plans set up for a January tour, co-chaired by Jack Tedford, plus a hoped-for ski/snow tour in February (see articles elsewhere in this NUGGET for details on both).

Some of the activities we intend to present are—

Rally School

Ladies Luncheon and Fashion Show

Tours (or otherwise) to Harrah's and Cunningham's Auto Museums

The 1966 Olympics Funkana

Concours School

Tour and Ride on the Old Felton Railroad

Tour to San Simeon and the Hearst Castle

Ski Tour

Auto-Cross Series (if a suitable site is available)

Driver Schools.

In addition, we would like to place more encouragement toward PCAers competing in outside events such as autocrosses, rallies, and concours. Our own Arlen Biggs has been elected Chairman for 1967 of the Northern California Sports Car Council and as such deserves all the backing which PCA can give him. Getting out, in force, at Open and Championship events will go a long way in providing this needed support.

In keeping with this we hope to form an official PCA autocross team and an official PCA rally team. I'm sure there are many people who would jump at the opportunity to carry the banner of PCA into competition.

Furthermore, this year's Sports Car Olympics at Squaw Valley over the Labor Day weekend will be co-chaired by But Propp. Since there will be no West Coast Parade this year, you should start making plans now to attend. You will be hearing a lot more about this in the near future.

Now, throw in the dinners, race weekends, picnics, Christmas and New Year's parties, swap sessions, overnight tours, etc., and you can see that there will be plenty of activities for everyone. It's rather doubtful that any PCAers will have to suffer from boredom this year. (Do you have any ideas for activities or locations for tours, rallies, etc.? If so, let me know!)

As we said at the beginning, this is a most ambitious schedule. It is one which cannot be carried off by me alone or by even a handful of people, which now brings the subject around to YOU, the member.

Each of us is in PCA for certain specific reasons—be it parties, driving, tech, or whatever. All of us, however, are in PCA because we WANT to be (not because our boss would like it). As a result, what each of us gets out of PCA is directly related to what we put into it. It is a return of value. I am, therefore, looking to each and every one of you to assist in the ultimate enjoyment of PCA by all. It is trite, but true, to say that the more hands there are to do a job, the easier the job will be to accomplish. This is never more true than in the activities plans of PCA. Every event needs a chairman or co-chairman, and each of these individuals need a great deal of help so that he not only enjoys putting on the event but also feels that he is working with PCA, not for it.

PCA has an enviable tradition of putting on more and better events than any other sports car club. Let's keep this up, for we must have your help. Let's insure that this year's activities program will be better than ever.

At the bottom of the last page of this NUGGET is an activities sign-up form. I invite you all to complete and send it to me so that we can really get the new year off with a bang.

COMING EVENTS

SUNDAY, JANUARY 29, 1967

Great Roads, Good Booze, Smorgasbord Dinner.

Starts from the Fremont Hub Shopping Center, Mowry Avenue and Argonaut Way in Fremont (behind Montgomery Wards)

at 6:30 p.m. SHARP

(rain or shine)

Chairman: Bob Lohse
Co-Chairman: Jack Tedford

Guaranteed to be "A ball!"

New Members

JOHN J. FITZGERALD, III
400 Hazelwood Avenue
San Francisco, California

MAX G. HANDLEY, JR.
29 Belle Avenue, Apt. F
San Anselmo, California

RICHARD J. HISCHIER, JR.
583 Oak Park Drive
San Francisco, California

JOHN T. KORB
152 San Felipe Way
Novato, California

JENS A. KRAUSHAAR
1250 - 19th Avenue, Apt. 8
San Francisco, California

GLENN M. PETERS
1524 Greene Drive
San Jose, California

WALTER C. SHEER, JR.
10242 Alpine Drive
Cupertino, California

NOBEL TUCKER
121 Blossom Glen Way
Los Gatos, California

For Sale

1959 - 356A 1600 Normal Cabriolet. Really clean and in excellent condition. Over $600 spent on it in the past year. Factory removable hardtop/new tonneau cover. New paint right cylinder head, generator, voltage regulator, clutch, adjustable front shocks and suspension arm links and aligned on an Exacta; carburetors overhauled; tach cable and housing, 4 new Delco-Golden tires and tubes; Blaup. AM/FM/SW radio, etc. Purchased a "C" model recently—is the reason for sale. $1,465.00. B. D. Mills, Apt. 4M, Red Hill Circle Apts, Tifton, Georgia.

(435-3318 or 435-3342). (Don't get discouraged if no answer: airline pilot, away for five to six days at a time.)
RATTLES — 911 and 912

Roger Chaney, Maverick Region

There are many more potential places for rattles to develop on the 900 series bodies, and I am sure the Targa's will be even more so. Locating the source of a rattle or squeak is usually difficult; stopping the noise is often even tougher. Rattles that I have found are:

Ash tray — This appears to show up only when the tray is all the way in. The rattle is between the tray "tunnel" and the spring guide on top of the tray. Gently bend the spring guide down and check for loose parts.

Glove box — This can be the handle which is attached by spring clips, the magnet plate held to the door by one rivet, or the box itself being loose. Tighten the handle by pushing both clips tighter against the door; reset or replace the magnet plate rivet which in some cases has not been upset by the factory; retighten a loose box.

Glare shield — This is held on by several bolts from the front (under hood) side. Pull the under-hood carpet loose to see these. The radio grill cover plate (if you have no radio) can also be loose.

Speedometer cable — The cable and housing run across the steering column beneath the under-hood carpet. Correct by padding between the cable housing and column with a small piece of soft rubber or other material.

Left horn — A retaining nut has been known to vibrate loose and allow the horn to roll over against the fender. Line up and retighten the horn.

Factory fog lamps — Vibration will loosen fog lamp nuts if they are not very secure. Check these occasionally.

Inside rear-view mirror — This rattle appears to be inside the mirror assembly, but is actually a loose mounting rod. Tighten the three mounting screws.

Window lift mechanism — Since this is inside the door, it is a bit of trouble to get at the problem. A slight reposi-tion of the crank handle will usually help. If this doesn't help, carefully remove the plastic window crank cap and check for a loose screw. If this doesn't help either, one of the mechanism arms may have somehow slipped out of its guide. This will require pulling the door facing.

Rear license plate — It is best to always mount license plates in a holder on a thin rubber pad. Check for this rattle by hitting the bumper panel with the heel of your hand.

Hub cap crest — These are held to each hub cap by three friction clips. They sometimes work loose and create a light metal-to-metal rattling or "clinking" noise. Remove the cap and press each spring clip on firmly with a pair of pliers using the jaws straddling the crest pin.

THE NOT-SO-PRUDENT PORSCHE PUSHER

A CLEANER
NEW YORK
IS UP TO
YOU

ROAD & TRACK

CARTOON BY RUSSELL BROCKBANK
Tony Badger is this month's guest tech article contributor. This article is a result of the GGR August Tech Session at Porsche Car Pacific.

Recently we had the opportunity to run a dynomometer comparison of several Porsche engines; among them was Dick Osgood's 2000-cc Badger conversion. Because of the time limitations involved in making the dyno runs and presenting the results all in the same day, Dick asked me to prepare an article discussing the results of the session. What follows is a discussion of the results and a description of the engines.

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<th>BADGER 2000-cc CONVERSION</th>
<th>1600 RACING ENGINE</th>
<th>1600 SUPER ENGINE</th>
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<td>COMPRESSION RATIO</td>
<td>9.3:1</td>
<td>10.5:1</td>
<td>8.5:1</td>
</tr>
<tr>
<td>INTAKE VALVE HEAD DIAMETER</td>
<td>1.58 in.</td>
<td>1.50 in.</td>
<td>1.50 in.</td>
</tr>
<tr>
<td>EXHAUST VALVE HEAD DIAMETER</td>
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<td>1.22 in.</td>
<td>1.22 in.</td>
</tr>
<tr>
<td>CARBURETOR TYPE</td>
<td>SOLEX 40-P11-4</td>
<td>SOLEX 40 PBI (s)</td>
<td>ZENITH 32NDX</td>
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<tr>
<td>VENTURI SIZE</td>
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<td>40 mm</td>
<td>28 mm</td>
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<tr>
<td>CAM</td>
<td>Lift Intake: 0.430 in. Lift Exhaust: 0.365 in. Duration: 294 deg.</td>
<td>Lift Intake: 0.430 in. Lift Exhaust: 0.365 in. Duration: 294 deg.</td>
<td>Lift Intake: 1.1:1 Lift Exhaust: 1.1:1</td>
</tr>
<tr>
<td>ROCKE R ARM RATIO</td>
<td>Intake: 1.3:1 Exhaust: 1.1:1</td>
<td>1.3:1</td>
<td>1.3:1</td>
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</tbody>
</table>

**General Observations**

As a standard of comparison, we chose the stock Super engine. From Figure 1 it can be seen that the 2000-cc engine's torque and power curves lie significantly above the Super engine, and this is as we expected it to be. The thing that we did not expect was the rapid power drop off above 5000 rpm. It can be seen that the maximum power is approximately equal to that of a Super 90 engine. More surprising were the results turned in by Wyn Robertson's 1600-cc racing engine. The maximum power of this engine was 104 hp, and the maximum horsepower occurred at a much higher rpm than either the Super or 2000-cc engine. An analysis of engine parameters yields an explanation of the differences in performance between these engines.

**FIGURE 1**

![Graph comparing engine performance](image)

**Displacement**

If all other factors were to remain constant, one would expect horsepower to be proportional to displacement. However, all things do not remain constant. We can obtain increased horsepower by increased displacement only if we can fill added displacement with a combustible fuel mixture and properly displace the products of combustion. The torque and power curves for the 2000-cc engine lie considerably above both 1600 curves until 5000 rpm where the 1600 racing engine crosses over. The 1600 Super curves lies considerably below the 2000 curve but is similar in shape. The curve for the 1600 racing engine does not follow the same general shape as the other curves, and this is due to reasons other than displacement.
Compression Ratio

The primary reason for the steeper slope of the power and torque curves of the 1600 racing engine is the 10.5:1 compression ratio of this engine. The higher compression ratio benefits output in two ways. Engines operating at higher pressure ratios will extract more energy from each unit of fuel burned. This can be proved by analyzing the thermodynamic cycle of combustion. Another benefit of high compression is increased volumetric efficiency. High-compression engines have very little clearance volume between piston and cylinder at TDC and, consequently, it is easier to scavenge the combustion chamber of the burned charge on the exhaust stroke. It does not take much residual exhaust gas to drastically reduce the amount of fuel that can enter on the intake stroke. Volumetric efficiency is also improved by the faster pressure drop which will occur during the intake stroke.

Imagine moving a piston in a tube with one end closed and a pressure gauge mounted in the closed end. If we allowed a large distance between the closed end and the piston, movement of the piston would scarcely effect the pressure within the tube. On the other hand, if we moved the piston until it was in contact with the closed end and then moved it away, we would notice a very large fluctuation in pressure.

The higher compression ratio of the 1600 racing engine is the primary reason for its torque and power peaks occurring at significantly higher rpms. Also, it is the reason for the greater initial slope of the power and torque curve. The point where maximum torque occurs is the point where maximum volumetric efficiency is obtained. It will be noticed that the 1600 racing engine obtains maximum volumetric efficiency 1400 rpm higher than either the 1600 super or 2000-cc engine.

Although high compression has performance benefits, it has some drawbacks. One of these is increased loads on the starter motor. The 1600 racing engine was very difficult to start because of this. Also, the tendency for the engine to detonate is increased with higher compression ratios.

Cams

The two basic variables in cam design are lift and duration. Normally, increasing either of these increases overlap, and increased overlap usually effects low end performance. Although the 2000-cc engine has a more radical cam than the 1600 Super engine, the low end performance does not appear to be affected. In fact, the 2000-cc engine is putting out more than 30 percent more power at 2000 rpm than either of the 1600 engines! The reason for this is increased displacement.

Since the 2000-cc engine has 25 percent more displacement than the 1600 engine, it will require 25 percent more air at any given rpm. This means that, if we were sitting within the carburetor throat, we would think that the 2000-cc engine was turning over 25 percent faster than it actually was. For this reason, it is possible and necessary to run a more radical cam with the larger bore conversions and we can do this with no adverse effect on low end performance. All cams designed to date have been designed for the 1600-cc engines. There has yet to be designed a cam which will allow the 2000-cc engine to reach its full potential.

Ram Tuning

Figure 2 shows the power increase for the 1600 Super engine when fitted with a Bursche exhaust system. It will be noted that, at certain points, the power is actually below that obtained with the standard exhaust system. The Bursche system is a tuned system designed to maximize power in the mid- to higher-rpm ranges. Resonant tuned systems (intake as well as exhaust) can only be optimized over fairly narrow rpm ranges and will actually deliver less power than standard systems when the engine is operated outside the designed tuning range.

**FIGURE 2**

Horsepower gain with Bursche exhaust system as compared with the factory system. Test was run on a stock super engine.

This example can be observed when tuning the intake passage.

Removal of air cleaners failed to show any increase in power. Many times the addition of air cleaners will dampen out unwanted resonant phenomena in the intake track and smooth out the engine response. Improper resonant tuning of an engine can reduce the power output by as much as 50 percent. And in most cases a damped system, such as the factory exhaust and intake systems, is a safe compromise. We have found that as displacement is increased, the resonant tuning length of the intake track must be changed to obtain maximum horsepower. This phenomenon was first observed with the 1800 conversion. We have not determined the optimum setting for the 2000-cc engine but suspect that we are presently losing power because of improper tuning.

Valves

The size of the valves limit the breathing capacity of the engine. The intake and exhaust valves must be in the proper proportion so that the engine can breathe in the new charge and, at the same time, expel the burned products of combustion. The intake valve must be larger than the exhaust because we have only 14.7 psi, atmospheric pressure, to aid us during the intake while we have approximately 150 psi available during portions of the exhaust cycle. Since the 2000-cc engine is 25 percent larger than the 1600 engines, we should expect that we would need to increase each of the valves by 25 percent. However, the valves used in the 2000-cc engine were not increased by this amount. The exhaust valves are identical in all three engines. The intake valve area of the 2000 engine was increased by only 0.06 percent. For this reason, the high rpm range is not as spectacular as the lower rpm range. We feel that this is one of the primary reasons for the power drop at over 5000 rpm.
Carburetors

One might be surprised that an engine with a single-throat Solex could perform as well as the dual-throat Solex engine; but, when you stop to consider it, the gas velocity in the single-throat Solex is no higher than the velocity in the dual-throat carburetor. The reason for this is that only one cylinder is breathing through the carburetor at any given instant. In fact, the single-throat carburetor has the advantage that the intake gases are kept in motion by the previous induction cycle. With the double-throat carburetor, the intake charge must always be accelerated from a standstill at the start of the induction cycle. We cannot take advantage of a moving column set in motion by a previous induction cycle.

Dual throats are only an advantage in that they insure uniform mixture to each cylinder. Also, ram tuning can only be maximized if we have a separate tuning column for each cylinder.

Other Tuning Tips

Spark advance and carburetor setting are just as important as the other factors we have considered. For example, by making a small adjustment in the spark timing of the 1600 Super engine, we picked up an additional 4 hp at the high end. It is very easy to lose 5 to 10 hp by having incorrect jetting or timing. All of the modifications in the world are of no avail if the engine is improperly tuned. This is another factor which contributed greatly to the output of the 1600 racing engine. This engine has been raced and tuned for many seasons, and it is tuned to the point where it is probably realizing its maximum potential.

Summary

The general trends brought forth by these dyno tests should prove interesting and helpful to anyone interested in increasing engine performance. For the future, we plan to experiment with the ram running of the 2000-cc engine and increase the valve sizes to a more appropriate diameter. Dyno tests will be performed to determine the accuracy of our analysis. Hopefully we will be able to compare the results of these modifications to the results published here.

Undoubtedly the easiest way to overcome this situation is to join into the activities program. This year's activities slate will again be composed of the five committees as outlined in Dwight Mitchell's article elsewhere in this issue of the NUGGET. By assisting in this year's events you will be meeting in much smaller groups, enabling you to get to know other PCAers faster and better. (Frankly, some of the "planning" sessions are almost as enjoyable as the events themselves.)

In each of the past years there have been several new members who have come to the fore in PCA, and we hope that this year will find even more outstanding new members.

We sincerely urge you to complete and mail the activities sign-up sheet to Dwight and take an active part in PCA.

A WORD TO NEWER MEMBERS

Probably the most difficult situation facing any new member is becoming acquainted with fellow PCAers. In any club the size of ours, it is an inherent problem.