Win! Win! Win!

A WEEKEND AT SQUAW VALLEY
for the 1967 Sports Car Olympics

PCA is to raffle off several complete weekends: room, board, and all events for the 1967 Sports Car Olympics.

Here is your chance to win a really valuable and enjoyable 3-day weekend at beautiful Squaw Valley.

Enter as many times as you like.

Just add 25 cents each (that's all) to your monthly dinner meeting reservation check for each chance you want on this terrific prize.

TECHNICAL SESSION

The June 24th session will concern "Porsche Engines". The event will begin with a study of basic engine design, cycle types, valve and block arrangements unconventional engines, etc. Following will be a study of the evolution of automotive powerplants within the House of Porsche—from early 356 models to the latest competition 910. Most engines will be on display. Charts, graphs, and other visual materials will be available.

Please make your reservations early (by 17 June) by calling Dick Osgood (415) 968-1781 or Jim Wellington (408) 379-4984.

Results, PCA Classes

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Total Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (T)</td>
<td>Don Lang</td>
<td>1:09.46</td>
</tr>
<tr>
<td>2 (T)</td>
<td>Stu Grannis</td>
<td>1:09.56</td>
</tr>
<tr>
<td>1 (T)</td>
<td>Tex Harloff</td>
<td>1:09.73</td>
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<td>2 (T)</td>
<td>Bob Garretson</td>
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<tr>
<td>3 (T)</td>
<td>Jack Tedford</td>
<td>1:10.78</td>
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<td>6</td>
<td>William Weitzel</td>
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<tr>
<td>7</td>
<td>Ted Brown</td>
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<tr>
<td>8</td>
<td>Robert Wagner</td>
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<td>9</td>
<td>Don Schrader</td>
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<td>10</td>
<td>Richard Chappell</td>
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Class 1

1 (T) Peter Jones 1:07.42
2 (T) Gary Bocarde 1:07.61
3 (T) Ted Anderson 1:08.53
4     Tom Scott     1:08.62
5     Paul Scott    1:09.78
6     Brian Carleton 1:10.05
7     George Wallerich 1:10.68
8     Harry Ludwig  1:11.88
9     Ronald Hampton 1:15.54
* Claus Wiebe      1:07.03

Class 2

1 (T) Barbara Jones 1:05.41
2 (T) Linda Mitchell 1:08.37
3 (T) Vaden Riggs    1:10.99
4     Pat Gilman     1:17.29
5     D'Ann Carleton 1:17.29

Class 3

1 (T) Dwight Mitchell 1:01.26
2 (T) Arlen Riggs    1:04.76
3 (T) Harry Weber    1:09.19
4     Harold Gilman  1:12.14
* John Williamson, Jr. 1:02.88
* Robert Schmidt  1:04.52

T Total Time
* Not running for trophies.
Vere was you? Efreybody, und I mean EFRYBODY, was dere. Well, maybe fifteen or twenty PCA people didn't go to Laguna Seca on May 7th, 8th, or 9th. I never saw so many Porsches in one place in my life before. This Porsche Corral is a wonderful idea. The fenced-off area had a Detroit Beastie on Saturday, but Sunday, NO! Just hundreds of shiny Porsches. I could probably save a lot of space for Nancy if I just mentioned the people I didn't see at the races, but never let it be said of Wolfgang Von Porsche that he was cheap with printers ink, so I'll just laser go! The Carmel Sands had four guests who were not PCA, and, if Dwight Mitchell and Linda hadn't called in sick, there would only have been three. Gee, I missed Linda; I wanted to see what she'd be wearing this spring. Speaking of spring, boy, it really sprung for us this time. You never have seen the Laguna Seca Hills so green and beautiful—it's wonderful what a little rain will do. The weather was perfect. Not too hot, nor too cold nor too windy. JUST RIGHT!

Some sneak let out the room number where I was staying, and I got in trouble with my boss 'cause everyone who went by knocked on the door, and of course, I had to bark them to come in. Jean and George were trying to recover from the drive up from L.A. and the small party we had till three a.m. We didn't arrive early enough to get in on THE party in the Harloffs' room. This event turned out to be an advance going-away party, for Tex let it out that he and his cute little wife may be going back to Colorado Springs. Bob and Gloria Sheldon's early-to-bed routine was pushed out of shape by this swinging affair. What time did you get to bed, Gloria? Jurgen Kirberg and his crew were up early, but I caught Jim Wellington pulling a bit from Marshal West's repertoire. He was trying to sneak out of the parking lot without making any noise. Said it was a weak battery; anyhow, he had his brother-in-law pushing the 911 down the street several blocks. The Neidels bought a room this year instead of just driving down for the champagne party. They brought Sharon and Karen with them. It seems they are old enough now to be alone without a sitter. They are still lovely little girls. Hey, Dick Seward showed up—without his Case-of-Hangover remedy. He is living, or shall we say existing, in Smog Hollow now, otherwise known as L.A. We sniffed out James McConnell, who was sure he was there with his wife—I hope! Jerry and Julie Clarke and John Woodland took time out for the races, too. Brian and D'Ann Carleton were there proudly squirting their new Speedster, formerly the Scotts'. Did you get to see Paul and Carole Scott's new Speedster, formerly the Pardee's? I'd better stop right here for this could go on and on and on. Of course, Nancy and Gordon Knight warmed a bed in the Sands, too. I won't say much more than that 'cause I don't think they really spent much time sleeping. I saw them everywhere—all weekend. Bob Wagner I didn't see much at all, but he was there. Jack Tedford and his wife did some sort of needlepoint all weekend. It looked like a course map of Laguna Seca and Riverside combined. Bill and Joanne Arnett brought me a girl dog friend, but they wouldn't let her off her chain, so I couldn't get acquainted. Frank and Helen Dwinnell took time off from settling strikes to hold up their end at the champagne party. I got pretty sticky from all that was spilled on me, but I still would like to know who was that fellow who decided to sleep on the floor. I think there were several ladies feeling no pain in the "Off-Limits Room", but I was too busy dodging feet, especially Olympic Chairman Burt Propp's. I caught Helga Mueller sneaking out on Bob and
showing up at the champagne party alone. That's really sneaky, isn't it?—Going out where you'll be seen by a hundred or more stool pigeons. Prexy Stu Grannis and Norma were much in evidence all day Saturday but disappeared on Sunday, as did the Propps. My boss was going to knock on their door Sunday morning, but Jean wouldn't let him—she's so nice! Frank Granata came in force late—or better we say early—Saturday. In fact, I think it was almost Sunday when he did arrive. Never did see him on the hill. Oh, yes, I must say I saw Ed Lorring, and the Lollichs came down and watched and watched the cars run round the track. I don't know where they stayed, but it wasn't at the Carmel Sands. Maybe they're smart. Karl Keller came down Saturday without Ann; Bob Lewis stopped by to say hello and wipe his hands on me, too. Bruce Anderson with the hair—I was a little confused; didn't know if I should bark at him or lick him. John Clever and his wife have the same trouble the McClellands are having. Being associated with two regions, one really doesn't have much choice but to work for both of them. Norm "125 mph" Meadows gave us a ride in his Carrera 2, and we met O. K. Peterson, who transferred from the Silver Sage Region. Roaul and Daisy Edmonds just missed getting on the Parade around the track. Maybe next time they will let the cars line up and go around two by two, then everyone will get a chance to see the course from the driver's view. Those who did get to go before they closed the course have a much better understanding of what the driver sees, I'm sure. What a sight that was to see almost a hundred Porsches on the course at once. What a race! I caught Bob and Barbara necking. I wonder if she is? or if she isn't?? Norm Anderson could only sip on his glass of champagne, saying it must be an inferior grade, then Mary came up and said, "If you wouldn't mix bourbon, scotch, tequila, and beer with champagne, it would taste better".

Leslie Pryne had to borrow a dollar to buy a pair of boots. Seems she'd used all of her allowance. I've heard of keeping them pregnant and shoeless, but Doug, this is going too far. Noble Smucker (Tucker) was caught smooching with Mary Anderson, then he tried to make up by telling Tarzan jokes. Len Pacheco invited everyone out for drinks after dinner and then tried to pay the tab with an I. Magnin credit card. Rex Swinford showed up Sunday trying to start a new style. Instead of "No shoes", he now has "No hair", compliments of Uncle Sam. The Scott family, Paul and Carole, have two new additions to their family, one is silver and named Porsche Speedster, and the other is cute and named Marcie. That's Tom's new wife. Joe Reitmeir left the werkstatt to view the races and left Mary Ann home to work on the new house! Newlyweds Bill and Eleanor Braker finished up their honeymoon at the races, they were nattily attired in gold wind-Brakers (joke). Don Orosco and Mary Kay Webber came to the races on Sunday about noon with a weak excuse of being held up in traffic. Sure you just didn't get up early enough? There were several Orange Coasters up from L.A. John Collier, Roy Kochel, Bill Koll, Terry Becker. They haven't learned how to drink champagne yet. I'll have to add my boss and mistress, George and Jean McClelland—if I don't put his name in the article, he gets mad.

Incidentally, I hope you are planning on the Museum Tour on July 8th and 9th. I'd love to see you. I miss old familiar ankles and shoes. Everything down here smells like smog!

Sincerely,

Wolfgang
For Sale

The following items are for sale:

1958 Carrera Cabriolet, 1500cc, roller shaft, stock condition, original exterior and interior, engine rebuilt recently.—$2,500. This car is a rare one due to its completely original form. It has never been raced, damaged, or modified in any form.

Speedster or Spyder trailer, light weight, tilt bed.—$150.

718 Spyder gear set 18/29 2nd.—$35.

741 gear set 2B.—$25.

Set Carrera-2 manifolds.—$25.

Set Carrera DCM-40 manifolds.—$25.

Sebring muffler, latest extractor, new.—$50.

911 elec. tach., converted to 4 cyl. 0-8000. 12V new.—$50.

RS-60 Spyder engine, 1700cc, 82mm roller, 48 mm Webers, —$1,000, apart, or —$1,500 assembled and tuned.

RS-60 Spyder engine, 1800 cc, (904 cylds/pistons) 82-mm roller, 48-mm Webers, $1,100 apart, $1,600 assembled and tuned.

2.2-liber prototype Carrera engine, stroked crank, 96-mm bore, all engineering and modifications to present of high quality. I will complete engine with help of interested buyer, tune and test for $1,000. Price includes all parts. Should produce between 200 and 210 BHP(SAE).

For information on the above parts, etc., call J. F. WELLINGTON, 346 Cloverdale Lane, Campbell, California. (408) 379-4984.

Delta Mark—Ten Capacitive Discharge Ignition System. $25.00. Call BOB SHELDON, 968-6486.

1962 S-90, ivory, with red interior, Blaupunkt AF/FM/SW radio, head rests. 16,000 miles on new engine and clutch. $2350. LLOYD GREEN, 7971 Woodlark Way, Cupertino 95014. (408) 252-0604.

1964 Porsche coupe, signal red, black interior, coco mats, body perfect, mechanically perfect, complete records since original date or purchase, Pirelli Cinturato tires, chrome wheels, new battery and shock absorbers, Blaupunkt AM radio, headrests and safety harnesses. Several other extras available: Lintz chrome luggage rack with spider, Amco ski rack and tire chains. Price for car without extras is $3,300. Contact DANIEL J. BAKER, 122 Cambon Drive, San Francisco, Calif. 94132. Telephone (415) 848-6070 (days), or 584-7127 (evenings).

Drivers' School

25 June, 1967

COTATI RACEWAYS

All right, all you "frustrated Fangios", here is your chance to blast around a real race course in your Porsche. Golden Gate Region is presenting another of its highly successful high-speed drivers' schools at Cotati. Last year we held three schools, all with turn-away entries. Expert instructors are available and will show you the smooth way to get your Porsche around a course. This school will NOT be a racing drivers' school but rather an opportunity to learn how your Porsche performs at high speed while in complete safety. It will be open to everyone in PCA; however, anyone with a "C" or "SC" model must have it decambered in order to pass tech inspection.

Entries will be accepted on a first-come first-served basis and all entries will be closed on 20 June. Entry fee will be $5.00 per car for all day. Refreshments will be available, but bring your own shade. All cars must be at the track by 9:00 a.m. for tech.

Send your check for $5.00 (before 20 June) to Dwight Mitchell at 346 Ruth Avenue, Mountain View, California 94040.
Yosemite Tour

Well podner, it happened this-a-way. On Saturday morning, I awoke to the howl of coyotes (actually it was the neighbors dog, but the effect is the same). In less than two hours I must rendezvous with the PCA hands at Merced. The rest of the hands are starting from the Hyatt spread in SJ, but this means an extra 50 miles for me, so I choose the short cut. I quickly packed my gear in the Porsche pony and climbed into the saddle. After a fast ride I reined up at Merced to await the others. After a while foreman Bob Stone came riding up with somemore Porsche ponies. There was a silver steed, a strawberry roan (red) and several other varieties. Actually I had the only spotted one there (rock chips)

We had to wait for the second group of hands led by Stu Grannis but it seems thru a small mix-up in directions, Stu lead the group for a scenic tour of Merced before finding the correct park to meet at. Well we started out, 39 Porsche ponies which were divided into two groups, and up the trail we went. This move was designed to protect us from indian attack (you know, pontiac chieftans, thunderbirds)(OK, OK but did you ever hear of an indian named Riviera?). We continued up the road and after a lunch stop, we arrive at Yosemite about 3PM. Foreman Bob immediately got the keys to the bunkhouse and we were soon in our quarters. Immediately after arrival it started to snow lightly, the more adventurous PCAers hiked around the valley, enjoying the scenery and the rest took precautions against the weather with a little snake bite preventive. We were joined in our cabin by the Chuck Shepards, (who had preceeded us by a day), Lohses, Lollichs, Azevedos and Brakers, where we had a little red-eye and swapped ranching stories.

That evening all hands gathered at the Awahnee Hotel for a cocktail party prior to dinner. Awahnee, that's an indian word meaning if you don't have wampum don't come (wampum that's an indian word meaning LOOT!). We had a room set aside for our party that was beautiful and after everyone was properly sauced we went in the main dining room for dinner. Well how we know why the Awahnee charges all that wampum, the meal they served was magnificent. After dinner some enjoyed dancing while others retired to the saloon for an after dinner drink. Eventually all drifted back thru the snow to the bunkhouse.

Sunday morning dawned bright and clear. With brilliant sunshine and blue skies. The valley was never more magnificent than with three foot of snow on the ground. The trees had snow on them, the rocks in the river looked like frosted cup-cakes, and the traditional Yosemite sights were completely changed. Mirror Lake was frozen over, the falls were full and all the PCAers enjoyed a morning of touring the valley and venting their photographic ambitions on the scenery. Shortly after noon most of the PCAers started preparations for the return ride. Bob Stone took part over the Oak Flat Road and some of us less hardy people took the low road back. And so we started home, having enjoyed the greatest spread in California. For None...
Tech Tips

Did you know that if you drive your car an average of 10,000 miles per year, its spark plugs have probably fired some 15 million times since their last replacement?...that the carburetor may have mixed as much as 700 gallons of gasoline with more than 6 million gallons of air?...and that each piston could have traveled over 3000 miles up and down inside the cylinder? These figures do not take into consideration the idle time which the speedometer does not record...this could be the equivalent of another 2000 miles or so of driving. Makes you wonder just thinking about all the activity! It's no wonder that periodic tune-ups are necessary to put pep back in the old bus!

Did you know that it takes about eight to ten miles of driving for the oil to reach a normal operating temperature? Further, from 30 to 100 miles is necessary before contaminants such as water and gasoline are driven off. No doubt the majority of your travel produces mileage averages much less than this. Regular oil changes must be encouraged in order to minimize the build-up of crankcase contaminants.

More and more, car manufacturers, including the 911 Porsche are installing alternators using diodes for rectification. Thus, it seems timely to mention that it is imperative that battery hook-up be correct. Make sure that batteries are installed with correct polarity and that charger leads are connected positive to positive and negative to negative. Reversing polarity could cause burning of the diodes as well as the wiring harness.

Pushing an alternator-equipped car with a stone dead battery is hopeless! Who would push a Porsche anyway? No 911 owner, I know! Unless a dying battery can give a 2-amp inheritance to the magnets within the alternator, you're down! You can spin the alternator all day...at any speed...but you won't get a trickle of juice. Alternators use electromagnets in contrast to generators; at least 2 amps must be delivered to the magnets to endow your car with GO. Best bet is to use a booster battery hooked up properly.

- Jim Wellington -

Tech Comments

TECHNICAL SESSION COMMENTS

Saturday, April 22d, eighty members assembled at the PCP facilities to enjoy one of the most interesting technical meetings the club has ever witnessed.

The enthusiasm and excellence shown by Walter Spielberger in discussing varied topics from the 911 race program to the German car market was the high point of the meeting.

Display and demonstrations on the Targa model were interesting and proved the versatility of the unique convertible. The PCP warehouse tour resulted in a deeper appreciation by each member of the complexity but efficiency involved in the parts distribution through local dealers.

The event was further enhanced by the presence of Mr. H. Dram and Mr. G. Kuffner from POAC in Teaneck.

Fashion Success

The Ladies Luncheon and Fashion Show, held on April 15th, proved to be a big success. Forth enthusiastic ladies turned up for the event.

Fern Peterson's fashions from her store in Menlo Park (Pour Vous Boutique) were tremendous. Norma Grannis and Joan Propp were the commentators, and they kept the show running smoothly. There were fashions for everyone—running from demure to the daring and wild. Many thanks to Fern for the wonderful showing.

- Linda Mitchell -
Fun Rally

THE DIABOLIQUE

So you want a fun-type rally, friends. Oh, very well! Do come out June 18th to The Diabolique, put on by two "old" rallyists, H. S. Burchfield and Jean Gibson. We have an approximately 4-hour event planned, and it will be run in Napa and Sonoma counties. Here are the crafty details.

START: South parking lot of AGE Department Store at the intersection of State Highway 29 (to Napa) and State Highway 37 (Sonoma Road).

TIME: Be there at 9:30 a.m. First car out at 10:01 a.m.

FINISH: Surprise! (We'll tell you in the generals where you who plan on getting lost can go and wait. There will be beer, food, crying towels, and lots of sympathetic soulz available.)

SPECIAL EQUIPMENT: Sharp pencils, clip board, dark glasses, extra change of clothes (optional), and your sense of humor. Bring your lunch if you wish. Lunch break will be in a large town where you can buy a fast lunch.

PRIZES: Ho, ho! Ha, ha! Hee, Hee! Come and find out!

Please support your local rally masters. Come and try this lovely SOP course. It traverses through some of the most beautiful (and diabolical) roads in Northern California. Should you come, and we hope you do, remember, friends, we laughed a log putting on this event. We trust you will laugh a lot running it. See you there!

Museum Tour

8-9 July, 1967

The details are shaping up on the Museum Tour planned for July 8-9. This should be a "swinging event"! The Orange Coast Region will be our Hosts at a cocktail party on Saturday evening, July 8th. (When told that this could be expensive to the region, they replied "Well, we really don't expect very many Golden Gaters to show up, and besides, they're light drinkers! ") Let's show them, gang!

The Briggs Cunningham Museum is opening only to PCA for a guided tour, and, if the weather is permitting, they will take some of the cars out in the parking lot to run and ride in.

Here's the schedule:
Saturday—Meet at Bruce's Tires in San Jose at 8:30 a.m., Saturday, 8 July. Tour to L.A. via special Porsche roads. Lunch enroute. Arrive in L.A., clean up, relax and shape up for the OCR Cocktail Party at 7:00 p.m.

Dinner. Sleep.
Sunday—Breakfast and at 9:00 a.m. to Briggs Cunningham Museum for guided special tour. Then to the Movieland of the Air museum. Lunch and you are free to go your way back to S.F. or Disneyland or bed or whatever you may have in mind.

COST: $20.00 per couple for lodging Saturday night and entry into both the Museum of the Air and Cunningham's, plus a "drink them under the table" cocktail party per Orange Coast.

Send your check for $20.00 to:
George McClelland
13202 Hoover Street, #30
Westminster, California 92683
State if you want to sleep with your wife or girl friend on a double bed or two in a hotel room.


Stu's Vues

Count 'em...how many PCAers do you know? Can you get beyond 10?—as many as 50? Surprising, isn't it, to realize how few of the more than 350 members in this region most of us can count as more than mere nodding acquaintances?

Every time I get the chance to know some of our members better, I'm continually amazed at how many really great people we have in this club. Don't you agree that most of the members are really worthwhile people? Let's go a little further and say that maybe those few we "just aren't sure about" are probably the same people we haven't gotten around to knowing any better.

Sure, we can go on year in and year out getting a real bang out of PCA with our old stand-by friends. No trouble at all in allowing ourselves to fall into the old comfortable circles. But isn't it stimulating to meet new friends and hear some new stories?

Just as a little test, at the next dinner meeting or event—make it a point to put your hand out to a PCAer you don't know too well and make the effort to become acquainted. Try sitting with new people at dinner meetings and mixing it up a little more. After all, even the best of friendships started between strangers at one time.

What better way to make this philosophy work than to take an active part in the Club's activities! Best way to do this is to lend a hand on an event. Try it out...you won't be disappointed! ■

- Stu Grannis -

The Veep's Beep

While many of you were basking in the sun and enjoying the Porsche wins at Laguna, Sue and I journeyed south to San Diego and over to the Imperial Valley area for the Holtville Time Trials staged by the San Diego Region. Dick Barbour and Gordy Bortow put on the nicest weekend event that we have ever attended. Saturday was used for driver training and instruction by a group of instructors. I felt very honored to be asked to assist the local group of excellent instructors. The track was over a mile in length and was laid out on an abandoned airfield which is still in excellent condition, with three ultra-wide mile-long runways, located near Holtville. The L.A. Region and Orange Coast group were there, too, and we all took over more than 80 rooms at the Imperial Valley Inn. Saturday night was a lush banquet at the Inn, and Sunday, after more driver's school, everybody ran timed laps for awards, in about eight classes. The time that counted was the best of two separate runs. There were well over 100 Porsches there, and the straightaways allowed speeds of 130+ mph for the 911S's (six were there, not one of which had its aluminum wheels). They plan to have more events like this in the fall, I believe, so maybe next time more of us from GGR can make the pleasant trek south. Many thanks to you, Dick and Gordy, for a mighty fine event! ■

- Dick Osgood -

Wanted

1965 S-90 Cabriolet. Contact PETE KLOCK, 256 La Pala Drive, #4, San Jose, California. (408) 259-6725.

### Coming Events

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<thead>
<tr>
<th>Date</th>
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<th>Event</th>
<th>Location</th>
<th>PCA</th>
<th>Time</th>
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<tbody>
<tr>
<td>May 28</td>
<td>Sunday</td>
<td>Tour (East Bay area)</td>
<td></td>
<td>Lewis/Loring</td>
<td>9:30 a.m.</td>
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<tr>
<td>June 10</td>
<td>Saturday</td>
<td>Dinner Meeting</td>
<td></td>
<td>Osgood</td>
<td>7:00 p.m.</td>
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<tr>
<td>June 18</td>
<td>Sunday</td>
<td>Diabolique (fun rally)</td>
<td></td>
<td>Jean Gibson</td>
<td>9:30 a.m.</td>
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<tr>
<td>June 24</td>
<td>Saturday</td>
<td>Tech Session</td>
<td></td>
<td>Wellington</td>
<td>9:00 a.m.</td>
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<tr>
<td>June 25</td>
<td>Sunday</td>
<td>Drivers' School</td>
<td></td>
<td>Jones</td>
<td>8:30 a.m.</td>
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<tr>
<td>July 8-9</td>
<td>Sat.-Sun.</td>
<td>So. Calif. Museum Tour</td>
<td></td>
<td>McClelland</td>
<td>7:00 p.m.</td>
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<tr>
<td>July 15</td>
<td>Saturday</td>
<td>Pool Party</td>
<td></td>
<td>Osgood</td>
<td>9:30 a.m.</td>
</tr>
<tr>
<td>July 23</td>
<td>Sunday</td>
<td>Tour de Monte Carlo and Funkhana</td>
<td></td>
<td>Wellington</td>
<td>9:30 a.m.</td>
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<tr>
<td>July 29</td>
<td>Saturday</td>
<td>Tech Session</td>
<td></td>
<td>Pleasanton</td>
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<tr>
<td>July 30</td>
<td>Sunday</td>
<td>Club Autocross</td>
<td></td>
<td>Wellington</td>
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### Monthly Dinner Meeting

**SATURDAY, 10 JUNE, 1967**

**NUT TREE RESTAURANT**

Interstate Highway 80 (old 40) near Sacramento

(Be sure to allow enough travel time.)

**PRICE:** $5.50

**MENU:**
- Pineapple Appetizer
- Tropical Fruit Salad
- Sirloin Steakettes over Fried Rice
- Beverage, Dessert

Please note: Reservation checks to be received by Dick Osgood no later than 3 June. Maximum number of reservations, 170. No dinners without advance reservation check.

### Dinner Reservations & Raffle Entry

Send reservations to:

Richard Osgood  
1265 Golden Way  
Los Altos, California 94022

Make reservations by 3 June.

Dear Dick:

I am planning to attend the 10 June dinner meeting at the NUT TREE RESTAURANT. There will be ____ in my party at $5.50 each. I would also like to buy ____ raffle chances at 25 cents each.

Enclosed is my check for $_____.

Make checks payable to
P.C.A., Golden Gate Region.  
Signed
I would like to publicly express my appreciation for the many early-morning hours spent by the following people in helping prepare my 901 for the recent Laguna Seca C-production race.

If it had not been for these enthusiastic friends, the car would never have been prepared in time. In less than two weeks, the car was converted from a stock commuter vehicle to a fairly competitive race car. We are all proud of finishing the race in fourth position behind the 911S, 9th place Sebring car of Alan Johnson and the 911S, Davey Jordan-driven Polak machine.

Again, thanks to:
My wife and children for their cooperation.
Mr./Mrs. L. Rapp—providing vehicle and tech. info.
Mr. R. Osgood—footwork in obtaining lubricants.
Mr. R. Garretson—transaxle.
Mr. B. Anderson—900-series wheel and moral support.
Mr. D. Lollich—racing lubricants.
Miss Sandy Rehmann—coffee and enhancement of environs.
Mr./Mrs. G. Evans—rollbar and seat belts.
Mr. D. Bazemore—lightening of vehicle.
Mr. L. Marabel—carb. jetting.
Mr. B. Drum—stress relieving of wheels.
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COVER: Pete Jones at gegen die Uhr V autocross. Photo by lensman Bob Buckthal