Events

January 13, Saturday  7:00 p.m.
       DINNER MEETING

14, Sunday  9:00 a.m.
       CLUB AUTOCROSS

21, Sunday  10:00 a.m.
       OCCIDENTAL TOUR

27, Saturday  9:30 a.m.
       TECH SESSION

San Jose Hyatt House
   Fairgrounds, Pleasanton
   Marin County
   San Jose City College

San Jose Hyatt House
   First Street and Bayshore (Hwy 101), San Jose

Knight
   Bob Wagner
   Bill Weitzel
   Wellington/Evans

Dinner Mtg.

SATURDAY, 13 January 1968

Cocktails  --  7:00 p.m.

Dinner  --  8:00 p.m.

San Jose Hyatt House
   Price:  $5.00 per person
   Menu:  French Pot Roast of Beef

Send your checks, payable to P.C.A., Golden Gate Region, by 11 January, to
   Gordon R. Knight
   11070 Wilkinson Avenue
   Cupertino, California 95014

Cover Photo by Bob Buckthal

Along the route of the Occidental Tour
New Members approved at the 11/17 Board Meeting:

DENNIS M. CONDRAY  
920 Remington Dr., #12B 
Sunnyvale, 94086

JOHN R. HUBBARD  
7884 Ney Avenue, Apt. B 
Oakland, 94605

GERALD W. CORREIA  
1475 - 167th Ave., #32 
San Leandro, 94578

FRED N. IMAHARA  
20154 Thompson Road 
Los Gatos, 95030

DAVID M. CRAMER  
145 N. El Camino, #111 
San Mateo, 94402

SUSAN KORNOLD  
385 Wilton Avenue 
Palo Alto, 94306

GARDNER H. DESPAIN  
129 Dana Street, #10 
Mountain View, 94040

JAMES LINSLEY  
290 Alvarado Road 
Berkeley, 94710

GEORGE L. DOEBIS IV  
1575 Cherry Avenue 
San Jose, 95125

DOUGLAS B. MCCLELLAN  
10 Mt. Hood Court 
San Rafael, 94903

C. GLENN ENGLER  
2650 California St., #78 
Mountain View, 94040

ROSS PFANN  
1510 Hawes Court 
Redwood City, 94061

JAMES H. FLEMING  
237 Rinconada 
Palo Alto, 94301

MANFORD L. SAMUELEN  
2407 Los Gatos-Almaden 
San Jose, 95124

JAMES M. GETTINS  
963 Perreira Drive 
Santa Clara, 95051

ARTHUR W. SCHMIDT  
2070 Radio Ave., #20 
San Jose, 95125

ROBERT E. GORDON  
1840 N. Main Street 
Walnut Creek, 94596

V. R. SORENSEN  
1212 Farmers Lane 
Santa Rose, 95405

BETTY GRUBE  
1355 B. Verseilles Ave. 
Alameda, 94501

JAMES R. TAYLOR  
38 Barbaree Way 
Tiburon, 94926

New Members approved at the 12/7 Board Meeting:

ERNEST F. ATKINSON III  
500 Lindley Drive 
Antioch, 94509

KAREL KOKE  
610 Meadow Avenue 
Santa Clara, 95051

GRANT CATANEO  
111 Pine St., St 1011 
San Francisco, 94111

THOMAS E. ROSS  
413 Cirrus Avenue 
Sunnyvale, 94087

JAMES COOPER  
2710 Broadway 
San Francisco, 94115

RONALD R. TAPPER  
2250 Latham, Apt. 61 
Mountain View, 94040

CHARLES B. DAVIS  
1817 California St., #2J 
San Francisco, 94109

P. N. WOLFF  
630 Price Avenue 
Redwood City, 94063

Tour
"DER PRESSFAHRT"

Occidental Tour

Sunday, January 21st, 1968
10:00 a.m.

Hungry? Here's your chance to store up
for the winter. Meet at Vista Point (north end
of Golden Gate Bridge) at 10:00 a.m. sharp.
Then tour through the beautiful dairy coun-
try of Marin and Sonoma counties and out to the
seashore. A good time "Forschning" should be
had by all.

The roads winding through the hills are
virtually uncluttered with Sunday drivers in
Detroit Irons. This tour has been planned, de-
signed, and engineered by our fiendish little
evils to guarantee a good appetite by 3:00 p.m.,
when we will meet at Negri's famous Occidental
Restaurant for cocktails and a feast to end all
feasts.

In case you may not be familiar with the
menu...try this on for size:
"Sourdough french bread and assorted relishes
followed by piping hot minestrone soup served
family style in a large turline, a crisp salad,
followed by raviolis, spinach pancakes, vege-
tables, french fried potatoes and your choice
of half a broiled chicken ($2.75) or inch
thick steak, char-broiled to perfection ($4.25).
If you are still hungry, you won't want to miss
the home-made apple fritters and coffee!"

SEE YOU ALL AT VISTA POINT ON THE 21st!

P.S. We have it on good authority that it is
wisest to abstain from eating for at least two
days prior to this tour!
(Anyone interested in lending a hand on this
tour, please contact Bill Weitzel
(415) 456-1400, San Rafael (evenings, home)
or (415) 731-2500, San Francisco (days, work).

En route
Wolfgang Reports...

...on the 9th Porsche Weekend, Monterey Bay Region

I hope you all had a good turkey dinner and turkey leftovers on the weekend of November 24-26, for, if you didn't, you should have been with the rest of the forty or so cars from Golden Gate who tripped down to Carmel for the Monterey Bay Region's "Little Parade"—the 9th Porsche Weekend.

It turned out that only seventy reservations had been received by the closing date of November 9th, but by the time registration closed Saturday there were a hundred and forty. How about that? All the wheels from National were there for their semi-annual board meeting, and I know they came away with a much different idea about these western regions than they had before. We don't shoot indians or step on rattlesnakes any more, and when someone says Porsche you can depend on several hundred to come a-running.

Friday broke bright and early with the parking lot at the Holiday Inn looking like Joe's Garage. Most everyone got their cars back together before seven o'clock when we trooped down to Don Wester's Porsche-VW dealership to have our cars teched and partake of beer and brockwurst. I am sorry to have to confess that I did participate in the drinking, in fact, I don't remember much about that evening except that I was awfully thirsty and no one would give me water.

Saturday was a gorgeous day also, and the site for the concours was the best possible—a beautiful green lawn that made the various colors of the shiny Porsches stand out in all their glory. Our own Dwight Mitchell was in charge of this event, and it came off with the true Mitchell touch. Smooth and on time. The concours attracted the Golden Gaters in force who came off with a slew of the trophies. The 900 series gave Lou Marable some stiff competition, he taking first in class followed by a 2nd and a 3rd for Golden Gate. I saw so many Golden Gaters there I don't know just who was exhibiting and just spectating. The Lollings and Jorane Watson were in my class, too (356B)—I guess I'd better not try to say who took what, for I'm sure to overlook someone—but I'll clew you on one thing—I'm glad the event is over, for my boss will now play with me and not bark at me any more. For the last two weeks or so, he was awfully hard to live with, especially when it started to rain, and he had to put the Porsche back together laying on his back in the puddles. The McClellands (with all the help I could give them) sneaked off with their third place ribbon against such competition as Stu Grannis, who came in fourth. The only reason he didn't place in the money is because we got 3 extra points for driving our car from L.A.

After the concours we adjourned to the motel to start the rally. This event was marred by the fact that practically everyone decided to run SOP and bird-dog each other into the first check point to the chagrin and confusion of the poor check point personnel. The officials had to eliminate the first leg of the rally and determine the winners from their performance on the second leg. This event finished up in time for the cocktail party and dinner at the Holiday Inn which went on and on and on into the nite in various rooms. Did anyone find out what was under the white eyelet embroidered mini dress that girl was wearing that Paul Scott couldn't keep his eyes off of? Who was she? I don't think anyone was looking at her face.

The weather was brisk and cool at night but warm and balmy during the day. Sunday one couldn't ask for better conditions to drive the autocross at the Salinas Airport. There was some confusion there which can be blamed on the F.A.A., who will not allow time on the airport runways. This made it a little hard to find the course for some of the contestants, but it was a good layout, letting one push the Porsche way up on the semi-straight.

Now, you know that I'm supposed to be a nosy reporter and let you know who was sleeping with whom—who got gorked, etc., but, if I reported all that, I wouldn't have room for this juicy bit of news. It all started back in September at Squaw Valley. One of our noted members decided to drive back from the Labor Day weekend with his stinger muffler on his car. He got stopped by the C.H.P. and ticketed for a noisy system. 'Time went by and he hadn't gotten the ticket signed—more time and a notice from the department that he had ten days to get it fixed. More time and then it was Cotati and on the way back from the Saturday event to the motel what does he see but two cops! Can't get the first ticket signed off 'cause he had the stinger back on the car, so real quick he pulls over to the side of the road and looks at a road map til they pass—Whew! Close! Now on the way to the Monterey weekend coming thru the mountains he has a little dice with another sport in a T.R. all the while noticing the big headlights of some stupid guy in a Detroit iron trying to catch them. Anyhow they lost the D.I. and blipped into Carmel. Sunday on the way to the autocross our hero was touring with his brother who was driving a VW. He noticed that said brother wasn't following so he turned around to find a C.H.P. giving a ticket for a LOUD exhaust system on the VW. While we are...
here and stopped anyhow, now let's get the ticket signed off on the lousy Porsche. We do so and while the C.H.P. is checking, he looks at the license RJZ 586. Just a minute... that rings a bell...so C.H.P. checks, sure enough that license was on the "Lookout for" list, having been reported by the "stupid guy in the D.I." Let's see you license "Hero"---No, it doesn't stop here. But can you guess who our hero is? ---Yep, Joe Reitmeir! To top it all off, when Joe presented his license to friend cop, it had been expired for two months. Net: signed off on loud muffler citation, get new ticket for loud muffler on VW, which happened to be Joe's other car, a ticket for expired license and brother Ham's license was expired also---TWO YEARS (been in Viet Nam). Maybe this explains why Joe went off course on both his practice lap and 1st timed lap. Well, he wound up ok for not only did he take first in the concours, but first in the autocross and first overall for the weekend. I still think he should get a permanent dummkopf award--like maybe a framed copy of the traffic tickets.

I think all who attended the 9th Porsche weekend will agree that for such a small region to put on an event of this size means all their people had to work--and they did. All that one receives from staging such a program other than the trials and tribulations is the satisfaction of seeing others having a good time. I'll way my tail to the fact that we all had a wonderful time. How about you?

Love,
Wolfgang

MANY THANKS...

...to those who were really responsible for making "Activities '67" really go:
...to Barbara Jones, who led the Competitive Driving Committee to a record seven events in 1967, from the highly successful "Gegen Die Uhr V" to the "Spaghetti Slalom" at Cotati,
...to Bob Lohse for putting on a year of highly successful, enjoyable and well attended tours,
...to Paul Scott, the leader of the hard working rally group, and a contributor in many other areas,
...to Bob Mueller and Bob Claypool, the guys who made your dinner meeting entertainment and door prizes possible,
...to "Burch" Burchfield, the chairman of that oddly named group, the "other" committee,
...to Mary Ann Reitmeir and Linda Mitchell for starting a successful year of ladies activities,
...to Arlen Riggs, for his dedicated and undying loyalty and efforts on behalf of PCA,
...to Burt Fropp, for all his efforts toward making the Sports Car Olympics so great,
...and to Jack Tedford, John Clever, Bob Lewis, Don Lollich, Diane Uchytil, Jean Gibson, George McClelland, Karl Keller, Bob Stone, Brian Carleton, Jerry Clarke, Frank Granata, and Cary Evans, who contributed so much by chairing the many events of 1967.
...to all the others, whose names are too numerous to list here, who stepped forward and helped present our activities program.

To all these people I offer my most sincere thanks for all their time and effort in presenting this year's activities program. It would have been impossible without you.

- Dwight Mitchell -
INSTRUCTIONAL PRACTICE

AUTOCROSS

JANUARY 14TH

PLEASANTON, CALIF.

TECH SESSION AT 8:30

HEEL AND TOE CLINIC AT 9:00 - STARTS AT 9:30 - COST $2.50

ATTN: LEADFOOTS - FOR YOU OLD TIMERS IT'S A CHANCE TO SHARPEN THOSE SKILLS AND FOR THOSE OF YOU WHO HAVE NEVER AUTO-XED IT'S A CHANCE TO FIND OUT WHAT THE SPORT IS REALLY LIKE. WE WILL HAVE INSTRUCTORS TO RIDE WITH YOU, AND OR DRIVE FOR YOU. WE'LL HAVE A GOOD COURSE, HELMETS AVAILABLE, AND PLENTY OF PATIENCE.

CO-CHAIRMEN: BOB WAGNER 246-3691, BOB BUCKTHAL 341-9117
Forsche Weekend

**Forsche Uber Alles!** The 9th Annual West Coast Forsche Weekend slogan was well chosen. Over 140 cars attended this three-day event that rivalled any Forsche parade for keen competition and enthusiasm. Co-Chairmen Bob Lyttle and Greg Coby and host region Monterey Bay did an outstanding job. They even arranged bright fall sunshine to show the always beautiful Carmel area at its best. The early birds began to arrive on Friday. Concours nuts pitched in to prepare their cars while our National Board held their Fall meeting. Early evening saw the activity swing over to Webster Motors for tech inspection and a great bratwurst and beer party. Hope someone took some pictures! The scene was like the start of the Mille Miglia. Gleaming cars, bright lights, white-coated mechanics, colorfully dressed crowds of people, and all the time the ompa-ompah German music competing with the buzz of conversation and the roar of exhausts. Does anyone run with a factory exhaust system these days? Dave Hancock looked charming with Sue's purse buying an ex-Don Wester Bursch system for their 911.

The concours site at Carmel High School wasn't open until about 8:30 a.m. Saturday. Dick Wagner couldn't sleep, so in order to be ready he got up in the wee hours and worked on his car. The lighting at the Holiday Inn parking area is much better than Bob is used to. Imagine preparing a car at this time of year in an apartment car port with a desk lamp for illumination. How about that Sears socket set, Bob - Let's see your knuckles. Jerry Clarke was there to assist. Golden Gate was well represented in all classes. In addition to our usual concour specialists, Bill Stone, Art Walker, and other new faces joined Wagner in trying their luck in this dirty finger nail sport.

Dwight selected excellent judges. Inquisitors would be a better description. The team of Roger Chaney, Paul Lang, Franz Wichmann, Jim Wester, Bob Fazio, and Dick Coby judged all cars. After observing these gentlemen tear into the 900 class, you could hear comments like, "My God, they even check the water in the battery", or, "How did he get his hand in there!" Master of Ceremonies Paul Scott had ordered all work to cease prior to judging, so the other competitors could only cry to take comfort from Bob Garretson's statement, "Maybe they will be tired when they get to us." Tire, they did not, and all cars received the best, most thorough judging ever observed other than at a National Parade. Place ribbons were awarded by trophy girls Barbara Rose, Linda Mitchell, and Sandy Rayman. No one expected to beat Lou Marable's immaculate 911, but there was close competition for runner-up. D'Anne Carleton should have detoured on the way to Carmel. Tim Goodrich of San Joaquin had a longer trip from Hanford and so nipped the Carletons by two points in the C Class. Joe Reitmeir tied with Bill Devlin for first in their class and in rejudging, Joe lost. Would you believe no water in his windshield washer! "Wolfgang" McClelland was a strong contender with new paint, glass, top, and lots of chrome goodies. Stu had to work extra hard as wife Norma was unable to make it, due to illness. "Skinny Tires" Freck and "Fat Tires" Garretson sandwiched Doc Speicher's fine 'D' roadster to round out the 356 and 356A Class. The Freck's black coupe also won the Best of Show award. Congrats to Gerry and Tuffy.

On to the T & D Rally "CLEVERly" organized by John and Mary Ellen. Again we had an opportunity to admire the scenery and enjoy the drive. Gerry Freck comed Paul Scott into riding shotgun, and away they went in the Concours Special. The positive camber rear end must have been fun on the Laureles Canyon Road. Ever run a rally behind Barbara Rose? Maybe she was testing those big fat Goodyears loaned by Bob Lyttle, but it seemed that her route instructions read, "Hi-Ho-Silver, Up and Away!" Times on the first leg were dropped. Too many cars hit checkpoint 1 at the same time - like 'B' production going into turn 2 at Laguna Seca. For once, Golden Gate scored a first. Gary and Sharon Evans were winners with a total error of eight seconds.

Saturday night's banquet was well handled by the Holiday Inn. The National Board members were introduced; also, the officers of the host region. Trophies for the concours and rally were presented by National President Charles Kuell. With two events completed, the auto-x would decide the overall winner for the weekend. Some people snuck off to bed to rest in readiness for the driving event, while others conditioned their reflexes with booze at the many parties going on in the hotel.

Whatdya mean I was off course! Autocrossing without lined lines was confusing to some drivers at the Salinas Airport. After the normals and supers had run, the Course Marshall decided that a parade lap was necessary to prevent more D.N.F.'s. Even Co-Chairman Greg Coby got off course. Joe Reitmeir and Dick Coby had a tight battle for top time in the super class. Mike Kornfeld set the pace for the Super 90's in girl frield Jo Watson's cabriole. Barbara Rose led all the ladies in Class 3 and 4.
cars. Bob Lyttle then took his 912 on the track, and, with lots of noise from his custom exhaust pipes, established T.T.O.D. His record didn't hold up for long as Dwight cranked on all kinds of R.P.M. to eclipse Bob's time. By this time, Bob Garretson had the course figured out and wheeled his way around to beat Dwight. Not we know why our registration packages included decals from Performance Products. Their beautifully prepared 'E' production speedster ran late in the day and T.T.O.D. honors went to driver Doug Brenner.

As always, Golden Gate's cadre of willing workers, Grace and Marshall West (wouldn't Marsh be great as Jean Pierre in Grand Prix), Bill Drum, Carole Scott, Burt and Humphrey Propp, Jim Frego contributed to the success of the weekend. Final tabulation of results was not available as we go to press. However, feel free to congratulate Joe Reitmeir for his first overall. Joe's other awards at the Weekend included three citations from local gendarmes.

The Veep's Last Beep

The year 1967 is gone now, and I hope that all of you enjoyed the dinners and programs. It has been a genuine pleasure to serve all of you fine people of GGR for two years. My sincere thanks to the members of the dinner program committee and the folks who responded and did such an admirable job in the programs themselves. A special vote of thanks to Lois Lollich for being at the reservation table and assisting my Sue with a friendly greeting to everyone as they came into the meetings. Best of luck to our new V.P., Gordon Knight, as we move on to another fine P.C.A. year.

- Dick Osgood -

From your President...

HAPPY NEW YEAR!

A continual source of both amazement and pleasure for me has been the continual popularity and success of P.C.A. This is particularly true when compared not only with other sports car clubs but also with other social and service organizations. There seems to be an "identifiable something" that has contributed to the enthusiasm so many members have for our club. I think this "something" is the great people who make up P.C.A. Virtually every talent or skill imaginable can be found in P.C.A., and we can, therefore, offer to each member a great variety of activities, programs, and technical information on a basis offered by probably no other organization of this type.

As this new year starts, won't you take just a moment to consider two things. First, what ideas for new activities (or repeats of old ones) would you like to see in 1968? How about a bumper car tournament in Santa Cruz, for example. I wonder what classes we could use on that one? Secondly, when did you last help a P.C.A. committee or activity. There will be even more committees formed in 1968 to carry out the business and activities of our club. This is a great chance to meet, on a more intimate basis, some of the members you haven't had the opportunity to meet. Make it your New Year's Resolution, and join in the real fun of the club.

- Dwight Mitchell -

Occidental Tour
for sale

-Porsche Speedster, late 1958, fully restored, less than 1,000 mi since restoration. New polo red lacquer, all new trim and moldings, Lucas lamps, Bursch exhaust, new top and tonneau. Interior all new, upholstery and rugs, etc., roll bar, AM-FM Blaupunkt, all new super engine guaranteed for 12,000 mi. New Dunlop radials, new brakes, suspension, etc. Nothing left to replace. Need loving owner. Must sell by Jan. 30, going to Europe. Photos on request. Asking $3,250. Contact AL BANTA, 5945 Marden Lane, Oakland, California. (415) 658-0802, evenings and weekends, or (415) 653-8811, weekdays 'til 5 p.m.

-1954, 1500 coupe, $750/offer. Contact PHILIP R. TRENDHOME, 3069 McKinley Drive, Santa Clara, California, (408) 377-8686.


-Speedster hardtop, Glasspar model with rear quarter windows, plexiglas side curtains. Signal red. Excellent condition. $150. Contact BRIAN CARLETON (see above for address and phone.


-1965 front and rear bumpers complete with guards, frame horns, rub strips, license light, and exhaust extensions. Ruby red color, no chips, scratches, or dings. $200/both. Contact JIM GREGG, 1415 Essex Way, San Jose, Calif. (408) 379-8989.

-Set of 4 chrome pistons and cylinders from 1961 Super 1600—$50.00. Also set of 4 Koni adjustable shocks—$15.00.
-1963 VW with Porsche engine, trans, brakes, and wheels!! Engine is 1961 super with 500 miles from rebuild. New paint, carrera spacers, and tack. This is a very clean car—$1,595. Contact JOHN FITZGERALD, 2374 Sir Francis Drake, Fairfax, 94930. (415) 454-1968.

-Race-ready ELVA-PORSCHE. Excel. cond. Carrera engines, 1500 cc, 1700 cc, 1800 cc. New rebuilt condition. Carrera: crankcase; and two complete cylinder heads; and Weber carbs; exhaust system; pistons and cylinders; 80 mm + 82 mm cranks. Porsche coupe seats—blk. Speedster full roll bar. -- Speedster hard top with side windows. -- Bursch exhaust system for push rod Porsche. -- Complete set of good Porsche A brakes. -- 5 Porsche alloy wheels, 4½ x 15. -- Moon racing gas tank. -- Many 13" racing Firestone tires, plus tubes. Contact EDWARD BOWMAN, JR., (408) 354-3168.

TECH TOPICS...

A written survey will be conducted at the January Tech Session. The objective is to determine the most desired tech topics for 1968. If you cannot attend the tech session but wish to be included in the survey, please contact your Tech Director, Gary Evans (408) 867-0543, prior to February 1st.

Jim Wellington and I have discussed the tech session on "Vehicle Performance Analysis". During the winter months, Jim has planned a major overhaul for his 911, which is the subject vehicle. Our joint decision is to wait until the new engine is broken in with a few races. If selected on our tech survey mentioned above, we will hold this session sometime in May or June.

- Gary Evans -
TECHNICAL BRIEF

911-R

Beginning with the first of December, 1967, 24 (total) Porsche 911-R (900 series bodies) race vehicles are being built and will be available to serious teams, individual drivers, or sponsors interested in fielding the cars in Under-Two-Liter GT events. Daytona 24-hour and Sebring 12-hour races being examples. Availability will be made through local distributors, direct from the factory, or through race director H. von Henstein. Note should be made that the unit is illegal for European street use and will also not be acceptable for private use in the United States due to air pollution control standards! Following are a few specifications I thought you might enjoy knowing.

Price: $11,250, ex factory
210 DIN HP (de-tuned C-6)-----------------------
Fiberglass doors and lids-----------------------
1900 pounds!---------------------------------
External gas tank filler-----------------------
External oil sump filler in right fender-------
7-inch wheels front and rear---------------------
Dunlop 185 x 15 SP HR 15----------------------
Dual Ignition, 10 mm plugs---------------------
10.1 - 1 compression ratio---------------------
Fender flares----------------------------------
Halogen head lamps---------------------------
840-900 watt alternator-----------------------
906 flywheel & P.P.---------------------------
Recaro seats----------------------------------
White color only------------------------------
Any gear ratio option-------------------------

PLACE YOUR ORDER IMMEDIATELY!

- Jim Wellington -

1967 TECHNICAL AWARD

The Board of Directors of GGR passed and approved the concept of establishing an award of appreciation to the member showing the most enthusiasm and interest in the technical aspects of the club program.

This award was presented at the Christmas party to Mr. and Mrs. Alan Best. Both Alan and Joy rightfully deserved this recognition. They drove nearly 150 miles each event to participate in nearly 60 percent of the ten sessions given to date. They recorded notes where they could on all session information, and above all, they participated together as husband and wife.

The 1967 Board of Directors and technical chairman wish to congratulate them on this achievement.

Tech Session

Saturday, January 27th, is the date for our first technical session of the new year. Subject: Brakes, Drum and Disc. The session will include discussion on basic brake design, friction materials, fluids, competition linings, general maintenance and field service problems. An excellent film will be shown at the beginning of the event. A 900 series brake service demonstration will be shown to conclude the meeting. Location: San Jose City College, corner of Moorpark and Bascom Avenues. Room 32. Watch for the PCA signs. Time: 9:30 a.m. to 3:00 p.m. Call your new technical chairman for reservations by January 23rd (Gary Evans, 408-867-0543) or Jim Wellington (408) 379-4984.

MANY THANKS...

...to Mr. Norbert Nieslong for furnishing the AUTOHAUS as the site for our very successful December 10th Swap Session. Also, a special "Thank You" to Mr. Nieslony for donating all the door prizes.

DEADLINE FOR THE FEBRUARY NUGGET

12 JANUARY
Competitive Driving

The Competitive Driving Committee has worked this past year to formulate a new set of autocross classes. The purpose of the new classes, hopefully, is to equalize cars so that a stock Porsche would not have to compete with an identical, but highly prepared car. A sheet explaining the 1968 classes will be available at the January dinner meeting, or by sending a stamped, self-addressed envelope to Mrs. Peter Jones, 660 Hawthorne Avenue, Palo Alto, 94301.

The January 14th autocross will use these classes. Here is a brief outline of the new class structure.

1. Normals except Speedsters
   2A. 912
2. Supers, O's, Normal Speedsters
   1A. 911, 911L
3. S-90's, SC, Super Speedsters
   3A. 911, 911L
4. Carrera, Modified
   4A. 911-S, Modified
5. 6. Ladies

A system of penalty points, similar to that used at the mirror autocross, will be used to place "prodied" cars in appropriate classes. 356 series cars will progress, when appropriate, through classes 1, 2, 3, and 4. 900 series cars will progress through classes 2A, 3A, to 4A. If there are less than 5 cars in a class, it will be combined with its parallel class for that event. The concept of an "expert" class has been dropped in the men's classes, since we hope the new structure will automatically pit competitive car/driver combinations against each other in most instances.

There will be two ladies classes, with the possibility of a third, if future turnouts warrant it. Because women's times do not necessarily depend upon the type of cars they drive, these classes will be based upon previous driving experience. This means that most women will not have to compete against, for example, Diane Uchytil, Vaden Riggs, or Barbara Jones. Anyone is free to place themselves with this group, and anyone who becomes a consistent winner in Class 6 should move herself to Class 5.

The committee hopes this system will prove equitable and give more drivers an opportunity to win, and perhaps to lose as well. Time and experience should enable anyone to do well, whether or not they drive a stock car. Come to our low key, highly instructional autocross on January 14th and join the fun. You'll be a safer street driver, too.

- Peter and Barbara Jones, Co-Chairmen

ACTIVITIES GREAT FOR '68!

Many thanks to one and all for your support in electing me to your '68 P.C.A. Board of Directors. Trying to fill Dwight Mitchell's shoes (man, he's got big feet!) as Activity Director will be a real challenge. If 1968 is half as good as 1967, we will have some great "happenings".

A schedule of events for this forthcoming year will be in the February NUGGET, but a quick preview for January shows us some varied and "fun" events.

To start things off with a bang, there will be the January dinner meeting at the San Jose Hyatt House (loosen those belts for a good meal!). Bob Wagner is planning an Instructional Practice Autocross at Pleasanton on the 14th of January, so come on out all you would-be autocrossers and learn how! January 21st brings us a fabulous tour to Occidental, planned by Bill Weitzel and Bob Buckthall (wait 'til you see what's up their sleeve!). Last on our January agenda is a tech session on January 27th presented by Gary Evans (our new "ace mechanic" on the Board).

As for the rest of the year, toss in a Hare and Hound Rally, race weekends, dinner meetings, autocrosses, driver's school, tours (wine, overnights, etc.), swap sessions, Halloween Party (there will be one, even if it has to be in July!), Christmas Party, etc. With such a variety of events, everyone should find something to their liking. If anyone has ideas for activities, please let me know about them.

If I may speak of my own feelings for a moment, let me say that the activities program is certainly the place to get acquainted with a majority of P.C.A.'ers and really develop some fine friendships. There is an opportunity for everyone to participate in events whether they be chairman, worker, or just enjoying that which is presented to them.

We will use the "tried and true" committee system again this year as it has worked so successfully in the past.

The committee groups are as follows:
1. Non-Competitive Driving (tours, etc.)
2. Competitive Driving (autocrosses, driver's schools, etc.)
3. Rally
4. Programs (dinner meeting activities)
5. Technical
6. Publicity (posters, flyers, decorations, etc.)
7. Ladies (fashion shows, luncheons, etc.)
8. Other (picnic, swap sessions, etc.)

Again many thanks.

Jack Tedford
GOLDEN GATE REGION / PORSCHE CLUB OF AMERICA

OFFICERS

PRESIDENT
Dwight Mitchell, 346 Ruth Avenue, Mountain View 94040, (415) 968-8445
VICE PRESIDENT
Gordon Knight, 11070 Wilkinson Avenue, Cupertino 95014, (408) 252-3062
SECRETARY
Brian Carleton, 4785 Borina Drive, San Jose 95129, (408) 252-5546
TREASURER
Lou Marable, 67 Sevilla Drive, Los Altos 94022, (415) 948-1669

ACTIVITIES
Jack Tedford, 185 Friar Way, Campbell 95008, (408) 379-1701

MEMBERSHIP
Barbara Rose, 750 O'Donnell Avenue, San Leandro 94577, (415) 562-8265

TECHNICAL
Gary Evans, 14710 - 6th Street, Saratoga 95070, (408) 867-0543

NUGGET EDITOR
Nancy Knight, 11070 Wilkinson Avenue, Cupertino 95014, (408) 252-3062

DESIGN
Len Pacheco

GOLDEN GATE REGION / PORSCHE CLUB OF AMERICA
Barbara Rose, 750 O'Donnell Avenue, San Leandro, California 94577