MONTHLY DINNER MEETING

SATURDAY, 10 FEBRUARY 1967

LOCATION: OAKLAND INTERNATIONAL AIRPORT
(2d floor mezzanine of airport tower)

TIME: Cocktails — 7:00 p.m.
       Dinner — 8:00 p.m.

MENU:
Club Steak
Baked Potato
Salad
Broccoli Hollandaise
Cherry Tart

PRICE: $5.25 per person

RESERVATION DEADLINE: Thursday, 8 February

Send your checks, payable to P.C.A., G.G.R., to:
Gordon Knight
11070 Wilkinson Avenue
Cupertino, California 95014

BUMPER CAR AUTOCROSS

Bumper car autocross? You've got to be kidding!!

If there is enough interest, we'll hold an autocross with bumper cars in Santa Cruz on
March 15 from 8:30 to 10:30 p.m.
Beer and pizza will follow, and entries will be
limited, so "First come, first served."
Send your reservations (prepaid), $1.75 per
person, to:
Diane Uchytill
782 Oak Grove Drive
San Jose, California 95129
(408) 253-6796

FROM YOUR PRESIDENT . . .

PCA, at least our region, has not exactly
gone down in history as the most rally-oriented
club in the world. Nevertheless, two erstwhile
members, Jerry Killingstad and John Clever,
both ended up among the top ten T&G rallyists in all
of Northern California in 1967; Jerry taking
sixth place among the drivers and John being
the runner-up in the Navigator category, only
close points away from the over-all champi-
onship. Many congrats, Jerry and John!

It certainly seems strange that the larg-
est sports car club in Northern California has
produced only one top T&G rallyist (John Clever
is a Monterey Bay Region member). If you have
never tried rallying, you are really missing a
tremendous source of enjoyment. Every Thursday
in the S.F. Chronicle, the Sports Car Calendar
lists many rallying events. Why not try one
soon. It may open a whole new world for you.

1968 may prove to be a banner year for the
Porsche marque on race courses around the world.
With the FIA limiting the displacement of pro-
totype (Group 7) cars to 3 liters and Group 6
cars to 5 liters, Porsche has decided to go all
out in 1968 and will field full 3-liter cars
for the first time in international racing.
With Ford withdrawing from the battle for Le
Mans and the Constructors Championship, Porsche
has picked up the banner and certainly looks
like the most serious contender this year. Af-
ter several high finishes in prior years, we
may finally see a Porsche winning over-all at
Le Mans, Sebring, Spa, etc. All I can say is—
GO GET 'EM!

1968 will also see, at least at present,
the 911 continuing as a "Sedan". Development
strides are progressing rapidly in many areas,
so we can really look forward to some great
sedan battles, not to mention the 911S con-
tingent in GP.

Not to be outdone, of course, are the loyal
Speedster pilots who are out to reverse the
setbacks of 1967. While a 15-year-old design
should be pretty well developed by now, they
still keep finding a bit more speed each year.
The cry going out among these stalwarts in 1968
will be "BEAT THE B's".

Finally, 1968 dues are due. I certainly
hope that PCA-67 was good enough for you so
that no encouragement is necessary from this
quarter to get your renewal for 1968. Each year
things seem to get better and this new year will
be no exception. Don't take any chances of miss-
ign out on something great in '68—renew now!

- Dwight Mitchell
## TENTATIVE SCHEDULE OF ACTIVITIES — 1968

### FEBRUARY
10, Sat. — Dinner Meeting — Oakland Airport (Gordon Knight)
17-18, Sat.-Sun. — Ski Tour — Reno (Bob Lohse)

### MARCH
9, Sat. — Dinner Meeting — Rickey's, Palo Alto (Gordon Knight)
15, Fri. — Bumper Car Autocross — Santa Cruz (Diane Uchytil)
16, Sat. — Ladies Luncheon (Kathy Thomas)
23, Sat. — Tech Session (Gary Evans)
30-31, Sat.-Sun. — Tour — Volcano (Bill Braker)

### APRIL
13, Sat. — Dinner Meeting (Gordon Knight)
20-21, Sat.-Sun. — Tour — Yosemite (Bob Stone)
27, Sat. — Tech Session (Gary Evans)
28, Sun. — PCA Championship Autocross — Pleasanton (Arlen Riggs)

### MAY
4-5, Sat.-Sun. — Races — Laguna Seca (Dwight Mitchell)
11, Sat. — Dinner Meeting (Gordon Knight)
19, Sun. — Hare and Hound Rally (Don Lollich)
26, Sun. — Wine Tour and Picnic — Hollister (Bob Graham)

### JUNE
1-2, Sat.-Sun. — Sleeping Bag Tour — Northern California (Bob Lewis)
9, Sun. — Autocross — Pleasanton (Bob Wagner)
15, Sat. — Dinner Meeting (Gordon Knight)
29, Sat. — Tech Session (Gary Evans)

### JULY
13, Sat. — Dinner Meeting (Gordon Knight)
27, Sat. — Tech Session (Gary Evans)
28, Sun. — Family Picnic — Uvas Meadows (Diane Uchytil)

### AUGUST
10, Sat. — Dinner Meeting (Gordon Knight)
17, Sat. — Ladies Event (Kathy Thomas)
24, Sat. — Tech Session (Gary Evans)

### SEPTEMBER
14, Sat. — Dinner Meeting (Gordon Knight)
22, Sun. — Wine Tour — Napa (Frank Granata)
28, Sat. — Tech Session (Gary Evans)

### OCTOBER
12-13, Sat.-Sun. — Races — Laguna Seca (Dwight Mitchell)
26, Sat. — Halloween Dinner Party (Gordon Knight)

### NOVEMBER
10, Sun. — Tour
23, Sat. — Dinner Meeting (Gordon Knight)

### DECEMBER
14, Sat. — Tech Session (Gary Evans)
15, Sun. — Swap Session
21, Sat. — Christmas Party — Hyatt House, San Jose (Gordon Knight)

**NOTE:** Dates for autocrosses and drivers' schools have not been confirmed as yet. I will print the schedule as soon as possible.

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**NEW MEMBERS**

<table>
<thead>
<tr>
<th>FRANZ BAICH</th>
<th>411 Alden Street</th>
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<tbody>
<tr>
<td></td>
<td>Redwood City 94063</td>
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<tr>
<th>ROBERT G. VAN VOORHIS</th>
<th>Post Office Box 274</th>
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<tr>
<td></td>
<td>Diablo 94528</td>
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<tr>
<th>CLARENCE A. GROSS</th>
<th>2508 Oliver Avenue</th>
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<td></td>
<td>Oakland 94605</td>
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<th>EDWARD R. WESTALL</th>
<th>125 Near Court, Apt. 502</th>
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<td>Walnut Creek 94596</td>
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<tr>
<th>TERRY KIRBY</th>
<th>2823 Hillside Drive</th>
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<td>Burlingame 94010</td>
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<th>GLENN A. WILDMAN II</th>
<th>330 Albion Avenue</th>
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<tr>
<th>THOMAS A. SCOTT</th>
<th>997 Ravenscourt, #4</th>
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<th>LYSLE I. WILLIAMS</th>
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<td>San Mateo 94401</td>
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*Add these to your roster to keep it up to date.*
RACING REVIEW

1967 GREAT YEAR FOR PORSCHE IN INTERNATIONAL COMPETITION . . .
Like Alexander the Great who had no more worlds to conquer, the Porsche factory nearly won them all in 1967 - even against racing cars with engines two and three times as large. Porsche completely dominated the "Under Two Litre" class.

1967 MANUFACTURES CHAMPIONSHIP (PROTOTYPE SPORTS-CARS) MARQUE

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<thead>
<tr>
<th></th>
<th>Ferrari</th>
<th>Porsche</th>
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<td>Gross Points*</td>
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<td>41</td>
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<td>New Points**</td>
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<td>32</td>
<td>31</td>
<td>9</td>
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- did not place
* only best five finishes count
** includes points awarded Mirage-Ford

In the under-two-litre section of this competition, Porsche placed first in all races posting a perfect score of 72 Gross Points (45 net).

Although the second-place finish in the "unlimited" size was disappointing, it was the closest a two-litre car has ever come. By any other criteria except that used, Porsche would have been the winner.

GERHARD MITTER WINS EUROPEAN MOUNTAIN CHAMPIONSHIP
Hillclimbs, little known here, are big-time racing in Europe. There are eight races with the course record at each being held by Porsche. Gerhard Mitter was first this year with 54 points followed closely by Rolf Stommelen with 50. Both drove factory 910's. Abarth with 17, Ferrari with 15, and BMW with 12 all followed Porsche. In the "Sports" category, Rudi Lins on a Carrera 6 was the winner and in the GT class, Toni Fishhaber with a 911S was first, completing a Porsche sweep.

In Stateside racing, Joe Buzzetta edged Scooter Patrick for the "Doug Revson" Trophy for under-two-litre cars. Both drove Carrera 6's. One last note - whereas the 911's do most of the racing as is expected, a 912 driven by European rally champion Sobieslaw Zesada won the "punishing" Polish Rally. A private entry, it defeated the works' teams of Lancia, BMW, and Skoda in a rally where only 3 out of 53 starters finished. A European rally, as you know, is a road race unlike our local versions and a victory in a major rally is as respected as a racing victory.

This article was taken from the monthly publication DIE OFFENE STRASSE, which is the Mid-Ohio Region's equivalent to our NUGGET.
FOR SALE

- Concours prepared 1964, 3560 coupe. Body by Karmann. Signal red with black interior; 41,500 miles; Koni shocks; chrome wheels; Pirelli Cinturatios; Blaupunkt radio; wood rim steering wheel; Eurch exhaust with stinger; mitten; rear decambered. 1st Pebble Beach; 1st Squaw Valley; 2d Porsche Weekend. All service records available from new. Expertly maintained by Norbert Neilsen, San Carlos. Offers around $4,000. Contact BRIAN CARLETON, 4785 Borina Drive, San Jose, California. (408) 252-5546 (evenings), or (415) 367-2886 (days).

-Porsche "0" factory-matched pistons and cylinders (4), used 13,000 miles, like new, $100 firm.
-Porsche Stuff extractor exhaust for VW, used 10,000 miles, $30/offer.
-AM automatic radio for Porsche, $15/offer. Contact JOHN OLLIVIER (415) 326-2966.

-1960 Super connecting rods, shot peened. $25.
-1963 Normal connecting rods - magnafluxed. $30. Contact PHIL MORSE, 2170 Middlefield Road, Palo Alto, California. (415) 325-9505.

-Porsche GT brakes; ready to mount on A & B models. Competition bonded shoes, vented backing plates all bearings and seals. Heavy duty spindels assembled with links. Sold only as a set. $125. Contact PETER BUSCHBAUM, 535-0692 (weekdays only, after 7:00 p.m.).


SKI-REISE

Hey, ski nuts, let's go skiing the weekend of February 17-18 in the Reno/Lake Tahoe area. The fun will be scheduled as follows.

Leave the bay area evening of February 16th; stay at Motel 6, Reno, Friday and Saturday evenings. Ski Slide Mountain, Mount Rose ski areas Saturday. Dine and whatever Saturday night in Reno. Drive to Squaw Valley, Alpine Meadows area Sunday. Ski and return home.

Advanced reservations required. Send $13 to cover the motel reservations by February 10th to:

Bob Lohse
331 Lexington Drive
Menlo Park, Calif. 94025
(telephone: 325-3761)

P.S.–You don't have to ski to join the tour!
AWARDS RECEIVED

Two PCA members were recently honored at the annual banquet of the San Francisco area's Racing Drivers Club. Peter Buschbaum was presented the club's Most Improved Driver Award for his outstanding competition achievement in an E production Porsche. John Grove, who is 1968 president of the Racing Drivers Club, was presented the Steve Temby Award, which is presented each year to one of racing's "good guys." Grove, an active competitor in an F S/R Porsche spyder, acts as the driver representative to the local region of the SCCA.

TECHNICAL NOTES

The following is an index of hints published in the PANORAMA 1967 for 912/911 Porsches.

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ONE SHOT VOLKSWAGEN

The following article appeared in the San Francisco Examiner dated Sunday, December 24, 1967.

"San Francisco Patrolman Charles R. Robinson, the fastest draw west of Colma Creek, upheld law and order in The West on Friday afternoon. "He shot and killed an escaping Volkswagen. "Its rider, James W. Sevier, 28, of Hayward, is in the San Mateo County Jail charged with drunk driving, hit-and-run driving, and assaulting a police officer. "The police officer he assaulted was Patrolman Robinson, off-duty and driving southbound on the Bayshore Freeway late Friday, towing a trailer behind his big American vehicle. "Robinson saw Sevier, at the wheel of the Volkswagen, weave erratically, bounce off an auto, glance off a guard rail, pull back on the freeway and speed away. "Patrolman Robinson lashed his 230 horses into a full gallop, pulled alongside Sevier in, or on, his VW: motioned him to pull over and dismount. "Instead, Sevier nudged his VW into Robinson's car. "I swerved sharply," reported Patrolman Robinson later. 'Then returned to the chase.' "Once more he came abreast, if that is the word, of the VW, pulled his service revolver and fired two shots into the rear engine compartment. "The little car, fatally wounded, a death rattle in its air-cooled, four-cylinder, Ferdinand Porsche-designed powerhouse, coasted to a stop, smoked briefly and died."
THE SPORTOMATIC

The article in the December PANORAMA about the Sportomatic transmission does not leave much to be said technically. I recently had the opportunity to drive Mr. Lee Rapp's 911L Sportomatic. Many of us refer to this new transmission as an automatic. By the normal U.S. understanding of an automatic, this is not true. The transmission does require shifting from gear to gear while minding the tach. The difference is that you can select a gear and leave it there even while stopped. Of course there is no clutch pedal. The transmission will stay in whatever gear is selected until shifted. The article in the PANORAMA led me to believe the vacuum operated friction clutch disengaged when the car is stopped in gear. Not true. The transmission does stay in gear and the clutch is engaged, causing a slight pressure on the brake to keep the car from creeping.

The most interesting aspect is the torque converter. When starting from a stop, this device allows the engine to reach around 3,000 RPM prior to full torque at the rear wheels. This somewhat reminded me of the feel acquired when slipping a manual clutch in an attempt to lay rubber. The word "slipping" may be a bad choice because there is no hesitation or "slipping" when you stand on the Sportomatic. The obvious design reason for this is to take advantage of the higher torque and higher horsepower output at 3,000 RPM.

If any of you have driven the Sportomatic, I would appreciate your comments to help me gather a general opinion on this new "automatic".

- Gary Evans -

TECH SESSIONS

With the 1968 club activities schedule near completion, I would like to explain that after many inputs from various members and a discussion on my part with the Board of Directors, it has been decided that no tech sessions will be scheduled during the following months: February, May, October, and November.

December 28th I had the opportunity to have lunch with Mr. Walter Spielberger from Porsche Car Pacific. I would like to announce that through Mr. Spielberger, PCP has donated a set of 912/911/911S manuals. If you wish to make reference to these manuals, please feel free to contact me.

Some of the conversations I have had with fellow members have proved to be very interesting from a technical viewpoint. In looking at the year ahead, I know I will need many of these conversations to assist me in preparing interesting articles for the NUGGET. I would appreciate any "tips" or comments anyone would like to submit.

- Gary Evans -

YOSEMITE TOUR

Save the weekend of April 20th for a tour to Yosemite. It will be like last April's tour, which was certainly one of the high points of the year's activities.

Details will be in the March NUGGET.
IMPRESSIONS OF DRIVING THE SPORTOMATIC...

OR ... HOW TO BREAK BAD HABITS AUTOMATICALLY

If you have an opportunity to drive a new Porsche with the automatic transmission, "Sportomatic", do not be hasty to arrive at an opinion. Once around the block is not enough to evaluate this new development.

To be truthful, if you've been brought up on the older Porsche's with their, so smooth transmission and are used to going up and down the gears like a true Porsche driver, at first you won't like the new slush box.

Through the courtesy of T&M Motors in Garden Grove, we had the opportunity to put a hundred or so miles on a beautiful tangerine 911L Targa with Sportomatic while our 356B was in for service.

The first thing one does--automatically--is to step on the clutch. This can be traumatic, as there is none. One's foot hits the oversize brake pedal and -- WOW! do those discs snap you to a stop. Don't be ashamed, everyone does it once, but rest assured that you won't make the same mistake twice. Habit one broken.

The second habit the automatic quickly cures you of is the bad one of resting your hand on the gear shift lever.

If you're tooling along at 3500 and that right hand doesn't behave itself, you are quickly aware of it for the car goes out of gear and the RPM's jump up to five or six thousand and make you put the hand back where it belongs.

Starting out from a stop can be done in any of the four forward selections or in reverse. There is also a "Park" position -- opposite reverse. The motor will start only in park or neutral, so after you've killed it the first time with your foot on the non-existent clutch, pretend to all onlookers you were just testing the brakes. Slip the shift lever into neutral and turn the key.

If you're in a hurry, you have some VW with fat tires and a racing stripe looking you over and you want to get away quickly, select #1, release your foot from the brake and step on the throttle. Of course the first time you'll be cautious and give it the gas slowly, but after a few starts confidence will reign and you'll find you can move out in this "low" as snappily as you might wish. For ordinary city driving, you'll probably start in "D" and cruise in "D1". You'll find that the higher the gear the slower the start until you get those umdrehungs up around 2800 to 3000, and then she starts to really move. Have faith in Porsche and give her the gas.

Your natural driving habit of shifting at a certain RPM or sound of the motor will prevail, so NOW let that right hand do some work. Let off slightly on the throttle, pull the lever into "D" (which is where 2nd used to be) and go on from there, running up into "D1" (or 3rd) and on to "D2" (4th) in the same manner.

A few more minutes of driving and shifting, and you'll probably go from 1st to D2 in one fell swoop. Why not? It works. You've got your speed up so why waste motion and go through 2nd and 3rd?

Coming down the gears is just as easy. Anticipating a turn for control or acceleration or down shifting for braking control is as simple as falling off a log.

A little practice and you find that lifting off the throttle just slightly between shifts is the answer to smooth operation. No jerk!

If you're one of the autocross circuit or a hero driver of the slaloms, you probably will stay with the old clutch and stick, but for those who have to share the pride with the lady of the household or those who fight the freeway moron and nite, I'll tell you what you should do. Install a tape deck and go out with music to smile the bumper to bumper/stop and go traffic away. Sure you're going to have to find something to do with the left leg, but maybe you can teach it to apply the brake gently so that it won't undergo atrophy.

Seriously, though, our friends at Stuttgart have come up with something really good. Just remember that you'll have to drive more than once around the block to appreciate it. So tell the man when he loans you his demonstrator, "I'll see you in an hour or so."

- George McClelland
Orange Coast Region
VOLCANO WEEKEND TOUR

Saturday and Sunday, March 30-31, 1968

Co-Chairmen: Bill Braker and Lee Graybeal

Activities Chairman Jack Tedford has given us the weekend of March 30th and 31st for our Volcano Tour.

We have reserved the historic St. George Hotel in Volcano, California (that's near Peddler Hill, above Jackson) lock, stock, and bar for that weekend. The hotel will accommodate 40 to 45 people (indoor plumbing included), so we need at least twenty (20) cars for the tour (Porsches, VW's, BMW's, with Detroit Iron allowed).

The tour will include a cross-country tour, leaving Saturday morning (time and place to be announced later), with arrival at Volcano in the afternoon in time to take in the Daffodils and Daisies. Saturday evening will include dinner, light entertainment, and plenty of moose milk for all. Sunday morning will include breakfast (complete with assorted hangover remedies) followed by a run up to Peddler Hill for snow fun and a delicious lunch. Then homeward bound Sunday afternoon, the time and route of your own choosing.

Just think, this wonderful weekend tour, with lodging, all meals, and the time of your life for only $17.00 per person.

Contact Bill Braker (415-934-4016) or Lee Graybeal (415-687-3879) for reservations.

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A NOTE OF EXTREME SADNESS hit a PCA family just before Christmas. PCAer Will Fisher, while working with P.G.& E. was involved in a very serious accident which killed two other workmen. Fortunately for Will, he did survive, with very serious injuries, however. Will is currently recovering in Franklin Hospital in San Francisco and would certainly enjoy hearing from his many PCA friends.
Cover photo: 1967 Yosemite Tour / Near Mirror Lake
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