PRES. SEZ:

If the January activities are any indication of what's Right-On in '71, LOOK OUT. First, a fun evening, a great group and individually prepared meals highlighted the first dinner meeting chaired by our VP, Linda Mitchell. Then on Jan. 10th, the practice autocross at Pleasanton, chaired by Steve Allison. It was a fast-track (no rain), but plenty of the brrrs were provided by Old Man Winter. Next, our Tech Session at Porsche-Audi-West. Attendees came from Redwood and Sacramento Valley Regions as well as Golden Gate. An informative meeting, with Dick Osgood (Tech Chairman) coordinating the event for Golden Gate. Now is a good time for all good members to sign up for one or more activity committees. (Call or write Bruce Anderson, Activities Chairman, for more details). February will provide the young and old some good times at the Brass Door a tech seminar in San Francisco, and a Wine Tour for drinking. Don't miss 'em.

Newest appointments for 1971 - Linda Smith and Jim Gaeta. Linda Smith is GGR's PPPR representative (PPPR - Publicity, Publications, Public Relations) and Jim Gaeta is our N. C. S. C. C. (Northern California Sports Car Council) representative. May I say many thanks from all the GGR members past and present go out to Arlen Riggs, who has served GGR every month for at least the last four years as our N. C. S. C. C. representative. Also, to our past PPPR rep. Charmayne Salter who worked very hard to get our news to the Panorama every month, only to have just a few published. Charmayne also handled the Publicity for our very successful Weekender in September '70.

Porsche Parade registration is booming - 138. Yes, 138 cars have registered for the Parade in July. Can a parade be described? I believe you must experience one at least once before you know that now is the time to register and make accommodation reservations. Next is planning when to allot time for concouring the car and going to all the GGR rallies and autocrosses in preparation for parade competition. Also, contact Bob Garretson ('71 Parade Autocross Chairman) and tell him how eager you are to help him 'get-it-all-together for the Parade autocross.

How has GGR been able to have such great activities in the past? How do we buy the equipment for the autocrosses (timers, pylons, lime, helmets) and the rallies (clocks, check point signs, materials), etc. The biggest percentage of funds comes from an annual event called Gegen die Uhr Autocross. This is a N. C. S. C. C. championship autocross open to all sports cars. GGR has a reputation of putting on among the best of the best autocrosses for the N. C. S. C. C. for many years. It's work, fun and rewarding for all those who help at this important event. March 21st is the date -- Ray Hunt, Chairman -- Pleasanton is the place. Contact Ray by phone or mail ASAP. For anyone who hasn't driven in a N. C. S. C. C. event, this will be a fine opportunity to combine the fun of driving with the help you are giving GGR. Have a nice month.

-Chuck Tracy

OUR WINE TOUR

Hey all you Porsche Pushers, get it all together for the first tour of the new year. Get your lady in the car, toss some french bread and cheese in the back (some lunch too) and come along and have a great time.

The tour will start at the famous racetrack of the Bay Area, that's right, Sears Point; at the intersection of Highways 37 and 121. The day is Sunday, February 28th at 8:30 a.m. (my God, right after sunrise!). We will open Buena Vista Winery in Sonoma with a do-it-yourself tour and some heavy tasting. Then we'll tour over some Porsche roads (beautiful scenery!!) to Charles Krug Winery in St. Helena by noon, to tour and taste with supervision; hit highway 29 to Rutherford to partake of the hospitality of Inglenook Winery. Then we'll make it down to Oakville to Robert Mondavi Winery for tour, tasting and dinner by Granata in Mondavi's Vineyard Room.

There will be no scheduled lunch break but there will be ample time to eat before tours or in route.

This promises to be a real heavy event, so make your reservations early and come on out--you hear??!

EVENT: Wine Tour, Tasting and Dinner
(BY RESERVATION ONLY)

DATE: Sunday, February 28th TIME: 8:30 a.m.
PLACE: Sears Point Raceway, main entrance, intersection Highways 37 & 121
COST: $6.50 per person
DINNER: At Robert Mondavi Winery, catered by Frank Granata
Veal Scallopini Garlic Bread
Tortellini Wine
Green Salad Coffee

Reservations deadline is February 20th. For reservations send check payable to PCA-GGR to:
Tony Reid
1045 El Camino Real #5
Burlingame, Ca. 94010

P. S. The Porsche Club is responsible for all broken and missing glasses at Mondavi's.

-Tony Reid
PORSCHE PERSONALITY

Four seasons of starts - four seasons of finishes - no DNF's during any race due to a mechanical failure! A record possibly viewed by some as insignificant in contrast to trophy wins, hurrahs and kisses - but to the few dedicated crew members involved in the behind the scene preparation, inspection and tuning of car 33, a very special kind of satisfaction has developed. The fruits of their every hour of detailed effort and toil could possibly be proven through a six hour endurance where reliability becomes of foremost importance.

The car: a 1965 Porsche 901 - white, campaigned under SCCA number 33, built in September 1964 - an almost prototype to the eventual 911 series. The "White Stallion" as the car was called by factory drivers who proved its worth, was a German factory demonstrator. It was purchased by Mr. L. Rapp and brought to this country and sold to Rennsport Werke, Hirth roller bearing crankshaft firm.

An all out effort by a few enthusiastic GGR-PCAers in preparing the car made possible its initial competition outing on local race tracks in 1967. Entering races in local, regional and National C-Production and B-Sedan events, the car has garnered its share of second and third place wins, with an occasional first place trophy in local club racing.

Entering the cockpit wishing you had been watching your calories lately - the 911R racing seat gives you the impression you are a size 44 rather than a 38! You are there to stay, no wallet, extra pocket keys or coat tail. Instruments calibrated in liters, atmospheres, centigrades and kilometers cover the wood paneled dashboard. The 906 steering wheel impresses even the most avid go-kart buff. Rollbar, seatbelts, harness and fire extinguisher complete the necessities.

Fuel is dispensed to the 15 gallon Allen Safety Fuel Cell through a Hann quick-fill external cap - eventually reaching the twin Solex mechanical fuel pumps. Six individual and highly modified 46mm Solex carburetors with 40mm venturis and 150x210 main and air correction jets provide the metering.

Special drilling of the 911S camshafts provide the extra lubrication to the individual camlobes. Each lobe providing the lift to feed the fire - ignited by the CD ignition. The 200 plus BHP (155 at rear wheels) provides the G's - audibly aided by the special exhaust note rivaling even the largest hornets nest. 6,000, 7,000 and on up to 8,000 RPM without even the least complaint.

Power is transferred from the engine to the 7 inch factory alloy wheels through rare, but available 911R tubular axles. The Z-F 904 limited slip and Hillclimb ratios giving the near terrifying acceleration to 108 mph at 8,000 RPM. Handling was an initial problem during the early days - true to other 911S three wheel grandstanding being commonplace. A lowered chassis, ballasted front end and 19 and 16mm front and rear stabilizers now eliminate the problem.

Ride control is provided by special large torsion bars and the huge Koni shocks externally adjustable in both directions. Steering is quicker than most due to the special short steering arms provided by the factory. All that goes must stop - and indeed it can through the efforts of the 911S ventilated discs and the 906 pads.

The car condition is unusually fine. The original white painted body still free from major damage or repairs. The odometer, still connected, now reads only a mere 44,000 kilometers.

The future of car 33 is speculative - race ready, nearly new in all equipment, it still stands ready, possibly a potential autocross champion - potent street machine - only time will tell!

-Jim Wellington

*PARADE AUTO CROSS*

If you are planning to attend the Parade in Sun Valley In July, and would be willing to devote some time to working the autocross, which Golden Gate is putting on, please contact BOB GARRETSON, autocross chairman (739-0404). There will be plenty of time for you to run, as well as spectate. The more people who work, the less each person has to work. This is an important event - its success depends on you - don't let Golden Gate down!
Tech Session

On the morning of January 16th, under threatening and dark skies, trusting members of Redwood, Sacramento Valley and Golden Gate arrived at Porsche Audi West's Technical Facility. As each member entered the building, he was greeted by one of PAW's lovely hostesses. A questionnaire form was given to everyone asking of general and technical questions to be answered during the day.

The session started with Bill Kobow (PAW) thanking each region's technical chairmen for their coordination of the event (Dick Osgood and Bill Weitzel for GGR). Bill also introduced a multitude of dignitaries from Porsche-Audi and Porsche-Audi-West. Walter Spielberger presented his "State of the Marque" address. Walter, a long time PCA supporter, covered the organizational and marketing structure of Porsche. He discussed the 914, briefly mentioning that today's 914 is an entirely different car than that of a year ago. The difficulties experienced were due mostly to the fact that the 914 did not experience the usual one year of marketing at home before shipment to the United States. He was also happy now that the dream he was having of a 914 coming at him, being pushed by three men is in the past.

Dealer franchises were discussed as to the amount of equipment and costs includes a dynometer, special wheel alignment tools, a Hoffmann wheel balancer, plus other miscellaneous items coming to a total cost of close to $100,000.

PARTS SHORTAGES? Parts inventories were reduced because of an expected recession (which never happened) after the re-evaluation of the mark. Also, Porsche had another problem in getting a data processing controlled inventory into motion. Today, the supplier's capacity is slowly starting to meet the parts demands of Porsche. Another fact should be mentioned here is, PAW's Parts Warehouse will no longer be closed during the year for parts inventory as a result of computer controlled inventory.

What's in the future? Expect larger displacement engines with lower compression and carburetion. And still expect those smog devices which rob engine horsepower from the rear wheels.

Next, everyone got a chance to stretch their legs as we toured the VW-Porsche-Audi parts warehouse. An overwhelming sight as cartons and parts shelves went 30 to 40 feet in the air. Some Porsche parts were spotted, such as doors, bumpers, fenders and a lonely $911 engine case.

Following a filling buffet luncheon, we divided into 3 area - 356/912/911, 914 and Audi. Questions, ideas and no-nos were exchanged. Again, as in years past, the Porsche representatives have outdone themselves with another well organized and entertaining event. Thanks Porsche-Audi-West.

-Chuck Tracy

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Auto Body Paint & Repair
at
SUPER AUTO BODY Shop
1540 Pine St., S.F.
FEB 20th
10 am

LEARN THE INSIDE SCOOP ON WHAT REALLY HAPPENS WHEN YOUR BACK IS TURNED
YOU MAY PARK YOUR CAR INSIDE THE SHOP
HOWEVER, PARKING IS AT A PREMIUM
SO PLEASE ARRANGE TO DOUBLE UP.
ADMISSION WILL BE BY RESERVATION ONLY
PLEASE CONTACT DICK OSGOOD
1265 GOLDEN WAY, LOS ALTOS, 94022
ABSOLUTELY NO ONE ADMITTED WITHOUT RESERVATION

Publications - Publicity - Public Relations

As your representative for the Panorama, my principal function is to submit new and varied material. A simple rehash of NUGGET highlights is not enough. If any of our members have events which merit special mention, members who deserve a round of thanks, or we can bring a particular happening to the attention of all Pano readers, please pass these items along to me. I'm sure we'll receive better coverage.

-Linda Smith
# Year End Awards

## Overall Autocross Awards

**CLASS 1 - Stock 356**
1st - Steve Allison  
2nd - Brian Carleton  
3rd - Ray Hunt

**CLASS 3 - Stock 911**
1st - Keith Caldwell  
2nd - Steve Kirby  
3rd - Don Chiang

**CLASS 5 - Prodified 912**
1st - Jim Gaiser  
2nd - Dick Rhodes

**CLASS 7 - Modified**
1st - Bruce Anderson  
2nd - Bob Garretson  
3rd - Dick Spear

**CLASS L1 - Stock**
1st - Susan Hitchcock  
2nd - Janet Grove  
3rd - Ann Hunt  
4th - Colleen Booth

**CLASS L2 - Prodified**
1st - Gloria Zulkowski  
2nd - Sharon Evans

**CLASS L3 - Modified**
1st - Charmayne Salter

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## FOR TINKERERS

I have noticed recently that many of our members with 900 series cars still have their seat belts in the original anchor position. This anchor location in the 1966 to 68 models is 10 inches above the rear floor and is very dangerous in case of collision. The high fastening points hold the belt above the pelvis significantly and serious internal injuries can and have resulted to our members. An article was written on this subject in a 1968 Panorama. Let me again urge all of you with this condition to remount your belts to forged closed hooks mounted through the floor as shown below. Be sure to use heavy large diameter washers or plates under the body between the nut and the underside.

-Dick Osgood

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## Change of Address

John Dornbos II, 170 Pine St., #69, Concord, Ca. 94520
John M. Floyd, 565 Bellevue Ave., #1406, Oakland, Ca. 94610
Ray & Ann Hunt, P.O. Box 703, Livermore, Ca. 94550
Nancy J. Kaye, 303 Elizabeth, San Francisco, Ca. 94114
Elizabeth Kearns, 10870 N. Stelling Rd., #290, Cupertino, Ca. 95014
Jim Taughinbaugh, 1220 Pleasant Hill Road, Lafayette, Ca.
service reports

DEALER EVALUATION NO. 1
Submitted by Harvey Smith
Dealer: Gus Mozart
Situation: Flat Michelin tire
Reason: Bruce's Tires too far away
Cost: $13.80 (for Pirelli tube - new)
Tire not balanced
Solution: Trip to Bruce's
Additional Cost: Balancing all four tires. Possibly new Michelin tube.

Those PCA'ers currently enjoying the PCA autocross series, might like to try running some of the NCSCC events which are usually held at Pleasanton. The rules for classifying cars for the 1971 series are being revised and the new code books should be out soon. Cost: $.75 to cover printing. The major difference in rules (from PCA) is that racing tires are allowed in stock class. Under 1970 rules for stock classes, 911's were allowed 6" rims with 7" of tire on the ground, and 912's were allowed 5½" rims with 6½" of tire on the ground. The amount of "tire on the ground" was carefully measured and checked (especially if you are winning). Minor suspension changes are allowed in stock classes, but no cutting or welding. It's best to check with someone racing in your class before changing your car. Prodified classes are rough!

NCSCC autocross costs: $3.50 per person, $6.00 per couple. There is a tech inspection (seat belts, mufflers, and tubes in tires, except approved racing tires). At most championship events there are run groups. This means you must be on the grid ready to run (through with registration and tech) by a certain time. Trophies are awarded at each event. There is 1 trophy for each 4 cars in class.

The first event for this year is the Continental's Spring Festival on February 7th. This event is supposed to be run under the new code which still isn't ready. George Hurley, of the Continental's is chairman (298-0326).

-Gloria Zulkowski

Welcome new members!

Joe E. Enslow
143 E. Moltke #1
Daly City, Ca. 94014
756 - 3564
wife - Vicki Jo
- Stock Clerk
1967 - 911

Walt Koerber
627 Corbett Ave., #2
San Francisco, Ca. 94114
285 - 6846
- 1969 912

Thomas E. Luebben
438 San Benito Ave.
Los Gatos, Ca. 95030
354 - 5372
- Engineer
1964 - 3560

William C. Erler
1502 Hillcrest Road
San Pablo, Ca. 94806
233 - 2626
wife - Penny
- Salesman
1968 - 911 L Targa

Jacqueline Lucas
777 Victoria St.
San Francisco, Ca. 94127
587 - 6397
- Hairdresser
1970 - 914/6

William K. Skeehan
1919 Fruitdale Ave.
San Jose, Ca. 95128
295 - 7209
- Structural Engineer
1967 - 911

TOTAL MEMBERSHIP: 516

They were inseparable!
Billed as only a practice-fun event, you would never have known it. Fun it was - but you'd have thought the year-end championship was on the line, the competition was so fierce. It all goes to prove that the competitively oriented individual wants to beat the other guy whether it's Indianapolis, Le Mans, Milpitas or Pleasanton.

A light rain and cold temperatures greeted the early workers as Co-Chairmen Steve Allison ('71 Speed Events Chairman) and Ray Hunt got things organized. Ray devised a course which this old timer found to be one of the most enjoyable ever laid out. A few "squawks" about the long straights were soon quelled after everyone found that they too thought the course was a ball.

The run for TTOD was a real donnybrook with the lead changing hands after every turn. The early combination of a damp and gravelly course helped keep the morning times fairly high, but about 1:00 p.m., everything started to work and the times came tumbling down. Marshall Peeples first shook everyone up with 50:80, but Bob Garretson then dropped TTOD into the 49's. Then over two more runs each, Bob, in his Weekender Winning A Coupe, and Bruce Anderson in the super swift silver Speedster really got with it, each dropping his opponents time by nearly a second. Bruce, however, got in the last shot and in a really exciting finish took the overall honors with an incredible 47:82. (Firestones really work when it's dry and clean).

Meanwhile, Dwight Mitchell resurrected his old red coupe for today's event and snuck in with fourth fastest time of 51:16 while running on stock wheels and tires. While not used to all the slipping and sliding around he finally "found the handle" after a couple of runs to end with the quickest time amongst the stock tire boys, followed by Dick Wallace and Jim Gaeta in 911's who were also in the 51 second bracket. - Things were really close.

Joe Weathers seems to be having good success in setting up his 914 as it appears to be quite stable and predictable at this point. The definite lack of the old "poop down the chute" (most painfully I can assure you) is the only thing holding him back right now. I think a good cam, a pair of Weber carbs, and some good gears would transform the little car into a real terror. What do you think Joe?

A couple of surprises also turned up with Dick Wallace taking the stock 911 class from Jim Gaeta in his "paper plates new" 1971 911 Targa. Also Ray Hunt really started putting it all together and was really flying low to take the stock 356 class with a fine 54:06 to nose out Steve Allison. Ann Hunt almost made it a family sweep but was just nosed out of the stock ladies class win by Linda Smith's final run of 55:95. I think Linda and Ann are going to have a lot of fun this year and the battle should be most interesting.

Despite a cold, wintry day we had a fine turn out of 67 cars. However, three cars were rejected at tech inspection, we all are out for fun but don't want anything to damage a fun day. For your own sake, do your own tech check before coming out.

Finally, would you believe a PCA auto-x without Gracie West manning the timers. Somehow a flu bug got to her, but her excellent training of many of the other people paid off well with Dick and Mary Wallace, Ann Hunt, and others filling in admirably for her.

All in all it was a fine event with much credit due our fine chainmen Steve and Ray. We're sure we'll be hearing from these fellows in the future.

-Dwight Mitchell

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<th>CLASS 1 - Stock 356</th>
<th>CLASS 2 - Stock 912</th>
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<tr>
<td>R. Hunt</td>
<td>E. Ellefsen</td>
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<td>S. Allison</td>
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<td>N. Bianchi</td>
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<th>CLASS 3 - Stock 911</th>
<th>CLASS 4 - Prodified 356</th>
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<td>D. Wallace</td>
<td>R. Lohse</td>
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<td>J. Gaeta</td>
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<th>CLASS 6 - Prodified 911</th>
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<th>CLASS 7 - Modified</th>
<th>TOP 10 TIMES/DAY</th>
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<th>CLASS L1 - Stock Ladies</th>
<th>CLASS L2 - Prod. Ladies</th>
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<td>L. Smith</td>
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<td>A. Hunt</td>
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<td>C. Booth</td>
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<td>M. Wallace</td>
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| CLASS L3 - Mod. Ladies  |                         |
| C. Salter               |                         |
| J. Lucas                |                         |
FOR SALE

4 - Goodyear bluestreaks, mounted on 5½" steel rims. 5.00/8.30-15. R-5 tread. Used for 10 club autox's. One, probably two seasons left. Win at the Parade, retire and wheel your way to the top ten. Tires-$110 - wheels-$40.
Dick Rhodes -356-8635 (att. 6).

1962 356B Normal Karmann hardtop in good running condition, but needs work. Best offer. Want '64 or '65 C or SC Cabriolet. Rich Kilbourne - 444-7900 (days).

911-914 sport muffler-$100. 911-914 gears "E" 2nd-3rd-$86; "H" 2nd-3rd-$86; "O" 4th-5th-$86. All parts new. Bob Garretson - 739-0404.

'59 Cabriolet hardtop, new slv. pnt., 4000 mi on engine, rebilt. trans., brakes, new shocks, new interior, Macoy 4.25-700's(new) - $2200, reasonable offer considered.
4.5x15J with 2 chrome 2" offset rims mounted 500-750-15 Goodyear bluestreak, all weather, RR-12, 50% gone, cost-$270, take $140. '58-'59 coupe right door (new) $100; '58-'59 cab & coupe glass & door parts-offer; 912 exhaust, new, near new-offer, 911-912 Konis, rear, cost $54 sell $30 (used); chains 175x14 or 185x14 new-offer; '59 coupe deck lid, exc. -$15. WANTED 4-500-920-15 Goodyears, J design (used); 4-6x15 steel or chrome rims. Jim Gaeta - 351-7838 or 352-2545.

1969 911E-$5700; 4½ 900 series chrome rims-$25 ea.
Harvey Smith - 327-2980.

1 set SC 1700cc pistons & cylinders- $100; 1 Pirelli Cinturato 367 w/tube (165x15) $5; 1 set tire chains w/built in spreader for 165x15 tires-$15; suction mounted ski rack for 900 series-$15; thru grill (dual) ski rack-$10; late style 2A&3B gears (new)-$80(2A)-$120(3Bw/spac.)
Sam Thornton-325-9117.

4-5½x15 "S" alloy wheels-$300; 16mm front & rear sway bars for 900 series, w/all hardwr. to mnt. -$80(new); 2 Hella driving lites,260,000 cp ea, w/2 spare QI bulbs-$35 pr(new). Barry Lloyd-687-5179.


Carrera 2 coupe(GS) 1964, Bali blue (new), elec. sunroof, new headliner, new seat inserts, '68 900 series headlight frames, Blkpt., wired for car stereo, all acces. and MG Mitten, ski/luggage rack, nerf bars, new Dunlop SP-185-70-15 radials, all disc brakes w/new comp. pads, new Konis, 904 pistons & cylinders. Complete rebuilt by Guenter Halwachs. $4,100. (owner Reese Haggot).
Call: Steve David-347-1258.

901-C Production race car. SCCA #33. Race ready, fully equipped w/most every possible option in new or near new condition. (See Porsche/Personality of the month, this issue for details). $9800 investment for $5250, or near offer. Will negotiate on some equipment. Will accept '57 or '58 Speedster street or race shell w/o engine as part payment. Serious inquiries only, please. Jim Wellington-378-4984.

Tours

At the January 9th dinner meeting, I was very pleased to receive one of the coveted "Porsche silhouette plaques done in Redwood" for serving as Tour Chairman during the past year. The real credit for the success of the various Tour events belongs to the Tour chairmen and their industrious committee members.

Those chairmen and their Tours were:
The Yosemite Tour - Gary and Sharon Evans
The San Simeon Tour - Gene and Ann Pavitt
East Bay Wine Tour - Ray and Sue Mascia
Mother Lode Sleeping Bag Tour - Don and Lois Lollich/Karl and Ann Keller

A much deserved Danken Sie to all those whose efforts made these activities so enjoyable and successful. And a very special thanks to my wife Carole for her much appreciated efforts and assistance.

-Paul Scott

LADIES

On January 13th the Womens' Committee put all their little heads together and came up with some groovy ideas for events. Hopefully, there will be something to tickle everyone's fancy?!!

Would you believe Porsche Potpourri! This will consist of various members presenting a demonstration of an art, craft, or skill that happens to be their speciality. The demonstration will be held in a casual atmosphere at any willing members home. Your suggestions and ideas are welcome. If you have a craft or a skill you would like to share or one you would like to learn, please contact me.

Are you ready for this girls - In September, we are going to Bay Meadows for a day at the track! Sooo start saving those pennies. In addition, early in December, we are going to Villa Montalvo for some Christmas ideas, and in June we are going to the beach for a day, with the men joining us in the evening for a barbecue.

-Jeanette Spear
speed events

Well, the first speed events meeting was held at my house on Friday, January 15th at 7:30 p.m., and I think it was a rousing success, both socially and business wise. Gegen die Uhr has been scheduled for Sunday, March 21, 1971 with Ray Hunt as chairman. The autocross series this year will consist of 5, and your 4 best times will be used in figuring out points for year-end trophies. The point system is as follows: 20 points for 1st, 16 points for 2nd, 13 for 3rd, 11 for 4th, 9 for 5th, 7 for 6th, 5 for 7th, 3 for 8th, 2 for 9th, and 1 for 10th.

This year we have decided to invite other regions to join in our speed events, and they will also be allowed to participate for year end trophies in the autocross series (so look out all you hot shoes).

The existing classes for men and women will remain the same. However, we have added new classes for the 914's. They are as follows: Stock 914-4 and Stock 914-6, Altered 914-4 will run with Altered 912's and Altered 914-6 will run with Altered 911's, and all Modified will run together.

The registration sheet will have 3 new changes on it this year: (1) All workers must sign the release form, (2) No people in the car under 18 years of age, due to insurance coverage, (3) In the Altered class racing tires may be run on the rims of your choice.

Three cheers for Dwight Mitchell and Joe Reitmeir who have volunteered to put on a Drivers' School this year. We are checking on sites right now, and will keep you informed as things progress. Also, Gary Evans is checking on the possibility of getting new helmets (I can't imagine why).

The committee voted to give year end trophies, and year end participation plaques. They voted down the giving of place plaques (right committee).

And last but not least, the board has okayed the buying of a trailer to haul the speed events equipment in. If anyone knows of any trailers for sale, please contact me at once. And I would personally like to thank the whole speed events committee for their cooperation and efforts in helping me make this year a good year for speed events - (but where did 4 plus cases of beer go???)

-Steve Allison

TECH? QUIZ

Out of sixty possible multiple-choice questions, the following participants garnered these scores:

Mens Division
Bob Garretson - 48
GGR - Engineer
Bob Buckthal - 39
GGR
Bruce Anderson - 37
GGR
Dwight Mitchell - 35
GGR
Peter Sandholt - 33
Monterey

Womens Division
Sue Carey - 29
Orange Coast
Barb Rose - 21
GGR
Gloria Sheldon - 19
GGR
Eric Garretson - 16
GGR - Student

The examination could have been classified as a real tuffy - even the best Porsche trained engine mechanics being stumped by a good majority of questions. A four by eight board crammed with sixty of der Works parts were on display. Each part and related question on the test form required the utmost knowledge and experience from the test taker. Questions like: (having observed no. 11 part which was a high dome piston with deep valve notches) "This piston diameter is 89.9 mm. Used within the engine from which it was removed - it provided a displacement of

a. 1700cc  b. 1500cc  c. 2000cc  d. 1600cc (ans: a)

Parts on display varied from a special tool used on a factory Berg 910 machine to a 911 camshaft with central core lubrication! One part hinted to be a rusted Ferrari part turned out to be a Carrera II exhaust cam flywheel!

Presentation of the trophies will be made at a future dinner meeting.

-Jim Wellington

YOSEMITE TOUR
APRIL 3 & 4
If you miss it - you've missed em all!
The 1971 Rally Committee will put on 5 rallies counting towards year end trophies, with scores counting from the best 3 out of 5 events, but with participation points counting from each of the 5 rallies. This year we want to expand the challenge of our series by inviting our neighboring regions (Loma Prieta, Sacramento, Monterey and Redwood) to participate in the series. They will be eligible for year end trophies as well as individual event awards. Each rally will be held to a maximum of 2 hours calculated driving time.

**Individual Rally Awards**

First place trophy - Four plaques (second thru fifth)
- Participation plaques

These awards will be to the car - i.e., the driver and navigator must share.

**Year End Awards for Series**

Ten awards will be given on an individual basis: 5 to the top 5 drivers and 5 to the top 5 navigators. A person may earn points driving the series as both a driver and a navigator. His year end score will be the sum of the two and his category will be determined by the job in which he earned the majority of his points. Points will be awarded as follows:

- 5 points for workers
- 2 points for participation
- 1 point(s) for the first 20 places in a T & D event or Navigational.
- 10 - 1 point(s) for the first 10 places in a Gimmick rally
- 10 points for all participants in the Hare and Hound

In addition to the rally series there is a good chance the club will put on an open Gimmick Rally, for the prestige and also for the money we can gain. If we do sponsor such an event, it will be at the end of the year, with Harv and Linda Smith as Chairmen. This event will be of the same magnitude as our famous Gegen die Uhr.

If there are any comments about last years rallies or suggestions for future rallies, contact your rally chairman, John Clever 592-0904.

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**ACTIVITIES**

Our activities committees have come up with a great selection of events for us to participate in this year. So far, the women's committee has 6 events scheduled (decorations, too), speed events has 7 events scheduled, tours has 8 scheduled, rally committee has 5, and social/picnic has 9 scheduled. With 12 dinners arranged by our VP and 12 tech sessions by our Tech Director, we are going to have something like 59 events for the year.

In addition to the events which show up on our events calendar, which list only weekend events, the women's committee has come up with the following weekday events:

1. Homecraft project: stitchery, macrame, weaving - Wednesday, February 17th.
3. Homecraft project: neck tie making - Wednesday, April 14th.
4. Girls Beach party (men joining in the evening for a barbecue), Friday, June 4th.
5. Women's day at Bay Meadows - Wednesday, September 22nd.

More of these evening sessions are planned, and will be listed in the NUGGET as scheduled. If you have some skill you would be willing to teach (crafts, bridge, etc.), or would be willing to donate your home for an evening, please contact the women's chairman, Jeanette Spear, 961-7775.

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**AUTO CROSS**

**FEB. 21**

**10 AM**

**SALINAS AIRPORT**

**MONTEREY BAY REGION**

**INVITATIONAL**

Has anyone marked or devised a bicycle rack or carrier that is suitable for a 911? I am interested in carrying one, hopefully, two, bicycles on my 911E.

Any ideas or advice will be appreciated - Thank you.

-Robert Hall (793-6400)
37323 Fremont Blvd., Fremont - 94536
# Coming Events

TENTATIVE CALENDAR - 1971

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<th>Month</th>
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Golden Gate Region/Porsche Club of America

President
CHUCK TRACY
6224 Current Dr.
San Jose 95123 227-5629

Vice-President
LINDA MITCHELL
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Mt. View 94040 968-8445

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DICK SPEAR
273 Jessie Ln.
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San Jose 95125 264-5589

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Palo Alto 94301 326-0122

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San Ramon 94583 828-0545

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published monthly by Golden Gate Region PCA

Editor
CHARMAYNE SALTER
Asst. Editor
BART PROPP

First Class Stamp
MALT KOERBER
627 CORBETT AVE. SAN FRANCISCO, CAL.
94114

PCA Dinner Meeting
February 13th
SOCIAL: 6:30 p.m.
DINNER: 8:00 p.m.

Menu Selections:
Shish Kabob, served with rice $6.75
Bonied chicken breast with apple stuffing, potatoes $5.20
Both entrees served with green salad, rolls, dessert and beverage.

Mark selection on check, make payable to:
P.C.A. - GGR and send to: Linda Mitchell
346 Ruth Avenue
Mt. View, Ca. 94040

Reservations accepted until February 10th.
Location:
The Brass Door
San Ramon Valley Blvd.
San Ramon
415-837-2501

ROUTE INSTRUCTIONS: On Hgwy. 680, 6 mi.
north of junction Hgwy. 680 & Hgwy. 50, take
San Ramon - Crow Canyon Rd W turnoff.
Right at stop light onto Hgwy. 21. The
Brass Door is just up the road on the
left.

NUGGET DEADLINE: FEBRUARY 12TH
NUGGET MAILING ADDRESS:
209 Waverley St.
Palo Alto, Ca. 94301

COVER PHOTO
Dave Loop