The image contains text from a newsletter or magazine page. The text is divided into sections for different months, listing events and activities. Here is the textual content extracted from the image:

**July**

9 Rally - Dick & Alfa Davis
15 Dinner Meeting - Gary Evans
15 Tech Session - Ground School & Tech inspection for Drivers School - Dick Spear
16 Livermore Wine Tour - George & Margaret Deabill
23 Driver School - Hank Fallek
30 Autocross - Santa Clara

**August**

6 Tour - R. Ferreira
12 Tech Session - Dick Spear
13 Tour - Picnic
19 Dinner Meeting - Gary Evans
20 Autocross - Pleasanton
27 Rally - T. Reid

**PRES. SEZ:**

Five years ago our region had about 400 members and the average dinner meeting attendance was about 150 people. Lately, we have been having about 80 or so at our meetings, with a membership of near 500. Gary mentioned to me that we may reach a point soon where we cannot meet the minimum bar if all of us on the board would like to hear from any or all of you what changes, if any, you would like to see in the meetings. We are all interested in getting the most social fun and enjoyment for all the members possible. Several ideas have been suggested such as every other month dinner meetings, and low budget high fun social gatherings on the alternate months. Beach parties, picnics, cocktail parties around the pool, or other activities could fill in the alternate months. Please drop us a postcard signed or anonymous and let us know your desires and ideas on getting the most from our friendly group.

**MEMBERS IN COMPETITION**

Each year several GGR members make the circuit of SCCA Concours. Amongst this year's active participants are the Boyd's and the Smiths, both of whom are doing well. Results of the most recent events are as follows:

**Hillsborough:**

May 21st
- Bob & Jewel Boyd
- 1st in class
- Harvey & Linda Smith
- 3rd in class

**Palo Alto:**

June 11th
- Bob & Jewel Boyd
- 1st in class, 1st in division I, Car of the Day.
- Harvey & Linda Smith
- 3rd in class

Keep up the good work gang. Your efforts are appreciated by the members of GGR.

Jewel Boyd
COMING EVENTS

Webfoot Wander

DATE: July 9...HARE & HOUND "Webfoot Wander"
PLACE: Faber Place, adjacent to Mozart Porsche-Audi in Palo Alto. Use Embarcadero Road exit east from Hwy. 101.
TIME: Registration and Instructions 12 Noon
1st Car Out 12:30
INFO: As it will be necessary to leap from the car (Porsche?) it's suggested that gals wear attire conducive to "Ruffing" it...
(Long britches)
This is a low pressure rally, a little different twist to a night H & H. Other than normal rally equipment, have a fast pair of "Tennies".

--Rally Mistress
Alfa Davis

WINE TOUR

WHEN: Sunday, July 16, 1972
WHERE: Livermore Valley
TIME: 10:00 A.M.
MEET: The Deabill's
355 Seale Avenue
Palo Alto, 94301
415/329-0713
BRING: May we suggest breads, cheeses, salami or whatever? Things you might share with a fellow PCA'er at lunch.
COST: $2.00 per car
Reserve to George Deabill by July 10th.
HOPE TO SEE YOU THERE!
--George Deabill

AUTO-X

EVENT: AUTOCROSS
DATE: July 30, 1972
TIME: 9:00 - 4:00
PLACE: Hewlitt Packard Plant, Santa Clara Corner of Stevens Creek Rd., Lawrence Expway
INFO: Ray Hunt (415) 846-8666

RALLY

EVENT: MONTE CARLO TYPE
DATE: Sunday, August 27, 1972
PLACE: Faber Place, adjacent to Mozart Porsche-Audi in Palo Alto
TIME: Registration and Rally School 12 Noon
FIRST CAR OUT: 1 P.M.
--Tony & Jamie Reid
POORSCHE PERSONALITY

WHAT TIME DOES MIDNIGHT AUTO SUPPLY OPEN?

or

SOME RACES ARE BETTER THAN OTHERS!

The Northern California Porsche Audi Dealers Racing Team ventured down to Riverside for a race over the Memorial Day weekend to take on all the Southern California hot shoes, and have our first confrontation with the Huffaker MGB. In past articles you have heard a lot of the "heroics" of our driver, but this race weekend was dedicated to the hardworking crew of Brian Carleton and Gary Evans, and a lot of extra help, particularly from Floyd and Gloria Jensen, Barbara Rose, and about half of the Riverside Region of PCA, that should have made the race a complete success. The race report itself is most brief. Our new 914 qualified first in E Production, and set a new lap record. Unfortunately, a mechanical failure during the pace lap for the race put the car out, but practice lap times indicated that the car was about a second a lap faster than anything else on the track, and is starting to show the expected potential. Were it not for an intake valve that became too close to friends with a piston, we had the speed to win the race.

We have never had any luck going to Cal Club races, and this was no exception. Trouble started in Tech when we rolled into line. A scrutineer walked over and said: "Oh, Dwight Mitchell! You always brought that illegal Speedster down, didn't you?" To make a long story short, they had to find at least one thing wrong with our car, which was the absence of a lower rear bumper panel, which they claimed had to be on for the race. After about two hours of haggling, they permitted us to practice without it, but required it for the race. Here now is where PCA and all our fabulous friends throughout the country came to the rescue, as Jim Spears, President of Riverside Region, took it upon himself to locate a panel for us, which literally saved the day. Our thanks to him and all his Riverside Region members for the fantastic support and help we got from them all weekend.

With Saturday practice completed, the gear change and major modifications to mount the lower bumper panel were in order for Sunday, so to quote Gary Evans when asked what he did over the Memorial Day weekend, he said: "Well, we found the hottest place in California we could find, and hung around a gas station." So, ten hours after starting just a short gear change, and getting kicked out of one gas station by the owner, we finally got everything done and retired in complete exhaustion for the Monday races. Gary and Brian and Floyd Jensen worked their "you-know-whats" off all day in a fantastic effort.

But to return to the original title of this article, it came about when we were looking for the bumper shield, and someone jokingly said: "We can always go to Midnight Auto." To which Gloria Jensen replied: "Oh, what time do they open?"

As we've said before, Brian Carleton and Gary Evans are probably the two most outstanding crew men a driver could ever have, and space won't permit us to tell you about all their heroics during this long and hot weekend. When collapse from the heat and work load would have felled many others, they kept things going.

From now on, there is only one place we will be going—and that will be to the Winner's Circle! See you there!

--Dwight Mitchell

LADIES EVENT

Put your thinking caps on ladies. The women's committee will be getting together, Thursday July 6, 1972 at 7:30 pm, at my house. We will need ideas for the July, August, September, and November's dinner meeting place savers. Needed also are ideas for the October Halloween Costume Party. New members are most welcome, we always can use new ideas. Give me a call and let me know if you want to get together with our decorating committee.

Gloria Kirby 244-5265
The first rally I navigated, I used a "straight-stick" slide rule. This device had one great disadvantage: I kept running off the end of it. This would usually happen just before the checkpoint. So the next day I invested about $10 in a circular slide rule. Ah-ha! Now I'll show the world. Hum? Well anyway we got only 10 seconds on one leg, which if I had corrected for the watch which gained about 10 seconds per hour, we might have zeroed. Well anyway, I did have a better way to navigate.

You out there are thinking: "My God! A slide rule. One of those crazy rulers with the long inches at one end and the short inches at the other end." Fear not. Stevens Engineering has made a rally calculating device which is simple and easy to use. Well, basically, it is a slide rule, but designed for the one purpose of rallying. Most circular slide rules have many rings of scales and two arms. The Stevens has only one scale, and two arms but one of the arms has a small second arm attached to it. One arm is marked "T" for time, the other "M" for mileage. The "M" arm has the second arm marked "E" and this is used for taking care of the odometer error.

So much for what it is, how do you use it. First let's take care of the "M" & "E" arms. At the end of the odometer check (you remember about that from last month, don't you?) loosen the screw holding the "M" & "E" arms together. Set "M" on what your odometer reads, set "E" on what the length of the odometer check is, and tighten the screw holding these two arms together. This takes care of your odometer correction for the rally. If any official mileages are given these can be corrected by setting the "E" arm on the official mileage and reading your mileage at "M". Similarly, if you want to know what the corrected speed is, set "E" at the given speed and read your true speed at "M". One last thing: Once you have set the "E" & "M" arms for the odometer correction, don't loosen this binding screw. Okay, so much for that half of the machine.

The "T" arm is the time half of this gadget. To set this arm, loosen the screw holding the "T" & "M" arms together. The "T" arm is set at 60, the "E" arm is set at the assigned speed and the binding screw is tightened. The calculator is now set for the assigned speed. This also automatically sets the "M" arm at the corrected average speed. Now, to find out how long it should take to drive one mile on your odometer, set the "M" arm on 1 and read the time at "T". To find out how far you should drive in one minute, set "T" at 1 and read the distance at "M".

Fine. Now I know what it is and how it works, but how do I rally with it? I can only give you my system and you will have to adapt it to your own needs. At the end of the odometer check set up the correction and the first speed as directed above. On your notepaper write down the time you are to leave the end of the odometer check and your mileage at the end of the odometer check. This is the base. Then decide how often you want to check. Let's do it every 2 minutes. Move "T" to 2 and read "M". Add 2 to the base time and the reading at "M" to the base mileage; this is your first check. Move "T" to 4 and read "M"; again add these readings to the base. And so you continue on. At a speed change set "M" at the distance and read "T"; these are added to the base and this answer is the new base. Reset for the new speed and continue.

Well, that gives you a basic lesson on navigation with the Stevens. But you don't have one and you want to use it on "The Barrons Bluff". Most sports car accessory houses have them and even some PORSCHE dealers have them. Why not get one and give it a try. Chances are that with a little practice you will move into the top 10% on most club events.

Well, that is it for this month. Next month: HOW TO DO IT WITH LARRY REID'S RALLY TABLES.

John Clever
The Saga of Autocrossing recommenced at Lockheed with Chuck Boardman chairing the event. We saw the first use of a "stop box" to receive our timing slips immediately after coming off the course. The idea was an instant success. Chuck even supplied an outhouse—to keep us off the streets, one suspects.

Continuing on. A fast, open event at Pleasanton was chaired by yours truly. Among the heaps of drivers who turned out, a number of guests put up some very fast runs, with Rudy Acia, Ray Blow, and Rick Ford hitting the top ten. We initiated a new "tradition" with a guess-the-top-time-of-day contest, which was won by Dennis Winter.

At these events, three new members: Ken Iceman, Peggy Jenkins, and Bob Rudisill—waltzed off with first in class. At Pleasanton, Steve Orgain hopped from his 912 into his go-cart and turned in a sizzling time. Not easily impressed, John Clever tried to go one better, and might have made it had he not run out of rev's so soon in reverse gear.

Bruce Anderson, Marj Green, and others are running more often with passengers, or as a passenger. A friendly club as well as a competitive one. Loads of drivers are willing to ride along as balast or instructor. Just Ask. Autocross chairmen now have new how-to-put-on-an-event guidelines (courtesy of Ray Hunt and committee), so in addition to being fast and friendly, the club is now putting on bloody well organized events.

AUTOCROSS - LOCKHEED PLANT MAY 28, 1972

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<th>CLASS I - STOCK 356s</th>
<th>CLASS VII - ALTERED 911s</th>
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Drivers School

EVENT: Drivers School
DATE: July 23rd
PLACE: Cotati Raceway, near Santa Rosa
COST: $10. per person, $15. per couple

Once again GGR will hold an instructive session on the art of driving and handling your Porsche at speed. This is definitely not a race session, but rather an opportunity to learn more about your car and its capabilities from qualified instructors. Part of the school is the Tech inspection and ground school as outlined below. This session is a mandatory part of the event—you must attend in order to drive at the track. To insure a smooth event, we must limit it to 50 drivers, so hurry a check to our chairman, Hank Fallek.

Make checks payable to: PCA-GGR
Mail to: Hank Fallek
12755 Arroyo de Arquello
Saratoga, Ca. 95070
Phone: 408/867-5165 Before 10:00 P.M.

The tech session for July will combine both a technical inspection and ground school for the July 23rd driving school.

The date is July 15th, time is 10:00 A.M., and the place is Anderson-Behel Porsche-Audi in San Jose. Since the tech inspection and ground school are mandatory for the driving school, reservations for the driving school will mean a reservation for the tech session.

Any volunteers willing to inspect cars for approximately 2 hours would be greatly appreciated.
--Dick Spear
Der Buron's Bluff
or
Lolligagging in Livermore

Porsche-Audi West was the start, the Baron's Bluff was the event, June 4th was the date, and Der Baron Collector De Junke was in command.

Sixty-four warm bodies took part in Ron Ferriera's Monte Carlo/Time and Distance rally, many of whom were under great duress from having attended the "Opry House" the night before.

With weather in the high 80's and low 90's, the sweaty-backed entrants got to see such fantastic sights as: The Livermore International Airport, historic Danville, numerous cow pastures, Interstate 680, Calaveras Reservoir (almost dry), and the outskirts of suburban Milpitas.

Seen in a blur as each entrant checked in at the four checkpoints were: John (really) Clever, Him Fleming, Don and Lois Lollich, Len, Shirley, and Erin Petersen, Burt and Joan Propp, Rocky and Ellie Rockers, Paul and Carole Scott, Dick Spear, Chuck Tracy, Dennis and Roberts Winter.

Rocky Rockers was last seen pursuing a pickup truck full of young sweeties with lights flashing and horn honking while his wife kept telling him the turnoff that they should have taken was 10 miles back.

One interesting sideline of the rally was the amount of Speedsters seen along the way. The Ford club had a tour which followed almost exactly the same route of the rally included among their cars were approximately 30 Ford, not Porsche, speedsters.

The rally ended in far off romantic and exotic Milpitas, and The Burger Pit, with its air conditioning and beer, was truly an oasis in the life of each one of the rallyists.

In addition to the great trophies given to the top seven finishers in non-equipped and the one (Boo!) in equipped class Der Baron bluffed a lot of people with a Poker hand. The bluff, a 3,5, and 6, earned a bottle of champagne along with a toy derringer for Steve and Gloria Kirby. Personally, I would have rather seen a 6, 8, 9, 1, 2nd 2 but Der Baron's a purist.

Martin-Johnson donated many of the unique prizes including two wind breakers with Dwight Mitchell's 914 silkscreened on the back.

One new innovation Der Baron instituted was a prize for best finishing first time rallyists. Although rather "Green", Tom and Marj were the lucky recipients of a windbreaker.

Thanks for the great rally, Der Baron. Even if you got lost going from checkpoint one to two, everyone had a good time.

--Dick Spear

THE BARON'S BLUFF--OFFICIAL CORRECTED RESULTS

E 1. John Clever-Halda Von Curta WD 20
2. Gary Brauch-Diane Brauch 36
3. Tom Scott-David Stypula 120
4. Genie Pratt-Tom Pratt 136
5. Ray Hunt-Darlene Swain 146
6. Tom Green-Marjorie Green 150
7. Gloria Kirby-Steve Kirby 156
8. Bob Shibata-Wally Yokoyama 171
9. Chuck Tracy-Dick Spear WD 178
10. Jamie Reid-Tony Reid 195
11. Jeanne Mastran-Nancy Bloomfield 209
12. Ed Swain-Ann Hunt 211
13. Dick Davis-Alfa Davis 244
14. George Neidel-Shirley Neidel 258
15. Bob Beard-Judy Schaefer 322
16. John Lee-Christine Lee 348
17. Don Lollich-Judy Lollich WD 352
18. Tom Wintle-Sharon Neidel 357
19. Tom Payne-Sally Payne 362
20. Ron Swarsen-Sherri King 367
21. Larry Robinson-Joanne Robinson 374
22. Len Peterson-Erin & Shirley Peterson WD 431
23. Kathy White-Bill White 481
24. Ken Iceman-Judy Iceman 583
25. Robert Wilcox-JoHanna Wilcox 754
26. Alan Best-Joy Best WD 777
27. Bill Munn-Pam Hargraves 842
29. Evgen Yuen-Roy Herndon 913
30. Tony Luce-Judy Luce 985
31. Rocky Rockers-Ellie Rockers WD 1081
32. Marlene Koneski-Franz Baichl 1343

WORKERS: Paul Scott--Carol Scott
Burt Propp--Joan Scott
Jim Fleming
Dennis & Robert Winter
Ted Findley

RALLYMASTER: Ron Ferriera

WD--Worker Driver
E--Equipped
CULTURE AT LAST FOR PCA-GGR!

On Saturday, June 3rd, 130 Golden Gaters and friends "experienced" an evening at the Opry House in New Almaden. First came an audience warm-up, a small playlet drawing upon the dramatic talents found in the audience. Who else but our multi-talented Rally Master, John Clever, could play the part of Little Nell's Papa? John was rather hesitant when the Master of Ceremonies called him up to the stage for the "try-outs", but, like a trouper, he got into the act. (Bravo, John!)

The main attraction was a three-act Melodrama complete with hero, heroine, villain and various other characters played with verve and vitality by the "Barbary Coast Players". The scene of this melodrama was Cuba circa 1898 (The Spanish-American War). Our bearded villain (hiss, boo!) was without the traditional black cape and high hat. Instead, he was dressed as a foppish Spanish General with a horrendous hat decked with ostrich plumes. The medals on his chest you wouldn't believe!

Everyone enjoyed the pitchers of beer. Yes, even the actors. Heavy drama makes one thirsty, you know, and as the evening wore on we cheered various characters as they "whet their whistles". Popcorn was FREE! We were asked not to throw it at the actors so we obliged and threw it at each other. Shirley Peterson is an exceptional popcorn tosser. Gloria Kirby preferred to eat hers (loves popcorn, that gal). Jeanette Spear was seen wearing her popcorn basket as a hat. Say, who did end up with the empty giant plastic popcorn bag on their Porsche's antenna?

I think we need more "cultural events" like this. You can't say the PCA-GGR limits itself only to car-oriented activities! Not with an evening dedicated to the performing arts such as we experienced at the Opry House! Gloria Kirby, who organized this event, (stand up and take a bow, Gloria) tells me she is planning another gala in the fall. Keep that in mind, patrons of the arts!

--Lynn Tracy

The June tech session was held at Mozart Porsche-Audi in Palo Alto, and covered the use of the chassis dyno in tuning the engine. First off, let me say, this was the best tech session I have ever been to. There was an unlimited supply of German Dark Beer! For the lunch break, there was a generous supply of double hamburgers. There were posters on Dwight's 914-4 race car, there were match books with the Porsche emblem on the cover, and there was all that nice, tasty German Dark Beer! Now that I have covered the important aspects of the tech session, back to the tech side of things.

In the dyno room we were told how the dyno works, some of the special problems encountered in setting up a dyno for both front and rear wheel drive cars, what the scope analysis does, and how all this worked together to give you a better tune up and also make your car pass the current smog laws.

Names were then drawn and the first car on the dyno was Steve Kirby's 911T. The equipment was hooked up and the exhaust gas analyzer put up the exhaust pipe. The limit is 3.5 parts/million but Steve's car pegged the meter at 9 parts/million. A few minor adjustments and the meter was in the right place. Incidentally, the state now has portable analyzers and will stop cars for spot inspections. If your car fails, the fine is $300.00.

Next on the dyno was the Green's '59 Convertible 'D'. Unfortunately, no maximum reading was available as the car didn't weigh enough to stay on the dyno. Next time, Dick Spear, Steve Kirby and I will sit in the back to hold it down.

After a boring sales pitch from Sta Power, which nobody was willing to try, lunch was served. More cars were given the dyno test after lunch but I was occupied out in the shop with beer drinking and Porsche talk.

All in all, a very informative and tasty tech session. Thank you, Dick Spear and Mozart Porsche-Audi.

--John Clever
Welcome new members!

Wayne M. Chinn
5315 Silva Avenue
Richmond, Ca. 94805
234-7820
'70 911S

Carole Guio
251 Arriba Drive
Sunnyvale, Ca. 94086
'71 914

Andrew L. Jew
1129 Clay Street
San Francisco, Ca. 94108
673-5130
'66 911

Gordon J. Krist (Barbara)
Abrams 3-G
Stanford, Ca. 94305
327-1961
'68 912

Gene H. Thornton
777 East 14th Street
San Leandro, Ca. 94577
568-4775
'72 911T Targa

F. Azvedo, 2852 Lincoln Lane, Antioch, Ca. 94509
Dale Brown, 258 Chester Avenue, San Francisco, Ca. 94132 586-1517
Carole F. Butcher, 893 So. Winchester Be., #280, San Jose, Ca. 95128
Charles W. Kershaw, 55E Red Hill Circle, Tiburon, Ca. 95920
David King, 579 Old La Honda Road, Woodside, Ca. 94062
Dennis E. Neely, P.O. Box 900, South Lake Tahoe, Ca. 95705
Linda Page, 194 East Creek Drive, Menlo Park, Ca. 94025
Ronald Williams, 2561 Middlefield Avenue, Fremont, Ca. 94538
Eugene Yuen, 145 Jamaica Street, #9, Tiburon, Ca. 94920 435-3523
Richard Bauer, 1882 Colleen, Los Altos, Ca. 94022
Patricia
Dennis J. Frick, 1471 Medallion Drive, San Jose, Ca. 95120
Daniel C. Jacobson, 1775 Fulton Street, Palo Alto, Ca. 94303
Bill Kelley, 216 Filbert Street, #4, San Francisco, Ca. 94133 982-1058
Kenneth L. Mack, 550 Kiely Boulevard, #61, San Jose, Ca. 95117
Ban V. Mondragon, 820 Highland Avenue, #5, San Mateo, Ca. 94401
Alan M. Pollock, 2077 10th Avenue, San Francisco, Ca. 94116
Barbara Rose, 820 S. Saratoga Avenue, Bldg. K201
San Jose, Ca. 95129 408/984-5918

Phil Horvath
900 Underhill Drive
Alamo, Ca. 94507
837-7685
'72 914

Ronald Kinkaid (Lyn)
590 Keelson Circle
Redwood City, Ca. 94065
592-7546
'72 911T

Gregorio S.C. Roja
767 13th Street, Apt. 3
Oakland, Ca. 94612
839-9729
'67 912

David Walden (Patricia)
1025 Capuchino Avenue
Burlingame, Ca. 94010
348-0304
'72 914

Total Membership as of May 12, 1972  -  448
New Members                -       9
Transfers In               -       7
Late-renewals              -       19
Drops (non-renewals)       -       2
Total Membership as of June 17, 1972 - 481

--Donald Chiang

1962 1600 Super engine. Modified Zenith carbs., S-90 crank, lightened flywheel, late valve rockers, balanced after rebuild 500 miles ago. $450.00/offer

1965 "C" engine less flywheel and clutch. Runs strong but needs rings. $375.00/offer.

Four 165 x 15 Michelin tires. Fair to good cond. $6.00 to $8.00 each or all for $25.00.

Four - 5 1/2x15 disc brake wheels w/four 5.50 x 15 Goodyear sports car specials. Freshly capped by Bruce's Tires $110.00.

Two 165 x 15 Dunlop Fresh caps $15.00 each.
Rich Bedayn (415) 939-7178 Walnut Creek

4 - American Racing Magnesium Wheels 6x15, with chrome lug nuts and hub caps. 4 - wheel locks for above. Soup-up kit for Weber 911's, includes venturiers, main Jets, cover, etc. Par a Bolic velocity stacks for 912, s.c. Mohn ski rack for 911 - new.
Terry Larsen 341-6836

1970 (July) 911E Coupe 21,500 miles, electric sunroof, 5-speed, stabilizer bars, alloy wheels, AM-FM radio, tinted glass, Burgundy with light tan interior. Dealer maintained, spare never used, concours condition throughout.
Keith A. Frazee 415-845-0454.

1 each 185vr70/15 Michelin. Less than 15 miles on tire. 60/offer
Kirby Root 245-9308 Evenings

356 B&G parts: engine case, cylinder heads, and valves, hi-lift rocker assemblies, counter balanced crank, oil cooler, generator, Mallory distributor, Solex velocity stacks; st'd transmission gears, 12 bolt 7-31 ring opinion, and other misc. small items.
Dick Osgood 968-1781

4 ea 185x14 michlin XAS mounted on 51/2x14 Porsche alloy wheels. Contact Mike White 655-6160

1968 912/5, very clean, burgundy, blk. interior, chrome wheels, AM-FM-SW, Koni's front & rear, factory sway bars, 15mm front, 16mm rear, orig. owner, all records. Tom Pratt 289-2491 (office) 246-3036 (home)

1961--1600N engine. Complete & in running condition. $450.00 Appx 70,000 miles.
Karl Keller 227-7100, Ext. 3647 days and 225-4837 evenings.

1959 Super coupé (108248) Modified to GT specs & then some. Alloy Doors & Decks, Plexi windows, Trick suspension, Exotic gearbox, Disc brakes, SC Engine much modified. Every component fresh or new as of 4-4-72. Copyus detail, Chrome in good taste. Concours, Auto-X, Hillclimb winner, a beautiful & unusual auto.
Bob Garretson 1111 No. Second Street San Jose, Cal. (408) 287-1106

Dismanteling 1964 Cabriolet many parts still available.
Rims - Large pattern rims for your VW bug, bus or buggy. Two 8x14 and Two 6x14. Set $50.00
R. Hunt 846-8666

1955 Porsche "Continental" 1500 Coupe. Runs needs extensive body and upholstery work.
A provocative restoration project! Offers to: Ben Hansen (408) 268-3047 6660 Pebblewood Ct. San Jose, Ca. 95120

WANTED

356 Series tool kit new or good used.
R. Hunt 846-8666

NOTE

CAUTION--KNOW WHAT YOU ARE ORDERING if you buy from NLA, Limited, in Mass. (advertises in Pano).

The blinker lights are not original but replacement parts; they are fine if you just need lights, but they are not original. The rocker mouldings and bumper mouldings are reproductions and are narrow like those on 'C' cars and not 'A' models.

Many items come bent or damaged and sometimes it takes months before you receive the order. If items need replacing or refunds, it takes many letters and/or phone calls.

On the other hand, some items such as hood ornaments, horn grilles, emblems and rubber parts are nice and worthy of consideration.

--Ray Hunt
Summer Social

MID-SUMMER SOCIAL

There will be no Dinner Meeting this month, BUT, how about a poolside cocktail party with hors d'oeuvres? This will be a BYOB event that promises to be a great time with Porsche people. Particulars are as follows:

DATE: Saturday, July 15th
TIME: 4:00 P.M. to 8:30 P.M.
COST: $2.50 per person (BYOB)
DEADLINE: July 10th, or limit as below

For planning purposes, the event must be limited to the first 100 people. Upon receipt of your check, you will receive written confirmation and directions to the event site. This is an advance reservation social, so hurry your check to:

Gary Evans
13640 Saratoga Vista Court
Saratoga, Ca. 95070
Phone: 408/867-0543

Make checks payable to: P.C.A.-G.G.R.

PHOTO CREDITS:
Dick Conley -- Cover
John McCarthy

GRAPHICS:
Tom Pratt

NUGGET MAILING ADDRESS:
STEVE KIRBY
475 No. Wolfe Road
Sunnyvale, Ca. 94086
DEADLINE: 15th of MONTH