BOARD OF DIRECTORS MEETING
December 10, 1972

LOCATION: La Hacienda Restaurant - Los Gatos

PRESENT: All old and new board members.

A. AGENDA: The agenda was amended to include Gegen die Uhr under Activities and Mohn ski racks under new business.

B. MINUTES: The minutes of the November meeting were accepted as submitted.

C. ANNOUNCEMENTS & CORRESPONDENCE:
   1. A letter from Betty Joe Turner was received explaining the "Pano" ad policies.
   2. Northwest Region sent a letter thanking us for our support in their obtaining the 1975 Parade.
   3. The Silver-Sage Region account of their Drunk-X was discussed.
   4. Final cash refunds from National was rec'd.

D. COMMITTEES:
   1. V.P.:
      a. Christmas party o.k. for Dec. 16.
      b. Awards Banquet in Jan. will be at the Red Coach Inn in Cupertino.
   2. Treasurer:
      a. The region is solvent.
      b. The year was run on budget.
      c. The year end report will be presented at the Jan. meeting.
   3. Activities:
      a. December's Christmas party is all set.
      b. Practice autocross in Jan. TBA
      c. When the City of Saratoga gives its ok there will be a Funkana.
      d. There will be a Jan. Tech Session.
      e. Gegen die Uhr trophy fund is up to $450. from Bay area dealers. McPeak the only hold-out. Thanks to Joe Weathers for all the work.
   4. Tech:
   5. Membership:
      a. The list was approved

E. OLD BUSINESS: None

F. NEW BUSINESS:
   1. Mohn Ski Rack Co. wants the club roster for mailing purposes. Request refused.
   2. Election of 1973 officers:
      President: Bob Garretson
      Vice President: Marjorie Green
      Secretary: Gary Evans
      Treasurer: Burt Propp
      Activities: John Clever
      Membership: Don Chiang
      Technical: Steve Kirby

G. NEXT BOARD MEETING: Friday, Jan. 5, 1972
Don Chiang
1533 Lincoln Way. No. 4
San Francisco, Ca.
**Autocross**

**EVENT:** PRACTICE AUTOCROSS  
**DATE:** SUNDAY, JANUARY 7, 1973  
**PLACE:** ALAMEDA COUNTY FAIRGROUNDS, PLEASANTON  
**TIME:** 9:00 A.M. to 4:00 P.M.  
**INFO:** RAY BLOW, CHAIRMAN. 408-738-1494  

This event will not only be for driving practice, but also a chance for new and old members alike to practice working the various positions. If you haven't been assigned a work position, and you would like to learn how, contact any of the crew leaders and they will explain the position and assign you a time to work. Also for this event, I would like all participants to review what your responsibilities are. There will be a short information sheet handed out at registration to help you remember what to review. The crew leaders for this event will be as follows:  
Registration: Mary Wallace  
Tech. Inspection: Steve Kirby  
Pre-Grid: Terry Zacccone  
Course: Dennis Winter  
Flags: Ray Mascia  
Timing: Grace West  
Posting: Marsha Fallek  

My thanks to each of them for helping out. Any questions during the day should be directed to these people or myself.  

The course will start out in a counter-clockwise motion, with a flat sweeper leading into a series of gradually opening chicanes. Then on to an acceleration sweeper, to a left hand button hook, and a series of short straights which keep moving to the right. About half way through the day, the direction of travel will be reversed. This will provide good practice at driving closing chicanes, sweepers with the driver on the outside of the turn, etc.  

If you haven't already tried autocrossing, this is a good chance to find out if you like the sport. There will be plenty of experienced drivers on hand to instruct first timers-just ask, they will be glad to help. So beginner and experienced driver alike, start the '73 season out right with a practice session on Sunday, January 7th. See you there!  

Ray Blow, Chairman

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**Tech Session**

**EVENT:** Tech Session - Paint, Body, & Reconstruction  
**DATE:** Saturday, January 27th  
**TIME:** 10:00 A.M.  
**PLACE:** Super Auto Body - San Francisco  
**RESERVATIONS & INFO:** Dick Spear  
415/961-7775  

For the third time in as many years, Dick Workman, owner of San Francisco's Super Auto Body, will host the January tech session.  

Dick has planned a tech session that will last approximately 4 hours. Subject that are to be covered are painting, body work, restoration, and frame work. Dick also plans coffee and refreshments to carry you through the day.  

The session starts at 10:00 A.M. but it is strongly recommended that you get there by 9:30 for two reasons: the first is parking, the second is that because of the length of the session it will start as soon as all the cars are parked.  

For directions and reservations, call 961-7775. This has always been a great session so..don't miss it!  
---Dick Spear

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**Rally**

**RALLY -- SUNDAY, JANUARY 21**  
**NAME:** THE ALPINE RALLY  
**WHEN:** SUNDAY, JANUARY 21, Noon  
**WHERE:** Marin County Civic Center, San Rafael  

This is a Redwood Region event but all Golden Gate Region Members are invited. This will be a Monte Carlo Rally with only 2 average speeds for each leg. Total length is less than 2-1/2 hours. The finish will be in Novato. I need worker/driver from GGR to help me put this event on. Call me at 592-0904 and volunteer.  
---John Clever, Rallymaster
We Get Letters...

Dec. 6, 1972

Steve Kirby, Editor
475 N. Wolfe Road
Sunnyvale, Ca. 94086
Att: Shirley Neidel
Re: Porsche Peoples' Consideration of Others

Dear Shirley,

Your article regarding club events is one of great interest to me as many times we have been disappoint-
ed due to 'lack of participation'. I believe that some of this 'lack' might be caused by late mailing of the Nugget -- or its possible that our mail man treats it as 4th class mail. I live in Concord and my Dec copy arrived 12-6-72--2 days after the announced Auto-Cross event of Dec 3, 1972, also the dinner for Dec says -- 'early checks will be guaranteed a seat' I'm almost sure its too late for me to get my check in early as Novembers issue did not tell me where or how much -- now Dec's issue arrives too late for me to be early. I'm sure the insiders all have the dates and time but somehow we outsiders do not get the information in time to plan our own calendars....

Two years ago Nugget published a calender of events which was very helpful -- this years 'year in advance' calender was helpful but not meaningful. We were very disappointed in the Reno Tour cancellation and hope it will be rescheduled -- Please.

Thank you for scolding us -- but please scold the mailman and the Nugget Editor just a little for not putting enough emphasis on these events which mean so much -- Im sure that in the future with proper notification things will get better. Its my feeling that the Nugget should always be 2 months ahead with its 'coming events' page -- not just the current month. I know as do you that these events are planned well in advance and could be pushed sooner.

Thanks

H. Barnes
3406 El Monte Dr.
Concord, Ca. 94519

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Viewpoint

Well, I don't believe it. Somebody finally spoke up for the silent majority and did a good job of it! Although I haven't met Mr. Barnes, I am sure he is not alone in his viewpoint, and therefore, some background facts about the Nugget and what makes it tick are in order.

First, the entire cost of the publication including postage, is paid out of region funds without the aid of advertising or financial assistance of any kind. Look through any other region's newsletter, or even your Panorama for that matter, and find a more informative Porsche document, sans solicitation. Secondly, the printing is handled by Ted Livingston, a charter member of the region, at what can only be called a "friendly rate". To continue the publication without his support would necessitate many changes. And third, but most important, the material is supplied by the membership at large. Unfortunately, this is where our problem has been. Contributions have been sparse, and those who have contributed have been tardy.

Part of the job of a member who accepts the chairmanship of an event is the proper advertising of it. This includes pre-event articles, as well as an after-event story, and results where applicable. Contrary to what some may think, there are not two versions of the "Nugget". "Outsiders" get the same one as "insiders", which is all that needs to be said about that. The whole insider/outside thing is like the chicken and the egg, and not a subject to be dealt with here.

Early last year, the Board of Directors gave me the directive to publish the document on time, even if it meant leaving pages blank because articles weren't on time. Well, I'm guilty of disregarding that directive, but in the interest of a better newsletter. Had I chosen to follow the letter of the law, virtually every issue in the past year would have had one or more blank pages. Ironically, the list of tardy contributors is sprinkled with the very Board members who issued the directive.

So, you have the lesser of the two evils. A slightly tardy document that lets you know what's happening, or a prompt one, lacking pertinent information. When the title "Editor" is changed to "Publisher", I'll shoulder all the blame; until then, I choose to spread it around.

---Steve Kirby
Activities '73

ACTIVITIES -- 1973

The biggest activity that will take place during 1973 will be the Parade in Monterey. The dates are August 20 to 25. This you don't want to miss. Details and a registration form are in the December Panorama. Get your entry in early as space is limited.

For Golden Gate Region, we have many events already scheduled. In January we have a practice auto-x and a rally. In February a funkana is on tap. March has C.R.A.B. weekend in Sacramento on 3 and 4, Giegen die Uhr on 11 and the Yosemite tour on 17 and 18. April will bring Karl Keller's annual hare and hound rally, May has the family picnic in Los Gatos. And way off in September will be the second annual Ferry Porsche tour. Add to this a liberal sprinkling of tours, auto-x's, rallies, races at Laguna Seca, social events and dinner meetings and you can see we will have a full year.

In order to get these events going, the committee chairmen need your support. During the second week of January, each committee will meet to set up the calendar for the year, and take care of whatever business is necessary. The committee chairmen and the dates of the meetings are listed below. Please contact the chairmen and let them know you will be attending their meeting.

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<th>CHAIRMAN</th>
<th>PHONE #</th>
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<td>Geo. Deabill</td>
<td>329-0713</td>
<td>Mon. Jan. 8</td>
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<tr>
<td>Rally</td>
<td>Tom Pratt</td>
<td>255-2293</td>
<td>Tues. Jan. 9</td>
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<td>Drivers Events</td>
<td>Ray Mascia</td>
<td>941-5698</td>
<td>Wed. Jan. 10</td>
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<td>Womens</td>
<td>Sharon Evans</td>
<td>867-0543</td>
<td>Thurs. Jan. 11</td>
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Cover

Our sincere thanks to Ed Vandermeulen and Tom Pratt for this month's cover. Ed, who was a cartoonist for Walt Disney, put Tom's ideas on paper to depict the year ahead. The Board members for '73 are anxious to get started on another eventful year. Give them your support!

Crab Flash

Those fine folks of the Sacramento Valley Region who last year gave the CRAB to Zone 7 PCAers are going to do it again! Crab Flash #1 is an advance invitation to all Zone 7 PCAers for CRAB II, March 3-4, 1973.

The formula will be the same as last year.
Saturday, March 3rd. Another super autocross at Cal-Expo parking lot and access roads.

Saturday night. A fantastic crab feed at beautiful El Macero Country Club just west of Sacramento off Interstate 80. All the fresh cracked crab and white wine that you can consume.

Sunday, March 4th. Another great T&D rally laid out by our famous rallymaster "Loose Goose".

CRAB headquarters, the Voyager Inn (also just west of Sacto on I-580) will provide low cost accommodations for all entrants.

So as not to exceed the banquet facilities at El Macero, we will be forced to limit registration to the first 100 cars (couples) who send in entry forms and money.

The cost of CRAB will be $25.00 per couple which covers the Saturday night dinner for two, autocross for two, and the rally for one car. Single registration is $18.00.

A supply of registration forms and info on the Voyager Inn room reservation procedures will be mailed to each Zone 7 Region for distribution during January meetings. They will be mailed in about two weeks.

Further information will be cheerfully supplied upon request from the CRAB Command Post, 1519 Gannon Drive, Sacramento, CA. 95825. You can speak with Clarence, the crab, at 916/925-6348.

Be the first in your neighborhood. Don't waste a moment. Let us give you the CRAB in 1973.
MEMBERS IN COMPETITION

We didn't win, we didn't finish, but we proved that the N.C.P.A.D. 914 can run with the best 'E' cars in the country. Considering the three weeks preparation time, it was a pretty good show. Garretson Enterprises burned lots of midnight oil preparing two fresh engines, some chassis work and adding a front spoiler. To allow for travel time, all work had to be completed by November 14. On the following day, the rig was on the way to Road Atlanta driven by Gordie Hoobler.

SATURDAY: The Mitchells, Carletons and Clark Anderson flew to Atlanta by Delta jet. It was a nice flight with a pleasant break in Las Vegas where we stood in the sunshine little knowing it would be the last warmth for a while. Had dinner that evening in UNDERGROUND ATLANTA. That's quite a scene, worth the time to visit.

SUNDAY: On to Road Atlanta for registration and tech inspection. The temperature had dropped considerably and it was raining. The hours spent in the rain and mud getting through tech are best forgotten. Organization was virtually non-existent so tempers grew shorter as the delays got longer. Finally over, we returned to the wonderful Georgiana Motel in Gainesville--our home for the week. Southern food was lousy and service, to say it nicely was--casual. A featured item on the Motel Restaurant Menu was "Cat Fish and Hush Puppies". Some kind of soul food.

MONDAY: Return to Atlanta very early in the A.M. to pick up the second engine shipped by air freight from California. D'Anne and Clark got the Grand Tour of the airport as Driver Blind Baby screwed up some freeway signs. Had breakfast as Denny's where the bus boy helped our appetites by wiping his nose on his sleeve. Back at the track we installed the exhaust system and Dwight got out for first practice. It was immediately evident that a gear change was needed and we had to find some more poop down the chute. Although our lap times were competitive, they were not satisfactory. Out came the gears and courtesy of Joe Hoffakers Vise, the change was made.

TUESDAY: Weather still miserable. The second practice was little different from Monday. Due to overheating front brakes, we had removed the spoiler. One of those things about race cars, improvements in one area can generate problems in others. Road Atlanta is no place to drive with marginal brakes so the baggy lip had to go. With the car still lacking top end speed we decided to change engines and completed the job by dark.

WEDNESDAY: This is "get it on day"...first qualifying. Weather now approaching heat wave category with temperatures soaring to the high forties. The new engine was running real good! As Bobby Allison would say. Dwight quickly dropped his lap times by a couple of seconds and at the end of the session he was fifth fastest. Top qualifier was Elliot Forbes Robinson in the Ginther 914, followed by 1971 Champ Logan Blackburn, Lee Mueller and Ray Kraftson all in MGB's. The first six cars all qualified under Blackburn's 1.42.00 lap record. Another gear selection was made as we now had some neat 904 gears brought in by Mike Robbins, Central Indiana P.C.A. Back to Huffackers truck and the gear change began. In the middle of this operation, Clark noticed some serious wear marks on the pinion gear. There was no alternative but to open up the other transmission and use that pinion shaft. Before long we had all kinds of fun with two five speeds spread out on the truck bed. Mike stayed around and served as a consultant as he has lots of experience with his own 904. With the help of a flashlight, the gears from the first box were installed on the guts of the second and a numb fingered team retired to the motel.

THURSDAY: This was the day to put the act together in final qualifying. The cold weather wouldn't help lap times and those elusive tenths of seconds between the first six cars could go either way. When it was all over the grid order was still the same. It looked like a Helluva Race between the first three rows for 1-2-3 and a second race among the middle of the pack guys and then the die hards in ancient TR5 and Morgans.

FRIDAY: Our one free day in the schedule. Since the car was running well we didn't go to the track at all. D'Anne, Clark, Gordie and I took a trip to the Cherokee Reservation in North Carolina while Dwight and Linda made another visit to Big A. High point of the day was buying coon skin caps at the reservation store featuring genuine hand-work of the great Cherokee Nation made in Taiwan, Japan, Hong Kong and Minneapolis. Farrrrr-out.

SATURDAY: A beautiful race day, 35° and raining. All the brass monkeys had left town and welders posteriors were a common topic of conversation. A warm up was scheduled for 9:30 A.M. But no matter what we did the race car would not start. Clark and I improvised a tent using the car cover and with frozen fingers kept on tinkering. The trouble was the new set of plugs provided by the Champion rep. We put the old ones in again and with liberal doses of hot start it fired. However, it was too late for the warm up, so Dwight had no experience of the course under wet conditions.
Everyone crowded into the van to thaw out while waiting for the hours to pass until race time. As usual, it began to dry up a little as we headed down to the starting grid. So we took the slicks and tools for the possible switch. Here is the sum total of a year's dedicated effort with an untried car--ready to roll in the world series of amateur racing, the A.R.R.C.

The rain continued and everyone started on wet tires. Turn one on the first lap was a heart stopping mass of spray and brake lights. All the cars made it safely and began to string out with Elliot leading followed at intervals by Blackburn, Kraftson, and Mutha Mueller. Dwight lost some ground in the early laps then quickly passed group 44 and John O'Steen to get back in fifth spot. Showing unbelievable power, Elliot stretched his lead and the only one racing is our #30, coming up fast on the Mueller-Kraftson duo. By now the rain is coming down steadily and the pace is slowed somewhat. With two laps to go, Dwight had moved thru traffic significantly faster than the leaders and was pressing Kraftson for fourth. We had no doubt that on the next lap he would be giving Mueller a race for third. Fate had other plans. Taking a slightly different line in turn eleven, Dwight hit some of that famous Georgia Clay washed on to the track by the rain and spun off course. He got going again but the car wouldn't answer the helm too well and that was it for the day.

What a disappointing end to a week of ball-busting effort. Well, wait til next year. At least we know that we can run with any team in the country. In 1973, Garretson Enterprises will prepare the car and Dwight will drive. This is what it takes to compete in the big league that "amateur" racing has become. Let's hope for a successful season.

--Brian Carleton

**Blow's Prose**

**THE APEX PYLON TRAIL**

Ten little pylons, all in a row, sneeze on a shift, nine more to go.

Nine little pylons, lined up nice 'n neat, braked kind of late, eight more to meet.

Eight little pylons, both staggered and straight, caught me sleeve on the hand brake, seven now wait.

Seven more pylons make the course nice and tight, swerved to the left, should've swerved to the right.

Six little pylons, they stand in my path, as I glance at the tach, now five share my wrath.

Five other pylons to be penalized for, waved to me friends and now there are four.

Four yellow pylons, chanting "we dare", there's a bee in the car, now just three are there.

Three bitty pylons, all bright shiny yellow, the last one I hit looks like old lemon jello!

Two tiny pylons in the noonday sun, I forgot to wear shades and now there's just.

One silly pylon, the last of its kind, so I hit the damn thing and blew my mind!

--Contributed by Ray Blow
'till the Rains Came

The Green's and John Clever defied the weatherman in staging the last 1972 series autocross. Tom's course proved to be as fast as it was fun, and everyone was having a ripping, if chilly, day---when the weatherman made good on his prediction in mid-afternoon. A hard-core of enthusiasts were still going at it, but the wet finally got too wet for the timer, and the season ended.

The season may have been ending, but the enthusiasm and competitiveness was as fresh as April. Gary Brauch, visiting from Loma Prieta, took on the firey stock 911 class and went home with a first, beating Bob's Zulkowski and Davidson, who have been battling all year. Gloria Zulkowski really outdid herself in her role of saving the family honor. Not only did she whisk away with her class by 4 seconds, but Gloria also beat the winning visiter Gary Brauch.

It was nice indeed to see Joe Weathers and Joe Reitmeir return to competition. Joe Weathers and Phil Horvath swapped top spot of Class 4 a couple of times, but Phil was on top as the day ended. Joe Reitmeir stepped into one of the fiercest classes, where Ray Blow was trying to avenge himself from the beating he took at the last event by Terry Zaconne. Ray went home vencicated--by a squeeker of 4 one-hundreths.

Our speculation that Dennis and Diane Grimsman would present some keen competition is proving true. Diane edged her class for the first time this year, and Dennis was being more than just casually observed by Tom and Bruce in the modified class.

Rick Bowers and Ben Buschen, being resourceful Porsche drivers, noticed that no one was running an altered 912. So Rick whipped home for his other set of tires, and Rick and Ben took 1st and 2nd, after a wild battle.

Everyone had a good time when the day ended, and we and John would like to thank everyone who was called upon at the last minute to help. It was a great and most appreciated effort.

See you all at the banquet in January, where the awards of this series will be presented. Also, watch for notice of the January practice autocross.

--Tom & Marj Green

I would like to say "Thank you" to everyone who saved the December 3rd Auto-X for me, especially John Clever, Tom & Marj Green, Bob & Sharon Getts, and Ray & Ann Hunt.

--Gary Evans

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<td>SCHAEFER, Carol</td>
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<td>DAVIDSON, Linda</td>
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<td>JENKINS, Peggy</td>
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<td>MCCARTHY, Nancy</td>
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<td>GETTS, Sharon</td>
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<td>KIRBY, Gloria</td>
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<td>GREEN, Marj</td>
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<td>POWELL, Troy</td>
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<td>JANCZAK, John</td>
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Reflections...

As PCA Tech Chairman, you get strange phone calls, weird questions and great experiences.

For instance, Bob Davidson's phone call at 11 PM on Sunday night asking why his fuel pump keeps ticking, and that he has to leave for Fresno in six hours. An empty gas tank will do it everytime Bob.

Being tech chairman allowed me to be involved with the never ending saga of Roger Russell's 6:30 phone calls, two engine rebuilds, and a cassette tape tune up session, after which the Russells proceeded to blow up their 912. The Russells are moving to Cedar Rapids, Iowa, and Roger's phone calls will be missed. Don't worry though, Roger, your new region's tech chairman has been notified and is now having his phone number changed.

The four cylinder tune up session was an all timer. At three o'clock there were only two cars left; one was Vivian Daniels, and the other shall remain nameless.

Having to leave, I asked Vivian and her advisor if they needed any more help. Her advisor said no, but that he had a 912 in addition to the 911 he was driving and was going to show Vivian how to adjust valves.

Everything looked o.k. so I left. The next day I heard the gory details of a Laurel and Hardy episode.

After adjusting the valves, Mr. Nameless took the car out on the freeway for a test drive and promptly bent almost all of the valves.

The place is Don Briedenbach's Metals Supply warehouse in East Oakland, also the site of the P.C.A. 4 cyl tuneup session. The employees have gone home as it's after 5 o'clock. The Oakland police are arriving on the scene. The burglar alarm is going off and Vivian Daniels is trying to get a two truck so she can get home.

After writing an article on the importance of lubricating the rear universal joints, guess where u-joints fall apart due to lack of lubrication.

I've enjoyed every minute this year as tech chairman and I'd like to thank some of the great people who I've worked with: Bruce Anderson, Bob "The Secretary" Garretson, and Dick Osgood for all the help and assistance with questions that I couldn't answer. John Clever, Steve Kirby, Ray Mascia, Dick Wallace and all the others for the help at the autocross tech inspections. Hank Pallek, Tom Green, and Tom Monroe for some tech tips. And to Vic Muzio, "Gratzie", for the fantastic sandwich at Gegen Die Uhr.

Thanks to everyone, it's been a great year.
--Dick Spear
PAST Tech Chairman
"Don't call us, we'll call you"

Thanks Gals

I would like to thank all the gals on the Women's Committee this year for their help. We really had a lot of laughs and good get together's...... starting off with the Valentine's dinner meeting, our love mobiles and "little men" with little "pumps"....It was fun thinking up and making different objects as place saves for dinner meetings. We went to the "Opry House" two times and the hard tops. Cats and hats, ghosts and witches for halloween...little Porsch's tree ornaments for Christmas.

Many thanks to the gals Lynn Tracy, Darlene Swain, Elaine Kennedy, Linda Mitchell, Sharon Getts, Roswitha McBroom, Jackie Allison, Shirley and Sherry Neidel, Sue Mascia, Gloria Jensen, Judy Luce, and Carol Scott.

Many thanks again.
--Gloria Kirby
Welcome New Members!

Graham D.V. Chloupek  
585 Stambaugh, #3H  
Redwood City, Ca. 94063  
368-3491  
'70 911T  
Electrical Engineer

Stephen Grant  
1301 - 31st Avenue  
San Francisco, Ca. 94122  
661-3856  
'63 355B  
Draftsman

Frank A. Guarascio  
301 Lenox, #310  
Oakland, Ca. 94610  
859-8190  
'71 914-4

Patricia Ann Jantz  
582 Warwick Avenue  
San Leandro, Ca. 94577  
638-5797  
'65 356C  
Secretary

Ron Leppke  
1350 Hopyard, #49  
Pleasanton, Ca. 94566  
846-9710  
'66 911  
Psychologist

Bill Patton  
6122 Merced Avenue  
Oakland, Ca. 94611  
339-0105  
'72 914-4  
Insurance Broker

James R. Quinn  
3655 Pruneridge Avenue, #43  
Santa Clara, Ca. 95051  
247-8651  
'70 914-6  
Nuclear Physicist

Vincent E. Swanson  
EW Staff, Naval Schools Command  
Treasure Island, San Francisco, Ca. 94130  
765-6371  
'72 914-4  
Electronics Instructor

Change of Address:

Webster Beadle, 409 Blueridge Drive, Martinez, Ca. 94553 933-1033

Thomas Foster, 785 La Para Avenue, Palo Alto, Ca. 94306

Lee Graybeal, 2650 Jones Road, #17, Walnut Creek, Ca. 94596

Barbara Rose, 21337 Glen Place, #3, Cupertino, Ca. 95014 996-1863

Transfers In:

James Boyden, 14510 Manvella Road, Los Altos Hills, Carolyn Ca. 94022, 948-9473

Jim Vas Dias, 735 Casita Way, Los Altos, Ca. 94022 948-2479

Total membership as of November 3, 1972 - 529
New members - 8
Transfer in - 2
Add (Affiliate members) - 5
Total membership as of December 10, 1972 - 542

--Donald Chiang
The Mart


1969 911T, 46,000, Bahama Yellow, body is cherry no dings or dents. Lowered, Konis, sway bars front and rear, "Must see both cars". Rick Ford 566-4276

4 ea. 6" x 15" alloy wheels with new 185 VR 70 Dunlop tires, counted and balanced. $525.00.
Allan Casseta 265-2070 after 6:00 PM

9171 911T targa, silver/blk. AM/FM, 15x6 Alloys, semperit VR-s Konis, sway bars, lowered. 20,000 miles--factory warranty $7,500. Days 846-8100
Svens 846-8476 Rick Branchini

2 356SC pistons with rings size E, 82.46mm (3 ring type). $20.
Bumper guard, rear, 356SC $8.00
Judson Magneto 6 volt $20.
Norman Dhom 736-8418

Four (4) Goodyear Bluestreak 5.00x8.30x15, (R-6) mounted and balanced on 5-1/2" factory steel wheels. 80% original tread remains. $150.00 takes it all! Won't split set. Phil Loeb 415/793-2720

'67 912 Engine. Running fine when I converted to a 911 $775.00. Bill Nilli 935-0278

Napa Wine Tour

The Napa Wine Tour started out clear and sunny on 19 November, after a week of uncertainty caused by rain. But half way to Napa it started to rain.

Meeting at Sears Point Raceway, the 9 cars proceeded toward the wine country. Because of the weather, the Dave Kings decided to make the tour in their second car, which was a Lamborghini! We also had other company, a Pantera. The glorious sun greeted us upon entering the Napa Valley.

We toured and tasted at Charles Krug first. At Krug's, the guide made us aware of a noisy Porsche ATV. We soon saw the so called vehicle, a yellow 3 tractor-tired bike. During our tour we found out about some new equipment that is supposed to separate the skins and berries without crushing the seeds. Crushed seeds can cause a bitter taste. We then journeyed down the road and toured the Beringer Brothers Winery.

After these two tours, we had lunch at the State Park 4 miles North of St. Helena. After lunch, we were free to visit any winery of our choice.

--Norm Dhom
Dinner Meeting

EVENT:  January Dinner Meeting
DATE:    Saturday, Jan. 20th.
PLACE:   Red Coach Restaurant
         10905 N. Wolfe Road
         (Just off Wolfe at Hwy. 280)
         Cupertino
         408/253-0575

MENU:    Petite New York Steak...$7.40 each
TIME:    Cocktails 6:30
         Dinner  8:00

Year end trophies for Rally & Autocross Series

DEADLINE:  January 16th.

Make checks payable to:  PCA-GGR
Mail to:      Gary Evans
              13640 Saratoga Vista Court
              Saratoga, Ca. 95070
              408/867-0543

CHANGE OF ADDRESS INFORMATION

The Nugget:  Donald Chiang
             1533 Lincoln Way, #4
             San Francisco, California 94122

The Panorama: Jane Nestlerode, Executive Secretary
              5616 Clermont Drive
              Alexandria, Virginia 22310

Nugget Mailing Address:
Steve Kirby
475 N. Wolfe Road
Sunnyvale, Ca. 94086
Phone:  408/735-1234
       408/244-5265