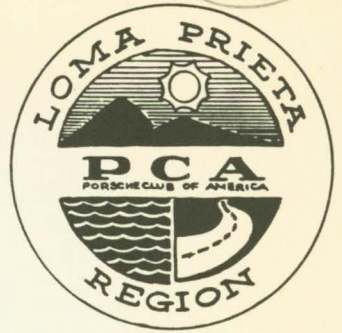


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# PRIETA POST

THE OFFICIAL PUBLICATION OF LOMA PRIETA REGION

*PORSCHE CLUB of AMERICA*

FEBRUARY 1972

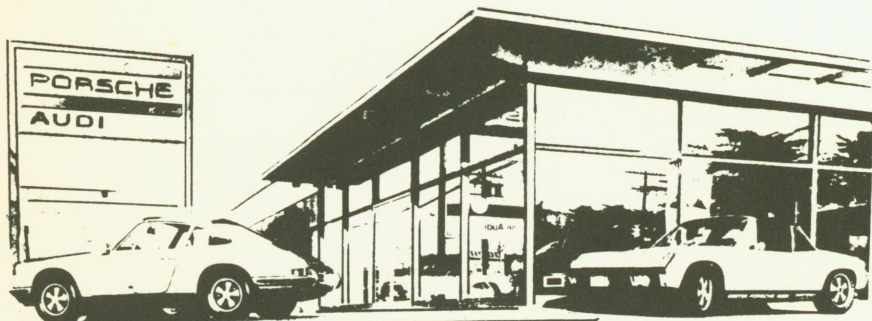
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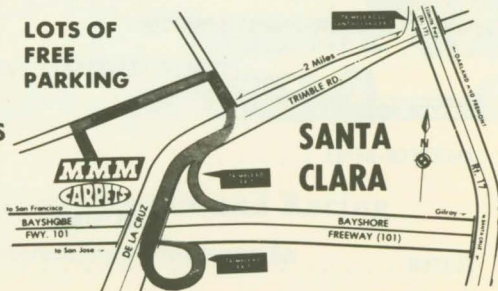
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# Letters To The Editor

Dear fellow PCA member,

This March marks the 10th anniversary of the Sacramento Valley Region of the Porsche Club of America. In honor of this occasion, we have planned, for active PCA members, a low pressure C.R.A.B. weekend on March 4th and 5th. We are calling this event C.R.A.B.

C. is for a Crabfeed on Saturday evening March 4th at El Macero Country Club just West of Sacramento on Interstate 80. Our special guest speaker, at this fantastic feed, will be Alan Johnson (International race driver and author of the book Driving in Competition.) The dinner will consist of all the fresh cracked crab and white wine you can eat and drink.

R. is for Rallye. Sacramento Valley Regions own "Loose Goose" will be the Rallye master of a T & D Rallye on Sunday morning.

A. is for Autocross. On Saturday we will have an Autocross at Cal-Expo parking lot "A".

B. is for Begeggen, which means "meeting" in German. (You'll be meeting new friends and old acquaintances.)

The cost for C.R.A.B. will be \$20.00 per couple and \$13.00 per single. You will receive for \$20.00, dinner for two, Autocross for two, and the rallye for 1 car, plus trophies galore and dash plaques for all participants. We have obtained low cost accommodations at the Voyager Inn, which is a stone's throw from El Macero Country Club, on Interstate 80. Enclosed is a letter and registration form from the Voyager Inn telling you the costs and types of accommodations. Please make your room reservations directly with the Voyager Inn.

To register for C.R.A.B. make your check payable to PCA-SVR and mail to P.O. Box 4651, Sacramento, Calif. 95825. Although we have large banquet facilities we will be forced to limit our accommodations and therefore our registration. We urge you to fill out the enclosed registration form and send it along with your check as soon as possible.

Sincerely yours,  
C.R.A.B. Committee

POST EDITOR:

During the 1st week of December I mailed in an article to appear in the January issue of the Post under the heading "Speaking Out". This was well before the December 20th deadline. The article pertained to the club's expenditure of \$300 for trophies. The January issue did not contain the column "Speaking Out" and I hope it will appear in the February issue as this article will be of interest to many members in showing them just how foolishly our money is being spent. Another point I should have mentioned in that article but which I neglected to was this: Why is our club donating \$25 to Dwight Mitchell's racing effort? He isn't even a member of our club. Seems to me that our contributions should benefit our own club members. Do you suppose he will come to our aid now that our kitty is just about depleted?

Unsigned

Dear Editor:

Our friendly neighbors to the North, Golden Gate Region, have invited Loma Prieta to join them for a fun non-competitive tour to Yosemite.

Mark your calenders for March 18 and 19. We will meet at 7:30a.m. (Wow) at the Hyatt House Motel, No. First Street in San Jose.

Cost is approximately \$39.00 per couple for a great Prime Rib dinner and room.

Yosemite offers hiking, bike riding, etc. Plan to attend and do your own thing with fellow Porsche pushers.

Jim Kershaw

\*\*\*\*\*  
\* BUY LPR BADGES! \*  
\* BUY LPR BADGES! \*  
\* BUY LPR BADGES! \*  
\* BUY LPR BADGES! \*  
\* PLEASE \*  
\*\*\*\*\*

Put a PCA emblem  
on your Porsche

\*\*\*\*\*  
\* BUY LPR PATCHES! \*  
\* BUY LPR PATCHES! \*  
\* BUY LPR PATCHES! \*  
\* BUY LPR PATCHES! \*  
\* PLEASE \*  
\*\*\*\*\*

LOMA PRIETA REGION, PCA  
BOARD OF DIRECTORS MEETING  
January 3, 1972

Meeting was called to order at 7:50p.m. by President, Ken Iles. Board members present were: Terry Zaccone, Esper Kershaw, Carol Cooke, Don Law, and Don Stubbs.

Guests present were: Nelson Frick, Bill Arnett, Lani Law, Kathy Reed, June Iles, John Cooke, Jim Kershaw, Judy Stubbs, Bill and Randy Hespelt.

Correspondence-None due to Holidays

Vice-President & Activities Report-Terry is working with Don on tentative dinner meetings being scheduled with activities. This program will be posted in the Prieta Post.

Membership-Dual members to be billed.  
Question arose whether to recruit new members or not.

Weekender Report-John Cooke has mailed letters to suppliers to raise cash.  
A copy of the above letter will be in the Prieta Post.  
Next meeting on Weekender is January 23 in Santa Cruz at Holiday Inn, the Weekender headquarters. Tour facilities, make suggestions and plan on working later on this fun weekend.

Old Business-Incorporation-nothing new due to Holidays.  
At this time \$189.00 on balance which has not been verified by our bank. Last minute bills submitted to Carol, thus leaving an approximate balance of \$20.00.

New Business-Board approved the charge of \$1.00 per person at future Potluck dinners to build funds. Comments made on the last issue of Prieta Post. Picture page hard to read. Recent bill for January Post was discussed. Carol Cooke to do research on possible sources to print Prieta Post.  
Points system to be voted on by membership on whether to keep or not. This was suggested by Don Stubbs. Until voted on,

Board minutes continued

points will be recorded by Esper Kershaw as requested by Ken Iles.

Potluck articles in Post should specify that each member bring utensils and their own beverage.

Meeting was adjourned at 9:30p.m.

Next Board Meeting will be held at the recreation room of the Cooke's apartment building on Monday, February 7, at 7:30p.m.

Respectfully Submitted,

Esper Kershaw  
Secretary

## PRESIDENT'S MESSAGE

### NEW BOARD.

As we start out this brand new year we have a new Board to go with it, 2/3 of which are newcomers with their fresh thinking and ideas to contribute, the other 1/3 being part of last year's Board with their experience to offer.

Sounds like a pretty good combination which should prove to be a very successful formula.

### NEWSLETTER.

Along with this 'new look' we have a new newsletter. The whole image is changed and as you can see is quite attractive. We are now using advertising for our publication, and its entire cost will be met by this means. The club will not be responsible for its production, and Editor JOHN REED has accepted the management and publication of the magazine privately. He must therefore have sufficient advertising revenue to make the whole venture self sufficient and to prevent him being personally out-of-pocket. Response to advertising requests have been very encouraging, and a loss to JOHN is highly unlikely. Any excess however, he has graciously offered to plough back into the club for a "Prieta Post Party" or some such wild scheme. Cheers JOHN, and the best of luck.

Incidentally, I understand that "The Prieta Post" is the largest newsletter in the whole of P.C.A. - the nearest being around 20 pages or so. Not bad for a 48 member region is it? Keep those cards letters and articles coming in folks, .....and give yourselves a pat on the back, and JOHN too.



Contributions by the way, must now be typed on specially lined paper of a definite size, and NOT the blue lined paper we have been using in the past. Please ask either JOHN or myself if you would like some of this paper when you submit articles.

For those of you who have no typing facilities -no problem, we will still type it for you, but it does make the paste-up and compilation of this newsletter much easier if the articles are "ready for camera" i.e. completely typed up, (good black ribbon please) no spelling errors, and a space left at the top for the title. Do not allow copy or anything to go beyond the borders at the top or at the sides. About 3/4" would be a good space for the title, which may be left for JOHN or myself to make up. Let us know what you want.

Photographs are needed very much. So few have been received lately that this issue is likely to have no photopage, although the method of production is such that it costs no more to have them. Good contrast black and white only are suitable however, no color. Seems a pity that this first issue has no pictures doesn't it?

Finally, I'd like to thank DAVE PARKER once again for the very reasonable price of printing "The Post" in the past. But a sudden 400% increase in his charge meant a drastic change in arrangements....

#### YEAR END AWARDS.

The presentation of year end awards are a tradition of most regions of P.C.A. when people who have shown great enthusiasm or who have actively participated or excelled in competitive endeavors are acknowledged by the club in the form of some presentation or other, usually in the form of trophies.

It is recognised that not everyone will covet or even want a trophy, but this is not the point. The fact is that its award is a compliment from the entire club, and it is therefore courteous to accept it in the spirit in which it is given. Anything less than this is not only ill-mannered but a slap in the face to us all, and dispiriting to a hard working bunch of people trying to please.

#### C.R.A.B.

You probably by now will have received in the mail the entry forms for Sacramento Valley Region's C.R.A.B. event. Everyone who knows about this says it is terrific, and for only \$20 per couple or \$13 single it is going to be a lot of fun. Let's have a really big turn out from Loma Prieta Region, and see if we can do it all over again like we did at Santa Barbara's Weekend.

#### POINTS SYSTEM.

Remember the trouble we had last year over whether to retain the Points System, alter it, or scrap it? And the Board voted to retain it?

Well, here we go again folks, it is under fire once more, and at a recent Board Meeting it was decided to put it to the vote of the membership. Since then, I have been told by the same factions as last time that "everyone is against it", and so a vote seems hardly necessary. It seems that there is a feeling that The Points System and Ken Iles are synonymous, but frankly I am weary of trying to

uphold a method a reward for people who have put much personal effort and service to the club, - and then only to find gripes when the time comes at the end of the year for us to give them our thanks.

I do not intend to waste more of my time on the matter, and in consequence I am abolishing it. If anyone with a gracious heart is interested enough to vote to keep it, modify it, or offer an alternate scheme to show our appreciation of the efforts of people like those shown on page 18 of September '71 issue of "The Post", - then let me know.

My thanks to ESPER who kept a very comprehensive record over the year. Like myself, she will no doubt be relieved of much heartache.

#### CLUB BUSINESS.

Loma Prieta started its own tradition of frank and honest presentation of all club matters, good and bad, in its newsletter and at meetings, and in so doing possibly created a monster.

Not all regions are as frank as we are in our affairs, especially concerning financial matters, many publishing quarterly reports, others none at all, and some have no business meetings.

Far too much of our time is taken up pouring oil on troubled waters, explaining our actions, and placating people who misunderstand our intent and do not know the whole story. This time, and mine in particular, could be better spent on matters of normal club operation.

Maybe other regions have the right idea, - "what the eye doesn't see the heart doesn't grieve about."

#### G.G.R. DINNER MEETING. M.B.R.

TERRY and JUDY ZACCONI, JIM and ESPER KERSHAW, and JUNE and myself attended G.G.R's last dinner meeting at the Red Coach where their year end awards were presented, and Loma Prieta came away with some more gold, awards being made to TERRY, JUDY, JIM, and also to DON STUBBS. I accepted the award on his behalf, but although he received a trophy, I got a kiss from a very pretty girl. Eat your heart out DON!

JIM KERSHAW and ESPER also received a trophy from M.B.R's recent dinner meeting too. Congratulations from us all..... Thanks also to our neighboring regions for allowing this type of P.C.A spirit to flourish.

#### 17th PORSCHE PARADE.

I am making arrangements to have sent to us a film on the forthcoming Parade at Lake Geneva Playboy Club. This is a promotional movie, and will give you some idea of what to expect there. Also available now are advance registration forms for the event. See DON STUBBS, our Activities Director for one of these if you have already made up your mind to go. It should be fantastic. We will show the movie at our next Pot-luck if we can get it then.

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## Lock your Porsche

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# Grand Touring

By Terry Zaccone

Larry Smith's articles have given me an idea for another column: Grand Touring. This series would present accounts of longer trips taken by Porsche, say 2000 miles or more. After all, Grand Touring is the basic concept of the Porsche; it is officially designated as a GT car. There must be a great many major trips taken by club members that can be shared. I envision the column as a source of ideas and information for Porsche people planning trips and vacations.

I'll start it off (or, continue from where Larry left off) with a description of our first trip in the Targa. The trip turned out to be quite exciting, in its own little way, mainly due to the fact that the 911 is a more complicated machine than was our 356B Normal.

We decided to try Canada this time because we had heard a lot about the Trans-Canada highway. Also, I had always wanted to see the Bay of Fundy in New Brunswick. Since we had blown everything buying the car, we decided to camp along the way, a decision which turned out very well. Our equipment consisted of a lightweight nylon tent, nylon sleeping bags, and a two-burner propane stove. We more than paid for all this gear in 21 days of traveling.

Julie was 3½ and Vincent was minus five months old when we left in July, 1968. The first day we went North to Crater Lake, stopping off at Shasta Dam. That was probably the coldest night on the trip. The next morning found us leaving Crater Lake at a rather high rate of speed. Oregon 230 is dead straight for stretches of 10 miles and more. We picked up U.S. 97 and headed North through Yakima and Wenatchee. The second night we stayed at Lake Alta, a tiny mountain lake north of Lake Chelan, set in the beautiful background of a forest fire which was going on just over the mountain. It was a beautiful spot, though. The only sour note was the multitude of small, yellow, black-banded insects which insisted on sharing all our food with us. I was astonished at Judy's bravery in brushing and swatting them away until I found out that she did not know they were yellowjackets! After that, we ate in the tent. We crossed the Canadian border at Osoyoos the next morning. It was there at a gas stop that I discovered I had run out of tread on two tires! The car had about 12,000 miles on it. With threads showing, I stopped in the little town of Penticton, B.C., and asked the local tire dealer if he had any

Dunlop 165 HR-15's, not expecting him to even know what they were, let alone have them. He said he had two left. I had to change them, since they didn't want to fool with the aluminum wheels. Ah, we learn by doing? Two hours and minus four knuckles later, we were on our way. Would you believe that they had the biggest, most succulent fresh peaches I have ever had, up there? We spent the third night in a campground in Revelstoke, which is about 150 miles west of Lake Louise, our next target. The fourth day, we saw our first snow, in the mountains of Glacier Park, not the Glacier Park in Montana. That afternoon, we drove up to Lake Louise. It was raining very heavily, and we could not see the lake. That afternoon, we drove north to the Columbia Ice fields, where we walked on an honest-to-goodness glacier. On the way back, the sun came out, revealing some of the most magnificent snow-capped mountain scenery imaginable! The roads around Banff National Park are nice, and we were able to cruise at 90-110. This turned out to be very amusing because we stopped to take lots of pictures. Consequently, we repassed the same people three and four times. But they didn't stop to take pictures. That night, we stayed in the Tunnel Mountain Campground in Banff. The Canadians really know how to set up campgrounds! Hot and cold running water, special shelter to cook in if it rains, electricity for shavers, etc. This was the rule in Canada, rather than the exception. The next day we took off across Alberta. That is really wide, open country. We had had no trouble so far with the law, mostly because we were ultra-observant. The Alberta patrolmen drive unmarked cars and do not wear their campaign hats in the car. However, they place the hat on the rear parcel shelf, which is extremely convenient. We stayed the night in Moosejaw and the next day continued on across the vast plains of Saskatchewan and Manitoba. We stopped just shy of the U.S. border at the little town of Emerson, below Winnipeg. We camped in a very heavy rain. Funny thing happened in the middle of the night. I had to, uh, leave the tent and return, unzipping and re-zipping the mosquito netting as fast as I could. We settled back down only to discover we were being devoured by mosquitos! Evidently, they escaped the rain and got as close to us (food) as possible by literally covering the outside of the net. When I left and returned, they simply poured in like water. We spent the next two hours smashing mosquitos against the inside of the tent! The next morning we crossed into North Dakota, heading toward Minneapolis to visit friends and relatives. The North Dakota roads are straight and empty, as is the countryside. Never having had a car like the 911, I just let 'er rip. So there we are,

sitting on about 120, nobody in sight except this dot on the road 'way ahead. The dot became a car and then a dot again, in very rapid order, when Judy said, "That was a cop". I already knew this, because I had seen the lights and hat and badge and everything when we passed. But, I wasn't worried. The Minnesota border was only twenty miles ahead. Besides, can you imagine a highway patrolman driving a four-door CHECKER cop-car chasing me? Anyway, we made it to Minneapolis. While there, I looked up an old boss of mine to show him my superzoomy sportycar. We met him at this place for dinner and then he asked us to follow him home for drinks. He was very impressed with the car. We took off, following his Cadillac across Minneapolis, when the Porsche quit. It just slowed down and coughed to a stop! Nice impression, huh? So we never made it to his place, but limped back to the relatives' place. The rest of the night, I got my first look at the inner workings of a 911 fuel pump. The next day, we ziped over to Madison to visit some more. By this time, I needed a third tire. I managed to find one in Madison. We then proceeded North over the top of Lake Michigan, stopping for the night in Escanaba, Michigan. We next crossed the bridge at Sault Ste. Marie, with Lake Superior on the left and Lake Huron on the right. We picked up Trans-Canada 1 immediately and continued East. Since we were getting pretty far east, the countryside was becoming more crowded. Also, probably because of iron and coal mining, the surroundings were grummier. At Sudbury, we left the longest paved highway in the world( Trans-Canada) and cut straight across toward Ottawa on Ontario 17. We stayed the night along the Ottawa River at Deep River, about 90 miles west of Ottawa. The next day we drove through Ottawa early, picking up the Trans-Canada again as it came back up from Toronto. We hit Montreal before noon. Now we were in pure French territory. All the signs are in French only. Montreal is the second-largest French-speaking city in the world. The same day we followed the St. Lawrence River up to Riviere-du-Loup, where the highway cuts away from the river. Riviere-du-Loup is a small, extremely quaint, town where nobody spoke English. The next day we entered New Brunswick.

New Brunswick is a good stopping place. Next month we shall continue to Moncton, the easternmost point on the trip. Part 2 will get us back home via St. Louis and Pike's Peak.

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## ACTIVITIES FOR THIS MONTH

FEBRUARY							1972
S	M	T	W	T	F	S	
-	-	1	2	3	4	5	
6	7	8	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28	29	-	-	-	-	
-	-	-	-	-	-	-	

Feb. 12 - Dinner meeting at Del Vecchio's Restaurant. Call Terry Z., 378-8315, for reservations.

Feb. 25 - Pan American tour. Don Stubbs will act as our fearless leader - Plan on it

## WHAT'S HAPPENING NEXT MONTH

Mar. 3, 4 & 5 - C.R.A.B. event, Sacramento Valley Region. Made your reservation?

Mar. 18 - Potluck Dinner meeting (to be announced)

MARCH							1972
S	M	T	W	T	F	S	
-	-	-	1	2	3	4	
5	6	7	8	9	10	11	
12	13	14	15	16	17	18	
19	20	21	22	23	24	25	
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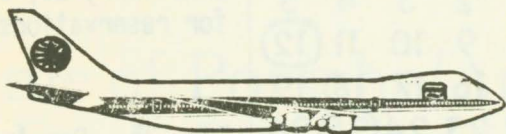
# PAN AMERICAN TOUR

## FRI., FEB. 25

WHEN: Fri. Feb 25th. 8. p. m.

WHERE: Pan American Training Building  
San Francisco Intl. Airport.

ACTIVITIES: Films on Airline Pilot Training, 747 testing, etc. plus a tour through the training facilities used by the pilots and stewardesses in their bi-annual training. If a 747 is available we will tour through it.



If you have always wondered how the people up front get their training this will answer all your questions.

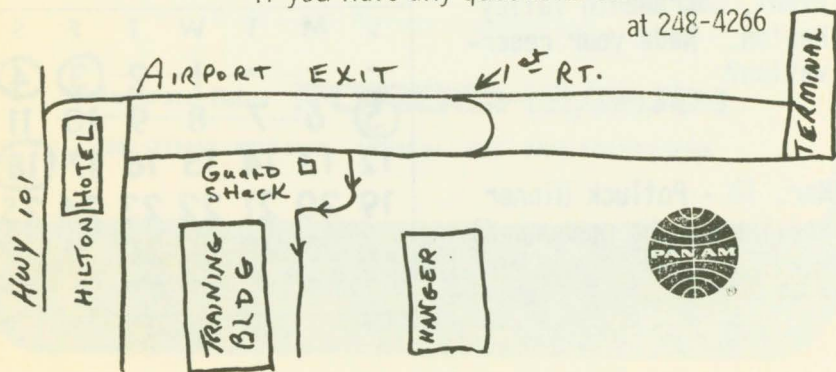
See how "The World's Most Experienced Airline" does it.

Upon arrival at Pan-Am guard shack, tell them you are with the

P. C. A Tour and park in front of the Training Building, then proceed inside.

If you have any questions call Don

at 248-4266





# DINNER MEETING

## SAT., FEB. 12

WHERE: Del Vecchio's Restaurant  
 1547 Meridian Avenue  
 San Jose, California

This well known, extremely popular Italian Restaurant is located in the Carriage Square Shopping Center near Hamilton Avenue.

TIME: 6:00p.m. Cocktails  
 7:00p.m. Dinner

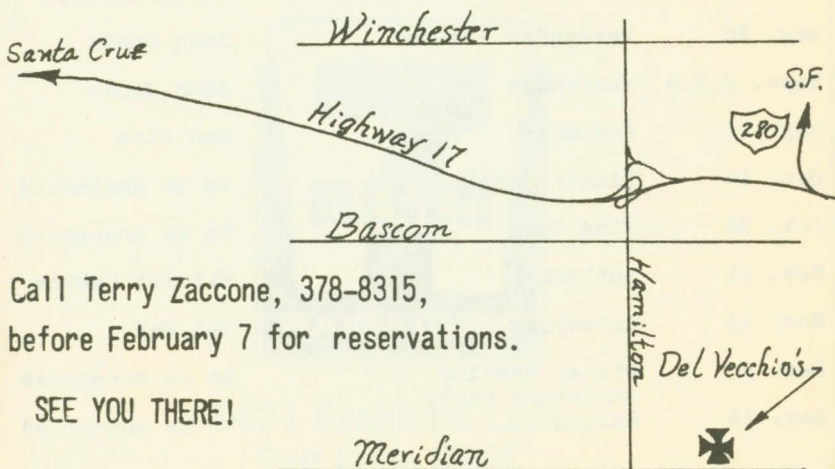


The following dishes were selected to tempt the most ardent, gastronomical, epicurean taste buds.



- Veal Scallopini - \$5.75
- Roast Beef - \$6.25
- Prime Rib - \$7.50
- New York Steak - \$8.65

Price includes tax, tip and \$.50 per person to the club.



Call Terry Zaccone, 378-8315,  
 before February 7 for reservations.

SEE YOU THERE!

# Activities For The Year Tentative Schedule

Feb. 12	Del Vecchio's Restaurant	Terry Zaccone
Feb. 28	Pan American Tour	See details
Mar. 3,4,5	C.R.A.B. Event	Sacramento
Mar. 18	Potluck Dinner Mtg.	to be announced
April 15	Playboy Club, S.F. Dinner meeting	Don Stubbs
April 30	Monte Carlo Rallye	John Reed
May 13	Potluck Dinner Mtg.	Don Law
May 27	Autocross	Ted Way
June 10	Grandma's Campout	Dave Parker
June 24	Canoe Trip/Campout	Jerry Hamilton
July 8	Luau Pot Luck	John Molinaro
July 29	Autocross	Ted Way
Aug. 12	Beach Party Potluck	Terry Zaccone
Aug. 26	Weekender Pre-run	John Cooke
Sept. 2,3,4	Weekender	John Cooke
Sept. 23	Potluck	Ken Iles
Oct. 14	Dinner Meeting	to be announced
Oct. 28	Wine Tour	to be announced
Nov. 11	Potluck	Elliott Ushkow
Nov. 25	Autocross	Ted Way
Dec. 9	Dinner Meeting Christmas Party	to be announced
Dec. 16	Rallye	to be announced



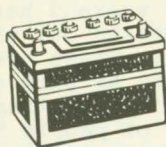
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# Weekender Report:

By John Cooke



On Sunday January 23, the weekend committee had it's second meeting. We had breakfast at the Holiday Inn in Santa Cruz, which is the weekend headquarters, toured the concours site and checked out the Roaring Camp train ride and picnic areas. These areas look promising and should be finalized as part of the weekend soon. The committee chairmen are setting up their events and determing the number of people they will need to help them in making the events a success.

A lot of great ideas were suggested at the meeting and I want to thank everyone for them. There is a great possibility that we will have five events at the weekend rather than the standard three, plus a lot of other suprises. We have added another comitee chairman to our group, Ken Iles, who will be the Gymkana chairman.

The winner of the weekend logo contest has been chosen by John Molinaro, and will be presented with a certificate for a free dinner at the weekend awards banquet, at our next dinner meeting Feb. 12.

IMPORTANT

IMPORTANT

THEIR WILL BE A GENERAL LOMA PRIETA MEMBERSHIP MEETING, ON FEBRUARY 20, 1972 AT OUR RECREATION ROOM AT 2:00 PM. THIS MEETING WILL BE FOR THE PURPOSE OF MAKING COMMITTEE ASSIGNMENTS TO THE GENERAL MEMBERSHIP. PLEASE ATTEND AS THIS IS VERY IMPORTANT TO INSURE THE WEEKEND'S SUCCESS.

SOMEONE WILL BE CALLING YOU WITH MORE INFORMATION AND DIRECTIONS TO OUR APT.



# Autocross Classifications

1972 AUTOCROSS RULES

## CLASSES

- |     |                       |   |                   |
|-----|-----------------------|---|-------------------|
| 1.  | All 356's             | } | STOCK             |
| 2.  | All 912's             |   |                   |
| 3.  | 911 (All) and 914-6   |   |                   |
| 4.  | 914-4                 |   |                   |
| 5.  | All 356's             | } | ALTERED           |
| 6.  | All 912's and 914-4's |   |                   |
| 7.  | All 911's and 914-6's |   |                   |
| 8.  | MODIFIED---All Cars   | } | LADIES<br>CLASSES |
| 11. | All 4 Cylinder Stock  |   |                   |
| 12. | All 6 Cylinder Stock  |   |                   |
| 13. | All Altered           |   |                   |
| 14. | All Modified          |   |                   |

STOCK - allows only the following:

- any update or backdate within a model series - such as, SC specs on all 356's
- all DOT Street Approved tires that will fit on
  - 4.5" rims - 356 series
  - 5.5" rims - 912, 914-4
  - 6.0" rims - 911, 914-6
- any suspension modification
- any ignition
- any modification after exhaust ports
- any modification prior to the carburetor venturi

ALTERED - allows the above changes plus:

- racing tires
- one other engine or gearing modification

MODIFIED - allows the above changes plus:

- a combination of modifications intended to greatly improve the car's performance

-----FIVE CLUB EVENTS HAVE BEEN "TENTATIVELY" SCHEDULED FOR 1972. IF YOU HAVE KNOWLEDGE OF A GOOD LOCATION FOR AN AUTOCROSS CALL TED WAY, 948-4860.

DRIVER'S  
SCHOOLS

DRIVER'S  
SCHOOLS

DRIVER'S  
SCHOOLS

# Cooke's 'Western' Potluck

The January dinner meeting started off with a bang, bang, bang. Since the theme was western, the johns were turned into hoosegows (not Co-ed), the corner became the saloon and the kitchen was the chuck wagon.

There were the good guys and the bad guys, two sheriffs, one from Poole County, a hero (Big JOHN REED), and a judge that had never been tried.

All of the cow girls furnished the food, which, as usual, was outstanding. After stuffing ourselves the meeting was held, with a reminder to all of us about the coming weekender. If you have never attended a weekender you don't know the fun you have missed, and if you've not hosted one you don't know the work that is needed from all, work, and you will have loads of fun. - PROMISE-

After the dinner meeting we all gathered in a circle for an evening of square dancing. There were two couples (our instructors) who helped us "squares" and we needed it. With very good instructions we were only half lost half the time. I don't think we became experts but we sure had fun trying. Bill Van Schoik's partner must have had an experience for at the end of the evening he was saying how he got his Alabama's mixed up. It took some explaining to convince him that the caller was saying alamen left, and alamen right, not alabama. Then there was KEN ILES who could not understand English, but did come through with flying colors. Then there was LANI LAW who had two partners. After we were finished off - we were given a demonstration on Round dancing that was beautifully executed.

After the dancing a gun fight ensued between TERRY ZACCONE and JOHN MOLINARO, strange both had such bad aim that neither got hit, and I wanted to see if they could do it like in the movies.

If I were to pick the best costume it would have been JUDY ZACCONE - attractive.

After a few more belts (liquid of course) at the saloon, we all picked up our gear and left for home, leaving the Cookes to clean. Hope we did not leave too much of a mess.

Thank you Cookes, it was great fun!

Wuaneta Van Schoik

# The Smith Side

By Larry Smith

Have you ever read a book about your own car? I did the other day. It was called Porsche, The Man and His Car. Dr. Ferdinand Porsche was a rare engineering genius. He designed many types of vehicles including tractors, tanks and an early car which held one the earliest speed records His designs included not only the chassis and body but most importantly the engines and transmissions.

During the early '30's the VW was commissioned, based upon designs developed by Dr. Ferdinand Porsche. At the same time he developed the 1100cc engine, which later became the basis of the VW as we now know it and the famous 356 and 912 Porsche series. After the war the elder Dr. Porsche was imprisoned in France for a time and it was during this period and shortly after that his son, Ferry Porsche, Louise Piech, and Chief Designer Rabe kept the now well known Porsche engineering firm going.

The young Dr. Ferry Porsche and his genius came to light when he handled the design of a now famous race car, the Cistalia, in 1946. At this time the first 5 speed transmission was developed and proven in competition. Also the land speed Autocar was developed, but never raced. All these were important in that many of the things that are "standard" and that we take for granted on our cars now were developed many years before. Shortly after this the move back to Stuttgart was made (where Porsche is now located) and the 356 design was put together for production.

The 1950 meeting of all Porsche owners in Europe was held at the Stuttgart home of Dr. Ferdinand Porsche to celebrate his 75th birthday. This observance has since taken place every year and in the U.S. is known as the annual Porsche Parade.

I have read other books about cars and they usually are very dry. But this one traced the development of the Porsche in such a way that as a Porsche owner you realize the Porsche is a very unique auto and you really sort-of love your car for you now know its history and background. It is designed and built to be singular car for the person who desires the best in quality and performance. Because they were, and are still to a great extent, put together by hand, each one is different from the rest.

I heartily recommend the book and believe you will think of your Porsche as more than just a car after reading it.

# Knitting With June

## Knitting a Porsche sweater

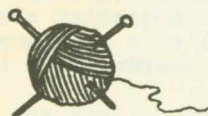
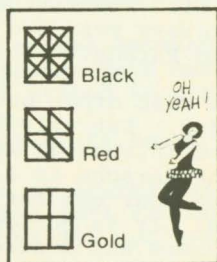
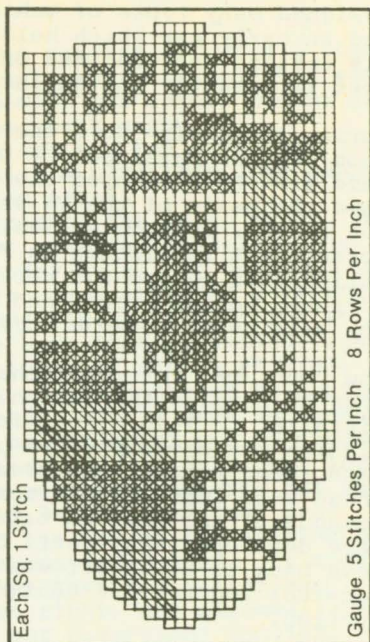
In the September 1961 issue of PORSCHE PANORAMA, Jane Frederick of the Hudson-Champlain Region, wrote an article describing a pattern for a knit sweater. Because of the constant demand for this information, we are reprinting the article.

The most difficult feature of this entire project is making the pattern for the emblem. Because most stitch gauges are oblong, rather than square, it is necessary to draw the pattern as though it had been in the middle of a chain accident on the New Jersey Turnpike. The particular gauge that I used was 5 stitches per inch, 8 rows per inch. You'll find it easiest to knit your sweater if you find a knitting book that contains instructions for a sweater using this gauge. However, if you feel ambitious, here is the procedure for making a pattern to fit another gauge.

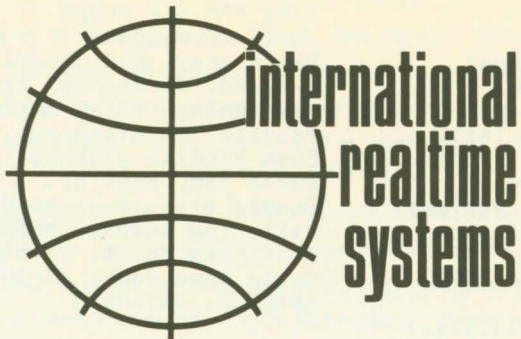
Using the  $\frac{5}{8}$  gauge as a basis for my attempt, the actual dimensions of the escutcheon must be altered in such a way that 1 square on the graph will represent 1 oblong stitch. Starting from the center point of the design, measure outward both horizontally and vertically. Since the length of our particular design is 4 inches and its width is 3 inches, the dimensions to be plotted on the graph paper will be 32 stitches for height and 15 for width. The points as plotted will not show the actual dimensions of the finished design, but things will right themselves in the knitting.

Finish the design by measuring and plotting all the points that you can, especially the locations of the horse and the vegetation. The rest can then be drawn freehand working from the known points. If you're in doubt, look at the design from an angle to give yourself an idea of the correct proportions. One word of warning: When drawing the design, start by using the lines as they are normally drawn, without regard to the stitches. Then, when the contours satisfy your critical eye, fit the design into the stitch limitations.

The rest is no harder than knitting an argyle sock, so go on and knit.







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# REGIONAL RAPS!

According to "Zuffenhausen News", the Porsche Factory is involved with a turbocharged version of the 12 cylinder 917 engine for the Penske/Donohue Can Am effort that should push the 1000 horsepower mark. ! Donohue's comment after a few test laps, -"it's a strong mother!"

\* \* \* \* \*

The "Auspuff" newsletter refers to the occasion when Brian Redman of England drove the Ford Torino sponsored by Custom Trim Products in the Penn. 500. Anxious to know how the Ford compared to the Porsches he's used to, Redman replied, "It's different. Feels always out of control!"

\* \* \* \* \*

One of Cascade Region's members, late for their Christmas Party, put some lead in his shoes, but didn't keep far enough ahead of a following white car with a flashing light on top. He collected a ticket for 120 mph in a 70 mph area, and a request for \$105 bail.

\* \* \* \* \*

Golden Gate Region's "Nugget" must have a staff of super industrial espionage agents. Hitherto unreleased information from Der Factory therein tells of an addition to the Can Am effort in the form of the 995 DRSFW, with its 4 ohc 50 liter Zeppelin engine. Apparantly it develops 14,000 in.lb. torque at 12 RPM, cleverly achieved by the use of rubber cams which increase their lift as the RPM increases. ! Obvious isn't it? How come no-one thought of this before????

\* \* \* \* \*

Monterey Bay Region has some great tech men. Talking to one the other day and asking advice for the reason for an exhaust smell in the car, one of our members was advised "Check your exhaust!" Gee, thanks

\* \* \* \* \*

Looks like other regions have had their run of bad luck accidents...

Arizona Region have had six of their cars dinged in the month of December alone, one of them due to a "good looking girl" being over-awed with his Porsche and just couldn't stop.

\* \* \* \* \*

Overheard at Norm Bishop Porsche-Audi:- Owning a Porsche is a sure cure for affluence.

# *Bitts And Pieces*

CAROL USHKOW has been in the hospital and had an operation on her shoulder.

\* \* \* \* \*

JAN and ROLF SOLTAU are now back from their trip in Germany.

\* \* \* \* \*

DAVE and SUE PARKER have now moved into their new house.

\* \* \* \* \*

JOHN MOLINARO and TERRY ZACCONE were two of the bad guys at our last Potluck.

\* \* \* \* \*

KEN and JUNE ILES are going to citizenship classes.

\* \* \* \* \*

DON STUBBS, too, has been in the hospital, does it still hurt DON.

\* \* \* \* \*

We hear the HAMILTON'S have got their house completed. I bet SUE'S glad.

\* \* \* \* \*

BILL ARNETT has been helping DON LAW work on his car.

\* \* \* \* \*

The KERSHAW'S now have both toilets available!!

\* \* \* \* \*

Who's that Naval guy I keep bumping into at the Graduate School. TED scmebody or other.

\* \* \* \* \*

GENE NELSON is a new member, come along to an event GENE.

\* \* \* \* \*

CAMERON STUART came to our Western night, he is a prospective new member and a very good photographer.

\* \* \* \* \*

WAUNETA and BILL VAN SCHOIK have moved into a new house on the beach at Pacific Grove.

\* \* \* \* \*

JOHN and KATHY REED went to Tahoe in an Opel, of course it gave them trouble, what do they expect if they didn't take the Porsche?

\* \* \* \* \*

The New York Porsche theft ring was recently broken up with the arrest of 71 persons. Right on, NYPD!

\* \* \* \* \*

June Iles



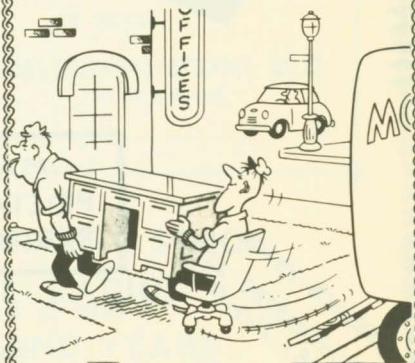
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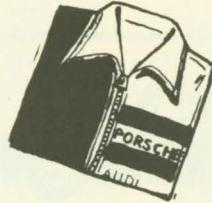
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