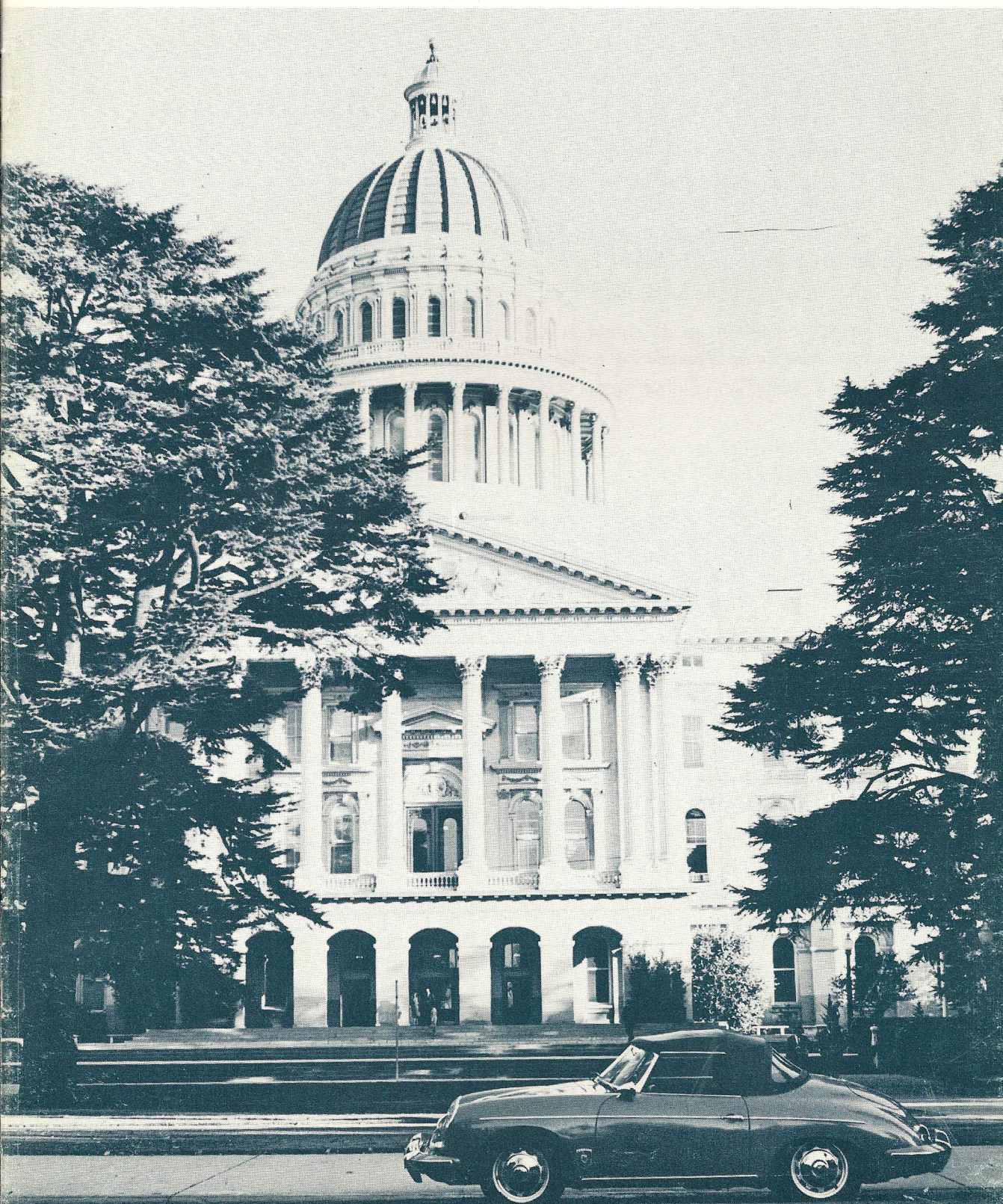


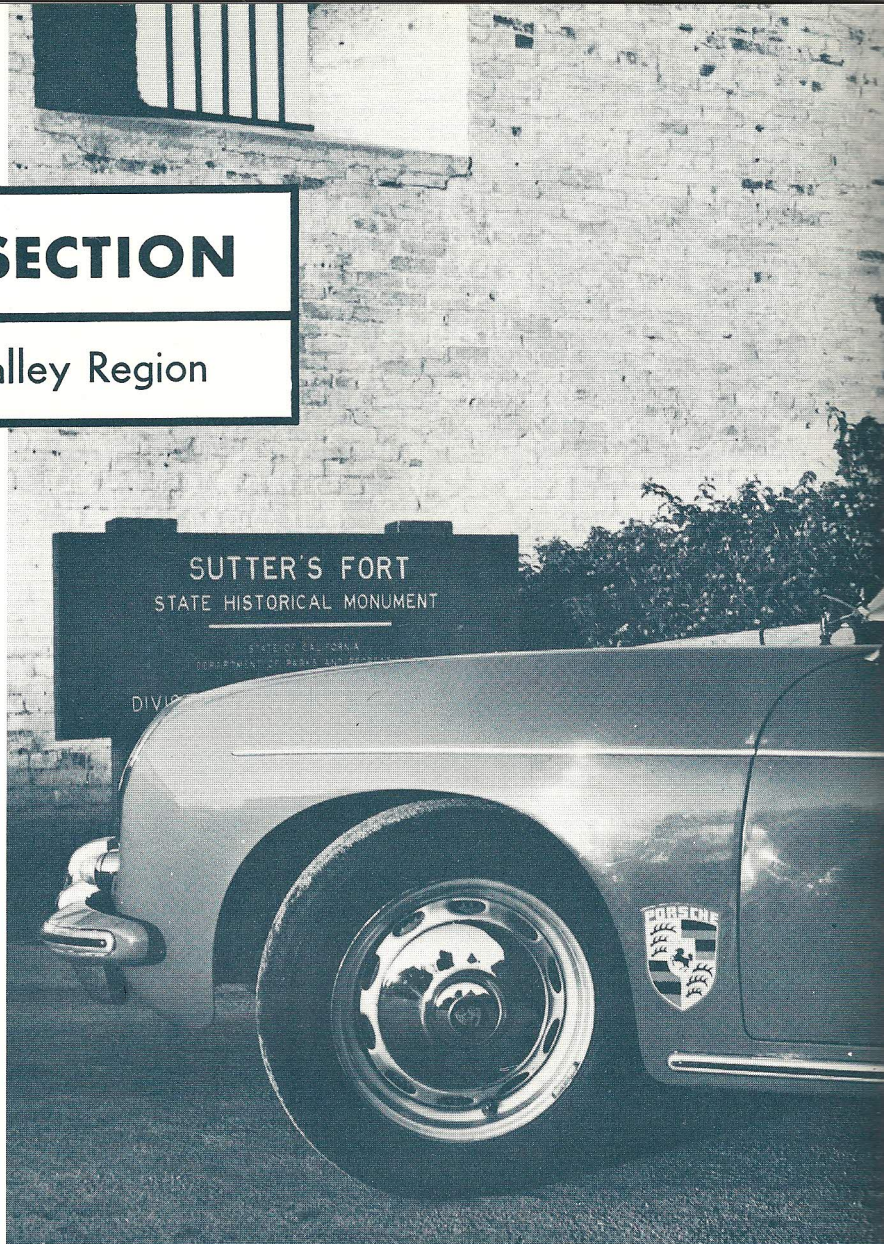
PORSCHE PANORAMA

FEBRUARY 1965



SPECIAL SECTION

Sacramento Valley Region



Diary of a PCA Region

By PAT and LARRY WILSON

PROLOGUE—*January 1962, Scheidel's Restaurant. A few interested Porsche owners are considering the formation of a Sacramento Region of the Porsche Club of America. It might be said that the following is a Region speaking for itself.*

FEBRUARY 1962—After much discussion I really think I may be going to finally get my start. All of the signs look good . . . a real pro PCA'er, Burt Propp from the Golden Gate Region, is giving my 75 prospective (active and associate) members a pep talk on the benefits of PCA. The good German atmosphere of Sam's Hofbrau should help.

MARCH 1962—I've an official name now! SACRAMENTO VALLEY REGION PCA and I even have a temporary committee to get things rolling. The first tour is being planned to include a visit to the

D'Agostini Winery near Plymouth.

APRIL 1962—My first permanent officers have been elected. Dr. Al Wagner, President; Bill Woods, Vice President; Steve Silvers, Secretary-Treasurer. My new president drives an exotic green Super with a body built by Beutler of Switzerland . . . looks almost like that very expensive "Brand X" from Italy.

MAY 1962—First practice autocross at the old Franklin Airport. Lost a lot of rubber.

JUNE 1962—Attended the 7th Parade at Monterey sponsored by the Golden Gate Region. My members placed well in many of the events . . . and did they dice during the driver's school!

JULY 1962—Here's a real chance for me to absorb some California type history . . . we're touring the historic Coloma area where James Marshall's discovery of gold started the "Rush of '49."

SEPTEMBER 1962—A taste of competition! A "Poker Rally" (very low pressure).

NOVEMBER 1962—Inaugurated our annual "Champagne Tour" to the famed Napa Valley. While we sampled the fine wines with discriminating taste, the vintners expressed their admiration of the automobiles with equal discrimination.

MARCH 1963—John Meunier planned a "Photo Rally" through the Sierra foothills (wonderful Porsche driving country). Great fun! All lost Porsches were collected by nightfall (I think).

APRIL 1963—Toured to watch another PCA group (Parachute Club of America) at Lincoln Airport. After watching those PCA'ers jump out of airplanes, I'll take mine with wheels.

MAY 1963—Another practice autocross at Franklin Airport . . . ditto of last year. Lost more rubber.

JUNE 1963—I traveled to Lake Tahoe for a weekend visit with Bob and Flo Nourse at their Sky Lake Motel. The Nourses' are really devoted PCA'ers traveling nearly 200 miles (round trip) from Lake Tahoe to Sacramento for monthly dinner meetings.

AUGUST 1963—Visited Bill Harrah's antique auto collection in Reno, Nevada. Had a delightful dinner with a lion (a real one) at the Christmas Tree Inn on Mount Rose.

SEPTEMBER 1963—Wyn Robertson, owner of Continental Auto Service, gave quite a good tech session . . . bit over the heads of the girls but they did provide good coffee and donuts. Wyn is not only a Porsche mechanic but he is one of the top West coast Porsche drivers (Class E Production) in SCCA competition.

OCTOBER 1963—Second annual "Champagne Tour" to the Napa Valley . . . very successful.

FEBRUARY 1964—Went on a tour to the D'Agostini Winery. New Activities Chairman, Dr. Eugene Speicher, has suggested that each event be planned and conducted by two different couples . . . sounds like a good idea.

MARCH 1964—Tried serious rallying. The rallyists of the club, Dick and Nadine Shute, planned a real "Puzzler." Novices Ed and Lorna Nightingale walked off with top honors.

APRIL 1964—The Speicher's hosted a Champagne party following the Vaca Valley Races. Must mention too, that I have an official newsletter, "The Porsche Drifter," edited by Peter Posluszny.

MAY 1964—Had a very successful driver's school at Cotati Raceway. It was open to PCA members

only. Invitations were sent out to neighboring Regions. Top notch SCCA licensed drivers were on hand as instructors: Don Wester from Monterey Region, and Emil Pardee, Wyn Robertson, Paul Ochsner, and Oran Crumley from my own Region. It's official now . . . I've received my official charter and Attorney-PCA'er Ed Anzore has filed my incorporation papers.

JUNE-JULY-AUGUST 1964—Really spending the summer on the road. Back to Tahoe where the Nourses' hosted a very pleasant cocktail party (almost everyone forgave Bob for acquiring an XKE).

My second trip took me touring the Grass Valley—Nevada City area and to the home of Bill and Barbara Bratt (more of my out of town members) who hosted a delightful barbecue and swimming party complete with bikinis and beer.

And, as a finale to summer, a beach party was held at Half Moon Bay.

SEPTEMBER 1964—took another try at rallying. In spite of the fact that one of the checkpoints went out of business and took down their sign the night before (confusion reigned supreme), Ken and Betty Fielding walked off with first place trophy. Bob and Joan Tellefson have been recording all of my events via 8mm movie camera . . . I'm a real star!

OCTOBER 1964—Third annual Champagne Tour . . . successful as usual. An additional benefit of PCA membership for my members. A brand new PCA'er, Dick Niello, local Porsche-VW dealer, has pledged his support of the Club.

NOVEMBER 1964—Another feather for my cap! Member Paul Ochsner co-drove a Class E Production Porsche to a "1st in Class, 7 O/A" at the RDC-SCCA 4-hour Enduro at Cotati Raceway.

JANUARY 1964—Have a dinner meeting scheduled. Maybe Bob Nourse will tell us all about picking up his new SC in Stuttgart (he saw the light and sold his XKE).

. . . if the necessity for Social Chairman Nadine Shute to find larger places for our dinner meetings is any indication of success . . . Sacramento Valley Region, Porsche Club of America, is really on its way, thanks to the fine support of the many members not mentioned here.

Have Porsche, will travel

By JOHN MEUNIER

Undoubtedly there are regions that have better scenery at their doorstep than the Sacramento Valley Region, but we are situated in the middle of a vast variety of interesting places.

To the North, we have the Great Sacramento Valley which reaches to Mt. Shasta. To the East are the Sierras with their picturesque Feather River Canyon, Squaw Valley—Lake Tahoe snow country, Yosemite with its myriad of falls, and untold miles of wonderful Porsche roads through the Gold Country.

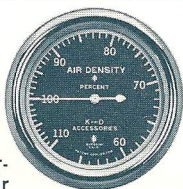
To the South one can tour the Delta and get lost on the hundreds of miles of levees, take ferryboat

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rides and eat at quaint places like "Al the Wop's" in the Chinese settlement of Locke. Here the bartender will be glad to stick your dollar bill to the 20 ft ceiling with a single toss.

There is never the need for tiebreakers when running a time and distance rally in the Delta, especially if it is run over the levee roads, with ferryboat crossings and checkpoints just as you drive off the ferry!

Now on to the Southwest to San Francisco and our many friends in the Golden Gate Region. Heading south from San Francisco to Monterey we take the coastal Route No. 1 with the Pacific just below the cliffs on our right. Be sure to take the famed "17 mile Drive" through the Del Monte woods in Monterey and visit the quaint, artistic shops in nearby Carmel.

And now to the West . . . we smell grapes and you know what that means! Every fall we wend

our way over the back roads and drop into the Napa Valley for a sampling of the local product. There are over a dozen premium wineries in the Napa Valley area and their wines, especially the red ones, rank with the best in the world.

After pushing a Porsche into the wine country at least a dozen times in the last 7 years, one feels like an enologist! There are added fringe benefits in setting up wine tours. You get to sample many of the wineries in order to pick the 1 or 2 to be visited. Then it is on to one of the excellent restaurants where the rest of the crew will dine before heading home. It is possible to have a crab feed at Bodega Bay on the Pacific or perhaps one of those famous Italian dinners at Occidental on the Russian River.

As you can see, our location is ideal. Whether it may be to tour the hills, go skiing, deep sea fishing, pay our dues at Reno, watch our boys race or just get out and drive. On any Sunday one can always find a couple of PCA enthusiasts eager to take off and explore new 2nd and 3rd gear roads.

Our racing drivers

By SANDRA OCHSNER

The Sacramento Valley Region has some pretty fast men driving Porsches on the race courses on the West Coast. They all have made their mark in the racing world, and we are happy and proud to have them as members.

Wyn Robertson

The one with the most trophies to his credit and very impressive driving record is Wyn Robertson. His modesty prevents him from giving us the exact total, but we have estimated that he has around 40 First Places racked up during his racing career.

Wyn was born and raised in California, married to Linda Robertson, and is the father of 5 children; he spent 3½ years in the U.S. Navy as a mechanic on amphibious small landing craft, etc.; worked for Standard Oil Company for about 5 years, first on a tanker and then in the Richmond refinery in the laboratory testing oil and motor fuels for use in aviation and automobiles; served as service and parts manager for a VW-Porsche agency in North Sacramento for about 2 years; and then opened his own VW-Porsche repair shop, Continental Auto Service in North Sacramento in 1957.

The very next year saw Wyn embark on his racing career, with Don Dickey acting as his instructor and making the evaluation for Wyn to get his racing license in 1959. He first raced a '57 Alfa Guiletta, in which he placed third at Tracy. However, only that one race was in anything but a Porsche.

The most unusual trophy he has won in my estimation is 14 in. high. He received that one for being the point leader in 1962 from the Racing Drivers Club when he was racing a Class D Production Speedster. He also led in points for SCCA

that year, but that trophy I haven't seen.

There have been some exciting races in which Wyn has participated. He recalls that about the closest race he ever ran was at Oakland when he and John Barneson had been trading back and forth for second and third places, with Dr. George Snively leading the pack, when on the last turn on the last lap the traffic gave him the chance to shoot ahead and win the race.

Undoubtedly the biggest disappointment for he and his co-driver was in the Racing Driver's Club Endurance Race at Vaca Valley Raceway in 1960 when his co-driven missed the pit signal that another car was not one lap down and was closing in—he was just stroking it around the course and down to second place they went.

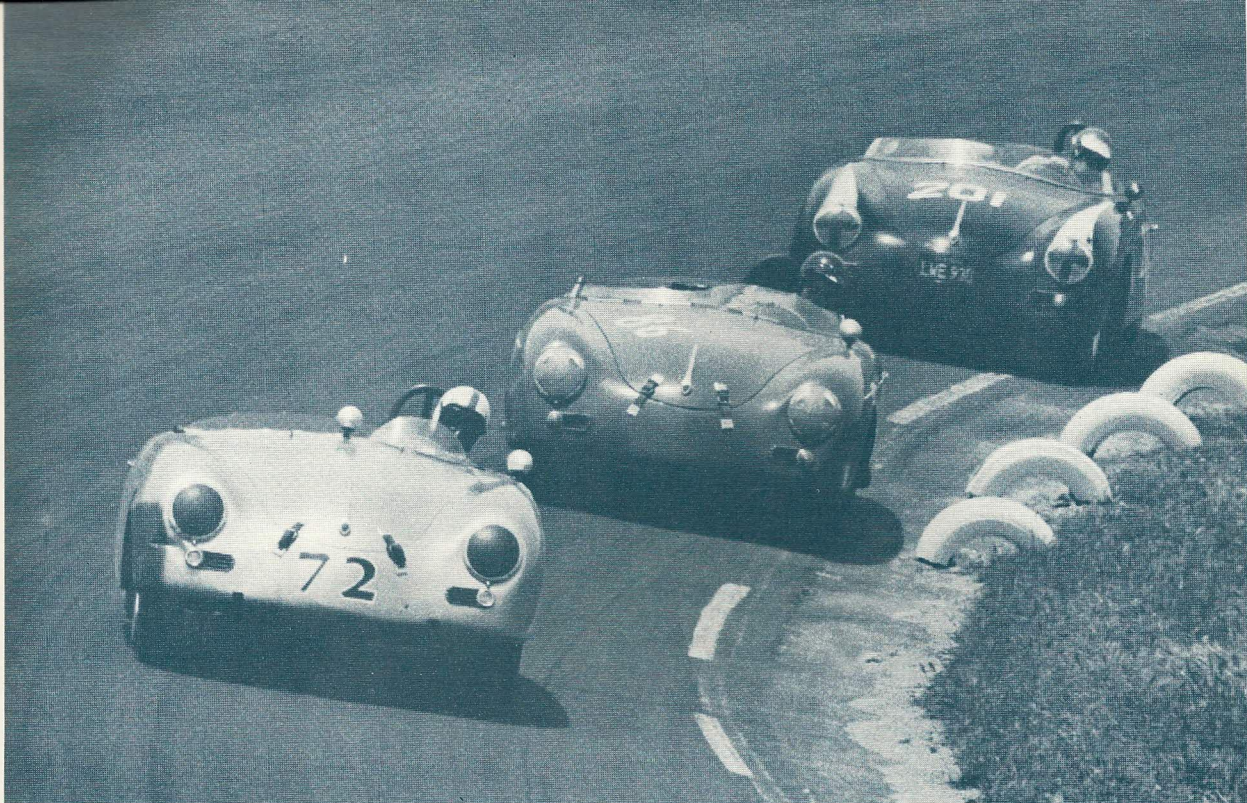
Wyn's most fantastic race in my opinion was at Newport Beach, Ore. He had never been on the course, the threads had gone out of one of the spark plug holes and he ended up using an 18 mm plug out of Bart Martin's tow car, no practice, last on the grid, and still won the race.

Even though he has raced on nearly every course on the West Coast, some of which no longer exist, I get the distinct impression that his favorite course is that of Laguna Seca, which is located on the Fort Ord Reservation near Monterey, Calif. It's no wonder, too, that he likes that course because he has done so well on it—we know of 4 first places and 2 second places that he has earned.

Read Buckman

Read Buckman, a native of Sacramento, started his racing career in Europe while serving in the U.S. Navy Seabees on attache duty as a supervisor of the motor pool in Paris, France.

After Read returned home from the service, he went to the Sacramento City College for 3 years



WYN ROBERTSON, one of the top drivers in Region, leads at Laguna Seca.

SPORTOONS

by JIM BABCOCK

NO MATTER HOW YOU SPELL HIS FIRST NAME... IT STILL SOUNDS THE SAME WHEN HE GETS THE CHECKERED FLAG..

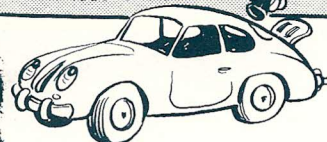
WYN ROBERTSON

A COMER IN THE SPORTS CAR RACING SET WHO DELIGHTS IN BEATING THE WHEELS OFF THE HOT SHOTS FROM DOWN SOUTH.

IT'S WHAT'S IN THE REAR THAT COUNTS!

A TALL, LANKY, 6'-3" SCOTCHMAN WHO TOSSED HIS CRASH HELMET INTO THE RING IN 1958, WYN HAS BEEN A CONSISTENT CLASS D DRIVER - FROM HILL CLIMBS AT GEORGETOWN TO ROAD RACES AT STOCKTON, COTATI, VACAVILLE, SANTA BARBARA AND LAGUNA SECA.

.... KNOWS WHAT HIS MACHINE WILL DO - TUNES 'EM HIMSELF.....

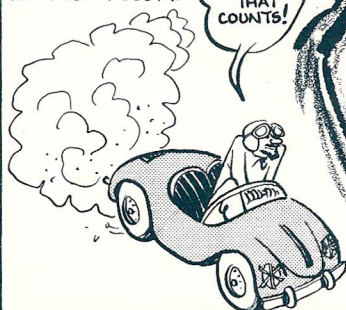


HIS SECRET..... RELAX AND BE OFF N' RUNNIN' WHEN THE STARTER DROPS THE FLAG!

PHOOOMM

~ WOULD REQUIRE A TRAILER WITH OVERLOAD SPRINGS TO HAUL THE TROPHIES HE HAS WON FOR HIS DRIVING SKILL AND ABILITIES.

— WON THE RACE DRIVERS CLUB CLASS D PRODUCTION HONORS OF RCDC IN 1962.



and then went to work for Barber-Colman Co. as a field engineer on temperature controls.

Most of Read's racing in Europe and especially in France was in stock cars. He has many a story to tell about that episode in his life.

In April 1958, he went through the Swiss Racing Driver's School at Montlhery, which is just outside Paris, driving a Triumph. His instructor was Paul Frere, a member of the Ferrari racing team; and Alfred Neubaur headed the school that year, which was one of the last big events of his career.

Read first raced a Porsche in August 1960, after



READ BUCKMAN and his Speedster.

going through the Racing Driver's School here in Northern California. Instead of applying for his Junior License, he kept his Novice License so that he and Wyn Robertson could share driving his Speedster.

He won his first RDC race in 1961, took third in 1962 at Reno, took a second at Cotati this year, and won both days in 1963 at Kent, Wash.

In the RDC Endurance Race in 1962, he and Wyn Robertson took third in class and fifth overall; and this year the two of them came in third in class after just getting the engine back together

and not even having time to test it.

When I asked Read about the many courses on which he had run, he told me that Kent was probably the most interesting; Le Mans the smoothest, and the Grand Prix course at Zandvoort the prettiest.

Oran Crumley

Oran Crumley is a native of California; married Grace Crumley in 1952; and has been a pharmacist since 1956, presently in Grass Valley, after working his way through the University of California at Berkeley, Fresno State College, and the University of California Medical School at San Francisco. Part of his employment during those years was as a YMCA Day-Camp Director and Counselor in the Lafayette, Orinda, and Walnut Creek areas, a job he found most enjoyable.

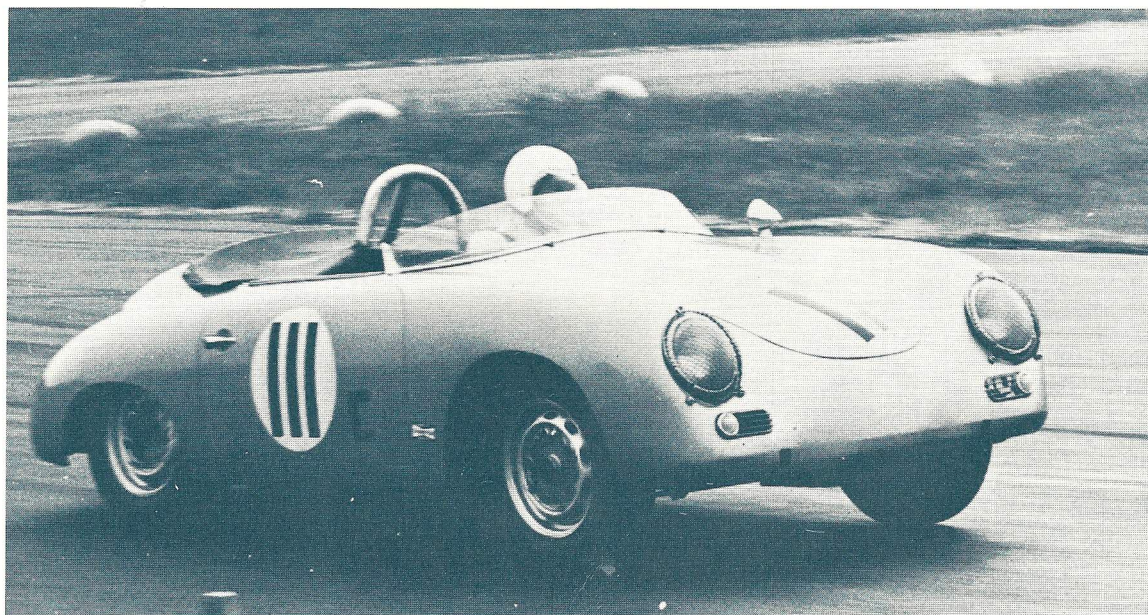
Oran and Grace have been active in the sports car world for some time, being charter members of the Yosemite Sports Car Club, were members of the Fresno Sports Car Club, and in 1958 formed the San Joaquin Region of the Porsche Club of America, which was chartered in 1959.

Oran bought his first Porsche in 1956 and immediately began participating in autocrossing, gymkhanas, and rallies.

At the Porsche Parade held in Monterey, in 1962, Oran took 5th in class in the autocross, 3rd place in the technical identification test, and 2nd for a suggestion for improving the car.

He tells us he had wanted to race since the year One, and started racing hardtops in 1950.

He especially likes to run the Georgetown Hill-climb, which is an annual event sponsored by the Sacramento Sports Car Club. In 1963 he took second overall after beating out Stan Peterson, first in class, and Best Porsche; and in 1964 he took fourth overall behind 2 Cobras and a Formula Junior; and best Porsche.



ORAN CRUMLEY of the Sacramento Valley Region in his Class C Production Porsche.

In 1963 Oran took first place in his Class FM Porsche at the Stockton Road Races. The Speedster he ran in that race was the tenth ever made and had been used in the 1954 Le Mans race. In 1964, in his Class C Production Porsche, Oran took first place at the Cotati Club race held on March 1; and third place at the Cotati Club race held on March 15 (after fighting through the whole race to keep the door on the driver's side closed—it kept popping open on the turns and it kept him hopping to just finish the race with that obstacle, let alone to take a third place).

Oran then went on into the Regional Racing Program and took a third place in class at Laguna Seca and a third and a second in class at the Stockton Road Races.

The first club race Oran ran this year was the most fun for him, he tells us. He and Walt Benson, who drives a Class EP Porsche, kept switching places all through the race, but Oran managed to beat him across the finish line.

A frightening time was had by him during one race when he was trying desperately to pass a Corvette which was throwing gas over the course, but he decided discretion was the better part of valor and stayed behind.

Paul Ochsner

And then there is my husband. He, too, has done well in his 2 years on the courses. Paul was born and raised in Sacramento. After spending 4 years in the U.S. Navy, most of which was on the USS Boxer, he returned to Sacramento City College, majoring in aeronautics. After 7 plus years working for Aerojet General Corp. as an inspection planner, Paul has decided to complete his schooling as originally planned several years ago and return to Chico State College in February as an industrial arts major, with the hope that he can obtain his secondary teacher's credential.

As long as I can remember Paul has wanted to race sports cars; and with Wyn Robertson's able instruction and evaluation, through the Racing Driver's School, he obtained his Novice License in the Spring of 1963.

Paul managed a third in Class E Production in his Porsche Speedster while still a novice in July 1963. The early part of the 1964 season Paul was assigned to SCCA's Club Racing Program, but after he won the first club race he entered they decided that he should go on to better things and into the Regional Racing Program. That club race was really something—he was in the last row on the grid and made several passes to the point where he and Read Buckman were battling it out. The 2 of them then came from far behind to give Bob Tucknott a hard time; and Paul finished first with Read close behind and Bob ending up third.

Paul got a fourth in Class E Production at Laguna Seca, a fourth at Eugene, and a sixth on both days at Stockton.

Probably his most exciting races were the one with he and Read battling it out and then another when he and 2 other Porsches were only 1 second apart across the finish line. I can recall him saying several times that that race was really a lot of fun.

One of the most satisfying races for Paul would be the Racing Driver's Club Endurance Race held at Cotati this last November when he and Rocky Lydon, of Hollister, Calif., ran Rocky's car. They had planned to run a steady race and hoped to pit only for the gas and driver change. Other than one very short unexpected pit stop to check the oil pressure when the gauge failed, and the fact that the brakes went completely out about 6 laps before Paul turned the car over to Rocky for the second half, the race went pretty much as planned. They ended up with a first in Class and seventh overall, a very handsome trophy, and 2 very happy families.



PAUL OCHSNER (center) and his competition prepared Speedster. At left, famous PCA'er Don Wester; PCA President Burt Propp.