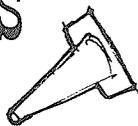
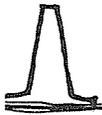
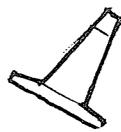


AUTOCROSS



REPORT



Despite the fact that the Chairman's wife (Gloria) tried to wean their white '58 Speedster (no gas) the evening before the autocross, and the resulting search for fuel early on Sunday morning which delayed the arrival of the equipment, the event was started at 9:00 A.M. Of the first two cars through the course, one went four wheels off course and was a DNF. Hereupon Clark Adams commented that this was the first autocross he had seen where half the cars were DNF!!!

The Local Police (hmmmm) were well represented by several Patrol Cars and cycles. One officer was a Corvette driver, and therefore was not permitted to run.

There was a fairly good turn-out for this event, with 46 cars participating - - and one Go-Kart!! The Kart was brought out by Tom Scott, Paul and Carole Scott's teen-age, racing son. He was generous enough to permit a few PCA'ers to take a few turns around the course, and he later set the unofficial Top Time of Day with a 1:12.00!!

A rather unusual sight at an autocross is a Carrera - - but we had one! Larry Hawley (a guest) really seemed to have a ball with his on the course. Diane Strobele had her first taste of too much power when she took the Carrera around. She looked pale, but pleased, when she completed her run!

Since re-runs were free, many took the opportunity to make up to eight re-runs!! Congratulations to Don Patterson and Ed Sinanian on the new tires that they will be getting soon - - they should need them after Sunday!!

Charlie Pistante (as usual) took Top Time of Day with 1:15.09 in Ken Gardner's cabriolet. It seems his own is out of commission with oil problems.

Davey and Sue Hancock, who were married the day before the event, stopped in on their way to haneymoonng in Reno. They even ran the course* - - driver, navigator, luggage rack, and luggage!! But they left the dog at Start-Finish!!

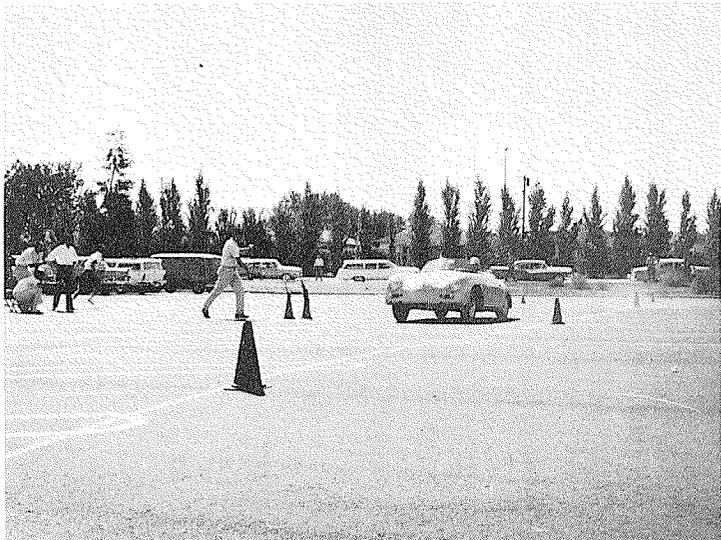
The rapid manner in which the course was picked up after the event speaks very well for the participants who left not a single soda can or paper in the area.

Awards places in each class follow:

Class 1		Class 3	
Charlie Pistante	1:15.9	Larry Mowery	1:26.0
Bob Jones	1:16.6	*Larry Hawley	1:27.5
*Ken Gardner	1:18.0	Russ Kluge	1:30.7
Class 2		Class 4	
Rolf Soltau	1:17.3	*Sharon Coffey	1:21.9
*Dick Osgood	1:18.0	Ann Keller	1:25.7
Karl Keller	1:19.7	Gloria Sheldon	1:27.2

*Guest

Bob Sheldon
Autocross Chairman



Speedy Rolf Soltau



Honeymooners Dave & Sue Hancock

NUTS & BOLTS

ABOUT PORSCHEs, PEOPLES AND PLACES

Well!! Three cheers for the only brave souls who responded to my plea for info to add to this column!! I received a letter from Kaye and Don Wallace who have been promoting PCA all over the place - - even though they've only been members for five months!! Kaye and Don are among the few concourse nuts in Golden Gate Region. And they not only concourse, but they do it in style: they took a second place in the Diablo Sports Car Team concourse in June!! And then, deciding that second wasn't good enough, they walked off with first place at the Highland Touring Club concourse!! Don says they are temporarily out of competition due to a minor rear-ender on the way to vacationing in Tahoe, but they'll soon be in there pitching again. Next time you're gawking at the spotless machinery at a concourse, keep your eyes peeled for a '62 Super- Karmann Hardtop!!

POST-PARADE NOTES: Cards of congratulations from all over the nation have been pouring into the mailboxes of Golden Gate officers. It looks like the other PCA'ers enjoyed our Parade as much as we did!! From as far away as Nord Stern and Potomac regions, and from as close to home as Monterey, come comments such as "Splendid job - - well put together - - best ever!" So it all seems to have been a success. I know the tech session was for one man from Illinois, who had never bothered to carry a clutch cable with him. Chuck Patterson's lecture on parts failure really got to him, so he went down and bought one from Wester Motors. Good thing, too, because his homeward trip on Highway 299 was effectively interrupted by (imagine!) a broken clutch cable!! For a first-timer his installation job was admirable, especially under the conditions. When he finally got into the Porsche dealer's in Sacramento to have his handiwork examined, they found he had done a perfect job!!

Looks like you Golden Gaters like the Villa Peluso - - 118 at the last meeting there. Burt Propp asked airline pilot Ted D'Amico what was new and exciting with him. Ted's reply: "Nothing, although Carole and I did go to a show in Mountain View the other night. You see, I been out for most of the month flying to London, Copenhagen, and Hamburg." I guess that can't hold a candle to Mountain View!!.....Bud and Betty Sutherlin just returned from their vacation in Arizona where they talked with Earl Kirschbaum about his next Mexican Tour.....Among other travellers is Ray Scroggins, who is in Korea courtesy of the U.S. government. The monsoons must be early this year, for it has rained day and night ever since he got there.....The Min Terada's won't be around for a few months, I hear. They're off for a tour of Europe just after Labor Day!!!.....Apologies to Les Fahrner for the error in the results for the Hare and Hounds Hassle. His mileage was actually 46.5, and he placed second!!.....Thanks to Bob Sheldon for a tremendous autocross, and just in case someone hasn't heard about it already, congrats to Gloria on her first blown engine!! I shouldn't laugh - - I'll probably be the next one!!!

Well, I'm still game for suggestions and info!! 4539 Grimsby Drive, San Jose 30, California. DR9-4195. Thanks, Burt, for your notes for this time. And thanks again to Kaye and Don Wallace for writing.

ak

TREFFEN

There have been a few changes in the scheduling for the 1963 Western Treffen: the dates for the trip are now April 21st through May 19th. This resulted from a conflict of the plane's European arrival with the German Easter celebration. Reservations will be recorded in order by post-mark date. Refunds cannot be made if you decide to cancel out, but if too few people sign up, all money will be refunded. (next page)

From the Horse's Mouth



TECHNICAL GUIDE

The Tech Committee, and especially the Tech Chairman, are very interested in knowing the areas of technical information the general membership desires. We of the committee are very slanted and therefore overlook or take for granted many of the topics people would like to have discussed.

At the present time the Membership Committee is conducting a survey to determine what the members want from the club. I have included several questions to be asked by these people. Please, if you have anything to say in the way of criticism, suggestions, or questions, tell these people or write or phone me.

It is the Tech Committee's desire to provide a service to all members. This is difficult due to the many degrees of technical skill among the members. Therefore, if the membership will respond to the questions asked them by the Membership Committee representatives or to this plea for knowledge of your desires, we can design a program to satisfy the entire membership. We feel we must have articles, programs, and Tech Sessions of various technical levels. The number of activities at the various levels will be weighted by your response to the Membership Committee's questions, and by your response to these comments.

If there are any members who would desire to serve on the Technical Committee, please contact me. Anyone serving on the Committee will be expected to contribute articles and be expected to chair various tech events. If you write me, please include a brief synopsis of your technical background.

ELECTRIC FUEL PUMP INSTALLATION

The installation of an electric fuel pump in their Porsche has entered the minds of many Porsche owners. The electric fuel pump has several advantages over the mechanical type. First, the threat of vapor lock is almost entirely removed. Secondly, the power consumption of the pump is much less, due to the increase in efficiency of the unit. Thirdly, there are fewer moving parts to wear out. Fourth, the electric pump fills the carburetor bowl before each start, thus reducing some turning of the starter. This is especially appreciated after the car has been sitting for a long period of time.

The primary disadvantage of most of the electric fuel pumps on the market is that their output pressure is too high. Porsches require 1.32 to 1.9 lb/sq.in. for Solex Carburetors, and 1.9 to 2.4 lb./sq.in. for Zenith Carbs. Pressure regulators are available. They are usually of the fixed pressure type. (A2PS1 one is available.) There is however one pump on the market that has a regulator built in. The pressure range is from 0 to 8 PSI. This pump is the Stewart Warner Model 240A-6 volts. Bendix also makes a pump in the right pressure range, but it is a special. It can, however, be ordered at most auto parts houses.

The discussion of the installation will center around the Stewart-Warner unit. Several locations are available in the car to place the pump. There are many places available in the engine compartment. Space is also available on the step behind the rear torsion bar. A very desirable location is under the floor board on the passenger's side of the car. This location is very convenient for hooking into the fuel line and to the electrical system. Holes are already in the sheet metal to run the wires and fuel lines through. One hole must be drilled for mounting the fuel pump.

Next month we will describe the actual mechanics of installation,

BOB GARRETSON

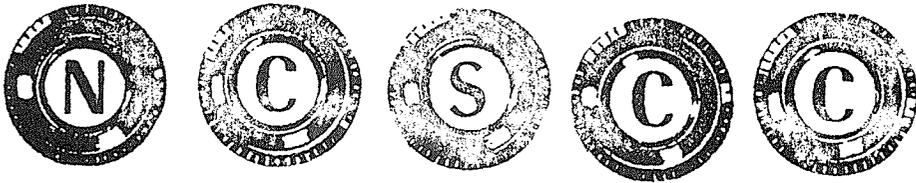
MORE TREFFEN

New deadline for deposit on your air trip is DEC. 10th!

New deadline for deposit on your car is DEC. 31st!

New deadline for final payment on air trip - FEB. 10th!

For questions, reservations, etc., write WESTERN SPORTS TOURS, INC., Box C, La Jolla.



At the last dinner meeting I was surprised and embarrassed to discover that a good number of the Golden Gaters are unaware of the Goals, Operations, Problems, or even the existence of the Northern California Sports Car Council (NCSCC). Since this is the governing body of all sports car activities in the Bay Area, I feel some explanation is in order to those of you who don't know what it's all about.

NCSCC is made up of representatives of the various interested sports car clubs in the "greater Bay Area". The principle function of NCSCC is to settle disputes and arbitrate differences between the member clubs. It makes and enforces rules to protect the rights of its members - - as, for instance, it keeps one club from staging and publicizing an open autocross on the same date as another member club.

Most likely you have heard the terms "NCSCC Sanctioned" and "NCSCC Championship" used in connection with events. An NCSCC sanctioned event is one which is on the official NCSCC Calendar. If, say, a PCA event is "sanctioned" no other member club can publicize an open event of the same type on the same date. This gives PCA the greatest opportunity to make money and have a good turnout for its event.

NCSCC Championship events are those in which participants can earn points toward the NCSCC trophies awarded at the end of each year. To insure equality of competition in these "championship" events, the NCSCC sets up Codes or sets of rules to be followed when putting on championship events. The club putting on such an event must follow the Code, and any participant has the right to protest if he thinks he is getting a raw deal. But the clubs too can be rewarded for putting on good championship events - - there are evaluation cards sent to participants in championship events, and the one event the contestants rate highest earns a trophy for the club that put it on.

The member clubs have a "say" in making the Codes and setting up the rules for running events and computing winners through their appointed representatives. At the present time (you poor people) I am your Council Rep. My term expires at the end of the calendar year 1962. Between now and then I hope to do my best to acquaint you all more thoroughly with the workings of this essential part of sports car life in our area. I will be glad to try to answer any questions you may have.

Ann Keller

SLEEPING BAG TOUR

Saturday &

Sunday

Sept. 15 & 16



RENDEZVOUS:

TRACY - Flying A Truck Service Stop
east side of town
9:00 A.M.

TOUR:

to campsite
lunch stop at Cold Springs Lodge

EVENTS, FUN, PRIZES, CAMPFIRE, SINGING, SLEEPING UNDER THE STARS

DON'T MISS THIS FUN-PACKED PORSCHE-TYPE WEEKEND

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