MONTHLY DINNER MEETING

NUT TREE RESTAURANT
Interstate Highway 80 (near Vacaville)

SATURDAY, 15 JUNE  PRICE: $5.75/person
6:30 -- Beer (@ 35¢/glass) in Porsche parking area
8:00 -- Dinner

MENU
Fresh Pineapple Appetizer
Tropical Fruit Salad
Sirloin Steakettes over Fried Rice
Chocolate Mousse

Because of space limitations, this dinner meeting must be limited to 165 people. Your received check is your reservation! Reservations will be handled on a first come, first served basis. No pay-at-meeting reservations for this meeting. Don't hesitate -- Send your checks immediately to Gordon R. Knight
11070 Wilkinson Avenue
Cupertino, California 95014

CALENDAR OF COMING EVENTS

June
1-2, Sat.-Sun. - DODGE RIDGE SLEEPING BAG CAMPOUT #4 (Bob Lewis)
9, Sun. - AUTO CROSS #1, Pleasanton (Ted Brown)
15, Sat. - DINNER MEETING, Nut Tree, Vacaville (Gordon Knight)
29, Sat. - TECH SESSION, Veale VW-Porsche, Santa Rosa (Gary Evans)
30, Sun. - AUTO CROSS #2, Santa Rosa (John MacIntyre)

July
13, Sat. - DINNER MEETING, San Geronimo Golf Course, Marin County (Gordon Knight)

June
15-16, Sat.-Sun. - "JUNE BUG" SLALOM, Orange Coast Region (Bill Weitzel)

AUTO CROSS I

The second PCA club autocross will be held June 9th at the Alameda County Fairgrounds in Pleasanton. This will be the official start of our club "Series Autocrosses" which will lead toward year-end trophies.

There will be awards in each of the nine PCA classes. These classes will be somewhat different from last year, so please review the new listing at registration. They are designed to give everyone a fair chance (2 ladies classes).

This autocross will be somewhat different from Gegen Die Uhr as this event will be for PCA members only, and you can run as many times as you want, plus your best time will count for overall points.

Ted Brown (922-0120) will be chairman and Joe Reitmeir (961-4009) will be the course master, so feel free to call and offer a hand (Gegen Die Uhr was work, the rest of the autocrosses will be fun). First car out at 9:00 a.m. -- $2.50 -- lots of practice and lots of fun. Instructors available.

- Bob Wagner -

AUTO CROSS II

Autocross II will follow on the heels of Autocross I and will be held June 30th at the old Naval Air Station in Santa Rosa. This will be the second of the series autocrosses for overall year-end trophies.

While the tech session (June 29th) is be reservation only, many people are planning on spending Saturday night in Santa Rosa at Motel 6 so they can run in the autocross on Sunday. For reservations, contact Motel 6, 2760 Cleveland Avenue, Santa Rosa (707- 546-9563). John McIntyre (707- 544-6761) will be the chairman. We will need several course workers early Sunday morning to get the course in shape so please contact either John or me (246-3691) to offer your services. Autocross III will be held July 14th at the Salinas Airport. This will be a co-host event with the Monterey Region.

- Bob Wagner -
New Members

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<th>Name</th>
<th>Address</th>
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<tr>
<td>Margo J. Abillie</td>
<td>5440 Portsmouth Avenue</td>
<td>Newark</td>
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<td>797-0908</td>
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<td>Frank Addison Jr.</td>
<td>523 East Reed Street, #A</td>
<td>San Jose</td>
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<td>287-1801</td>
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<td>Bruce Anderson</td>
<td>7859 Anthony Street</td>
<td>Sebastopol</td>
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<td>Scott Barnes</td>
<td>3406 East Monte Drive</td>
<td>Concord</td>
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<td>685-8404</td>
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<td>Ed Becker (Margaret)</td>
<td>1050 A Crestview Dr., #319</td>
<td>Mountain View</td>
<td>94040</td>
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<td>James L. Gaeta</td>
<td>13475 Bancroft Avenue, #304</td>
<td>San Leandro</td>
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<td>357-7838</td>
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<td>Robert Greer (Mary)</td>
<td>4421 Gilbert Street</td>
<td>Oakland</td>
<td>95611</td>
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<td>655-5004</td>
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<td>Gary Hamilton</td>
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<td>George Ingraham (Louise)</td>
<td>6235 Glider Drive</td>
<td>San Jose</td>
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<td>L. Dean Miller (Linda)</td>
<td>360 Bellevue Court</td>
<td>Los Altos</td>
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<td>Frank McMurray (Marie)</td>
<td>71 La Cuesta Drive</td>
<td>Greenbrae</td>
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<td>Jim Newcomb</td>
<td>520 Hilton St., #4</td>
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<td>Bill Nilli (Shirley)</td>
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<td>Walnut Creek</td>
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<td>John Poore (Juanita)</td>
<td>2192 Morello Avenue</td>
<td>Pleasant Hill</td>
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<td>John Rotner</td>
<td>550 Elysian Fields Dr.</td>
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<td>David Sweeney</td>
<td>500 Locust</td>
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<td>332-1179</td>
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<td>Richard Williams (Sally)</td>
<td>246 Wilson Street</td>
<td>Albany</td>
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<td>527-2276</td>
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<tr>
<td>Ronald Wong (Alice)</td>
<td>771 Devonshire Way</td>
<td>Sunnyvale</td>
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Laguna Seca Weekend

Half a Year Gone??

Five dinner meetings, two autocrosses, one drivers' school, four tech sessions, one bumper car tournament, one rally, five tours, and one race weekend. How many have you missed?? Some of you have really turned out for events and helped to make them truly memorable occasions!! To those of you PCAers who have had a hand in these events, many many thanks!!

Will we give everyone a second chance to participate? "You can bet your sweet Bippy" we will! Many activities for the second half of the year are already well under way.

Starting out big will be the June 1 and 2 campout at Dodge Ridge (be prepared for some surprises). Bob "Competition" Wagner has a series of autocrosses coming up (the first two being June 9th and June 30th). Gary "Ace Mechanic" Evans has a well thought out tech schedule worked out. Diane (Miscellaneous) Uchytil has plans well under way for the family picnic (July 28th) and the Halloween party (October 26th). Anybody out there who knows where we can "beg, borrow, or steal" a private beach (for an event), please contact Diane!

It's been "fantastic" meeting so many new and enthusiastic members. All you newcomers are such an active group that you are putting some of us "old-timers" in the rather "inactive" category.

By the time you read this, it will be almost time for the June 9th autocross (chairmanned by Ted Brown, 922-0120). For all of you inactive or active that would like to do a little work and have a lot of fun, please contact Ted to find out what you can do!

- Jack Tedford -
Can you identify the place in photo #1 and the object in photo #2? If you can, you could win a free entry to the Orange Coast Region June Bug Slalom on June 16th. Send your answers to me quickly. The first correct answers which I receive will win. Enter now!

- Nancy Knight

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**QUIZ**

**QUIZ**

**QUIZ**

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**TECH SESSION**

June 29th is the schedule date for our "Fuel Feed Systems" tech session. We plan to discuss most of the fuel pumps and carburetors associated with the Porsche. There will be a practical demonstration on dis-assembly, cleaning, and re-assembly. The tech session will begin at 1:00 p.m. at the Veale VW-Porsche dealership, 1015 Santa Rosa Avenue, Santa Rosa.

As most of you know the tech session is only part of the day's activities. Mr. Veale has invited us to a barbeque after (around 5:00 p.m.). We are hoping the wives will accompany their husbands - so - around 1:00 p.m. the ladies will depart (via Veale VW buses) for a quick shopping tour in Santa Rosa and then proceed to Mr. Veale's mother's home for an afternoon of swimming and sun.

Here's the catch - obviously we had to establish some controls on this event, therefore reservations are mandatory. Call me by June 19th. There is a cutoff point, so don't wait.

P.S. Everyone who signed up at the last tech session must confirm their intent by June 16th, or I will drop the names from the list.

- Gary Evans -

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**TOURS**

I'm writing this article for all the wives who are tired of tours turning into grand prix races. I always thought a tour was a peaceful ride in the country to enjoy the scenery. Instead they turn into the game of chicken, with everybody trying to prove he can drive faster than the guy behind him and keep up with the guy in front. For all you husbands who have to play Sterling Moss, there's an autocross at Pleasanton every Sunday and one or two FCA drivers' schools a year, where you can play race driver without killing anybody and making nervous wrecks of the wives.

- A Scared Wife -
... on the Laguna Seca Weekend

I counted a hundred and twenty three Porsches in the Corral on Saturday and a hundred and seventy three on Sunday. Do you know -- if all the people who drive Porsches didn't go to the races, there might not be a lot more room to park. Of course, there wouldn't be any races either. That's something to think about.

I got my two-legged helpers to write down the names of people I saw at the races and at the Monterey Region's Champagne Party, but he must have had a few himself, for they are kinda hard to decipher. Maybe you can. The ErakersSloichMonowellingTownsendScottEvansTracyMcDermottMar-
ableRelmannDrummChurchfieldWallaceBarayTrotthouse
ChrislerParrottGreerKellerHamiltonTorlandCallison
RoseHancockEuckthalWagnerCarletonFucileWestDwinnell
WeitzelProppEichel and maybe a few more he missed. I found out that the Greer brothers, Lee and Bob, have a new model home with rubber walls in the bedrooms. They stretch to sleep fifteen in the space normally made for four. Deet Eichel entertained us with his harmonica and squeeze box during the intermissions and at the party. I don't think too many heard him at the party cause when I went outside to go potty I heard the roar from a block away. I had to go outside because there was a problem at the upchuck room. Seems the building we normally have been in for the semiannual wetting down was being remodeled, so the bash was held in the Home Economics Room. Since there are very seldom male people taking cooking, etc., there is only one restroom. This was fine for a while. All I can say is I'm glad you weren't drinking beer. The decorations were unusual, to say the least.

Good ole Dave Hancock showed up with a busted arm. I nosed around till I found the story behind this mishap. Easter Sunday he was reprimanding his son Ricky, gave him the back of his hand, and broke his wrist. Ricky didn't even get a bruise.

Frank Dwinnell was there with his son. Frank is recovering from an operation. His doctor son offered to do the operation FREE, but Frank declined, saying he didn't want any pediatrician monkeying around with his bladder.

Saturday was kinda cool, so there wasn't much beer consumed on the hill, but we did catch Gary Evans littering and made him crawl thru the fence to pick 'em up. That'll teach you, Gary.

I think the whole register of the Carmel Sands wound up in room 28-29 on Friday night. Sue and Jerry Hamilton were so tired they went to sleep when everyone went home! Bob and Gloria Sheldon popped in and stayed and stayed and stayed till we were getting worried that Bob would be too tired to drive. Never fear! Bright - I mean bleary eyed and bushy tailed, he gave us a good run for our money. Scooter Patrick and Milton Muntner and their lovely wives (this time they didn't come alone) were at the Champagne Party. I didn't get much time to talk to Scooter as Tom Scott was bending his ear most of the evening. The least you can do Tom, if you're going to take up all a man's drinking time, is to bring Marcie to talk to his wife. Guests of the Scotts were Tom's inlaws, the Berstons. They may not drive the right kind of car, but they're nice anyhow. Those exiles, the McLennands, George and Jean, showed up with THE John Collier who brought Sue Walker in her car from Orange Coast Region. Babs and Harlan Garner were also up from O.C.R. Monterey Region showed up in good force, of course. Sacramento Region was represented by John Berkley and then there were San Diegos and a couple of couples from the New Riverside region, Bob and Vee Upton, Don and Peggy Kravig. Country Squire Bob Graham and Barbara left the rioting in Hollister to slop champagne on me Norm "Carrera" Meadows - Grace and Marshall West. Say, I wonder if he carries that gas can they won for taking the longest way home from last year's parade. What would a Porsche event be without Bud and Betty Sutherland? or the Mitchells, Dwight and Linda! I think Jim McLachlan was alone, but I'm not sure. Little Weber was there, so was Harry, too. Dave Koehn, Steve Redlick, Ed Horstman - here's where the notes get wet. I think it reads Ann Singleton. Well, they were all there!

Oh, I've got a little bit of "news" you might like. You heard about the Evans campus? Well, they did and didn't get much sleep, so when a fellow P.C.A. member said he had two extra beds, they took him up on it and stayed the next night under the sheets instead of the stars. Now, I won't tell any stories, but the next night they were back on the ground again. The interesting part of the tale is that Sharon still doesn't know what the fellow's name was they slept with.

Bye now til next time, your snoopy long dog reporter . . .

Wolfgang
If anyone had suggested two years ago that I drive my husband's "Pride and Joy" in competition autocrossing, I would have laughed. In the first place, I was, under strain, prone to doing such things as shifting into reverse, sans clutch or downshifting from 5th to 2d at 60 mph!

Secondly, I respected and even sometimes admired my husband's devotion to his beautiful German automobile as well as the effort and time spent working on it, inside and out. The thought of inexperience making a fool out of myself in front of people I knew — especially my husband — simply unnerved me! I had my pride!

This is a man's sport, I conceded. Why rock the boat? I'll be there to encourage him, help him, cheer him on, and cheer him up, but I'll never drive out on that course myself. Me? Why, I'm only allowed to drive our Porsche a few times a month.

If I hadn't experienced riding along with my husband in several practice autocrosses, I probably would never have gotten out on the course my first time. I remembered the thrill just riding with him — that isolated feeling — hearing nothing but the engine and tires — seeing nothing but pylons and flags — feeling nothing but absolute excitement and challenge.

I thought after that — If I can do 1/10 as well as him, I'm game to try! He convinced me to (and to this day I think he's more excited about my driving than his own!)

On my first time out, I drove fair. I was more surprised than anyone that I didn't turn a 360° or "hurt" my husband's car in some way. I was terribly excited, but disappointed when my 3 laps were up.

Most of all, the point I want to stress is that on that run I felt I learned more about how our car handled than in the four years I'd been driving Porsches.

I continued to improve my abilities and came to realize that autocrossing, to me, is more than a fun, competitive sport with trophies to be won. It is the opportunity to learn the capabilities of the fine car we drive . . . to give us priceless lessons, under the best possible safety conditions we could find — the autocross course. It is here that we are free to match our abilities and skills, to learn from others and from ourselves how to become a better, thus a safer, driver.

I've been along many times when the maneuverability of our Porsche may have helped us avoid a scrape. At that instant I used to become paralyzed at the thought. . . "What if I'd been driving . . . Would I have known when and how to apply the brakes . . . How to guide the car out of a tight situation, knowing where all the points are in relation to the driver's seat?"

I'm certainly glad — for my own safety, as well as the safety of our children, that I'm taking advantage of the opportunity to safely learn how.

— Pat Weitzel —

**Women Autocrossing, Cont'd**

**Deadline for the July Nugget**

**Wednesday, 12 June**

"First you try to tell me it's a sedan, then you try to get me into the back seat!"

**Attention! Attention! Attention! Attention! Attention!**

Would the person who borrowed my Solex jets and my factory 356B Shop Manual please return them.

Bob Garretson
1641 Kalispell Court
Sunnyvale, California
(408) 739-0404
How many of you have come away from tech sessions feeling that the program was very informative and somewhat instructive, but somehow you felt short-changed? Did you learn to adjust your valves or carburetors? No. Did you learn how to remove your plugs, gap them, and put them back in without a torque wrench? No. Can you tell good points from bad points or tell when they need to be changed? No. Can you look at a spark plug and tell whether the mixture is too rich, too lean, or just right? No. Questions such as these are being asked in private but not at a tech session because no one wants to look like an idiot in front of seventy people. With seventy people, a tech session at best can only be informative, not instructive, and this is the crux of the whole problem. There are many people in this club who would like to do routine maintenance on their cars but need a certain amount of instruction to get started. Nowhere is this problem more apparent than at a tech session where there are so many people that it is impossible to get any kind of individual instruction. This is not to criticize our tech chairman, because he has done an outstanding job. Tech sessions are fun and very popular, but they are not meeting the needs of a lot of people in the club.

Something that could fill these needs would be a school program. This program could be a permanent feature of and in addition to the present tech sessions. It would not replace the tech sessions or conflict with them in any way. Such a school could be set up along the following lines:

1. Limit enrollment in each school to from 5 to 10 people.
2. Sessions could be conducted on Saturday or Sunday from 9-12 depending on the best time for instructors and students. Location, general format, number of sessions could be worked out in a preliminary meeting of students and instructors.
3. Limit school to 4 or 5 weeks.
4. Operate several schools at once according to models. (one for 911's and 911S's, one for 912's, one for SC models, etc.)
5. Most important - charge a reasonable fee for students and pay the instructors for their time.
6. Locations - most members of the club know at least one garage where these sessions could be held and where there would be a lift available.

There are so many advantages to having a school such as described above that it is unbelievable. To list only a few: Esprit de Corp -- a stranger in the club could get to know 5-8 people fairly well by seeing them 3-4 hours every Saturday for 4-5 weeks in a row. More members would probably take part in other club activities if they knew more about their cars; i.e. concours; members would feel for the first time that they belonged to a small group or club and not a large organization where people seem to get lost in pure numbers. Who knows, you might make a friend for life. There are many other advantages, but why go on. Enough talk . . . how about action! To get things started, I will try to organize the first class for those members who own 911's or 911S's. If you are interested, please write or telephone Ernest A. Sells, 1181 Euclid Avenue, Berkeley, California, 94708. Telephone: (415) 524-0397.

If there are not enough 911 owners interested, how many of you with 912's, SC, C models, etc. are interested? If there is enough interest in the school program, I feel certain that the Board of Directors will consider the idea and try to do something along this line.

The following information would be useful in setting up classes:
- Year and model.
- What would you like to have taught?
- Do you perform your own work now. If so, what?
- How far would you be willing to travel to take such a course?
- Your name, address, and telephone number.

- E. A. Sells
DIARY OF A NEW PORSCHE PUSHER
(A Porsche Weekend at Yosemite)

April 20th, Saturday
5:30 a.m. - Dragged out of bed so we could get
from Berkeley to San Jose by 7:30 to meet
the group at the Hyatt House.
7:30 - We were there - where was everyone else?
7:45 - Overheard in the parking lot - First voice:
"I wish I had all the money invested in the
cars here." Second voice: "I'd settle for
just the down payments!"
8:15 - Ready at last. Now it's push - push -
push to Yosemite.
10:30 - Fit that poor Porsche driver going the
other way - Blink, blink, blink . . . etc.
12:00 p.m. - Gourmet lunch stop for those with
wine. Most of us peasants settled for beer.
1:00 - What a laugh to see that police officer
pull in just as we were lining up to leave.
He was surelly admiring all the pretty cars.
1:30 - Brilliant hubby dropped the key to the car
while on his way to see about room reserva-
tions. You know those nice little HIDE-A-
KEY things you can hide on the outside of
your car? Well, hubby's was in the glove
compartment . . . locked up tight!
2:00-6:00 - We all went our separate ways and
tried to see as many waterfalls and rock
formations as possible in a short time.
Aren't those mountain roads fun?
6:00-8:00 - Cocktail hour. Hic!
8:00 - Fantastically huge and delicious dinner
at the Ahwahnee. Fit that poor waiters who
got stuck with our table of 10 people who
had been cocktail hour-ing for several hours.
9:00 - Drinking - dancing - drinking - chatter -
more drinking.

April 21st, Sunday
8:00 a.m. - Sober up breakfast and then off for
more tourist-type activities.
10:00-1:00 - Got caught in traffic behind some
slow American cars and got back late to find
almost everyone gone. Bob started driving
toward home, and when we were both getting
tired, then it was my turn to drive. And
wouldn't you know, we'd catch up with a group
which had left earlier. I really learned how
to "push my Porsche", since I was at the tail
end of the group.
5:30 p.m. - Home at last with a pleasant exhausted
feeling. What a great way to have fun and
meet fellow members -- when do we go again?

Mary Jo Atherton

A WORD TO NEWER MEMBERS . . .

Probably the most difficult situation fac-
ing any new member is becoming acquainted with
fellow PCAers. In a club the size of ours, it is
an inherent problem. The easiest way to over-
come this situation is to join into the activi-
ties program. This year's activities slate is
composed of the "tried and true" committee sys-
tem. By assisting in this year's events, you
will be meeting in much smaller groups, enabling
you to get to know other PCAers faster and better.
(Frankly, some of the "planning" sessions are al-
most as enjoyable as the events themselves.)
In each of the past years there have been
several new members who have come to the fore
in PCA, and we hope that this year will find
even more outstanding new members.

We sincerely urge you to contact Jack Ted-
ford and take an active part in PCA. After all,
it's your club.

Laguna Seca Weekend

MAJOR PORSCHE SUCCESSES IN 1967

-World Cup for Speed and Endurance (unlimited ca-
pacity)
-International Manufacturer's Trophy, cars up to
2000 cc
-2d International Manufacturer's Trophy, unlimited
capacity
-World Championship, Sports Cars up to 2000 cc
-European Hillclimb Championship, Prototypes
-European Hillclimb Championship, Sports Cars
-European Hillclimb Championship, GT Cars
-European Rally Championship, GT Cars
-European Rally Championship, Touring Cars
-European Touring Car Cup, over 1600 cc
-Transam Championship, up to 2000 cc
As most of your know, Porsche has cleaned house at Sebring and Daytona. Porsche continued their winning ways by placing 2d and 3d in the first round of the European Touring Car Championship.

Don Wester of Monterey took 8th overall at the Riverside USRRC, followed by Scooter Patrick driving a 906 who finished in the 11th spot. It looks like Don won't be driving any more this year, due to a misunderstanding with Otto Zipper. Hopefully, we will see Don on the track this year.

Laguna Seca presented some great Porsche driving as Don Pike and Don Zachary took 1st and 2d in their class plus they were 5th and 6th overall in the Pro Sedan race. Milt Flinter excited the crowd Saturday, while driving his silver 911S, as he was a complete show himself in handling the Laguna Seca curves. Sunday, Minter, driving against the big machines in a 906 took 12th place overall. Scooter Patrick, driving a Porsche 910H (hill climb car) took 6th place overall.

We all missed seeing Jim Wellington, #33, at Laguna. Jim hopes to be racing sometime in June or July. Peter Bushbaum is now driving a Formula Vee and John McIntyre needs two more practice hours before he can put his new Formula Vee on the track. John will be ready for the next Riverside race held June 9th. Porsche will enter a new car in the Can-Am series of races which will weigh 800# and will have a 3-liter flat-8 engine.

Pete and Barbara Jones are currently "pitting" for John Magdanz who is driving a Formula Vee. Dwight Mitchell is pitting for John Milledge who is driving a Brabham. John has been successful in his last 2 outings against Dick Smothers.

**TECH NOTES**

The May tech session at Neufeld Motors was a tremendous success with 83 in attendance. Mr. Franz Wichmann of Porsche Car Pacific, with one day's notice, overwhelmed the attendance with a lecture and demonstration on timing and carburetor adjustment on the 911. Bruce Anderson and Bob Buckthal (the volunteer) carried the four cylinder area. Bruce and Bob demonstrated the practical approach to tuning a Porsche engine. Dave Hancock, Bob Whitted, Clark Anderson, and Bob Buckthal volunteered their cars for the demonstration work. To all of you - Thank you! In addition, many thanks to Neufeld Motors for the refreshments and the use of their shop.

With a simple wire adjustment, the light in the luggage compartment (900 series) will turn on any time the hood is opened (normally requires the headlights to be on). Move the white/black stripe wire located on the inboard side of the number six fuse -- Hark! The light is on! To guarantee proper wire swapping manually depress the light actuator switch located on the passenger side hood hinge. If the wiring modification was done correctly, the light should go off when the switch is depressed. Give it a try.

I would like to say "thank you" to all the people who worked on tech at Gegen Die Uhr. The pro's said it was the best they have ever seen. Someone got the "Wood's Brother".

UT FIXIN DER PORSCHE is all sold out. No plans are being formed for GGR to purchase additional copies. All purchases should be sent to PANORAMA directly.

- Gary Evans -

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**PCA STATEWIDE AUTOCROSS CHAMPIONSHIP**

A new state-wide PCA event is tentatively set for August 3d and 4th in Santa Maria. It will be an entire weekend devoted to the sport of Porsche autocrossing and competition to select the top Porsche autocrossers and autocross regions. Santa Maria has the best autocross site available in the state today. It is sponsored by the Santa Maria Jaycees, who are enthusiastically catering to large sports car groups. They will provide excellent facilities with which to stage a first class state championship event. Sound interesting???

Letters are presently out to all California regions in an effort to determine their interest. If you are enthusiastic about a state meet of this type please contact either Dwight Mitchell, Jack Tedford, or Bob Wagner.

- Wagner and Tedford -
GOSSIP WITH GERTRUDE

Well, the races at Laguna Seca brought out the best in PCAers, as anyone who went will tell you. We might call it the Lost Weekend, or "Go to sleep you dirty old man!"...right Bikini Bill???

Angelo's (on the wharf) played host to quite a group -- along with the local senior prom group was a gang of PCAers... "but my wife never gets sick" was heard during a certain champagne party... Barbara Graham actually dropped a glass of champagne??... Humphrey was seen sipping the "bubbly" from her slipper (I mean shoe)... Sue and Jerry Hamilton carried on with tradition by hosting parties in their room at the Sands both Friday and Saturday nights and knowing how late those parties last, you can't blame Sue for going to sleep right in the midst of the group... Speaking of hosting parties, Bob and Gloria, did you hear about Frew Dwight and wife Linda sitting at a table for ten at the Casa Munras? It sounds all right until you hear that eight of the chairs were empty!!!... very interesting!!!... Even though he can't race, it was good to see Jim Wellington partying it up Friday night... Lee Greer had a party?? at his parents home in Carmel... Now for the race news... Wasn't it rather strange that Fat Weltzel stood for a Dixieland tune instead of the national anthem?... Seen were Bob Sheldon and his mechanic getting tanked up early for the races (take that any way you want)... Rick and Laurel Townsend watched their own private race Saturday night as the local fuzz chased a drunk around their campgrounds (overall winner was the fuzz driving a black and white hardtop and really outclassing the loser who was driving a Studebaker)... Think carefully before you go camping out with the Evans, who don't!... (camp out, that is)... "Good Guy" award should definitely go to Norm Meadows, who patiently escorted certain members back to their rooms at the Sands.

Among those who didn't make the races were Jack and Mary Ann Tedford who stayed home to deliver puppies??? Those deliveries really louse up racing events, don't they, Jack? Also at home were the runners up for the "Good Guy" award, Gordon and Nancy Knight, who were babysitting for the Carleton's young fella...

Yosemite... who used a whitewall for a spare tire?? (that's almost as bad as green balls on antennas)... then there was the guy who drove 10,500 miles without using the air gauge in his tool kit... what tool kit?...

Gossip with Gertrude, cont'd

you mean they come with the car?... trunk?... where?... Then there was the "dirty dozen" who came back home over Porsche-type roads.

GEGEN DIE UHR AUTOCROSS... Let my mental telepathy reach you with the news of a "fantastic" event... everyone who was there had a marvelous time thanks to workers like Gary Evans and his "Wood Bros" crew... Dave Hancock and hand were there (he says he broke it hitting Rick -- that's his dog -- a chihuahua)... Sue and Ben Brierly were also there in spite of the fact that their Porsche had been put out of commission in a collision... some "lady" driver rammed them... when the food ran out at the workers picnic, Bob Garretson was really prepared... he whipped out with his own personal "care" package... if the event was such a good one, why was Stu Grannis seen wiping tears away?!?

MISCELLANEOUS... Bob Lewis broke his foot gardening... George McClelland shares his head (the Mr. Cleann look is big this year)... Karl and Ann Keller are pretty proud of their Porsche's new paint job... You're right, it does say "Sweetie"...
FOR SALE

57 SPEEDSTER, normal, tuned exhaust, good top and body, custom side windows, like new tires. --$1595. Contact DAVE SINGLETARY (415) 349-4367.

Four 4½" Porsche "disc-brake" painted wheels. Make offer.

VW camber compensator, used, $12/offer.

1967 Porsche 911S 7295; red, black interior, all extras; under 10,000 miles; like new; dealer maintained; might accept outstanding 56 or 57 speedster in trade or 64 or 65 SC coupe. Contact E. A. SELLS (415) 524-6156.

1967 912, 4-speed; perfect condition throughout. Blaupunkt AM/FM radio; Bahama yellow, black interior; 22,000 freeway miles; service records available. Reason for sale -- Targa on order. Contact ROY DU GUAY, 323-0328.

Five painted 4½" x 15 A/B wheels. 4 mounted w/tires and tubes -- $50. Contact SAM THORNTON, 151 Cervantes Road, Menlo Park, California. (415) 325-9117.

1965 356C coupe; 35,000 miles; ruby red, black interior; Blaupunkt radio; wood rim steering wheel; chrome wheels; Firelli tires; Bursch exhaust; Mark Ten CD ignition; Hella fog lights. Excellent condition; all service records available. Contact LEE WILLIAMS, 107 Crespi Drive, San Francisco, 94132. (415) 585-7711.

55 SPEEDSTER, recent trans OH, body and tires fair, $1300 or offer. Call Mrs. Wright, (408) 966-2391.

Four Goodyear Bluestreaks, new 550/9:20 x 15, Y6-W 8.2 contact, 911 Trans/Am tires. Difficult to obtain, $190 firm.

For Sale, Cont'd

Elva Porsche race car, latest model, flat fan, 1700 or 1800 cc engine options, ready to race with new fuel cells, $3950 or near offer. Extra engine available. Call ED BOWMAN (408) 354-3168 or JIM WELLINGTON (408) 379-4984.


WANTED

1954-55 356 low type Speedster top; Speedster headlight grills; Spyder mirror. Contact BRUCE ANDERSON, 544 Arastradero Road, Palo Alto, California, 94306. (415) 326-0122.

Clean 1966 911. Complete history must be verifiable. None with races, wrecks, or rush considered. Contact SAM THORNTON, 151 Cervantes Road, Menlo Park, California. (415) 325-9117.

56-58 Speedster; straight body; not concerned with engine or transmission. Contact MIKE COHEN, 395 Page Mill Road, Palo Alto, 326-1755 (days) or 961-5078 (evenings).

MEANWHILE ... at the Porsche pit ...
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