CALENDAR OF EVENTS

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JULY
1. Womens Committee Meeting - Elaine Wells
2. Board Meeting - Len Peterson*
5. T&D Rally - Tony Reid
11. Tour to Parade Meeting - The Brookings
12. Tech Session - Dave Walden
13. Zone 7 Autocross - Monterey Region
19. Drivers Events Committee Meeting - Ron Trethan
19. Dinner Meeting - Sue Atlee
July 27 - August 1 - 20th Porsche Parade - Seattle

AUGUST
7. Board Meeting - Len Peterson*
16. Dinner Meeting - Sue Atlee
17. Zone 7 Autocross - GGR - Pleasanton
23. Bike Tour - Dick Spear
24. Crossword T&D Rally - Al Berens
*Board meetings open to general membership. Call host board member for reservations.

SOLO-1 & ROAD RACE DATES
7/12 - 7/13 Regional - Laguna Seca
7/26 - 7/27 Regional & Formula Ford with purse, Sears Point
8/16 - 8/17 Regional - Sears Point
8/30 - 8/31 Seca Solo - LPR - Laguna Seca

COMMITTEE MEETINGS

EVENT: Womens Committee Meeting
DATE: Tuesday, July 7, 7:30 p.m.
PLACE: Home of Elaine Wells,
1045 Williams Way, #2
Mt View RSVP 958-1015

The Womens Committee is really an active group this year. They would like your help making favors for dinner meetings, "goodies" for tech sessions, etc. Join them for a pleasant evening at Elaine Wells.

****

There will be a meeting at Alan & Sue Brookings' home, July 11, 7:30 p.m. for all those interested in forming tour groups. Group sizes, departure times and dates will be established. RSVP 269-1914.

****

EVENT: Drivers Events Committee Meeting
DATE: Saturday, July 19, 12:00 Noon
PLACE: Ron & Sharon Trethan's
2377 Greenberry Ct., Pleasanton
846-7717

Agenda to include discussion of the following:
(1) GGR Zone 7 Autocross scheduled for August 17.
(2) "Gegen Die Uhr" Chairpersons for '76.
(3) GGR as hosts of a Solo 1 Time Trial in '75.
(4) Preliminary discussion of GGR Autocross Code changes for '76.

Bring your swimsuits along and enjoy a dip in the hosts pool after the meeting. Can't beat the Trethans hospitality!

CREDITS: B.C. Comic characters reprinted by permission of John Hart & Field Enterprises, Inc. Cover photos of Family Picnic by the Atlees and the Fosters. Other photos in this issue contributed by Jim Fleming, Bill Newlin, the Greens, the Atlees, the Fosters. Hal Barnes, Al Berens. Art work, Carolyn Paterson.

HILLCLIMB ENTHUSIASTS... Sierra Nevada Region's Fernley Hillclimb, originally slated for June 7-8, has been postponed until October. We'll keep you informed of the new date as info is received.

****

DID YOU DELAY IN SENDING IN YOUR REGISTRATION FORM for Loma Prieta Region's "Seca Solo"? Pat Waddell, Chairman of the event, advises us that the 125 participant limit has been reached. If you have any questions regarding this Time Trial event, call Glenn Hills, Registrar, at (408) 264-1822.
President Searches For 1976 Gegen Die Uhr Chairpersons

Last month, I requested that individuals interested in being co-chairpersons for next year's "Gegen Die Uhr" please contact me. I have had zero response. The people I have contacted have declined this opportunity to contribute to the club's reputation and financial well-being.

Presently, the club's most active group is the autocrossers. With approximately 80 drivers in the regional events and 27 drivers running council autocrosses, one would think we could get four people to take on this responsibility.

You might think that this is too early to start planning ahead for next year -- not true. We need to have our requests for sponsorship money to the dealers to be included in their budgets and arrangements have to be made with the Northern California Sports Car Council and the fairgrounds at Pleasanton. Everything that needs to be done is laid out. We need people to carry it through.

It would be a shame to decline the opportunity to put on this Council autocross but unless some people step forward real soon, the Board will have no choice. The burden is primarily on those people who are active in the Council events, but all the club's autocross people benefit from Gegen Die Uhr. I will say no more. I have neither the time or interest to go around twisting arms. If you want a "Gegen Die Uhr" in 1976, then the work must commence.

Those of you who are going to the Parade and would like to be a navigator on the rally should contact me. Both Bob Garretson and myself need navigators. No calculating necessary; just reading instructions and looking for signs will suffice. Of course, if there is someone who really knows what the hell they are doing on T&D Rallys, that would be great.

Every year I go camping for a week in late September at Yosemite National Park. If there are any Porsche People who would like to get a group together and camp near one another, please give me a call. I normally stay at the Lower River campground in the Valley.

Jim Fleming

Board Meeting, June 6... Pat Walden, Secretary Pro Tempore

(1) Chuck Stoddard, National PCA Tech Chairman, now has available a catalog of Porsche items.

(2) A "Tour-to Seattle" meeting is being organized by the Brookings for July.

(3) Christmas Party will be in Hayward and the band will be "Elliott Fox".

(4) September's Tech Session sight and subject is still unknown - any ideas?

(5) Membership Chairman, Len Peterson, is in the process of eliminating non-paying, benefit receiving members from the Club roster.

(6) Our "Enthusiast of the Year" has been selected. No, you get no hints.

(7) No Chairman has been chosen (nor volunteered) as yet for "Gegen Die Uhr, '76".

(8) Leroy Carson from Southern California, a member of the Commission on Common Sense Speed Laws, would like us to collect 500,000 registered voters signatures to appeal the present speed law.

"Is that you Fred"?

"Who said I spill drinks"?

"Pylon"? "What Pylon"? "Butt out, fella"!
TECH SESSION TO COVER
BODY REPAIR & PAINTING

EVENT: Tech Session
DATE: Saturday, July 12
TIME: 10:00 a.m.-1:00 p.m.
WHERE: Metal Craft Body & Paint, 16593 East 14th Street, San Leandro

So often, as enthusiasts of fine automobiles, we really don't know what happens in repairing a dented fender or a smashed rear end. This Tech Session is another in a series of general information sessions, where we can learn from experts.

Troy Powell and Bob Zukowski, owners of this Porsche oriented shop, will throw open their doors in a grand opening sort of way, to allow us to pick their brains on such subjects as bondo, lead filling, types of paint available, etc.

If you have any specific areas you would like covered in this tech session relating to body work and/or paint, let Bob or Troy know when you call to make reservations.

RSVP - 276-4400 Beer and soft drinks provided!

Dave Walden

COPYRIGHT OF THE 1975-1976 GOLDEN GATE MEMBER SHIP DIRECTORY will be available starting with the July dinner meeting. Come to an event and get your copy. Al & Barbara Berens have worked long and hard on the Directory. A Tip of the GGR Fedora is also in order for Linda Smith who did all the typing (many, many hours) and to Dave Walden for rounding up the advertisers.

GET YOUR DANCING SHOES DUSTED OFF!! The Christmas Band, "Elliott Fox", is out of sight!!! Six pieces, including an electric organ, two singers (male & female). Also on slate for the Christmas dinner is some super entertainment, provided by club members. Put a red circle around December 20th. It will be a night you will long remember.

For 911 owners who have lost trim from map pockets on doors. As the trim must be bought as a unit with the pockets themselves (expensive) you can substitute a chrome plated plastic sold at auto stores as door guards (cost about $1.50). It looks like the original and can be mounted in about five minutes. Courtesy of Mike Adamson of the Neueld Porsche Audi Parts Department.

Fluent Folk Frustrated
From Fleming's Forum For
Foreign Flotsam Freaks!

(IF ANY OF THE ABOVE STATEMENT IS FALSE, THE QUESTION IS FALSE).

If you think the title of this article is hard to figure out, some of the typical questions in Jim Fleming's Tech Quiz on May 17, were harder!

Around two dozen knowledge hungry members assembled to learn such facts as: a 350 transmission bearing and an MGTC pinion bearing are the same part; the hub from a 914-4 and a 914-6 are not the same part.

Jim had 36 slides of a wide variety of parts with three choices for each picture. (A Campagnolo seat post?) That was just the first section of the Quiz.

The second section had fifteen multiple choice questions: identify five Porsche body builders; what color is the high beam indicator light? (George Neidel said his is a "faded purple", but "blue" was the closest answer.

The final section was a true/false quiz from the Monterey Parade. With a 50% probability, the final section seemed a little easier; nevertheless, the usual interpretations that exist on a true/false quiz sounded like the discussion after a gimmick rally.

This "student" at least received an excellent percentage in "goodies gobbling" and coffee drinking thanks to an extensive selection furnished by the Women's Committee.

Thanks for all who made this an interesting session.

Gene Parry

POORCHE
ALL'S WELL THAT ENDS WELL AND VICE-VERSA

It's difficult to believe that two new members actually came to the May dinner meeting after having attended the April chaos. Obviously, they will fit right in.

How can Dave Walden afford to drive a Porsche and drink Chivas too? Ask Tom and Marj Green whether an Elva/Porsche is legal in the PCR's. The answer sounds like an espionage investigation.

Tom Foster's activities photos on display at most events are great. Don't miss them.

The 20th Parade is coming up and the Propps will have been to 18, most sans Porsche.

Hollum, "tooth fairy" wins another door prize. Harvey Fleming commented that Al Brookings "Got Em". I don't know what he was talking about but Al got a lot of quizzical looks.

Did anyone notice the absence of Porsches in the parking lot at the picnic? Bob Paterson had the gall to show up wearing a T-shirt that read "Corvette is King". Where was Sharon Evans?

When John Clever was asked, near the barbecue pit, if there were any tongs around he responded, "no, but the Chiangs will be here later".

Low key friendly competition was the order of the day. Several near maimings occurred at the volleyball net.

One unnamed blue haltered young lady cheated all afternoon until the opposition made her put on a T-shirt. Halter and volleyball look good together.

Steve Kirby destroyed the "friendly competition" climate of the club by actually having the lack of class to use a fake egg in the egg throwing contest. Nice move, Steve. He was immediately rewarded as five people charged him with real eggs and turned him into an omelet. (Editor's Note: It's no coincidence that Steve's partner was Der Fuhrer). Some feel that the Blows used a fake egg until the last throw.

Speaking of the Blows, understand Sonja wanted to censure this column last month. Which parts, Sonja? Someone saw

John Clever clawing frantically through the penny pile at midnight. The aforementioned Steve Kirby sat by the beer keg all day and made the comment "this way I don't have to walk around and talk to people, they all come to me.

Al Berens says he likes to see his name in the Nugget. Al Berens, Al Berens, Al Berens, Al Berens, Al Berens.

Conclusion of Carrera story: The black Carrera story ends with delivery of a shiny silver 75 Carrera. Incredible! Thanks again to those of you who helped in making this decision. Thanks to Ray and Sue Mascia for referring a buyer for "Grape T". Now need assistance with suggestions for a personalized plate for the silver Carrera.

Message to John Clever: Someone is watching you very closely.

- Der Fuhrer
The Monterey Sun Got In Our Eyes
Or, Checkpoint 1, Where Are You??

The scene is Wester Porsche/Audi, Sunday, June 8. Over here, the Monterey Bay Region's Rally workers are receiving their instructions. Over there, Livermore's answer to John Clever is busy trying to change speedometer cables and get things adjusted so his odometer functions. After each opponent has had time to finish their respective tasks, they meet on the neutral ground of the registration table, where Sherry Brothers meet members of the host region and sign up their dastardly Datsun (on a Porsche rally) as car number one. One half hour before the scheduled start of the rally, the workers cars outnumber the rally cars five to three. At this point, two thirds of the rally cars were from GGR as car number three was the team of Tony & Charlie Luce. The workers set out to run the event and, after giving them sufficient lead time, car one left and the battle was joined.

After missing checkpoint 1 completely, we leave checkpoint 2 sorrowfully clutching our timing slip, secure in the knowledge that once again the dastardly Datsun has been placed in the category of "also ran". Rallying is a lot easier when the pressure is off. We arrived at CP 3, 80 minutes late and completed leg four in grand style, 16 minute early. Drowning our grief in a pitcher of coke at the finish, we add up our score, a total of 1186 points. The winner of equipped class had 72 points. Tony & Charlie Luce did better, sweeping the Navigational Class. On hand to cheer as Charlie accepted the trophy were Dwight & Linda Mitchell, who had arrived at the start of the event, coming down just for the fun of it.

As the sun slid slowly toward the west, the dastardly Datsun wended its weary way home to the backwaters of Livermore to start preparing for the next event. Just you wait, John Clever! Just you wait! (As far as we know, the final tally was: workers cars 8, rally cars 5. Where was everyone?)

Bob Sherry

We are now selling the GGR logo in mylar decal form (inners or outers) for $1.00. They are ready to be applied by just pealing off the backing-no water necessary!

Watch this space for news of GGR car badges. They've been promised by Parade time. Al Brooking 269-1914

Golden Gaters Have Busy Weekend
At Third Zone-7 Series Auto-X

Many routes led to Sacramento for the third Zone 7 Autocross of 1975. Some Golden Gaters drove up early to dally by the Motel 6 swimming pool (right, Mr. Redbelly Walden?). Some wandered up via Sears Point Raceway to check the goings on of GGR road racers Jim Gaeta, Steve Grant, Sam Linville, Fred Maeder and Reinhart Reidel. Some just made it in time for the evening's festivities of two poker games and one scrabble game, with Terry Rosatelli ending up the scrabble victor and Sonja Blcw raking in all the poker chips.

The day of the autocross dawned overcast and cool; unfortunately the temperature kept climbing and by afternoon we were all glad that the Adees had remembered to bring chairs and sun umbrellas. The course was fast and third gear for the stockers and second through fifth gear for the cars with short ratio boxes. The stars of the day were Ron and Sharon Trethan and their 911 Carrera. Ron's top-time-of-day run was so fast that no one came within second of it. While Sharon couldn't quite catch Ron, no one else could catch her second top-time-of-day-run.

You know the old saying "never lend your car to another driver unless you can beat him"... well, two Golden Gaters forgot this golden rule and ended up with egg-on-face awards as Bob Daves squeaked past Tom Green by one-tenth of a second in the Green's 914/6 and John Janczak nipped Bill Fay in Bill's 911 by a similarly close amount. Suzie Brooking gets the "loose one" award as she completed two laps of almost spin outs and one lap of a complete 360° (or was it 720°??)

(continued on Page 7)
STROKER ACE DIVULGES SECRETS OF WINNING!

As the autocross series gets swinging in 1975 and competition within the classes develops, it seems like a good time to divulge some of the inner secrets that give the edge for winning. Let’s first discuss getting “psyched up to really go fast”. After a lengthy study of the course, go walk alone wearing a pith helmet. This helps get your head on straight and has been used by such greats as Dwight Mitchell, Arlen Rigs and John Milledge. As you walk, you decide if the course requires the “Throw it and catch it” approach or “The smooth rhythm system”. The latter is generally favored by Catholic drivers.

Once the driving technique is decided, the driver must feel comfortable in the car. Assuming seat belts, helmet and such are o.k., you must have freedom to exercise the mandatory ballet on gas, clutch and brake pedals, heel and toe, double clutch and all that jazz. Approved racing shoes add at least one second advantage. If the budget doesn’t cover those, wear your most comfortable shoes. Don’t be embarrassed if they are 1960’s vintage wingtips. A good bondo job by the local cheapie paint shop will fill in all the little holes and they will look fairly modern when sanded and painted. You can even wrap the toes with super tape to look very “pro”. On autocross days, always wear your most comfortable underwear, as you can’t go fast when your rear end is attempting to inhale your shorts! Ask Jim Fleming about this phenomenon.

Now that you are personally ready, we can look preparation. At places like Salinas, straight we do some rag stuffing. Any red shop towel authentic Porsche shop rag stolen from the Can philosophy of rag stuffing is much maligned engine just as fast driving gets your own Salinas as maybe the odor of artichokes at sour.

Bob Little of Monterey Bay Region offers Salinas. About one inch from the end of the After each run and preferably while BSing screw a couple of turns. This breaks up the nullify any artichoke fumes. Stick the shop in the engine.

Appealing to the "man" upstairs for good times at autocrosses, doesn’t appear to have any provable results. St. Christopher medals or plastic Jesus statues in the car don’t help. If you must go this route, use a "Streakers for Jesus" bumper sticker. You can also try a set of those magnetic signs that say such things as "Engine by the Bearded Ace’s Speed Shop", or "Sponsored by ‘Acapulco Gold’". Somebody will think you have some trick stuff.

That’s it for Tech Tips. Get your 5.90-15 Continentals up to 35 PSI (the hot set-up) and go blow the doors of those cheaters.

ZONE SEVEN SERIES AUTO-X CONTINUED

The Zone 7 events are drawing more GGR new timers as ReNae Burnett, Craig Dimiiff, Tim Schoop and Elaine Wells braved the hot temperature of Sacramento to try out their new autocross skills. Many of the Golden Gate sophomore autocrossers are filling in those 2nd, 3rd and 4th spots to put GGR in the forefront of almost every class. If you’d like to join this bunch of crazy mixed up kids, come along to the next Zone 7 event. Those of us who make it a two day, Saturday-Sunday holiday, will be staying at whatever Motel 6 is nearest the autocross. Join us!

-Tom & Marj Green
GGR T&D Rally To Concentrate On Speed Change Calculations

EVENT: Time & Distance Rally
DATE: Saturday, July 5
COST: $3.00 per car
TIME: 1st Car out at 1:00 p.m.

Can you think of a better thing to do on a three-day weekend then going on a PCA/GGR low pressure Time & Distance Rally.

This T&D Rally is designed for all rallyists (new & old alike) and especially Parade goers, to get some practice in so they can go after "The Big One" in Seattle.

There will be no trick instructions (intentionally any way) so you can concentrate on speed change calculations and staying on time.

Location: Southern Pacific Train Depot at West Evelyn and Castro Street, Mountain View.

Directions: From U.S. 101 take Moffett Blvd. off ramp toward Mt. View, after crossing railroad tracks first left (Villa) then left again at Hope Street to Depot.

From Interstate 280 take State Hiway 85 to Evelyn exit, left onto Evelyn to train depot.

HELP!! Workers needed, either worker drivers or just plain workers. Please call: Tony Reid 964-7640, Rallymaster, or Tom Foster 493-3989.

TO: The Greens & Fellow "Porsche Pushers";

YES, YES!! It's about time we started putting on some Time Trials in the Bay Area.

Those of us who have been to the POC events down south, know what fun it is. Let's let everyone up here in on the fun, by staging our own Time Trial.

POC has set a magnificent example of how an event should be run. As well, we have been offered the support of two of their members: Gary Nylander and Ted Stephens. Gary now lives in Portola Valley and Ted in Cupertino.

How about a time trial at Sears Point in September or October? I'll need your support. Let's hear from you.

Dave Bottom (415) 928-0222 (work) until 6:00 p.m. (408) 984-0899 (res) 8:00 10:00 p.m.

The Night of the Hunter VI Rally proved again that the Hare is the supreme cartographer of Southern Santa Clara County. A very confusing chase was held on the evening of June 7th with thirty-plus Porsches (plus equals "other autos" - henceforth known as OA's) taking part.

The Hare sent us on roads that found some Hounds the proud possessors of new hood ornaments - ask the Petersons, Patersons and Berens. Others experienced mechanical problems far from your local Porsche hospital. And still others, in search of lime "droppings", left their car running and unattended at an intersection-speak to the Wells!!

All the normal chicanery was present in this the sixth successful H&H rally, but all was forgiven at the destination (Morgan Hill?), when the participants caught up with the Hare and enjoyed the normal after event beverages and stories.

By the way, I believe the first three places were occupied by OA's. The roads were true Porsche roads, but the OA's seemed to put their concentration in the proper perspective.

Thanks to Karl Keller and son, Happy, for a great rally. Results-- Places 1-10: 1st, Atlee & Atlee; 2nd, a tie between Lee & Lee and Hills & Hills; 3rd, Fleming & K. Neidel; 4th, Curran & Curran; 5th, Warriner & Warriner; 6th, J. Clever & M. Atlee; 7th, Brauch & Brauch; 8th, C. Johnson & C. Chittenden; 9th, Winter & Winter; 10th, N. Kelez Family. Results were retabulated after event reason for changes in above results. -Al & Sue Brooking
FUN IN THE SUN AT THE FAMILY PICNIC!

Of all the bright days this spring, one was made especially bright with its beautiful scenery and charming people. May 18 at Vascoa Lake, the site of the annual GGR picnic.

If you got to the picnic early, you would have seen many people milling around the tapper and wine cooler. With a drink in hand, gazing toward the green turf, you could observe the blood and guts game of volleyball.

After a few drinks, much sun and lunch, everyone gathered to play a few more games. There were sack races, I believe the kids had the advantage, being sober and all; the hammering contest, which appeared to be a contest of strength, speed and a lot of accuracy. The egg toss was the most spectacular... I have never seen a wooden egg, (now who would use a wooden egg -- Steve Kirby and Bill Patton). Steve resembled a large pan of scrambled eggs as he was bombarded with raw eggs by the spectators, after winning the egg toss.

There were many interesting sights to behold as the day continued: John Clever dunking bikini clad Elaine Wells in a large tub of ice water, Tom Foster catching 20 winks under a large oak tree, Linda Foster showing her carpentry skill by winning the ladies nail driving contest, and Sally Davie's turning into a lobster as the hot sun continued to beat down.

Our thanks to George & Shirley Neidel for providing the opportunity for GGR members to enjoy a fantastic day with our friends.

- Julie Bontempi

Question: What do you get when you cross a VW Beetle with a rabbit?

Answer: With a little help from a friend!
STUDENT PRAISES GGR DRIVERS SCHOOL

At last the day had come, the driving portion of the GGR Drivers School, June 14. The Saturday before, June 7, we met at Sears Point for Tech Inspection, Class Instruction, and Course Walk. Now, we were going to DRIVE!!!

I didn't have enough tread left on my 185/VR's so I had to use my 165/XAS's. I knew they wouldn't stick too well, so I told myself to go slow, be safe, and enjoy myself. There's virtually no place where you can go off the road safely, so cool it in the corners.

We started with the instructors driving for two laps to show us the line, braking points, etc. Then we traded places and I got behind the wheel. On my first lap, I got at least 20% of the course right. Those skinny little tires didn't stick too well, but since I had learned to drive on ice and snow, I thought I could handle it.

Overconfidence and enthusiasm can overshadow caution, as I learned in turn three on my second lap. I made enough mistakes going into three to write a book about. As a result, my exit from the turn was with the car at 90° to the road and heading for the grass. We (my instructor and I) left the road at a pretty good clip and slid broadside along the base of a hill.

My instructor, Marcie, had an excellent view of the whole thing because her side of the car was leading. We finally stopped, bailed out, and because we were still close to the edge of the track, we headed uphill.

I watched the rest of the morning session from a flag station. Then at lunch break, about a dozen guys helped me get my car back on the road. Thanks, fellas! What luck! No major damage! The worst thing was one fog lamp wiped out.

The rest of the day saw blue 911 going slowly thru the corners and letting many other cars by.

Would I go again? You bet! Did I learn anything? Yes, that I am not as good a driver as I thought, and I have a lot to learn.

But that is why we have these schools, for people like me, so we can learn there is a limit, and there are mistakes you can make. And, further, to become better and safer drivers so we can enjoy these fantastic cars we love so much.

Thank you Dwight and Sam, for putting on the event, Marge, who did all the work, the instructors, the workers, many of whom didn't drive, and the other drivers. Some of the workers were out on course all day ... their efforts were especially appreciated by all the participants and by Dwight & Sam. Everyone did their share and it was a GREAT EVENT!

- Stan Frisbie

Camber, As Seen From A Competitor's Point Of View

The tilt of a wheel from the vertical, as viewed head on. With positive camber, the top of the wheel leans away from the vehicle center line. Negative camber has the wheel leaning toward the center line. Any wheel camber has two effects: a wheel tends to run in a circular path toward the direction in which it leans, and any time a wheel is not running at a right angle with the road surface the flat "meat" of the tread is not fully in contact with the road if it is properly inflated. Since a vehicle tends to lean away from a turn due to centrifugal force, and the wheels tend to lean with it, negative camber is sometimes used such that the tire is only normal to the road (the tread flat to the surface) when that tire is on the outside of a turn. This is when you need the most traction if you're in a hurry! (Some vehicles are designed with positive camber at one pair of wheels to deliberately limit the cornering traction at that end and thus attain a better balance at the other end.) Comments on Caster and Toe-In to follow in coming issues. Reprinted by Automotion, from an article written by Terry Taylor, for SCAT Loser News.  

Dave Walden, Tech Chairman
Welcome to the Club!

Dan Christensen, Jr. (Barbara) James Davis (Lezlee)
3131 Homestead Rd., Apt. 24F 35824 Bettencourt St.
Santa Clara 95051 Newark 94560
(408) 247-3143 Teamster (415) 794-6367
1974 911 Targa

Randy H. DeYoung (Carol)
2195 Del Monte Drive
San Pablo 94806
Transmission Man
(415) 758-4735
1968 912

Charles Ilum (Gary)
2222 Grant Street
Berkeley 94703
Aircraft Mech. (415) 548-9950
1971 912 Targa

NEW MEMBERS

Leslie Mitchell (Leslie)
95 Rock Lane
Berkeley 94708
Psychologist (415) 527-5245
1969 912 Targa

Craig B. Peterson (Ruth Anne)
1900 Scott Blvd. #9
Santa Clara 95050
Electrical Eng. 243-5768
1974 914 1.8

Randy Salveson (Margaret)
211 Athertwood Avenue
Redwood City 94061
Auto Mechanic (415) 366-2422
(415) 341-5234
1972 911 Targa

ADDRESS CHANGES:
Richard & Eloise Telfer, 4857 Englewood Dr., San Jose (408) 252-7110
Kaz Adachi, 4404 Striped Maple Ct., Concord 94521
Ken Iceman, 825 Oak Grove Rd., #86, Concord 94520
Clete Lorensen, 5395 Gribari Crest, San Jose 95135
Barney Cook, 794 Industrial Rd., San Carlos 94070
Dean Curry, 20 Guzman Ct., Concord 94521
Lawrence F. Jacobsen, 980 Edgewater Blvd., Foster City, 94404 (415) 574-2446
James C. Koch, 4102 Shelter Bay Ave., Mill Valley 94941

The Market Place

FOR SALE

5 Chrome wheels for 911/912 Series (4-1/2x15") in very good condition. 4 wheels have Pirelli tires. $100/offer. 1 pair of original Bosch headlight assemblies for 911/912 Series in perfect condition. $40/offer. Five brand new (still in original carton) 6"x15" Porsche forged alloy wheels. (List $201 ea., dealers list - $135 ea. Will accept reasonable offer). Four (4) brand new Michelin XWX 185/70 VR15 (never used) tires with tubes. Use on 911, 912 series, $400. One (1) 911 series muffler, $45. All of the above - Chuck Tracy (408) 267-3460.

Buttons..."Porsche is a Two Syllable Word!!!" and "Porsche Uber Alles!!!" - 50¢/ea. Shirley Neidel 225-8103

356 - 741 gears, new microsealed 2A, 3E, 4A spacer included. Bill White 582-8272 (res); 483-9155 Team Auto-car.

'67 Porsche 911 chassis & stock suspension complete. Stripped, sand blasted & primed (doors & hoods still need prep) 911S disc and calipers, also new Body Guard seat; many other misc. parts. Good project for SCCA D/P or Auto-X -- $400/offer. Bernie Buschen (415) 793-8556 (eves).

'58 Speedster (black), superb cond. Fresh paint (Metalcraft), chrome, rugs, etc....$6, 500. Jean Tretheway 736-2011 (work) or 941-0600 alt: 6:00 p.m.


Racing tires, four Firestone 3.75/8, 50-15, about 1/3 to 1/2 of tread left - $35. Front & rear 911 15mm sway bars, $10 ea. Four new hub caps for alloy wheels -$10. Dick Monnier (415) 968-9815.

TOPS FOR TWO 356B air cleaners, rusted or not. 4-5 165x15 radials. Two 356B hubcaps. Al Bishop, 494-0603

Mint original '67 911S. Right price for right car. Bill Walsh, Newport Beach (714) 640-6584.
July Dinner Meeting To Preview Seattle Parade

Date: Saturday, July 19
Cocktails........ 6:30
Dinner........... 8:00

Sunsweet Hall at The Factory
93 S. Central Avenue
Campbell (408) 378 1892

Breast of Chicken Stuffed w/ Apples & Almonds.. $7.50
Beef Teriyaki Kabos............................................. 7.50

Achtung! Parade goers & non parade'rs alike come for dinner and get your Parade headstart for this year (and next) from the experts: Chet Lane's renowned Monterey Parade film; autocross course walk* in pictures, as seen thru the eyes of Gene Babow & Dwight Mitchell, and a peek at the Parade in general, with John Clever.

* A limited supply of course blueprints will be available for a nominal charge.

Deadline: Monday, July 14
Make checks payable to PCA/GGR, indicate menu selection on check and mail to: Susie Atlee, 1309 Aster Lane, San Jose 95129 (408) 257-1593.

Directions: From East Bay take Highway 17 south to San Jose; take Hamilton Ave., West exit to Central Ave., left (south) on Central across Campbell Ave. to The Factory. From Peninsula area, take 280 South to 17 South and proceed as above.

NUGGET DEADLINE
August issue
July 15

CHANGED YOUR ADDRESS?
Notify the Following:
The Nugget: Len Peterson
127 Old Adobe Road
Los Gatos, CA 95030

The Panorama: PCA Executive Office
5616 Clermont Drive
Alexandria, VA 22310

Please include phone number with area code in all address change information.
DO NOT SEND CHANGE OF ADDRESS TO THE EDITOR