Wha's Happen'n?

As of Mid-May, approximately 250 questionnaires were completed and returned. It was an excellent response and a sufficient sampling to get a good cross-section of opinions within the region.

Many questionnaires included compliments to me or the Board for the questionnaire idea. It is true the Board was involved, however, the compliments go to Bill Patton. It was Bill's idea, and he has been working on it since January. He also printed and mailed the final document. I would like Bill to accept the thanks of the entire region, as well as my personal thanks, for what I feel was an outstanding idea.

The opinions expressed on the returned questionnaires are unbelievably diverse. We presently have two special Board meetings scheduled to begin the analysis of the data. Our plan is to group the questionnaires into similar geographic areas and then analyze the responses by area. Ultimately, we will report the defined areas, membership population in these areas, and the number of returned questionnaires. The most reoccurring comment involved cliques. This is an age-old problem, in GGR as well as other organizations. There are many reasons, both good and bad, for the development of cliques. Many of the cliques are natural developments, and, for that matter, positive elements in the region. For example, autocrossers or speed events people should group together; they work more effectively that way. My concern about comments relating to cliques is not that people object to their existence, but rather that they don't know how one goes about getting into a clique; no member should feel excluded from any segment of the region. The Board will address the problem of making new members feel relaxed and welcome at their initial events, but the final solution lies with you, the members of this region. If every active GGR member made a conscious effort to simply say hello to new or inactive members, a major breakthrough of the clique barrier could be made.

A detailed report on the entire questionnaire will be in the Nugget when the analysis is completed.

Think Summer
Gary Evans, President

A sheet of yellow paper....

Have you wondered where the address labels come from that are stuck to your Nugget? Or who picks up over 600 Nuggets from the printer each and every month, sticks the stamps and labels on them and gets them mailed? Or who neatly and accurately types the autocross results? Or how about the person who has typed the entire Membership Directory for years? For that matter, have you any idea how many hours are involved in soliciting advertisers, organizing, laying out copy, getting the printing done, and then mailing the Membership Directory? Did you know that it's the region's major source of income?

Do you realize how much time is spent on regional business by each Board member every month? Or can you guess how many evening phone calls a Board member gets in one week? And there are the efforts of the Rally, Pit Crew, Tour, Social, and Autocross Committee Chairmen; the latter of whom has spent a lot of time (largely unnoticed because he shuffles around out there in right field doing his own thing) for several years now.

We have Dealer Representatives who represent this region to the Porsche dealers in the area. And there is the time spent by members of the Tech Panel, we're sure it's always in the middle of something, answering distress calls. Do you even know that we have Regional Historians? Look around and you will find a group of people who put on events year after year. Then there are the active and involved members who quietly say, "I'll take care of it," when a problem arises, or "I'll do it," when a job needs to be done.

You really ought to walk up and say, "thanks," the next time you see Roberta Winter; Paul and Carole Scott; Sharon Trethan; Linda Smith; Bill Newlin and Dave Walden; Bruce Anderson, Ted Atlee, Alan Brookin, John Clever, Gary Evans, Linda Mitchell, and Chuck Tracy; Bob Curran, Marge Forster, Paul Troutner, Doug Price, and Ron Trethan; Brian Carleton, Rick Bower, Jon Milledge, and Jerry Woods; Rob Meli, Al Berens, Ray Mascia, John Larson, Bob Zulkowski, Ron Ferreira, and Lee Graybeal; the Neidels, John Lee, and many other people we have listed on a worn and dog-eared sheet of yellow paper but haven't space to include in this editorial.

On the other side of that same sheet of yellow paper we have listed those members who gripe a lot and do nothing. (We have no way of listing those people who do nothing and say nothing because the lists are key to doers and complainers.) On the other hand, a person has his name crossed off the complainer list and added to the doer list if he grieves a lot and works a little; there are very few of those, however, most fall squarely into one list or the other. You are probably wondering if your name is on the sheet of yellow paper. We'll publish both lists if we ever have space in the Nugget.

Cover Our own Walt Maas chatting with fans. See Stroger Ace article. Photo by Alan Brookin.

Credits Autocross photo by Bruce Anderson; racing and tech session photos by Alan Brookin.
Mini Minutes

The May 6 Board meeting was held in San Jose at Alan and Susan Brooking's home with almost all Board members present; Charles and Marilyn Tracy were at Disneyland. Also present were Nugget editors, nine guests, and special guests John Reed and Bill Patton.

John Clever reported that the San Diego Parade rallymaster will be a non-PCA member who is an SCCA rallyist. John is still fooling around with nailing the sole remaining deadbeat from the 1976 roster ads. Our new roster chairpeople, Bill Newlin and helper David Lynn Walden, were on hand at the Board meeting.

Linda Mitchell announced that her nominating committee for the 1978 Board of Directors will consist of Sonja Blow, Kay Matthews, George Neidel and Bill Patton.

The Nugget will be expanded to permit full coverage of all of our activities and offer more space for editorials and other tidbits and trivia. The additional expense will be offset by advertising in the Nugget. Sonja Blow will chair a committee to do a study on the transformation.

The Pit Crew, represented by Rebecca Newlin and Marge Forster, propose to publish a Golden Gate Cookbook. The Board authorized $100 to cover printing of 200 copies of this 40-page epic... Marge and Rebecca were accepted as collateral.

Gary reported on the Zone 7 President's meeting. He and Sharon had a great time; they stayed with the Maslowskis. Black Porsche Inc. was at the meeting to discuss their relationship with PCA (see the May Panorama). There is now a protest committee for the Zone 7 autocrosses, consisting of Terry Zaccone, Larry Wilson and Scot Campbell - so look out cheaters! And, the Zone 7 T-shirts are still blue - we think.

Ted announced that the combined women's and Jerry Wood's tech session will be held at Bud Hart Racing next month. John Reed, West Coast Panorama Editor, attended our meeting to get Golden Gate Region to contribute feature articles to the Panorama; Bill Patton will write an article about our region to fill this void. Proposed PCR changes are being discussed in committees this month, and will be a topic at the June Board meeting.

Respectfully submitted,
Bruce Anderson, Secretary

Directory

Directory Director Bill Newlin would like the assistance of an illustrator or a graphics-type to help in the production of the 1977-1978 Membership Directory. He's also looking for someone who likes to handle money to do the billing of the advertisers. But honest. Call Bill Newlin, 728-5351.

HS LORDSHIPS

It's a beautiful restaurant right on the tip of the Berkeley Marina, and the Pit Crew has arranged two things for our entertainment: 1) a fashion show and 2) an opportunity for selected members to make complete asses of themselves (and they will take it). Don't miss it!

Tossed mixed green salad
Rolls with butter
Choice of entree:
* Breast of Capon - stuffed with apples and almonds, Rice Pilafi, Broccoli $8.00
* Roast Top Sirloin, Au Jus - with Rice Pilafi, Broccoli $9.00
Chocolate Mousse
Tea, Coffee, or Milk

The price includes 6-1/2% tax and 15% gratuity. Make your check payable to PCA-GGR, write your menu selection(s) on your check, and send it to Chuck Tracy; the deadline is June 14, call or postmark your letter by that date.

HS Lordships, 199 Seawall Drive, Berkeley. Take Hwy 17, or Oakland Bay Bridge, to Hwy 80 (east) towards Berkeley. Exit at Berkeley Marina turnoff. Follow the signs to Berkeley Marina. At Berkeley Marina, follow the signs to HS Lordships.

PLACE: 

WHEN: Saturday, June 18th, Cocktails at 6:30 Dinner at 8:00

CALL: Chuck Tracy, 267-3460
1165 Berkshire Drive
San Jose, CA 95125
Stroker Ace Returns!

Race Fans Rejoice

Hooray, Hooray. It's the first of May, Walt Maas won his race today.

Walt repeated last year's overwhelming victory taking 1st in GTU and 11th overall at the Laguna Seca Camel GT. The new Bob Sharp 240Z, driven by Sam Posey, was a distant 2nd and Dennis Aase was further back in a 911. To round out a fine weekend, Walt also set a new GTU lap record at 1:11.915. It was Walt's first race of the 1977 season. The prize money will help finance the trip east. Crew chief Jerry Woods, along with John Clever and Alan Brooking, are to be congratulated on keeping the 914-6 GT running flawlessly all weekend.

Gary and Bobbee Nylander's 911 was also competing for the first time in a Camel GT race. Gary did a fine job, finishing 8th in class. Dave Bottom and the Trenchants assisted the Nylander's Bear Gulch Racing Team. Jim Gaeta was entered, but did not get his car prepared in time because of an incident that you may hear about in connection with a certain spiked helmet award. A well known 6-foot Pole from the East Bay has all the spicy details.

Speaking of spice, the Golden Gate ladies had a special treat when none other than Paul Newman visited the Maas pit to talk with Walt. Walt had a hand in teaching Paul to be a race driver, hence the friendship. All interested ladies may make appointments with Barbara Maas to touch the hand shaken by P.L.N.

Seems like all of Golden Gate Region was at the track; the Porsche club paraded the course during the lunch break. We had an army of supporters in the pit to lend a hand on the Maas/Garretson Enterprises/Automotion race team. The Brookings, Carletons, Evans, Waldens, Bob Garretson, Bruce and Steph, John Clever, Jerry and Terri, and Beez Rising were involved. Visitors and well wishers included the Berens, Bokmans, Harry Weber, Phil Marks, the Petersons, Terry Zaccoone, Dick Barbour, John Collier, Tony Reid, Bob Little, Jon Milledge, Bob Zulkowski, and the infamous Lips Williamson. If I forgot to mention others, do something outrageous and Patton will put your name in print.

As announced in the May Nugget, Walt and the crew are going to make a serious effort to win the GTU championship. John Clever will tow the rig East for the Mid-America, Lime Rock and Mid-Ohio races. Strong finishes in these races, and his usual blow-their-doors-off performances on the west coast, should do the job. Let's all root for a Porsche champion in 1977!

Stroker Ace

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Family Picnic

It's time for the traditional Golden Gate family picnic. It's an especially good event for all of you members out there who have never got acquainted with other people in the region. There's no way you can come to a family picnic and go away feeling like a stranger. People wear their scruffies and do their own thing; some come very early and spend the entire morning preparing an elaborate lunch, others carry a salami sandwich in their hip pocket so they won't have to go too far from the volleyball net.

Come, join other Porsche people for a day in the sun (or shade, if you prefer; there will be plenty of both). Bring the kids, there will be games and prizes for all age groups. Start right now soaking your hands in meat tenderizer for the famous egg-toss contest.

As usual, there will be a fire in the large B-B-Q pit, free wine, and free beer (if you get there before John Clever). You are encouraged to come early in any case; after a predetermined number of cars enter the park, the caretaker closes the gates. Besides, it's much more convenient to park your car in the circle area, and you must arrive early to do that.

Come early, set your picnic basket on a table, and then do your own thing. If you are a new member, just sit down in the middle of any group you choose. Believe us, you won't be interrupting anything.

Vasona Park, Los Gatos. From Hwy 17, take Lark exit, and then go straight across.

PLACE: Lark from exit ramp onto Garden Hill Dr. Continue on Garden Hill Drive into Vasona Park; go over a small hill to the Circle Area on the right.

WHEN: Sunday, June 5, 9 AM to 6 PM

Jon Milledge, Sharon Evans, or Jim Giffin,
CALL: (only if you wish to chat; reservations not required)

Stroker Ace
Summer Solstice Rally

Clever John has his whetstone out and is prepared to hone your rally skills to a fine edge just before the Parade so that it will be fresh in your mind at San Diego. (And John is adept at anticipating the types of rallies that will be encountered at Parades.) It's going to be a basic time and distance rally with at least one note instruction. It's an excellent opportunity to develop rally skills even if you are not going to the Parade.

Celebrate Summer Solstice in sunny Livermore with Porsche people. The rally starts at High Noon with the sun straight overhead, from where it will descend straight to the western horizon. The rally starts and ends in Livermore.

PLACE: Livermore Airport. From Hwy 580, take the Airway Blvd/Collier Canyon Exit. (Same start location as the Ferry Porsche Tour.)

WHEN: Saturday, June 25, 12 Noon

(Incidentally, LPR will have a rally school the next day and you are invited, just as they are invited to ours. It starts at 11:00 A.M. at the Jewish Community Center on the corner of Leigh and Foxworthy in San Jose. The instructor is Keith McMahan and there will be a 1-hour prerally lecture.)

Auto-X Rules Change

The following autocross rule changes and clarifications were established at the Driver Events Committee meeting May 5, and are in effect immediately.

1. Recap/slick tires have been approved for stock class.
2. Separate stock 924 classes have been established for both men and women.
3. Runs for Class X cars have been eliminated, except for Porsches.
4. Fun runs at the end of the event have been eliminated.
5. Autocrosses will run from 9 A.M. to 5 P.M.

If any of the above rules effect you and you require a more precise definition than the above summary, call Ron Trethan, 846-7717.
Kahler, Schoop, and Hoffman

No, not investment counselors; autocross chairmen!

Yes, this kooky trio is going to put some wrinkles on the fairgrounds asphalt that you haven't seen before. We've had clockwise courses, counterclockwise courses, and crossover courses. We don't know what it all means, but these three fellows say they've thrown away the clocks and the crossovers.

Remember, the rules established at the May Autocross Committee meeting are in effect, so you guys who have installed sliding counterweights have got to get 'em off! Same goes for you guys who installed relief valves in your cylinder heads, electric blowers in your carburator warmers, and peanut oil in your torsion-bar tubes. Catch basins under Zeniths are considered a safety hazard and will not be tolerated!

PLACE: Alameda County Fairgrounds, Pleasanton

WHEN: Saturday, June 4, 9 A.M. to 5 P.M.

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Super-zoomie

WORD ORGY III

Good Grief! Graham Chloupek is going to do it to us yet again. They've set his devious and circuitous mind loose on another Word Orgy. Being an expert rallist is no help (nothing helps), so all of you nonrallists and novices come out and knock over the experts. You will all make it to the end easily enough; Graham won't lose you, but he will confuse you.

It all starts Saturday July 9 at 12 noon in Palo Alto just behind Carlsen Porsche-Audi. Details next month.

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GGR Road Racers

From the highly professional IMSA road racing to the rough wheel-to-wheel RURA off-road racing, Golden Gate Region is well represented in the sport of auto racing. Walt Maas, driving the Automation/Garretson Enterprises 914-6 GT won the IMSA GTU races at Laguna Seca May 1 and at Mid-America Raceway May 15. We also have Fred Maeder, in another 914-6 GT, competing in IMSA GTU. He finished twelfth at Laguna Seca. Fred started in SCCA road races and moved to IMSA last year. The same is true of long-time Golden Gater Jim Gaeta. Jim was very successful racing his 911 as an amateur in SCCA and is now campaigning the same Porsche in IMSA. After a very impressive third place GTU finish in the 12 Hours of Sebring, Gary and Bobbee Nylander round out our IMSA racers. Gary finished eighth at Laguna Seca.

In SCCA road racing we have Sam Linville in his fast 914-4 1.8 in E-Production. Chuck Forge, who ran a rare 1962 twin-grill 356 roadster for many years, is running a newly-prepared Speedster in E-Production. Reinhard Riedel and Gary Hewitt are also running Speedsters; both build fast 356 racers and are good drivers, they will win their share this year.

Bob Zulkowski runs his quick 914-6 in C-Production and is giving the 240Z's a great view of his exhaust pipes.

We also have some Golden Gaters running formula cars. Steve Grant is driving a Lynx Formula V and Rich Schroebel is in a Formula Ford. Our third formula driver is Jim Giffin in his very quick Super V.

Johnny Johnson and Billy Bruster race in the RURA and SCIDA off-road series in Northern and Southern California. Eating dust and pulverizing their kidneys, these guys are a part of the fastest-growing auto racing sport.

We find Chuck Forge again in the classic car races, this time in his beautiful silver 356 Carrera. Harlan Halsey runs a nearly-perfect white Convertible D in the classic races. Bob Carretson is restoring an Elva-Porsche, and will be ready for the classic car races this summer.

Go to the races, stop by the pits, and say hello to our members who are competing. Let them know you are supporting them and Porsche racing.

Tom & Marj Green

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10 Years ago this month:

With the Orange Coast Region the weekend host, GGR toured to Southern California for an exclusive tour of the Briggs Cunningham Museum.

The Scotts decided they couldn't live without a Speedster; they settled on a silver one.
COOKBOOK

The Pit Crew is going into the publishing business and you can get into print. They are compiling a cookbook of nothing but the very best recipes in Golden Gate Region. The book will include Sonja’s famous wine cake, Rob Neidel’s peanut butter cookies, Alan Brookings bloody marys, Jerry Wood’s potato salad, and, of course your own extra-special recipe.

Rebecca Newlin is the chairperson of the Cookbook Committee and she is collecting the recipes for the book. Send your favorite recipe (be it a main dish, a sauce, an hors d’oeuvre, a bread, a pouluce, or whatever) to Rebecca. You’ll never find an easier way to gain immortality-in-print. The Crew is going to make a nice production out of this cookbook; everyone will want to own one.

If you would like to help in the compilation and publication of this motorsports cookbook, call either Marge Forster, 737-0861 or Rebecca Newlin, 728-5351. Send that super recipe to Rebecca, P.O. Box 911, Montara, CA 94037.

Members in the Outback

As most know, Golden Gate has members in several other states and a couple of other countries. But for the first time, we have a member in Australia. It is our understanding that Dennis Brooks will be the forming nucleus of a kind of sub-region in Australia - charter members, so to speak. Dennis should receive this as his first Nugget. We hope that our Australian contingent organizes events like those reported in the Nugget; it is activities that draw members together and make a vibrant region like Golden Gate.

If you are interested, and you want advice on how to put on rallies, autocrosses, tours, etc., write your editor, Dennis. He will send you the names of people who have many years of experience in event organization. Golden Gate owns most of the experts in P C A - that sounds awfully cocky, but it’s just a lucky circumstance.

Also, we would like to print occasional reports on all of our members in outlying areas. Are you reading this Swains of Missouri, Gastons of Connecticut, Colleen of Germany, Tans of British Columbia, Flemings of Oregon, Wagners of New Mexico, Walters of North Carolina, and Patton of Oakland? Write and tell us how you are doing out there.

Knobby Knight

No snow, no rain, and no water has moved Knobby Knight off the dirt track and into San Jose Speedway. The dirt-trackers have to have water to do it in the dirt. If you’ve seen the way dirt trackers drive, wait ’til you see them on asphalt. Come out and watch Porsche-, VW-, Datsun-, and Toyota-powered cars race. Join your region in the stands to root for your fellow P C A ’ers on the track.

For a $1.00 discount on the admission, show your PCA membership card to the cashier. And don’t just plunk your fanny down on the first empty bench you see, the region will sit together. Arrive early to get good parking and seats with the rest of us! Wear a Porsche jacket; if you can’t find us, just wander past the stands and we’ll hoot ’til you do. Be prepared for fun!

Refreshments are available at the track. No coolers are allowed. Your Porsche will no doubt be safe in the parking lot, but you might bring a DI if you have one.

PLACE: San Jose Speedway, across from Eastridge on Tully Rd. in San Jose

WHEN: Friday, June 10. Qualifying starts at 7:00 P M and racing at 8:00 P M.

CALL: Sandi Candlin (408) 287-5281 (only if you have a question, otherwise just show up)

Nominating Committee

The committee to nominate members to run for the 1978 Board of Directors has been established early this year so that they will have time to get your opinions on who should be nominated. The committee is made up of Sonja Blow, Kay Matthews, George Neidel, and Bill Patton, and it is chaired by Linda Mitchell. These are all people who care very much about our region and about your opinions. If you go to any events at all, you know that they are readily accessible. If you have opinions on the subject, walk up and talk to any of them. If you feel strongly about it, talk to all of them. It’s their job to serve the region, and they want to hear from you.
SPEILTAG

"Speiltag" means "a day of fun," or some such thing, in German. With this enlighting translation we've conjured up an afternoon of intriguing events. Some of the events may require you to revert to skills you acquired at some five-year-old's birthday party. It'll be a gas! And we'll have gemütlichkeit, schatzerl.

Bring food for a Bar-B-Que, something to drink, and your own utensils. Bring swimsuits and towels if you wish. Cost: one dollar.

San Jose Hyatt House. Take N. First St. exit from Hwy 101. (That's just for starters; it will be a traveling circus!)

PLACE: Sunday, June 19, at 12 Noon

WHEN: Evans, 255-2855 or Peterson, 378-8539 (only if you have questions)

CALL: Pit Crew

The Pit Crew will be making the final preparations for the fashion show at the June meeting. You might call it a hornswoggling meeting. (See page 3.) If you have an interest in either high fashion or in preserving your hard-won dignity, show up! Otherwise, they will nominate you in absentee.

Seriously, the Pit Crew has a good time doing a lot of effective projects for the region. From a casual survey of other newsletters, we conclude that GGR must be unique in having such a group. This constantly organized and ready work/fun force has developed to be a valuable asset; they take on any worthwhile project with gusto. We predict that other savvy regions will have their equivalents of the Pit Crew in the next couple of years.

The Forsters, 1572 Bedford Ave., Sunnyvale. Take Fremont Ave. exit from Hwy 85, go west on Fremont to Belville (first light), and turn left. Continue on Belville to Bedford (second street on right). Memory crutch: Belville to Bedford to bedlam.

PLACE: Tuesday, June 14, 7:30 PM

WHEN: Marge Forster, 737-0861 (so she will know how many to plan for).

CALL: April's dinner meeting (thanks for another good one, Chuck) brought more buffoonery. Len Peterson won (?) the dreaded "D" for a series of performances that only Len could do. The one the committee overlooked goes like this. YR: "What did you think of the article re: the new 944?" LP: "Wow, it's gonna be far out, how about that suspension system, what about that knockout brake/accelerator pedal arrangement. I wonder how much it'll sell for?

Len's special order model will come with 20-inch script lettering across his forehead reading "Dumb." Additionally, according to Chuck Tracy, after the time trials at Sears, Len has indicated an interest at Newberrys, Penneys, and Macys. Watch those escalators, Len.

More dinner meeting notes: Rob Meli won another door prize, which raises the question, "Would you let this man put his fingers (or tools) in your mouth?" Door Prize of Note: Chuck Tracy gave away a valuable certificate entitling the bearer to an outside mirror alignment. Susie Atlee put on her 912 T-shirt and it turned into a Turbo. Bill Wells would have bought an "ersatz" Porsche watch but it wouldn't fit around his beefy wrist, (though it fit his index finger perfectly). When Sylvia Fuhrer asked Tony M. (I'm sick of using all that space for his name) if there is a state Penitentiary in Fresno, he said, "No, Penn State is in Pennsylvania." Maybe you had to be there. Ask Tony how to put out a kitchen fire; with water, right Tony? If you noticed Johnnie Humphries walking around holding up dirty fingernails for all to see, it's because his tune up of "Killer" at the tech session was the first time he'd ever lifted the hood of an automobile in his entire life. Choices for dinner included salmon and cross ribs, but Gary Evans and Julie Jones opted for snapper; some people are never satisfied, or the grass is always greener.... Gary also indicates that Glenn Hills loss of 14 pounds is directly attributed to the fact he was the only male attendee at the latest Pit Crew meeting.

Jan Keliz did it to me again. At consecutive dinner meetings she has removed the cartridge from my ball point pen, leaving me cursing its failure when I had a particularly noteworthy item to record. Husband Nick indicates that when he leaves town he removes the rotor from not
only the Turbo but also from Jan. Jan claims otherwise. In spite of all of the above and the appearance of new member Master Dale Bates, Ray Blow and his haircut were the main attraction. Nick Kellez says Ray's haircut is "Snell approved." Other comments: "Why don't you raise your head when shaving?" "Are you going to be in a swim meet?" Ray says it's the result of a temporary affair. Message to Gary Brauch: If you don't quit writing harassment letters to Road & Track they're gonna cancel your subscription.

Thanks to all of you who responded to Patton's Folly.

Der Fuhrer

Opportunity Knocks

Some lucky member in the Vallejo area is going to join the illustrious company of Rob Meli, Al Berens, Ray Mascia, John Larson, Ted Atlee, Bob Zukowski, Ron Ferreira, and Lee Graybeal. Yes, there is a new Dealer Representative opening. The function of a Dealer Rep is to represent Golden Gate's good will to a given dealer and to maintain a dealer board that gives information about our region. We don't know what Dealer Reps get out of it, but we have noticed two things: 1) Dealer Reps never resign, there are position openings only when a new post is formed; and 2) they all drive expensive, exotic, foreign cars. If you would like to represent our region to R.S. Taylor Porsche-Audi, call Linda Mitchell to apply for the position or get more information.

Tech Tip

914 FUEL FOR THOUGHT

FUEL FILTER. Lack of top end performance can be caused by a dirty fuel filter. If you haven't changed yours in the last 10,000 miles, now is the time.

FUEL PUMP. The rubber boot on the wires that lead to your fuel pump is a great water collector, causing corrosion on the wires and eventual fuel-pump failure. Either remove the boot completely, or dry it out frequently.

FUEL INJECTION CIRCUIT. Using jumper cables, or high-powered battery chargers, on a 914 is not recommended because an accidental transient arc between the jumper wire and the battery terminal can overload the fuel injection circuit and cause computer failure. Instead of taking a chance, remove the battery and charge it outside the car.

FUEL LINES. All of the fuel lines, especially the lines leading to the injectors, should be checked for cracks and leaks. The German rubber and plastic lines are not noted for their longevity and the possibility of gasoline fires is all too real.

Marj Green
Garretson Enterprises

TECHNICAL

TECH PANEL: if you have a question, call between 7 and 9 pm: 356, Brian Carleton; 912, Rick Bower; 914-4, Rich Bon tempi; 914-6, Jon Milledge; 911 to '72, Ray Mascia; 911 '73 on, Jerry Woods.

Bud Hart Racing will be the site of a double-header tech session this month. Since both sessions are at the same site and will run consecutively, you can choose which you will attend after you show up.

Steve Kirby will be the instructor for Session A which will be aimed at the Porsche novice. He will cover subjects ranging from how to change a tire, how to check your oil level, how to change a fan belt, and where fuses are located to items that might well prevent a major repair bill. He will discuss 356, 914, and 911 models, This session is a must for those new to Porsches or for wives and girlfriends whose interest in things technical is limited to what they need to know for emergencies and preventive maintenance.

Session B is a continuation of the program that was begun in April. Jerry Woods will be the instructor for a session on fuel injection. He will discuss mechanical, electronic (both MPC and AFC), and CIS types of fuel injection. A slide presentation and rap session will be included at the end.

Plan to attend. Bring a Porsche friend. Reservations not required.

Bud Hart Racing
744 Aldo Ave., Santa Clara, 988-1565 (From Hwy 101, take N. De LaCruz, which requires a left turn after exiting 101, to Aldo. Turn left onto Aldo. Bud Hart Racing is on your left.)

WHEN: Tuesday, June 21, 7:30 PM
Zone 7 Auto-X

Sierra Nevada Region is going to repeat their Hellofagoodtime Weekender. Saturday, June 11, there will be an all-you-can-eat Bar B-Que. For $4.00 per person ($1.00 under 12), there will be Nevada-style ribs, corn, watermelon, beer, wine, soda. There's also free miniature golf and Formula 1 racing (two free laps, car is provided). The Saturday events will be at Carnelian Bay Magic Carpet Golf Course, N. Tahoe.

The autocross is Sunday, June 12, at Stead Air Base, Reno.

**RUN GROUPS**

<table>
<thead>
<tr>
<th>GROUP</th>
<th>GRAND OPEN</th>
<th>GRAND CLOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A- Stock 4 cylinder</td>
<td>9:00 AM</td>
<td>9:15 AM</td>
</tr>
<tr>
<td>B- Stock 6 cylinder</td>
<td>11:00 AM</td>
<td>12:00 Noon</td>
</tr>
<tr>
<td>C- Improved/Modified</td>
<td>1:00 PM</td>
<td>2:00 PM</td>
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</tbody>
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Cars must be through tech and on grid prior to grid closing time. Only run group A may tech prior to 9:15. Open exhaust allowed. Open to all PCA members and guests - membership cards will be checked. Registration and tech: 8:00 AM - 2:00 PM.

New Members

**Dennis Brooks**
18 Bellevue St.
Fairlight, NSW 2094
Australia
943093 1974 911S
Bank Clerk

**Dan Leslie**
Rick Hughes
6506 Singletree Way
Pleasanton, 94566
846-6413 1971 911T
Telephone Co.

**William Harris (Verna)**
813 Linnea Ave.
San Lorenzo, 94580
352-0140 1973 911T
Machinist

**Charles Behrens (Mary Ann)**
6424 Culpepper Pl.
Stockton, 95207
Dual (Yosemite)

**Larry Powers**
153 Playa Del Rey
San Rafael, 94901
457-1497, Dual (Redwood)

**James W. Livingston, Jr. (Sandra)**
845 Cottonwood Dr.
San Jose, 95129
253-5227 1964 356C
Teacher

**Roy Long (Anna Viragh)**
881 Embarcadero Rd.
Palo Alto, 94303
323-1712 1963 356B
Engineer

**Domenic Norcia (Lydia)**
14400 Nutwood Ln.
Saratoga, 95070
867-1222 1965 356C
Mkt. Dev. Mgr.

**Benson Blake (Teresa)**
17 Arana Cir.
Sausalito, 94965
Transfer Mid Ohio

**Richard Hubbard (David)**
346 Donald Dr.
Moraga, 94556
Transfer San Diego

Randi Johannis (Reeve)
569 Cedar Dr.
Livermore, 94550
455-9325 1973 911T
Medical Technologist

Joseph Johnson (Norma)
5447 Roberts Ave.
Oakland, 94605
534-5147 1974 914 2.0
Postal Service

Judy Keeble (Tom)
1844 Vassar Ave.
Mt. View, 94043
961-7186 1962 356B
Secretary

**Arla Green Jr. (Sandra)**
930 Gale Dr.
Campbell, 95008
374-9026 1965 356 SC
Western Electric Installer

**Chris Lewis**
247 Arriba #8
Sunnyvale, 94086
964-5609 1975 914 2.0
Property Mgmt.

**Al Munoz (Mary Lou)**
3303 So. Winchester Ave.
Campbell, 95008
374-5920 1977 911
Owner Porsche Shop

We've Moved

P. M. Bliss, 6137 Montgomery Pl., San Jose, 95135
Margaret Corbett, 765-13 San Antonio Rd., Palo Alto, 94303
Jimm Edgar, 3611 Chestnut St., Lafayette, 94549

Tom Keasler, 305 Canham Rd., Scotts Valley, 95066
438-0811
James Mesquit, 3023 Delta Rd., San Jose, 95121

Peter Thuesen, 4454 Agua Vista, Union City, 94587
489-0424
Walter Vendley, phone change, 494-3340

Carl Yankowski, 451 Oak Grove Ave. #4, Menlo Park, 94025
The Mart

The Mart is available to PCA members only. Sorry, we cannot accept ads from businesses. Mail (do not phone) your ad to the Nugget Editor.

PERSONALS

There once was a Fuhrer named Patton Whose girl gave him panties of satin. Though he grumbled and groused, She became quite aroused By the feeling of Patton in satin.  

Lug Knutz

Bill Wells will be the first to sign up for an oil-drainplug-installation tech session. Ratonya

FOR SALE

1965 912/5 red/black, Serial No. 350144 (very early), very good condition, spare parts and tools, factory shop manual. Wayne Sanford, 247-5975 (evenings)

1973 911T/5 Targa, Serial No. 9113111718. CIS, Silver/Black, 47,000 miles, air, AM/FM cassette, all S instruments and suspension, Konis, front spoiler, lowered and aligned, new Se detriment Spyders, auxiliary oil cooler, sissals, and bra. Nicely detailed, not driven in town. Bob Stiver, 969-9725.

1955 Continental Coupe, Serial No. 54173. Complete & original. California car, no rust, dents, etc.; in excellent condition; $4,950. Will sell with car a complete inventory of 1955 parts, including parts car, many items new, $1,000 additional. Ray Hunt, 846-8666 (evenings)

914 chrome rear bumper, $90; 914 black front and rear bumpers, $75. each; moon-type roof for 914, $50.; 914 2.0 1973 extractor exhaust system, $40.; 1966-68 911 front hood, $75.; 914 rear deck lid, $75; 914 retractable seat belts (update your 1970-71 to later style), $50. pair; 914 fog lights (factory), $40. pair; 914 rear spoiler, $20.; Blaupunkt 5-inch round stereo door speakers, $15. pair. Rich Bontemp, 369-1364.

Bell Star, size 7 1/4, used at two autocrosses. As new, $55. Bud Behrens (209) 477-6496 (evenings)

1965-73 911 bra, $20. Four 5 1/2x15 914 American mags excellent, polished with black centers, $400.; four 7x15 911 American mags, torque thrust 5-spoke style, $400. 914 2.0 sport muffler, $90.; 911 heater boxes, mechanical injection style, $300.; 911S mechanical injection, complete, $400.; one pair 914-6 rear springs, cut one coil, $30. Gears: GA 2nd, $100; 2H, $100.; 30, $50.; V4 or 5, $100.; X5, $100. Tom Green, 961-2777 (days) 249-2723 (evenings)

One early style 6-inch 911 mag, good, $100.; one latestyle 6-inch 911 mag, new, gold color, $125.; one set 2.2 911S Mahle pistons/cylinders, new in box, $600.; two 8-1/2-inch Centerline wheels, good, $100. each; one 8-1/2-inch Centerline wheel, new, $125.; one RSR whale-tail, good quality and good condition, $150.; one loud 914-2.0 exhaust (open), $35.; one left rear 914-4 trailing arm and brake, $75.; one 914-4 seat, make offer. Gary Nylander 851-0568 or Dave Bottom 733-4019.

1965 911/5 coupe, 78,000 miles, tangerine with black leather interior, lowered, konis, European gas heater, 911S trim, rebuilt engine and transmission, new paint, $4,500 or best offer. Bill Newlin, 728-5351 (evenings) 697-0440 Ext. 272 (days).


Four 5-1/2x15 chrome wheels with lugs and hubcaps, $75. Factory muffler for 911, $65. Goodyear race slicks: two 23x8.5 x15 and two 24.0x8.5x15, $12.50 each. Auto-tronics snooper (in box), $55. Sebring mirror, $9. Buyer pays shipping. Jim Garrison, 6610 Cutting Blvd., El Cerrito, CA 94530, 234-3745.


WANTED

Some help. John Cleaver is off towing the Walt Maas 914-6 GT racer around the country, so a group of 20 or so volunteers will clean and detail his 914-6 for the Parade Concours. In one day. Mungy rally equipment hanging from dash and all. It's a chance for you social entrants to have a stake in the Parade competition. We'll make a party of it. Details next month. S.E.

To borrow Porsche suitable for concouring at Parade. Chuck Tracy.

Turbo-type steering wheel; will buy or trade 911 wheel plus cash. 1975-77 911 leather seats in excellent condition. Sport seats for 911, cloth or leather, in excellent condition; will buy or trade 1972 leather seats plus cash. Used BBS, or similar quality, 8-9- or 10-inch racing wheel. Jerry Stein 921-9781 or 921-6934.

Persons interested in joining with East Coast Treffen, advertised in May Panorama. Flight non-stop Los Angeles - Frankfurt with short transfer to Stuttgart. Cost per person for travel and week's activities, as advertised in Pano, approximately $1,000 person. Second week available on your own for $30. Linda Smith 969-7831 (between 7 and 9 PM)
COMING EVENTS
JUNE
3  BOARD MEETING - ATLEE
4  GGR AUTOCROSS - HOFFMAN, KAHLER, SCHOOP
5  FAMILY PICNIC - MILLEDGE, EVANS, GIFFIN
10 KNOBBY KNIGHT - CANDLIN, JOHNSON
12 ZONE 7 AUTOCROSS - SIERRA NEVADA
14 PIT CREW - FORSTER
18 DINNER MEETING - TRACY
19 SPEILTAG - EVANS, PETERSON
21 TECH SESSIONS - KIRBY, WOODS
25 GGR RALLY - CLEVER

JULY
8  BOARD MEETING - MITCHELL
9  GGR RALLY - CHLOUPEK
10 ZONE 7 AUTOCROSS
13 PIT CREW
15 PARADE GET-TOGETHER - BROOKING
16 DINNER MEETING - TRACY
24-30 22nd ANNUAL PORSCHE PARADE