Monthly Meeting
JULY 11th

DEER PARK VILLA at Fairfax

BUFFET: Mixed relishes, green salad, kidney bean salad, sliced tomatoes.

ENTREE: Barbequed New York steak baked potatoe, sour cream dressing.

DESSERT: Apple Strudel

$4.00 per person, tax & tip included.

This is to be an outdoor barbeque so the order of the evening will be casual attire.

For those who don't remember how to get there: Take 101 to San Rafael. Take turnoff, then a sharp left after turning off freeway and then a right to get on 2nd Avenue. Follow 2nd Avenue to Sir Francis Drake Blvd and then on to San Anselmo and Fairfax. Get on Broadway which is parallel to Sir Francis Drake Blvd and then take Short Street in Fairfax (perpendicular to Bolinas Road where Deer Park Villa is located).

Dinner meeting entertainment chairman Dave Hancock says that anyone who has 8mm film of POA activities please bring them to this month's dinner meeting. Dave will bring an 8mm movie projector and screen and will run your favorite shots. So lets see your "candid camera" films.

OUR OFFICERS

President       Paul Scott     1558 St. Francis Drive, San Jose          AN4-5589
V-President     Larry Mowery   6157 Chelton Drive, Oakland               532-4682
Secretary       Don Lollich     4760 Laura Drive, Concord               MUS-6305
Treasurer       Bob Lewis       7434 Terrace Drive, El Cerrito             527-0888
Activities      Bill Arnett     11650 Lundy Lane, Los Altos              941-0435
Technical       Bob Garretson   1641 Kalspeil Court, Sunnyvale            739-0404
Membership      Dick Knight     1649 Hubbard Avenue, San Leandro          EL7-2816

Editor          John Jensen     585 Stambaugh St., Redwood City         366-5531
THE ACTIVITIES SCENE by Bill Arnett

THE WEEKEND THAT WAS: A couple of issues back we announced a tentative date in July that a weekend would be staged at Calistoga with a hillclimb as one of its features. Reamer Saunders of that city did some very extensive contact work with Sonoma County officers to gain permission to use one of two roads we had researched. Legal obstacles were insurmountable; so a later date with a different bag of tricks will be announced.

THE WEEKEND THAT WILL BE: Since Golden Gate Region has agreed to host an inter-region Porsche weekend for this fall, we will give some preliminary information here. The tentative date will be the first Saturday and Sunday of October. This two weeks before the fall races at Laguna Seca. Tentative location, Monterey Peninsula area. We will stage concours, rally, autocross, driving school and social events. This is just three months away! Committee personnel (men and gals) are needed at once to whip this event into shape. The breakdown of effort is as follows:

1. Chairman motel accommodations.
2. Chairman Concours d'Elegance.
3. Chairman Autocross.
4. Rallymaster.
5. Driving school coordinator.
6. Publicity director.
7. Chairman Weekend coordination.

Each of the categories will require at least two people to operate. Team up with a fellow member and volunteer your services, since a prompt invitation to other regions will depend on complete coverage of every job before entry blanks go out. The target date for transmittal of entry forms is 1 August, with 10 September as closing day for entries.

Remembering that certain regrouping and reorientation will come along the way, your suggestions and ideas will be gratefully received. Please contact any GGR officer, or Bill Arnett, when you've decided what job your team will tackle.

PET TOUR

A small peppy group of Porsches & Pets took off from the Marina last Sun. for a great day of touring & picnicing.

Down old Hiway 1 & off on one of the S-E-Sts roads in Calif. Not one car sick pet--but we thought for sure there was a sick car, as Joan & Burt Propps blue Porsche started sending smoke signals. It turned out to be too much oil in the crankcase which spilled onto a very hot exhaust pipe.

The tour ended at a nice park near La Honda. Thanks to Evelyn & Ed Loring, who provided the baseball?, & the creek, where a good branch bat was found - we had a game that would put the Giants to shame.

The pets were the ordinary kind P.C.A.ers have around the house. Phyllis & Frank Granata bringing man Siamese with his cute new wife(3 mos.). Jean & Geo. McClellan's pet named Shim(she or him). A big fat worm complete with a leash & raincoat. Toni & Leo Bayless dog had other plans, so he sent one of his fleas. Toni had mixed up some cucumbers German style were they ever good. The Grand Prize went to Jessie & Jerry Nourse for a very well trained(likes to have his neck scratched) turtle. Joanne & Bill Arnett's kitty had the unique experience of being petted by a visiting Spider monkey! Ellen & Dick Knight missed winning a prize, because they couldn't get the elephant out of their car. I'm sure Suzie had a good time. She slept all day Monday.

Carole Scott
On the 21st of June we all showed up at General Micro-Electronics expecting to see an Autocross somewhat like last time. How much of a mistake can one make. This particular Sunday we had a chance to thread our way through Jim Perrin’s curly needle. I don’t think that I have ever turned the wheel so vigorously in all my life.

Classes were set up with a fifth for the "experienced" along with the regular three and the usual class for ladies. Competition became pretty rough in the Fifth class. Third place was decided by .01 of a second as Mr. Jim managed to get by John Silva, just. In class Four the Ladies times ranged from an agressive 1:07 to a very lady-like 1:33. I think the three placers in this class have a jinx on them, placing the same 1, 2, 3 as last time, but then again, I'm partial.

Don Ferguson pulled his run off 5 seconds lower than anyone else in Class III. The next eight people battled out places with only three seconds between them. Our biggest class, No. 2, had a top time of 1:06 and a low of 1:13. Only four out of the twelve entered got below 1:10 and those that were left pushed their Porsches to the hundredth's of seconds. For a group that is supposed to move, the Speedsters and Roadsters in the First Class were fairly slow. Top time of 1:04 was turned in by Low Beckwith. Sleepy Lou showed up with his red Speedster this time (Carrera being apart at home). He must have a school at his house for his two Porsches, Carrera style, because no matter which one he has they act the same. Other than Lou’s 1:04, the rest of the class pushed to about the 1:10 range.

Different from the last Auto-X was the fact that a practice run was allowed before the timed run, for a mere 50 cents and for all who indulged, it was well worth every cent. Because of the change in the layout of the course, no cross overs and other confusing details, we came close to having an absence of DNF’s this time.

When shop closed at 3:00 PM we had heard the call for "five minutes worth of practice time, FREE" only two times. For those of you who were not there this means that the pace slowed down only twice. The addition of the fifth class took the pressure off some and put it onto others. Most of us still haven’t decided if this class is for experienced drivers or for experienced cars.

Forty-nine drivers showed in all—we would love to see more next time. It’s lots of fun and a great test of pushing skill.

Class I Speedsters and all Roadsters

<table>
<thead>
<tr>
<th>Driver</th>
<th>Time</th>
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<tbody>
<tr>
<td>Lou Beckwith</td>
<td>1:04.14</td>
</tr>
<tr>
<td>Peter Jones</td>
<td>1:10.33</td>
</tr>
<tr>
<td>Paul Scott</td>
<td>1:10.53</td>
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</tbody>
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Class II 1600S, 1600 S90 and Carrera Coupes and Cabriolets

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<th>Driver</th>
<th>Time</th>
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<tbody>
<tr>
<td>George McClelland</td>
<td>1:06.67</td>
</tr>
<tr>
<td>Arlen Riggs</td>
<td>1:07.60</td>
</tr>
<tr>
<td>Don Lollich</td>
<td>1:07.72</td>
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Class III 1500N, 1500S and 1600N Coupes and Cabriolets

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<thead>
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<th>Time</th>
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</thead>
<tbody>
<tr>
<td>Don Ferguson</td>
<td>1:05.13</td>
</tr>
<tr>
<td>Dick Dahl</td>
<td>1:10.21</td>
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<td>Dick Knight</td>
<td>1:10.45</td>
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Class IV---Ladies

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<tbody>
<tr>
<td>Sheri Silva</td>
<td>1:07.43</td>
</tr>
<tr>
<td>Barbara Jones</td>
<td>1:09.12</td>
</tr>
<tr>
<td>Jo Watson</td>
<td>1:12.17</td>
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Class V---Experienced

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<tbody>
<tr>
<td>Dick Osgood</td>
<td>1:03.33</td>
</tr>
<tr>
<td>Bob Garretson</td>
<td>1:03.87</td>
</tr>
<tr>
<td>Jim Perrin</td>
<td>1:04.62</td>
</tr>
</tbody>
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TTOD
Pete Jones en slalom

Kirby Hall likewise

Frank Granata twirling a pizza
(or is it porsche)

A few scene's of that big blast, DER GLUCKHAFTE FAHRT

FOR SALE

1964 Porsche "C" Coupe, Irish Green with fawn interior, chrome wheels, radio------call Bill King, 269-3877.

Going to Stuttgart in August to pick up new car. My 1962 Super Coupe is for sale. With radio, fog lights, luggage rack, new tires, $3250. Call Don Hineman; 323-4350 days, 968-7328 nights.

and a free plug for San Bruno Volkswagen who has moved to South San Francisco, of all places. Their new adress is 393 El Camino Real, SSF, telephone 589-9788.
There are three types of Koni shock absorbers available for Porsche automobiles. These shock absorbers are available from Vern Gardner, the local distributor in Oakland, from Kensington Products Corporation in New York, or from your dealer upon order. The shocks are stamped on the top half with the following numbers:

1. **Front**
   - 80A-1044 Painted Red
   - 80A-1191 Painted Red

2. **Front**
   - 80A-1044SP Painted red and equivalent to gray
   - 80A-1191SP KONIS fitted at Porsche factory

3. **Front**
   - 80A-1044SP20 Painted blue and equivalent to present Porsche factory equipment when made by KONI. Porsche factory equipment made by KONI is painted the same blue.
   - 80A-1191SP20

The shock absorbers described under 1 and 2 above will not be available from the distributor after April 1st, 1964. From then on all orders for Porsche types from 1956 to 1964 will be supplied in the new blue shock absorbers. Price will be the same.

These new blue shock absorbers are supplied already adjusted one turn to heavy (normally all KONIS are supplied at the minimum setting). Whenever possible you are recommended to install the shock absorbers set as supplied. For drivers who want a very soft ride and who do not go very fast the blue shock absorbers can be reduced to their minimum but then roadholding will not be comparable with the standard setting. Racing drivers will tend to determine their own setting but as a general rule two turns to heavy from zero will be plenty because these blue shock absorbers have an adjustment more sensitive than anything we have had before and two turns will give a very stiff ride.

The blue shock absorbers cannot be mixed on the same axle or end of a car with any other make of shock absorber or with any other color of KONI shock absorber. For example, you can have two blue fronts with two red rears or vice versa. You cannot have different colors on opposite sides of the car at either end.

During the period from 1960 to 1963 Porsches came equipped with the Gray KONI shock absorbers. Some of these shocks became extremely stiff after awhile. This stiffness is due to a faulty rubber composition inside the shock absorber. If these defective shocks (only the gray ones with the numbers indicated above) are sent to Kensington Products Corporation, 240 West 60th Street, New York 23, New York, they will replace them with new ones for half price. This replacement policy is also in effect on KONI shocks that leak. In the latter case, however, the final decision as to responsibility is up to Kensington.

Bob Garretson