April 1967

Monthly Dinner Meeting
Claremont Hotel
Berkeley

ASHEB AVENUE TURNOFF FROM HINZIZ FREeway IN
BERKELEY AND CONTINUE APPROXIMATELY TWO MILES
TO THE CLAREMONT.

price: $5.00

menu:
shrimp cocktail
baked ham
assorted french pastries

Saturday, 8 April

cocktails at 7:00
dinner at 8:00
reservations required

Calendar of Coming Events

APRIL
1 Saturday CONCOUR CLINIC
8 Saturday DINNER MEETING
15 Saturday LADIES LINCHEN
& FASHION SHOW
16 Sunday 'GRAND PHX' THEATER PARTY
22 Saturday TECH SESSION
22-23 Sat. & Sun. YOSEMITE TOUR
30 Sunday CHAMP. AUTO-X
MAY
5-7 Fri. - Sun. LAGUNA SECA RACES
13 Saturday DINNER MEETING
27 Saturday TECH SESSION
28 Sunday EAST BAY TOUR

(changed from April)

PCA
Performance, Inc., Mountain View
Claremont Hotel, Berkeley
Tally Ho Restaurant, Adobe Creek
Lodge, Los Altos
Golden Gate Theater, San Francisco
Porsche Car Pacific, Burlingame
San Jose Hyatt House
Carmel Sands Motel
San Jose Hyatt House

Mitchell 9:30 a.m. (see page 3)
Osgood 7:00 p.m. (see page 2)

Mitchell/ Reitemeier 12:00 noon (see page 5)
Burchfield 7:30 p.m. (see page 5)

Wellington 10:00 a.m. (see page 6)
Stone 7:30 a.m. (see page 3)
Jones 8:30 a.m. (see page 2)
Mitchell Osgood Wellington

Lohse

OTHER
Pleasanton
Pleasanton
Sears, Hayward

John Clever 7:01 p.m.

SEPTEMBER
2-3-4 Sat.-Mon. SPORTS CAR OLYMPICS, Squaw Valley

Officers

STUART GRANNIS, 2942 Fruittale Avenue, San Jose (95128)

RICHARD OSGOOD, 1265 Golden Way, Los Altos (94022)

BRIAN CARLTON, 4760 Borins Drive, San Jose (95129)

DONALD LOLLICH, 4769 Laura Drive, Concord (94519)

KIRBY HOLLIS, 12165 Brookglenn Drive, Saratoga (95070)

JAMES WELLINGTON, 546 Cleverdale Lane, Campbell (95008)

NANCY KNIGHT, 22420 Salem Avenue, Cupertino (95014)

296-0357
968-1781
252-5546
685-6305
968-9445
252-5952
379-4984
255-3062

NUGGET EDITOR:
Congratulations, production PCA have been supporting it, and it seems that our participation is especially noticeable in the familiar yellow/black Porsche come out of the turn first. Thanks, Don, from all of us Porsche lovers.

Kudos to Porsche Car Pacific for softening Don's retirement with their news of race support for PCA in their trim era. This means $300-$100 for first through third in production races, or $500 for first overall.

'Go' on all 911 drivers, here's a great chance.

More good news! Our own Lou Marable has been chosen by PCA national to be Area representative for the nine west coast regions.

Congratulations, Lou!

Do you think we're members of the "old guard" when we arrive at a little news that Porsche is testing an automatic transmission? Oh well, at least we can be assured that it will probably be the best imaginable. How's about the SOCA region in the North- west helping the Hwy Patrol in high-speed driving at a local race course? Everything looked good until one of the lights failed to pass tech and was retired from the field with worn suspension.

Think back when you attended your first PCA meeting. Did you get somewhat a feeling that you were a little "outside the inner circle"? Remember, every new member needs our friends' help. Make sure you try to greet and get acquainted with at least one new member at each meeting. You broaden your horizons, and have fun in the process.

-Stu Grannis

**Stu's Vues**

**Laguna Seca Races**

This year's Spring race will undoubtedly continue the great tradition of thrilling, beautiful "pit-paplies" and great socializing. As part of the USRG, Laguna will boast the best of the USA racing teams fighting it out in the latest McLarens, Lolas, Elfinas, etc. It is also planned to have a preliminary under-two-liter bash which will pit the Porsche Carreras G's against the bowing Ferrari Dino's, with a bag of Lotus, Brabhams, and Websters thrown in to give them trouble. Saturday's racing, which covers the so-called "amateur" classes, will probably be even more exciting than the Sunday big-bore go because the "go-for-trophy" types can occasionally be few and austere that lunch things up.

And, of course, there will be a "pro" sedan race on Saturday, too. Watching the mighty Minis, I can say often when Dave McCartney's snapping at the heels of the big bore machines is really a sight, particularly as they come sweeping down out of turn seven.

Porsche will be the hosts or Barbadass all sideways and the Minis catching up like magnetized roller skates. Quite a sight!

As usual the Carmel Sands Motel accommodations are concerned, all the rooms have been reserved. However, I haven't received deposits from everyone. There is a substantial waiting list. I'm going to ask that all of those who have signed up please send their deposits to me no later than 15 April, or we will stall on accepting reservations from the waiting list.

Saturday night, of course, is the Champagne Party presented by the Monterey Region at the Hunt Club in the Fairgrounds. Some PCAers (like George and Shirley Heidelberg) come down just for the champagne. Would you like to drive 90 or 100 miles home after spending two hours gussling champagne? Not me.

After the Champagne Party, 600 PCAers will retire to the grandstand restaurant for the famous dinner presented by June Simpson. It is one of the finest Carmel eating spots, and we are fortunate to have it on an evening when it is almost impossible to get a good dinner anywhere.

One important word of caution. Have a milk shake or cheese sandwich or something to coat your stomach before hitting the Champagne Party (just ask Gordon Knight or Linda Mitchell). You'll enjoy it to its fullest then.

Finally, a word on the Olympics raffle. This is your chance to win a fantastic weekend at Squaw Valley. All through to the August dinner meeting PCA will be selling chances on this prize. Just 25¢ buys you one chance for an all-expense weekend of 3 days and 2 nights, all meals and all events for the Sports Car Olympics at Squaw Valley on Labor Day Weekend. You may choose any one, or add one entering to any other
doing so by adding the amount to your dinner reservation check. The entire amount received will be raffled off at the August dinner meeting, so there could be 2, 3, 4 or more winners. The results of the first month showed some people buying as many as 20 chances. So loosen up your purse-strings just a little more and buy some chances on the raffle.

Our Thanks to

SPIRO'S SPORTING GOODS
Town and Country Village, Falo Alto
for their support of "Stuttgart Safari" by furnishing two superb time pieces used to time our rally 19 March, 1967.

**RESULTS OF STUTTGART SAPARI-67**

First Place -- Bob and Betty Stone

Second Place -- Bob and Helga Mueller

Third Place -- George and Shirley Heidelberg

**NOSCC CHAMPIONSHIP AUTOGRASS**

**Sunday, 30 April, 1967**

Alameda County Fairgrounds

**Fleasonton**

**ENTRY FEE:** $3.50 per person

$6.00 per couple

Seat belts and tube tires required.

NOSCC trophies and PCA trophies will be awarded.

Registration and tech from 8:30 to 3:30, or the first 500 cars, whichever comes first.

We will run by NOSCC class time schedule for those going for championship points. There will also be the normal PCA classes.

**FIRST PLACERS:**

Mr. and Mrs. Peter B. Jones

**WORKERS ARE NEEDED:**

Free beer afternots for those who join us for dinner. Please call Pete or Barb Jones at 252-6697 if you can help out!
Unfortunately, the March 25 Session was cancelled due to poor reservation sign up in time to properly plan an efficient event. By Thursday, March 22, only four members had made reservations. It would have been embarrassing for us to have utilized Stangos Foreign Car Service Shop and the other personnel responsible for the event when so few would be present.

On Friday the 24th, ten members called, but unfortunately the decision had been made Thursday to cancel the event. From now on we feel it very important to list two phone numbers in each issue of the Nugget. This will enable the caller when not finding one party at home to have his call or reservation received. With over 20 days available for making reservations we feel at this time that it must become mandatory for all members to call at least one week prior to each event.

We are rescheduling the March 25 Technical Session on "Chassis and Running Gear Service" for the evening of April 12th at the same location. The starting time will be 7:00 pm sharp. Call in your reservations by April 8th please.

Be certain to call in your reservation for the April 22 Technical Session at the Porsche Car Pacific Facilities by April 15. It is utmost importance that we know how many will be attending this session on the Targa.

Call Mr. Osgood or Mr. Wellington for reservations.

Thanks
ACTIVITIES

How is the "Activities-67" program shaping up, you ask? Just great, I say! Most of the arrangements for the bulk of the year are already well along in their organization. Please keep the activities calendar for the whole month of April as it will be an excellent guide for you. Inevitably changes will have to be made, but the regular monthly calendar will always (we hope) be accurate.

AUTO CROSS, ETC.

Sorry for the foulup on the 5 March auto-cross. During the last month, we received very few announcements, so the change in location only to have a last-minute declination on all of them. In fact, it wasn't until 4:00 p.m. on the Friday before the 5 March event, that we received word that prior permission was going to be revoked.

Boy, talk about frustrated! But what can you do when the weather's like that? Poor Pete and Barb Jones had knocked themselves out setting up a really first-class event, mailing out publicity, making phone calls, etc., and then finding out that some corporate "smoke-muck" sand-bagged them. Guess you can't win them all. But we are hard at work and are making progress!

Tentative arrangements have been made to use the Alameda County Fairgrounds at Pleasanton on Saturday, 6 May. In keeping the per cent down, it will be necessary to invite another club to participate. These arrangements have been all but completed with one of the other local sports car clubs, so you should be able to look forward, with certainty, to this event.

We have also been fortunate enough to secure Pleasanton for a SUNDAY date, on 30 July.

And, of course, we have the Championship Open Auto-cross at Pleasanton on April 30th.

So it looks like we will definitely be having some auto-crosses this year. Watch future NUGGETS for details. Good news, too, on the drivers school. SOCA has not officially leased Cotati for 1967, and we have solicited this here: if you want this thing to work, you'd better call Bob now or you'll be left behind. The East Bay Tour has been changed to May. See the May NUGGET for details. In July, we are planning a tour down to southern California to see the fabulous Cunningham Auto Museum and the Orange County Air Museum. (See last month's "Wolfgang" column.) It would leave Friday evening or early Saturday morning and return late Sunday of the same day on the weekend of July 2-3.

As you may know, Briggs Cunningham is a 50'er (he was at the Eleventh Parade at Colorado Springs) and goes out of his way to help the COA, and George McLeod is really hot to get this thing going.

With the distance and time involved, I'm going to have to know how many of you are interested in the little jaunt. (Perhaps you'll be down there on vacation?) Please call me at 666-2848 or drop a note at 246 Ninth Avenue, Mountain View, to let me know if you like the idea. Frankly, I'll be going and know that it will be a real treat for everyone.

RALLY, ETC.

Paul Scott's group has been making the rally scene hot and heavy. By the time you read this, Paul's rally of 19 March will be history. I know all the effort that went into it, and, if you missed it, you missed something fabulous.

John Clever's Rally School was a real success. He did an amazing job of passing along some of the basic knowledge he has learned in his ten years of rallying. Future rallies are also looking good.

Paul Scott is receiving a great deal of help from his 20-man committee, particularly Jean and Len Gibson, who are fugitives from the Twin Valley Sports Car Club, and Jerry and Julie Clarke, who did the art work for Paul.

OTHER

The good-old Other Committee, under "Burch" Burchfiel is really swinging. A Concours Clinic is planned for 1 April at F.A.R., performance, Inc. The location is the Mountain View, starting at 9:30 a.m. Concours preparation or just good maintenance of your Porsche will be covered by the renowned FOA concours "nutes". As mentioned in last month's NUGGET, reservations must be made with Dwight Mitchell at 934-4045.

Looking ahead, the plans are well in hand for the family picnic part of the Tour of Monte Carlo to be held 23 July. This will be one of the major events of the year, and future NUGGETS will have a lot of space devoted to it. Keep this date open for sure.

Most importantly, don't forget the FOA group arrangements to see "Grand Prix" on 16 April (see article elsewhere). We have about 60 seats reserved for the June action, but, again, they are going fast. Give Burch a call at 227-7216 to make sure you don't miss out on this fabulous "Flick".

DINNER PROGRAMS

Keeping everyone happy at the dinner meetings can be a problem. Other than a couple of last-minute "drop outs" by guest speakers, Bob Mueller (President, Great Northeast Region) and Bob Mueller really have things whipped into shape with some real surprises in store for you. We hope to be able to tell you, in advance, what each dinner program will be comprised of.

A small change has been made concerning door prizes. The new procedure will be followed whereby only certain designated dinners will have door prizes. As a result, we expect to greatly increase the value and worth of the door prizes.

LADIES

This new committee, designed to provide fun and games for the gals, is really getting off with a bang. They have the annual Fashion Show coming up on 15 April. Combinng the location of Adobe Creek Lodge, the styles of Fern Peterson, and Porsche gal-talk is bound to make this a real success (see article elsewhere).

Linda Mitchell and Mary Ann Reitmeir, who are spearheading this group, are looking forward to a lot of fun this year.

Well, as you can see, things are really moving along for this year. In addition, I'd be interested in hearing from you about a few additional ideas that have come up. What do you think about a --plan bumper car tournament in Santa Cruz-- a girl's bridge party-- a pot-luck dinner-- a beach party (after a rally)?

SEEN IN "PLAYBOY" SOME MONTHS BACK...

"A sharp-eyed correspondent on the automobile scene sends word of a classified ad in COMBINATION NEWS, a newspaper for automotive enthusiasts, which confronts a potential respondent with a tough choice. It reads, '61 ITALIA TRIMPH OR PORSCHEN SHAPED COUPE, V8, 200 HP, MAGNUM ENGINE AND CHASSIS, MICHINELS, AABART EXHAUST. FERIGRANT WIFE, MISTRESS, 47800. DETROIT, MICH. 595-7777.'

Is that really such a tough choice?"
Technical Article

This month we have an excellent article on high-strength fasteners and their use, written by Irvin Dickson, of Grizzly Engineering in Folsom. The article will continue next month, and will deal with a technical concern concerning metric and English fastener torque values. Included will be charts and torque specifications on all forscars vehicles.

We hear of aircraft bolts, super bolts, all-strength (as the other things), but what does this mean to you when you have to use and trust them in your car?

Let's take aircraft quality bolts first. All aircraft bolts appear to be cadmium plated, stainless steel or black oxide finish. All have close tolerances on the thread and shank diameter. But, the drawbacks with these fasteners are that you can't tell what the bolt is without an aircraft standard military specification book. The aircraft companies design each joint and call out what to use on the blue print. The problem to the trade is the identification of these items used does not easily tell whether the material is 35,000 psi tensile strength, or 500,000 psi tensile strength. Another drawback is a piking when the bolt is withdrawn from a bucket, barrel, or box. You are really getting pot luck, and not necessarily the quality you want.

SAE fasteners are not classified under a standard SAE grading system to identify and easier to keep straight in your head for offhand needed appearance. Any SAE bolt can be identified by looking at the head end. SAE grade bolts from 2 to 10. A head with no marks is a grade two, the lowest used. When a bolt with three marks is seen, it is a grade five. Four marks signify a grade six, and five marks a grade eight, and eight marks grade ten.

Letters, numbers and other identification is for the manufacturer. Don't let it bother you.

The tensile strength for the different grades are as follows:

Grade 2 64,000 psi tensile strength minimum
Grade 5 105,000 psi tensile strength minimum
Grade 6 133,000 psi tensile strength minimum
Grade 8 150,000 psi tensile strength minimum
Grade 9 160,000 psi tensile strength minimum

Metric fasteners are graded by head number and grade. They are similar to the SAE

5D 71,160 psi tensile strength minimum
8 113,800 psi tensile strength minimum
10 142,200 psi tensile strength minimum

Whitworth fasteners are graded according to letter designation only. They are as fol-

low:

no mark 62,700 psi tensile strength minimum
M mark 112,000 psi tensile strength minimum
T marks 133,000 psi tensile strength minimum
V mark 145,600 psi tensile strength minimum

Which one should you use? Well, for starters, the automotive industry has accepted grade 5 as the lowest acceptable grade. The difference in price is very little compared to the strength that is gained. For example, a grade 5, 3/8" diameter by 1-1/2" length 24 thread SAE bolt costs 6¢. A grade 8 costs 15¢ for the same dimension. The tensile strength is 105,000 psi and the grade 10 is 160,000 psi. If you figure it out, you'll see that for 25% higher cost you get 150% increase in strength with a corresponding higher margin of safety.

The higher grade fasteners can be torqued higher, giving greater strength to the joint with little possibility of the bolt vibrating loose. The higher grade can be used over many times without galling or stripping as the threads will not be damaged when using a standard nut.

It is good practice to use a good torque wrench and follow manufacturers recommendations. It is a pretty safe bet that the torque that was guesstimated will come out relatively close to the recommended. In many cases, the fastener was guesstimated and failures from too tight or too loose a joint. Most bolts fail in operation from being too loose. When this happens, the bolt cracks, grain structures change, and the bolt fails.

Remember that if the fastener doesn't fail when properly torqued, it is unlikely to fail in service. If a bolt size is in question, it is better to use a bolt a higher grade of the same size than to increase its diameter.

Torque Values

It is assumed that the fasteners will be coated with a protective substance of the standard type such as residual oils, wax, etc. The fastener in question will withstand a first examination, but any oxidation or rust will upset the torque-to-tension relationship which would otherwise be obtained.

Fastener Tension

A fastener should be tightened to the point where the tension exceeds any peak load to which it will later be subjected. Peak loads caused by vibration are the most difficult to control and many times the calculation of such analysis is frequently prohibitively expensive or unobtainable. Hence, the practicing designer frequently selects a grade, and type of fastener with a strength considerably exceeding the calculated static loads. The value used for the torque should insure that full advantage is taken of the fastener strength while a safety factor is included so that failures from overtightening will not result. The various values for these applications deemed other than critical.

Application of Torque Values

Use torque figures directory when using standard industrial fasteners as furnished by the manufacturer (non-plated fasteners with no special joint design).

Multiply the torque values by a factor of 0.9 when cap screws are cadmium plated. Use an 0.8 factor when nuts and bolts are cad plated.

Multiply the torque values by a factor of 0.9 factor when high pressure lubricants are used, such as FFL 6992 graphite oil, molybdenum disulphide, or white lead.

High pressure lubricants are recommended for torque fastenings as they minimize many variables associated with torque-to-tension relationships. It is important to lubricate the threads or the heads or both, as the case may be. When tapping holes enough thread length must be provided to match the tensile strength of the bolt, or the threads will be pulled out.

Fastener Matric Surface Consideration

It is important in all but the most non-critical applications that the tightening sur-

face under the bolt or cap screw head be carefully scrutinized. Most of the variation in torque-to-tension relationships is due to conditions of friction under the head or nut during tightening.

The most questionable condition will result when there is a cap screw, and no lubrication under the head, was tightened against a soft material. Galling tends to take place under these conditions, and much of the applied torque may be lost through head fric-

It becomes increasingly important when the higher strength fasteners are used that the most desirable surface under the bolt head be provided for tightening. Hard flat washers provide a desirable surface under the head. Close hole tolerances contribute a more stable torque-to-tension relationship.

Most grade 5, grade 6, or grade 8 fasteners of high tensile strength are provided with a step under the head expressly to help provide a more stable tightening surface. The step is lost when soft materials are provided as the mating surface. Substitution of a high force lubricant under the head of a cap screw, for a hard washer, can be made at times.

Torque Value Determination

For the fastener to function properly, the tension should be 60 to 70% of the ultimate tensile strength of the material. A simple test may be performed to deter

To determine the proper torque if a chart of specification is not available, the torque is stressed until it fractures, while the peak torque to accomplish this is noted. The proper torque is a value from 50 to 60% of the fracture torque or joint failure torque. A
fastener tension of approximately 60 to 70% will result, based on 50 to 60% of the failure torque.

Effect on Tension of Self-Locking Screws or Nuts

Most self-locking fasteners are provided with means for an interference fit of some kind. This means the fastener is tightened, a certain amount of torque is lost through overcoming thread friction. "Rundown" torque (the twisting force necessary to turn the nut on the free thread) should be added to the desired torque to obtain the required torque.

Mr. John

Almost all industrial supply houses or top line hardware establishments can verify the fact that most customers in need of a fastener know little or nothing on how to order them -- including journey mechanics! The standard comment: "I want one of these!" or "A big nut with a small skinny washer!" or "Do you have a pile I can sort through?"

To be short and to the point there are eight specifications a "counter man" could ask the customer before coming up with the desired fastener from the stock shelf.

1. Fastener type (such as cap screw or bolt, etc.)
2. Head design (hex, allen, fillister, etc.)
3. Thread diameter (0.250, 1/4, 0.20 mm, etc.)
4. Threads per inch or pitch distance between threads such as in metric (20, 28, 1.00, 1.75)
5. Thread interference fit (50% to interference or distance of mating)
6. Thread length (length of threaded section)
7. Nuts, strength (60,000 psi to 250,000 psi for space industry)
8. Plating or material (cadmium or stainless, etc.)

Wow! All that for just one bolt? It must take some kind of a nut to discuss bolts according to those terms!

The Jeep's Beep

Autocross Sites! Boy, do we need one!

If any one of you guys and gals belong to another organization such as women's club, fraternity, sorority, lodge, or any group that could use money for charitable or other causes, we (PCA) would gladly pay at least one dollar ($1) per car for the use of a large paved space anywhere in the Bay Area. We need about 60 to 100 thousand square feet (200' x 400', 100' x 800', 300' x 300'), for example, of relatively unobstructed space to lay out a course with pylons. The events are carefully run at low speed and are fully covered by insurance.

Please let me know if you can find anything for us along this line.

-Dick Osgood-

New Members

HARRY LUDWIG
36 Kerry Lane
Pleasant Hill, Calif.

JOAN OKIMOTO
1835 Delaware St., #22
Berkeley, California

RICHARD RHODES, M.D.
16700 Kennedy Road
Los Gatos, California

WAYNE RUCKER
315 Concord Drive
Menlo Park, Calif.

DONALD SELAR
654 Kirkland Dr., #2
Sunnyvale, Calif.

GERALD VAN ECKE
201 East 12th Street
Oakland, California

Grand Prix

The date for the special theater party is Sunday, 16 April. This movie is a must for racing enthusiasts. The show starts at 7:30 p.m., and the price per ticket is $2.92—a real saving! Details can be obtained from and reservations made through "BURLINGTON," BUSHSHIELD, 5101-76 Monterey Road, San Jose, California. (408) 227-7216. DEADLINE IS 7 APRIL, so act now! You'll be missing something if you don't.

Attention, Ladies!

The scene is not set for our Ladies' Luncheon and Fashion Show to be held at the Tally Ho Restaurant at Adde Creek Lodge in Los Altos.

Get away from it all and join us on the 15th of April at 12:00 noon, at this intimate and quaint setting. With this unusual restaurant, plus fashions from Fern Peterson's "Four You Boutique", this event should be one you won't want to miss.

The cost of the luncheon will be $3.75, and guests are most welcome (non Porsche owners, too!). Advance reservations are required.

(See map for directions.)

Reservations must be made by 9 April.

Added note—there has been interest displayed in setting up bridge games for ladies. If anyone is interested, please contact me.

-Linda Mitchell-

Bayshore Freeway

Foothill Expressway

FOOTBALL

Los Altos

San Francisco

EXCEPT FROM

ROAD AND TRACK, APRIL, 1967

"Tallman's Aviation (the name derived from the partnership of Tallman and the late Paul Mants) exists primarily to supply authentic historical aircraft to the movie industry. There has hardly been an aviation movie in the last twenty years without a Mants or Tallman flying sequence. A valuable outgrowth of the film work is the 'Movieland of the Air' located at the Orange County Airport. The Museum has scores of famous aircraft. Tallman's collection is similar to Briggs Cunningham's nearby Automotive Museum in that only significant examples are present."

Are you planning on the Museum Tour on July 9th? Start thinking about it—mark the date on the calendar! More details later, but Orange Coast Region is planning some good hospitality and Tourmaster George McEldowny promises to lead us on a "secret" Porsche road to L.A.
For Sale

- The following items for a 356A are for sale:
  - Trailer hitch for 356A — make offer.
  - Front bumper and parts from right side of rear bumper — very reasonable — make offer.

JOE BRANDENZ, 503A Easy Street, Mountain View, California 94040. Call 997-3368 after 4:30 p.m.

Silver painted original wheels for 356A. Almost new. $8.00 each. — ROBERT S. MILLER, 12 Phillips Road, Palo Alto, Calif. 94303.

- 1963 Porsche coupe, super. Signal red, black interior; Firelli Cinturatos; chrome wheels, Bendix AK; 46,000 miles. Reutter body. Original owner — Norm Anderson. $2,800. — DAVE NO LAUGHIN, 969-0785.

- The following items are for sale:
  - Packard 440 ignition cable set. Never used. $2.00.
  - "Uni-Syno" carb synchrono. Never out of box. $5.00.
  - Gauges out of '58 Speedster. Speedo, Tach, Oil, Gas. All for $10.00.
  - Cam. $5.00. Brand new.
  - Set of four Armstrong shocks (same as used on Clark's Lotus). Have never been on car. $30.00.
  - "Iron Cross" torsion bar covers. $2.
  - Derrington Wood Wheel (up to and incl. 1959). $30.00.
  - Weber 40 air pressure gauge and case. $2.00.
  - Contact DAN WARFORD, 742 South 11th Street, San Jose, California 95112.

- Porsche engine, 2000 cc S-90 with roller crank, ported heads, light weight valve train, RC cam, everything balanced and in perfect condition with concours sheet metal and chrome trim. Price open depending on your trade. Call DICK CGOOD, 968-1761.

- 1956 Red Porsche Speedster. Good condition. Never raced or wrecked. All the following like new with less than 3,000 miles since installation:

HUGGET DEADLINE

Unless otherwise noted, the deadline for material being submitted for publication in the HUGGET is the 15th of the month. No material will be accepted after that date; i.e., if you want to receive your HUGGET before the next meeting.

Wanted

- 1960 to 1963 Super or Super-90, coupe or cabriolet wanted. — Contact R. G. SAUNDERS, 1623 Lincoln Avenue, Calistoga, California 94515. (707) 942-6805.


--Targa is the topic for the 22 April technical session. Location is Porsche Car Pacific Corporation facilities in Burlingame. The session will begin at 10:00 a.m. sharp with a viewing of the House of Porsche's newest family member! Discussion, question-and-answer period will terminate with a buffet lunch provided by the combined efforts of both PCP and FCA-90R. Immediately after lunch the session will continue with a discussion of the Porsche Parts System and a tour of the warehouse facilities.

We are extremely appreciative of the efforts being made by Mr. Spielberger and his able staff in providing what will be one of the most interesting sessions this year. Please make your reservations early by calling your technical chairman, Jim Wellington, at (408) 379-4994.

Win - Win - Win

A WEEKEND AT SQUAW VALLEY for the 1967 Sports Car Olympiads

FOA to raffle off several complete weekends: room, board, and all events for the 1967 Sports Car Olympiads. Here is your chance to win a really valuable and enjoyable 3-day weekend at beautiful Squaw Valley. Enter as many times as you like. Just add 25¢ each (that's all) to your monthly dinner meeting reservation check for each chance you want on this terrific prize. Just 25¢ buys a card to be put into the "bucket" — No limit! Enter as many times as you want.

Tickets of winners to be drawn at August Dinner Meeting. You need not be present to win. All proceeds will be raffled off, so the more tickers which are bought, the more weeks to be given away.

You say you weren't planning on going to Squaw Valley? So enter anyway. Maybe you'll change your mind. If not, the entry is quite valuable and would bring a handsome price when sold.

To enter, just indicate the number of chances you want in the appropriate place on the dinner reservation form.
Send reservation to:

Linda Mitchell
340 Ruth Avenue
Mountain View, California 94040

Make all checks payable to Linda Mitchell.

Make your reservations by 9 April, 1967!

Dear Linda:

I will be at the 15 April Ladies' Luncheon in Los Altos. There will be ___ in my party, at $3.75 each. Enclosed is my check for $____. 

Signed

Dinner Reservations and Raffle Entry

Send reservation to:

RICHARD OSGOOD
1265 Golden Way
Los Altos, California 94022

Please make all checks payable to P.C.A., Golden Gate Region.

Make reservations by 3 April, 1967!

Dear Dick:

I will be at the 8 April meeting at the CLAREMON HOTEL in Berkeley. There will be ____ in my party, at $5.00 per person. I would also like to purchase ____ raffle chances, at 25 cents each. Enclosed is my check for a total of $____.

Signed