RAFFLE - LAGUNA SECA TICKET - What's it all about? GGR has purchased a season ticket to Laguna Seca for $50 to raffle off this April. On a daily basis this ticket would price out to around $76. This ticket provides admission to three of the best racing events of 1970, the Trans-Am, Continental Formula A, and Can-Am. Also, included for every event is a paddock pass to see the cars, drivers, mechanics (and honeys) up close, plus admission to the grandstand at any time. Raffle ticket purchases have been very slow with only 30 members out of 592 buying chances. (A well-known gas company game gives you a 1-out-of-50 chance to win $1!) So take advantage of GGR's generosity, send a dollar check (2 chances) now or include something extra in your dinner check. (Please make a note of how many chances you are buying.) Attendance at the drawing during this month's dinner meeting is not required to win.

MENU SELECTION:

Tenderloin Tips of Beef, Saute, Stroganoff $5.75

Roast Prime Rib of Beef, Au Jus, with Baked Potato $7.50

Dinners include: vegetable, hot rolls and butter, beverage, and dessert.

LOCATION:

RESERVATIONS:

The Villa Chartier's banquet room is one of the Peninsula's finest. It seats up to 175 comfortably and includes a magnificent bar. However, don't be misled by the capacity, as the menu selection requires early reservations. Make your reservation now by sending a check noting your dinner selection.

If still available, reservations will be taken until MONDAY, APRIL 6th.

Make your check payable to "PCA-GGR," list your dinner selection, and mail to:

CHUCK TRACY
6224 Current Drive
San Jose, Calif., 95123
(408) 227-5629
LAGUNA SECA RACES

Well, it's Race Time again!!
On April 18 and 19, Laguna Seca will host the opening round of the SCCA Trans-Am Sedan Championship Series. We can count on a good show, since all the major manufacturers field teams for this series, and they'll all be hungry for some early season points.
PCA headquarters will again be the Carmel Sands Motor Lodge in Carmel. For this race, reservations for two nights may be made directly with the motel by calling (408) 624-1255. The rooms are going fast, but if you call NOW, and tell them you're with PCA, they'll do their best to help you out.
At the track, as usual, Monterey Bay Region will be pouring coffee under the traditional parachute atop the hill outside turn 7. The parking is private for Porsches, and the view is great.
And Saturday night (the 18th) will find all the champagne-loving PCA'ers flocking to the MBR-hosted "Bubbly" Party at the Hunt Club at the Monterey County Fairgrounds. This is one of the outstanding social events of the season, and no race weekend at Laguna would be complete without it!
So pack your warmest jacket (in case it's cold), and your sun-tan lotion (in case it's hot), and your private traveling bar (for all the room parties at the motel), and some Excedrin (for Sunday morning) and come out to enjoy some really great racing in company with your fellow PCA'ers!

Coming Events

<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>PLACE</th>
<th>CHAIRMAN</th>
<th>PHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 4th/5th</td>
<td>Yosemite Tour</td>
<td>San Jose Area</td>
<td>Gary Evans</td>
<td>(408) 867-0543</td>
</tr>
<tr>
<td>10th</td>
<td>Board Meeting</td>
<td>20 Ridgewood Lane,</td>
<td>Burt Propp</td>
<td>(415) 339-0735</td>
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<td></td>
<td></td>
<td>Oakland</td>
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<tr>
<td>11th</td>
<td>Tech Session</td>
<td>Anderson Motors, San Jose</td>
<td>Bill Weitzel</td>
<td>(415) 456-1904</td>
</tr>
<tr>
<td>11th</td>
<td>10th Anniversary</td>
<td>Villa Chartier, San Mateo</td>
<td>Chuck Tracy</td>
<td>(408) 227-5629</td>
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<tr>
<td></td>
<td>Dinner Meeting</td>
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<tr>
<td>18th/19th</td>
<td>Trans Am Races</td>
<td>Laguna Seca</td>
<td>Karl Keller</td>
<td>(408) 225-4837</td>
</tr>
<tr>
<td>25th</td>
<td>Hare &amp; Hound Rally</td>
<td>San Jose</td>
<td></td>
<td>(408) 225-4837</td>
</tr>
<tr>
<td>May 1st</td>
<td>Board Meeting</td>
<td>388 Bay Street, San Jose</td>
<td>Karl Keller</td>
<td>(408) 225-4837</td>
</tr>
<tr>
<td>9th</td>
<td>Dinner Meeting</td>
<td>HS Lordships, Berkeley</td>
<td>Chuck Tracy</td>
<td>(408) 227-5629</td>
</tr>
<tr>
<td>10th</td>
<td>Family Picnic</td>
<td>Vasona Park, Los Gatos</td>
<td>George Neidel</td>
<td>(408) 225-8103</td>
</tr>
<tr>
<td>16th/17th</td>
<td>San Simeon Tour</td>
<td></td>
<td>Gene Pavitt</td>
<td>(415) 461-5638</td>
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<tr>
<td>24th</td>
<td>T &amp; D Rally</td>
<td></td>
<td>The Beets</td>
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</table>
There will be a West Coast Weekend in 1970 (for those of you who can't make the Parade on the East Coast). As a matter of fact, Golden Gate Region is going to be the host of this event on the weekend of September 26-27. This event is in effect a mini-Parade compressed into two days -- including such things as a Concours, Rally, Autocross, Quiz, or whatever. We have timed this weekend to follow the Squaw Valley Sports Car Olympics to give those attendees a second event to show off their cars and their skills. There will, of course, be a call for workers -- but it is planned that everyone will have the opportunity to enter the events. Look forward to this one!

A few comments for the autocross enthusiasts:

1. The new class structure for PCA-GGR auto-X's has been well received. The Porsche owner who does not feel he wants to go to the expense of racing tires has just as good an opportunity to win a trophy as anyone else. There now exist classes for stock cars -- and that means tires, too. If one has Goodyears or Firestones, he runs in Cheater -- so come out one and all! Run against your equal.

2. Good news for the NCSCC and Championship autocrossers, too. The 911 has been removed from Class E-Stock and now runs in D-Stock against Lotusai (which is a pleasure, believe me!). So that leaves the 912's and 356's alone to fight it out in Class E.

The turnout in both classes has improved -- and NCSCC gives a trophy for every four cars. So here is another chance to improve your skills.

I have had a few comments that people who ordered pictures from the Parade in Anaheim have not received them. If you have this problem, write to:

PHOTOGRAPHICS
42 Madison Ave.
Cypress, Calif., 90630

They are the source for the 14th Parade pictures.

A small tech item on wheel balancing: How many of you (in 900 series) have had your wheels balanced and still experienced vibration or wheel shimmy? I did. After buying new tires, I had the set balanced on a dynamic balancer -- where the wheel was mounted to the balancer shaft by the center hole! To be net, the center hole may not be the exact rotation point of the wheel. I subsequently had all four checked on a spin balancer where the wheel was affixed via the five stud holes. All four showed a serious need for re-balancing. Once done, the shimmy disappeared. You might want to check yours.

The April dinner is in celebration of our region's 10th anniversary. We have planned an evening worthy of such an event. Try and make it if you can ... they only occur once every 10 years, you know! See you there ...

- Dave Hancock -

DON'T FORGET TO COME TO NORM ANDERSON
MOTORS, 3350 STEVENS CREEK BLVD., SAN JOSE, on SATURDAY MORNING, APRIL 11th, at 10 AM.

The discussion will cover suspension, wheel alignment and wheel bearings.

FOR RESERVATIONS: call Bill Weitzel (415) 456-1904

DIRECTIONS:

Going South on Hiway 17, take the Stevens Creek Blvd. exit (to the West). Anderson Motors is on the left after you pass the third traffic signal. Going South on Hiway 280, take the Saratoga Ave. off ramp. Turn left on Saratoga Ave. to Stevens Creek Blvd. Turn right on Stevens Creek, and Anderson Motors is on your right about ½ mile down the road.
The Night of the Hunter

April 25

Saturday Night

STARTING TIME: 7 PM
PLACE: BRUCE'S TIRES
        10th and Bayshore
        San Jose
COST: $1.00 per car
AWARDS: Trophy for 1st place
        Place plaques 2nd through 5th

Hare & Hound Rally

This is a fun - but challenging - driving event. You don't need stop watches, clipboards, or any of the other T & D Rally paraphernalia. All you need is a working odometer and sharp eyes.

Don't worry about the rally-markers being stolen: ours are theft-proof!

Driving time for The Night of the Hunter will be approximately 2 hours (if you don't get lost!). The event will end at a unique bistro where beer, sandwiches, and gourmet goodies may be consumed.

Don't miss this low pressure, fun-type event!

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New Region!

A hearty welcome to our new next-door neighbors, the LOMA PRIETA REGION of PCA! This group recently organized and elected its first slate of officers. They are: Bob Wagner, Pres.;
Dave Parker, V.P.; Dianne Uchtil, Sec.; Bill Arnett, Activities; and Marv Patterson, Membership.

Congratulations to all of you, and best of luck in your new undertaking!

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Scrapbook

Your PCA-GGR scrapbook is what YOU make it! We desperately need pictures...candid, posed...it matters not. What does matter is that we get some material to fill the pages of interest to the club members in general. Pictures of rallies, auto-X's, dinner meetings, or just general Porsche-ing! April is our 10th anniversary, and we would like the scrapbook to show those successful years!

Send material to Pat Weitzel, 159 Terrace Avenue, San Rafael.

---

Mother's Day
Reserve May 10th
PCA Family Picnic
Vasona Lake County Park
Los Gatos
Just off Hiway 17

Bring your lunch -- Our fire and BEER.

Games for the kids -- Volleyball
TOUR CONNAISSEURS UNITE!!! (But only 40 of you!)
THE CHANCE OF A LIFETIME!!!
SURE TO BE ONE OF, IF NOT THE "PIECE DE RESISTANCE" OF 1970.

HEARST
SAN SIMEON
STATE HISTORICAL MONUMENT

DATE: MAY 16/17, 1970
PRICE: $50.00 (Yes, fifty)

Ah... Fifty dollars, you say, that's pretty expensive for a weekend. But WAIT --
here's what that fifty dollars will entitle you to:

SATURDAY, MAY 16
1. A leisurely drive down the beautiful Coast Highway to San Simeon, with a short
   picnic on the way.
2. At 3:00 pm the entire group of 40 will embark on the "Enchanted Hill Tour"
   which takes us through the grounds, one guest house, and the ground floor of the
   main building.
3. Dinner for two at the beautiful San Simeon Lodge (after perhaps a quick dip in
   the swimming pool and a drink or two).
4. A beautiful room for the night at the San Simeon Lodge -- a Hyatt House over-
   looking the scenic Pacific Ocean.

SUNDAY, MAY 17
5. A hearty breakfast at San Simeon Lodge.
6. Starting at 10:00 am and through 11:30 am (on the half-hour) four groups of ten
   each will commence on the "La Casa Grande Tour" which visits about 26 rooms in
   the upper floors of the main building, including the famed libraries and Hearst's
   Gothic suite.
7. The last (11:30) group should be finished by 1:30 pm, leaving ample time for the
   return drive to the Bay Area on your own.

FOR FURTHER INFORMATION: call Paul Scott
(408) 264-5589

FOR RESERVATIONS: make your check payable to
"PCA-GGR" and mail it to:

GENE PAVITT
619 Poleline Road, #249
Davis, Calif., 95616

Not bad, huh? But be sure to be among
the first 40 people (that's only 20 couples) on
the tour. Don't hesitate!

All monies must be paid in full by
APRIL 15th (a nasty date) to meet our deposit
obligations.
Our first Public Service event was a screeching success, especially for those course workers who spent the whole day jumping out of the way. Paul and Carole Scott planned a very challenging course -- I even got lost the second time I ran it! Chuck Tracy graciously consented to give his famous chalk-talk to the Scouts on two consecutive evenings to prepare them for the event and supply them with the theory required to break into rallying.

When most of the bleary-eyed Porsche nuts arrived at 8:30 Saturday morning, there were 30 anxious Explorers and their leaders ready for a day of fun and games. The clocks were started at 9:00 sharp. Since the two Mickey Mouse watches were the only ones that agreed, they were chosen as official time (Rodent WWV1). At 9:30, Paul Scott led out the caravan of course workers. Dick and Mary Wallace had the longest day of all because they got up and ran the rally that morning before the Scouts.

The start went unbelievably well. With Chuck Tracy timing and the Wallace's recording, we had 29 cars out in exactly 29 minutes. (One Scout had clutch trouble and spent a pleasant morning on his back.)

As usual, each checkpoint had its own adventures. The Kennedys, Reids and Innises were harassed severely for being dangerously close to someone's ice plants. The Hancocks, Pettersons, and Bruce and Charmayne hid so well that one Scout never did see the checkpoint, even with Bruce Anderson galloping down the road after them, waving his arms and tooting his whistle! I am told that he later "blew" his whistle and had to replace it.

The Evanses and Brewsters and their super borrowed VW pickup truck had a great day eating Space Food. Dick "The Runner" Spear did his best to cheer up Gary, who is still in mourning from seeing the inside of his 912 engine. Chet and Betty Lane, Alan Brooking, the Larsons and the Luthers stationed themselves strategically in a pasture right after Paul Scott's notorious "Tourist Trap" near Gilroy and timed the furious contestants. Ten minutes after I closed down this checkpoint, another group of wayward Explorers roared up -- so I stopped and gave them each a time. I took all the short cuts to the finish point, but they still beat me by five minutes!

At the end, the Scotts, Arlen Riggs, the Kellers and the Carletons were settling upset stomachs and jangled nerves. The Scouts went home with a new realization of the meaning of "Not A Thru Street" and, in most cases, a warm feeling toward PCA.

My thanks to all those who worked so hard on this event.

- Jim Fleming -
Local Boy Makes Good

GGR's past president, Dwight Mitchell, went to Racing Drivers' Club school last year and finished the year well-placed in the SCCA regional point standings. Not by reason of a "hot" car or exceptional ability, but by hundreds of hours of work in the preparation of the car - not for speed, but for reliability - and by very hard driving and finishing every race.

This year it's National Races Year for Mitchell Racing Enterprises. The schedule shows a stronger, faster engine completed in January to Sears Point for testing the first of February. That allows two weeks before the first race (at Holtville, California) to double-check everything and sort out any little problems that show up during testing. Funny thing: local speed machine shop doesn't have the parts ready on time. In fact, it's the weekend before the second race (Phoenix, Arizona) before the parts are ready! Now come five days of one and two AM sessions - fit together, check, disassemble, check, reassemble - but finally everything is together, the last item on the checklist is crossed off: "Load the car on the trailer and be ready to leave at 6 o'clock Thursday evening!"

We'll gloss lightly over the 16 hour tow to Phoenix, and how Dwight, who drove most of the way, slept exhausted in the quiet motel Friday afternoon, Linda summed herself by the pool, and "loyal pit crew" (who slept most of the way down) spent the afternoon girl-watching in his old home town. Friday night was technical inspection - thanks to the Mitchell System, the car was through tech and back on the trailer before the real hassle and crowd arrived. Plenty of time to check the opposition and see that it will be a good tight race in Class E.

Saturday morning dashed all hopes. The first warm-up session of the day, and into the pits after only three laps - the smoke is raw fuel, pumping out of a line that vibrated loose. Three more laps and back into the pits - the smoke is two quarts of oil pumped all over the engine compartment. The gas-soaked fan belt turned just enough to keep the warning light off, but not enough to cool the engine. Borrow a compression gauge from Marshall Meyer (Spitfire from Livermore) - 90 pounds compression on all four?! Borrow a compression gauge from Dick Barbour (906 from San Diego) - still 90 pounds. Catastrophe! At least, blown rings - at most . . .

Many phone calls. Every parts house in Phoenix (no Porsche-Audi dealer in Arizona) gives the same answer: "Forty-over rings to fit what pistons? - You're kidding!" "Speedy" Livingston (PCA, Los Angeles) has two rings we can have if all else fails - Porsche owners stick together even if they are in competition. But there's no sense taking the engine apart if it can't be put back together right. Dwight decides to run for as long as the engine holds together.

Qualifying time Saturday afternoon. The car runs, even though it won't "rev" properly in third, and fourth gear is a joke. None of Dwight's times are as fast as his first lap in the morning warm-up, but somehow he qualifies with the third-fastest E time! The competition is sure Dwight is lying about the sick engine. When the crew man swears as to D.M.'s veracity, that cinches it - an outright fabrication! The race car goes on the trailer, and the crew finishes a bad day with a poor meal at the Caravan Inn.

Sunday AM - Norm Ross (PCA, Tempe, Arizona) shows up to help change the oil and look at the metal on the sump plate magnet. Ignore the competition practicing in the warm-up sessions. Save what's left of the engine! Besides, it's starting to rain and Dwight doesn't have any rain tires anyhow. Consolation is watching the local Playboy Club Bunnies.

Race time: one parade lap - then stand in the rain for the national anthem. No one can see the oil and smoke from the engine because of the tire spray. Back in the car, one pace lap, and they're off!

The Gold Tub passes the second-place car (912) in the first turn and disappears from view over the hill. Here come the leaders through the spray: Class C cars, a couple of D cars - and The Tub!! Dwight is in first place on the first lap - but look at those cars from Seattle and Portland on their rain tires coming up through the pack. How does one describe the sensation - watching Dwight lead and wondering which will come first, a blown engine or being passed by everyone in the class? Dwight holds onto the lead for three laps as the rain lets up to a series of short cloud-bursts over parts of the track which leave a slightly damp path around most of the course. But that's not wet enough for the rain tires! By the time the second place car is 12 seconds back, its tires are heating too much and losing traction!

Dwight's crew gives signals showing how many laps are left and how far back the competition is. Each lap is more tense, wondering if the engine (continued . . .)
Dear Willie:

In the March NUGGET I presented the following problem:
"Generator light comes on dimly at 3200 - 3700 RPM, otherwise works well. Have new battery and rebuilt generator as well as new voltage regulator."

In response I received the following letter:
I have some suggestions on the generator light problem. My experience is that a dim light with everything else OK is usually due to a loose, or very slightly resistive connection in the wiring. Since the light is connected between the hot brush of the generator at one side, and the coil side of the ignition switch at the other side, anything that causes these two points to not have identical voltages to ground will cause a dim glow in the bulb.

Check: gen-cutout points, wire and connectors from generator to cutout, wire to starter terminal at the generator end. Then check and tighten every connection from the battery to the bulb through the switch, including the joint between battery cable and "hot" wire at the battery, all screws on the fuseblock, all screws on the light switch and ignition switch. Check voltage drop across the ignition switch, as the internal contacts can get bad.

If all this doesn't make the glow very dim (it never is completely dark, at least in any 356 I've had); I would try measuring the voltage across the bulb with a DC-voltmeter. Connect the meter so it reads upscale with ignition on, engine stopped. Then see where it goes with engine running under the problem conditions. If it reads upscale, the generator isn't putting out. If downside, there is too much resistance somewhere. (Around 1 volt or slightly more is normal, downside, due to ordinary wiring resistance.)

Signed, Chuck Forge

My thanks for this letter. Perhaps our member's problem will be solved.

If you have a problem of general interest to fellow PCA'ers, and would like to solicit their help... drop me a note, or call. There ARE no secrets, and SOMEbody is bound to have had a similar problem. That IS the purpose of this article.

I am also trying to keep an up-to-date running list of parts available or wanted, for our members, or locations where you can best obtain parts or services.

- Bill Weitzel
Technical Director

MORE ON THE HERO DRIVER!

will last one more lap. There's still enough water on the track to camouflage the smoke from the engine, so no black flag yet... and there's the end of the race!

Dwight won his first national race in the wet on a sick engine. Thank goodness there's no victory lap -- and distract the attention of the officials so they don't notice the oil dripping down off the back of the car.

All that's left to tell is the long trip home in the rain storms: Dwight's panic when "loyal pit crew" almost loses tow car, race car, and all on a downhill curve in the mountains during the storm; running out of gas on Highway 99 (still in the storm) at 2 AM. We arrived home at 6:30 AM -- tired, damp, and still not quite believing that the thing in the front seat of the tow car is the first place trophy.

Now to rebuild the engine for the race weekend after next... - Gregg Wallace -

Tour to Carmel

Due to the rainy weather, only 16 cars showed up for the Carmel Tour. The tour started in the rain at the Hyatt House in San Jose, but by the time we hit Hecker Pass it was beautiful. There was a little rain near Soledad, but outside of that it was a lovely day.

I'm sure everyone who went on the tour would like to thank Paul and Carole Scott for making it a most enjoyable day.

- Sharon Neidel -

DEADLINE
FOR THE MAY ISSUE
APRIL 15
Perspective On A 914

Standing next to an idling 914 listening to the characteristic VW engine exhaust note, one may be prone to ask: is this a VW or a Porsche? After you drive the car this apprehension disappears -- it is a Porsche. The styling is unconventional, like most Porsche designs, and it requires some time for it to grow on you. But once it is equipped with wide wheels and tires and a wider track than stock (the way all 914's should be delivered) the car becomes quite attractive. The handling and ride are simply non-pareil. The cornering power is outstanding (surely better than any stock Porsche ever made), but not at the expense of an excellent boulevard ride (like a 911-912 without sway-bars, but firmer).

The 914 doesn't have sway-bars and this results in wishy-washy suspension response to steering inputs, just like late-model 911-912's without sway-bars. Possibly one can get used to this mushiness, but sway-bars provide a much more secure and predictable driving feel, and hopefully they will be available later for this model.

The driver cockpit positioning is very much Porsche, almost necessitating straight-arm driving (which is the only way to drive anyway, right?). Unfortunately the clutch throw is rather long, although maybe this can be adjusted out. The gearshift throw is also too long and the lever is positioned too far to the left (finding first means certain contact of the lever with your leg). The engine noise level is rather high, at least as great as the 356's and 912's, but cruising at freeway speeds is pleasant (fifth gear is quite high compared with previous Porsches). Most important, there is the general Porsche excitement generated by being in the car's presence, which is probably the single most important factor in getting the new owner to put down all that money for such an overpriced car.

Although the engine is made by VW and sounds like it from the outside, actually driving the car doesn't reveal the usual VW qualities. There is plenty of torque at the low end, but the fuel injection provides a satisfying top end as well -- nothing like an SC, but much like a C. Performance ought to be a little better than a C, but probably not quite a match for a 912. Gas mileage should be fantastic in light of the high fifth gear. And, giving off just 85 hp from 1700 cc's, the engine ought to last for a good long time. The only troubling item is that it takes too much time for the engine to return to idle from, say, 300 rpm, due probably to a heavy flywheel, and this is unbecoming the character of the car. Otherwise, this 1700 cc VW engine is apparently well-suited to this car.

Unfortunately, cost-cutting short-cuts are rather apparent in this car, the most blatant being the silly non-adjustable passenger seat. Quality is not commensurate with that of previous Porsches. The problem is not with how well the parts fit. They do, in fact, fit very well. Rather it is with the parts themselves. Flimsy is an apt description for them: the low-gauge sheet metal, the unpadded fiberglass top, the thin wheel hubs, just the bare minimum everywhere. The contrast with Detroit products is interesting: VW and Porsche have apparently decided to use marginally passable materials at the same time maintaining good assembly quality control; Detroit, on the other hand, uses higher quality parts but cannot maintain very high standards of assembly. Aside from quality problems, there is also the obvious lack of luxury for a $4000 car -- with a price $500 lower, the Flat 124 Spyder is miles ahead in this category.

Except for the quality and luxury problems the car is desirable. It's very enjoyable to drive, even though compromised for sporty, roadster-type driving rather than grand touring as with the 911's. It ought to be reliable. The projected resale value is high. No competitor in this price range has the Targa feature. Although it is perhaps $500 over-priced, there should be enough buyers to snap up production easily for some time. This may be due in part to the features just mentioned, but probably most significant in selling the car will be that overpowering excitement of being even near the darn car -- that Porsche magic -- that makes all the difference.

- John Ollivier -

It is with deep regret that I must announce the death of Bobbi Graybeal on Monday, March 2nd. I'm sure all her PCA friends join me in extending deepest sympathy to her husband, Lee. ak
NEW MEMBERS

Gary R. Carlson
671 Vasona Court
Los Gatos, 95030
374-0870
1965 356C

Gene Choppelas
1343 - 15th Avenue
San Francisco, 94122
664-3412
wife - Jeanette
1969 912

Darrel H. Kearl
4524 Mirador Drive
Pleasanton, 94566
846-7324
wife - Karin
1970 911

Daniel B. Milunovich
1506 Roosevelt Avenue
Redwood City, 94061
368-9467
1970 911T

Fred J. Slightam
311 Grove Drive
Portola Valley, 94025
851-1879
son - Freddie Jr.
1967 911

ADDRESS CHANGES

Bruce Anderson
155 Laws Ave., #18
Ukiah, 95482
(707) 462-4314

Spencer Aust
14950 Vickery Ave.
Saratoga, 95070

Marvin Besmer
123 Anita Road, #11
Burlingame, 94010

Bob Bonswor
510 Woodside Dr.
Woodside, 94062

Carole Butcher
870 Saratoga Ave., Apt. F103
San Jose, 95129

Brad Clayton
1919 Fruitdale, #J623
San Jose, 95128

R. H. Davis
250 Stilt Court
Foster City, 94404

Ron Ferreira
5355 Estates Drive
Oakland, 94618

Joseph L. LePage
160 Ardmore Way
Benicia, 94510
749-0759

Barbara Rose
257 Vernon St., #418
Oakland, 94610
465-4218

Dr. Richard Rhodes
15770 Shannon Road
Los Gatos, 95030

Robert E. Sneed
2314 Sioux Ave.
Enid, Oklahoma, 73701

Walter Spielberger
7100 Johnson Indus. Dr.
Pleasanton, 94566

Bob Stone
6004 Afton Court
San Jose, 95123
225-7820

The Mart

WANTED: 911 Manual with "S" supplement or access
to same for copying. Day (415) 849-0950 x 245
(Michelle); Eve. (415) 339-1776. Heinz & Michele
Battermann.

WANTED: 356A gas tank. Must be straight and
free of dents. Paint unimportant. Brian Carleton,
4785 Borina Drive, San Jose, 95129. (408) 252-5546.

FOR SALE: '64 C Coupe, white with red interior,
AM-FM, air conditioning, luggage rack, head rests,
Michelin tires. Excellent condition. $3300.
John Mangante, (415) 697-7403.

FOR SALE: Four 500-920/15 Goodyear Bluestreak
R-5's in perfect condition, 30% worn; $160/offer.
John Olivier, 843-8168 weekdays, 326-2966
weekends. (Note that new PCA autocross clas-
sifications in many cases allow conversion to larger
racing tires from the smaller with no class change
penalty.)

FOR SALE: One 15mm front sway bar for 911/912,
$10. One Bursch tuned exhaust, without stinger,
for any year 911, $35/offer. Two 165 x 15
Semperit radials, excellent condition, 50% worn,
mounted and balanced on 5 43/4 x 15 steel painted
wheels for 356C, 911, or 912, $80/offer. Will
sell wheels, tires and tubes separately for a
reasonable offer. Donald Chiang, (415) 781-3030,
8 to 5 weekdays; (415) 664-0562, evenings and
weekends.

Factory muffler for 912, $40. Factory 12v sealed
beam headlights, $1 each. Tan leather steering
wheel cover, $2. John Poore, 682-6600 ext. 256.

FOR SALE: 1966 911/5, polo red, black interior,
911S sway bars, Konis, 911S heat exch., 34mm
Venturi Solex carbs, Bursch exhaust, Lobro shafts,
5 1/2" steel rims, Semperit STT. 35,000 miles,

FOR SALE: Four 900 series 4 1/4 x 15 chrome wheels.
Excellent condition - $70. Don Lang, 248-2947.

FOR SALE: Like new 1969 911T coupe, Bahama
Yellow with black interior, car is immaculate,
ever dented or marked. Accessories: 5-speed
transmission, Blaupunkt AM-FM radio, chrome
wheels, factory Koni shocks, Mark Ten CD ignition,
car cover. Also, '70 license tags. S. J.
Roumanis, (408) 867-1377, evenings. (To interested
PCA'ers, I would be pleased to give you any
details on the car above. Chuck Tracy, (408)
227-5629.)
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