Prez Sez

This month I am taking off my presidents hat and putting on the one that says Parade Rules Chairman. The PCA committee has had 3 long sessions so far this year and we have gone completely through the rules and are now preparing a draft of the proposed changes. The major change will be the removal from the PCR - a great deal of material which has to do with the administration of the parade and the events. The second major change is in the overall scoring. You are no longer required to enter all three events (but if you want to place in the top 20 you had better). The concours is now divided into 5 divisions with the winner in each division receiving 100 points toward overall. The divisions are 356, 911 & 912 thru 1969, 1970 and later 911, 914, and competition cars. There are still classes within the divisions, with more classes for 356 cars and more classes for later 911's. Also, the emphasis is on originality. The rally now has three classes: non-navigational (same as present un-equipped), navigational (slide rules and tables allowed) and equipped (anything allowed). Each class winner gets 100 points toward overall. In the autocross and additional class has been added in the improved production category for both 4 cylinder & 6 cylinder for both men and women (4 new classes). For the 911's, the classification of a car is based on the type of engine the car has, not the year. If your car was a 1967 911 and you now have a 2.4 S engine in it, you start as a 2.4 S. Any additional modifications you may have are started from there. The point structure has been modified also.

If you are really interested in all the proposed changes, I should have them written up by the time you get this and you can give me a call for complete details.

LATE FLASH !!! - The slate this region was supporting has been elected. Your new national officers are as follows:

President .... Mick Williams
Vice President ... Chuck Stoddard
Secretary ....... Jim Perrin
Treasurer ...... Hank Malter

John Clever

Veep's Peep's

OR SONNETS OF THE SEASON.
Christmas, Family, and Friends. Tummies buldging, elbows that bend.

This has been a fun year for your Veep, I've enjoyed it all, I hope those of you who shared it with me, had as much fun.

As I have said before, if you are not there how can an event be a success?

A VERY Merry Christmas and a Happy New Year.

The Veeps last Peep.
Ron Ferriera

Special

A note of thanks to all those PCAers who helped us out on the Orange Coast wine tour after our car sprung an oil gusher, especially Tom & Linda Foster and Tom & Marcy Scott. Oils well that ends well.

Many Thanks
Barbara & Al Berens

Cover

This months cover was taken by Jim Fleming at one of this years wine tours.
Thank You

As of the end of December we will have had 56 different events this year. There has been something for everyone: We cycled across the Golden Gate Bridge and terrorized the south bay wineries; we blackened the pavement at Pleasanton and streaked at Yosemite. Except for autocrosses and dinner meetings which attract close to 100 people, most events were attended by 20-30 enthusiastic participants.

Tony Luce and the rally committee gave us six (6) great events chaired by the Ferreira's, John Clever, Karl Keller, the Rushes, the Bests, and the Luces.

Autocrosses this year have been very successful due in large part, to the excellent leadership of Ron & Sharon Trehon. The job of activities chairman is a snap when people like these and event chairpersons like the Zulkowskis, Fords, Greens, Daves, Troy Powell, Jim Gaeta, Brian Carleton, Fosters, Neidels, Ferreiras, Brookings and Zazzettis, put on such smooth functions.

Norm Merkel's tour committee filled in the calendar with trips to Yosemite, Konocti Harbor, Pinnacles, Angel Island and other fun places. Mary Wallace, the Evans, the Neidels, the Scotts, John Clever, the Spears and yours truly have organized these adventures to places we love and want to share with others.

There is a special committee in this club called the Neidels. If we had 500 like them we could concour the world. They attend every event, meeting, and party; work at every function and organize enough events each year to make the Board feel like its members are not working hard enough. Sharon Neidel's women's committee has put on a Auto-X, Bowling, and Night at the Hardtops. The family picnic each year is a classic event, as only this great gang can put on.

The Swains and their social committee have given us a super SWAP meet, Jackie Allison's canoe trip, the Atlee's bowling evenings, and the family picnic.

Dwight Mitchell has outdone himself with his totally professional tech sessions. The information which has come forth at these functions is invaluable to any person concerned with the operation and maintenance of their Porsche.

Ron Ferreira's Dinners have been super fun with great entertainment and good food.

Marj Green specializes in autocrossing and finance. Her auto-X schools for women have helped the wives establish a proper "Balance of Power" in many families. The treasury is healthier and more predictable this year than it has been for many administrations.

I am sorry to see the Wallaces leave the Board this year. They have kept a steady stream of new members coming in and contributed a lot to the Board in general.

Thank you very much to John for his leadership, Steve for his recording of Board happenings and most of all to Nancy McCarthy for her long hard hours putting our excellent news letter together. Nancy and I had a long pull to get our act together as far as informing the members what was happening when, but we made it and most everything came off smoothly.

Sure as Hell I've missed many names of people like Bob Sherry who will work 7 hours straight at an Auto-X without even competing or Tom & Linda Foster who put together our classy membership directory.

Thanks to all of you for a great year.

Jim Fleming
What's Happening Now?

Rally

Crossword

A

December 7th

Puzzle

Come and join us for the last rally of the season. It will be an easygoing rally. Just bring a pencil and a clipboard.

The start is in the parking lot at the Southland shopping center in Hayward, just to the south of Liberty House. To get there take Nimitz Freeway (highway 17) south from Oakland, or north from San Jose or the San Mateo Bridge. Take the Winton Ave. exit west. Turn left at the first signal and then left again immediately. Follow the street around the shopping center to the south parking lot. Rally school will be conducted at 12:30. Directions will be sold until 1:30 ($3.00 per car). The rally is less than 35 miles long. Score sheets are to be turned in by 4:00. Results will be tabulated by 4:30. Free marriage counseling will be available to all participants after 4:45.

Tony & Judy Luce

Drivers Event

Event: Drivers Events Meeting
Date: Wednesday, December 18th
Time: 7:30 pm
Scoop: Vote on 1975 rules and regulations for the GGR series.
Place: Ron Trethan's (415) 846-7717
2377 Greenberry Court
Pleasanton, Ca. 94566

Dinner Meeting

Event: December Christmas Dinner Meeting
Date: Saturday, December 21st
Time: Holiday Cheer 6:30 pm
Feast of the Season 8:00 pm
Frolic & Merriment 9:30 to ? ? ?
Entertainment: 'Special Preview' NEW FACES of 75 and many more surprises. Santa too! Please bring a gift, Ladies for Ladies, Men for Men. Approx $1.50 value each.
Place: Rickey's Hyatt house (415) 493-8000
Executive Conference Room
Palo Alto
Directions: Take San Antonio exit off Bayshore turn right (north) at El Camino Real. Its 4219 El Camino.
Menu: Prime Rib $8.00
Cornish Game Hen $7.50
includes wine with dinner and all the trimmings. Don't forget to bring a gift.
Deadline for Reservations: Wednesday, Dec. 18th.
Make Checks Payable To: PCA-GGR
Mail To: Ron Ferreira (415) 547-2357
5355 Estates Drive
Oakland, Ca. 94618

Autocross

The Green's 2nd Annual
4-Lapper

9AM
Dec 8

- Last 1974 GGR Series Autocross
- Revival of Contest to Guess TTOQ
- 1 Practice and 3 Timed Laps

Tom & Marj Green
Did You Miss It!

In October, Ron Ferreira put on a great "Ghost Rallye" instead of a dinner meeting. Everyone got lost. The costumes were fun. Georgia Gallassi took a first for her version of "Big Bird", Steve Kirby was runnerup. He came as "Mellow Yellow". Steve is currently driving a "two wheeler" race car. Welcome back, Steve. Greg & Peggy Jenkins came as a stop watch and a fire extinguisher. Al Berens was a 914 and his wife Barbara wears Granny glasses. Linda Mitchell was the most exposed in her "smallest" costume, but was popular with Rob Meli (our own tooth fairy) who came as a Dracula type. Linda had plenty of places for Rob to ravage. Brian "fur around the holes" Carleton come as a combination Lenny Bruce/Don Rickles. Jim Fleming had all sorts of functional problems in his "Peter Pan" tights. Peter Pan spreads easily tho. Karen Larson, transfer from Dixie, Orville Fairbairn and Lynn Tracy finished one, two, three in pumpkin mutilation. Orville's date, Heidi, won acclaim as a new addition. Gary Evans went home with tail dragging when his "Gland Nut" story failed twice. The prizes were great and Baron Von Veep should be congratulated. Bill Patton.

BOWLING IS A BALL!

Well over fifty Porsche pushers met at the Saratoga Lanes, Saturday, October 26th, to meet the big challenge of bowling balls, pins, beer and etc. As prompt as Porsche people always are, we started bowling at 7:30 pm give or take five or ten minutes. All ages participated and we even had a rooting gallery of non bowlers who participated in the beer and etc. class of the event. The competition was varied and fierce, and lots of comments were made on the different styles of approaches such as: seat of pants, face down, one step, ballet and many many more. Also what is the right way to throw the ball so all the pins go down. We later retired to the near by pizza hut to eat a little pizza and make the final awards. Prizes were given in many categories - youngest bowler - lowest game and series - most unusual language while delivering the ball - highest game and many many more. A big thank you to Ted & Susie Atlee for a very enjoyable event. If you didn't attend this 2nd bowling event, you missed a fun time and be sure to make the next.

Darlene Swain
RESULTS

DECISIONS, DECISIONS! - GGR AUTOCROSS SERIES

Jim Fleming's course design forced drivers to choose one of two separate course paths for half the length of the course. After the first few drivers sampled both ways, everyone decided that the shorter but tighter course was the faster route to the checkered flag.

The day started gloomy, with everyone's eyes watching the overcast skies and talking of rain tires. But within a couple of hours the fall weather was the nicest Pleasanton has enjoyed in years. And everyone settled down to basking in the long, warm sunshine and learning to drive Jim's course a little faster.

Since it was Jim's design, maybe it was only fitting that he run away from Steve Grant and the other stock 356 competitors. Class S2 must be a lonely place for Walt Chalton. Surely GGR must have other 912's capable of giving Walt some competition.

We can't say the same for S3. The stock 911 class is loaded with fast drivers. Ray Blow was the fastest in the class, as well as fastest stock car driver. Ron Trethan tried to worry Ray with his new Carrera, but found the power range much different from his old 911T. Terry Zaccoone continues to plague the big-engined 911's with his old 2 liter targa. When GGR splits this class next year, Terry will be a good bet for the slower class.

Sue Brooking beat Linda Mitchell. She has really worked hard at her driving this year, and it is good to see it pay off in a first place. Sonja Blow put in a couple of super runs to put her 911S ahead of Sharon Trethan's Carrera and the rest of the class. Sonja put in a run that would have been good enough for a second place in S3, behind Ray's time. That is some fantastic driving.

L3 was won by Sally Daves, but the happiest person was Pat Walden, who was elated at getting that close to Sally. Sally's time was also good enough to be a second place in Bobby's class. Class L4 continues to be dominated by Diane Grimsman. But the real bombshell in improved six cylinder class was Carol Ford. Running on 'old' firestones instead of trick goodyears did not bother her at all, as she ran as close as 4/10's of a second behind Diane.

Marj Green borrowed Don and Judy Stubbs 911, after Tom broke the tranny in the Convertible D, and made a couple of quick runs. But Gloria Zulkowski put in a fast run at the end of the day to capture first place.

We caught Dwight Mitchell driving while watching his rearview mirror, glancing to see whether Rich Bontempi was going to catch him. Rich put in a run good enough to win many a class, but it takes more than that to beat Dwight.

Jon Milledge continues to win the 914/6 class. We don't understand why we don't have more cars in this class, since GGR must have half the 914/6's ever made. Another driver who continues to win is Bob Daves in Al Bob is talking of retiring the roadster after this year. This will be good news to John and Brian. Maybe Bob will run his 914/6 against Jon?

This has to be Don Chiang's year. After winning his class in NCSCC Championship series, it looks like he may do the same in the GGR series. Good driving all year long. Bill Fay put in a super quick run to take the improved six cylinder class. This was the closest class of the day. Bob Zulkowski and Ben Buschen put in good runs, but not fast enough. Dennis Grimsman was a little off his usual fast driving. The bombshell - again was Ford's 914/6. Rick has done little driving since he sold the Cobra, 6 months ago, but he put together some beautiful runs to take second place.

Super-Zoomy modified class finally saw the introduction of the Anderson/Garretson 2.5 914/4. If all those numbers confuse you, it spells POWER. The car is quick, as Bruce illustrated by taking TTOD. Troy Powell however, probably put in the best run of the class in his 1.7 914.4, only 3/10's of a second behind Bruce, and 3/10's of a second ahead of Joe Reitmeir's 2.5 914/6. Bob Garretson's fourth place means that 914's took the first four places - a wave of the future?

Playtime at the end of the day saw Doug and Nancy Wells running their new Lotus 7, a number of people in Skip Pack's formula car, and gleeful drivers swapping runs between their 911's 914's and 356's. Event administration was efficient throughout the day. A warm, friendly atmosphere pervaded the entire day, and carried over to the hospitality we always enjoy at Ron and Sharon Trethan's.

Tom & Marj Green
Autocross Editors
**RESULTS**

**TOP TEN**

<table>
<thead>
<tr>
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<th>CLASS S3</th>
<th>CLASS S4</th>
<th>CLASS L2</th>
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<tbody>
<tr>
<td>10. Robert Daves A1</td>
<td>10. Sue deWells</td>
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**CLASS S1**

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**CLASS A1**

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<tr>
<td>2. John Clever</td>
<td>2. Larry Wong 47.57</td>
<td>2. Rich Bontemp 49.37</td>
<td>2. Sharon Trethian 49.96</td>
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**CLASS A2**

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<tr>
<td>7. W. Newlin</td>
<td>7. Ray Mascia 46.73</td>
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<td>6. Norm Nielsen</td>
<td>6. Rick Bowers 46.49</td>
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<td>8. Rob Courand</td>
<td>8. Dave Bottom 49.40</td>
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<td>9. Tom Green</td>
<td>9. W. Newlin 50.76</td>
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<tr>
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<td>9. W. Newlin 50.76</td>
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**CLASS L1**

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**CLASS X**

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Tech Tips

FASTENER SPECIFICATIONS METRIC STANDARD

The following chart is provided through the courtesy of Sturtevant Co., manufacturers of quality torque wrenches and torque related tools.

The Porsche enthusiast will find the chart extremely helpful when determining the amount of twisting force to apply upon a fastener.

The information offers the thread diameter of most common metric fasteners, the U.S. decimal equivalent, torque amounts applied as related to tensile strength, bolt head and nut size.

When attempting to perform exacting and quality work concerning torque values, the following rules apply.

- Use FEL-PRO C5S COMPOUND or other high stress (high pressure) lubricant under the bolt head as well as on the threads. Chart figures can be used directly.
- Increase torque by 20 percent when engine oil or grease is used as a lubricant. (Don't torque bolts dry) (Follow manufacturers specific specs, if available.)
- Reduce torque by 20 percent when new Cadmium plated bolts are used.
- Increase torque by 20 percent when multiple tapered tooth lock washers are used.
- Remember these values are for standard "thread fits", greater percentage fits cause greater run-down-resistance. In practice, run-down-resistance should be added to manufacturer's specification.

Dwight Mitchell

NOTICE - The ideas, opinions, and suggestions expressed in regard to technical subjects are those of the authors and no authentication is implied by the editor. If you need further assistance, please contact the author.

-The Editor-
WELCOME

New Members

Dave Bottom
2258 Homestead Road
Santa Clara 95050
1974 914 & 1962 356B

Gerhard Georgi
2721 Concord Way
San Bruno 94066
873-5279
1974 914

Lawrence Jacobsen
950 E. Hillsdale Blvd. #31-B
Foster City 94404
574-2446
1969 911T

Gary & Colettea Johnson
26 Parkland Drive
Orinda 94563
254-1659
1968 912

Transfer In

James Allan
1453 Via Loma
Walnut Creek 94597

James Archibald
3135 Campus Drive #311
San Mateo 94403

James Giffin
788 Romona
Sunnyvale 94087

Keith & Nancy McReynolds
4860 Shetland Avenue
Oakland 94605
638-1805
1974 914

Ken Schims
615 Port Drive #302
San Mateo 94404
574-8241
1971 914

Winston Siu
Post Office Box 4504
Stanford 94305
948-2057
1974 Carrera

Richard D. Cassidy
12700 Leander Drive
Los Altos Hills 94022

Stephen J. Dold
415 E. 14 Street
San Leandro 94577

Marlene Gosser
100 E. Middlefield Road
Mountain View 94043

Dave Nelson
5764 Thornhill Drive
Oakland 94611

Jim Pasha
2825 Winthrop Avenue
San Ramon 94583

Dick Spear
1010 Almanor
Menlo Park 94025

James Stoup
1461 Madrone Drive
Ukiah 95482

Dale Brown
1181 Valley View
St. Helena 94574

Total Membership October 4, 1974 577
New Members 7
Add (transfer in) 5
Drop (transfer out) 4
Total Membership November 1, 1974 589
1975 PORSCHE PRICES ANNOUNCED
911 Models Reduced 2.5%

Englewood Cliffs, NJ -- The Porsche Audi division of Volkswagen of America today announced suggested retail prices on 1975 Porsches sold in the US. Four models have lower prices than in 1974 and two have higher suggested prices.

The 911 S and Carrera models have been reduced an average of 2.5% over last year's models. The Porsche 911 S now lists for $11,575 down $300 and the Carrera's suggested retail price has been reduced $350 to $13,475. The basic 911 has been dropped from the 1975 model line.

J. Stuart Perkins, president of Volkswagen of America, Inc. US importer for Porsche vehicles, said, "The Porsche factory has reduced its prices to us and we are passing along these reductions. At a time when all prices generally are increasing, we're sure this exceptional action will spur Porsche sales."

Prices for the mid-engine Porsche 914 have been raised $900 with the base model now selling for $6,300.

<table>
<thead>
<tr>
<th>Model</th>
<th>1975</th>
<th>1974</th>
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<tbody>
<tr>
<td>911 S Coupe</td>
<td>$11,575</td>
<td>$11,875</td>
</tr>
<tr>
<td>911 S Targa</td>
<td>$12,475</td>
<td>$12,725</td>
</tr>
<tr>
<td>Carrera Coupe</td>
<td>$13,475</td>
<td>$13,825</td>
</tr>
<tr>
<td>Carrera Targa</td>
<td>$14,325</td>
<td>$14,675</td>
</tr>
<tr>
<td>914 1.8</td>
<td>$ 6,300</td>
<td>$ 5,400</td>
</tr>
<tr>
<td>914 2.0</td>
<td>$ 6,995</td>
<td>$ 6,050</td>
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</tbody>
</table>

All prices are East Coast POE, add $125 for West Coast.

Tom McDonald/Porsche Audi Public Relations
Volkswagen of America, Inc.
Englewood Cliffs, N. J. 07632

---

The Mart

WANTED

Body and chassis parts for Elva-Porsche sports racer. Any pieces from Elva Mk VIIIIs of the 1963-64 period that would fit an Elva Porsche. Also old articles, pictures, history, spec/technical data. Full particulars and prices first letter. Any leads to owners of Elva-Porsches? Tom & Marj Green, 4320 Gregory Street, Oakland, Ca. 94619 (415) 530-5807 or days (Marj) (415) 642-4201.


For 911 Aux. Gas Heater - Time Switch 901, 615, 201, 30, muffler 901, 572, 061, 30, Flexible exhaust tube 901, 572, 063, 30. George Crabb 923-2703

FOR SALE

1969 911E, new maroon paint, black leather seats, sunroof. 74M miles, bra, car cover, etra tires, 4-speed sportomatic; AM/FM Blaupunkt, asking $5000.00. Terry McDilloway (408) 739-6335

1970 911T 45K miles, 5 speed. Sway bars, front 15mm rear 16mm. Lowered, 1969 clutch. 185/70 Semperits. Red-top condition. Never won an autocross but potential is there. Asking $5895.00. Call Floyd (408) 728-2204 days.

1 set of steel disk brake wheels; 7" x 15" chrome, standard offset. $150.00, will sell as set only. Tom & Marj Green. Nights (415) 530-5807; Days (Marj) (415) 642-4201.

1967 911 Coupe, Sand Beige with Black interior, 5 speed, 15mm front and 16mm 911S rear sway bar, Konis, Blaupunkt AM/FM/SW radio, 150 HP engine, Delta CD, S-W fuel pump, new clutch and chain tensioners. Chrome wheels. Car still in concour-like condition. Car was 4th in 911 class at Sun Valley Parade and 2nd in 911/912 class at Santa Barara weekend concours. Chuck Tracy (408) 267-3460 Eves. Price $6,000.00
1970 914/6 for sale ($6000.00) or trade for 1969 912 in comparable condition. Addition of infant requires additional seating. John Seymour 792-5129

CHRISTMAS GOODIES FOR SALE: Bursch three muffler for 911 or 914-6, no rust, new paint, $27.00; installing foglights in your 914, you'll need the grills, one set like new, $12.50; walnut shift knob w/crest for 911 or 914, $2.50; two Vredestein 165SR-15 radials, 80% tread, good for your spare tire, $15.00 pr or $8.00 ea. Bruce Fong 391-9656 days/ 994-2376 eve.

356 Transmission gears: 1B, 2B, 3A, 3B, 4B, 4C, 4D, George Crabb 923-2703

Parts, or all of what is left of Super Tub, '56 Speedster. Engine & Transaxle still A-1. Spare parts galore, including gears, ring & pinion, meads, cams, brakes - You Name It! Call your needs-priced to sell.

. 911 Bursch exhaust - 3 muffler $30.00
. 911 Ski rack (Mohn) $20.00
. '71 911 front bumper, A-1 $5.00
. 1 set of hella driving lights, all years $40.00
Steve Kirby  Days (408) 735-1238 / Eves (408) 732-4714

1968 912/5 Coupe, Red, De-smogged, sway bars (16mm F&R), new Konis, new 185 Semperits, 6 x 15 factory all alloys, lowered, AM-FM, cover, many extras, 30,000 miles on strong new engine, tied for 9th overall Parade concours, finished 2nd overall in Sun Valley parade. $5350.00 Dick Spear 323-3309.


1973 911E new clutch disk, pressure plate and TD Bearing, $250.00. 1967 912 mint rear deck lid $100.00.

1957 Normall Engine .......... $450.00
1956 Split Case Transmission ..... 200.00
Set of A Model Brakes (complete) ..... 100.00
Four 4 1/2-inch Painted Wheels with Tires 40.00
All the remaining parts from a crashed 1956 Sun Roof Coupe also available. If interested please call Richard Cassidy 948-3922.

FREE to anyone who can use them 4 stock steel rims with wheel covers for 914 and 914 stock exhaust.

Al Berens 574-4189

912 cylinder heads (2). Bead blasted, 911 new guides and fly cut by Lukes and Shoreman. $225.00 for pair, or $125.00 each. Why pay $190.00 + for a new one? Barry C. Lloyd, 3591 Dormer Way, Concord, 94519 (415) 687-5179.

1964-SC Coupe, Dark Brown. (special order paint), near concours condition, extremly fast car (street or auto-x). Blue printed engine with many goodies inside (only 10,000 since rebuilt), extensive front end work (Garretson) sway bars 16 & 19 mm, close ratio gear in newly rebuilt trans, 50,000 original miles on car, 6 x 15 original - McAffe alloy mags, 8 track FM/AM multiplex stereo lear jet sound system, plus many extras. $6,000 or best offer. Serious inquiries call or write. John German (415) 964-2485.

1959-S Engine completely original except for a 65 crank and rods. Completely disassembled and in a box. Will sell either together or apart $250 or best offer. Limited slip for 644 or 741 Trans, good condition $150. 911 front rotor & hub new with bearing $25 ea or $45 pair. Pair of Monroes adj shocks rear's $18 pair $10 ea.
John German (415) 964-2485.
December

6 Joint Board Meeting - John Clever
7 Gimmick Rally - Tony Luce
8 Series Autocross - 4 Lapper - Greens
18 Driver Events Meeting - Ron Trethain
21 Christmas Party - Ron Ferreira

January

3 Board Meeting - New Presidents Home
5-11 Committee Chairmans Meetings for 1975
18 Dinner Meeting - Ron Ferreira
19 GGR Auto-X - Practice - Pleasanton - Ron Trethain

BOARD MEETINGS Anyone wanting to come to the Board Meetings is most welcome. If you plan to attend, please contact the member of the board whom will be hosting the meeting so he may plan for additional bodies to be present.

CHANGED YOUR ADDRESS?
NOTIFY THE FOLLOWING:
The Panorama: PCA Executive Office
5616 Clermont Drive
Alexandria, Va. 22310

The Nugget: Dick Wallace
1111 Lisa Lane
Los Altos, Ca. 94022

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