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We can’t resist sharing the two photos below which were taken by Jeff Lateer at the April dinner meeting; they’re such classics that we’ve decided to have a contest with a prize going to the best set of captions submitted to us no later than July 1; the winner will be announced in the August Nugget. Only Diane Terry and Ray Blow can tell us what was really going on here—and they’re not eligible to win! Thanks to all of you sending in the great pictures and articles. Please identify the people and/or cars in the photos as we don’t always know everyone.

If you would like to advertise in the Nugget the monthly ad rates are as follows: 1/4 page, $32; 1/2 page, $55; full page, $80; contact Nugget Ad Manager Mary Wallace for discount information for one-year contracts and further details, at (415) 948-9203. Ad copy and payment are due in advance on the first of the month preceding the issue month (i.e., ads for the August issue are due by July 1).

'Til next month... Janet and Gary

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Credit where credit is due!!!

Cover Photo: Tom Green captures the true spirit of GGR—members who contribute their time to work events; here Jeff Lateer gives checkered flag at an autocross; page 9, left and center photos, Jeff Lateer; page 9, right photos, Gary Nylander; page 11, Don Lang; page 18, Tom Green; page 19, Butch Hauser. Thanks to Sharon Neidel for helping type again!!!
Listed below is a directory of GGR's Committee Chairmen and other important positions that make the club function smoothly. Call these people if you have questions for their area of responsibility, or if you'd like to volunteer to help them in the duties of their job. Please call before 9PM.

**ASSISTANT TREASURER**
Bert Wall
710 Duncanville Court
Campbell, CA 95008
(408) 377-5358

**AUTOCROSS CHAIRMAN**
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4/GOLDEN GATE REGION
Brace yourselves, people! It's time for the heavy stuff. I received a letter from a disgruntled member who is apparently not getting what he expected out of GGR. His two greatest expectations were learning how to better maintain his Porsche and meeting and socializing with Porsche owners. This is not working for him because 1) There have not been tech sessions directed at maintaining his particular model Porsche, and 2) His perception is that our major activity is wrecking our cars in Time Trials and Autocrosses. Well, this is not a new problem. I experienced the same sort of things when I joined in 1968, and I have received many similar letters since I started participating in Porsche Club administrative matters.

What do we mean by "Porsche Club Member?" I can identify five types of members: Enthusiastic, Participating, Attending, Casual, and Ghost. The titles are self-explanatory, but let me expand a little. Enthusiastic members are the club's hard core. They plan their lives around the Porsche Club activity schedule. These are the people who serve on the Board of Directors or who accept Chairmanships of various types. We have enthusiastic members participating in all aspects of the club, ranging from competition to social events. These members are willing to take responsibility for large, difficult jobs, paying nothing, and costing enormous amounts of personal time and effort. Without them, we would not have a club. Participating members go to a reasonable amount of events and do enjoy themselves. They rarely volunteer for jobs, although occasionally they can be talked into chairing an event or writing an article. Attending members come to a few events a year, never help put on or run an event, but they do enjoy those few events and the events they attend are better for their presence. Casual members may come to one or two events a year, but it is obvious they had some spare time in their schedule. They would never plan their schedule around club events. We never hear from or see Ghost members. We have members that, to my knowledge, have never been seen or heard by anybody. They don't cause trouble or do anything. They send their money every year and that's it.

Okay, I've labelled people. So what? What's so, is that the farther you move up the spectrum from Ghost to Enthusiast, the more you receive from the Porsche Club. If you reach a level somewhere between the Casual and Attending member, you will start to understand that the Porsche Club is different from almost any other club in the world. You begin to get a feeling for the famous, and true saying: "Porsche is not a car, it is a way of life!" It is not required that you be an Enthusiast member in order to enjoy and contribute to the Region. All the categories I mentioned are part of Golden Gate Region and are important to the club. An individual must decide for himself what he does with his time. It is a fact that people do not spend a lot of time with one activity unless they get something from it. On the other hand, complaints gain in validity with the level of the complainer in our spectrum. The more active you are, the more chance that your complaint will be heard and acted upon. I would like to mention that the member who wrote the letter that started all of this is, apparently inadvertently projecting himself toward the Enthusiast level. His letter is a classic example of the correct way to complain. It is very specific about what he wants; it contains suggested solutions; and most important of all, he sent it to the person who could do something about his problem. His main problem seemed to be a lack of 914 Tech Sessions, so he sent the letter to Bill Newlin, the Tech Chairman (who forwarded it to me). That's exactly right! I wouldn't be surprised if Bill will arranges a 914 Tech Session later this year. His second complaint is a little harder to handle. He would like to meet and socialize with Porsche owners to swap stories etc., but feels all we do in GGR is wreck our cars. Ah yes, well, that would be a legitimate complaint if we were driving regular cars. However, we're driving Porsches. My totally unbiased opinion is that no other car in the world can be driven as we drive them in the Porsche Club and still deliver.
dependable service. I am continually surprised and a little bit chagrined when I talk with Porsche owners who do not realize what they have. A Porsche is a beautiful enough that one might buy it for its looks alone. That's fine, but what a waste! Porsches were not designed merely to look good, they are designed and built to provide the very best in grand touring and driving competence. In fact, I would be willing to bet that if you took ten of each of the popular sports cars new, right out of the showroom, and drove them to Le Mans and ran the race, with no other preparation, more of the Porsches would finish than of the other marques. This kind of quality and performance does not come cheap but Porsche does not sell compromise cars. A perfect example is Marcel (my 1968 911L Targa.) Marcel has 224,000 miles, which includes over a thousand autocrosses and a dozen time trials. He was overhauled once at 136,000 miles. I have worn lots of parts out and have broken a few, but the body is undented and the paint is original. The point is: I have gotten more out of my Porsche than most, and, in the process, have obtained a real appreciation for what a fine car I have. No, it probably would not be competitive in a Concours. I just had to make a difficult decision to give that up.

If you want to meet Porsche people and swap stories, come to the events. We have Tours, Dinner Meetings, Parties and Swap Meets, as well as Autocrosses and Time Trials. If you really want to learn how to maintain your car and improve its performance, the best way is to participate in at least the Autocross series. A Tech Session is fine, but, like school, there's the lecture and there's the lab. There is no substitute for hands-on experience (that holds for more than cars.) Enough. As you can see, I tend to get carried away on this subject. The bottom line is that, the more you participate, the more you receive. That is true for life in general, and for the Porsche Club in particular. And, keep those letters coming! It proves there is life out there among the Ghosts!

Ciao,

Terry

PARADE UPDATE

Anyone interested in Tour Group information contact Shirley Neidel (408)225-8103. The Towlers are holding a Pre-Parade Party on Saturday June 22, at 7 PM. RSVP evenings at (408) 238-557. There will be a Zone 7 Party Friday Night of Parade; the cost is $2.50 per person. Make reservations thru Shirley Neidel ASAP. The Southern California Chapter of the 356 Registry has extended an invitation to socialize and tour the Briggs Cunningham Museum on July 2 at 4:30 P.M., with preferred parking for the first 100 356's; the cost is $10 per person; mail reservations to Bob Leif, 356 Happening, P.O. Box 3732, Covina, CA 91722-5732. Remember to call Bill Bartee, (213) 404-2935 (wk), (714) 894-8434 (hm), for info regarding availability of hotel space at Parade headquarters. (All meal tickets at Parade have been sold out - sorry.)
The meeting was called to order at 7:12 PM, April 30, 1985. Those present included board members Charlie Arolla, Janet Buck, Felix Oramas, Paul Seidel, Darrell Terry, Sharon Trethan, and Terry Zaccoone, and guest Judy Zaccoone. The minutes of last month's meeting were approved with a minor correction.

OLD BUSINESS

Budgets for Next 60 Days: Budgets for all events through June have been received except for: The June 8 rally; no one has volunteered to put on this rally; if no rallymaster comes forward by May 7, the rally will be cancelled. The June 23 swap meet; this budget is covered by the swap meet series budget.

Post Mortem of Events: Autocross #3 - Terry O'Toole is doing a great job on autocross articles for the Nugget; Dinner Meeting - All the glasses sold at the dinner meeting; Al Berens will write a Nugget article; Swap Meet - There were 60 entries; we ran out of food; CRAB - One of the best in several years; the rally was very good except for the trip home caused by the rally end in Auburn.

Operating Budget for 1985: After discussion of several items, the operating budget was approved. Discussion items were: Goodie Bag - income running behind last year; much of last year's sales were at autocrosses; at future autocrosses, we will announce when and where the Goodie Bag opens; Family Picnic - income is not shown.

Appointment of Chairpersons: All chairpersons have been selected and approved except for the Historian, Scrapbook, and some dealer reps. Jack Kuhn asked to be dealer rep for California Porsche-Audi; Sharon Trethan volunteered to do Berkey; both were approved. Donna Trefz asked that John Sepulveda be added as joint Nugget Mailing Manager; approved.

Advertising in the Nugget: Ads have been coming in one or two month's in advance of the event schedule.

Insurance for Upcoming Events: All events are covered through May. Only one event in June needs coverage, the rally, which may be cancelled. A mistake was made by the insurance company in billing for the last time trial; Felix is to determine the problem and contact the insurance company about it.

Calendar Updates: Calendar changes were to add the names of event chairpersons. All changes were approved.

NEW BUSINESS

Sales Tax: Santa Clara County now charges 7% while other counties in which we sell items from the Goodie Bag charge 6 1/2% or 6%. The law states that we must charge the tax where the sale takes place. Sharon will call Bert Wall to see if there is some way we can avoid three tax tables with the Goodie Bag.

Zone Autocross: The Zone 7 Autocross put on by GGR will also be a GGR points event. GGR members who wish to run for GGR points must register for the Zone event and then register for GGR points and pay an additional dollar. This event will be run in the Zone 7 format.

DIRECTORS' REPORTS

President: Terry sent Rick Guido the requirements for submission of the scrapbook to be judged for region of the year at Parade. Terry sent a donation to the Parkinson's Disease Foundation in the name of GGR. Terry is going to Zone 7 President's meeting in Stockton. He will bring up the Sports Car Olympics request to PCA to sponsor a Porsche mark award at this year's event. Vice-President: Felix plans to set up the bylaws committee. The sponsors for Time Trial #3 will be Sunnyvale Porsche-Audi and Technne. Treasurer: Report approved. Financial reports for the Yosemite Tour and the 4/13 Autocross have not been sent to Sharon. The savings certificate was renewed for 30 months and will mature on October 24, 1987. The rate is 11.1%. There were $395 in Goodie Bag sales in April. Sharon received a certificate from the Statue of Liberty Fund thanking us for our donation. The auctioneer at Charlie's Chill donated his fee. A copy of the certificate will be sent to the auctioneer and it will be put in the scrapbook. Membership: The board approved 9 new members, bringing total membership to 970. Charlie will be scheduling a new member meeting soon. Dual members have been billed at the new rate.

The meeting adjourned at 10:00 P.M.

Dennis Winter
Secretary, GGR

All members are invited to attend the monthly board meetings; the next one will be held on June 25 at the home of Paul Seidel, at 6109 Uirlin Court, San Jose. Meetings being at 7:00 P.M. Please call Paul if you need directions and/or further information at (408) 378-9413. Please B.Y.O.B.
Golden Gate Region had a birthday party to honor itself for twenty-five years of life - and who, of those who have been even moderately active, can say there hasn't been quite a bit of life in this region? It wasn't so much a birthday party like the one Donna Trefz threw five years ago for our twentieth anniversary but rather like a high school reunion put on by Janet Buck.

If you were fortunate to arrive early you found a band playing music in the background and surrounding the walls, all the scrapbooks from years past, a film from the 1975 Christmas party, and a slide show with some memories in constant replay (ah, who can forget Walt's birthday, for example). As the room filled there was so much chatter that the band faded away and the things to view were cut off from crowds of people sharing stories of the slides or the movies or recollections of some other time found in the scrapbooks.

Looking down the guest list you find almost all the presidents of the region managed to attend this fete, a tribute to the ties that bind us all to the car and to the people who drive them with such enthusiasm that they have to band together to get even more out of them than the factory put in building them. At least one person from every board of directors also managed to attend. Just looking at the years 1960 to 1970, see how many of these people have remained loyal to GGR: Perc Bliss, our first president; Bert Propp, the master storyteller of the early history of the region; Karl Keller, Bob Garretson, Paul Scott, Don Lollich, John Jensen, Dave Hancock, George Neidel, Dwight Mitchell, Stu Grannis, Brian Carleton, Lou Marable, Barbara Rose (Maas), Gary Evans, Linda Mitchell, Bill Weitzel, and Bruce Anderson all served on the board during those first ten years and are still moderately-to-very active today.

The festivities began with the handing out of twenty year certificates and a letter of congratulations from Peter Shutz on behalf of the factory who presented the region with a beautiful pewter plate inscribed with best wishes for our twenty-five years of Porsche Club affiliation. A telegram from Dr. Porsche was also read aloud with a letter from Jim Perrin, our National President. Then two past Presidents, Dwight Mitchell and Bill Patton, introduced all those who had served the club as Board members over the entire history of the club. Ted Atlee next reviewed the illustrious achievements of the region. You don't have to tell a GGR member we're the best, we have known it all along, but it is really impressive to look at the record which backs up that assumption: three of our members have been National President - Lou Marable, Bert Propp, and Jim Perrin; twice we have been Region of the Year, 1961 and 1980; three of our members have been Enthusiast of the Year, Dwight Mitchell, John Clever and Bill Patton; two of our families have been Family of the Year - the Neidels and the Zaccoones, and Bruce Anderson was singled out by the Zone Reps for his outstanding service to the club.

The program was emceed by Brian Carleton and included many stories which are familiar to us all, but are so good you love to hear them over and over - the Dave Hancock garage door opener story, traveling to early Parades, Y.A. Tittle and the Walden "punched" board. It was a night to remember the good times and the funny times, and in reflection a time to be grateful that there are no tragedies to remember - another tribute to those who give their time to the careful running of the club.

The big door prize of the night was a single chance to win the quilt which is being prepared for the Costa Mesa Parade. Shirley Neidel donated one of her chances to win the quilt, which was on display and was even nicer than the one several years back. The lucky winner was Carol Scott.

An elegant affair befitting the occasion, many thanks to Janet for this "class" reunion with hopes that we will all be around to celebrate fifty years of Porsche fun in 2010.

Al Berens

PHOTOS, OPPOSITE PAGE: About 175 attendees celebrated GGR's 25th Anniversary on April 20 at the Sainte Claire Hilton Grand Ballroom; Left, top to bottom: Bert Propp entertained us with his jokes and stories; Bruce Anderson chats with Tom & Linda Foster and Alan Brookings; Bill Patton prepares for the after-dinner program; has D'Anne Carleton told Brian what she's laughing about?; past president Gary Evans; Center, top to bottom: Marian and Ted Livingston share head table honors and stories with Perc Bliss; Lou Beckwith didn't wear his famous tennies!; Stan Michelman entertains Dwight Mitchell; Jan Kelez was there, too; Dwight Mitchell and Bill Patton introduced all past board members of GGR; Right, top to bottom: Barbara and Walt Maas visit with Janet Buck; Cocktail hour provided plenty of time to chat with old friends such as Steve Kirby, Jerry Woods and Karen and Bill Towler; Will Fisher, recipient of 20 year membership certificate, visits with Perc Bliss; Al Berens and George Neidel enjoying the evening at the Sainte Claire Hilton.
It took some time but old Stroker is finally involved racing Porsches with water in them and the motor at the wrong end. All this due to the Stock Endurance Series with drivers Walt Maas and Jon Milledge in a 944. Jerry Woods and Marty Raffauf got me into this and I am back pumping gas, running lap times and whatever at the race track.

At Sebring in March, our new team made its debut with Jon's SCCA winning car with sponsorship from Charlie Burton of Carlisle Porsche-Audi and PCA member Paul McIntosh. I won't say too much about the race other than it was a crushing disappointment. A broken radiator hose took us out in the first hour while running in third position. We definitely were a serious competitor and could have won this inaugural 6 hour race. Sebring was an IMSA Firehawk Series event. We can use a straight exhaust, shocks and sway bars with shaved Firestone radials. At least it was a shakedown and learning experience for all of us. For the first time in 7 years, Marty, Jerry and I weren't involved in the feature 12 hour IMSA race. To pass the time, we worked for Judy Stropus and Leslie Ann Taylor posting positions and times. Need I say that the board was up to date throughout the race.

Our next outing was the Riverside Six Hour in April. This was the Playboy-SCCA which means back to stock configuration. As someone said, showroom stock endurance racing is like watching the grass grow. It isn't really so. Corvettes are allowed and about 20 showed up. Very professional multi-car teams with good drivers so our 944 Porsches were out-powered. The Vettes were awesome on the long back straight. We qualified 3rd in class - Porsches that is, hoping that attrition and quick pit stops would get us up front. Our pit was well staffed. J.W. and Marty did tires, I had fuel and pit board, Steve Kate on windshield, Rich Pasquali on floor jack and Charlie Burton doing fire extinguisher and "in" sign, with Rick Bower, Heinz, Marshall Matthews, Barbara D'Anne, Vicky Dusty, Paul and Larry doing all the other things for us.

About 90 cars took the green flag and as expected, the Vettes took off like stink. Jon started and quickly settled in to our established lap times. An accident allowed the Vettes a free fuel stop under the yellow. It was too early in the race to help us so we kept Jon out in good position close behind the pace car. At the restart, Jon was with the program jumping into the lead - at least on the track. Our first routine stop went very quickly. Walt took over for the middle session with left side tires and full tank. Jon finished the race but regardless of good driving and pit work, horsepower was the name of the game. The Corvettes took the first eight places with our car in a well-earned 9th. It took a while to come up with final standings as Cal Club was at its best. Timing and scoring lost track with all the traffic. Sylvia Wilkinson helped out with her records and about five days later results were published. We did beat F-1 old timers Stirling Moss and Innes Ireland in the Brumos 944.

Home again to Sears Point, April 27th, for another Playboy-SCCA race held in conjunction with the Winston West NASCAR boys. Once again SCCA was at its glorious best with lots of whistle blowing people in white pants and red jackets. All our Riverside crew was there plus or minus a few. Joan Sanders joined, also Nippy and Muffin Maas. Jon qualified the car first in the Porsche class and fourteenth overall. Yes - 13 Corvettes in front. Our best time was four seconds off the pole so the writing was on the wall. There were lots of incidents in practice and qualifying leaving us with the thought of pace cars and lots of yellow flags on race day. It didn't happen though.

Walt started and drove well through the maze of traffic to get the 944 into the top ten. Trouble again on lap 48. The car died and Walt ran in from the end of the drag strip for help. I won't detail the problem, but both drivers, Charlie, Rick and I got our exercise before the car arrived back in the pit. While Jerry worked on the distributor, the car was refueled, night lights mounted, both left and front tires changed. Jon resumed racing some 35 minutes after the incident. He used all the road plus any place he could drive to try to regain lost laps. After two hours, Walt got in to finish. He gave it his best shot and as I gave him the two minutes to go sign, it was announced that no one knew which Corvette should get the checkered flag.

At least three Vette teams were celebrating in the pit lane. A provisional finish order was issued at midnight, almost an hour and a half after the race ended. I guess we ended up about 30th place. Counting all the "what ifs" we could have been as high as fifth had there been no engine problem.

The next race is in St. Louis where we will be back in an IMSA Firehawk Six Hour. Paul McIntosh will probably have his 944 ready for a two car effort. IMSA has a more reasonable car classification system so racing should be closer. Charlie Burton is working on a 944 Turbo for Jon and Walt. No details yet on when it will be available.

Thanks to John Hammill for use of his truck for Sebring and Riverside. Driving that roach is character-building; time for Mr. Goodwrench, John. Don't lose faith, race fans. The basics are there and before the season ends I should have a victory report!

Ciao,

Stroker Ace
One of the new cars to appear at the first time trial was car 0, which is the John Hammill 911 Spyder. The car doesn't look much like a 911, but at its first event, the car posted top time of day.

The car is owned by John Hammill, who operates a "fabrication" business in Campbell. John has supported the time trial series over the years and decided it was time to reenter the "Trials", so he built a car. Starting with basically a wrecked 1968 911 everything was removed and 500 plus hours later John had a chassis which incorporated the elements that make up his business, like a roll cage, numerous suspension modifications, ported heads, engine case modifications, exhaust headers, modified pistons, JFC brakes, tubular sway bars, and other goodies. John built the engine for reliability, so it provides only a modest 240 hp from 2.2 liters. John designed the body, incorporating some ideas and suggestions from Jon Milledge. When it came to building the body, Ron Davis, of Rae's Upholstery worked with John in making the body design into a finished product. The car is a rolling testimonial of the craftsmanship, innovative solutions and products that can be purchased from Hammill Fabrication in Campbell. John is also selling copies of the fiberglass body.

Sponsors of the car are Rae's Upholstery in Campbell, (which should be a familiar name to Porsche owners who have needed upholstery work, or aftermarket seats,) Ronel Systems of Campbell, (who sell and install Hofco Auto Alarms) and Sport Performance Paint and Body Shop of San Jose (who made the car red and shiny). Rae's provided a seat and steering wheel, while Ronel did all of the wiring.

John is willing to discuss modifications or fabrication of parts that you need, and the Spyder should show that he is results oriented. Hammill Fab is available for inquiries from 1:30 to 6 PM weekdays and often on Saturdays. The morning hours are devoted to building parts and doing "homework".

Don Lang
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GOLDEN GATE REGION

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## NEW MEMBERS

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<thead>
<tr>
<th>Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>Dan Christensen, Jr.</td>
<td>1241 Gainsborough Dr. Sunnyvale, CA 94087</td>
<td>(408) 738-1378</td>
</tr>
<tr>
<td>Marty Chung (Alice)</td>
<td>2010 16th Ave. San Francisco, CA 94121</td>
<td>(415) 753-2622</td>
</tr>
<tr>
<td>Peyton M. Cole (AF: Beth Honomichl)</td>
<td>33 Pine Ln. Los Altos, CA 94022</td>
<td>(415) 941-4104</td>
</tr>
<tr>
<td>Chuck Fauvre (Brad)</td>
<td>14452 Nutwood Lane Saratoga, CA 95070</td>
<td>(408) 867-3366</td>
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<tr>
<td>Jeryl Fischer (AF: Colleen Wells)</td>
<td>1009 Mezes Belmont, CA 94002</td>
<td>(415) 592-2174</td>
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<tr>
<td>Thomas R. Hanford (Mickey)</td>
<td>6564 Camelia Dr. San Jose, CA 95120</td>
<td>(408) 268-8496</td>
</tr>
<tr>
<td>Young H. Kim (Kang)</td>
<td>605 Markey St., #600 San Francisco, CA 94105</td>
<td>(415) 777-1570</td>
</tr>
<tr>
<td>Norm Knutson (Kathy)</td>
<td>937 Jungfrau Ct. Milpitas, CA 95035</td>
<td>(408) 943-1577</td>
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## NEW DUALS

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<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Louis Broline</td>
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<tr>
<td>Louis Broline (To Diablo)</td>
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<td>David Bunzow (To Yellowstone)</td>
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<td>Billy DaMota (To Los Angeles)</td>
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<td>Robert Kann (To Orange Coast)</td>
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<tr>
<td>John C. Evans, Jr. (Joyce)</td>
<td></td>
<td></td>
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<tr>
<td>c/o Ocean Ave. Pres. Church</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 Ocean Ave. San Francisco, CA 94112</td>
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<tr>
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<tr>
<td>Stanley A. Crane</td>
<td>125 Irwin San Rafael, CA 94901</td>
<td></td>
</tr>
<tr>
<td>John A. Pedroni (Charmagne)</td>
<td>855 Santa Maria Way Lafayette, CA 94549</td>
<td>(415) 283-2822</td>
</tr>
<tr>
<td>Warren J. Saul (Margaret)</td>
<td>3413 Hudson Place Fremont, CA 94536</td>
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## CHANGES

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<tr>
<td>Julie Arnold</td>
<td></td>
<td>(415) 831-1866</td>
</tr>
<tr>
<td>Harrison Chong</td>
<td>1280 Laguna St. #MC San Francisco, CA 94115</td>
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# THE MOTHER LODGE TOUR IS COMING

**OCTOBER 5 & 6**

# SET YOUR CALENDAR

TOTAL MEMBERSHIP: 970

NUGGET/13
Be the guest of Bodystyle by winning a free dinner to the next Porsche Club Dinner Meeting. Identify this world-famous race track and mail your answer before the 10th of the month.

- Last month’s race track was Charlotte

BODYSTYLE

- Specializing in German 2-stage painting
- Major or minor collision repairs
- Factory flaring
- Factory jig capabilities
- Restoration, floor pans, fiberglass
- Race car painting, striping
- Consideration to PCA members

502 W. Santa Clara St.
San Jose, CA 95110
(408) 295-0535
Introduction of the 944 Turbo into the Porsche line has led to literally hundreds of changes for the regular 944. So many changes, in fact, that most will come in mid-year, starting this spring, and this new 944 will actually be called a 1985/2 model. Here is just a short list of wonderful changes going into this car:

**Engine:** Thicker cylinder walls and head gasket area to handle the greater cylinder pressure of the turbo. Improved balance shafts that are 10mm wider and streamlined to reduce second order inertia forces, reducing vibration further, and improving performance about 3-5 horsepower (not updateable to earlier cars.) Higher output oil pump and enlarged oil passages. Improved oil relief piston and plug (updateable.) Stronger connecting rods. New combustion chamber design and new matching pistons, same compression ratio but improved flow. Larger water radiator, improved water pump, and higher water cooling system pressure to help heat reduction. New, more precise warmer engine idle speed air regulator valve (like 911 Carrera.)

**Stronger fuel collection pipe to prevent cracking from vibration.** 930 Turbo fuel injectors. New throttle valve assembly. New DME control unit (computer) to correspond to new fuel injection changes. Larger 2.1 gallon gas tank and quieter fuel pump. More powerful alternator and new belts. New, smaller, lighter starter.

**Transmission:** New 3-point mounting to reduce road vibration and prevent rear mount cracking; also makes engine installation quicker and easier. New motor mounts (updateable with new hardware.) Speedo-drive now operates out of transmission, rather than front wheel. Optional transmission oil cooler. Reduced transmission oil capacity from 2.6 liters to 2.0, to reduce splash and heat (updateable.)

**Chassis:** Stronger, cast aluminum front A-arms and rear suspension (banana) arms. European-style front and rear bumpers. 928 style gauge panel with entirely new dash board and door panels. Higher mounted steering wheel for more leg clearance. Optional electric seats like 911 Carrera. Front windshield mounted forward for better aerodynamics. Inner wheel well liners for better protection against mud, dirt, and stones. A thin copper wire in the front windshield acts as the antenna.

And the list goes on and on. See one soon at your local dealer. I want to thank the people at Carlsen Porsche-Audi for helping me with this article. In the months ahead, I’ll be talking about the new 944 Turbo, as well as other production model updates for the 911 Carrera and the 928S.

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**JUNE 9 FAMILY PICNIC AND DINNER MEETING**

**JOIN THE CROWD!**

June 9th will be the family picnic, again at Vasona Park in Los Gatos. The club will bring the beer, wine, soda, and the bri-quettes for the fire. You bring whatever you wish to BBQ and one side dish to serve. 12 people according to the first letter of your last name: A-G, Salads; H-O, Desserts; P-Z, Appetizers, chips, cheese, veggies, garlic bread; A-Z, Homemade ice cream.

If everyone cooperates as they did last year in controlling waste of the drinks, we should again have no shortage problems. Even without a clean up committee, the only thing that needed to be cleaned up last year was the excess beer that a couple people from Redwood Region helped George finish before we took the keg back.

Janine Peichoto and her daughter Jenell will do games for children and Rick Bower will do adult games. The clown will be back by popular demand. Both Janine and Rick would appreciate any volunteer help before the final day. Automotion and Carlsen have already offered some prizes; any other donations will be appreciated.

The park has limited parking so arrive early and enjoy the rest of the club that will be there.

**DIRECTIONS:** Take Hwy. 17 to the Lark Avenue turnoff; left on Lark; right on Los Gatos Blvd.; right on Blossom Hill Rd. over the freeway and down into the park. We will be in the Willow Point/Valleymount areas; enter the park, stay to the right of the lake. Park in the circle area lot and walk down the hill to our area.

**RESERVATIONS:** Contact Shirley Neidel 5880 Lean Avenue San Jose, CA 95123 (408) 225-8103

Please indicate how many children and approximate ages. Reserve by June 1st.

**COST:** $2.50 FOR OVER 18 YEARS OF AGE $5.00 IF NO RESERVATION BY JUNE 1. $2.00 PARK FEE.

Tom Green

Shirley
INTRODUCING A COMMITMENT.

SERVICE. OUR SERVICE FACILITIES AND PERSONNEL ARE, SIMPLY STATED, THE VERY BEST. 1) KNOWLEDGE AND PROFESSIONALISM. THE KEY DIFFERENCES. 2) TRAINING. EVEN THE EXPERIENCED MUST RE-TRAIN ANNUALLY. 3) EQUIPMENT. STATE-OF-THE-ART FOR CARS THAT REPRESENT THE ART OF ENGINEERING. 4) DETAIL. WHEN YOUR CAR COMES IN FOR A CHECK-UP, IT LEAVES WITH A COMPLETE PHYSICAL.

COME IN AND DRIVE HOME A COMMITMENT.

SUNNYVALE
PORSCHE AUDI

815 E. El Camino Real, Sunnyvale, CA. 94086, 408/732-9100
COMPETITION NOTES

I have only received a few proposals for rule changes so far. I expect there are many more just waiting to be put to pen and paper. I will need all proposals sent to me by June 30th. If you feel strongly enough about a rule change, addition, or deletion, please forward that suggestion so we can put it to a vote by the club members.

Our autocross season is half over and moving back to Pleasanton for the remaining events; August 10th, September 22nd, and November 2nd. Terry O'Toole is still needing a chairman or co-chairman to design and put on both the September and November dates. Please contact Terry if you are interested in helping out.

I'm sorry to say our rally season is also half over and never really got started. Byron Cole is doing all he can to publicize and solicit help to formulate a series, but he is finding little help. The T&D rally scheduled for June 8 was cancelled due to lack of volunteers.

Upcoming events include Swap Meet & Tech at Bud Harts on June 23 and Time Trial #3 at Sears Point on July 13-14.

Darrell Terry
Competition Director
It was a beautiful day for an autocross, and the 81 drivers that attended our fourth autocross of the season were treated to a quick course and lots of runs (91) in the sun. While many people have said that Milpitas' Ford plant offers too small an area, and therefore the course is a "91/4 course", someone forgot to tell Dwight Mitchell. He posted 5th fastest time of the day in his orange 911, with an incredible 38.340! Dwight has a way of making any course a 911 course, at least for his runs.

No one was surprised when Gary Walton turned in TTOD with a 35.948 -- 1.44 seconds better than Rick Giacomazzi in his class R 911. Jeff Lateer was just .2 seconds back for 3rd fastest time of the day. 4th fastest was Johanna Caslander with a 37.999 (TTOD Ladies.) Dwight was 5th overall and fastest on street tires (Yokohama 001R's.)

As you can see, it was a quick course for all and this was reflected by the fact that we got 5 runs. The smaller grids this year also allow more runs. As registrar, I've enjoyed seeing many old friends at the autocrosses, and I've been pleased to see so many new drivers. There is no better or safer way to become aquainted with your Porsche. New drivers should also know that there are always plenty of experienced drivers that are glad to help you learn how to discover your car's limits, as well as your own. It's a lot safer to probe the limits at an autocross where you have lots of room and there are no other cars to hit, than on the freeway or back roads packed with Winnebagos.

It has also been fun to see certain classes grow. Class H (also known as Dwight Mitchell and friends) is up to 6 drivers, as is class Y. Class Y is a stock class for 944's as well as 924 Turbo, 928 and 930. It is a great place to probe the "outside of the envelope" of your new 944. The truly incredible growth has been in class D (production 914 1.7-1.8L) and Class E (Production 914, 2.0L). Class D has 8 drivers (10% of the total entry) and was won by Bob Lain with a 40.213. Class E is even bigger (10 drivers) and was won by Larry Wilson with a 39.626 -- a mere .329 seconds off the Top Ten pace!

If you used to run the GGR autocross series, but got tired of getting to Pleasanton at 6:00 A.M. only to be driver number 76, take heart. This year the grids are smaller and you could have had number 76 at 8:00 A.M. at Milpitas! If you are a new member, or if you just haven't made it to an autocross yet, join us. Just check the Nugget for the time and place of our next autocross and come out and join the fun!

Jack Kuhn

18/GOLDEN GATE REGION
<table>
<thead>
<tr>
<th>CLASS A</th>
<th>Ed Wilson</th>
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<tr>
<td></td>
<td>Steve Nieslony</td>
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<tr>
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<td>Ian Thompson</td>
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<td>CLASS A1</td>
<td>Marsha Wilson</td>
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<td>CLASS B</td>
<td>Bill Packwood</td>
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<td>Rodney Packwood</td>
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<td>Brian Zucchi</td>
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<td>Rob Neidel</td>
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<td>Denny Zucchi</td>
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<td>CLASS EL</td>
<td>Pat Wilson</td>
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<td>Nancy Dorighi</td>
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<td>Karen Neidel</td>
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<td>Denise Terry</td>
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<td>CLASS GL</td>
<td>Snookie Arola</td>
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<td>Linda Mitchell</td>
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<td>Mary Matoza</td>
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<td>Ray Mascia (fun run)</td>
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<td>Michael Dhuey</td>
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<tr>
<td>CLASS Z</td>
<td>Gary Walton*</td>
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<td>Jerry Woods</td>
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<td>CLASS ZL</td>
<td>Johanna Caslander**</td>
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<td></td>
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<td>Glen Renk</td>
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Attention PCA members! You are cordially invited to a "Porsche Super-Tech Weekend - 1985" on July 19 & 20, 1985 in Reno, NV. (A Multi-Zone event hosted by the Sierra Nevada Region.) Experts from Porsche Cars North America will conduct technical and informational sessions on the new 928S 4-valve and the 944 Turbo. Registration is Friday, 7-10 P.M.; hospitality room at the Nugget Hotel & Casino in Sparks, NV. No host cocktails. On Saturday from 10 A.M. to 4 P.M., Technical and Informational Sessions will be conducted at the new Porsche Cars North America Preparation and Delivery Center in Reno, followed by no host cocktail party at the Nugget from 5:30-6:30 P.M. and gourmet Italian dinner at the Nugget at 6:30 P.M. The tariff is $25/person, including Friday hospitality room, tech sessions, dinner Saturday and assorted door prizes, fun packages and good company. A block of rooms are reserved at the Nugget Hotel & Casino at $45/night plus tax (single or double occupancy). Please register directly with the hotel indicating you are with the Porsche group. You may copy the form appearing below and use it to register. Limited to 400 people.

Official Registration: "Porsche Super-Tech Weekend - 1985"
July 19 & 20, 1985

Name: ________________________________
Address: ________________________________
City/State/Zip: ____________________________

Contact #: ____________________________
Others Attending: ____________________________

My (our) region/zone is ____________________________ / ____________________________
The number attending will be ____________________________
The amount remitted is $ ____________________________ (number attending x $25.00)

Please send Tech Weekend registration form and remittance to:
Dr. Dave Eckert; Skydoric Racing Ent.; PO Box 2576, Dept. T; Truckee, CA 95734. For additional information, call Dr. Dave Eckert at (916) 587-6085 (days) or 587-6191 (evenings) or Norman Okada (702) 827-5544 (days) or 825-0961 (evenings).

I (we) will (will not) be staying at the Nugget Hotel & Casino.

Attendees are requested to make lodging accommodations directly with the hotel of your choice.

For Nugget reservations call: 1-800-648-1177 (outside Nevada) or (702) 356-3300; or write to the Nugget Hotel & Casino; 1000 Nugget Ave. (P.O. Box 797); Sparks, NV, 89431.
Hey, how's your seat? (Nice talk Mangler.)
No, I'm talking about the seat in your car.
Aftermarket seats are everywhere today.
Yeah, everywhere but in my car, right?
Well.... Some are outrageously expensive,
some are not. Usually, the cheaper the seat,
the poorer the construction, but I
just found a great deal on a well-made seat.
Our 914 race car has a gutted stock seat
which at times is about as comfy as
a wooden crate. Recently at Riverside I
found the flat-out 5th gear 180 degree turn
9 would leave me with a terrible cramp in
my back after only two laps. Never had a
right hand corner like that before, so
never had back pains like that before, but
we both figured it was time for a little
more lateral support. Now here's where we
had a problem. Being rather tall people
we needed a seat that sat low in the car.
That's one reason we saved off the roof.
Most aftermarket seats with all their adapt-
ner frames and such raise you up at least a
couple of inches. If not with the frame,
with the extra padding. Our 912's
Recaros are a good example of both. Access
and egress is always a consideration if
you're putting these in a street car and
if you've chosen seats with high sides.
And then there's the bottom-to-seat width
consideration if more than one person
drives the car. The Dick Barbour/Manfred
Shurti story about this goes well here.
We won't get into who's seat fits the seat
best but you get the picture.

Anyway, back to the seat. It's a Sparco,
imported by Scheel in L.A., through E.S.
Inc. in Carson, CA. The price, $100. Yup!
$100. Fits me and my (us and our) car
like a glove. Has cool little slots for the
shoulder straps, all kinds of support and
just enough padding for those (if you got
'em) boney parts.

There are lots of seats, as I said,
available today and almost all offer more
support than stock seats, but check one out
in a similar car and check out the install-
ation and how involved the modification
if any, to your car might be before making
a purchase.

Alright, now I've got my rear-in-gear.....
Porschially,... Mangler
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Come join us for a tour through the beautiful foothills and the breathtaking Sierra Nevada. Enjoy a sumptuous and elegant luncheon cruise on the Tahoe Queen. See for the first time at high noon, the Vikingsholm Castle, the Tea House, Cave Rock, and Emerald Bay, while enjoying a most unique luncheon experience. You may think "ah, what a day, what a tour!" It's but half done. From the Queen, we continue the tour over Spooner Summit into Carson City.

Upon arrival at the Mother Lode Inn, we will continue the Tahoe Tour & Cruise tradition of champagne, and multitudinous door prizes & contests. Prizes to include dinners for two, free Crab entry, free Tahoe Tour & Cruise entry, and much more. Nobody will leave empty-handed!

Oh, there's still more . . .

At approximately 6:00 P.M. we'll trundle on down to the Nevada Governor's Mansion for a full dress western style dude ranch BBQ with live music to dance to for afters.

Sunday will be unstructured. You are free to sightsee, gamble, or possibly dial-a-tour to Harrah's Auto Collection, or the Genoa Hot Springs.

All of this and more for a mere and very reasonable price of $120 per couple.

Price includes:
Tour fee
Luncheon cruise on the Tahoe Queen for two
Champagne, Door Prizes
Room for two at the Mother Lode Inn
Western BBQ at the Nevada Governor's Mansion
Live music for dancin'

Checks will not be deposited until July first. Confirmations with more details will be sent after your check is received. No refunds after July 15th as SVR has to pre-pay meals & rooms. Entries limited to the first 90 couples (Inn capacity). If you have any questions, please call Ron or Sally Boeck (916) 885-0377.

BRING YOUR PORSCHE!

Leave Chu Chu Willies in Folsom at 8:30 A.M. on July 27th.

Name ____________________________ IMPORTANT!! DATE CHECK JULY 1, 1985
Address ____________________________ Indicate your choice of luncheon
Phone ____________________________

Make check payable to PCA-SVR and mail with this coupon to:

RON & SALLY BOECK
3573 Opal Drive #2
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Enter your 4 digit number below for the free Tahoe Tour & Cruise entry
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WANTED

1980 911/935 GTU 2.5; 935 Upside-down trans., 935 brakes & coil over suspension, Koni shocks, AIR body work, fuel cell, fire system, semi-tube chassis, 1900 lbs., Twin plug Garretson Enterprise 2.5 trickiest motor around, 297 hp. 2 sets Gotti wheels. Unbrakable car. Fastest qualifying Porsche at Laguna Seca & Sears Point. $25,000. John Johnson/(415) 364-4971; (408) 272-2275 (weekends).

1975 914 2.0, Excellent orig. cond., CA car, no rust or rocks, polished fact. mags w/new tires, 85,000 mi. w/svc. records. $6,200/OBO. Marty Chung/(415) 956-7727.

1975 914 RACER, PCA modified, SCCA GT3, 911 suspension & brakes, racing Konis, fuel cell, guages, etc. Blk/Blk. $10,000/best offer. 914 parts: (4) 15x7 centerlines $400; (2) 4 cyl. rear stub axles, hubs w/long studs, rotors & calipers $400; rear deck lid, blk $125; rear H&H sway bar w/mounts $75; Bendix fuel pumps (2) $20/ea. Comp. distributor & coil $100; gearsets for 914 trans, KA $75, V $75; shipping not included. Will consider all reas. offer. Guy Beyrouit/(415) 368-8746.

1975 CARRERA, 49,000 mi.; no rust, never wrecked, orig. paint, lea. interior, 2.7 engine, short gears, new clutch, roll bar, 21-front, 26-rear torsion bars, adj. sway bar, new battery, steel brake lines, Koni shocks, track records at Laguna Seca & Sears Point. One of the fastest & cleanest 74 cars around. $20,000. John Johnson/(415) 364-4971; (408) 272-2275 (wkends).

1974 914 SHELL, hit front & back, fixable; gd. for race car. $100/offer. Rick Thiele/ (415) 345-6388.

1973 914 1.7 #7432918442; Gulf blue/black chrome wheels, new Yokohama A001R tires; Konis; 140 lb. springs; Weltmeister bars, aerquipped, drilled rotors, lowered, comp. alignment, lightentned flywheel, Bursch exhaust; fact. console w/guages, Mono wheel; Euro. lenses, deep sump, maintained by Ken's. 2nd owner; CA car; Cover & manuals included $6750. Karyn White/(415) 969-3571.

1973 911S TARGA #9113310922; Silver/black, 5-sp; 10,000 mi. on rebuilt engine; 1000 mis. on rebuilt transmission; lowered, P6 (205), Recaro's; over $25,000 spent on major maint. & repair, exc. cond; 2 previous owners (same family); 155K mi.; rare, fast, & beautiful! $14,500. David G. Beech/ (415) 931-1519.

1973 914 2.0; looks & runs great. Many unique features. $5995. (4) Centerlines, 15x7 & 8 race tires, all $300. John Seymour/(415) 792-5129.

1972 911T TARGA 2.4, 5 spd.; Blk/Blk; just stripped & repainted; top & rubber redone last year; fact. Recaros w/sheepskins; 5 instruments; Momo wheel; polished mags; bra; Euro. lenses; new muffler; S pistons & pump; steel brake lines; sway bars; Hofco alarm w/auto door locks; 74K mi. To loving home only. $12,500/Offer. Janet Buck/(408) 257-0459 (hm); (408) 983-1300 (wk).

1969 911T; RSR Body; fact. steel flares; duck tail; new eng., int. & paint; fact. 7s & 8s; HIl headlights; must see. Llew Kinst/(408) 773-1498.

1967 911S; Green/blk; alloys; new Fulda's; new engine w/fact. G.T. Pistons 200+hp; new trans. w/short gears; adj. sway bars; 22 & 27mm torsion bars; front spoiler; Carrera tail & rear flares; exc. street & auto-x/ T.T. car; $9500 or best reas. offer. John & Karen Hawkins/(415) 978-1709 (days); (415) 359-0542 (eves.)

1965 356C CABRIOLET #160786; Ivory/Black leather; 2000 mi. on prof. rebuilt engine; both tops, top boot, cover, bra, luggage rack, tool kit, manual; seat covers; CA license # 356C AB; Blaupunkt; 2nd owner; local car. $16000 firm. Michael Duncan/(415) 969-3571.

914/4 CHAMPIONSHIP WINNING ENGINE; E Prodi- fied Time Trial class; complete from air cleaner to exhaust w/all trick parts & modifications; OR my winter project engine for time trial classes G or M, all the best parts, counterweighted crank, Carillo rods, Cosworth pistons, DeLong cam. Call George Whitson for details & pricing (408) 356-2000 days.

FACTORY FORGED ALLOYS w/painted caps 15x7 & 8, $1400; Porsche design steering wheel w/center pad & adaptor for 944, $225; 914 seat center pad (over tray); $25; 356C black plastic steering wheel, $35; 356 twin grill deck lid; make cheap offer; natural color sheepskins by Strom for a Speedster, $100; various 356 drum brake wheels; misc. Speedster & 356 parts; inquire. Bill Patton/(415) 828-9200 (days); (415) 838-2106 (eves.).

911 ITEMS; Misc. short megaphones $5/ea; 80SC outer axle flanges $10/ea; early trans. flange $5; 80SC rear brake calipers $25/ea; early rear brake caliper (non-vented) $10; Hurst/Airheart brake calipers-offer; '68-'72 bumper guards, OK, $10/ea; 19mm master cyl.'s $20/ea; fuel pump $10; '73 air cond. compressor/bracket $100; '68 cyl. heads $10/ea; Love Sound 60 watt linear amplifier $50. Gary Nylander/(408) 257-0459.

1975 2.7S MOTOR, Runs strong, low mileage since top end overhaul. $3000/offер. Darrell Terry/(408) 448-7799 (eve) or 943-9777 (day).

FACTORY FORGED ALLOYS, (2)6x16; as new cond. $300; new Michelin XWX tires, 205x60x15 $500/set; pair blk. lea. 356 seats $150; pair blk. highback '79 seats $350; (2) 914 2.0 liter mags $175. Marty Chung/(415) 956-7727.


911 FORGED ALLOYS, set of 4, 15x7 & 15x8, $1300; set of 4, 16x7 & 16x8, $1500. Other Porsche alloys also available. Rich Bontemps/(415) 369-1364.

356 AND 911 PARTS; pair tan low back seats $175; pair brown low back seats $250; 356A hood, fair, $125; 356C hood, ok, $25; (2) 7x15 fact. alloys $600; also tons of new & used 356 parts, call w/needs. Llew Kinst/(408) 773-1498.

TANDEM AXLE OPEN TRAILER, 16 foot bed, tire rack, elec. brakes, winch, $1200; Centerline wheels, 8" & 9.5", $400. Dave Morse/(408) 395-0375.


THANKS A MILLION!!!!!!!!!!!!!!!!!!!!!!!!

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JUNE
2 Zone 7 Autocross/LPR/MBR
   (Pg. 21) at Pleasanton
8 T&D Rally-Cancelled
9 Family Picnic and Dinner
   Meeting/Neidel (Pg. 15)
15-16 Zone 7 Autocross/RR/DR
      at Santa Rosa (Pg. 21)
23 Bud Hart Swap Meet & Tech
    White/Newlin (Pg. 12)
25 Board Meeting/Seidel (Pg. 7)
29-July 7 PARADE!! (Pg. 6)

JULY
9 Time Trial Tech
11 Time Trial Tech
13-14 Time Trial #3/Sears Point
      (Pg. 17)
14 Zone 7 Concours/Lafayette
      Diablo Region (Pg. 20)
19-20 PCNA Tour/Reno (Pg. 20)
27-28 Dixie Tour/SVR (Pg. 23)
30 Board Meeting/Zaccove