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RACING SERVICES

Machined components - from Keylar suspension bushings to aluminum wheel spaces, high grade fasteners and materials.

Race developed exhaust systems for 4-cyl. Porsches, designed and hand-built at our facility.

Services ranging from race car fabrication to track side support, including car prep, transport and driver assistance.

Located at Sears Point International Raceway, Projects offers assistance for the enthusiast seeking race track experience. Drivers can benefit from the services and resources of Projects Racing Services both on and off the track.

- Vinyl car graphics  
- Suspension tuning  
- Performance parts  
- Race car building  
- Rollcage fabrication  
- All types of welding

Sears Point Raceway, 29153 Arnold Drive E-10, Sonoma, CA 95476  
Tajar Tales

Photos! Photos! Photos! We need your pictures for the Nugget. This is the second month in a row that Thompson has received less than one photo for the Nugget. I know people are taking pictures because I see them. Possibly they don’t know that all they have to do is to send them to Thompson. The Nugget policy is that all photos will be saved by the Editor for use in the GGR Scrapbook for the year, unless you tell him you want them back.

Well, I guess the Tour to the Parade is me. After all that publicity, no one else is driving with me. But, don’t worry. As your President, I will represent you all across America as the perfect model of a law-obeying driver. The highway patrols of all the states will be very impressed. Maybe Marcel and I will even have lunch with them at donut shops across the country. Lee Miejnek was going to go, but he got what he calls a better offer. He’s going to the one-week BMW driving school to be held at the Nurburgring, plus two weeks in Germany. Too bad. He’ll miss Parade. I don’t know why anyone would be interested in driving around the Nurburgring in a Big Mercury Wagon.

By the way, one of the reasons for our first-year membership nonrenewal rate may be the fact that National only bills PCA members once and once only. We are all used to being reminded six or seven continued on page 8
### JULY

1. **DEADLINE FOR PROPOSED AMENDMENTS TO ZONE COMPETITION RULES.** Send proposals to Bud Behrens, 6424 Culpepper Pl., Stockton, CA 95207

6. **REDWOOD REGION AUTOCROSS** at the Sonoma County Airport, Santa Rosa. For info and fee call Tom Poole at 415-383-8675.

13. **ZONE SEVEN AUTOCROSS #6,** hosted by Monterey Bay Region, at Laguna Seca Raceway. Run group sequence is Red, White, Blue, Green. Fee is $15.00 per driver. For info call Ted Voigt at 408-373-3105.

14. **ZONE SEVEN RALLYE #6,** hosted by Diablo Region, from East Bay Area. For info and fee call John Clever at 209-835-9090.

20. **GOLDEN GATE REGION AUTOCROSS** at Golden Gate Fields, Albany. For info and fee call Kirk Doberenz at 415-837-0479.

28. **1991 PORSCHE PARADE - BOSTON.**

### AUGUST

4. **ZONE SEVEN CONCOURS #3 AND SWAP MEET,** hosted by Golden Gate Region, at Carlsen Porsche, Palo Alto. For info and fee call Dick Cottrell at 415-692-2100.

10. **TIME TRIAL AND DRIVER EDUCATION SCHOOL #5,** hosted by Golden Gate Region, at Crows Landing.

11. **NAS.** For info and fee call Snookie Arolia at 408-243-2999.

18. **REGION AUTOCROSS,** hosted by Loma Prieta Region, at the Alameda County Fairgrounds, Pleasanton. For info and fee call Catherine Christifulli at 408-446-1397.

24/25. **ZONE SEVEN AUTOCROSSES #7 AND #8,** hosted by Redwood and Loma Prieta Regions, at the Sonoma County Airport, Santa Rosa. Run group sequence on 8/24 is Green, Red, White, Blue; sequence on 8/25 is Blue, Green, Red, White. **Grid times will be one hour later than normal.** Fee is $15.00 per driver. For info call Tom Poole (RR) at 415-383-8675 or Catherine Christifulli (LPR) at 408-446-1397.

30. **SCENIC OREGON TOUR,** hosted by Golden Gate Region. For info and fee call Cathy Kuhn at 415-796-8041.
GGR Calendar Year For 1991

Races, track locations & times are tentative and subject to change.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<td>1,2,3</td>
<td>PORSCHE PARADE</td>
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<td>Zone Autocross #6 (Laguna Seca)</td>
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<td>Time Trial Ground School - Newlin</td>
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<td>Time Trial Tech - DeMartini</td>
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<td>Time Trial Tech - DeMartini</td>
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<td>14,15</td>
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<td>19</td>
<td>Joint Board Meeting (Closed)</td>
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<td>31</td>
<td>Time Trial Awards Banquet</td>
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</tbody>
</table>

Attention!

Please Submit Proposed Rule Changes To Steve Conston By August 23rd

If it's cooled by air, it's done by Watkins.

- ALL AIR-COOLED PORSCHEES.
- Engine/transaxle/electrical/suspension.
- Engineering services & repair.
- Rust repair of unequaled quality.
- Active PCA members.
Super Marcel!

is a 1968 911L Targa
Owned by Terry and Judy Zaccone.
Terry originally ordered an "S"
but got an "L" instead. (the "L"
must stand for "Longtimerunning")
–ed

Me and Marcel at Crows

Marcel taking Terry for a ride

Judy Zaccone
CARRERA DE SIERRA XIV

September 28-29, 1991

Entry Fee, Deadlines & Accommodations

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<th>7/21 to 8/20</th>
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<tr>
<td>Yosemite Lodge</td>
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<tr>
<td>Yosemite Lodge Cabin w/bath</td>
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<tr>
<td>Yosemite Lodge Cabin w/o bath</td>
<td>$99</td>
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<td>$119</td>
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Send your entry to:
Phillip Marks
Box 353
Elmira, CA 95625

Make your check payable to "PCA-SVR."

DEADLINES, ENTRIES & CANCELLATION: We must have your entry on or before August 20. After the promised rooms are filled we will accept entries only on a "room available" basis.

Cancel your entry prior to August 20 for a 80% refund.
Cancel your entry after August 20 and receive a 40% refund.

We will have FOUR CLASSES: Beginner, Novice, Expert Unequipped, and Expert Equipped. TEAMS will consist of THREE CARS; one must be a Beginner entry, and only one Expert car per team. If you would like to also compete as part of a team, just say so on your entry form. No additional entry fee for team competition.

DRIVER
Name __________________________ Name __________________________
Address __________________________ Address __________________________
Phone: Nights ______ Days ______ Phone: Nights ______ Days ______
Drivers License # ____________ Expires ____________

CLASS (circle one)
Beginner Novice Expert Unequipped Expert Equipped

TEAM (circle one)
I am finding my own. I am available.

CLUB
Driver belongs to: __________________________
Navigator belongs to: __________________________
or, we are interested in joining a car club. __________________________

CAR
Make __________________________ Model __________________________
Color __________________________ License # __________________________
RALLYE CAR NUMBER REQUEST:
1st choice: ______ 2nd choice: ______

INFORMATION: John Clever 209-835-9090, Rik Larson 916-481-6084

NUGGET 7
times when our subscriptions, dues, etc. are up, but National figures that we should be adult enough to remember. So, send in your dues when you get the bill from National or you will end up on the dropped list.

Judy has sent in the application for the Adopt-a-Highway program. She applied for a couple of stretches on 280 by Los Altos Hills from Magdalena to El Monte and from El Monte to Page Mill. We’ll soon find out what we get.

We have picked a charity. It will be the Crippled Children’s Society Camp in Cupertino. The first contribution will be the proceeds from the Automotion Swap Meet.

The Dummkopf is moving along nicely. K.C. Sharp was able to palm it off on Mike Lommatzsch, who is no stranger to the award (Look who’s talking!). Call Mike if you have any juicy stories. His adventure should appear elsewhere in the Nugget.

Well, we’re past the halfway point (this is my 19th Tajar Tales). It’s been a great year so far and everyone seems to be enjoying themselves. I know I am.

Ciao for now and remember three things: Wear your nametags, make sure you have GGR and PCA stickers or badges on your cars, and CHECK THE HOTLINE ((408) 227-7208).

Terry

---

**TIME TRIALS**

**Wanna Know More?**

What is a time trial and how do I find out more? PCA-GGR hosts a time trial series every year. This year’s series will have eight events and be held at Laguna Seca Raceway, Sears Point Raceway and Crow’s Landing, Naval Air Station. Since these events are held at major racetracks, where speeds can reach over 100 mph, major safety equipment is required -- 5-point safety harnesses in both seats, a 10BC (min) fire extinguisher, snell 80 or newer helmet, driver's suit, nomex gloves, and a roll bar. Some of the equipment is not required for a first time student, but after two successful events, it is required. You'll be on a racetrack with as many as 25 other cars during your four 30-minute track sessions. The "Time Trial" timing is you alone on the track with your Porsche, at speed, vs. the clock. Event awards and year end trophies are given for over 40 classes. The student program is available for all licensed drivers 18 years or older. A ground school classroom session is held for students two weeks prior to the events. If you are contemplating participating at a Time Trial as a driver or a spectator, please feel free to attend a ground school listed on the GGR Calendar, page 5. Call to reserve space if you plan to attend, (415) 726-1662 for ground school reservations or for questions about being a Time Trialer.

*Bill Newlin, Chief Instructor.*

---

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8 NUGGET
CONCOURS SWAP MEET

AUGUST 4TH

FREE ADMISSION
CONCOURS:
$12.00 PER ENTRY

TROPHIES AND RIBBONS
ZONE CLASSES AND RULES

OPEN AT 8:30 AM
SWAP MEET:
$7.00 PER SINGLE STALL
$10.00 PER DOUBLE

SPECIAL FEATURED CARS INCLUDE: DAVE MORSES' 962C AND 924GTP

at CARLSSEN PORSCHE
1730 Embarcadero Road, Palo Alto

Call Dick Cottrell (415) 692-2100
Larry Sharp (408) 379-6359 for more info
Membership Musing

By Bob Hummer

NEW MEMBERS INVADE "OHL" MEMBER'S HOME...
James and Jean Ohl treated their neighbors to an impromptu Concours d'Elegance when new members came to eat, drink, and trade stories with old, older, and oldest members at the first New Member Social this year. Despite the abundance of good things to eat and drink, the first order of business turned out to be a tour of all the beautiful Porsches people had brought. One of many examples was Marty and Carol Brown's unique Carrera Cabriolet with a tan interior piped to match the red exterior. On the technical side, Bob and Tricia Henshaw were fresh in from Florida, having raced their Grey 911 at Sebring and other places similar to our own infamous Crow's Landing. He said they had no unusual tire wear and were using Pirelli PZeros. Betty and I got to talk to each new member, but not long enough. We were very pleased to talk with Tim McDonald who works across the street from our home. We've got to get Tim to an autocross with his neat 914. New member Mark Johnson did just that and showed up at Crow's Landing on Sunday. He did quite well! Dick Cottrell proved he was really married by bringing his charming wife, Carolyn. Dick, whose expertise in the Porsche Marque, as well as insurance, is legend, recently transferred to GGR. He got to play both roles as "old timer" and new member, too. Karl and Susan Keller were there to hold down the "Charter Member" position. Meanwhile Gerry Brown was doing a land office business in the "Goodie" store. Terry Zaccone spun a few tales about the Club and what we do, then had everyone - Board members, new members, and old members - tell about their cars. We then watched TNN's video on last year's Porsche Parade at Monterey and continued to visit, trade technical advice and thoroughly enjoy the evening.

NEW MEMBER AND HAVEN'T SEEN YOUR NAME HERE YET?...
There is about a three month lag between "signing up" and arriving on this page. First, we have to hear back from National, then the Board has to accept the new members. If you have questions, please call me.

New Members (15)
Benedict, Joe/Coles, Al
180 Manchester Street
San Francisco, CA 94110
1975 911

Bishop, Mike/Janet
11300 Sunco Drive Unit C
Rancho Cordova, CA 95742
1974 914

Blount, James R.
13240 Carrick Avenue
Saratoga, CA 95070
1969 911E

Bock, LaVan/Louise F.
11670 Upland Way
Cupertino, CA 95014
1969 911S

Brown, Carlos R.
2491 Whitney Drive #6
Mountain View, CA 94043
1967 912

Brown, Sally
210 Reflections Drive #15
San Ramon, CA 94583
1984 911

Edeler, James
2267 Gomes Road
Fremont, CA 94539
1978 911E

Filseth, Eric
1200 Emerson Street
Palo Alto, CA 94301
1971 911T

Halstead, Donald J.
2946 Sherwood Court
San Carlos, CA 94070
1977 911S

Hoffman, Aron H./Linda
503 Princeton Road
San Mateo, CA 94402
1991 911 Carrera 2

Howry, Lloyd K./Guthrie, Jill
2064 San Jose Avenue
Alameda, CA 94501
1965 356SC

Lee, J. Sidney/Doris
4482 Crocus Drive
San Jose, CA 95136-1921
1987 928S4

Mathes, Stephen J.
30 Trophy Court
Hillsborough, CA 94010
1990 911 Carrera 2

Odle, Curtis I./Leslie
3767 Willowood Drive
San Jose, CA 95118
1977 911S

Taylor, Randall E./Rose Ann
179 Giffin Road
Los Altos, CA 94022
1987 930

Transfer In (3)
From Monterey Bay
Agha-Decker, Mahir/Durell
75 Fairview Place
Los Gatos, CA 95030
1969 911E

From Nord Stern
Bell, Robert/Gwynne
1730 Fernside Street
Woodside, CA 94062
1962 356

From Pacific Northwest
Greenland, Frederick A./Susan
403 Rosedale Circle
Capitola, CA 95010
1973 911

10 NUGGET
New Members Meeting

Steve Const in the spotlight

New Members whipping it up at the Ohl's
Scenic
Oregon
Tour
Update

Labor Day Weekend
August 30-Sept 2, 1991

Timberline Lodge and Crater Lake

I just heard from the President of the Oregon Region of PCA and they're excited about our tour to "their special places". In fact, some of their members may join us in route or come to the Vintner's Dinner Saturday night at Timberline Lodge. They want to show us some "Oregon hospitality" - so they'll assist with tips to make our tour lots of fun.

The deadline for reservation deposits was June 25th - so I hope you sent your check in already. If you have any questions about the tour or possible cancellations, please call Cathy or Jack Kuhn (415) 796-8041 between 6:30 -- pm. Tour participants will receive a confirmation in the mail soon, but please call if you don't receive it by July 15th.

Start gathering together your Oregon maps and guides to Oregon - the tour will be here before you know it!

Cathy Kuhn

Ardenwood Family Picnic
July 14, 1991
10am - 4:30 pm

Reminder: Advance ticket purchase required! Admission to the private deer park picnic area is with special tickets only. If you and your family and friends want to come and you don't have your tickets yet, RUSH your check, payable to PCA/GGR ( $4/each adult, $2/each child) by July 11 to:

ARDENWOOD FARM FAMILY PICNIC
C/o Mercy Lain
808 Lexington Street
Milpitas, CA 95035
(Please enclose a stamped, self-addressed return envelope)

Your tickets will be mailed together with a map to Ardenwood Farm in Fremont( very close to dumbarton bridge). Remember to bring your own meat to barbeque and the items to share for our fabulous picnic potluck. Your ticket includes admission to all activities at the farm and unlimited beverages.

If you have any questions, please call Jack or Cathy Kuhn (415) 796-8041 between 6:30-9:30pm or Mercy Lain (408) 263-1688. See you Sunday, July 14th!
The Gluttony Tour '91

by KC Sharp

We finally arrived at Korbel just before 10am. We finnaly arrived at Korbel just before 10am. We had a chance to wonder around and take some pictures before our tour actually got underway.

Barbara escorted us through the beautiful rose gardens at Korbel and showed us around the original house owned by the Korbel brothers. Rumor has it the house is haunted.

Shari took over when we went indoors. If you've never been to Korbel, they have a very nice tour and history of champagne in California. After our tour we had a champagne seminar, this is a definite must do. we tasted the wine before the bubbles, then with the bubbles, and then we did the mixing, all this before noon.

We toasted Valeri Blanchard Bennet and Don Bennet, yes they are official. After a visit to the gift shop we were back on the road again next stop, lunch! We had lunch at Martinellis. The folks there were very accomendating. They had fresh cold apple juice waiting for us, and were happy to open anything we wanted to sample. So after lunch we all hit the gift store for jams, mustards and dressings.

By KC Sharp

The official start of the Gluttony tour was 8am at the north end of the Golden Gate Bridge. We couldn't have ordered more perfect weather. It was a bright beautiful sun shiny morning with no wind.

The Hummer's and the Ohl's welcomed everyone with smiles, doughnuts, hot coffee and juice. Each of the ladies received chocolate roses and each car was equipped with snake bite kits.

I saw some new faces, Ted and Eivor Goth and Lloyd And Jill Howry, a few family members, the Group's daughter Heidi and her boyfriend John, and my mom even decided to find out what all this Porsches talk is about. The newest members of the Witt family joined in the fun also, Topsey&Turvey.

The tour got underway about 8:30am with the Ohl's leading group one and the Hummer's leading group two. We headed north to Santa Rosa, this is serious Dummkoff territory, both the Ohl's and the Hummer's have received this coveted trophy in this area.

We had lunch at Martinellis The folks leading group one and the Hummer's leading group two. We headed north to Santa Rosa, this is serious Dummkoff territory, both the Ohl's and the Hummer's have received this coveted trophy in this area.

At ROCKWELL MOTORSPORTS we tune engines the old fashioned way ...

... FOR HORSEPOWER!
We get the most from your car with dyno proven results AND we get your car through SMOG Inspection without letting it limp home

DON'T LET YOUR PORSCHE GASP FOR AIR!
REAL TUNE-UPS • WEBER CONVERSIONS • SMOG INSPECTIONS

NEXT TO SAN JOSE AIRPORT

ROCKWELL MOTOR SPORTS LTD.
2240 De La Cruz Blvd.
Santa Clara, CA 95050
408-988-6030

ARE YOUR SMOG DOLLARS GOING UP IN SMOKE?
TIRED OF THE SEMI-ANNUAL VISIT TO THE REFEREE?

At ROCKWELL MOTORSPORTS we tune engines the old fashioned way ...
After lunch we were off to Peter Rabbits Chocolate Factory. The day was pretty warm and I think David and Diane Kimes were happy with the air conditioner in their new 944 for the drive to this stop. The people at Peter Rabbits' were waiting for us, they made a fresh batch of peanut brittle. This was lots of fun to watch, but just about did most of us in. To make candy the temperature of the sugar needs to be at 300°. It became very warm in this little shop, we were all melting but the chocolate was doing just fine, it was melting in my mouth.

Those of us that survived the heat moved onto Kozlowski Farms for more sampling of fruits and jams. They had refreshing fruit juices that helped revive most of us for the drive home.

Mary and Dick Wallace went onto Occidental to celebrate their 29th wedding anniversary.

The rest of us headed home to recover from all this over eating and drinking.

It was lots of fun and I'm looking forward to next years Gluttony Tour.
Roll Out The Barrels

By Sandy Provasi

Howdy, cow hands, adventure seekers and amigos out there. I was ready for another great event at Laguna Seca May 11th and 12th. With “The Perfect Touch” on our car we made it to the track with lots of time to unload and settle in on Friday evening with the other wagon trains. All was set for Time Trial # 3, Barrel Racing!

We were woken up early Saturday morning to the voice of our friendly Arena Director Lloyd DeMartini welcoming everyone and encouraging all works to report in. Still no foot stompin music to help get us out of our yannigan bags. During the drivers meeting, all students bareback riders were introduced and welcomed. Also, brought to our attention was our wonderful sponsors HONEST BILL’S and BODYSTLYE to which the crowd cheered as both were present and ready for a great weekend.

Saturday ran quite smoothly with Chilly Willis, Corral Boss, running the grid and tag-a-long Don Hinkle right on his spurs. Jesse Rhodes sat pouting while working safety since he blew up his car at the last event. Jesse remember: “Kickin’ never gets you nowhere, less’n you’re a mule.” We did keep Jesse busy towing us off the track. Once, in my first run session, the throttle cable came loose, then, in Tom’s run session, the throttle cable stuck wide open. Sorry, cow pokes. With some cow sense in hand, Tom found a new cable and spent the next 2 hours upside down under the dash putting it in. During this time, Moto Foto took a group shot of cars on the straight away. What a fun shot it was seeing everyone and their cars together. Wish we were there.

Arena Director Lloyd DeMartini had some more bad luck with his car, which came in smoking and creaking as his engine broke a push rod. Pattie said quite emphatically that her wampum book is now closed to Lloyd. I’m sure Lloyd has had better weekends racing, although I can’t remember one in this decade. Lloyd, “if the saddle creaks, it’s not paid for.”

The rest of Saturday was dominated by the arrival of The Exxon Valdez which stopped by on a trip down from Alaska. Third Mate Dan Cowell aka George Cousins had another busy weekend. He was in just about as much trouble with SCRAMP as he was with Alaska. Dan lost an oil plug at the top of the cork screw and pumped all 12 quarts out by the time he reached turn 11. That was one oily bronc. It took a good hour-plus to clean the spill up. So were was the Captain Sergio Meza aka Hazelwood during the afternoon activities. Taking a siesta below deck, of course. Third mate, Dan, was back to work as Mr. Goodwrench on the Valdez. By Sunday even the announcer had caught the name placed on the side of #148 “The Valdez.” Rumors were flying that Bob Kilburn wanted to pay the Valdez to run so he didn’t come in last. Bob insisted they were just spreading corral dust. First oil and now dust. Can’t we put a permanent cork on these cow hands?

Instructors meeting was the happening place again. Rodney Rapson asked his student Johannes Van Overbeek where he worked, to which he replied he doesn’t, he attends high school” So Terry Zaccone wanted to know if Van Overbeek then asked were Rodney where he goes to school! Are you back in the knowledge box again, Rodney?

Come an’ get it! Saturday dinner was Southern Beef Sausage, rolls, beans, salad bar, coffee, and desert. What a spread and seconds too! We didn’t get blown away so there was plenty of time for cow talk after dinner. Only a fool argues with a skunk, a mule, or a cook, so good grub guys.

My informants tell me Darrel Terry had a disco on Friday night. Disco? What about learning the Two Step or Stroll. Do we have our events mixed up here. Darrel did make all kind of rounds for the evening. First he danced with Teresa Lommatsu, then Mike Lommatsu, then Dusty (The dog). I guess it was a family affair. Next Darrel was seen
mixing margaritas in his mouth, what a skill. The tongue action must be tremendous. Darrel, you should talk to Catherine Crisafulli who is an expert at tying cherry stems with her tongue. What kind a drink would that make? After such an eventful evening, Darrel spent the night in the Walton’s motor home. Someone wants to know (there initials are ML) “Does Gary have soft hands?” Who cares about his hands. How did these guys run on Sunday?

Sunday did come too early for most of us. During the drivers meeting Bill handed out driver licenses to the the newly certified drivers. “Polishin’ your pants on saddle leather don’t make you a rider” but these graduating students have been doing more than polishing and are now riders. Congratulations!

The morning sessions went well and onto the timed runs, 3 laps, two timed. I went around asking what times people were looking for today. Paul Seidel wanted a 203. Ken Myers was only here to set up for next weekend’s SCCA. I caught Carl combing what hair he had left in Paul Seidel’s side mirror. Does this make you go faster Carl? As for Bruce Yoxsimer, a student, he’s hooked. Ted Voigt wants a 158, however he always does worse than he thinks he will. I found Ross Merrill in the passenger seat taking a siesta 5 min before his timed run. This must be some type of psych-out-the-competition game, being able to sleep right before your run. Todd Harter said they were having a good weekend, however they got just about all they can expect out of the car. So what is the next step? Well they haven’t tuned it up since they bought it from us (1 1/2 years ago!) Maybe that should be the next step guys.

Brian Wepsala was having another great weekend. I was told wedding bells are in the future! He had so much fun after the autocross in December that he proposed to his long lost love, Anne West. Of course Anne had to make sure he also could Time Trial before she said yes to a future with him. Well Anne, I guess we know your answer. Congratulations. It was nice to see Honest Bill out running although he said he was feeling rusty. I moved on to Milton Hare next. What does he wants to do? Give him a year and Hank Watts better watch out. Watch out for what, his record, a competitors book? Maybe more airplanes flying overhead. I’ll keep you posted on this one. Larry Heitman was having tire problems. Seems the tire company ordered wrong tires to TT. They went from 281b to 451b in 5 laps. Larry bought a set of Hoosiers to run for weekend. Larry, did you know Hoosier is a term for a greenhorn and Hoosier are pretty green around here. How did they show?.

Paul Seidel got a 202:24 better than he wanted. Todd Harter got a 157.3 . Brian Wepsala, matched his car number and time, a 208. David Caraker was practicing at 154 but during timed runs starved the car and lost with a 203. He could have beat the “Doctor” but blew it due to gas! Johannes Van Overbeek, a student won class L with a 1:54:05. Johannes, the wilder the colt, the better the horse. Watch out dad! Anne West is feeling great back in the saddle with a track record 201. John Mckenna, a student, had a great time and enjoys it a lot. Ken Marineau said it was “everything I thought it would be and more.” Did you do what you wanted to, “Yes I’m driving it home”. He had a 211.832.

I ask Ed Clement if he was having fun. He said he was getting too old to keep this up. I guess he “don’t travel like a colt no more” Rumor has it that the Dorighi’s are looking at the car. A loose horse is always lookin’ for new pastures. Gary, if you leave the EP class, they will only have 12 guys out for first place. Judy Bradshaw , Rich Bradshaw and Sandy Englund filled me in on their part of the NARS racing team which was having a great weekend. The NARS (Not A Rocket Scientist) is a small and very select group of people. So, I feel small and select, so when can I join?

Now follow closely. Terry Zaccone spun on his timed runs in turn 6, while borrowing James Ohl car, and flat spotted Ken Mack’s tires narrowly missing the wall. When I ask Ken Mack what he thought of all this he said he loaned the tires to Larry Sharp. So were these hot tires or what? Boy we are a generous group aren’t we? I think Terry also beat James. Terry wasn’t it you who was reminding Jim Housman to never beat the car owner in his own car back at Sears Point in November? Man’s the only animal that can be skinned more’n once!

Bud Behrens said it was a better than average weekend and he was glad to be going home early, 4pm. Troy Lothrop said the workers did a great job this weekend. The A/B run groups are working well, no one caught any one. Sharon Niedel said
the computer crashed but they had it under control. It was too easy this weekend. About 93 drivers made it to timed laps which helped keep the work down. Remember 95 Decibel for the June event! Thanks to Pattie DeMartini we have the latest fashion statement: No pink hats with red drivers suits, please! This has greatly improved our ability to function early in the day without being overpowered with flashy colors. I’ll keep you posted on the Fashion Patrols latest finding next month. Hey, cow hands what happened to the Barrel Racing? I guess it happen after midnight. Somehow I miss that one. All was yoke up! and moving out. Honest Bill’s and Bodystyle, Muy gracias for all your support and encouragement. Adios, and may you never get your spurs tangled up

1991 Time Trial Series
"Barrel Racing"
Laguna Seca Raceway
May 11 & 12, 1991

TOP 10 OVERALL
Gary Walton
Bill Newlin
John Byrne
Art Seeger
Darrell Terry
Torn Provasi
Rebecca Newlin
Mark Proctor
Steve Young
Henry Watts

TOP 5 LADIES
Rebecca Newlin
Sandy Provasi
Martha Newcomb
Carolyn Doberenz
Sharon Neidel

TOP 5 ON STREET TIRES
Henry Watts
Ken Mack
Larry Robison
Tom Van Overbeek
Steve Manitsas

TTOD - MEN: Gary Walton
TTOD - LADIES: Rebecca Newlin

Sponsors: HONEST BILL'S PORSCHE SERVICE
BODYSTYLE

** New Lap Record at Laguna Seca

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<th>Car #</th>
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NUGGET 19
## 1991 Time Trial Series
**"Barrel Racing"**
Laguna Seca Raceway
May 11 & 12, 1991

### PRODUCTION CLASSES

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### SUPER PRODUCTION

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### PRODUCTION

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<td>ROB KING</td>
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<td>GARY DIELACHER</td>
<td>1:59.549</td>
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August 10th and 11th, 1991

Crows Landing

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Attention!

Please Submit Proposed Rule Changes To Steve Conston By August 23rd
GGR Autocross Event #3

By Teresa Lommatzsch

After spending the day in the Napa Valley sipping champagne and tasting treats we wondered our way home to get some rest for the next day. Up bright and early, we headed our way out to Crows Landing Naval Air Station for GGR's autocross #3 on June 2.

While David Kimes, the event chairman, laid out his course a few other early risers joined to give him a hand in setting it up. The course reminded some of an hourglass, but David claimed that it was a simple "H" pattern. The course was laid out to allow the use of third gear (Mike and I used it five times per lap!), but the corners were designed to be slow as to minimize tire ware. Speaking of tire ware... because of the problems in the past, there were a few missing faces at the event that day--Dick, Rich, and Karen McClelland, Anne West, and the Neidel family just to name a few.

Although the turnout was a mere 54 drivers, we were thankful for that fact when it allowed us to close down a little early. Getting out of the sun and getting an early start home was on a few of our minds. It was a sunny and warm day, but without the typical "Crows Landing Wind" it was actually getting a little too hot, and we found ourselves wishing for those breezes to pass by.

The average time was about a 55.5 for the one lap course. But some of the stock cars were battling to get under the one minute barrier, right betty? Bobby beat Larry and KC, but not David this time. David, of course, in turn beat Bobby, but forgot about beating Casey. (Doesn't this sound confusing!)

David was trying to catch up to Casey Winningham, but of course we all know the simple truth that the course designer never wins!

Dodd Portman and David Caraker seemed to have been battling it out for the class. I noticed that Mary Belz was picking up the pace, and now she's within a second of Sally Brown. She won't have Sally to worry about for long though... we heard that Sally and Scott Jessen are relocating to Texas later this summer. We'll all be sorry to see them go.

In the production classes Terry, Kirk, and Essey went back and forth all day. First Terry was ahead, then Essey was ahead, I'm sure that Kirk was ahead for a while, too. Who could keep up with this threesome? Bud beat MaryAnn, but not Scott Jessen who finally came through in the end with a wonderful top ten time.

Brian Suen is now in the super prodified class with his new red 914-6. Unfortunately though he fell to defeat to Peter Cook. Brian commented that this car is too much for him... don't worry, Brian, you'll quickly get used to the power!

As far as the prodified classes, it seems that when my family doesn't come, no one is there. All of the prodified cars must have been resting at home for the day!

The street modified class brought up [a challenge between Dwight Mitchell and Jim Brooks. Jim not only beat Dwight, but he clinched TTOD as well! Linda didn't have any competition in her class, but she did turn in a good time.

Modified cars were scarce as well. It seems that no one showed up in M/ML to Mike and I a run for our money... so I was stuck chasing Mike's time all day. I came close, but just couldn't compete with he and Jim Brooks. They were the only ones to break the 50 second barrier!

It was nice to see Bob Fernandez out again. He and Steve Young came out with their new car in class Z. They had a few gas leaking problems, but ended the day well with good times.

We had the first TDOD (Top Deputy Of the Day) at an autocross.

Deputy Don turned about a 1:22 which wasn't bad considering that included a 360, too.

Deputy Don's friends heard the good news and want to play next time
Someone thought that it would be a good idea to give him a ride in a faster car, so I took him out for a spin in my 914 and turned a 52.4. It's amazing what a thirty second difference feels like. It's no wonder why he was speechless after the run! Actually, he said that he really enjoyed it.

Actually, we all enjoyed it! Many thanks to David Kimes, the event chairman, and to the whole autocross series staff. Before I go, I thought that you might like to see the top ten competitors of the day:

1. Jim Brooks 48,800
2. Mike Lommatsch 49,549
3. Dwight Mitchell 50,013
4. Teresa Lommatsch 50,480
5. Bob Fernandez 51,241
6. Linda Mitchell 51,445
7. Steve Young 51,451
8. Scott Jessen 52,332
9. Steve Cross 52,662
10. Bob Cross 53,168

This about wraps it up for event #3... hope you all can join us for #4!
Footwork FA12 Unveiled

The Footwork Porsche Formula One Team has revealed its new World Championship Formula One Grand Prix car. Designated the Footwork FA12, the entry is the first car produced by the Footwork Team to accommodate the new Porsche Formula One engine. The new model will be driven by Michele Alboreto and Alex Caffi in all remaining races on the 1991 Formula One schedule.

Designed by Footwork Team Technical Director Alan Jenkins, the FA12 incorporates several key features. The first is Porsche’s 3.5-liter V12 engine with its central drive system that transmits power via the middle, rather than the end, of the crankshaft. To handle the engine’s higher output shaft, Footwork created an exclusive six-speed transverse gearbox.

The FA12’s most striking characteristic is its unique aerodynamic package featuring a high nose and raised front floor. The floor’s repositioning required new suspension geometry to mount the lower front wishbones.

Jenkins commented that the FA12’s design is relatively conventional. “We have been conservative in most areas because the car has to work from the word ‘go’,” Jenkins said. “We’ve worked closely with Porsche on the packaging of their engine and its cooling, but the first major step was deciding that we were going with the high nose, and that’s where the wind tunnel work was concentrated.”

Class JPL
- Jun-02 No.1 No.2 No.3
  - Sandy Englund 70 914 1 20 0 0
  - Judy Bradshaw 70 914 1 16 0 0

Class KP
- Jun-02 No.1 No.2 No.3
  - David Caraker 76 930 1 0 20 0
  - David Wong 82 911 1 20 0 0

Super Prod

Class B
- Jun-02 No.1 No.2 No.3
  - Rick Brown 74 914 1 55,250 16 11 20
  - Steve Farrel 73 914 1 56,223 0 0 16
  - Gary Bordenkircher 76 914 1 61,540 0 0 13
  - Eric Nichols 67 912 1 20 20 0
  - Stan Michelsen 73 914 1 0 16 0
  - Don Henkel 74 914 1 0 13 0

Class BL
- Jun-02 No.1 No.2 No.3
  - Karen Neidel 74 914 1 0 20 0

Class C
- Jun-02 No.1 No.2 No.3
  - Peter Cook 72 911 1 54,469 0 0 0
  - Brian Swain 70 914/6 1 57,634 0 0 16
  - Chris Huertas 74 911C 1 58,889 0 0 13
  - Mike Willis 74 911C 1 0 20 0
  - Ted Miles 73 911 1 0 20 0

Class LL
- Jun-02 No.1 No.2 No.3
  - Viki Willis 74 911C 1 0 20 0
  - Judy Miles 73 911 1 0 20 0

PROOFED
- Jun-02 No.1 No.2 No.3
  - Rob Neidel 74 914 1 16 20 0
  - George Neidel 74 914 1 0 16 0
  - Rich Biddle 71 914 1 0 13 0
  - Ed Clement 71 914 1 20 0 0

Class PL
- Jun-02 No.1 No.2 No.3
  - Sharon Neidel 72 914 1 20 20 0
  - Kenny Biddle 71 914 1 0 16 0
  - Karen Neidel 72 914 1 16 0 0

STREET MOD
- Jun-02 No.1 No.2 No.3
  - Tom Provasi 76 914 1 0 20 0
  - Lloyd DeMartini 73 914 1 13 16 0
  - Rich McClelland 73 914 1 20 0 0
  - Dick McClelland 73 914 1 16 0 0
  - Tom Provasi 76 914 1 11 0 0

Class GL
- Jun-02 No.1 No.2 No.3
  - Patti DeMartini 73 914 1 20 20 0
  - Sandy Provasi 73 914 1 16 0 0
  - Karen McClelland 73 914 1 13 0 0
  - Laura DeMartini 73 914 1 11 0 0

Class U
- Jun-02 No.1 No.2 No.3
  - Jim Brooks 76 911 1 48,900 20 16 20
  - Dwight Mitchell 71 911 1 50,013 16 20 16
  - Steven Cross 75 911 1 52,662 13 13 13
  - Bob Cross 75 911 1 53,168 11 11 11
  - Casey Winningham 73 911T 1 9 0 0

Class UL
- Jun-02 No.1 No.2 No.3
  - Linda Mitchell 71 911 1 51,446 20 20 20
  - Lora Cross 74 914 1 0 0 0

Class Z
- Jun-02 No.1 No.2 No.3
  - Bob Fernandez 70 911 1 51,241 0 0 20
  - Steve Young 70 911 1 51,451 0 0 16
  - Gary Walton 914 1 20 0 0
  - Richard Walton 914 1 16 0 0
  - Paul Christofferson 73 914 1 13 0 0
  - Darrell Terry 85 911 1 11 0 0

Fun Runners
- Jun-02 No.1 No.2 No.3
  - William Lothrop 71 914 1 57,102 0 0 0
  - Mike Thomas 71 914 1 0 0 0
  - Lee Hamilton 66 912 1 0 0 0
  - John McKenna 66 912 1 0 0 0

Class M
- Jun-02 No.1 No.2 No.3
  - Mike Lommatsch 72 914 1 49,546 0 20 20
  - Bill Nawlin 71 914 1 20 16 0
  - Don Cowell 74 914 1 16 0 0
  - Sergio Maia 74 914 1 13 0 0
  - Jeff Reimair 84 944 1 11 0 0

Class ML
- Jun-02 No.1 No.2 No.3
  - Teresa Lommatsch 72 914 1 50,480 0 20 20
  - Rebecca Nawlin 71 914 1 20 0 0
  - Stacy Lynd 84 944 1 16 0 0

NUGGET 25
She's a little doll!
Her name is Rebecca Lynn, born on April 6, 1991, to Jim and Linda LaMarre. Congratulations to the LaMarre's!

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**FRIDAY:**
Rally from beautiful Vancouver along Howe Sound and the Coast mountains to the Alpine setting of Whistler. Register at the magnificent Chateau Whistler Hotel and meet old friends and new at the Beer & Brats Reception.

**SATURDAY:**
Concourse your Porsche in the Parade Galler or Top Only classes or display it and qualify for the People’s Choice Award. After the Concours, attend the Rally and Concours Awards Banquet at the Chateau and then the night life of Whistler awaits you.

**SUNDAY:**
Autocross all day high above the village at the Blackcomb Mountain Day Lodge and then attend the Autocross Awards Dinner and Gala Cup Presentation at the Chateau Whistler.

**REGISTRATION:** Call Judy Galby to register (604) 985-4557. Registration Fee: $60.00CAN per car until June 30, $75.00CAN after June 30. Full refund if cancelled before Aug 1. (Pre-registration required for Rally Instructions).

**MEALS:**
Friday Beer & Brats Reception - Free. Saturday Rally and Concours Awards Dinner (table service) $30.00CAN per person (Children 12 years and under $15.00CAN). Sunday Autocross Awards Dinner (Buffet style) $30.00CAN per person (Children 12 years and under $15.00CAN).

**ACCOMODATION:** Special rates have been arranged with the Chateau Whistler, Glacier Lodge, Le Chamois, and various condominium properties adjacent to the Chateau. Get the list when you pre-register.

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**GGR Autocross #5**
**July, 20th.**
(crows landing)

Don’t forget the Dyno tech session at Rockwell, July, 7th.
GGR Polo Shirts

Ok, so you're getting ready for that GGR social and are scouting the closet for that certain top or shirt that is comfortable, has extra-long tails that stay tucked in, and says "Porsche". A shirt that will be admired by peers and envied by non-Porsche, mortal car owners.

The GGR polo shirt is the perfect item for such an occasion.

This is a quality shirt made of heavy-weight, preshrunk 100% cotton, however the most notable feature is the four color GGR emblem embroidered into the shirt; not an iron-decal or sew-on patch. Class, real class.

Available in limited quantities in red, white and blue, in sizes medium,large and XLarge, the GGR polo shirt is Porsche Parade "de riguer".

$23.00 at the GGR Goodie Bag. Visit the Goodie bag at your next GGR event or call/write Gerry Brown for more information.
Board Business in Brief

May 16, 1991


Approval of Minutes: approved unchanged.

Director’s Reports

Nugget Editor: Not present. Discussion of editing of May issue. Terry Zaccone and Al Berens agreed to talk with Thompson concerning Nugget issues. Discussion of First Class Mailing for those willing to pay. Need to consult with Nugget Mailing Chairperson. President: Another refund from PCA National. Vice President: No report. Secretary: has tried to reach Danielle Ringen concerning From the Regions articles in Pano. Will pursue and have Danielle send copy to Terry. Social Director: Club needs new Banners to replace one lost in the late ‘70s: Motion to have Jack acquire banners, but obtain quotes first and poll Board. Motion Carried unanimously. Parts Heaven swapmeet will be sponsored by Loma Prieta as they were first region to respond affirmatively to Parts Haven’s offer. Club offered services of Passport Unlimited, a dining club. Board felt they might want to become an advertiser in the Nugget, but it would be inappropriate for the Club to sponsor this issue. Referred to James Ohl.


Competition: No report. Board members requested location changes for autocrosses as Crow’s Landing is too far to drive. Suggested sites more in the Bay Area known to be available. Golden Gate Fields / San Jose Muni sites should be used more often.

Old Business

Budgets Next 60 days: Family Picnic budget missing (supplied by end of meeting and approved). Post Mortem of Events: Swap Meet great event. Thanks to Larry Sharp and Tom and Marj Green of Automotion. Time Trial, great event. CPR cancelled for lack of numbers. Insurance for Upcoming Events: All insurance ordered for next 60 days.

Changes to the Calendar: June Board meeting at the Kimes’, August at Hummers’. June 4th, 5th, 6th Time Trial Techs, the tech on the 11th has been cancelled. Finalize Adopt a Highway: signed release for insurance, covered by PCA. PCA considers this a good public relations event. Finalize charity events: no charity picked as recipient of funds.*

New Business

Non-Porsches in Nugget Business Ads: Board emphatically voted no unanimously. Nominating Committee: Terry will be chairman.

Respectfully submitted,
Al Berens
1991 Secretary

Letters To the Editor, etc...

Mother’s Day Thank You Missed

Special thanks to all the Time Trialers for making this a special Mothers Day. The flowers I received lasted a couple of weeks. I was reminded daily of what a special group of people all of you are. Where else would I have wanted to be but with special friends and family. extra special thanks to Patti and LLoyd for the initial thought.

I also want to thank Heather Hinkle for all her help at the Easter Time Trial. She was a fantastic Easter Bunny and all the little ones appreciated having an Easter Bunny arrive at the track. She and her girlfriend also were the ones that put the little baskets and paw prints by each pit. Nice touch. this part of my article was to have been included with the last time trial article but the editor decided it was not necessary to let people know the fun things that go on at events. Results are great, but if it was not fun all these crazy people wouldn’t spend a weekend there.

Thanks again, Mom.

ouch, I didn’t know easter bunnies could hurt so much. apologies go out for the “rotten editing” of a super event –ed
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1956 Coupe with 912 engine. Original interior. Solid body and floor. Stored in my garage since 1983. I'm facing the reality that I will never get around to fixing it up. $3000 or best offer. Jeff (415) 949-1110 eves. or (415) 960-3600 days.

1965 SC Coupe #222073, ruby red/black, 77K original miles. Always garaged, I owner since 1970, Chrome wheels, AM/FM Blaupunkt, very original and very nice. $25,000 Ray Hunt (415) 828-0762.

1970 914/6 Roadster #9140430882, metallic red, beige interior, less than 2000 mi. on rebuilt engine and transmission, Koni gas adjustable shocks, time trial suspension, custom roll bar, set up to go vintage racing, second owner, 27,500, Ken Mack (408) 268-4369 eve, (408)377-8055 days.

1973 911S Coupe, All correct numbers, silver/black interior, cooler, RS-80ltr tank, 100% stock, new injectors, pump,SS heat exch, Carrera tensioners, shocks, tires, never raced. Mechanically sound and beautiful. Serious only please, all offers considered, Dave (408) 625-9342.

1973 911S Targa, All numbers correct, red burgundy/tan interior, concourse potential, no rust, all original, rare factory air, 54K mi., never raced, needs nothing, exceptionally clean and fast. Dave (408) 625-9342.

1973 911T Coupe, #9113101526 Repainted gemini blue metallic, CIS injection, factory A/C, complete engine rebuild, new tires, much more, looks great, runs great. $10,500/off, James Edeler (415) 490-6716.

1974 911 Coupe - "Yellow Bird" Many extras, Factory A/C, Carrera tens., non-pulling head studs, Kenwood AM/FM/Cass, graphic equalizer, two sets of tires and wheels, driving lights, bra, car cover, CB radio, 930 air dam, floor mats. Always garaged. See it-Drive it!!! 120K miles. $12K Karl Keller (408) 225-4837.

1979 930 ,U.S. spec car, 15K on Rebuilt engine, K27, Powerhaus intercooler, Euro exhaust, adjustable boost @ wastegate, full leather interior w/sport seats, black headliner, Alpine stereo, 4 channel amp, 7&9" chrome alloys, new Yokohama AVS inter., H-4's w/100 watt high beams, euro tail lenses, Alan Johnson oil cooler, unique tobacco metallic paint and cork interior. This car is in excellent mechanical condition and very nice cosmetically. Very fast and all receipts, $35,000 or B/O. Call Mike (415) 531-0657 h, (415) 987-0371 w. Serious inquiries only. This car may be checked by buyer's mechanic prior to purchase.

914/6 race car being dismantled and retired. All parts for sale at half of new price. GT-2 body work (never damaged), reinforced trailing arms modified for Wilwood/Bremtik calipers and Carrera rotors, lots of 16x10 and 16x12 Centerline wheels (some 15x10), several sizes rear spoilers, weird 914 gear sets including "K" and "M" mainshafts, "GA" and "H" firsts, Weltmeister suspension (adjustable spring perch in rear), 915/916 conversion sideshift trans, and lots more stuff. Carl Young (702) 253-9621.


Floor Mats - Porsche authorized (not cheap copies). Non-skid backing, carpet fasteners, sets of 4 for 911, 930 in blue, black, brown, lt. grey, silk grey; 928 - mahogany; Carrera 2/4 - cashmere, black, silk grey. Sets with (dyed words) - $50 & (embroidered words) - $80. Call for more info. Franklin Wong (415) 525-8586. lv msg.

911 Parts: Koni Struts, S-alloy calipers, 26mm rear torsion bars, front bumper from 1969 911E, rear deck lid. Kirk (415) 837-0479.

914 Parts Heater boxes, exhaust, bumper, engine case, 2.0l head, 4 seats, brake calipers, alternator, fan shroud, and lots of misc. $150 for all. Janet (209) 835-3352 after 10:00am or (415)423-6418 after 4:30 pm.

944 Parts - 1 Fuch factory black 5-spoke 7x15 wheel w/Yoko A008 215/60 $250., Front lip spoiler $75., Colgan 3 piece bra $50., Timing belt tension tool $250., Computer chip 85 1/2 on $250., Fnt/Rt Weltmeister swaybars 85 1/2 on $250., Yakima roof rack w/2 bike mounts $100. Jeff Adachi (408) 725-0785.

Wanted

1974 or later 911 project car. Good Mechanical, body in any condition. Contact Chuck Davis (415) 591-7396 Days or (415) 593-2467 eves.

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