

Bluegrass Region Porsche Club of America

November 2017

RUMBLE



Photo by Joseph Rey Au

Volume 15 Number 11

RUMBLE

THE OFFICIAL NEWSLETTER OF THE BLUEGRASS REGION PORSCHE CLUB OF AMERICA



DEPARTMENTS

- 2 President's Message
- 3 Board Members
- 4 Track Chair Bio
- 5 Board Minutes
- 6 Membership News
- 7 Social Media
- 8 Event Calendar
- 28 Advertisers Index

FEATURES

- 9 Lex Ky Cars & Coffee
- 13 Porsche Cars & Coffee
- 15 Senior Statesman of the Porsche 356
- 20 Saving 214106
- 22 Tech Session
- 25 Zone 13 Rep Message
- 26 For Sale
- 29 Elections

Cover Photo:

David Jones with his red 1959 356 A Cabriolet and aquamarine blue 1959 356 A Coupe.

Photo by Joseph Rey Au



PRESIDENT'S MESSAGE

by Ken Hold

Hey! Did we have fun in October? Yes, we did. Several of us attended the Lexington KY Cars & Coffee gathering on Saturday, October 7. This event was a great finale for their 2017 outdoor gatherings. We were hosted by Big Ass Solutions at their Lexington Administration Bldg. The weather was absolutely perfect with temps in the mid-70's and pleasant sunshine. We over filled their parking lot with over 350 cars. The eye candy was fantastic. In addition to the parking lot attractions, the BAS folks treated us to tours of their Light Assembly production area. This is the second year for LKCC at this location. Everyone, including BAS want to do it again next year.

The very next Saturday, October 14 we held our Porsche Cars & Coffee at Cusi Restaurant. Again, we had fantastic weather with mid-70's temp and sunshine. Eleven BGS members attended the informal breakfast. After telling several lies around the breakfast table, we did more car talk about the ten Porsches driven to the event. A great time and good informative discussion about the cars.

On Sunday, October 15 we had our Monthly Social at Ramsey's Diner off old Harrodsburg Road. The weather sucked! Despite the gloomy, cool (mid 60's), rainy day; we did have 12 members attend with Larry and Vicki McVay being the only ones to drive a Porsche. Good for you guys!! Hey, Cayennes are made to go in rain and snow. We had a very good meal and a great time socializing.

On another rainy October Saturday, the 28th to be exact; David and Patricia Patrick hosted a super Tech Session on "Restoration of a 356". We had nineteen attendees to this event. More photos and story to follow. Thank you to the Patricks for hosting the event. We're all hoping to attend

a series of these events to follow David's progress!

By now you should all have seen the survey that David Clardy, our new Track Chair sent out. Please let David know what you would like to do in Track events in 2018. David is an excellent resource regarding all types of track events. Feel free to contact him with any questions you may have for him! Also, if you happen to have an extra VW hub cap, let him know. He lost one several years ago. The rest is racing history.

Just as a reminder, I mentioned in the October Rumble that our BGS Nominating Committee is working to present a slate of Officers and Directors for 2018 election. You can see a current status summary on page 29.

See 'ya at an event soon!

Ken Hold

kendellhold@twc.com



Bluegrass Region PCA Board Members



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Dealer Liaison*
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Jack Stephensen
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The Bluegrass Region PCA Board Members meet on the first Monday of each month. Dinner and business at 5:30 p.m.
Members are welcome. See Event Calendar for more details.



TRACK CHAIR BIO

by David Carldy

The author started racing at the age of 14 with the family's 1967 VW bug on a homemade circle track. Sadly, a potentially huge racing career was derailed when the author's father discovered one of the bug's hubcaps missing ...

Later on, a series of motorcycles (and minor accidents) pushed the author towards cars as a safer way to facilitate high-speed skills improvement. There followed a series of evaluations including a Camaro, Golf R, Corvette Grand Sport (should have kept that one), 12' Boss 302 Mustang (should have kept that one too), etc.

Autocrossing, rallycrossing (highly encourage you to try this), and Driver Education (DE) events led to a desire to go racing. A chance encounter with the (in)famous Dave Jones led to Formula Vee racing, which has kept the author busy with reasonable success for the past two seasons, with a third season and hopefully a slightly faster car planned for the spring. See www.VSCDA.org for more details on this excellent racing group and series.

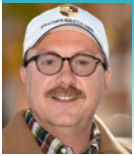


A chance encounter with a neighbor you may know (he followed me home, which is both admirable and questionable behavior), led the author to the Porsche club, which together with Dave Jones' persistent lobbying, led to a quest for a special (aren't they all?) Porsche. That led to the current amber & agate 2014 Cayman S, the all-around best car the author has ever owned.

The above interests/obsessions are supported by a great job at a local industrial technology company. Hardware & software engineers wanted. Support STEM!

David Carldy





BOARD MINUTES

by Neil Fisher

DATE: October 2, 2017

LOCATION: Bad Wolf Burgers, 350 Foreman Ave, Lexington, KY 40508

A.) Meeting Start: Meeting was convened by Ken Hold at 5:33pm

1. Verified quorum: Attending:
Ken Hold, Neil Fisher, Rick Music, Ed Steverson, Jamie Donaldson, John Schmidt, Bill Larkin and member Jonathan Ballersteros.
2. Motion to approve the August BOD minutes by Ed Steverson 2nd by Rick Music.

B.) Board Reports:

1) President Report – PCA National Elections are starting the selection process. Keeneland Concours has openings for staff positions.

- 2) Vice President Report
- 3) Secretary Report
- 4) Treasurer Report- Rick stated the checking account balance is \$3668.96 at month end. Have just received some advertising checks to deposit.
- 5) Past President Report
- 6) Director Reports
- 7) Safety Report – Bill Larkin is now the new Safety Chair for the Club. Thanks to J W Wilson for his long and dedicated service in this position.
- 8) Activities Report- Tech Session is set up for October 28th at David Patrick's house on a 356 project car.
- 9) Historian Report
- 10) Membership Report – 237 total members, new members, Jonathan Ballersteros, Richard Barsalona, Ben Beverly and Pat Mercurio.

11) Newsletter – Send reports for this month's newsletter to Rey by this Wednesday.

- 12) Social Media Report
- 13) Tech Report
- 14) Track Report
- 15) Webmaster Report

C.) Old Business:

- 1) Fall Carity Drive/Donations – Ed reports \$1,035 collected.
- 2) Elections for 2018 Board - Ken
- 3) Safety Chair – Ken confirmed Bill Larkin for the position
- 4) Track Chair – Ken confirms David Clardy will be the new Track Chair

D.) New Business:

- 1) New member/advertiser/sponsor - Ken
- 2) Webinar #10: Social Media Facebook – Ken
- 3) LKCC October 7, Big Ass Solutions – Ken, must RSVP, check for email from Ken.
- 4) LKCC Indoor Events - Ken
- 5) Porsche Swap Meet – Ken stated that Phil Doty suggested having a swap meet for the club.

E.) Meeting Close:

Motion to adjourn at 6:32 pm by Jamie Donaldson and 2nd Ed Steverson.



MEMBERSHIP NEWS by Tim McNeely

242 Total Members!

One new member this past month!
Please join me in welcoming:

David Sweetall (Lexington)
1984 928 S

Our membership is at 152 Regular Members and 90 Family & Affiliate Members, making our total membership 242. That brings us to another record HIGH!!!

OK, Keeneland over and it's on to Thanksgiving...still a good time to get your car out on the pavement...come join us for an event, SOON.

Also, please recognize the following
Member Anniversary dates:

Steve Womack	1993
Ed Erway	2000
Judd Campbell	2002
Ed Steverson	2002
Gary Hackney	2003
Robert McClelland	2005
Paul Elwyn	2007
Samuel Kraus	2013
Ben Kasa	2014
James Monroe	2014

Bluegrass Region Porsche Club of America Name Badge Ordering



Each club member and associate member may order a name badge at no cost to them.

If a replacement badge is needed, it can be obtained at the club's cost to be determined at that time.

Please email Ed Steverson with the name to appear on badge.

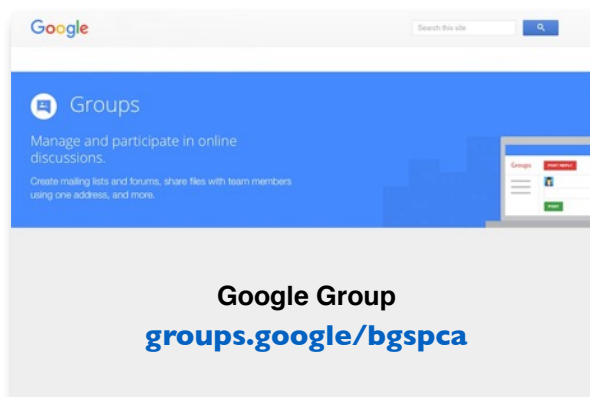
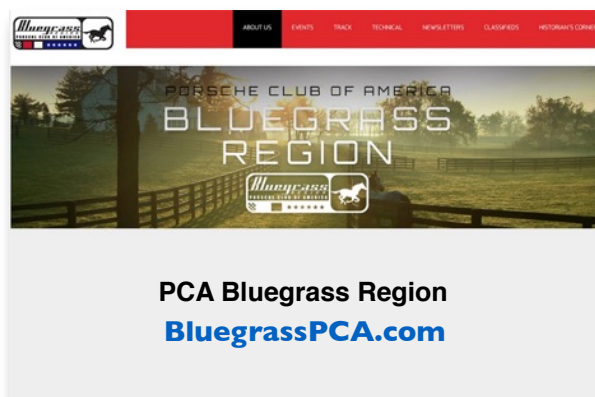
ed@abracadabragraphics.us

SOCIAL MEDIA



What's going on in the club? How do I change my oil? Who are the officers and how do I contact them? Where can I see photos of the latest events? What does it takes to get my Porsche on the track? I wonder if anyone in our club has a Bosch hammer?

All of those questions can be answered in one of the club social media sites or communication channels listed below.





EVENT CALENDAR

by Neil Fisher

Here are the events coming up in the next few weeks. Shoot me an email if you have an idea for an event or a great place for us to have our monthly social at nrfisher@outlook.com Also be sure to check the calendar on the website for the latest updates.

November 11, Saturday

9:00 a.m. – 11:00 a.m.

Porsche Cars & Coffee

1890 Star Shoot Pkwy, Lexington

Join us for a very casual breakfast, Porsche tales, and parking lot spectating.

November 19, Sunday

5:30 p.m. – 6:30 p.m.

Monthly Social

Johnny Carino's

2333 Sir Barton Way, Lexington

December 2, Saturday

Lex Ky Cars & Coffee

Location TBD.

December 4, Monday

5:30 p.m. – 6:30 p.m.

Board Meeting

Bad Wolf Burgers

350 Foreman Ave, Lexington

Come early if you would like to eat.

December 9, Saturday

9:00 a.m. – 11:00 a.m.

Porsche Cars & Coffee

1890 Star Shoot Pkwy, Lexington

Join us for a very casual breakfast, Porsche tales, and parking lot spectating.

January 8, Monday

5:30 p.m. – 6:30 p.m.

Board Meeting

Bad Wolf Burgers

350 Foreman Ave, Lexington

Come early if you would like to eat.

January 13, Saturday

9:00 a.m. – 11:00 a.m.

Porsche Cars & Coffee

1890 Star Shoot Pkwy, Lexington

Join us for a very casual breakfast, Porsche tales, and parking lot spectating.

January 20, Saturday

5:30 p.m. – 7:00 p.m.

Holiday Party

Cherry Blossom Golf Club, 150 Clubhouse Dr, Georgetown, KY 40324. This is our annual Holiday Party. We will have door prizes donated by our sponsors and dinner will be catered by Cherry Blossom. More details to come. Please check the website and your email for more information.



Several of us attended the Lexington KY Cars & Coffee gathering on Saturday, October 7. This event was a great finale for their 2017 outdoor gatherings. We were hosted by Big Ass Solutions at their Lexington Administration Bldg. The weather was absolutely perfect with temps in the mid-70's and pleasant sunshine. We over filled their parking lot with over 350 cars. The eye candy was fantastic. In addition to the parking lot attractions, the BAS folks treated us to tours of their Light Assembly production area. This is the second year for LKCC at this location. Everyone, including BAS want to do it again next year.

Ken Hold



Photos by Ken Hold





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PORSCHE C&C October 14



October 14 we held our Porsche Cars & Coffee at Cosi Restaurant. Again, we had fantastic weather with mid-70's temp and sunshine. Eleven BGS members attended the informal breakfast. After telling several lies around the breakfast table, we did more car talk about the ten Porsches driven to the event. A great time and good informative discussion about the cars.

Ken Hold



Photos by Neil Fisher and Ken Hold

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David Jones - Senior Statesman of the Porsche 356

by Patrick Meyer

"This is my therapy."

David Jones smiles as he beckons us into his spacious garage which doubles as a workshop. The overhead doors and windows are open, an ancient fan is blasting away on its highest speed, it's unseasonably warm on this autumn Saturday as Rey and I prepare to get schooled on the venerable Porsche 356 by our Welsh headmaster.

Without question David is one of the Bluegrass Region's most recognizable and colorful characters, with his gray mane, Welsh accent and – count 'em – three classic Porsche 356s. His aquamarine blue 1959 356 A coupe and red 1959 A cabriolet are neatly tucked into the far corner of the garage, in tandem formation. His blue 1964 356 C coupe, however, draws immediate attention, up on the rack, forlorn, in sick bay. Peering up at the undercarriage we see grass imbedded in places grass should not be. We also see missing paint and new creases in the body panels.

"A deer jumped out in front of me and I twitched. I went off the road and ran over a culvert, then got back on the pavement." It was

a lucky break in spite of the damage to the front end. Both wheels on the passenger side were bent to their destruction. "I maintained control and that's what saved me. If I had been in the Boxster, the airbags would have gone off, I would have lost control and who knows what else might have happened." David takes the accident in stride. It's not his first. He banged up a collectible Porsche and considers himself lucky. That's our David. Oh – he has a Boxster, too, which he admits was purchased largely for creature comforts like heat and a working radio.

"There's heat in the 356, but as they say, it's like an old lady breathing on your ankles." David adds with a wry grin.

No doubt luck has played a big role in David's life. He grew up in the south of Wales where his ancestors were coal miners. Not content to continue the family tradition, David found his way into the Royal Air Force where he served for 14 years and travelled the world. "I've been to Easter Island, the North Pole, the South Pole, New Zealand and Tahiti." The places most folks can only dream of visiting David saw during his tours of duty. After the RAF service he eventually came to the US, to Chicago, and began a long career





Photos by Joseph Rey Au

in the oil industry which offered opportunities to travel and live in other parts of the US. It also helped fuel his passion for racing.

While in Great Britain he rallied Minis, Porsches and VWs. On American soil he raced in Formula Vee for 30 years on just about every track you can name, achieving widespread fame. He even qualified for the National Championship. He recounts a number of racing tales, better

heard firsthand than filtered through an amanuensis. "I was doing this on my own," says David. "I was a one man operation, an amateur, with a tight budget racing against

those with unlimited means. I rebuilt my own motors, did all my own mechanical work and tuning, and I held my own against the competition." Lucky for David, too, he had

employers who accommodated his eccentricities and allowed use of their facilities to fashion parts and tinker with the cars.



Porsches – 356s in particular – have been an integral part of David's life for nearly 50 years. He bought his first Porsche in 1970 and it was a 1963 356 B. "I

lost that one in a divorce," he confides. Next he owned a 1974 914 2.0 Limited Edition. "I drove that car for 11 years and I wanted to get another 356, but at that time, when I was living



in California, they were starting to get very expensive.” Soon he did find another 356 to his liking which fit his budget. “I traded the 914 and a Karmann Ghia and \$5,000 more on top of the cars for that red 1959 cabriolet, which was wrecked and had a salvage title. People thought I was crazy.” Most folks would question the soundness of that transaction, but time has proven David to be a savvy buyer. He rebuilt the cabriolet into the shining example it is today and if you have paid any attention to current valuations of 356s you’d say David is as talented with his “investments” as Warren Buffet.

His acquisition of the 1959 aquamarine coupe has a nice twist, too. David tells the story. “I was working for a manufacturer in Oklahoma who went through a workforce reduction in 1994. I was one of those let go. I held out for my golden handshake as a form of protest until I saw the blue coupe at a used car dealer outside town one day. I went into the dealer and negotiated a price with the owner and then went and signed off for my golden handshake, which incidentally, was enough to buy the coupe. The asking price was \$10,000 but I haggled and paid \$9,000 which seemed like a lot of money but I was convinced it was a good buy as it came with the original paperwork. It even had the original tool kit which nowadays is valued around \$3,000 on its own. Being matching numbers also enhances its value, but as with the other cars the dollar value is not as important as the intrinsic value -- which to me is priceless.”

And here's where David differs from many of his fellow 356 owners. His cars, precious now and

proceeding toward priceless, aren't the museum pieces you only see at concourse events. Oh no, they are all **daily drivers**. I ask David about that. “Driving a 356 is sheer joy. When the suspension and the steering is just right and the engine is tuned well, there's just nothing like driving these cars, especially on long winding roads like we have in Kentucky.”

He acknowledges the market for 356s is getting out of hand and that his cars could bring a small fortune. “I have no interest in selling them. I enjoy them too much.”

He notes “the cars are simple and durable. Even back then, Porsche was continuously improving the cars every year.” He recaps a number of changes Porsche made from 1959 with the A model to 1964 with the C model to press the point. “Without the 356 you wouldn't have your 911,” he says to me. “All the Porsche models evolved from the 356.”

As to durability, David believes roughly half of the 76,000 Porsche 356 models still survive today. Those are impressive numbers considering every one of them is at least a half-century old. “One of the biggest problems,” David adds, “is that parts are becoming very expensive.” Parts scarcity coupled with an astronomical increase in the value of the cars means fewer are actively driven. David will buck that trend to the bitter end. With his far-reaching contacts he has little trouble getting parts for his collection.

By the way, for those interested in learning more about the 356 David recommends reading Porsche 356: Driving in its Purest Form by

Dirk-Michael Conradt. It is an excellent compendium of facts, figures and photos. Did you know Dr. Ferry Porsche's first prototype 356 was mid-engine?

Rey signals it's time to set up for a photo shoot. While David places the red cabriolet into position I wander about the workshop. I see spare engines, cam shafts, and electrical parts galore; this is the inner sanctum of a **working** mechanic. And that's when David's comment about therapy registers with me. He's had some health challenges over the past year which have slowed him down somewhat, but his love and passion for tinkering with 356s have helped him get through dispirited times.

For David, there's no stopping. "You have to keep active. You have to do something." He has the injured 1964 coupe to repair, another engine to rebuild, and more parts to source. He continues to post regularly on the 356 Registry answering technical questions for those in need of help. And our Welsh dragon has an even greater assignment now that he's helped fellow



Photo provided by David Jones

club member David Patrick find a 356 project car. "I'm going to coach David Patrick as he rebuilds and restores his Porsche."

As you see in David Patrick's write-up he's got quite a rusty tub on his hands. Perhaps it is David Patrick who is the lucky guy now with the Porsche cycle of life continues.

Engineer, racer, mechanic, raconteur, and now mentor. Just a handful of ways to describe David Jones, senior statesman of the 356.

Back to the photo shoot. David fires up the aquamarine coupe. It coughs and sputters. A plume of grey smoke rises from the exhaust. It has to be coaxed into action but soon yields to its master and takes its place alongside the cabriolet in the golden sunlight of this Indian summer day. David stands between two of his loves, smiling, full of life, thankful and lucky. Therapy indeed.

Patrick Meyer





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It's Saturday August 5th and we are in Galesville, MD only a block from the Chesapeake Bay. We were on a mission: to save 214106 from a rusty demise. What exactly is 214106? Well, it is a 1963 Porsche 356B-T6 that David Jones knew needed saving.

Patricia and I had borrowed a Tundra pick-up truck (thanks Chad) and a car hauler (thanks David) and driven to Annapolis the previous day. We met owners Wayne and his wife Sydney at their home in Galesville and began to inspect the car, which was in rough (is horrendous too strong?) shape, having been sitting since *circa* 1983, when Ronald Reagan was president.

As you can see in the photos, there is a lot of rust, but on the bright side all the parts are there! It is a two (now three) owner car. Wayne had bought it in 1966. I was excited, Patricia...not so much. "How is this car worth more than the 2013 Corolla we just

sold to our niece?" she asks. I didn't have an answer. I can't explain the 356 market nor can I justify the price. All I know is 214106 needs saving.

Wayne, a gracious host, took us to dinner at the nearby marina about a block from his house. We enjoyed great food, Porsche conversation and a wonderful view of the West River.

Saturday morning we loaded up the car and headed back to Lexington. The trip was smooth as it could be. No rain and no flat tires. Just an easy drive through the mountains of western Maryland and central West Virginia.

As you can see in the pictures we have a large project at hand. So far we have it almost completely torn down and ready to start cutting out the cancerous rust. I have already ordered and received new floors, rockers and other lower anatomy parts for the body. I've received donations, guidance and wisdom from both David Jones and Robert McClelland which will save me some money, time and a few headaches. David Jones will be my unofficial mentor as we proceed through restoration.

I'm not sure what challenges lie ahead. This project is all about saving an old car and learning about its history. My 356 has endured for over 50 years, and the model itself is the bedrock of our favorite automobile manufacturer. The infatuation continues.

My goal is to share my experiences with the club as much as possible, so watch for future tech sessions with 214106. We all have a lot to learn!

David Patrick



Photos by David Patrick

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PORSCHE



Twenty plus members and guests showed up for a Tech Session about 356's on October 28th. They got to see what the insides of a 356 body shell looks like as the body was almost stripped and the floors and RH Longitudinal (Rocker Panel) were removed.

I started out by telling about my first encounter with Porsche 356's. It was on a drive to Nashville to visit the Tennessee Tubs 356 at one of their annual events. I had never seen a 356 and was drawn to the simplicity of the cars and the simple curving lines. Of course there were about 40 of them that day of all kinds.

Then we discussed how I came about buying this car. David Jones knew this car was for sale in Maryland, as he knows the owner through the 356 Registry. David knew the car was for sale and that it was a 2 owner. It had most of the parts though we are learning many of them are RUSTY parts. So Patricia and I drove to Maryland on a Friday, checked out the car and

brought it home on Saturday. We got a lot of thumbs up as people passed us with the car on a trailer and lots of questions when we stopped to gas up or eat.

David is going to mentor me on the restoration and has given me permission to do whatever I want to...."No matter how stupid it is". 😊



Photos by Joseph Rey

As most of you know David is passionate about the 356 and is a walking encyclopedia about them.

After discussing my progress (or lack thereof) and answering some questions, David shared some of his knowledge about the cars, their history, idiosyncrasies and mechanical peculiarities. Many of the members asked questions and he was able to answer them all. He also had brought some carburetors to show the different types used when compared the ones on my engine.

So this was more of a bull session than a tech session but I believe most everyone enjoyed the opportunity to question my sanity! We will do some real tech session as the restoration progresses and I hope the members enjoy watching me spend my children's inheritance.

Patrick Meyer







REP MESSAGE *by Jack Stephensen*

The end of the year is upon us! It is time to say thanks to those who have served the club and for the job they have done. I know several regions have new presidents taking over. It is time to send a note to those who have finished their terms thanking them for the jobs they have done for their regions and welcome their replacements. It takes many volunteers to make this club successful. There are many other positions that are just as important to the club as the President. Let's take a moment to say thanks to all those other volunteers who spend their time and talents on the club so we can enjoy our cars.

Congratulations to Dan Pankratz of Fox Valley Region! Dan received his 50th Anniversary Name badge, Lapel Pin and Certificate. Please drop me a line if you know of any others reaching milestones in the club so they too can be recognized.

Congratulations are also in order for Chicago Region. They are finishing up their 60th Anniversary year with their Annual Dinner Dance and Awards Banquet. I encourage all of Chicago Region Members to sign up for this event. It is always a great time.

Many regions are setting their calendars for next year. There are a lot of great events taking place this year. So now is the time to mark your calendars for next year. I have mentioned it before and I will mention it again, but this year's Parade is being held Tan-Tar-A Resort located in Osage Beach, MO. This is in the backyard of the Midwest. It is an area filled with great driving roads, scenic views and a 1,000 miles of lake

shoreline. If you have never been to a Parade before, please come see what a special event these are.

This year's Treffens will be held in Santa Ana Pueblo, NM on April 25 – 29 and Banff, Alberta, Canada on Sept. 12-16. Both locations should make for great getaways.

In addition to these events is another can't miss event. Rennsport Reunion VI is happening on September 28, 2018. This event is put on by Porsche Cars North America. PCA provides some volunteer help to the event. Once again it is being held at Mazda Laguna Seca Raceway in Monterey CA. This is an incredible weekend of all things Porsche. It is a chance to see Porsches normally housed at the Museum running on the track in the way they were meant to be driven. Tickets are on sale now.

On a business note, the Winter Board Meetings will be held on February 9 through the 11th. Everyone is welcome to attend the Board Meeting on the 11th. They are being held in Columbia, MD. 2018 will also see the Driving Tour Minimum Standards fully implemented and new Autocross Minimum Standards being implemented during the cross of the year.

I hope everyone had a great year and has a great winter.

Jack Stephensen



Estate Sale

* Women's Porsche Exclusive khaki pants, size 14. Never worn. Zippered pockets. Poly/cotton.

Asking \$25.00. List was about \$55. Photos available.

* Three (3) sets of cotton/fleece, women's or children's "Medium" long sleeve top and skirt (red, gray, tan), all with silk screened "Stuttgart" shield and images of older Porsches down the front. Never worn. \$15.00 per set. (Won't separate, sorry). One white skirt with same silkscreen images. Worn. \$5. Photos available. \$40 for all.

* Late 1970's vintage Cross brand writing pen. Black, with gold tip. Embossed "Porsche+Audi" on top barrel. Takes regular Cross ball point refills. \$30. OBO.

More items to be listed later. Call or email with any questions or request for photos.

Phillip Doty
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- Spare Tire Bracket
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ELECTIONS

The Nominating Committee (Ken Hold, Ed Steverson and Jamie Donaldson) has completed interviews with all the members of our BGS Board. These interviews were to gain information regarding the current status of our club and what it should be like in the near future. We also looked for recommendations of club members who might be candidates for 2018 Board positions and had leadership skills to lead the club to the described future.

Note that based on a canvas of current officers, there are known vacancies for President, Vice President, and Secretary. Please contact the Nominating Committee if you would be interested in being an officer or director. The Nom Comm would also like any suggestions you may have for individuals who should be considered for officer or director.

Our timeline for activities is:

At November 19 Member Social: Nominating Committee presents slate and accepts any additional nominations for candidates.

December 1: Ballots mailed

December 18: Ballots returned

December 21: Ballots counted and results transmitted to President.

December 22: President informs Board and elected officers. President send eBlast to general membership.

***Your participation in this process is most important. Please contact any member of the Nom Comm if you are willing to serve or can suggest someone who should be considered. ***

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Jamie Donaldson JDonaldson14@aol.com