All done on personalized basis and in simple easy to understand language.
The dates will be on a pre-arranged basis on Saturday mornings at 10 A.M.
Reservations please to:
Dick Osgood
968-1781

There is a group of Porsche Club members of questionable mental balance who every other Sunday instead of taking in rays by the pool, picnicking in some cool glade, or beer in hand rooting on a favored football team, traverse to the Pleasanton Fairgrounds and other far away exotic places - where it has to be at least 20 degrees hotter - to change their tires, tweak carburetors, burn themselves while changing exhaust systems, and then mill around on the burning asphalt for several hours thus overloading deoderant systems, and fading out remaining rational behavior patterns.

This group loosely refers to itself as the Porsche Club Autocross Team, and is loosely referred to by the locals as Nuts. But these nuts or team members (choose one only) despite a never-ending comedy of fumbles in signing up the team, resulting in being disqualified at three events, has managed to rise to the glorious position of 5th.

So that you can shake your head at, or shake the hand of team members, here they are: Bob Garretson, Bruce Anderson, Bob Daves, Will & Marv Fisher, Charmayne Salter, Jim Gaeta, Bill Fay, Tom & Marj Green, Marshall Peeples, Joe Weathers, Rick Bowers, Ed Ellefsen, Reinhard Reidel, Roger Coelho, John Janczak, and Sally Pemberton.

See you guys Sunday!

UP COMING NCSCC AUTOCROSSES: 10/3 NCCA; 10/10 Camino Corvettes (P)*; 10/24 Lockheed (P)*; 10/31 North Bay Corvettes (Vallejo); 11/7 Triumph Travelers (P)*; 11/14 Red Liners (P); 11/21 NCCA (P)*; 11/28 SCCA (P). * = Championship  P = Pleasanton
Welcome race fans to the S.C.C.A. National Races held at Vacaville August 27-28. This is our Northern California version of the Big "O". Nothing but dirt, dust, terrific heat, wind and the delicious aroma of garlic and onions. Add a course that consists of patched up patches of pavement and you've got the whole scene.

To this wonderful racing establishment came the now famous Super Tub Racing Team ready to continue our win streak of three straight victories. Since our triumph at Laguna, the engine had been torn down and rebuilt, gears changed and everything else thoroughly checked. There was some concern as to how the "go fast" exhaust system would hold up on the rough track. E & F Production was scheduled in the race before last on Sunday so the big vettes and Formula A cars could have the course really chewed up. Jackie Stewart should see Vacaville if he thinks Mid-Ohio is a cow pasture. Saturday's practice quickly showed that the competition was pretty good. Jon Woodner in the Huffaker BMC, Bob and Matt Little from Carmel, Dave McGowan's Alfa and the very quick Volvo P1800 of Garry Small from Oregon. After qualifying it was Woodner on the pole by a few tenths of a second, Dwight had the other front row spot with a straight shot at the fast line into turn one. With the grid established, we checked out the car for any signs of damage and retired to race Headquarters, the Brigadoon Motel for a swim, cocktail hour and a lousy dinner. Our only problem was our driver. Super Tub got the meatball flag during practice because Dwight's hair was hanging out of the back of his helmet. Imagine that, Mitchell the Hippie! Remember the days of the crew cut all American boy? No more, this is the new image of Mitchell Racing Enterprises. A fix on the hair was devised, tried out and accepted. I won't say anymore Dwight.

Race day arrived and after a short warm-up session it was the old army game of hurry up and wait. Finally it was time to grid the cars. This was the moment to display our sartorial splendor. The whole team in new gold shirts with Super Tub and Mitchell Racing emblems worn with white Levi flares. Man were we looking tough! Thanks to Burt Propp for the silk screening job.

In Penske like fashion, we had our pit crew assignments all organized. Gary plotting strategy, Barb Rose timing plus-minus intervals, me on the pit board, Linda clocking race lap times, Gloria Jensen on lap charts, Floyd taking pictures, D'Anne minding Steve and everyone else ready to help out as needed. On the parade lap, Garry Small's Volvo refused to start and Bob Little moved up to the second row. The field was in good formation as they came around and as the flag fell, it was Dwight and Woodner charging hard for the lead. Woodner made it turn one first and after a few laps had opened up a lead of six seconds. Dwight and Dave McGowan were having a bash for second and third positions. Bob Little made a frantic pit stop with the oil temp gauge pegged. Mechanic Mike Chappel quickly pushed the sender wire back in place and Bob hauled A--- back into the race. At the half way mark, Woodner was still in command, so we gave Dwight the get on with it. He did just that and started to reel in the MGB. Right on Woodner's tail rounding turn seven, the MG crapped out and to the delight of the crew, Dwight flashed by in first place. The race wasn't over yet as a very determined Dave McGowan hounded the Tub all the way to the finish. Although a non spectator event, SCCA graciously allowed victory laps and Linda, Gary and I piled into the car for a ride around with the checkered flag. Racing is expensive, but who can put a price on the thrill of a victory lap.

On our return to the paddock, Dwight was handed an impound ticket, so we joined the rest of the EP finishers for a tech inspection. The Tub was found to be legal and we were soon back at our pit breaking out the beer. Little Bros. Racing had brought the famous turn 7 Laguna Seca tent and the crews celebrated Dwight's first and Bob's third place finishes in the welcome shade.

The beer didn't last long, so all hands returned to the Brigadoon to continue the celebration. A crabby bartender insisted that Steve leave the cocktail bar, and so my son has beaten his dad's record by getting 86'd at the age of 4 1/2.

At this time we aren't sure of National Points Standings, so finances permitting, we head for Portland in September to add to the score. Did someone mention Atlanta ARRC? Thanks to the crew, especially the girls who put up with the long hours and the usually crummy conditions. That's racing however and I dig it!

"Heads Up" Carleton

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**Tech Session**

For those of you attending our February tech session you'll remember the fine presentation by Dick Workman owner of Super Auto Body Co. in the city. Dick has arranged for PCA GGR to have a complete set of Porsche parts manuals extending from 1956 to 1971. I want to take some space here to thank Dick very much for all of his efforts.

The January 15th 1972 technical session has been set up and confirmed at Dick's shop again. He has very kindly consented to repeat this years session for another 50 Golden Gaters at that time. It will certainly again be one of the year's best sessions.

Thanks again, Dick.

---

-Dick Osgood
Those of you who tinker with your little jewel may have wondered what the numbers and letters signify on the heads of the numerous bolts found on a Porsche. Even if you never thought about it, I'll mention it anyway. The designations are 5D, 8G, 10K, and 12K. These stand for a minimum tensile strength of 71,000; 113,800; 142,200; and 170,600 pounds per square inch respectively. Several places on a Porsche have had improved higher strength bolts specified in place of lesser production units. This is especially important in areas such as the differential ring gear and pinion for the 356 series. Be sure and use the 12K bolts when ever possible, and always use a proper lubricant on the threads and head underside. Good lubricants for this purpose are Never-seez, Molykote, Fel-pro C-5, graphite and oil, chalk oil, or engine oil if nothing else is available. For you concours nuts remember to reduce torque ratings on all cadmium plated bolts. Also remember never to torque a dry bolt.

-Dick Osgood

During the past two issues Burt Propp and I have been experimenting with various methods of presenting type, paper, and cover methods. The first of these issues being obviously more successful, was done on a typewriter (the letters are created in the same manner as a photograph) which justifies text on the right margin. This is very expensive, and therefore, we cannot afford to have the Nugget done in this manner on a regular basis. The paper was chosen as it shows photos to their best advantage while the cover was silk screened. Last month, I had the Nugget run thru a computer program, it was obviously less successful. The faded type effect, which many people erroneously considered the printers fault, was in fact due to a well-worn terminal where the material was printed out. Ted Livingston did the best he could — special thanks to his fine crew for their superb work over the years, and to Ted for his patience!

The seemingly high costs of dinner meetings has been a recent topic of conversation among various people, myself included. So, after the dinner meeting at the Brave Bull, Bruce and I went to the Winery, where we ran a comparative study on the combination (steak and lobster). The dinner meeting price was $8.60 (our dinner meeting prices include tax and tip) and lo and behold, when tax and tip were added to the fare at the Winery the price was identical.
Who are Golden Gate's new members? How many have you introduced yourself to in the past year? What's the importance of the new member? Have you ever asked and pondered these questions? Do you have some idea? Or are you one of the new GGR members? Puzzled by many questions? Well, you shouldn't be.

The new member is important because he will be on the Board in just 2 years, or President in 3 years. Why? Because the new member is anxious to do something in the club that's why he joined. Since his enthusiasm is at a near maximum when he joins the club it's important that you make an effort to say "Welcome" to him and introduce him to your friends and your favorite activity. Take the time and answer his questions. Tell him the advantage of working on one of the activity committees. Maybe meeting once month in a small group. His ideas are fresh and he will gain experience and understanding of the region's functions. He might take on the responsibility of Chairman of an event. Thus receiving the feeling of satisfaction from putting on an event that the whole region enjoyed. So, many new members will soon be the coordinators and organizers of the events to come.

GOLDEN GATE REGION is in its 11th year and is as strong as ever, but only because its members encouraged the new people to participate. Golden Gate Region will continue to be as strong as you new members make it.

NEW MEMBERS - Have you joined an activity committee? Did you pass up the New Members Meeting when you joined? -Chuck Tracy
DON CHIANG

Since joining PCA in August 1969, I have attended many activities sponsored by GGR, concentrating in speed events. By participating and working the many speed events, I have learned that it takes hours of preparation and hard work to put on a function for the members. But preparation and hard work is not limited to speed events, but to all functions and activities. The end result of all this: many hours of enjoyment, good fun, the camaraderie of fellow Porsche-pushers and new friends. There is no better way to continue this trend than by actively participating in the activities and working for The Club as a member of the Board of Directors.

RAY HUNT

I would appreciate the opportunity to serve you, the members of the Golden Gate, on your Board of Directors. I have been especially active in PCA-GGR events the past two years, including chairman for Gegen Die Uhr, chairing autocrosses, working rallies, attending other events and placing sixth overall at the Parade. I am enthusiastic about the Porsche cars, their marque and the PCA-GGR. With that enthusiasm I feel I can serve you well as a member of the Board.

GARY EVANS

I have been a general member and past Board Member in Golden Gate for almost 5 years. Because of my variety of interests, concern and understanding for the club and its activities, I will be happy to, if elected, serve on the Board.

STEVE KIRBY

Since my introduction to PCA a year and a half ago, I have caught the fever, and now find myself with two Porsches and the desire to serve the club to the best of my ability. Although the cars we drive and pamper are a common bond, it is the people, you the membership, that make GGR what it is today. It has been my pleasure to share the friendship and spirit that so many of you exhibit, and as a Board member I would further these qualities. I bring to GGR significant experience in automotive clubs, having held several offices (currently President) in a similar group, and therefore I feel I can make a strong contribution to this fine organization.

BOB GARRETSON

I have been a member of PCA since 1960. I served as a Board Member from 1962 to 1964 and as National Tech Chairman from 1964 to 1966. I would appreciate the opportunity to serve the region again.
LEN PETERSON

My fun with PCA began in late 1969. Shortly after we bought our first real car, a 911S Targa, we discovered the magic of Golden Gate Region - "its the people". Oh, sure I've "worked" too (rallies, autocrosses, Weekender, etc.) but that's what makes it fun. I look forward to the opportunity to serve you on the Board as another fun way to work at continuing the spirit of our friendly club.

CHET LANE

Never knew what a sports car was till I saw them race in Golden Gate Park in 1952. Caught the fever then but had to wait till Christmas '58 for our first, a Healey 100-6. Retrogressed to a TR-4A in '65 (an easy car to concours, though), then moved up to where it's really at with our 911L Targa in '68. Joined PCA-GGR at start of '69 and have enjoyed participation in tours, rallies, autocrosses, plus the marvelous comaraderie at all social functions. Prior qualifications include 3 years ('66-'68) as treasurer of NCSCC; chairman, NCSCC Variety Rally Committee, '68; President of Presidio SCC (the year we were down to four members, - two couples, that is); "quizmaster" at Sports Car Olympics, '67 (anyone remember?). Last year for PCA I put together the "Get Me to the Church on Time" variety rally (which almost ground to a halt instead at the San Mateo Co. Fiesta). I truly do enjoy the club and all its members and would feel genuinely privileged to serve on the Board of Directors.

TONY REID

Since joining PCA-GGR in 1969, I have been an avid and enthusiastic participant. I am currently Chairman of the Tour Committee, and a member of the Rally Committee. I have chaired the North Bay Wine Tour, co-chaired a rally and assisted in many PCA-GGR events. I would consider it a pleasure and an honor to serve Golden Gate Region as a Board Member.

RAY MASCIA

I've been a member of PCA-GGR for two years. I have worked on and participated in all types of GGR events. I am an enthusiastic member and I enjoy the Club and its members. As an officer of the Club, I will work to keep the organization as successful as it's past history.

BARBARA ROSE

1966 was the year I signed my life away to "Porsche Payments" and contacted "Porsche Fever". First a '66 912 and now a 911T has carried me to many autocrosses, 2 Parades and dozens of other events. In '68 I served as Membership Chairman, '69 as Treasurer and to date have thoroughly enjoyed all of the people and events of PCA. I once again would like to serve on the Board and feel that my general knowledge of the club and its functions would be of assistance to all.
August 22nd was the day to go to Cotati Raceway. Cotati has its best weather in August. It is usually never below 95 degrees or over 110 degrees. However, when you have an event chairman like Dwight Mitchell, who thinks of everything, the temperature was no problem. Dwight just arranged to have overcast skies in the morning and a nice breeze blowing all day making even Cotati Raceway a nice place to be.

The Driver's School actually started with a classroom session and tech inspection on August 14th. This session was held at Art Stange's Foreign Car Service in Mountain View. Art being a club member and also involved with Porsche racing since 1957 is always more than generous with his facility.

The Saturday session was spent explaining the preparation of the automobile for an event like this, as well as explaining the fundamentals of high speed driving. The purpose of the Driver's School was to teach people the techniques of braking, cornering, and down shifting, heel and toeing, understeer and oversteer. These are terms we have all heard or read as long as we have been interested in sports cars. Unfortunately, many Porsche drivers have never had the opportunity to have the terms explained or demonstrated to them.

On Sunday morning about thirty nine Porsches showed up at Cotati at 8:30 A.M. In addition to these participants, there were another twenty people who were there to act as instructors and to help with the running of the event. At about 9:00 the school got started with a drivers meeting. Dwight again discussed the objectives and regulations of the Driver's School.

At 9:20 came the famous call from the school master, "Gentlemen, start your engines". Each group of ten cars was given several laps around the course with an instructor driving the car. The next time on the course the instructor would ride as an observer. Finally, the students were allowed to tour the course at their own pace. The groups were so arranged that while one group was on the track, three other groups were manning the turns and discussing the action with their instructors.

By the time the day was over, everyone, including the instructors, had plenty of opportunity to drive the track. The day went without an incident or mechanical failure. There were spinouts, but these provided experience for the drivers. A Driver's School is the place to push one's ability and the automobile's ability, because the conditions are controlled.

Dwight Mitchell and all the people that helped him deserve a "Well Done" for this Driver's School. Anyone that has not taken part in an event of this type should do so at the next opportunity. What you'll learn might be beneficial when you drive in a less controlled situation-like a freeway.

CONCOURS D'ELEGANCE - Golden Gate (at the Presidio) saw Parade winners Kirby and Mary Jane Hollis placing 1st in Class A with their '58 Speedster. That same day the 6th Annual Redwood Region Car Show at the Mill Valley Strawberry Town & Country shopping center found Bob and Jewel Boyd placing first in their 356B (Parade 3rd Overall) coupe. At the El Palo Alto Concours on September 12th, the Hollises and the Boyds took 1st in class A and B respectively, with Harv and Linda Smith capturing 2nd in class A with their '59 Convertible D.

WEEKENDER - Hosted by Santa Barbara. GGR President Chuck Tracy with his sand beige 911 placed 2nd in class in the Concours (3rd overall), 4th in the autocross, and teamed with John Clever in the rally took 1st in the equipped class. John continued his success with a 1st in the combined 911 and 914-6 class in the autocross. In the overall standings Chuck placed 6th.

SPORTS CAR OLYMPICS - Squaw Valley. This multicar club activity saw Bob and Gloria Zulkowski nudging out Marshall and Carol Peeples in the Concours for the class win, and best of show (the Peeples took 2nd). Bob's placing was 2nd in both of the autocrosses, Gloria's 1st in the sports car quiz, and a 2nd and 1st in the autocrosses, with both of them placing 3rd in the funkhana and T&D rally. Marshall took 1st in both autocrosses with Carol taking a 2nd and 1st. The funkhana saw them with a 3rd. Jim Gaeta participating in the autocrosses only took a first both days, to make the drive up more than worthwhile.

SCCA RACING - Portland, Oregon. Dwight Mitchell saw Jon Woodner take his revenge at having been beaten by Dwight at Vacaville, as the Huffaker MGB took first over the Super Tub in a closely contested race.
FOR SALE


'56 Speedster (S90), Bursch exhaust, 5½" chrome wheels, racing tires, tunnel type trans, 19mm sway bar-$2800 firm, Alister 592-9669.

'63 Carrera II, strong reliable and fast. Orig. paint, 44,000 miles, webers, 5½" chrome wheels, many extras - (best offer). Tim Bailey 374-0543.

Front & rear Aamco bumper bars, 5½" alloy wheel, 185/70 VR Michelin 70% worn. Offers. Marv Besmer 893-1011.

'68 911S coupe, tangerine/blk int, Recaro seats, alloy wheels w/Pirellis-$5495, consider trade to Roadster or other soft top or BMW. Robert Tripp (408) 426-6286.

1700cc pistons & cylinders (Mahle) $100, tire chains-$12, 2 ski racks $15 & $8. Sam Thornton 325-9117.

'58 Speedster, all original, all there. An excellent car for restoration (needs paint & upholstery). $2500 firm. Bruce Anderson 326-0122.

900 series accessories-mask $15, Duricon car covers, new $20, one used $10, ski rack $10, snow chains $10. Steve Eisler 657-7976.

2 sets alloy wheels w/tires, will sell one set, 1 set is 5½x14 w/Michelin tires, the other new set 6x15 w/Dunlop tires. Dick Winkelman 325-4848.

4-425/700 Goodyear bluestreaks (used) $80, 4 new 912 rods $120, 1-180mm flywheel (lightened to 9 lbs) $80, 1-Cyclone exhaust system $25, 1 SC engine (2000 mi) .040 over MC's w/or w/out SPG crank, sell or exchange for blown engine (may sell parts), 1 set C disc brakes $200, 1 B rocker arm assy & SC pushrods $25, 2 Zenith 32NDIX carbs $50, 1 36hp VW eng comp blown $25, 2 GT seat frames $25, 1 3000 Duration cam (Elgin) $30, Bill Weitzel 456-1904.

WANTED

Camber compensator - parts or complete unit. Ray Hunt 846-8666.

E 3rd gear, A 2nd gear, 7:34 ring & pinion, external mount oil coolers, Bursch exhaust system (for A model), Bill Weitzel 456-1904.
Ride the California Western Railroad "SKUNK" through the redwoods of Mendocino County.

This will be a weekend tour and the price includes train ticket, dinner and motel accommodations Saturday night. The tour will depart from the Owl Cafe in Cloverdale (35 miles north of Santa Rosa) at 7:15 A.M., Saturday, November 6, 1971. Those of you that are still with me, read on. If you want to sleep-in Saturday morning you might consider staying in Santa Rosa Friday night. Many good motels there, including Motel 6.

We will tour from Cloverdale to Fort Bragg, arriving 9:15 A.M. The train departs at 9:50 A.M. and arrives in Willits at 11:55 A.M. There is a two hour lay-over during which you are on your own for lunch and sightseeing. The train departs Willits at 1:50 P.M. and arrives Fort Bragg at 3:50 P.M.

Next stop is the Vista Manor Motel at the north edge of town. The motel has a large lounge area with fireplace, bar facility, and an adjoining indoor heated swimming pool. The lounge will be reserved for our happy hour use. The bar is strictly BYOB and be your own bartender.

Dinner is at 8:00 P.M. at the Piedmont Hotel in downtown Fort Bragg. The menu will be soup, salad, Italian chicken and ravioli, dessert and coffee.

Sunday you are on your own to sleep-in, sightsee or whatever. If enough people are interested in touring back to the Bay Area together, we will plan on leaving Fort Bragg about noon.

Now to the nitty-gritty; the seating capacity of the Skunk is limited, therefore, the train will have to be limited to 50 people. Reservations will be taken on a first come, first served basis.

EVENT: Skunk Tour DATE: Nov. 6-7, '71

PRICES: Train ticket and dinner, person;

- 12 years old and over ....... $10.75
- 5 years thru 11 years ........ 5.00
- Children under 5 years, if they do not occupy a seat on the train

Motel;

- Room w/queen size bed ..... 15.50
- Room w/2 queen size beds ..... 17.75
  (two people)
- Each add'l person ......... 2.10
- Roll-a-way beds ........... 2.10

The number of each type of accommodation is limited, so get your reservation in early.

Reservation closing date is November 1, 1971. Make checks payable to GGR-PCA and mail to Don Lollich, 4760 Laura Drive, Concord, California 94521.

-Don Lollich-

Personal development is based upon the mastering of skills at one level, enabling you to progress to an other higher level where the process is repeated. On Sunday October 3rd the Porsche Club is offering a seminar in personal development, thinly disguised as a Funkhana. Those of you who attended the last Funkhana will recall the thrill of achievement as you raced a wheel barrow complete with large rock around a pyloned course for the FIRST time! Some of you even managed to keep the rock IN the wheel barrow - and remember attempting to rapidly lace up a childs training shoe - many of us learned humility at that phase. Well, this year's offering will again run the achievement gambit - but since you get to drive your Porsche, it'll practically be painless.

Seminar location is the "Plaza del Robles" parking lot in Saratoga, directly behind the Plumed Horse Restaurant. The site offers many unique shops, where as you peruse, yet another lesson is learned - new ways of spending money or self control. You don't even have to cash in your coke bottles, the event is FREE! Don't miss this event folks, there hasn't been anything this exciting since the Christians and the Lions...

Bring yourself, a navigator, Porsche and an eager mind and willing fingers to the seminar between the hours of 10:00 A.M. and 4:00 P.M. No prerequisites required.

- Bruce Anderson and Dick Spear

Football freaks, ex-jocks, masochists and sadists; here's your chance to join in the fun, excitement, and injuries of a PCA football game. GGR's bi-annual Break Your Body Bowl (BBYB) will be held October 9, at Fremont High School in Sunnyvale, at 1:00 o'clock.

This year BBYB, formerly known as the Sediment Bowl will not be under the direction of Bob (Ben-Gay) Wagner. It will in fact probably be under no one's direction but still be a lot of fun for everyone.

If we all live through our initial outing a challenge will be sent forth to Monterey Bay Region for a complete re-enactment of World War II on the football field.

This will be a free, fun packed event with BEER (Yeah!) to follow the conclusion of the game.

For further information call: Dick Spear 961-7775
Wine Tour & Gourmet Feast
Sunday, October 24
Tour to: Mirassou Vineyards & Paul Masson
Feast at: Ming's (5 PM)

Meet: Hyatt House, First & Bayshore
San Jose, 11 AM

Cost: $8.00 per plate
Reservations: by Oct. 15
limit 35 cars

Make checks payable to: PCA-GGR
Send to: Sue Mascia, 74 Hillview
Los Altos, Ca. 94022
941-5698
OCTOBER 9th

OCTOBER DINNER MEETING -
Airport Marina - 1380 Bayshore Highway, Burlingame
347-5444

Deadline: Tuesday, Oct. 5th
Make check out to: PCA-GGR & mail to: Linda Mitchell
346 Ruth Ave.
Mt. View, 94040

SELECTIONS -
Breast of chicken marina (filled w/wild rice, served with a delicious mushroom cream sauce) - $5.50
Fred Harvey London broil w/burgundy wine sauce shallots & mushrooms - $6.10

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