November

Nov. 4 & 5 - Harrah’s Tour - T. Reid
11 - "Opry House" - G. Kirby
12 - Swap Session - B. Getts
18 - Dinner Meeting - G. Evans
19 - No. Bay Wine Tour - N. Dhom

December

Dec. 3 - Auto-X - Pleasanton
16 - X-Mas Party Dinner - G. Evans

Cover

This month's cover depicts the good time you may encounter at either of two events this month. First is GGR's second visit to the "Opry House", where one may indulge in beer and popcorn while watching a melodrama. Details are on page 3. The following week Tom & Marj Green present a Film Festival guaranteed to bring you up-to-date on every Porsche race activity during the last five years. Likewise, a schedule of film times and more details are elsewhere in this issue. Of worthy note, the fellows pictured eyeing the beautiful (?) lady, are non-other than John Clever's rally instructors, not the original Smith Brothers, as rumored.

--Ed.

Prez Sez:

The 18th Porsche Parade (our annual convention) will be held in Monterey next year, August 20-25, and it is going to be SUPER! Bob Little of the Monterey Bay Region is the Parade chairman, and he put on a beautifully organized weekend kickoff event for 59 of us representing all the Zone 7 regions. All the event chairmen were introduced and the Parade week schedule was outlined. We were taken on a guided tour of all the Parade event sites including Laguna Seca (autocross), county Fairgrounds (Crabbe Feed), Carmel Mission (fiesta), and the Del Monte Lodge Pebble Beach Green for the concours. As Hobie Landrith of Porsche Audi West said at our Saturday night banquet, "The 19th Porsche Parade will be the second best Parade because the 18th will be the best." The headquarters will be the beautiful Del Monte Hyatt House in Monterey. Several Golden Gaters will be chairing some of the events: Dwight Mitchell, Competition Director; Gary Evans, Autocross; Chuck Tracy, Scoring; Bob Garretson, Tech Quiz; John Clever, Rally. These folks will need a lot of help so any of the events that appeal to you be sure and volunteer your help to the chairman. Reservations for the Parade will open in January and I would advise early entries in case the turnout will require any limits to be set.

--Dick Osgood

Vote.

VOTE!
If you haven't voted for your GGR board of Directors, do it now.

It's a sad state when out of 500 members only 177 as of October 17, had the energy to pick up a pen, make 14 marks on a post card, and drop the card in a mailbox. The deadline is November 15. SO PLEASE VOTE!!

Dick Spear
Napa Wine Tour

Date: Sunday, November 19, 1972

Info: Mett at Sears Raceway parking lot, at the intersection of 37 and 121, north of San Rafael. We will leave there at 9:30 sharp.

The tour will include Charles Krug and Beringer Wineries. At Beringers we will use their picnic grounds for a late lunch.

To make reservations, & cover costs send $1.00 per car to:

Norman Dhom
426 Madera Ave. #3
Sunnyvale, Ca. 94086
Phone: 736-8418

Make checks payable to PCA GGR. Don't forget to bring your lunch. ______Norm Dhom________

Daisey's Dilemma

If you haven't made your reservation by now, it might be too late. Give me a call and I'll see what I can do. The name of the play for the week of November 11th, Saturday, is Daisey's DILEMMA. This promises to be fun. The villain, I'm sure, will be in the usual black hat & cape. (BOO).

Date: Sat., November 11th
Time: 8 PM - 8:30 PM
Cost: $2.50 per person. Make checks payable to PCA GGR and send them to me, Gloria Kirby, 2222 De Paul Place, Santa Clara, Ca. 95051. If any further questions call me. 244-5265.

Swap Meet

EVENT: SWAP MEET
DATE: SUNDAY, NOVEMBER 12
TIME: 10 AM - 2PM


Don't forget that this is your last chance to get rid of all your extra Porsche parts cluttering up your garage!

Bob Getts 365-0243

MONTEREY 1973
18TH PORSCHE PARADE
The Ferry Porsche Tour

There really are Ferry's in California. Boat ferry's, that is. You know, the ones that transport cars across water.

John's clever tour promised a great time touring the delta river area around Rio Vista and that's just what it was.

Some 30 Porsches met at Porsche/Audi West in Pleasanton. A map was furnished as well as a list of questions to answer along the way. The tour of Porsches followed the map to Rio Vista where everyone had a picnic lunch in the park. The sun was shining and the frisbees popped out.

Next leg of the tour was the ferry boat rides. A few miles from Rio Vista we crossed the river with the first ferry and then on to the second. From there on it was small, little roads through the back farmlands near Stockton. From Stockton it was clear Porsche'ing all the way to Cleverland in Tracy.

There really is a place in Tracy. In fact it has a pool, a beautiful home, and a lot of open space. In Tracy even. Here we washed away the road dust with beer. Some went swimming and drank beer. Some were B.S.ing and drinking beer. And some just drank beer.

Mr. & Mrs. Clever provided us with a huge open pit barbecue where you could roast your steak in the open flames. We had the pool area where the beer was tapped. We could roam around the ranch and just enjoy the open space and clean air.

Thanks John, a great tour, and thank your folks for letting us spend a few hours in Cleverland.

Ray Hunt
Tech Tip

Does your engine case leak oil like you owned 200 shares of Standard Oil? But in order to fix it you think you have to pull the engine. Well, here's a quick and dirty fix to stop the flow of black gold, cheaply.

Go down to your local automotive supply store and buy a tube of HIGH TEMPERATURE G.E. RTV.

Clean off the case with a degreaser such as Freon, acetone, or trichlorethylene. Then apply the RTV in the location of the leak. The advantage of RTV over epoxy is that it allows you to disassemble the engine parts that you have sealed, when and if it is necessary.

How tight should you tighten your spark plugs? A good rule of thumb is tighten the plug down until the washer seals then go one quarter of a turn from that point.

If you're going to pull your plugs, clean them, and then reinstall them; it's good practice to use new washers each time.

Before the installation of plugs it's a good idea to put a drop of oil from the dipstick onto the threads of the plug. This not only eases the installation, but helps when removing them the next time.

One of the most neglected areas on '67 and above 900 series cars, including 914's, is the constant velocity joint for the rear axles. Everytime the car has a major tuneup, approximately 12,000 miles, these assemblies should be removed and lubricated with a liberal amount of grease which contains MoS2.

If this maintenance procedure is not followed, failure of these assemblies occurs at approximately 60,000 miles, and that means big bucks.

--Dick Spear

Road Apple Revenge

THE VENGEANCE OF ROAD APPLES REVENGE
(or DO WE GET OUR MONEY BACK?)

Sunday, the 8th of October, was a nice enough day (not too hot and not too cold) and the rains weren't to come until the next day. In fact it seemed nice enough to go on a rally which Steve and Gloria Kirby had planned, especially since the announcement in the last Nugget guaranteed everyone that this was a rally that John Clever wouldn't win. No sir, absolutely no way!

Not only were we to stay on the route (hey, it says here in the fine print that only non-odd-numbered instructions are valid), and stay on time, but we were to count paper apples posted along the way (only ones of the right color, please). In addition we were to fill in the appropriate blanks with words from various signs seen along the way. If that weren't enough, at the first checkpoint we were handed a large plastic bag which had to be filled with items who names started with all the different letters of the alphabet and handed in at the third checkpoint. (no, ultra-violet rays don't count for "U" and keep it clean, please). Any fool knows one man driving alone can't do all that and win.

Don't ask me how it happened, just tell me who we see to get our money back!

Tom Pratt....

Rallye Results

<table>
<thead>
<tr>
<th>Place</th>
<th>Driver/Navigator</th>
<th>Points</th>
</tr>
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<tbody>
<tr>
<td>1.</td>
<td>John Clever/Clever John</td>
<td>841</td>
</tr>
<tr>
<td>2.</td>
<td>Pat Walden/Dave Walden</td>
<td>860</td>
</tr>
<tr>
<td>3.</td>
<td>Glenn Hills/Bob Stone</td>
<td>888</td>
</tr>
<tr>
<td>4.</td>
<td>Jeanette Spear/Dick Spear</td>
<td>909</td>
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<tr>
<td>5.</td>
<td>Jamie Reid/Tony Reid</td>
<td>944</td>
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<td>6.</td>
<td>George Neidel/Shiley Neidel</td>
<td>1172</td>
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<tr>
<td>7.</td>
<td>Genie Pratt/Tom Pratt</td>
<td>1321</td>
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<td>8.</td>
<td>Steve Allison/Jackie Allison</td>
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<td>9.</td>
<td>Dennis Winter/Roberta Winter</td>
<td>1597</td>
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<td>10.</td>
<td>Bill Rush/Linda Rush</td>
<td>1615</td>
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<td>11.</td>
<td>Bert Wall/Peggy Wall</td>
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<td>12.</td>
<td>Harvey Smith/Linda Smith</td>
<td>1734</td>
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<td>13.</td>
<td>Richard Twogood/Beth Twogood</td>
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<td>14.</td>
<td>Bob Boyd/Roberta Boyd</td>
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<td>15.</td>
<td>Lynn Boyd/Donna Elliott</td>
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<td>16.</td>
<td>Romeo Danais/Sharon Neidel</td>
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<td>Phil Horvath/Selene Bauer</td>
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<td>C. Williams/G. Coffy</td>
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<tr>
<td>20.</td>
<td>Alan Cassetta/Deborah Cassetta</td>
<td>4610</td>
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</table>
MEMBERS IN

COMPETITION

SALT LAKE CITY NATIONAL

After months of frustrating effort and disappointment, the Northern California Porsche Audi Dealers 914-4 finally won a race. The scene of this long overdue event was at Salt Lake City on Labor Day Week-end, where Dwight drove to first place in both Regional and National E Production races.

Since the last race report, some significant changes have occurred in the team. Gary Evans is now the team manager, Bob Garrettson has accepted responsibility for engine preparation and I have the chassis. This leaves Dwight free to concentrate on the driving chores. So far, the new arrangement has worked well. With Bob's expertise, the oil temperature and pressure problems are solved and we are on the way to the sought after reliability of the old Super Tub.* Power has increased over a usable rev range and with some more development, a real honking engine is possible.

Back to Salt Lake and the fabulous Bonneville Raceway. Even Vacaville is like Indy compared to this cow pasture. The track itself was well paved if bumpy in places but the pit and paddock area resembled the South Dakota Badlands.

Initially we had a large crew going with us to Salt Lake, however, various hang-ups reduced our final number to seven, namely * J.R. Roach, Dave, Blind Baby, Linda, Sharon and her young sister Michelle. Arriving at registration, the local SCCA officials found it difficult to believe that we were all with one race car. Guess it was the biggest entourage since Ginther arrived last year with his crew and two 914-6's.

We hurriedly unloaded the car and rushed Dwight out in regional practice to test our S.W.A.G.* carburation set up. One lap was all we were able to run, so we entered the regional race for test time. As luck would have it, the other 'E' cars weren't too fast and Dwight pitted while running first to have us change jets. We sent him out again and after four or five laps he felt that all was A.O.K. and pulled into the pit. With only two laps remaining in the race we wouldn't allow him to stop and he went out again to finish in first place. It was no contest, but we need some wins regardless of how they come.

Scheduling at Salt Lake must be the greatest joke in racing. G.G.R. can organize a better run autocross that the SCCA did for a National Race. The announcer was obviously reading from a script as nothing he said had any bearing on events on the track. Guess he was high on Acapulco Gold - that bad ass weed. Must mention that several people from the racing fraternity commented on the absence of our usual bevy of honeys. Few racing teams can consistently appear with such a good looking bunch of gals. Y'all be there at Laguna, ya hear!

On Sunday evening, the aforementioned schedule called for two purse races, one for open wheel and one for closed wheel cars. Starting was to be on a handicap basis depending on qualifying times by class. We were eligible to run, but declined in order to save the car for the National. Merle Brennan was anxious to run but needed a crew so we volunteered to help with the Formula 'A' eagle. Starting last, Merle burned out of the grid area and in ten laps passed everyone to win by a comfortable 22 seconds. $250 was his reward for the sprint.

On Monday, the now infamous schedule called for a warm up practice which they decided would also count for National qualifying. We figured we were all set but the very changeable atmospheric conditions caused the Porsche to need yet another jet change. While Roach, Blind Baby and Dave frantically worked in the pit, Dale McGowan got his act together and beat Dwight's time to take the pole at 1.9:6. Dwight never made it onto the track to test the latest jet combination, so S.W.A.G. and some Kentucky windage from Clark produced a compromise set of jets for the race.

After our usual check out, there was time to look around and start thinking about the National. The major competition lined up as Bob Kirby from L.A. in a Roadster, Ernie Tenderich in the recently purchased Bob Little Roadster and Dale McGowan in an Alfa Duetta. Kirby and McGowan both had the new super wide fat slicks considered to be the hot set up. Qualifying would determine how much the new tires would count and on Sunday morning Dwight on his regular 10.45's blew off the rest of the field taking the pole with a 1.9:9 lap. This was almost 2 seconds faster than the second place car.

After many delays, the D, E, F and some kind of S/R grid lined up with our car second in 'E' and fourth overall. With the starter's "lite'em up" signal, the dark cloud appeared again and we couldn't get the car to run. One carburetor float was hung up and raw gas was spitting all over as I attempted to get it free. By the time the carburetor cleared itself, the entire field was out on course behind the pace car and Dwight was Dead Last. Going to the pit wall we felt that we had again been dealt a fatal blow.

*SUPER TUB - Dwight's old Speedster
*J.R. - Dwight Mitchell
*Roach - Gary Evans
Dave - Clark Anderson
Blind Baby - Brian Carleton
*S.W.A.G. - Scientific Wild Ass Guess
On the green flag, Dwight got on it and began to work his way through the traffic. Five laps into the face and he had closed to within sixteen seconds of McGowan's Alfa. A couple of 'D' production Datsuns were in his way and after pulling off a couple of great passes, Dwight set his sights on Bob Kirby's second place Porsche. For the first time this year we almost ran out of chalk. Information on the pit board kept Dwight up to date on how the face was going lap by lap. About this time when Kirby's rear view mirrors were full of No. 33, Ernie Tenderich pitted with a broken gearshift lever and the McGowan Alfa called it a day with a complete loss of coolant. Reeling in Kirby at better than a second per lap, Dwight charged into first place and began to stretch his lead. At the finish, our yellow and orange car had a full 18 second margin. How sweet it is! Dwight completed his cool off lap and as the starter handed him the checkered flag, the crew ran across the track. Linda, Sharon and I got in the car while Clark and Gary rode on the rear deck and away we went on a long awaited victory lap.

Thanks to Mac Townsend, editor of the SCCA Wheel, we have some good pictures. Mac took Sharon's camera as we left the pit and took a few shots as we passed the start finish line.

With the crew scheduled to fly home, the car went immediately on the trailer and it was off to the airport in the Audi loaned by Dave Strong Porsche Audi in Salt Lake City. Must say thanks to the guys from the dealership for their help and hospitality. What a way to go racing. Fly to the course, do your thing, and fly home again celebrating a victory. This was possible thanks to Dick Spear who drove the rig to Salt Lake during the week, and also for his assistance in preparing the car prior to race week-end.

See you at the Can-Am when we will likely have a crack at our arch enemy, Mutha Mueller, in the Huffaker MGB. Wish us luck. ------Brian Carleton

The weekend of September 15-17 saw almost 100 cars from the mid-west participating in a fun weekend of concoursing, drinking and partying--with the highlight being racing at Road America, Lake Elkhart, Wisconsin.

Once again, the Mid-West Golden Gaters dazzled the locals with their collection of trophies at the annual Elkhart event.

The Brookings accounted for a 3rd overall in the concours and Susan got a 2nd in class in the autocross. Alan is not discussing his driving at Elkhart, but he is available to give hints on go-kart racing (he was a tough competitor at go-karting on Friday night!)

Colleen Booth got a 1st in class in the autocross portion, beating a majority of the competitors, as usual, and having top woman's time.

Bob Buckthal won 1st in class also, beating all 356's, 912's and 914-4's. "Super Light Green" has been voted the ugliest Porsche here, but it's fast!

Sally Buckthal took a DNF in the Parade Lap, after missing a gate while being passed - now there should have been a trophy for that!

All in all, it was a fantastic weekend -- even the Wisconsin weather was cooperative for a warm and sunny event. Wish some of the GGR hot shoes could have been there---very exciting!!

--Sally Buckthal
Corresponding Secretary, Mid-West Chapter
Film Festival Program

Tom & Marj Green

1:30 THE HEROIC DAYS. The history of motor racing throughout the world from 1902 to 1914, showing giant cars driven at speeds up to 90 miles an hour along dusty roads. 32 minutes.

2:12 THE TITANS. Motor racing throughout the world from 1935 to 1939, when German cars were supreme. Excellent shots of Nuvolari. 33 minutes.

2:55 ZERO TO SIXTY. Outstanding graphic history of the automobile and of racing in America from late 1800s to 1960. 30 minutes.

3:35 TRIBUTE TO FANGIO. This film traces the five times World Champion's career, including a specially shot sequence with Fangio at the wheel of a Maserati both losing cars to the harbor.

4:21 MONACO GRAND PRIX - 1957. Exciting "around-the-houses" racing with Ferrari and Maserati both losing cars to the harbor. 30 minutes.


5:41 SEBRING - 1963. The first year of the Cobras, John Surtees' first appearance in a Ferrari, and Graham Hill's epic drive in the dark without lights. 25 min.

6:16 MONTE CARLO RALLY - 1965. Great coverage of the classic Monte Carlo rally. 15 minutes.

6:31 COLONEL SANDERS DINNER. Chicken, rolls, salad, and drinks.

7:40 THE RACING GAME - 1965. The story of typical SCCA racing. Very unusual photography and camera angles, and with an original jazz score. 28 minutes.

8:18 VO KARTING. A fun film of a gymkhana run with bodyless VW's. 5 minutes.

8:33 MOUNTAIN LEGEND. An exciting film of the 1965 Targo Florio with all the hazards of racing on honest-to-goodness roads. 43 minutes.

9:26 PRESS-ON-REGARDLESS RALLY. A film about the 1968 POR (Eat your heart out, John.) 30 minutes.

10:06 900 CROOKED MILES. Story of the 1970 American Road Race of Champions, with some spectacular action shots. 25 minutes.

Christmas is coming and The Goodie Bag has many items suitable for gift giving:

- Car badges (both PCA & Golden Gate Region)
- Jacket patches (many sizes and styles)
- Various decals and emblems

As a Christmas special from now through November 30 only Panorama Binders and Up-Fixin der Porsche (vol. 2) will be discounted 10% and all items will be sent to you postage paid. For complete information and prices please give me a call at 255-2293.

Tom Pratt

P.S. To those of you who have ordered name tags in recent months and have not received them yet, I offer my apologies. As you probably know our past source has gone out of business and had I known it was going to take so long to line up a new one, I wouldn't have procrastinated so long. The problem is with the small Golden Gate Region medallion and not the name tag itself. At this point I have several possible sources submitting quotes and the problem will be solved in the near future. ____Tom Pratt____
Welcome New Members!

John Beck (Eileen)
5708 Calmer Avenue, #4
San Jose, Ca. 95123
226-2764
'70 914
Line Supervisor

Dr. Rajendra R. Mehta
2961 Southcourt
Palo Alto, Ca. 94306
'69 912
Staff Engineer

John Seymour (Sharon)
38228 Paseo Padre Pkwy, #32
Fremont, Ca. 94536
797-0541
'64 356SC
Teacher

Ron Trethan (Sharon)
2377 Greenberry Court
Pleasanton, Ca. 94566
846-7717
'72 914
Quality Control Supervisor

Total Membership as of September 15, 1972 - 515
New Members - 4
Transfer In - 2
Total Membership as of October 20, 1972 - 521

--Donald Chiang

Change of Address:

R.M. Clausen, 575 S. Rengstorff Ave., #122, Mt. View, Ca. 94040, 969-3223.

Barney Eklund, 40 La Salle Drive, Moraga, Ca. 94556

James B. Friel, 1134 Willow St., #18, San Jose, Ca. 95125, 297-5578

L.E. Gibson, 953 Addison Avenue, Palo Alto, Ca. 94301

L.E. Grabeal, 1195 Saranap Ave. #23, Walnut Creek, Ca. 94595

Ray & Sue Mascia, 107 Osage, Los Altos, Ca. 94022

J. Richard Osborne, 35 Glorietta St., Orinda, Ca. 94563

Tom & Genie Pratt, 5474 Ora Street, San Jose, Ca. 95129, 255-2293

Barbara Rose, 3665 Benton #49, Santa Clara, Ca. 95051

CHANGE OF ADDRESS:

Marvin Besmer, 1900 Carriage Crest Drive, Carson City, Nv. 89701

Lonnie J. Chase, 4205 Echo Court, Pleasanton, Ca. 94566

Thomas C. Foster, 2309 Rock Street, #30, Mt. View, Ca. 94040

Gary Eberhart, 1166 Pear Drive, Concord, Ca. 94520

Guenther Halwachs, 505 Blueberry Terrace, San Jose, Ca. 95129

William Helfrick, 1421 Vincennes Avenue, Chicago Heights, il 60411

Donald Hempel, 1235 Wildwood Avenue, #273, Sunnyvale, Ca. 94086

J. Holwegener, 3637 Greve Drive, Palos Verdes Peninsula, Ca. 90274

Bob Keck, 303 Adams, Oakland, Ca. 94612

Edward C. Miller, P.O. Box 583, Saratoga, Ca. 95070

Frank A. Nocera, 1013 Tahiti Lane, Alameda, Ca. 94501

Robert Wagner, 17210 - 14th Avenue, North, Wayzata, MN 55391

Terry Zacccone, 13046 Anza Drive, Saratoga, Ca. 95070

Donald Skylar, 21559 Edward Way, Cupertino, Ca. 95014

Darrel Smith, 124 Saturn Street, San Francisco, Ca. 94114

Terry Thomas, 4894 Bass Court, San Jose, Ca. 95130, 398-6051

Bob Wagner, 17210 - 14th Avenue, North, Wayzata, MN 55391

Randy S. Walker, 3631 Altamont Way, Redwood City, Ca. 94062

William R. Walter, 660 Mariposa, #313, Mt. View, Ca. 94040

James B. Garrison, 733 The Alameda, Berkeley, Ca. 94707

Roy J. Larrrecou, 21 Chestnut, Los Gatos, Ca. 95030

Transfers In:

Steve Droderson, 741 Keeler, Berkeley, Ca. 94708/526-3936

Adam Reed, 2027 Hearst, Berkeley, Ca. 94708/848-5574

Change of Telephone:

CHANGE OF TELEPHONE:

Norman Dhom - 736-8418
The Mart


1971 911 T, 5 speed, special paint, electric sunroof, 'S' wheels with new Dunlops, special close ratio gears, sway bars, konis, AM-FM, bra & cover, 22 K miles, assume lease/offer. Steve Kirby/735-1234, 244-5265.

Floyd Clymer 912 handbook & service manual. New condition, $8.00. Carole Butcher/241-0784 after 6 P.M.

Rare 1961 Cabriolet, immaculate, white paint, new clutch, top with zipper, Pirelli tires, FM radio. Valves 10,000 ago, engine 25,000. Must see. $3,000 firm. Fred Hernandez/275-0445.

1969 911 T Coupe, 10 factory extras, 20 non factory extras. Eye stopper - ask the "Baron" he sold it to me.

Jim Irvine 657-9099

1965 C Coupe - 35,000 miles on complete rebuilt engine, all records available. Radio, chrome rims, no rust, champagne yellow. Excellent mechanical condition. $2850. Call Ray Hunt - 846-8666

Dismantling 1965 Cabriolet- many parts still available. What do you need? Ray Hunt - 846-8666

'72 911T Targa, 5 speed, immaculate, 8700 miles, take over payments, $8200. Have to see to appreciate. Frank Anderson/Days 964-0333 -- Eves/964-8380

1956 Speedster (81233) superized 1600N engine. Early"A" model believed to have been a Carrera GS at one time. New light ivory paint with black/grey interior. Exceptional condition, very straight and all original. Complete with Speedster buckets, new chrome wheels, radials and Konis. All trim freshly replaced and detailed. Jim Ioakem/253-9572 after 6 PM

Elva/Porsche, B/SR. Newly rebuilt Carrera engine. New roller crank, 904 mods. 1800 cc. 46 IDA Webers, 904 tuned exhaust, 9" & 11" wheels, 4 spare wheels and gears. $3300.00. Will Fisher/255-3140

1970 914-6 Silver, 6 x 15 alloys, AM-FM, good condition, $4600 or best offer. Ed Boyle/Bus 249-3242 Res 257-8818


Coupe & Cabriolet doors; Cabriolet top complete, miscellaneous body parts. Ron Ferreira/415-547-2357


4 500/920x15 Goodyear race tires, 19mm front stabilizer, 19mm adjustable rear stabilizer, stock muffler. All for 900 series. Accepting offers. Donald Chiang, 781-3030 weekdays, 664-3683 evenings & weekends (before 9 PM).

WANTED

Speedster top bows, cloth unimportant. 904 mainshaft, 911 trans. case. Steve Kirby/735-1234, 244-5265.

High lift rocker arm assembly, 4 cylinder, Christrophorus, English & European editions, mid 50 to early 60's. Ron Ferreira/415-547-2357

1 set Speedster seats with wood frames. Have standard seats to trade or sell. Marc Pettibone, 2811 Rosedale, Soquel, Ca. 95073, 408-475-4459.

let's see, on a 18 month contract - that would be $2,137.50 a month!
Dinner Meeting

FILM FESTIVAL
AND
NOVEMBER DINNER MEETING

Date: November 18th. Doors open at 1:15. The projectors will roll at 1:30 P.M.

Place: Lake Merritt Sail Boat House. The Boat House is on Bellevue Avenue, next to Lake Merritt in downtown Oakland. Phone number/444-3807.

An all day festival of face films. Endless supply of beer, soft drinks, pretzels, and chips. Dinner will be specially prepared by Colonel Sanders. Adults only. The program of films is published inside this issue.

Cost: $4.75 per person.
Make checks payable to: PCA-GGR.

Deadline: Sunday, November 12th. For reservations mail checks to: Gary Evans
13640 Saratoga Vista Ct.
Saratoga, Ca. 95070

For additional information, call (before 9 P.M.); Marjorie Green- 547-5633.

Nugget Mailing Address:
Steve Kirby
475 N. Wolfe Road
Sunnyvale, Ca. 94086

Phone: 408/735-1234
408/244-5265

Photos: Ray Hunt
Bob Getts

Graphics: Tom Pratt

Set-up: Genie Pratt
Jackie Allison
Irene Lile