**PREZ'S MESSAGE**

In the five months I have been writing this article I have only talked about two subjects. First was Gagen Die Uhr and the second was the 18th Parade. I am going to talk about the latter again because it is so important to Golden Gate. Last month I talked about our obligations as a co-host of this event. This month I would like to talk about our responsibility as participants.

We are sending the largest contingent of participants to the Parade of all the regions in PCA. Because our regions past performance at Parades everyone is going to be gunning for us. Golden Gate usually takes home more hardware than any other region. We do this for two reasons. First we have more people there so the odds say we should take more home. Secondly and the most important is that we compete more seriously than most Parade goers.

The competition within our region is as tough as the Parade. This gives us a great edge at the Parade. Also our region is very good about helping fellow members set up their cars or learn the techniques needed to compete in an event. These factors are very important to our success. We go to the Parade as individuals and compete as both individuals and as a team. Anyone going to the Parade who has any questions about the Parade should be asking other members for answers. We all should be willing to give answers. We are like a track team. Each contestant is racing but the team is also competing. If you are not going to the Parade you should be helping those who are preparing themselves and their cars. Let's work together to make the 18th Parade the best Parade for the Golden Gate team.

I would like to bring up another point that I shouldn't have to mention. That point is "sportsmanship". Because of our size and our outstanding record everyone watches us. Let's not do anything to embarrass ourselves or our fellow members. Non-professional human beings are putting on this Parade. We can all make a mistake. If we observe something let's not make a big fuss about it. Let's see if we can get the problem solved through the proper channels quietly.

Let's not only send the rest of the competitors at the Parade home grumbling about how Golden Gate won all the hardware but let's also make them remember what a great group of people we are and what a great region we have. Good Luck.

Bob Garretson
AUGUST DINNER MEETING

Event: August Dinner Meeting

There will be no August dinner meeting because of the Parade. See you all in Monterey.

Marj Green

SEPTEMBER DINNER MEETING: The September dinner meeting will combine wine tasting with a great outdoor dinner. Mirassou Winery in San Jose will host a wine tour and tasting party (with cheese and bread to clear the palate between sips), followed by a sirloin steak barbecue in an outdoor patio. The date is Saturday, September 15th. Mark your calendar!

SEPTEMBER DINNER MEETING: Since we are skipping the August dinner meeting because of the parade, and in anticipation of lots of Parade memorabilia, trophies, stories, gossip, etc., we thought you might be interested in something a little different. So in collaboration with our board member in charge of Vice (dinner meetings that is) Marj Green, we have arranged for Golden Gate Region to be the guests of Mirrasou Vineyards at their San Jose facility. Mirrasou's very capable Director of Retail Sales and Special Events Mr. Bob Royce will be our host on a tour of their plant, and a wine tasting session. Then we will "retire" to Mirrasou's beautiful Patio area for our dinner meeting and more of that delightful Mirrasou Wine. Unfortunately we have to impose a reservation limit in proportion to the capacity of the Mirrasou Patio, so if this sounds interesting, put it on your calendar now! Please see Marj's notice in coming events, and full details in the September Nugget. Also, we would like to ask that anyone with slides or movie footage of the 18th Porsche Parade please plan on showing them at this dinner meeting. And it goes without saying that any Golden Gate's fortunate enough to bring home the bacon from the Parade, we expect your trophies to be on display. To arrange showing your pictures and/or trophies please call Carole or I at 264-5589.

Paul & Carole Scott

SONOMA COUNTY WINE TOUR

A wine buff's delight! Plus some beautifully scenic touring combine to produce a wonderful, relaxing Sunday.

So it's been billed as a Sonoma County Wine Tour and, sure enough, we'll tour in Sonoma County, but the wineries we visit and the wines we taste will be in the fabulous Napa Valley.

Here's the vital information:

Date: Sunday, August 5, 1973

Time: 9:15 A.M.

Assembly area: Parking Lot, Marin County Civic Center

To get there: Travel north on 101 beyond San Rafael, turning right at No. San Pedro Road, then left to Civic Center and thru opening to parking lot on north (lower) side of Civic Center.

Cost: $2.00 per person basic fee. An optional additional fee will be discussed later.

Bring: Picnic lunch, including beverage for any of you who don't wish wine with your lunch.

Deadline: Call by August 1, 1973. This is important—we must tell wineries how many to expect.

As for the tour, we'll be visiting four great wineries, two old and two new. We'll have our picnic lunch at one of them, where wine will be served.

Our piece de resistance will be optional at the end of the tour. The final visit for those who want to be included will be the fabulous new Sterling Vineyards winery just below Calistoga. Not yet open to the public, it will be opened in time for our tour. Built atop a knoll in the middle of the Valley it affords a lovely view over neighboring vineyards and other wineries. Entrance is via a tramway from the parking area to the hilltop. The winery charges an entrance fee of $2.00 per person over age 16, but each entry fee can be recovered by way of a $2.00 discount on purchase of a bottle of wine.

Please call Walt Weber at 326-6840 days or 321-8607 evenings to reserve your place on this tour and to indicate if you're to be counted in on the Sterling Vineyards visit. Remember—Walt must have your reservation by August 1.
ATTENTION

Coming September 23 - Second annual "Ferry Porsche Tour". An easy trip through the delta area with a ride on the ferry boats to a finish at Cleverlands in Tracy. Beer, swimming, beer, talk, beer, barbeque and beer. Y'all come.

John Clever

Octoberfest!

Event: Octoberfest Dinner Meeting
Entertainment: German Band and Dancers
Date: October 20th
Beer and Dinner
Other regions are being invited so plan to attend early and be ready to send in your reservations as soon as your next Nugget arrives. We do have a cut off point. It will be on a first come first serve reservation basis. Plans are also being considered to obtain overnight accommodations if enough people are interested. Please contact Sharon Neidel for more information.

Sharon Neidel
Octoberfest Committee

FUNKHANA

SON OF FUNKHANA

As we promised Funkhana has returned!

For all you carbeators, sadists, masochists, and wheelbarrow pushers the Saratoga Funkhana has been schedule for September.

Rain, snow, typhoons, earthquakes, famine, flood, acts of God or anyone else will not cancel this event. Read next months Nugget for the lurid details of this racy event. (I hope this doesn't turn into another "Smuck Fog").

Dick Spear

TECH NOTE

THE LAST OF SMUCK FOG!

Yes, that's right the last of smuck fog. Why, because we like you. Seriously, after a continuing hassle and a few well placed phone calls to Calif. Air Resources Board, I've found out that Porsches are exempt from the ruling on '66 to '70 model year cars. The reason is multiple carburation.

So this is the old fog smucker signing off for the last time. Happy Trails!

Dick Spear

WE SOCIALIZE...

Come one, come all. The social committee is going to have an old fashion barb-a-que, square dance and hayride, on a real working ranch in Coyote. The date is Saturday, October 27th, so mark it on your calendar with more details in September's Nugget. Y'all come, hear!

Gloria Kirby
DIARY OF A MAD PORSCHE WIFE

It all began the summer after we were married....

We were, like other newlyweds, content in our own little world. Then, on an evening drive through a nearby park, I saw a Porsche and remarked, "Look at that cute little sports car! Wouldn't that be fun to have?" I didn't need to say another word. We immediately began scrounging the city for a clean '65 356. We would ogle and moan over every coupe we saw - but the price wasn't right or the engine didn't purr to suit us. Then we saw her...a heron grey coupe with a sunroof. Ah! The thought of winding mountain roads with the sun shining down on our upturned faces! We couldn't resist. Soon she was ours. Little did I know that this was the end of our honeymoon and the beginning of "hers".

The change in my husband came slowly. He had always loved the excitement of speed, but to find that the "Grey Ghost" would stop on a dime - well, that was more than he could ever have hoped for. Weeks passed and then months; he was happy with the thrill of racing from stop light to stop light, stopping at the last possible second. Gradually, the thrill of those beautiful disc brakes wore off and he found new excitement in speed shifting and double clutching. I became accustomed to being "hushed" so the master could hear his kitten purr.

Eventually, I learned that we must start getting ready for an evening out in plenty of time to wash the "Grey Ghost" before "she" made "her" entrance. I learned to walk from the farthest corner of the parking lot... I learned to sit quietly while he gently waxed "her" lovely body (and I had to be 8 months pregnant with a first-born)! I seethed inside.

How could I ever forget the burned steaks and dripping candles that adorned the table as he informed me that he wasn't quite finished with "her" valves? How could I forget the cold bed I waited in while I could hear "her" purring in the garage while he adjusted carburetors? How could I forget how "she" was the one who got new seats while I wore last year's coat? I thought there would never be another woman but there "she" was in our own garage - and I had been the one to initiate the affair.

I tried ignoring her, but she only faked a cough to attract my husband's attention. I tried kicking her tires, but she just waited for him to come home and then complained of low tire pressure so he would take her out for a spin to the service station.

Then, one day he mentioned getting rid of her - my joy was hard to contain! But as he spoke I discovered what was in his mind - another mistress. Our garage became the haven for a '67 911S, the "White Witch". And now, the "Grey Ghost" cannot be parted with...memories are too deep...affairs are not easily forgotten. Two women! My cup runneth over!

But, I have been brave. I have reconciled myself to being third on his list. And it's really not so bad - you see, I have the "thing" with my garbage disposal (that roar really does something to me)!!

Reprinted from the Great Plains Region newsletter DER SKOONER March 1973 issue.

HORSEPOWER RATINGS

At the present time there exist several methods for determining the horsepower rating of automobiles. The three most commonly used ratings are SAE gross horsepower, SAE net horsepower, and DIN horsepower.

SAE Gross Horsepower is the most commonly used rating in the United States today. It is usually printed merely as SAE-hp or SAE-bhp. As defined in SAE (Society of Automotive Engineers) standard J816A, gross horsepower is the output of a "bare" engine. A "bare" engine is defined as one equipped only with the built-in accessories essential to its operation such as flywheel, fuel pump and so forth. The gross horsepower is a measure of the maximum horsepower available at the flywheel.

SAE Net Horsepower is the output of a "fully equipped" engine. A "fully equipped" engine is one equipped with all the accessories necessary to perform its intended functions unaided, such as air cleaner, exhaust system, radiator, generator, starter, and related parts. This rating is indicative of the "as installed" output of an engine in a passenger car. However, as with the gross horsepower, it is also measured at the flywheel.

DIN Horsepower is widely used throughout Europe and is comparable to SAE net horsepower. It is derived from the DIN (Deutsche Industrie Norm) specification number 70020, which requires testing with a "fully equipped" engine including the air cleaner, water pump and/or cooling fan, fuel pump, generator, intake manifold, and exhaust system. As with the two SAE horsepower definitions, DIN horsepower definitions, DIN horsepower is also measured at the flywheel.

Chassis Dynamometer Horsepower is a measure of the actual power delivered at the driving wheels of a vehicle. Chassis dynamometer horsepower ratings are used mainly in automotive laboratories. Since SAE and DIN ratings are engine ratings, they will be the same for a given engine, irrespective of transmission/chassis/accessory combinations. On the other hand, chassis dynamometer ratings are only valid for a specific engine/transmission/accessory combination.

The following is an example of horsepower rating for Porsche models using the various designations:
RALLY

Rallying can be fun! I'm sure it can be because many people have told me that it is. Surely they can't all be wrong?

Rallying is a relatively inexpensive way to see more of (California), have a good time socially, and satisfy your competitive instincts.

Some of the costs involved in a typical rally are as follows:

1) Buy one stopwatch $35.00
2) One tank of gas 4.50
3) Paper and pencils or pens .25
4) Light lunch 3.00
5) Entry fee 5.00
6) Lawyer and legal expense 50.00
This includes, but is not limited to:
  a) Fight the ticket you got.
  b) Sue the driver of the car you hit.
  c) Defend the suit against you by other driver.
  d) Cost of getting out of the assault and battery charge against you for what you did to the rallymaster.
7) Collision insurance deductible 100.00
8) New crystal for stopwatch 5.00
(Dropped on ground while getting out of car.)
9) Drinks after the rally to calm your nerves while you wait for scoring to be finished. (Note: This expense can be saved if you get lost and are unable to find the finish.)
10) Dinner for two 12.00
(Trying to reestablish a relationship.)
11) Marriage Counselor (one time only) 25.00
12) Attorney's cost for divorce action 300.00
13) Domestic Relations Court filing fee 25.00
14) First month's alimony after divorce (Double if she's a swinger.) 250.00

Note: #11, 12, 13, and 14 can be saved if you chose a friend for a navigator instead of your wife.

TOTAL COST for fun day with your sports car buddies $820.75

Editor's Note: This list is provided as a public service for the use of members only, and the Porsche Club of America accepts no responsibility for the accuracy of the list or the opinions of the author, and will not be responsible if your actual costs are somewhat higher.

Re: Windblown Witness, May, 1973
By Norm Martin
Rocky Mt. Region

VISIVOLT

If you've ever delved into your Porsche's electrics, you've probably wished for a quick and easy means of detecting the presence or absence of electricity within the yards of wires traversing the vehicle. Until now the only ways were to either grab the wire in question and yell, through gritted teeth, "OK, Turn it on!", or blow a lot of bucks on a jazzy meter you could never quite trust and always expected to explode into a pillar of flame and smoke accompanied by the acrid stench of burning bakelite. But now Bill Lear and Andy Granatelli have come to your rescue.

Lear's research organization in Reno, has developed a chemical compound, that when sprayed onto a wire (even an insulated wire), will turn a bright green upon introduction of an electrical current into the conductor. Phenomenal, right? It's a mixture of anionic phosphorous and monkey's toenails" according to Granatelli, in charge of marketing, but the exact ingredients they're not yet telling. Apparently the stuff is a spinoff from Lear's work on NASA's space program a few years ago and is just being released for private production.

The product will be marketed under the name Visivolt at $3.49 a 16-ounce aerosol can, enough to treat two average autos. Through a friend at the local ad agency handling the marketing, I was able to get a can to test on my '66 912, recently troubled by an intermittent short in the headlight circuit. Using a few shots in strategic places on wires, switches, connections, etc., I was able to trace the short to a frayed wire under the left front fender.

The break was precisely located and quickly patched up, saving gobs of time and exasperation; so I recommend Visivolt highly.

Eventually several grades will be available of different sensitivities; the first is good from 3 volts on up - the upper limit doesn't matter, it just glows brighter. A color comparator card is included with each can to give a rough indication (+20%) of voltage carried.

Reprinted from the Rocky Mountain Region's newsletter PORSCHE PATTEN, April 1973 issue.
TIDBITS & TRIVIA

There hasn't been very many events this last month, so I'm afraid I don't have much gossip! If you have any, be sure to pass it on to me.

Welcome home Allan and Sue Brookings! It's good to know you've come back after 3 years in Chicago.

Some new additions: Looks like one of our local "hot shoes" traded in big "Bahama Yellow" in midstream for "Little Blue" (a 914 2 liter). Good luck "Donald P."!......Sharon Evans has a new yellow super beetle. Is it true that the payment book is in her name, Gary?......Brookings have a new light blue 914 2 liter, but it's no longer in concour condition. Somebody rear-ended them 30 minutes after they bought it. Bummer!.....

Forty minutes after purchase Dwight Mitchell showed up at Kirby's with a new "Green Frog" (a 914) and it was still stock! Hard to believe....Doesn't anybody buy 911's anymore?.... The Allison's have a new kitty to keep "Tiny" company—sure hope that Great Dane doesn't get hungry.

Sorry to hear about the pylon dent in the front fender of your 911 Kirby's. Maybe that will teach you not to slipstream big trucks, Steve—dangerous aren't they! Don't forget to ask John Cleaver about his new custom "gutter-finding" headlight. He'll probably show you his new paint job, too.

June dinner meeting: Is it true that 20 people can find happiness (and all sorts of other things) in a small closet while attempting to get dressed for the fashion show? It was also reported "Wee Willie" successfully tested his "D cup" hands on many of the models—followed by many giggles and several unprintable comments.... Sorry to hear that someone (not a fellow member) backed into Dick Monnier's very clean 911 at the dinner meeting. Hope the damage wasn't too bad.

Last but not least—Did you know that Nixon is a latent Homo sapien!

That's all for this month—keep sending me those zingers.

Sharon Getts

Photo by Ray Hunt
OLY SPRINTS

The third annual Oly Sprints at Laguna Seca on June 23 and 24 was quite a week-end. Monterey turned on fantastic weather, the girl watching was superb, the B.S. outrageous and also some good racing.

Since Portland, Bruce and Clark Anderson had worked long and hard over both engines incorporating some novel ideas to cure the oil problems. Bob Garretson was in Europe, so the guys had to go it alone and should be congratulated on a great job.

We teched Friday evening at the Del Monte Shopping Center. Very early Saturday morning, the crew headed for the track in order to get a good pit. When the gates opened at 7:00 A.M., it was like the land rush days in the Old West as cars, trucks and trailers began a mad dash for the preferred areas. A little cooperation with the Milleedge-Snider team resulted in an excellent pit for both cars plus an extra for Bob Little. Bob is not racing this season in order to concentrate on his duties as Parade Chairman. However on this occasion he agreed to drive the Hamburger Healy owned by a local businessman. This car is the once famous Huffaker Healy. On Saturday afternoon our race group had a practice/qualifying session. The traffic on the course was horrible as a seemingly endless stream of D and E Production and B sedans left the grid. After the L & M week-end regional fiasco, I thought S.C.C.A would learn that Laguna won't hold that many race cars at one time. On the opening lap Dwight had to stop while we fixed the throttle linkage which had popped out of its sockets. A few laps later he was black flagged for having the neck flap of his driving suit undone. About half way through the session he was in again to have the car checked after sliding off the road at turn 2 at about 100 m.p.h. The left rear trailing arm proved to be badly twisted. 3/16 in. toe-in and 5° negative camber indicated some major work ahead of us. At a time like this, you need a dealer facility. Don Wester quickly arranged for his shop to be available and asked Pete Sandholt to assist. Steve Kirby and John Clever had been helping us at the track and also accompanied us to the shop. A new trailing arm wasn't available so a 914 was rolled in from the lot and we robbed one from it. Under Pete's expert direction, the new arm was installed and the chassis aligned on the "Exacta". By this time it was 9:00 P.M. No one felt in the party mood so after a light dinner it was sack time at the Carmel Sands.

Sunday morning was busy. We mounted new tires as Good year's rep informed us that the gum balls are only good for about three races and ours were past the limit. Seems that after a certain amount of wear, the tires just don't work properly. When the short qualifying period ended, Dwight was still fourth fastest. A surprised Chuck Forge found himself on the pole in his immaculate green roadster. Lee Muller in the Huffaker MGB was next, followed by Brian Fursteneau in group 44's MGB and Dwight in the 914-4.

As always we had lots of friends in the pit. Gary and Sharon Evans, Rod and Roswitha McBroom, Bob and Linda Davidson, Bob and Sharon Getts, Steve Allison, Jim Wellington, Kirby Hollis, Bill Kobow, Tom and Marcie Scott were among those who stopped by to wish us luck.

To keep in shape before our race, the crew ran a pit board for our buddy from L.A., the legendary "Lips" Williamson. He was driving a showroom stock 914-4 and also his "A" sports racing 914-6 beast. He won the showroom stock race and ran fifth in class with the big mutha. I guess the spectators across from the pit wall were totally confused with the sometimes cryptic messages flashed to John on the board.

Race time arrived and it was time to get serious. On the green flag, Chuck Forge had the poop to pull out a few lengths lead on the field. In the early laps while the cars were still bunched together, group 44's Fursteneau hit the hay bales at turn nine. Emerging in first place was Lee Mueller. Fursteneau's car was too badly damaged to continue. Dwight was now running second and quickly established a fat margin over the third place car. He had lots of trouble getting by a couple of "B" sedans. Time after time he passed them only to be out powered on the fast stretches. Finally they got the message and Dwight was free to pursue the flying "Fred Average", otherwise known as Mutha Mueller. Second overall and first in "D" production was John McComb in the group 44 triumph GT6.

Dwight had a few fun laps racing with John and at the finish it was Mueller, McComb and Mitchell. Six more points towards A.R.R.C. Chuck Forge had fallen back with various problems and ended up sixth or so. After the usual weighing and measuring at impound we were free to load up. Dwight now has a first, a third and a second place finish to put him second in the Northern Division National Points standings. He is also the leading 914 driver in the country for the end of the year dollar awards from the factory.

On Tuesday following Laguna Seca, Don Wester called Dwight and gave him his pink slip as the driver of the 914. Elliot Forbes Robinson III has accepted the ride and will compete at Kent. Rumor has it that "Lips" Williamson was approached but his fee was out of sight, so Elliot got the nod.

At this time, Garretson Enterprises will still be responsible for engines while Pete Sandholtz will do the rest of the work at Wester Porsche-Audi.
As I am no longer a member of the crew, this is probably my last racing article. I'll leave it to John Clever to cover the continuing story of Steve Kirby's Mellow Yellow Super Tub. Steve will race again at Sears Point on July 21st in the non spectator regional. Watch your Nugget for the inside story.

Over and out
Brian Carleton

THE GOLDEN STATE GRAND PRIX

The Golden State Grand Prix is the autocross event of the year. Picture the excitement of a CRAB weekend autocross and a Parade autocross—that's the Golden State Grand Prix (GSCP). One-hundred-fifty-five cars from Northern Calif. versus 155 cars from Southern Calif. meeting at Santa Maria. All kinds of cars; all kinds of car clubs; twenty-one people from PCA-Golden Gate Region. Everybody split and polishing their cars. Everybody making fancy contact-paper race numbers. Lots of renting of tow hitches and car trailers so you don't risk breaking the car on the way down.

No one wants to miss the GSCP. When Steve and Carol Grant have their 356 coupe banged into, they simply swap engines and suspension with their '59 street cabriolet. When Marj Green comes down with a cold, fever and acute laryngitis, she runs anyway—after all, the GSCP is only held once a year. (P.S. Marj's job at the GSCP was supposed to have been announcing!)

The GSCP is a two-day event. Saturday you run a course designed by the North; Sunday the course is designed by the South. Saturday is a typical autocross—three laps with one practice and two timed. Sunday is a slalom (one mile long)—with two runs at the course, each run consisting of one lap only. A special code book is written to bring about a compromise between the North's and the South's different rules and car class structures. It ends up with some good and some bad. Carol Grant and Betsy Litton in stock 356's have to run against Mustangs and Cameros. Carol Ford and Gloria Zulkowski in stock 914/6's have to run against Lotus 7's and Corvette Stingrays. Pylons count only one second on North's Day, but a whole two seconds on South's day.

Bob Zulkowski (stock 914/6) and Reinhard Riedel (stock speedster) took top honors with first place finishes on both days. Reinhard accomplished this feat even though he was competing against the dreaded Southern Morgans who have terrorized the 356's for years. Ed Ellefsen in his stock 912 came in second right behind Reinhard both days to complete the destruction of the English beasts. Bob Zulkowski and Rick Ford so undermined the morale of the Southern drivers with their 914/6's that they got protested even before they had started their runs. Of course the protest (over too wide tires) was immediately denied—Bob and Rick are fast enough as it is, who needs to cheat!

Marj Green nabbed a first place and Gloria Zulkowski, Tom Green, Rick Ford, Sally Pemberton, Larry Ferris and Jim Gaeta all took home second place trophies. More importantly the Golden Gaters were everywhere helping the North's effort. While the Porsche pushers made up 14% of the North's drivers, we contributed 20% of the points to South's total destruction.

A banquet and dance Saturday night and a cocktail party with awards presentation Sunday night topped off the two days perfectly. What a weekend—North won by a landslide.

Tom & Marj Green

BOARD MEETING

In your July Panorama you should find a ballot on proposed by-law amendments. Your Board of Directors for GGR urges you to vote NO on all changes. These changes were not given to your Board of Directors for review before publication. If these amendments are voted down by the members, they will in turn be reviewed by the various boards in the regions and again be given to the members as a whole for their vote which is the proper way to handle such changes.

So please vote and vote NO on all changes.

Board of Directors
### NEW MEMBERS

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<tr>
<td>James Black</td>
<td>3665 Benton St., #60</td>
<td>246-0540</td>
<td>'72 914</td>
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<tr>
<td>Jim Bougher</td>
<td>655B Fairmont</td>
<td>968-7418</td>
<td>'70 911T</td>
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<tr>
<td>Roger Coen</td>
<td>3360 Walton Way</td>
<td>241-3360</td>
<td>'71 911S</td>
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<tr>
<td>Robert Daye</td>
<td>530 Oak Grove Avenue</td>
<td>323-9061</td>
<td>'73 911T</td>
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<tr>
<td>Larry Ferris</td>
<td>4271 Norwalk Dr., #308</td>
<td>244-2615</td>
<td>'73 911T</td>
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<tr>
<td>Ron Hamako</td>
<td>1500 Forge Road</td>
<td>341-4701</td>
<td>'71 911E</td>
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<tr>
<td>Richard &amp; Jana Harris</td>
<td>5641 Chestnut Common</td>
<td>72 914</td>
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<td>Wayne Jensen</td>
<td>2609 Ivy Dr., #17</td>
<td>832-2116</td>
<td>'68 912</td>
<td></td>
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<tr>
<td>Christopher Marshall</td>
<td>P.O. Box 662</td>
<td>653-3096</td>
<td>'68 911 L Targa</td>
<td>Management</td>
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<tr>
<td>Lyle &amp; Louaine Moore</td>
<td>1551 - 166th Ave., #3</td>
<td>276-0246</td>
<td>'71 911S Targa</td>
<td>BMW Mechanic</td>
</tr>
<tr>
<td>Wayne Pengally</td>
<td>7040 York Court</td>
<td>828-5490</td>
<td>'71 914</td>
<td></td>
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<tr>
<td>Gary Steele</td>
<td>2500 Medallion Dr., #201</td>
<td>489-7685</td>
<td>'71 911S Targa</td>
<td>General Manager</td>
</tr>
<tr>
<td>Richard Wood</td>
<td>33 Meadowview Rd.</td>
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<td>'73 911T</td>
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<tr>
<td>Donald Chiang</td>
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### Additions

- Bill Kelly, 216 Filbert #4, San Francisco, Calif. 94133

### Change our address

- Colleen Booth, 6368 Bad Vilbel, Germany, Berliner Strasse 18 91693/89586
- Alan Brooking, 712 Chemetka Drive, San Jose, 95123 227-2568
- S.K. Mathews, 1600 Gaywood Dr., Altadena, 91001
- Eugene Parry, 10390 Stokes Ave., Cupertino, 95014

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**Total Membership as of June 1, 1973**: 494

- **New Members**: 13
- **Add (Late renewal)**: 1
- **Drop**: 3

**Total Membership as of July 11, 1973**: 505

Donald Chiang - Membership Chairman

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**Additions**: Bill Kelly, 216 Filbert #4, San Francisco, Calif. 94133

**Change our address**: Colleen Booth, 6368 Bad Vilbel, Germany, Berliner Strasse 18 91693/89586

- Alan Brooking, 712 Chemetka Drive, San Jose, 95123 227-2568
- S.K. Mathews, 1600 Gaywood Dr., Altadena, 91001
- Eugene Parry, 10390 Stokes Ave., Cupertino, 95014

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**18th PORSCHE PARADE MONTEREY 1973**

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**Photo Credit**: Frank Hagen
THE MART

THE MART POLICY:

This service available to PCA members only. Send your listings to The Nugget, 450 Bonita Avenue, Pleasanton, Calif. 94566. Copy must be received before the 15th of the month for next month issue.

NUGGET reserves the right to reject any ads submitted, or to edit them, and is not responsible for any errors.

One item per PCA member in each category; For Sale and Wanted, per month. Items offered for sale must be the personal property of the PCA member and not connected with any business enterprise. Items must be Porsche cars, engines, parts, accessories, or Porsche oriented products.

Ed.

for sale

'68 911 coupe, sand/beige, 5 speed, factory alloys, front stabilizer, new clutch and brakes, am/fm, sport muffler, konis, CD ignition, near perfect condition, with all records Hans Stellrecht (408) 252-8738. 924 Ferngrove Drive, San Jose, Calif. 95129

'69 912 coupe, sand/beige, 5 speed, new paint, konis, new clutch, generator, car cover and manual. This car is in very good condition and has received TLC. John Poore (415) 687-3714. 401 Odin Place, Pleasant Hill, 94523

2 brand new Michelin tires 185/70 VR - 15 X Radial $65.00 each. Call Tim Bailey, (408) 374-0543

Bursch 911 street tuned exhaust - will trade for your standard 911 exhaust. Gene Parry, 252-2340

2-5½" P.S. alloy wheels with 2-165x15 Dunlop "Dogbone" radials, tires used 9000 miles (no autocrosses) and are mounted and spin balanced. $90.00 for all, or $45.00 for wheels and $45.00 for tires. Use on 914 or VW. Matching wheels available from Steve Kirby at $40.00 each. 1-914 full hood mask - $20.00.

Bill Patton, 981-0600 days, 521-7063 even & weekend.

4 4.75/10.00x15 Dunlop racing tires mounted and balanced on 6x15 American magnesium wheels (for '69 and later 911's) $350.00 (includes spacers and lug nuts). One Bursch extractor (3 muffler), $40.00. Donald Chiangle, 781-3030, weekdays, 664-3683, weekends and eves.

4 hubcaps w/silver crests - $15.00 or $5.00 each. 1 full hood "bra" - $10.00. 4 steel wheels (stock) 2 with mounted "fair" spares - $35.00. All of the above for a 356 C. Paul Watts, 728-3434, evenings, 591-8221, days.

'69 912 Targa-Bahama yellow/black int., approx. 40,000 miles. Burglar alarm, Michelin XAS, stereos, cocoa mats, ski rack, maserati air horns, tinted glass, 5-speed, fixed rear window. Reason for selling: Moving to Germany. $5,000.00. Call 561-4928 after 6 or write: Timothy Gallagher, M.D. Box 495, Letterman General Hospital, Presidio, San Francisco, Calif. 94129

AUTO-SKOEPE! Developed by a famous German Panzer tank commander. Mounts easily on the roof of your Porsche. Handy for finding empty spaces in big parking lots. Indispensable if your car is lowered. $9.99 each. Call Bennie Banana 853-1212

Atomize that old Porsche in three seconds flat, aid ecology. Park Porsche in vacant lot, lob Pocket Incinerator thru window, stand back, and-POW! No more Porsche! No muss, no fuss. Use it on your competition at the Parade. $9.99 each. Call Bennie Banana 853-1212

Re: Windblown Witness, June, 1973

wanted

16mm front sway bar for 911 or 914. Call Dwight Mitchell (408) 255-6640

The Goodie Bag

Only 8 C.G.R. jacket patches have been requested so far. At that rate they'll only cost $46.00 each. Please rush your order.

Bill Patton
2101 Shoreline Dr. #425
Alameda, Calif. 94501

Name:
Address:
Phone:
# of patches:

For those tired of fighting radio antenna, when covering and uncovering car - and can't see $72.00 for power unit-tape window units are available for around $2.00 from most discount auto supply stores - works perfect on am/fm.

Gene Parry
august

AUGUST

5 SONOMA COUNTY WINE TOUR - WALT WEBER
20-25 18th PORSCHE PARADE - MONTEREY

september

1-2 LAGUNA SECA
15 TECH - STEVE KIRBY
15 DINNER MEETING - MARJ GREEN
16 VARIETY RALLY - HARV & LINDA SMITH
23 FERRY PORSCHE TOUR - JOHN CLEVER

october

12-14 LAGUNA SECA - CAN AM
20 TECH - Steve Kirby
20 OKTOBERFEST DINNER MEETING
21 T & D RALLY - Steve Kirby
27 HAY RIDE - BARN DANCE - Gloria Kirby

november

3-4 LITTLE RIVER INN TOUR - Margret Deabill
11 SWAP SESSION - Bob Getts
17 TECH - Steve Kirby
17 DINNER MEETING - Marj Green
25 AUTO-X

EDITOR NOTE: ARTICLES FOR PUBLICATION MUST
BE RECEIVED BEFORE THE 15TH OF MONTH TO BE
PUBLISHED IN THE NEXT NORMAL PUBLICATION.
450 BONITA AVENUE, PLEASANTON 94566
RAY HUNT, EDITOR