PREZ'S MESSAGE

Yielding to the wisdom of the adage "a picture is worth a thousand words", I'm going to let my pictures of the new Speedster prototype speak for themselves. It is my understanding that Porsche has no plans to market this model, and so this prototype will forever remain a true "one of a kind". As you may remember, these photos were taken on a recent business trip in Germany, a description of the car appeared in last month's Nugget.

Bob Garreton

TECH SESSION

EVENT: 1974 Model Introduction & Technical Analysis
DATE: Saturday, December 8th
TIME: 10:00 A.M. to 1:00 P.M.
PLACE: SUNNYVALE PORSCHE AUDI
INFO: Each year since the advent of Porsche Audi West, P.C.A. members have been treated to a new model presentation at the Pleasanton facility. It has always been a fine event, highlighted by Walter Spielberger's "State of the Marque" address. Due to the phase out of the Northern California facilities, coupled with the late arrival of the '74's, we have not been able to arrange the annual event.

However, Paul Lang, Service Manager of Anderson-Behel Porsche Audi, has stepped forward with the '74 Tech Manual in hand and offered the use of the new Sunnyvale Porsche-Audi facilities for our own introduction session. This is an excellent opportunity to see the new facilities, view the '74 cars from all angles, and partake in the refreshments.

Wives, girl friends, mistresses, or any combination thereof, are welcome; there will be lots to see and hear about. Reservations will guarantee you a spot, as space is limited.

DIRECTIONS: From 101; Use Fairoaks Ave. South exit, follow same to El Camino Real (approx. 2 miles), turn left onto El Camino and look for dealership on left about 3/4 mile down.

From 280; Use Wolfe Road North, follow same to El Camino Real, left 1/4 mile to dealership on right.

RESERVATIONS: Steve Kirby, (408) 735-1238

COVER STORY

Just what everyone wants to find under their Christmas tree when old St. Nick makes his rounds - a brand new shiny Porsche.

Photo by Ray Hunt
DINNER MEETING

Event: December Dinner Meeting

Entertainment: The Golden Gate Region annual Fabulous Christmas Party. Santa Claus, Gifts, New Officers and Dancing, Too

SPECIAL NOTE: Please bring a gift for Santa Claus to give away. Men bring a present for another man; women bring one for another woman. Please don't spend more than $1.00 for each gift.

Date: December 15th, Saturday night

Place: Hs Lordships, Berkeley
Georgian Room East
199 Seawall Drive at the foot of the Marina in Berkeley. Take the University Avenue exit off Highway 80, go west (toward the bay), when you get to the pier and can't go any further, turn left. 843-2733

Time: 6:30 Cocktails
8:00 Dinner

Menu: Top Sirloin and free wine - $10.00

Deadline for Reservations: Tuesday, December 11th.

Make checks payable to: PCA-GGR

Send your reservations to: Marj Green
4320 Gregory Street
Oakland, Calif. 94619
530-5807 (before 9 pm)

JANUARY DINNER MEETING will be the rally and autocross awards banquet. This year the meeting will be early in January (January 12th) and held at Mariani's in Santa Clara. Dinner choices will be virginia ham or spagetti and meatballs. Remember the date-Jan. 12th.
PHOTO CONTEST

The Nugget is sponsoring a photo contest. So camera buffs start shooting.

Here are the rules:

1. Contest is open to any PCA member or family member.
2. Pictures submitted may be color or black & white in 5x7 or 8x10 size. No contact sheets, negatives or transparencies will be accepted. Entrants name and address should be printed on each print.
3. There will be two categories with two classes each:
   Category A - Porsche People
   Category B - Porsche Cars
   Class for black & white and color prints in each category. Entrants may enter up to 4 photographs in each class.
   Category A Porsche Cars - any activity involving Porsche Cars.
   Category B Porsche People - any person or persons involved in any Porsche related activity including any racing activity where Porsche cars are entered.
4. All entries should include name, address and information concerning the photo itself and what category photo is entered for.
5. Photos will be judged for visual impact and technical skills.
6. All entries must be received by Jan. 15, 1974. All photos become the property of the Nugget and will not be returned.
7. There will be four first place winners, one in each class and an overall winner.
8. Winners will be announced and photos published in the March 1974 Nugget.
9. Winners will receive: Grand overall prize of 2-3 day paddock passes to Laguna Seca Continental, furnished by PCA-GGR, and March '74 Nugget cover with credits.
   1st prize in each class:
   Category A - Black & White - $10.00 gift certificate from Steve Kirby of House of Porsche. Color - $10.00 gift certificate from Steve Kirby of House of Porsche.
   Category B - Black & White - $10.00 gift certificate from Ron Ferriera to be used at Martin Johnson Porsche Audi in Oakland. Color - $10.00 gift certificate from Ron Ferriera to be used at Martin Johnson Porsche Audi in Oakland.

Send photos to:
Nugget Photo Contest
C/O Ray Hunt
450 Bonita Avenue
Pleasanton, Calif. 94566

We Get Letters...

One noticeable omission of participation from the membership of G.G.R. is the "dealer or service evaluation". Most regional newsletters I have seen carry critiques on various services performed on their Porsches by paint shops, body shops, dealers and independents. These critiques are somewhat useful to the membership in determining where to have their mistresses (or masters) serviced, repaired, etc. Sometimes the sharing of this information is helpful in determining where not to take your car. "Dealer Evaluation" forms are available from Donald Chiang. They are brief, concise and offer a simple method of communicating your opinion of a service shop you've had experience with. All of us would like to know which shops do good, and which do poor work.

Example: Two members of G.G.R. have recently had body and paint work done at a well known shop. Both jobs were disasters. (Ask John Clever.).

Bill Patton
MELLO YELLOW SUPER TUB GEARED UP FOR LAGUNA SECA

The weekend of Nov. 3 & 4, Steve Kirby and the Mellow Yellow Super Tub made their last appearance of the 1973 season. The whole effort was very low key. Very little work had been done on the car since its race at Sears Point and its appearance at the Parade in August. We arrived at Laguna Seca about 8:30 Saturday morning, unloaded the car, changed the exhaust system and pushed over to the pre-grid. The weekend was on a very tight schedule and there was only one practice-qualifying session.

During qualifying we checked Steves times and the competition and every thing seemed to be ok. Unfortunately the tach cable broke (I had routed it incorrectly when we installed the exhaust system) and there were some brake problems. We installed a new tach cable and then tried to fix the brake problems. We thought we had them solved but that was not the case.

Steve qualified 6th on the grid as they missed his fastest lap and gave it to someone else. Anyway thats where he started. This race was for B & C sedans and sports racers, and for D & E production cars. At the flag, Steve gave it the old charge and moved up about 3 places. After a short dice with Clint DeWitt, Steve moved into second place overall and first in class. With no chance of catching Harold Kirburg in a Porsche 908 and pulling away from third place, Steve and the crew settled down and enjoyed the race. Steve finished first in class and second overall. Unfortunately, because of a bad accident, there were no victory laps.

Now came our next problem. On Sunday Chuck Forge was going to co-drive with Steve in the 4 hour RDC enduro. Chuck had never been in the car so he tried it. Except for the fact that his legs & arms were about 6 inches too long, everything was ok. Now came the problem of moving the seat back. We had to relocate the oil lines and drill new holes in the floor for the mounting bolts. I contended it would have been easier to shorten Chuck’s arms and legs. Finally the job was done and Chuck went out and got things sorted out. When Chuck came in we gave the car a quick check and called it a day.

Sunday morning we found a flat spot on the right front tire and mounted a new wheel. Chuck went out for practice and came in after a few laps complaining of brake fade. We had been running with one of Chuck's wheels on the car and it didn't have as much vents as Steve's do. Steve went out and did one lap and came in with no brakes. We put the car in the pits, bleed the brakes, and mounted Steve's wheel with a new tire. There was also a problem with the clutch so we pulled the engine to look at it. The problem was that the release bearing was not operating properly. With much adjusting we finally got it corrected more or less. Reinstall the engine, give the car one last check and grid for the 4 hour enduro. Steve drove first. After about 20 laps we had no idea what his position was, so we gave up on that. After about an hour and a half, Steve pitted to refuel. The he brought the car to the pits and we checked the car over and found a flat spot on the right front tire. We put Chucks wheel back on and Chuck went out. The brake fade problem came back so we had another tire mounted on Steve's wheel and brought Chuck in and changed the wheel. Not as fast as the Wood Bros. but very fast for the Would Bros. Chuck continued on a every thing worked ok except the clutch was acting up again and there was a problem getting the car into second gear. After Chuck had been out for one and a half hours, he came in and fueled and turned the car over to Steve again. At about 3 1/2 hours we thought Steve was only 1 1/2 laps behind the lead car in his class. Steve couldn't pull up on him, but he had to pit for gas and we thought maybe Steve would be able to pass him. But Steve couldn't. Then on the last lap, after the lead car had taken the checkerered flag, the transmission let go, and that was that. As it turned out, Steve was 12 laps down on the class leader, an Alfa Sedan, but still finished second in class and 7th overall. Good show for Steve and Chuck. Unfortunately, this was the first time in 35 starts that the car failed to finish a race but it does continue its record of never placing worse than third in class.

John Clever
AutoCross

Welcome to the "Happy Hooker", the fourth in our '73 autocross series, held at Pleasanton on Oct. 28. My choice of name stems from my course design as it had an "X" in the middle for Xavier, was tight in places, loose in others, had curves in choice locations, was lots of fun, got a little wild and was enjoyed by all - Hence, the "Happy Hooker".

As chairman of the event, I had my first opportunity to work with Golden Gates' early Harry Truman vintage equipment trailer. What a piece of crap that thing is. I blew four fuses in the Chevy trying to hook up the trailer lights and gave up. Thanks to time change, that weekend, I was able to drive most of the way to the Fairgrounds in daylight and didn't get caught by the Federales. Jim Fleming took up the challenge during the day and fixed things to make it legal to tow the trailer home. Thanks Jim, really appreciated your help.

The first car went on course at 9:10am. It was ten minutes late as I held a driver's meeting to explain the worker situation. Basically this is our old system whereby drivers of cars not on course or ready to run are expected to man the various functions necessary to stage an autocross. Everyone got the idea and the response was great. New members or beginning should note that helping run the show is a good way to meet people and find out what it takes to make a successful event.

I was pleased to welcome Lee Estes of the Valley Times to our Sunday fun. Lee is the Chief of Photography for this area newspaper. He was interested in what we were doing and planned to do an article. Local color is always good, so Lee was introduced to area residents, Lon and Sharon Trethan, Bob Daves and Sally Pemberton. I gave Lee all the background on our sport-like how many events we have, locations, number of drivers, etc. He also was told of the improvement in driving skill, confidence in our Porsches and ability to react in an emergency that autocrossing provides as a side benefit to the sheer fun of competition. A copy of the Nugget will be mailed to Lee to assist in preparing his material for the Valley Times.

I'm sure you people who always read the last page of the "Who Dunnit" novels first have by passed all this verbage and scanned the results. All right, it's true. Billy Kean whipped Bobby and Dianne Grimsman laid it on our Male Chauvinist Pigs and took T.O.D. How does that grab you Dennis? There were few real surprises in the class standings. My course seemed to keep the faster cars relatively close in times regardless of class. Once you found the way around the "Hooker", it was a matter of Glandular Development to improve your time.

Sharon Neidel competed for the first time in her 356B Cabriolet. Joe Reitmeir rode hot gun on her maiden run. Joe will do almost anything to escape working tech inspection. I rode the second time and from then on Sharon had the confidence to drive alone. Asking Sharon to run timing was a master stroke. You ask one Neidel and you get a whole team. The entire family worked all day and did a great job.

Rick and Carol Ford ran their new toy, a big fat hairy Cobra in the funny car class. Names mean a lot - The Ford Cobra - Heavy, Heavy!! Rick turned some good times, however, I didn't feel that funny cars belong in the top ten so I listed only the Porsches.

The Trethans were at Riverside to see the International Race of Champions on Saturday. They drove home during the night and made the first run group on Sunday morning. Ron and Terry Zaccone traded rides in their 911's and guess what, Ron beat Terry's time in the Targa. Suitably pumped up, he drove his own coupe next and ripped off a quickie to get within one tenth of Terry. At four o'clock, the gate closed and all hands were invited to the Trethans for a tall cool one. Thanks again to all who worked hard to run the event. Our next series autocross is at Pleasanton on Thanksgiving weekend, November 25. If you get tired of entertaining the relatives come out and help Ray Zazzetti and Ron Ferreira run this one. See you there.

Brian Carleton
<table>
<thead>
<tr>
<th>Class</th>
<th>Name</th>
<th>Time</th>
<th>Notes</th>
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<tbody>
<tr>
<td>TOP TEN</td>
<td><strong>Dianne Grimsman (Big Balls)</strong></td>
<td>49.27</td>
<td>L4</td>
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<td><strong>Bob Zulkowski</strong></td>
<td>49.66</td>
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<td><strong>Dennis Grimsman</strong></td>
<td>49.68</td>
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<td><strong>Rick Ford</strong></td>
<td>49.84</td>
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<td></td>
<td><strong>Joe Reitmeir</strong></td>
<td>50.22</td>
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<td><strong>Bob Daves</strong></td>
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<td><strong>John Tidd</strong></td>
<td>50.41</td>
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<td><strong>Ray Mascia</strong></td>
<td>51.43</td>
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<td><strong>Sally Pemberton</strong></td>
<td>51.74</td>
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<td>Class I</td>
<td><strong>Lee Fulton</strong></td>
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<td><strong>Reinhard Reidel</strong></td>
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<td><strong>Jim Fleming</strong></td>
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<td><strong>Tom Foster</strong></td>
<td>59.58</td>
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<td><strong>Dick Wallace</strong></td>
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<td>Class II</td>
<td><strong>Steve Orgain</strong></td>
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<td><strong>Alan Brooking</strong></td>
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<td><strong>Robert Courand</strong></td>
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<td><strong>Walt Chalton</strong></td>
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<td><strong>Rich Wilson</strong></td>
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<td><strong>Terry Zaccoone</strong></td>
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<td><strong>Ron Trethan</strong></td>
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<td><strong>Greg Jenkins</strong></td>
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<td><strong>Ron Ferreira</strong></td>
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<td><strong>Troy Powell</strong></td>
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<td><strong>John Mc Carthy</strong></td>
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<td><strong>Rich Clausen</strong></td>
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<td><strong>Stan Michelman</strong></td>
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<td><strong>Ron Lepple</strong></td>
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<td><strong>Ed Swain</strong></td>
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<td><strong>Chuck Boyd</strong></td>
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<td>X</td>
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<td><strong>Graham Chloupek</strong></td>
<td>60.03</td>
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<td></td>
<td><strong>Lawrence Becker</strong></td>
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X = NOT COUNTED FOR YEAR END AWARDS
AUTO-X OCT. 28, 1973 (CONT'D)

Class L 3
Dianne Grimsman 50.83
Sally Pemberton 51.74
Gloria Zulkowski 52.01
Carol Ford 52.97
Sue Mascia 54.48
Dianne Carleton 54.50
Carol Grant 58.85
Margaret Linville 62.24

Class L 4
Dianne Grimsman 49.27 X
Marj Green 53.26

Funny Cars
Rick Ford 48.93
Carol Ford 52.71

WE SOCIALIZ...E

HAPPINESS IS A HAYRIDE

Many thanks to Gloria Kirby for her faultless planning of the Coyote Ranch Hayride/Barndance on Oct. 27th. Twas a truly fun evening despite the underwhelming turnout. As we arrived, we couldn't help but wonder "where were all the people?" True to form, the Neidel's were there and enjoyed all events of the evening, including the pre-dance bar-b-q with Shirley's homemade chili.

After warming our toes around an old-fashioned, crackling fire, we followed the caller, Bill Brown into the barn. Since most of us city-folk knew next-to-nothing about square dancing, Bill took us through several calls step by step, VERY PATIENTLY. By the end of the evening, even Bill was congratulating us for a job well done, which said alot more for his patience and calling skill than our ability to follow instructions. Some of us are still wondering why Ed Swain dos-a-doe'd his bird when the crow should've been in the middle.

In need of a break, we headed for the beer and haywagon--in that order. The night was clear and unbelievably warm. Many "new" constellations were sighted, including the PG&E substation. Of course, no hayride is complete without singing in which all participated, even though Dick Wallace's songs contained more "bleeps" than words. The tour route even included watching an "x-rated" parked car, which could be why the only dance call remembered when we returned was the "clutch."

Hayride over, we headed again for the beer, at which time we realized "Mr. Coors" was not there (because there was still some beer left). More dancing ensued until all were pleasantly pooped. Driving home with happy thoughts of the night's events, we again couldn't help but wonder "where were all the people?"

Ted and Susie Atlee

TECH NOTE

914 GAS LINE

All model 914 cars have a potential safety problem in the form of the gas line that runs from the fuel pump to the cold start valve. The line itself is a plastic one that may harden and crack or break. In addition, the line runs under the battery box which makes it susceptible to corrosion. Many GGR members may recall watching Bob & Linda Davidson's 914-6 burn to the ground as a result of this very thing - not a pleasant thing to have to tell your insurance man. The most logical solution to the problem is to replace the line with steel or copper tubing. Either will work well and can be installed with hose clamps that are on the old line. If you really want to do it right, measure the distance from the pump to the valve, get some metric gas line fitting (save some time and money by looking up an Orchard Supply Hardware-they have them), flaring the steel tubing, and replacing the whole mess. As a final thing, cover the gas tubing with Tygon or Teflon tape, both of which are acid resistant.

Steve Kirby
and, we go touring...

A GOLDBRICK

I attended the SCCA Nationals at Sears Point in Sept. I'm not sure what the course is like to drive on, but it is a pretty good spectator course. The track is very tight and narrow so passing is difficult, mostly being done under braking into turns 8 and 11 at the end of the two "straights". This makes for close, nose-to-tail racing in which skillful passing of back-markers becomes critical to avoid being held up and losing big chunks of time. The track surface is really rough in spots, too, which narrows the effective track width and makes for unique lines through some turns. All of this (I think) must make for a challenging but frustrating drivers course. I enjoy the course, tho, because I can sit on the hill at several points and see a particular corner or series of corners up close and then watch the cars progress through several other visible parts of the track. It gives the spectator an opportunity to sense the entire race instead of mere quick glimpses as at turns 6 & 6A at Laguna Seca. In any event, I recommend giving the course a look next season. Try staying on the hill above turns 2 and 3, or on the opposite side of the track, above the esses, then you can roam from there. At least you ought to go and have the once-in-a-lifetime experience of using a permanent toilet at a road race course!

The Ferry Porsche Tour saw Sue and I bring our new 912 out for its maiden voyage. It was also a near terminal experience for my ego. I fell into the line behind a 356A with four passengers. My driving became increasingly ragged as the pace picked up, but I was watching for his brake lights and figured "as long as he doesn't need 'em, I don't". Just about the time I was ready to pull off the road, turn the heater up, crawl into the back seat and assume the foetal position, we drove under a herd of trees, and in there, in the shadows, I finally caught a flicker from those old style, dim bulbs. Relief flooded over me and I began to reassure myself with thoughts that I really should be proud that I managed to stay on the road driving like that! But I wasn't going to get away that easily. Just as I was beginning to swell backup to normal size, Sue calmly nailed me with "I thought they were working. Can we slow down now?" We tried John Clever's rally instructions included in the tour but didn't turn it in. There can't be much to this rally business; I could beat all the times and speeds given, and I'm only a beginner.

Parting comment on stupid questions: I asked four of them on the tour stopovers, and received three patient, helpful answers and one "That's a good question. I don't know". Wow! Neat! I don't have to be "Porsche Perfect to enjoy P.C.A.

Tech. Quiz. ------ A '69 912 pulls slightly to the left on acceleration and to the right on deceleration (not braking). The steering wheel does not move. The condition is accentuated with 1" offset wheels. Wheels, tires and suspension have been balanced and/or aligned. What's wrong? Let me know and I'll thank you for the clue or tell you if you are correct depending on my progress in solving the thing.

Web Beadle

Service Reports

Next time you wash your 911 or 912, or encounter some heavy rainfall, check for excess water in the bottom of the headlight buckets. This can quickly cause several problems, such as rust in the bucket and/or shorted headlight wiring. The cause is the improper drainage of this water because of a clogged or poorly cut rubber drain grommet.

A quick check of the potential problem can be easily made. Simply remove the headlight and rim assembly and disconnect the wiring. Then remove the rubber grommet and check the drainage holes. Cut away any excess rubber with an Exacto knife being careful not to slit the edge. Next check for any rust in the bottom of the bucket, treating any found with Naval Jelly or other suitable preventative. As a final check, re-install the grommet and test for drainage by using the air pressure. A slight amount of pressure should cause the lower end of the grommet (under the car) to flutter. Future checks can be made via the air pressure method with the headlight installed. Check this potential problem soon; don't wait for a headlight to go out like I did!

Steve Kirby
TIDBITS & TRIVIA

Hi Nugget fans! Sorry about not writing an article last month, but I only had some unprintable gossip and bad puns. I think I did better this month, so settle back, here comes the goodies.

NEW ADDITION: The Allisons just purchased a baby blue Audi, which is proving to be a lot more reliable than expected, except for 2 flat tires in one race weekend..... Sharon Neidel has her own ’63 silver Cabriolet (guess she got tired of riding in the family 356 coupe with 6 others). Seriously, Sharon’s been riding in Porsches since she was a baby and she finally ran her first autocross in October, knocking seconds off her time with each run. Keep up the good work! ... Gett’s bought a ’58 (rat) Speedster the week after the Parade. Chuck Tracy hit us up the first night of the Parade and made an "offer we couldn’t refuse." ... It runs great with a Super 90 engine, but it’s not much to look at. By the way, Chuck took the handful of cash and bought a new Capri. I’m still not sure who got the best deal... Waldens sold their blue 914 and bought a VW (?) I think a mechanic told them to dump it before it died. Is it true that mid-engine Porsches (914’s) spend eternity in Purgatory? (subtle, but not funny)... The McCarthy’s are expecting a new arrival in a few months. Congrats! Good thing the autocross series is almost over Nancy - maybe I should protest you for carrying an extra passenger.

CONGRATULATIONS: To Reinhard Riedel for taking top time of day 2 months ago at a council autocross, in the rain, with his ’58 Speedster. (looks like you’ll have to get more "trick stuff", Jim Fleming and Ron Ferriera) To Diane Grimsman for winning top time of day in their "go fast" car at the October autocross. Way to go Diane! Maybe we should turn the autocrosses into claiming races? To Rod McBroom for receiving the Dumkopf at the Oktoberfest for a "durn-trick" already mentioned in a previous tidbit article. Watch out gang! This is the second time Rod has been "honored" with our favorite award and he’s looking for someone else to babysite the "pointed hat" for awhile. To Steve Kirby for winning first in class (E. Prod.) in SCCA races for the year. Pretty good for a beginner!

TIDBITS: Mozart Porsche Audi has been sold to Mr. Carlson of Carlson Volkswagen... Sue Brooking fell out of their car at the funkhana. Or did you give her a little push Alan? Lou Beckwith (alias Fred Carrera) was so determined to do well at the funkhana that he took off almost leaving Ann’s foot behind. Ouch! Thanks to all the people who came to buy, sell or swap at the 2nd annual Getts Swap Session on Nov. 11th. You really helped to make it a success. Besides, what else is there to do on a rainy Sunday? (Don’t answer that!) Thanks also to Harry Weber for loaning his shop, who was first in line everytime someone walked in with a new box of goodies.

Thanks to everyone who furnished me with tidbits. Till next month this is Super Snoop signing off------

Alias Sharon Getts

change our address

Ann Bauer, General Delivery, Ketchum, Id. 83340
John Beck, 4111 Glenmont Dr., San Jose 95123
Donald Chiang, 247 Belhaven, Daly City 94015
Gene Choppelas, 194 Corbett Ave. San Francisco 94114
R.W. Courand, 2101 Shoreline Dr. #281, Alameda, 94501
Bob Davies, 1437 Calle Enrique, Pleasanton 94566
Larry Ferris, 1785 Lincoln Avenue, San Jose 95125
Jack Garner (C. Garner) 8 Hillbrook Dr. Portola Valley
James Iaoiak, 12575 Scully Ave. Saratoga, 95070
Sherry Knight, 6644 Heatwood Dr., Oakland 94611
Roy Lonberger, 120 College Ave #1, Los Gatos 95030
Jeanne Mastrain, 2457 Bayview, Carmel 93921
Norman Nason, 19701 Minoa Ct. Saratoga, 95070
George J. Silva, 8004 Belmont, Lubbock Texas 79424
D. Watson, P.O.Box 441, St. Helena 94574

Donald Chiang
THE MART

THE MART POLICY:
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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.

for sale

4 6" wide rims, all fitted with Goodyear racing tires (5.00-8, 30x15) = $150.00 for the set. Also 5 each 4 1/2" wide rims, one with Michelin 155x380 tire = $20.00 or offer. All rims fit drum brake Porsche or early VW. John Clever (415) 592-0904

'72 914, 1.7 engine and 5 speed transmission guaranteed 10,000 miles. Complete with 'Brain Box' starter, motor, exhaust system and muffler. Ready to bolt in. Make offer. Ed Swain (415) 574-7304

'66 912-5 speed European model Aga blue with black interior, AM-FM-SW, ring and valve job 2,000 miles ago. Lots of extras. $2,800.00. Jim McGill (408) 736-2952

'72 911S-Targa, 9,600 miles, radio, air conditioning, Michelin tires, Carello headlights, and is Silver with black interior. Immaculate. $10,950.00 2 brand new Michelin 185x70-VR-15 X tires for $85.00 each. Ted Amico (before 10pm) (415) 697-8284. Also have Porsche shop manual—best offer.

4 Goodyear Slicks, 24/8.5/15, 1 race old. $80/set. 2 ea. Goodyear Bluestreaks, 10:45:15, fair cond. $28/pr.
4 boxes of misc. 1600 engine parts, call your needs. Cheap. 2 sets Ferodo DS 11 brake pads for C, SC. Offer. Steve Kirby (408) 244-5265

4 5 1/2x15" C type chrome rims. $15/ea or $50/set.
Ray Hunt (415) 846-8666

'73 911T/5 silver coupe with sunroof, Blaupunct AM/FM stereo, S instruments, cast wheels, all tinted glass, mats, bra, sway bars, under 7,000 miles. Superb condition, fully maintained. Virtually new. Save thousands $$ of dollars over a '74. $9,350.00, firm.
Jim Hyldahl (415) 592-0984

New Mohon ski rack for 911-912 $20. Don Lang 245-7998

wanted

Would like to trade 5 "E" type factory alloys (brand new) for a set of 4 or 5 "S" type or '70 bolt alloys. If you have either and would like to swap, let's work something out. Bill Patton, days (415) 981-0600, eves. (415) 521-7063

I have 2 new black left rear seat backrests (900 series) need 1 new right rear. Will trade or buy one of yours. Walt Koerber, (415) 285-6846

ATTENTION

There is a limited supply of Porsche stationary and Christmas cards available at reasonable prices. Good for party invitations as well as Christmas cards. For further information contact Sharon Neidel. 225-8103

Merry Christmas
december

2  T & D RALLY/Alan & Joy Best
9  AUTO-X
15  TECH/Steve Kirby
15  DINNER MEETING/Marj Green

january

13  AUTOCROSS/Practice Event
19  DINNER MEETING/Marj Green
20  T & D RALLY/G. Dennison & H. Redmond
27  SANTA CRUZ WINE & CHEESE TOUR/M. Paul

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NOTIFY THE FOLLOWING:

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Daly City, Calif. 94015

The Panorama: PCA Executive Office
5616 Clermont Drive
Alexandria, Va. 22310

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