The week of August 20th is going to be an extremely important one for Golden Gate Region. Sunday of that week commences the opening of the 18th Porsche Parade. Most of you are already familiar with what the Parade is all about. However, this year the Parade has an additional dimension for us. This is that Golden Gate is helping to host the 1973 Parade, Golden Gaters are directly responsible for three of the events and are in charge of many of the support activities. When we look at our contribution to the Parade, it appears we are doing a lot. There is, however, a lot more that Golden Gate must do - we must supply a large core of workers for all events. We are sending more than eighty cars, which will be the largest regional representation at the Parade. Since we will be participating to such a great extent, and as we are a host region, we must make a serious work commitment. 30 workers from our region are needed for the Rally, an approximately equal amount must be supplied for the Autocross, and roughly ten workers will be needed for the Tech Quiz. That doesn't sound like much, but when you look at the numbers of people working in the support activities you will see that Golden Gate must supply about 50 workers a day.

The point I am trying to establish is that we need the support of all those attending the Parade, plus the help of those who are not attending. I hope that many of you will take a day off during the week and come down to Monterey and work at the Parade. If you need more information, or want to volunteer, contact any of the event chairmen, or Dwight Mitchell. The following are event chairmen: Autocross: Gary Evans; Rally: John Clever; and Tech Quiz: Bob Carretson. Our addresses and phone numbers are listed on the back of this Nugget.

I know Golden Gate will come through and assure the success of the 18th Parade. There is so much expected of this Parade by those attending from outside our zone. Everyone in PGA is aware of Golden Gate's ability to put on an event and we definitely want to live up to that reputation.

The opportunity to work at a Parade without the hassle of competing, can be an enjoyable experience to those of you that come down to help. If you were unable to enter this Parade, you will be able to see for yourself what it is all about, and be better prepared for the 19th Parade.

Bob Carretson

Hello! Where are you? There are 479 active members in Golden Gate Region. With family members, there are close to 900 members.

The last two issues we have asked for volunteers to contribute interesting articles, photographs, and or whatever. We received one call. One out of 900? Surely you read this rag. If not we are going to alot of time and effort and expense for nothing. If you have anything that might be interesting to others send it in. You don't even have to type it, we'll do that.

New members complain there is a 'clique' in this club and there is. But out of that clique come the ones that put on and attend events and keep this region going. Now you have a chance to do something and contribute something somewhere are you?

ED. Ray Hunt

Sign on local gas station:
We can fuel some of the people some of the time, but we can't fuel all of the people all of the time.

This months funny cover photo shows what may happen when you stand to close to a 900 horse power turbo-charged Porsche.

Photo by Ray Hunt
UP COMIN' THINGS TO DO

DINNER MEETING

THE BARON'S BLUFF
(A TIME & DISTANCE RALLY ??)

Event: July Dinner Meeting
Entertainment: Wining, Dining, Dancing and Boatriding
Date: FRIDAY, July 20th (not Saturday)
Place: Pier 43½ Fisherman's Wharf, San Francisco Harbor
Boat Tours (foot of Taylor Street). 398-1141
We will have a 1-hour boat ride to Jack London
Square in Oakland (dancing and drinking aboard the
ship). Dinner will be at the Sea Wolf Restaurant
(444-3456) and then another hour's ride back to
San Francisco.

Time: The boat leaves at 7:00 pm Sharp!! Remember
the boat will leave whether or not you are there.
Plan on arriving at 6:30.
Cocktails served aboard ship
Dinner - 8:00 pm.

Menu: Veal Cutlets
Baked Seafood Newburg

Price: $11.25 for the boatride and dinner.
NOTE: Since the price is the same for either
meal, please note on your check your dinner
selection. Otherwise I will have to make the
choice for you.

Deadline for Reservations: Tuesday, July 17th. This dead-
line will be enforced. Any reservations received
after this date will be returned.

Mark selection on your check and make payable to:

PCA-GCR

Send reservations to:

Marj Green
4320 Gregory Street
Oakland, Calif. 94619
530-5807 (before 9:00 pm)

NO /0 AN 0nn

A gamblers delight! Lots of prizes - many surprises! Win,
lose, or draw, be there.

The rewards are high, the risks are great. The Baron is
not bluffing! After this one, you could be ready for the
Safari rally - or Laguna Seca.. This one is a must. Bring
a friend. Workers needed, call Ron Ferriera - 547-2357

Date: July 15th
Place: Porsche Audi West (Intersection 580/680, take
Hopyard turn off.)

Rally School: 12:15 pm
1st car out: 1:00 pm.

OCTOBERFEST

Look for our Octoberfest
October 20th, San Jose area
More information to come in future Nuggets

AUGUST DINNER MEETING. There will be no August Dinner
Meeting due to the Parade.
AUTOCROSS

SERIES AUTO - X JULY 29

This month we are back at Pleasanton for another chance to blow each others' doors off. Destructive environmental testing of "Hun" 4 wheel devices will commence at 9:00 am and end at 4:00 pm. The grid will not be re-cycled and registration will close at 1:00 pm. The event chairman will have the final say in all disputes. Appeals to decisions made by the event chairman (from participants or board members) will be heard upon completion of the event. Yours truly will not tolerate any power structure intervention during the running of the event.

The course will be open and fast except for a funnel to slow you down for start-finish. Hopefully the 3rd gear stuff will be a help for the Parade Auto-x. I need chairman for work groups - please give me a call at 321-8665 or 246-4300 x2294.

Jim Fleming

TECH SESSION

No article received, see back of Nugget.

ATTENTION

DRIVER EVENTS COMMITTEE MEETING

Thirteen people attended the meeting on May 16, 1973. The committee voted to change the recycle and registration rules. Therefore with the publication of this Nugget the Golden Gate Region Autocross Participation Rules, as published in the April 1973 Nugget, are revised as follows:

1. Registration will close at 1:00 pm
2. Recycling is eliminated.

Ray Mascia

Top Time of Day

1. Richard Ford 62:88
2. Steve Kirby 63:34
3. Joe Reitmeir 63:96
4. Robert Zulkoowski 64:77
5. John Clever 65:25
6. Gary Branch 65:35
7. Don Chiang 65:47
8. Pat Weitzel 65:87
9. Carol Ford 66:05
10. Jim Wagner 66:10

Class I - Stock 356

1. Jim Fleming 70:41
2. Reinhard Riedel 71:55
3. Steve Allison 72:64
4. Tom Foster 73:97
5. Dick Wallace 74:38
6. Alan Brookings 75:07
7. Bob Benson 78:68

Class II - Stock 912

1. Steve Orgain 73:30
2. Walt Chalton 73:33
3. Robert Courand 74:25
4. Greg Roja 74:67
5. Larry Lewis 76:31
6. Gene Choppelas DNF

Class III - Stock 911 & 914

1. Terry Zaccoone 66:71
2. Douglas Wells 68:03
3. Greg Jenkins 68:83
4. Ron Trethan 70:12
5. Bob Getts 71:41
6. Rick Clausen 72:99
7. John McCarthy 73:23
8. Gary Steele 74:40
9. Bill Weitzel 76:24
10. Floyd Jensen 76:46
11. Ed Swain 76:83
12. Jim Hurson 76:99
13. John Lee 77:31
14. Jim Hyldahl 77:50
15. Chuck Boyd 77:51
16. Pat Weitzel 78:32
17. Graham Chloupek 79:24
and we go touring...

COLUMBIA TOUR

Not a bad showing for Mother's Day. Fifteen Porsches and one 'foreign car' headed out for the Mother Lode and some neat roadwork.

Pretty much the same routine towards the beginning - highway 50 at 80 and 90 mph (were we really doing that Officer?). Then came route 4. A curvy, hilly two-laner through the back country that had to be conceived by some beer-drinkin' Civil Engineer. (Got that Clever?) This type of road inevitably has a Volkswagen Bus built in right in front of you, right? Dummer! S'pose we got to him though, he was passed fifteen times in a miles stretch. (Sorry, make that sixteen.)

Couldn't describe the countryside - too busy keeping the blue 912 in sight. Someone said we had passed Mark Twain's flat.

In Columbia, a real step back into the 1850's, one can easily visualize how life really was. A horse drawn Well's Fargo Stage still tours the perimeter of town, and most of the shops and articles are well kept for display.

We all enjoyed this trip, even if the Ranger's speech didn't materialize. Just as well - how many times you gotta be told to stop smoking?

As a grand finale, our tour leader smartly spun out two miles out of town - nice work Chuck!

Tom Spada
MONOPOLY

MONOPOLY MADNESS

Since my brother Ralph and I are always keeping our eyes peeled for new fangled inventions, we decided to try our hand at the Monopoly Rally that we read about in last months Nugget.

Well, the evening of Saturday, June 2 was beautiful and when we showed up at Porsche Audi West that evening, sure enough there were a bunch of people in Porsches and assorted other contraptions all waiting to get started. This has to be the strangest bunch I ever saw.

Here's what happened: First we paid our $3.00 to this man. Then he gives us back some printed game rules and $750.00 to boot! (I told Ralph we ought to have the men with the nets come and get this guy right then and there). We figured out how to play the game and got started. I drove and Ralph looked for course markers. (Poor Ralph still can't quite straighten out his neck).

We made our way through Community Chest and Chance but we did have to post bail to get out of jail.

Just because we finished this game dead last, don't think we're quitters. We've already been down to the U.S. Patent Office to claim this idea for ourselves. So if the Pratt's try to pull another stunt like this next year, we'll sue for copyright infringement.

Ralph and I will have the last laugh. And he who laughs last laughs better than anybody.

Willy Parker

MONOPOLY RALLY RESULTS

1. Cahoon/Cahoon, etal $7,370*
2. Getts/Getts 6,605
3. Reid/Fisher 6,355
4. Atlee/Atlee 6,085
5. Best/Best 5,990
6. Gage/Mans 5,830
7. Jones/Jones 5,805
8. Swain/Swain 5,665
9. Allison/Allison 5,525
10. Clever/Rose 5,515
11. Luce/Luce 5,300
12. Neidel/Neidel 5,295
13. Wickham/Wickham (Yosemite) 5,210
14. Patton/Lind 4,680
15. Telfer/Jacobson 4,610
16. Trethan/Trethan 4,470
17. Stubbs/Stubbs (Loma Prieta) 4,375
18. Deabill/Deabill 4,150
19. Walden/Walden 3,895
20. Avril/Totten 3,860
21. Jantz/Smith 3,805
22. Farrar/Farrar (Yosemite) 3,805
23. Kirby/Kirby 3,320
24. Lee/Lee 2,945
25. Parker/Parker (Jersey Shore) 1,697

* Perfect score: $7,880

TECH NOTE

SMUCK FOG
Revision II

Here it is again, Nugget deadline and time for a new ruling from C.A.R.B. (California Air Resources Board).

After much pressure the bureaucrats in Sacramento have relented and delayed the installation date for the new add-on devices. The deadline is now October 1st. This ruling was passed on June 7 but it may change between now and your next Nugget.

Watch this space for future development.

The Fog Smucker
Dick Spear

The Goodie Bag

In joint effort with Tom Pratt, I'm working on a G.O.R. jacket patch. It will be a copy of the G.O.R. badge and approximately the same size. As prices are scaled by amount of order it's essential to know how many we'll need. At a maximum of $2.25 and a minimum of $1.00 how many patches would you like? Please advise via velo by July 15th.

Bill Patton
Name:
6122 Merced Avenue
Address:
Oakland, Calif. 94611
Phone:

# of patches:
As you can see, 'Gator Gossip' has been modified. The column has a new name (due to negative criticism), but the contents will remain the same. Don't forget to send me any little goodies that you hear of.

Speaking of contents, helmet-wise: Steve Allison is the current keeper of the Dumkopf award. It seems the Allisons tried so hard to win the April hare and hound rally that they arrived at the finish an hour after everyone else went home. That's the old rally spirit! But watch out comrades, Steve's looking for someone to adopt his little trophy. In fact, there are several possible candidates for the Dumkopf as of now....How about Rod McBrooks latest clever idea? It seems Rod was on his way over to Gary Evans house to get his trunk lid repainted, minus the hood latch. Now, Gary doesn't live far away and Rod was going to go slow, but fate stepped in. The wind caught the lid and bent it nicely in half. (Next time use super tape Rod, just in case).....Even our editor, unbelievable as it may seem, is eligible for the trophy. A couple weeks ago Ray decided to wash his little red coupe, including the engine. It wouldn't start after he washed it and (thinking it had a wet distributor cap) he tore it around the block with another car. In reality, water got through the carburetor into the cylinder and when he tried to start it the piston compressed the water bending at least a push-rod. Bummer! Bummer!.....The autocross June 3 also produced a few new candidates. I won't mention any names, because I didn't see it happen, but an unknown member (possibly in a hurry to win top time of day) ran over the removable top (laying on the ground) of a white 914.....Did you know that running over the bullhorn will not make your stock exhaust sound louder? Will it Ed Swair? Last but not least, John Clever (mister computer brain) forgot to turn in his timing slip at the end of the day. Tsk! Tsk!

Is it true that Lou Patton has a crush on Ray Mascia? Younger competition huh, Sue. What really happened at the family picnic?

What new member (male) met another new member (female) through the Nugget new membership listings? Hint: can a gold 914 really find happiness with a silver 912?

New additions to announce: Robert and Joan Phillippi just came back from a lovely honeymoon in Hawaii. Congratulations newlyweds! They will be settling down to a new home in Almaden Valley and starting to contemplate an addition of their own (a dog). How about a pety dalmation?.....The Spear's are the proud owners of a new yellow Super Beetle and the Hunts have a new "little wed wega wagon." The Hunt's claim their Vega can almost out-corner a certain club members' Porsche - that I've got to see.....

Believe it or not from Stuttgart.....Is it true that the '74 911's have a 5 mph wrap-around bumper with the turn signals embedded inside? Why did they lower the air intake grill on the engine lid down towards the latch? Where will the license plate go when the rear bumper is rounded down to the muffler? These are not verified facts, but impressions and descriptions passed on to me by a friend who recently visited the factory.

Well, that's all for now. Keep those cards, letters and phone calls coming in folks. Thanks to all the people who contributed this month.

Sharon

WRITE OR PHONE:
Sharon Getts
1197 Grand St.
Redwood City, Calif. 94061
365-0243

EDITOR NOTE: I received the above article with this note attached: "Remember, you are not God, merely the editor - no fair removing any slanderous rumors about yourself - or I'll tell everybody!" Therefore, I left the article as it was. However, I'll clear up one thing and you can put this away for a don't do tech tip.

When I was planning to wash the car I merely pushed it out of the garage into our steep driveway. When I finished washing it and went to start it, it wouldn't start. Each time I tried I pressed the accelerator down also. Finally, after sometime I decided to pull it. Carburator had run over because of the steep slope and dumped raw gas into the cylinder - when I popped the clutch, so did everything else, such as pushrods and valves.

I suppose it needed a valve job anyway - just not so many new ones.
RACING NEWS

PORTLAND ROSE CUP

Portland, City of roses, and site of the annual Rose Cup S.C.C.A. National races on June 9-10th, 1973. Present to do battle for 'E' Production honors are the Hufferer ENC and group 44 teams and yes, alive and well, Dwight Mitchell in the Northern California Porsche Audi Dealers 914-4. Dwight has a great record at Portland International Raceway, otherwise known as Delta Park, three visits resulting in two firsts and a second. This trip we didn't do so well.

Since the win at Phoenix, engine problems have plagued the 914. In the never ending search for horse power, Carretson Enterprises has encountered a rash of bearing failures that stubbornly refuse to respond to treatment. Carretson is not alone in trying to produce reliable horse power from the 411 type engine. All the Super Vee cars are experiencing similar problems even though their rules are more liberal.

After many hours of midnight oil, the race car left for Portland on Friday driven by S.C.C.A. turn marshals Vinny and Dean. As a point of interest, most of the S.F. Region S.C.C.A. officials traveled to Portland to assist the Oregon Club in the latest organization and safety techniques.

Early Saturday morning the first practice ended with the 914 being towed to the paddock. Dwight was forced to shut it off with the oil pressure dropping like you know what through a tin horn. Clark Anderson and I immediately went to work switching engines to meet the mid afternoon qualifying schedule. With Dwight's assistance the change was completed and after a few adjustments on shocks and tire pressures, we were ready to roll. Our race group consisted of C, D and E production, B sedan and C Sports racing. This looked like a bash between the 2402 of Walt Haas, Bob Tullius' Group 44 TR6, McComb's Group 44 GT6 and the 'E' production contingent of Dwight, and Lee Mueller and Piorian Fursteneau in MGB's.

During the engine switch we were happy to welcome members of Northwest Oregon, and Arizona P.C.A. to our pit. Qualifying ended with our car fourth in class. Not very satisfactory, but at least able to run. Lee Mueller had fast time with Fursteneau about one tenth of a second slower. Dwight was a second and a half of the pace. This wasn't unexpected considering the fact that the back up engine wouldn't pull over 6500 rpm.

Sunday dawned bright and warm. Clark did some tweaking on the carburation to try to improve top end performance, however it was obvious that Dwight would have to run for a good finish rather than dice for first. Practice went very well. Oil temperature and pressure were fine and the car was handling well. As always, more poop down the chute would be nice but there was no way to do it. After our routine check out, Clark and I relaxed in the sun watching the broads. Southern California is tops for girl watching and

no matter how the Oregon girls tried we awarded first place to Bill Cuddy's ladyfriend from, yes, you are right, L.A. Did you ever see a honey walk like Secretariat? That's her style.

Must also mention that for once we were able to watch the Hufferer team change an engine on Jim Woodner's MG Midget. Seems it popped out of gear and 8000 rpm just isn't too neat for valves. Joe and his excellent crew did a great job and Jon was able to start and win the 'F' production race.

The start of our race is a story in itself. As the field lined up, third fastest qualifier Gary Rodrigues in a Lotus got a flat tire. He had picked up a nail at pre-grid from a communications line and was faced with passing out to start. As evidence that sportsmanship still exists, front row drivers Walt Haas and Bob Tullius refused to move until Gary's tire was changed. The officials concurred and a few minutes later the field roared away on the race lap. As they entered the last turn Tullius pulled into the racing pit with his engine misfiring badly. In another display of sportsmanship, Walt and Rodrigues staggered the grid and the starter sent them around again, allowing the group 44 team to repair the car. Next time around, the green flag dropped and Tullius bombed out of the pit lane like a rocket to join the pack. It was a real Harlen Fangler start with cars four and five abreast in the middle of the group. Turn one took it's toll and when the dust settled, several cars were still for the day. It was a ho-hum race for Dwight after the opening laps. John McComb in the Group 44 GT6 'D' car had no serious challengers in his class so he gave teammate Fursteneau a "Toy" for five or six laps. This put him way ahead of Lee Mueller in the Hufferer B. Dwight was running in third spot, going fast enough to maintain a comfortable margin over fourth place Chuck Forge. The race ended as expected with no change in position. In an impressive display for Group 44, Tullius led McComb and Fursteneau across the finish line to win C, D & E production.

The Rose Cup race was for the big iron. A and B sports racing, A and B production and A sedan. We had hopes for a Porsche victory as Mike Eyerly drove a great race in a 908. Cubic inches won out as Bill Cuddy's McCarren took the checker by a narrow margin.

Olympia Sprouts at Laguna Seca is the next scheduled race. With only two weeks in which to prepare, Garretson Enterprises face a tight schedule. If the guys can come up with a real honker, you'll see one Hoolava race. See you all at Laguna Seca on June 23 and 24. Wish us Luck.

Brian Carleton

Ed note: We wish ya'll all the luck in the world guys.
SUPER TUB Racing Team

MELLOW YELLOW SUPER TUB SMOKED AT LAGUNA SECA

With only two weeks between races, Steve Kirby and the MELLOW YELLOW SUPER TUB returned to Laguna Seca for their second race. While last time everything went very smoothly, this time, everything went badly. If you remember from last month, there was a small bash in the left rear fender. Well, as long as we had to do body work, let's get with it. This meant flaired fenders for wider tires. While in most body shops this means extending the fenders out gently, the WOULD BROS. approached it with a little more vigor. Our body tools were a 5 pound sledge and a baseball bat. But the results were the same. Special thanks to Gary Evans for a welding job late Wednesday evening and to Ray Hunt for his expertise with the bondo and spray paint Thursday evening. While the bondo was drying, we reinstalled the engine (which Dwight Mitchell had assembled for us the previous nite until 12:30). Then Ray put on the prime coat & two color coat while we loaded the car & cleaned up the area. Finally, at 11:30 pm we were ready to go.

The plan was for testing at Laguna Seca Friday. But as sometimes happens, things didn't work out as planned. After a few laps carburetor & timing problems developed. After we cured the timing, we tore into the carbs. In our haste to get back on the track, we didn't safety wire the velocity stacks & one popped off & shredded the fan belt. Steve came down the hill from 7 laying down smoke & oil temp of 240°, testing for the day was over. Through the generosity of Cal Mouldenhauer, we worked at his shop. We adjusted the valves, checked the compression, a new belt was installed and the old velocity stack brazed.

Saturday morning at the track, Gary Evans worked over the velocity stack while the crew prepared for the day. Steve went out for warm-up & the best time he turned was a 1:22.4. We checked the competition & we seemed to be faster than those we checked. After 4 laps of qualifying Steve comes in with oil over the back of the car & oil temp. of 240° again. We open the lid & the lower fan pully is "bent". The pully has only come loose, so we push the car back to the pit and with about an hours work we fix that problem. But now Steve's best time puts him 10th on the grid (and sixth in class) for the qualifying race.

The qualifying race starts and Steve goes like gang busters. In 4 laps he moves up to first place in class & 1st overall. HOT DAMN!!! He also turns a 1:21.34 lap in the process. Steve bobbles & Clint deWitt gets by. But Steve is hot on his tail. In turn 9, Steve tries to out brake him, but Clint gets the line & Steve gives him a friendly little nudge, in the rear. They both charge over the hill and when they come out of 7, Steve is in the lead. It's the last lap & Steve gets the checkered flag for first in class & first overall. The engine doesn't sound good, so we run a compression check & it varies from 103 to 139. We decide not to tamper with it & load the car on the trailer & call it a day. Steve has qualified second on the grid behind a class D Datsun.

Sunday morning Steve goes out for 5 laps of warmup & comes in as planned. We push the car to the pits & pull the plugs. They look good. We put the car up on jack stands & check everything. All appears to be ready. Maybe the little black cloud has gone away. Steve drives up to the grid and parks in second spot. All is ready. It's now or never.

They go out & it's one lap on the yellow. The green is out! Walt Benson charges by. Steve is second. We clock intervals, & Steve stays within a second or two. Steve usually comes out of turn 7 at about a minute. On lap 8 he is late. We wait 5 seconds & start to the black flag station. Then he comes down the hill. Walt Benson parks it at turn 9 & Steve is in first. The pit goes wild. We check second & Chuck Forge is 11 seconds back. We clock intervals, & Steve is pulling away from him. On about lap 15, Terry Visgar in the MGB passes Chuck & is now second. But Steve is also pulling away from him.

All this time Steve has been running second overall. The reason he was late on lap 8 was he spun at turn 6 & a B sports racer got by him. At this point we made a boo-boo. We were only interested in class position & not in overall. So on the last lap Steve is slowed way down & waves a class D car by him, thinking that car was un-lapping himself. Unfortunately that car got second overall.

The checkered flag is out & Steve is first in class E and third overall. The crew goes wild. Steve comes up the pit lane & gets the checkered flag and "WE LUP U" sign. A victory lap with the checkered flag and Steve removes his novice "N"s from the car. It should be a great season.

John Clever
NEW MEMBERS

Tim DeSilva
2715 Hillegass, #4
Berkeley, Calif. 94705
843-5481
'64 356C
Law Student

Norman & Georgia Galassi
3762 Redwood Circle
Palo Alto, Calif. 94306
321-0329
'70 914-6
Engineer

Willford E. Gemung
4222 Central, #42
Fremont, Calif. 94536
797-0356
'67 912
Manufacturing Manager

David J. Gulebian
786 Marin Avenue
Hayward, Calif. 94541
785-4970
'70 914
Highway Patrolman (CHP)

Richard G. Wilson
15217 Beatty Street
San Leandro, Calif. 94579
351-7632
'67 912
Savings & Loan Auditor

Frank & Margaret Hagen
1249 Loupe
San Jose, Calif. 95121
227-1026
'68 912
Engineer

Will Haible (Thomas)
1712 Lake Street
Berkeley, Calif. 94703
'67 911
Geology Graduate Student

Robert & Susan Highsmith
9 La Mancha Place
Millbrae, Calif. 94030
'69 912 Targa
Real Estate Investment

Thomas & Barbara Souerman
11411 Dillon Way
Dublin, Calif. 94566
828-4051
'64 356 C
Pilot

Frederick R. Stubbins III
28 Mariposa Avenue
Los Gatos, Calif. 95030
354-2144
'69 912 Targa
Graphic Designer

Chris Bernard, 366 Parkview Terrace #3-12, Vallejo, Calif. 94590
Jay Gamel, 1831 9th Ave. #1, San Francisco, Calif. 94122
Don Glaze, 201 El Camino Del Mar, San Francisco, Calif. 94121

change our address

change of address

Judy Wolff, 801 Corbett #22, San Francisco, Calif. 94114
Alan L. Yan, 13460 South Prairie #17, Hawthorne, Calif. 90254

ADD

Craig W. Brown, Lee Graybeal, Thomas Kennedy, Robert W. Loge, George Neidel.

18TH PORSCHE PARADE MONTEREY 1973

Total Membership as of May 7, 1973 - 479
New Members - 10
Transfer In - 3
Add (Late renewal) - 5
Transfer Out - 2
Drop - 1
Total Membership As of June 1, 1973 - 494

Donald Chiang - Membership Chairman
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

2 - 5\1/2" P.S. alloy wheels with 2 - 165x15 Dunlop "Dogbone" radials, tires used 9000 miles (no autocrosses) and are mounted and spin balanced on P.S. wheels, - $100.00 for all, or $50.00 for wheels and $50.00 for tires. Use on your 914 or VW. Matching wheels available from Steve Kirby for $40.00 each. 1 914 full hood mask - $20.00. Call Bill Patton 981-0600 days, 339-0105 evenings and weekends.

Roadster door-rh, A/B engine lid, A & B steering wheels, super tach, group instr. 2 C model 5\1/2x15 chrome wheels (may trade for 3 or 4 4\1/2x15 chrome wheels). Plus the usual misc. rubber mouldings, aluminum trim and lites for A & B. Hoolber (415) 964-9641, 935 S. Springer Road, Los Altos.

'68 911S Targa, solid, well kept - $4,500. Steve Brown, 658-7231.

B/SR Elva-Porsche. Zero hours on 1800cc Carrera engine. New crank, 46 IDA Webers, 904 tuned exhaust, 9" and 11" wheels on Firestones, 4 extra wheels, extra gears, extra turnmills, 2 Delta Mke 10's, Mk V11S body. Will Fisher (408) 354-3380, 15069 Park Drive, Saratoga, Calif. 95070.

900 series car cover - $10.00. 356A coupe seats, needs covering - $10.00 each. Stinger for 4-cylinder engine extractor exhaust - $5.00. Speedster engine compartment lid with grill - offer. 60mm Spyder drum brakes, complete with ventilated backing plates and spindles - offer. 644 transmission for parts - $75.00. Kei Yasuda (415) 329-0284.

62-1600S engine, heads by Elgin's - 912 rods, many other goodies - $500.00. 4/7"x15 rims chrome with or without hub caps, for disk brakes. 64 SC Porsche, mint condition, very fast, 1750 balance engine with lots of goodies, Lear fm/am stereo tape radio-choice of rims mag/chrome or new rugs - etc. Tinted windshield. Many other goodies throughout car. Call John German evenings 964-2485. 645 Barbara Avenue, Mt. View, Calif. 94040.

Wheels for all factory disk brake-equipped Porsche: 2 - 10\1/2"x15 steel - $25.00 each. 2 - 8\3/4"x15 steel - $20.00 each. 4 - 7"x15 steel - $20.00 each. 4 - 5\1/2"x15 steel - $10.00 each. 4 - 7"x14 mag-alloy (Ansen) - $30.00 each. Tires: (Racing) 2 - 10.5 -15 Firestone Indy - $30.00 each. 2 - 5.00/3.30 - 15 Goodyear Blustreak (new) - $40.00 each. 2 - 5.50 - 15 Goodyear Blustreak - $15.00 each. 4 - 205x14 XVR Michelin (Radials) - $50.00 each. Extractor exhaust system for 911 w/muffler and stinger - $35.00. SCCA - legal roll bar for 911 or 912 - $60.00. Cali John, evenings at (415) 493-6292.

'67 911L, white, excellent shape inside, outside and mechanically. Never raced or autocrossed. Call after 6:00 pm or weekends (415) 837-6074, Ray Pitts, 249 La Pera Circle, San Ramon, Calif. 94583.

'71 911T Targa silver, air-all 911S options. - $6,500.00 firm. Jim Gaeta, call collect Monday-Friday, (707) 528-4337.

4 - 6x15 factory steel wheels with 3.75/8.65x15 firestone racing tires and 20 steel lug nuts - all in as new condition-tires have 12 runs on them - $250.00. Rear sway bar removed from '71 911T-15mm, no hardware - $12.00. Full set coco mats-brand new-never installed-fit 911/912 - $12.00. Tire chains for 165-15 tires purchased from dealer and never used - $10.00. Gary Brauch (408) 257-1391.

'62 Porsche 356-B. Sell whole car or parts as needed. Pete Giordano 392-1633 days, 388-2773 home.

Beware:
If you own a
Porsche
a thief wants your car.

Lock it and pocket the key!
july

15 BARONS BLUFF RALLY - RON FERREIRA
20 DINNER MEETING - MARJ GREEN
21 TECH - STEVE KIRBY
29 AUTO X - JIM FLEMING

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

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

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