This is my first issue of the Nugget as your new editor. The dust is still settling, there is Nugget material between here and San Jose. So, if your Nugget went to your neighbor's house, was late or printed upside down, please bear with us during this transition period.

To better serve the membership of GGR, we plan to make some basic changes in how the Nugget operates. First of all, as you see elsewhere in this issue, the Board of Directors directly responsible to them, basically lazy, I plan to "staff" off workers to this publication done.

Secondly, being to use a help get Ann will plan to use a basis. Their appear has made the editor responsible to them, names will appear on the back of those positions are firmed up. When you see who they are, help them out with any information.

This doesn't mean we don't still welcome articles from the general membership, we do. This magazine reflects our region and we want to hear from our members. If you have items that may be of interest, jokes, photos, or whatever, send them along to me-you never know-it might get printed and everyone likes to see their name in print. Why do you think I took this crazy job?

Remember, this is your magazine, it is not mine or my new staff's, it is yours. If we don't hear from you we don't know what you want. The last editor heard a lot about what was wrong but little about what was right. So drop a letter to the editor occasionally. If you are new or you don't know any of the Nugget staff, make an effort, look us up and tell us what you like or don't like. This way our Nugget keeps getting better.

Meanwhile, have patience with us while we find out how to publish YOUR Nugget. We don't want to make any mistakes. Ray Hunt

JUNE DINNER MEETING will be a weird and funny tech quiz organized by Bill Weitzel. The place will be The Distillery in San Bruno, with a choice of roast sirloin or lobster veneziano for dinner. The date is Saturday, June 16th - mark your calendar!

FOR THOSE OF YOU PLANNING AHEAD--The January Dinner meeting will be on January 12, 1974.

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COVER STORY

Our cover this month is a familiar car to most Golden Gaters and was shot by Ray Hunt as Dwight Mitchell entered turn 9 at Laguna Seca Raceway during last year's Olympia Sprints.
The ground school portion of the instructional autocross was held at Cubberley High School in Palo Alto. In addition to tire pressures, tachometers, warmup, the difference between slip and slide, and related esoteric insider stuff, Gary Evans told the assembled students how an autocross is organized and explained the specialized terms that Ray Blow would use in the lecture that followed. Actually, such terms as "understeer" (defined as a condition opposite from "oversteer") and "oversteer" (defined as a condition opposite from "understeer") proved to be useful the next day; we bandied them about with the offhand suavity of experienced autocrossers.

Ray Blow told us how to analyse each turn, and the course as a whole, for the proper line. Students leaned forward in their seats, eyes narrowed to slits, and gazed intently at the subtle curve of the line being drawn on the blackboard.

The weatherman's threat failed to materialize; Saturday at Pleasanton was nearly a perfect day. It all began with each student walking around the course to find the proper line and then driving the course all on his own. We then walked around the course with our instructors to discuss, point by point, what had gone wrong; for most, there was plenty to discuss. Then, the instructors got behind the wheel and the students rode as passengers in their own cars. The instructors became the passengers on the next run as the students applied what they had learned; there was marked improvements in the posted times. The students were given the option of driving alone or having their instructor as a passenger on subsequent runs; instructors were seen being dragged, kicking and screaming to cars by gleeful students.

Just to put things in perspective, the instructors each took a couple of runs in their own cars. Seems we still have a bit to learn.

The instructional autocross was a fast-paced, superbly planned and organized, and well run event. Thanks to Dick Wallace for the planning and organization. Thanks also to instructors Ray and Sonja Blow, Tom and Marj Green, Barbara Rose, Dick Osgood, Dennis and Diane Grimsman, Gary Evans and Arlen Riggs. On behalf of all the students, thanks to everyone involved.

Tom & Linda Foster
what's P.C.A.?  

Incident number 1:

Where: Shoulder of road, Highway 80, 5 miles south of Sacramento.  
When: Summer of 71  
Situation: Flat tire on my new mistress (356 coupe).  
Dialogue:

Me: Damn! Hope I know how to use the jack.  
Who are those people pulling up in the cabriolet and what do they want?  
They: Hi pal need some help!?  
Me: Thanks but I think I have everything under control.(as another 356 coupe pulls up)  
They #2: Hi pal need some help!?  
Me: Same response as to they #1  
They #1 & #2: We'll help. Three can work faster than one. Do you need a spare, etc., etc., etc.  
Me: (Still don't know how to use jack as they #1 & #2 insist on changing tire) Hey thanks fellas.  
They #1 & #2: Do you belong to P.C.A.?  
Me: No. (Whats P.C.A.?)  
They #1 & #2: Heres our cards. Look us up when you get home and we'll tell you all about P.C.A. So long and are you sure you don't need a spare?  
Me: No thanks and I really appreciate your help. (Whats P.C.A.?)  
Let's see, National Auto Club is N.A.C. P.C.A. could be Peoples Car Association.

Incident number 2: 

Where: Walnut Creek, middle of major intersection.  
When: Summer of 71  
Situation: Flat tire, jack won't lift 356 enough to get spare on due to slope of roadway. Pickup truck makes U-turn pulls over. Has funny red, blue and silver sticker on rear window. Driver pulls hydraulic jack from bed of pickup.  
Dialogue:  

He: Looks like your having trouble getting that thing off the ground.(slides jack underneath) Don't worry I'll be careful, I know just how you feel about your 356.  
Me: Yeh!  
He: I'll have it changed for you in a jiffy.  
Me: But.........  
He: WOW! Five original stock chrome wheels with medallion in perfect condition. I'm having trouble finding four.  
Me: Thanks for your help.  
He: No trouble. Do you belong to P.C.A.?  
Me: No. (Whats P.C.A.?) Lets see, Presbyterian Church........

Incident number 3:  

Where: Parking lot, San Francisco  
When: February 73  
Situation: Returned to car to find it sitting on blocks with wheels and tires missing. Went home to try and find 3 or 4 wheels and tires so my car could be moved. No luck. Martin-Johnson Porsche to see if wheels in stock so I can pick them up the next day and have new tires installed.  
Dialogue:  

They: Martin-Johnson Porsche Audi, Ron Ferreira speaking.  
Me: (Ron Ferreira, Ron Ferreira, hey he's in P.C.A.) Ron, (explain situation) and I called to see if you had the mags in stock.  
They: Yes and not only that but I have four wheels and tires sitting in my garage and you're welcome to use them.  
Me: Thanks, etc., etc., etc.

Incident number 4:  

Where: Planada, Highway 140  
When: Sunday, March 18, Yosemite tour Weekend  
Situation: 914 stops. All efforts to solve fail. Won't run. Keep an eye on highway for fellow P.C.A.ers.  
Dialogue:  

Me: Hey there goes (He pulls over and offers help. No luck. Leaves.  
Me: (3 hours later) I don't believe it here comes Steve Kirby and Dick Spear. (the sound of two well tuned 6's approaching simultaneously is incredible). What a time for two tech chairmen. (45 minutes and two oily ski sweaters later) They: You're on your way.  
Me: (By now slightly embarrassed) Thanks fellas.

Incident number 5: 

Where: Anywhere  
When: Some time in the future  
Situation: Porsche in trouble  
Dialogue:  

Me: need help?  
They: Thanks.  
Me: Belong to P.C.A.?  
They: Whats P.C.A.?

Thanks Ron (alias Rick Faria), Steve, Dick, and.... Thanks also to other P.C.A.ers who would have assisted had they happened along. Also thanks to the unknowns involved in incidents #1 & #2. (if you recognize the details let me know, I'd like to know who you are.)

Bill Patton
L&M CHAMPIONSHIP
MAY 4-6

Follmer
McRae
Hobbs
Posey

LAGUNA SECA

THE GREAT SWAP

We have a candidate for the Guinness book of world records, under the category of G.G.R. swap meets; "Largest Trade". Some of you may recall seeing a Jag sedan with a hurriedly written sign on it reading "Will trade for a Porsche" at the November swap meet. This all started out as a joke but after months of serious negotiations a trade has finally been consumated. The Swain's are now the proud owners of a nice red 64 C coupe for Darlene. There will be another great G.G.R. swap meet coming up this fall so save up all your goodies and try to top this record. So for the time being, we claim the record.

Ed & Darlene Swain

BOARD MEETING

ADDITION TO THE GGR GUIDELINES

The following proposal on the Nugget editor was adopted by the Board at their April 9 meeting.

The editor of the Nugget shall be responsible directly to the Board of Directors. He shall be an ex-officio non-voting member of the Board and shall attend all Board meetings. Each year at the Board meeting following the installation of new officers, the editor shall be reviewed by the Board. At that time the Board shall either reappoint the editor or open the position to new candidates.

Ed.

FUNKHANA

For those who didn't show up early for the rained out funkhana in February, you missed a fun day. We decided to go on a wine tour out South. Coffee first at the Neidels made on a camp stove on the patio - PG&E had all service turned off for four hours that morning. A tour to a couple of wineries in Morgan Hill and Gilroy. We had a snack (french bread, cheese, etc.) under an awning on the back of a 5 ton flat bed truck while it poured down rain. Good wine tasting - and nice roads were enjoyed by all.

Shirley Neidel

and, we go touring...

COLUMBIA TOUR

Time: Sunday, May 13th, 10 am

Start: Porsche/Audi West, Pleasanton. (Use Hopyard Road exit from Int. 580)

This tour to the charming old mining town of Columbia in the heart of the Mother Lode Country will include a lot of superb sports car country. In Columbia there are many nice picnic spots and several good places to dine at very reasonable prices so take your time. No fee for this tour.

Chuck Johnson
THE FLUID FUNKHANA

Yes, yes, the 3rd Annual Funkhana, scheduled for Sunday, February 11, 1973, was very fluid in more ways than one. Case 1: RAIN. With the scheduled starting time of 10 am long past, several patient yet impatient explorers observed the muddy consistency of the rain overflow in the creek rumbling past the Plaza Del Roble parking lot in Saratoga. Then there was the small lush park that George Neidel commented might be OK for the picnic—his children made the slide in the playground "slideable" by the "seat of the pants soak up the rain method." Good fun for a while. Then the troops wandered back to the parking lot to herald the arrival of Dick Spear who informed us the funkhana was cancelled due to rain. Would you believe the sun was shining at the time with eight cars present?

Case 2: COFFEE. The idea of a short tour throughout the area was discussed and it was decided to adjourn to the Neidel's home for coffee, because the deli in the shopping center wasn't open yet. After repeated inquiries, the clerk finally got so disgusted that she locked the door. After a few non-verbal floccipaucinchilipilifications were uttered under this writer's breath at the whole situation, we split to the Neidel's, and on arrival of our six car caravan, they remembered that their electricity had been turned off for the day. Thank you PG&E and thank that benevolent omnipotent being for PCA ingenuity, as we relaxed with coffee heated on a coleman stove.

Case 3: WINE. (not yet by the case). A five car group departed the Neidels to sample some of what Louis Pasteur described as "the most healthful and most hygienic of all beverages," in the area West of Gilroy. With the Neidels in the lead, our miniparade-caravan of the Fosters, Maypo and wife, a new member and his wife with an outstanding '73 911S whose name I forget (sorry 'bout that), and myself, snaked our way through the hills, dodging puddles in the road and 3 foot diameter boulders from mud slides, and passing Sunday drivers and the local farmers in their 50 mph top speed 43 Dodge pickups, toward the vineyards. Scattered showers and wet roads slowed us down somewhat, but the marque was held high, as no one had any trouble at all on the roads, while Detroit irons were continually braking in the corners. Those wineries we visited were not the large scale operations like those in the Napa Valley, but were small family-run vineyards and wineries.

Our first stop was the BONESIO winery, located in the hilly Uvas district West of Gilroy, near the Hecker Pass. The main accent of the Bonesio Winery is on quality table wines. From their variety and size, this was by far the largest winery that was visited. Their tasting room was graced by two cats sleeping behind the bar, a stuffed bald eagle with rattlesnake in beak, and an old-fashioned wine press. "Nothing more excellent or valuable than wine was ever granted by the gods to man" - Plato.

Down on Hecker Pass Road, we stopped at the Kruse Winery. This is a very small family operation that had just finished bottling its first crop. Their tasting room is actually the back corner of their storage area, a 20x50 barn. I mean, this place is so small that the nine PCA connoisseurs present just about exhausted their stock of 13 or so wine glasses, in at least ten different styles. Their wine selection was somewhat limited, due to their short time of operation and small size—about eight or nine varieties if my memory is correct.

About half a mile east is the Bertero Winery. Our group pulled in, and after both fenders on the Neidel's car were actually hit by a mangy looking mutt in the driveway, this driver managed to recover from fits of hysterical laughter, and with a pleasantly polluted buzz coming on, I concurred with Shirley that we should eat something before we all got really loaded, so they drove to Gilroy for French bread and cheese. The rest of us took PORSCHE and vino for awhile, outside, until it started to rain, when we migrated to a flatbed truck next to one of their storage areas, which we used for our bread and cheese feast. The lure of the nectar of the gods eventually lured us into their tasting room, where we sampled, tasted, sipped, slurped, and judged some of their 13 varieties of red, white, and rose wines.

Our fourth and final stop was the Fortino winery, to the west of Kruse and Bertero. They have 12 varieties of red, white, and rose wines, and three of champagne. We were told that their Cabernet Sauvignon was so popular in the area that they were sold out of their first bottling a month ago. Their business card has the following printed on the back:

He who drinks Gets drunk
He who gets drunk Goes to sleep
He who goes to sleep Does not sin
He who does not sin Goes to heaven
So let's all drink and go to heaven.

Thanks again to the Neidels for their hospitality. All in all I would heartily recommend that Southbay PCAers take advantage of the wineries in this area, as there are undoubtedly many varieties of local wine that will please the palate as well as the pocketbook.

Graham Chloupek
The Yosemite tour was once again one of the more memorable events of the P.C.A. year.

With a record turnout of 52 cars leaving the Hyatt House in San Jose, the tour passed through such memorable spots as Gustine, Planada, and Cathey's Valley. Free from any escorts of the boys in the black & white, we motored smartly over Pacheco Pass to Merced where a contingent of P.C.A.'ers from Sacramento region met up with the OCR members.

From Merced, the pace speeded up to Midpines rest area where everyone got a chance to freeze to death. A quick lunch with liberal amounts of wine (for medicinal purposes only) helped bring life back to the cold and hunger starved bodies.

One interesting sidelight was the amount of non-Porsche cars. The group, lead by The Careltons in the P.C.A. Flagship, seemed to be much larged than in other years. Is there a hidden meaning somewhere?

We finally made it to the park, surviving the entrance road which I think is used by Baja 500 entrants for practice. Rough is too nice of a work for that road.

When we arrived at the Lodge a reenactment of boot camp meal call was held for the purpose of handing out keys. By the way, why did Gary Evans beat Shirley Neidel about the head and ears before she got her key?

After everyone got settled, twin beds again, people rented bikes, rode the shuttle, looked at the falls, drank, bought souveniers, napped and everyone enjoyed the beauty of Yosemite.

Then it was to the Mountain Room Broiler for cocktails and one of the best dinners I've ever had at a P.C.A. event.

Can you believe this menu:
Shrimp Cocktail, Cream of mushroom soup, salad, Prime Rib, (and it wasn't pot roast), with strawberry ice's for desert.
It was really great.

After dinner people adjourned to either their own room, Floyd Jensen's room, or took advantage of the full moon and walked up to the base of Yosemite Falls. To see the falls under a full moon with a very light snow falling is something to be experienced.

Sunday dawned with 4 inches of new snow on everything, fantastic!

Sunday was free time with everyone getting a chance to do their own thing, including skiing at Badger Pass, a 15 minute ride from the valley.

People organized their own groups to tour home at a leisurely 70 mph over Big Oak Flat Road. All in all, it was a great weekend and I'm sure everyone is looking forward to next year's tour. Thanks again Gary for a well planned weekend.

Dick Spear
First overall, first in class and a new "E" production lap record. That's how the first race of the 1973 season went for Dwight Mitchell and the Northern California Porsche Audi Dealers Racing Team. The scene was Fastrack International Raceway. Formerly Phoenix International Raceway and the date, Feb. 25. Since Road Atlanta, the 914-4 has become a real race car with a fuel cell, on-board fire system, roll cage and many other refinements. All carpets and interior trim has been gutted out, the front fenders flared and with gum ball slicks all around it really looks mean and businesslike.

Don Briedenbach Jr. drove Big Goldie and the rig to Phoenix on Thursday. By the time Bob Garrettson and I arrived late Friday evening, the race car had passed tech and the crew were all in the sack. D'anne had flown in from Michigan that evening and met Bob and I in the U-Wreck em Rent-a-Racer.

Saturday's schedule called for our practice session to begin at 8:30 a.m. Approaching the track, we were flagged down and told that the road ahead was flooded. In racing circles, one has to be optimistic, so we parked as requested and strolled through the fog to view this minor problem. Well, the first body of water could be forded by anything taller than a go-kart but the second was another situation. Like about 400 feet wide and 2 feet deep of fast moving water. Several four wheel drive pick-ups and hi-way type wreckers had been through the flood so at least the four lane pavement was intact if invisible. All kinds of solutions on crossing the river were offered including waiting for the water level to drop which is what we did. Some three and a half hours later we were in the pit after Big Goldie had successfully sloshed through. No one was brave enough to drive the Rent-a-Racer so the Ford was marooned outside the track. Due to all these delays, the stewards revised the schedule, changing the Sunday warm ups to qualifying and allowing the remainder of Saturday for practice. All went well until three laps into our practice, the red flag came out. The flag was out because local authorities had informed S.C.C.A. that a four foot crest was roaring down the river and was expected at the track area in three hours. Imagine! A tidal wave in Arizona. A hurried meeting of drivers and officials was called and everyone loaded up and left with the reassuring work that yes indeed, there would be racing on Sunday if cars could be got to the track. Bob Garrettson gave up at this point and headed for the airport as pressing business on Sunday required his attention.

Next morning cheerful officials greeted us at the edge of the flood announcing that, "She's a little deeper but you can make it." The four foot tidal wave had not materialized so the road bed was still ok. Since we planned to catch a plane right after our race, some one had to drive the Rent-a-Racer so that we would have a quick getaway. D'anne looked around for Moses to call a dead sea shot, gave up and closed her eyes while I nosed the Ford into the river. Hell, nothing to it, just don't get the bow wave into the air cleaner. All for naught as the revised schedule put our race too late for the mid afternoon flight.

Qualifying time arrived and Dwight quickly settled down to learn the course. He had won at Phoenix in early 1970 with the Speedster. The 914 is a different handling car and within five or six laps his times started looking good. Jerry Slick in a brand new Huffaker built MGB was our main competition. Fresh from a second behind Lee Mueller at Riverside, Jerry hoped to carry the Huffaker banner to a win. It was soon obvious that Dwight was much faster than anyone in "D" and "E" cars. After a very rapid 1:56:00 I called him in to the pits. No one improved in the remaining qualifying period. When the grid was posted we were pleased to find that Dwight was on the front row with Frank Monise in a Lotus C/SR. His 1:56:00 had knocked almost two seconds off the old record. Our race group was D, E, F production and C and D S/R and some sedan class.

Between our times on the track and check out, we assisted Jon Milledge and Archie Snyder with their Formula B car. Jon is competing in Cal Club and Archie in S.F. Region. Also, visiting our pit was Arizona P.C.A.'er Jeff Gamble.

D'Anne fixed lunch for us and soon it was time to grid the cars for the first race of the day. It went ok and after many pace laps, race 2 for Formula Fords almost got a start when the red flag came out again. This time it was medical supplies. Apparently the usual things weren't on hand at the track so someone ran to town to remedy the shortage. Finally, our race group was ready to go. Lite em up, then take ten, lit em up, take five, lit em up and yes we get to go. They are big on pace laps at Phoenix and our race was no exception. At last the green flag got the show on the road. Dwight lost a few places on the first lap as the local hot shoes all charged toward the front. Class will tell however and with a beautiful pass on hard braking, Dwight took over first in class and second overall. Frank Monise in the C/SR failed to appear at start-finish so Dwight moved in to the numero uno slot. I was busy planning how to fit D'Anne, Clark, Don and I into the race car for a victory lap as I flashed Dwight the traditional "WE LUV U" signal on the final lap. Wouldn't you know it though, no victory laps due to the already late race schedule.

Brian Carlton

The following people still have Auto-X trophies from 1972 Series:

- J. Grove 2nd
- M. Falleck 2nd
- P. Horvath 2nd
- H. Falleck 3rd

Call Ray Hunt to pick up your trophy —— 846-8666
Saturday evening  
June 2  
Play...  
MONOPOLY  
...a fun and games Rally!!

TIME: Meet at 6:00 P.M.  
First car out at 6:30

PLACE: Porsche-Audi West, Pleasanton. From intersection of Freeways 580 and 680 take 580 east to Hop yard Rd. Turn right and double back along freeway on Johnson Industrial Dr.

COST: $3.00 per car full

AWARDS: Trophies for first through fifth.

Get rich! Buy the Boardwalk! Take a ride on the Reading! Pass "Go" and collect $200.00!

This is a rally which is strictly for fun. All you need to bring is a pencil or pen and possibly a clipboard.

Driving time will be about two hours so we will finish fairly early at a place where you can satisfy a thirst or an appetite.

We will be going through some scenic areas (Atlantic City was never like this). So bring a Porsche full or a Van full if you wish, and be prepared for an enjoyable late spring evening!

Tom Pratt  
255-2293

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RALLY

"The Baron's Bluff"

Rewards are great, Remember the date  
July 15th

WANTED WANTED WANTED WANTED WANTED WANT

Information on personalized plates. If you have or know of any please call The Baron 547-2357.

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FAMILY PICNIC

Its almost time again for the annual Family Picnic.

Plan now to be with us on Sunday, May 20th, 1973 at Vasona Lake County Park - just off Highway 17 in sunny (we hope) Los Gatos.

We furnish the Beer, Games, Prizes, Soft Drinks, Ice and Charcoal fires.

Bring your own picnic lunch or plan something special to BBQ. Don't forget a beer stein or some large container to drink from.

We will be there at 9 a.m. so plan to join us early as parking can become a problem later in the day.

Remember - Sunday, May 20th

No Charge and No reservations required for this event.

Directions: Take Lark Avenue turnoff from Hwy. 17 going south. Turn left over Freeway. Right at signal onto San Jose Avenue. Right at 2nd signal onto Blossom Hill Road. Cross over freeway--turn right into Vasona Lake County Park. Bear right at "Y" to the "Circle Picnic Area"

See you there,

The Neidel family

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ATTENTION

WESTER PORSCHE AUDI GRAND OPENING AND PCA CONCOUR

May 20th Monterey 11:00am

FREE

Grand opening and PCA appreciation. Low pressure concour with judging and awards. Champagne and hors d' oeuvres.
NEW MEMBERS

Gavin Arnold (Genya)
150 Meese Court
Danville, Calif. 94526
837-8934
'72 914
Systems Analyst

Edwin (Ted) Atlee (Susan)
1309 Aster Lane
San Jose, Calif. 95129
257-1593
'66 912
Product Planning

James Cahoon (Tracy)
23720 Arbor Avenue
Los Altos, Calif. 94022
948-2372
'73 911T
Senior Systems Analyst

Wayne Courand (Robert)
424 Sunset Road
Alameda, Calif. 94501
521-2080
'66 912
Student

Herbert Greenfield
17610 Bruce Avenue
Los Gatos, Calif. 95030
357-2757
'64 356C

Peter Hackmeister (Danielle)
1650 Jones, #15
San Francisco, Calif. 94109
441-1424
'71 914 & '64 356SC
Technician

Wayne Jones (Joan)
2041 Encinal Avenue
Alameda, Calif. 94501
521-1501
'55 356
Student

Lawrence Kiamecki
2939 Barkley Avenue
Santa Clara, Calif. 95051
248-4802
'72 914
Training Manager

Will Leighton
17350 Via Magdalena
San Lorenzo, Calif. 94580
278-2193
'71 911T Targa

Daniel MacDonald
314 Kinross Drive
Walnut Creek, Calif. 94596
933-7979
'58 356A
Student

Eugene Parry (Elaine)
917 November Drive
Cupertino, Calif. 95014
252-2340
'71 914
Manager

James R. Phelan
475 Weldon Avenue, #211
Oakland, Calif. 94610
465-1223
'62 356B Roadster
Physician

Richard Rollins (Louanna)
43462 Betty Circle
Livermore, Calif. 94550
443-1679
'68 912 Targa
Medical Technician

Alden Skinner (Lee)
172 North Bland Avenue
Campbell, Calif. 95008
378-9295
'72 914
Musician & Instructor

James Tabor (Linda)
1616 Fulton
San Francisco, Calif. 94122
665-3428
'56 356A
Receiving Clerk

Clay Thomson (Nancy)
870 El Camino Del Mar
San Francisco, Calif. 94121
221-4522
'72 911

James M. Tong
675-A Spruce Street
San Francisco, Calif. 94118
221-8366
'69 912
Student

Douglas Wells (Nancy)
1531 San Joaquin Street
Richmond, Calif. 94804
529-0706
'72 911T
Police Officer

Judy Wolff
404 Via Hidalgo
Greenbrae, Calif. 94904
461-3155
'70 911T Targa
Travel Agency

Total Membership as of March 1, 1973 - 557
New Members
Transfer In
Add
Drop
Total Membership as of April 9, 1973 - 459

Donald Chiang - Membership Chairman

transfer in

William Hilts, 3033 Broderick, San Francisco, Calif. 94123
Roy Kokordak, 245 Northpoint #411, San Francisco, Calif. 94133
Dean Treadway, 290 27th Street, Oakland, Calif. 94610

ADD

Clarence Bell, 223 Westchester Drive, Los Gatos, Calif. 95030
C.B. Montalbano, 10 Robertson Terrace, Mill Valley, Calif. 94941
Ella Tuveson, 12 Camino Encinas, Orinda, Calif. 94563

NAME CORRECTION:

Christine R. Brankey to Christine Garner, 899 Webster St., #3, Palo Alto, Calif. 94301
change our address

William R. Bechtell, 998 Del Norte Drive, Livermore, Ca. 94550
Carole Butcher, 335 Kiely Blvd. #302, San Jose, Ca. 95129
Edward Conway, 1120 Pedro St., San Jose, Calif. 95126
George Deabill, 355 Seale Avenue, Palo Alto, Ca. 94301
Mark Fleishman, 25 Bonita Avenue #104, Long Beach, Ca. 90802
William D. Gage, 2035 Filbert #102, San Francisco, Ca. 94123
J.M. Gibbon, 10264 Parkwood Drive #2, Cupertino, Ca. 95014
S.L. Grannis, 3960 Williams Road, San Jose, Calif. 95117
Jerry Harrell, P.O. Box 798, Felton, Calif. 95018
Jim Irving, 2892 Polaris St., Pollock Pines, Ca. 95726
Nicholas Kelez, 332 Shad Court, Foster City, Ca. 94404
Sherry D. Knight, P.O. Box 26493, San Francisco, Calif. 94126
Bill Milli, 4160 Old Trace Road, Palo Alto, Calif. 94301
Alan E. Pound, 3131 Homestead Rd. #11A, Santa Clara, Ca. 95051
Richard Teller, P.O. Box 24472, San Jose, Ca. 95124
Robert Van Sickle, 119B Flynn Ave., Mt. View, Ca. 94040
Michael J. White, 350 Vernon St. #503, Oakland, Ca. 94610
James F. Young, 712 Matadero Ave., Palo Alto, Ca. 94306

THE MART

for sale

For 911-912 - 1 set (front) Koni shocks for "66 to "68 $150.00.
911-12 used only 10,000 miles - like new...$40.00.
Front windshield, fits 911-912 all years, perfect condition with rubber...$80.00. New stock 900 steering wheel...$5.00. (2) 185x15 Semperit radials 6,000 miles...$40.00. Windshield washer motor 911-912...$10.00. Blaupunkt AM radio for 911-912 - 6 months old...$35.00. Jim Taughinbaugh - 939-0170

1973 Chevrolet Van 1/2 ton, panel, nearly new, great for tow van, sacrifice at $3,000. Ray Hunt - 836-8666 evenings.

One Porsche mask, used about 5 times, almost new. $25.00
Graham Chloupek - (415) 591-8461x421 work, (415) 368-3491 home.

1960 rebuilt engine, 1600-super. Newly rebuilt heads by Elgins. Real strong...$650.00. 4-deep dish 7" chrome rims and hub caps - disk brakes only - machine true...$150.00. 4-920/500 15 Goodyear Blustreaks R6s...$60.00. John German 327-7100x4254 work, 964-2485 evenings.

Auto trailer - 4 wheel tandem, electric brakes, running lights, only a few months old, selling for my cost only...$500.00. Ray Hunt 846-8666 evenings.

"61 Cabriolet. Silver with black top. Red leather upholstery, blaupunkt "scanner" am/fm with 2 speakers and clock that keeps perfect time. Runs well, radial tires - needs 1 rear tire drum. If interested write P.O. Box 366, Watsonville or call (408) 724-4090 weekends or 665-4672 weeknights.

911 Porsche mask like new...$15.00. 911 Porsche tool kit, new...$10.00. 911 Sway bar, everything for a T2 with two bars (13mm & 19mm)...$20.00. 914 Fog light flasher...$2.00. Delta MK 10 CD ign, new...$25.00. R Rockers 736-1917

4 5½x15 painted steel wheels for 356C or 900 series...$40.00. Ed Swain 574-7304

wanted

1965 C or SC must be in excellent condition. Would like recently rebuilt engine. Ron Williams 656-6185 evenings.

Right front fender for "67 911 any color. Call 948-3543 6-10 p.m. Ed Tobiasz

Limited slip for 741 (SC) gear box. Gears for 741 box (Late model gears) 2A-3E-B. 19mm front sway bar for 356. John German 327-7100x4254 work, 964-2485 evenings.

Wanted factory bolt-in roll bar, 900 series. Gary Evans 867-0543

Tool kit and car rack for 356C. Darlene Swain 574-7304

I am interested in buying a clean Porsche with sportomatic transmission, preferably 1972. Call Tom Henry (415) 563-8675 evenings or 552-2155 at office.

356C crank shaft - George Crabb (408) 736-3308