NUGGET
GOLDEN GATE REGION / PORSCHE CLUB OF AMERICA / OCT 1973

18TH PORSCHE PARADE

special! parade issue
Reflecting on our recent participation and joint sponsorship of the 18th Porsche Parade has brought to mind some interesting observations. Golden Gate was a very unified and hard working force at all events, which seems to have resulted in our not making the usual "trophy sweep" in the individual activities. Many members were so busy working the events they did not have time to enter an event. But when you consider the number of entries Golden Gate had in each activity we took a high percentage of first places. Even though we had the largest contingent at the Parade, we did not have the largest number of entries in the events. Some of the class winners were Bob Boyd and Bob Zulkowski in the concour, Ron Ferreira, Bruce Anderson, Marge Green, D'Anne Carleton and Troy Powell in the auto cross.

Saturday night at the Victory Banquet, however, my concern was mitigated as the overall trophies were awarded. The overall Concour winner was Bob Boyd and Bruce Anderson took overall in the Tech Quiz. Sue Garretson won first overall in the first ever Parade Tennis Tournament. The women of Golden Gate overwhelmingly established themselves as leaders in the trophy race with the top three overall Ladies positions going to regional women. Congratulations being in order for D'Anne Carleton (1st Lady Overall), Mary Wallace (2nd Overall, and Sharon Evans (3rd Overall). The 1st place overall for men went to the consistently fine performance of Dick Wallace. To everyone who lent themselves to this Parade effort, I wish to extend my thanks and praise for a job well done. Let's keep the momentum going and finish off 1973 with the same enthusiastic participation and effort.

Bob Garretson

Our cover this month is the beautiful black coupe owned by Bob and Jewel Boyd. It placed first in class and first overall at the 18th Porsche Parade.

I'm writing the editor speaks column this month because this Nugget is all about the 18th Porsche Parade we just attended. You see I'm the Hunt's 356SC and since I caused them so much trouble getting to the Parade, they told me I had to write the article.

You know, it wasn't all my fault because he parked me in a steep driveway and my carburetors ran over and put raw fuel in my cylinders. They just let me sit in the garage all the time and seldom drive me. So he should have started me up first and let me clean my cylinders out before he pulled me down the street and what was I to do? Naturally, everything popped and I blew my own cylinders out the hard way. How was I to know it was only a month before the Parade?

Well anyway, they took my engine out and took it to Clark's to fix me. One week before the Parade they got my engine back.

I could hear them talking around behind me how they were going to run me on Laguna Seca. Oh boy, I had seen that race track before (they parked me at Porsche Hill once, in the mud even). I was a little bit afraid to say the least. My owner was busily putting in a new engine, new tires, fixing my brakes, playing with my suspension and everything. I could tell right away he was working me over to go fast and not just look nice like he usually does. Last time they took me to a Parade, I was a beauty, new paint, new chrome, new rubber, I was really decked out. But he wasn't doing all that this time. My undercarriage was dirty, my trunk was not cleaned - not like before anyway. I could tell - all he wanted to do was go fast.

Well, I couldn't help it you know. My gosh, Laguna Seca is a professional race track not like an autocross. Besides, I didn't feel very well. I know he didn't have time to do all those little things to me I needed, what with a new engine and all. They worked on me though right up until I got to pull out for my practice lap. I still couldn't get it all together. I needed some more fine tuning and there just wasn't time. I did my best though but it was all I could do to get up that damn hill just after the start; then when I finally got to the top and saw nothing but a bunch of blue sky, Christ's Sake, what
now. Then they threw me through two corners that I wasn't sure which end they wanted to go through there first so I think I put both through at the same time.

Then down off that hill lickety split and through what all those people called turn 7 and then I looked up and some dummy put pylons all over the track and I must be going 100! First one way and then the other and I made it through okay and round the next corner and then it looks like a dead end up there with nothing but a bunch of hay bales and people standing around grinning just waiting for me to hit one of em. I got around through and in a big cloud of smoke headed down straight way and looked up and here is some nut jumping up and down with a checkered flag. I knew what that was for though and I tell you I was sure glad to see that.

Once just wasn't enough and they took me out there three more times.

I'll tell you one thing, I have an older sister that stays with me in the garage. I think they are planning to take her to the next Parade and it's okay with me. I've seen enough of all those shananigans.

356SC

TIDBITS & TRIVIA

Welcome back from the Parade - hope everyone has recovered by now. It takes awhile to catch up on all that lost sleep, doesn't it? The Parade was a real success and lots of fun was had by all, especially those caught by "Yours truly" and my trusty little notebook.

POTENTIAL DUMKOPHS: Ray "start one car" Hunt told Dr. Porsche (with John Cooke) to get his "____" out of turn six at the autocross before he knew who was violating the "no sitting on the guard rail" rule.... Bob Zulkowski tried to start his beautiful concur car in the pits with a towel covering the carburetors, which was immediately sucked down. Four guys and 2 small dents in the fender later, the towel was extracted and so was Bob's pride.... Let's hear it for Gloria Kirby for addressing Peter Porsche in the bar as "Hey, you guy!" She was only following Darlene Swains' lead, who coyly leaned over and asked, "Where you all from", What's your name?" The very proper reply received was, "Stuttgart. Peter Porsche." Open mouth, insert foot!... Sorry to hear about your little confrontation with the hay bales in turn #9, Eileen Larson (resulting in a bent suspension.) Hope your paw is better by now.

And now the continuing story of John Clever's car, or crunch goes the 914. In the last episode the headlights on his car were blinking up and down. (He just got his car back from the shop 2 months ago, remember.) Well, on his way to a room party (Tuesday night), John had an unexpected encounter with a "Keep Right" sign, smashing the left front fender pretty badly. Guess you're just to liberal John, either that or you're a sloppy driver....

MISCELLANEOUS: Did you know that Ron Ferreira had a huge bouquet of flowers waiting for him in his room (compliments of Martin Johnson) after his victory at the autocross?.... Lou Beckwith managed to get an extra full course dinner (at the 1st banquet) for Fred Carrera, of course poor Fred was never in his chair when the waiters came around.... Steve Kirby sold his super clean black Speedster the second day at the autocross. Now he's got dreams of 904's and nightmares of "Whitney" spending the winter in Chicago.... Alfa Davis and Ray Zazzetti had so much fun laughing and joking in the hall at the victory banquet that she almost accompanied him into the men's room. That's a no, no!.... Gary Evans (our hard working autocross chairman) crashed during the victory celebration in the Wallace's room after the final banquet. I have 5x7 enlargements of his body in repose if anyone is interested.... Congratulations to our super women! D'Anne Carleton (1st), Mary Wallace (2nd), and Sharon "Wolf" Evans (3rd), the three best women at the Parade.... And a big congratulations to our "Superman", Dick Wallace, 1st Overall!

POST SCRIPT: The Grants, Greens and Zulkowski's went to the Sports Car Olympics Labor Day weekend, bringing home 26 trophies. Wow! Congrats Carol Grant on your 2nd overall for the whole weekend.

A special thanks to those who called or pointed out trivia to me. Lord knows I can use all the help I can get. Till next month, this is Super Snoop signing off.

Sharon Getts

We can do it in the rain on December 2. Save the date for the T&D rally.
John Clever did it to us again at the Parade with his Monterey Meander Rally. Those of us "tuned in" to a GGR Rally - which lasts possibly 2 1/2 to 3 hours and maybe 75 miles - were faint when we realized this "mother meander" was six hours long. Wow! After recovering from the initial impact of these statistics, we managed to get banged out in the middle of a pack of 220 cars at 30 sec. intervals. Our clever rallymaster had us leaping around fields of lettuce, bombing down by the bean patch and otherwise disturbing the pastoral countryside from Monterey to Santa Cruz.

John's goal was to make sure no one in the unequipped class would win. He made sure of it with a 40 mph speed limit over the world's oldest and narrowest paved road. Apparently it was the main road from Los Angeles to San Francisco in older (very) days. The Padres themselves must have used it on their trip north. There was good freeway further ahead where we could easily make up our time, but how were we to know?

The Highway Patrol Fellows seemed to be everywhere. In fact, rumor has it that Ralph Nader bumper specs. were not met by two detained topless Porsches piloted by Jim Fleming and Ron Ferreira.

The tempo of route instructions was quite rapid. For example, one series of instructions required a 1 1/2 mph decrease in speed for each 1 1/2 miles travelled. Or how about the instruction; Left at Crazy Horse. Even if we saw a horse, how did the general instructions define it to be crazy?

The familiar faces of GGR and Loma Prieta check point workers were among the most welcome sights of the rally - at least they indicated we were still on course. And what a job they all did - especially the check point that had 12 cars arrive almost simultaneously. Another welcome sight along the rally route was the john (when we finally found it) at the lunch park. Possibly the most welcome of all was that last check point with careful instructions back to the hotel. For a 6 hour rally, it wasn't all that bad. Maybe we'll even go on another rally---next year.

Dick & Mary Wallace
evenings passed all too fast.

Finally Thursday afternoon arrived. The first lap was over too soon; and I knew there was more speed in the Convertible, if only I would keep my foot to the floor. Off again, for my last shot at Laguna. Approaching the hilltop and the corkscrew, determined for a quicker passage of this tricky road section. Suddenly no gears. No, the gears are okay, as I sort them out between breaking and negotiating 6 and 6A. Turn 7 coming up and there is no clutch. A lot of feathering of the engine and cautious shifts by use of the throttle. My time— almost identical to my first lap. If only it hadn’t broke. Worse yet, Marj hasn’t run and the car is definitely finished. I had done my thing at Laguna, but Marj was without a ride. Time was escaping too fast. We tried to keep desperation out of our conversation. There were only a few cars left to run. The next few moments still run in slow motion in my mind. Steve Kirby offered Marj his yellow speedster. The registration form was changed. Brian and D’Anne Carleton put Marj’s numbers on the car and instruct her on all the race shut off valves, starter and ignition switches. Steve quickly talked of the corners, gear selections, and car particulars. "Don't let it idle less than 4000!" With four pillows under her so she can try to reach the pedals and steering wheel, she’s off. Two quick laps since she’s the last driver to run, and she tied for first in her class. We are estatic and must have thanked Steve, Brian and D’Anne twenty time. And still do.

Took a day off and missed the six-hour rally. Two long for us, but heard it was a great one.

Another dinner—the final one with the grand awards. Too many speeches. You wondered if they had forgotten the trophies and were just trying to cover up. Finally the awards. Everyone trying to guess who would be the overall winners. You kind of were surprised by the suspension you found building in yourself. There were three women’s overall prizes and Golden Gate won all three. Too good to be true. And finally the overall Parade winner, another Golden Gater, Dick Wallace. The Golden Gate tables went wild, and we were there shouting and clapping with everyone else. It’s a great region.

The it was over. Goodbyes to a few you saw before going back to the motel room. Packing for an early start back home the next morning. Sitting for just a minute to think about our first Parade. Already we start to talk about 1975 in Seattle. It seemed a natural thing to talk about. It wouldn't be that far to tow. Sure we blew a clutch, but, you know, it never did rain.

Tom & Marj Green

CONCOURS

What anticipation—going to my first Porsche Parade. My body had been trailered to Zucci’s for paint, my parts had been washed and cleaned, enveloped, and sealed in plastic. My SC engine lovingly prepared by Mr. Paul Lang, and that was the blooper. My Master wouldn’t part with me long enough to clean my undercarriage. It was decided I’d sit on the sidelines. Dwight Mitchell (a best beloved friend) invited me to join the Speedster Circle of Honor. The others were judged. I was "For display only". My rear end dropped a few inches as spare shoes, coats, chairs, hats, purses, cameras, and 2 box lunches were stored under the toneau.

God Loves Porsches! A perfect day at Pebble Beach. A real treat for the natives as well as the out of staters. This was by far the most competitive Concours at a Parade. The entries had their cars READY. Most everyone was cool and calm. A few GGRS were cleaning like mad. Shirley Neidel, down on her knees, polishing "Slag" Evan’s grill. D’Anne Carleton borrowing Bob Boyd’s cleaner and Q tips to get a little grease off the door latches. The Smiths were trying to hide a cracked windshield with their car number, and Cheryl Gatien doing the finishing touches on Chuck Cooper’s car. Her dad, Bob, had 3 paint jobs on the winners ramp.

Dr. & Mrs. Porsche attended their 1st. Concour. They were extremely impressed. I did a shiver when the good Doctor put his hand on my door. He was especially taken with the condition of the 356’s. A 1950 356 (most popular) made many people very nostalgic.

GGRS, as in all the events, were in there working. Our good humor couple, the Propps were relieving tensions and taking pictures, as were Chet & Betty Lane. The Neidels, Hunts, Osgoods, Kirby Hollis, E. Carleton, B. Anderson, B. Rose, C. Tracy, D. Mitchell, and Super Judge Paul Lang, were among those who suffered blisters, kinked backs, conked heads, and some pretty
dirty looks, as they wiped grease off their hands with The White Cloth!

A luscious box lunch was served. The workers welcomed a chance to sit down to enjoy the chicken and wine.

About 4 P.M. the anticipation and suspense was at a high pitch. Concours Chairman Gene Babow announced the judging was complete. The ramp used for the Concours D'Elegance, held a week earlier, was left in place. It made an impressive setting for the lucky winners to receive their awards from Dr. & Mrs. Porsche.

Harv & Linda Smith were 3rd in Class A. Not bad for preparing 2 cars. Bob & Jewel Boyd's beautiful black coupe was 1st in Class B and 1st OVERALL. Bob & Gloria Zulkowski got 1st in Class 6. A super car, restored from a total wreck! Rick Ford took 3rd in Class. Steve & Gloria Kirby were 2nd in Class H. Steve had taken a 2nd at Sears Point on Sunday so it was a fast clean up job. Gary & Sharon Evans started a new class, I2. It's for Porsches that look like dragsters, dune-buggies, and Shoemaker's cartoons. Slug came in a respectable 3rd. Others entered were the Big Winners Dick & Mary Wallace, Brian & DeAnne Carleton, Tim & Donna Bailey, Joe & Mary Ann Reitmeir, Tracy & Christine Powell, Bob & Sally Daves. I've missed some of the troopers, but haven't received the results and my works aren't programmed for memory, so will P.S. next month.

A Super Concours, A Super Day, & me- A Super Silver Speedster, speeding down the Seventeen Mile Drive into the sunset, but that's another story.

Scott's Speedster

AUTOCROSS

I think it was necessary to see this event to believe it. 918 timed runs, plus 2 practice laps produced in excess of 2,800 miles on Laguna Seca Raceway with absolutely no problems. When we consider there were greater than 50 people on duty at all times with complicated electronic timers, 2 communications networks, announcing systems and people, people, people, it was truly amazing that it all happened without an error or mistake.

I'm referring, of course, to the organizers and workers not making a mistake. Driver wise—we saw many interesting new lines through the corners. Almost from the first timed run, the announcers started a new club. It became known as the turn 6 & 6A, 7, 8 & 9 club. To join, it was required you do at least a 180° spin in one of the turns. People slowly joined the club throughout the three days. At the awards dinner each specific corner club was asked to stand and be recognized. I think if you added them all together the entire room must have stood up.

Anyway, it was an all time event!! I've received literally hundreds of compliments for the successful event. At each and every occasion I reminded the person of my staff who really did all the work (I might add—perfectly). If we were all together at a meeting I would ask you to give a big hand to the following people: John McCarthy, Dick Wallace, John Larson, Ray Hunt, Jim Fleming, Rick Ford, Bruce Anderson, George Neidel, Steve Kirby, Dick Spear, Allan Brook ing, Grace West, John Clever, Check Tracy, Judy Zacccone, and Bob Zulkowski. These people are the key staff members which made this the best ever Parade autcross. I would like to publicly and very sincerely say "Thank You".

A special Thank You goes to all the members of Zone 7 who worked for three solid days.

The final remark: Saturday morning, on the way to breakfast, I asked John Clever the Parade Rally Chairman if he would do it again? John said "Would You?" I said, "sure and John said "me too!!"...

Gary Evans

Wew! This is me just after turn 6 - my fourth time.

Hunt's 356SC
COMING EVENTS

DINNER MEETING

Event: Oktoberfest Dinner Meeting

Entertainment: German Band
               German Dancers & Dancing

Date: October 20th

Place: Germania Hall
       261 North 2nd Street
       San Jose, Calif.

Time: 6:30 pm German pretzels and beer for purchase at the bar.
      8:00 p.m. Dinner

Menu: Catered German dinner

Price: $6.50 per person

Make checks payable to PCA GGR

Send reservations to:

Mary Ann Reitmeir
1521 Queensbury Avenue
Los Altos, Calif. 94022

All zone 7 regions have been invited to attend and we are expecting a good turn out. Due to the size of the hall, there will be a limit of 250 persons for this meeting. Deadline for the reservations is October 6th, or whenever the 250 limit is reached.

Get your reservations in early. This will be an authentic German Oktoberfest and if there is a good turn out, we hope to make it an annual event similar to CRAB.

Let's see how much beer Golden Gate Region can really drink.

Sharon Neidel

NOVEMBER DINNER MEETING will be at the Sunol Valley Golf Club. The evening's entertainment will be the fabulous new Porsche-Audi film "One for the Road" and a Chet Lane special film on Spa. Dinner choice will be chicken braised in wine sauce or top sirloin steak. The date is November 17th - Mark Your Calendar.

Rally

ICEMAN'S REVENGE THE SECOND

We have planned a fun-filled afternoon for all with a navigational-gimmick-coursemarker rallye. Come and bring the kids, the more sharp eyes, the better.

Date: Sunday, October 21, 1973

Time: 1:00 P.M.
      Rallye instruction for beginners at 12:30

Place: Art Stange Foreign Car Service
       423 West Evelyn Avenue, Mt. View

Cost: $2.00 per car (bring a bus, truck or even the Porsche)

Finish: Nearby pizza parlor with adult and childrens beverages

To reach Art Stange's, take Bayshore to Moffett Exit, turn towards Mountain View, cross Central Expressway and railroad tracks, take the first left (Evelyn) to 423.

Hope to see you there. We will have some nice trophies

Harv and Linda Smith

Know what they call a Porsche driver with pink tights?
Ben Gay
AUTOCROSS

Location: Pleasanton Fair Grounds

Times: First car out at 9:00 am
Registration closes at 1:00 pm
Last car out at 4:00 pm

Cost: $2.50 per person or $4.00 a couple

Remarks: The workers required to staff the event will
be acquired from the run groups. Insufficient
volunteers will cause the event to be stopped.

Party at Treffens after - bring swim suits.

Brian Carleton
Gary Evans

FUNKHANA

SON OF FUNKHANA REV. #1

As promised in last months Nugget we now bring to you,
the lurid details of the "Third, But Not Alway, Annual
Plaza Del Robles/Saratoga/P.C.A. Funkhana And Good
Time Party.

Yes funkhana fans the time has finally arrived (Sept. 30th
at 10:00 am) for the grand and long awaited event.

The location of this extravaganza collosus will be in
the parking lot behind the Plaza Del Robles in Saratoga.
Notice how that coincides with the event name. Clever
devil!

Anyway, if you need help finding your way through
Saratoga, call John Clever. If he isn't home look for
the signs after you take the Highway 9 off ramp of high-
way 280. Prizes will be awarded in order to justify the
$2.00 entry fee (key cases, gearshift knobs, wax, crap
like that).

The whole purpose of a funkhana is fun so come on out
and make a day of it. If you've saved any money after
the Parade blow it here, maybe you'll take home a new
gearshift knob or something just as wonderful.

See you on Sept. 30, at 10:00 am at Plaza Del Robles.
Beer afterwards, Maybe.

If you plan to come from a long ways, call Sharon Evans
to assure yourself this event is still on.

Bruce Anderson, Dick Spear, Sharon Evans

and,we go touring...

KONOCTI HARBOR INN

The planned tour to Little River Inn (Nov. 3-4) had to
be cancelled. Little River Inn was unable to provide
needed accommodations. Instead, a scenic tour through
the vineyards of Sonoma and Napa Counties to Konoe
ti Harbor Inn at beautiful Clear Lake has been arranged.
The tour includes the following:

(1) An outdoor picnic lunch and wine taste at the
Ingleook Winery.
(2) Room accomodations for one night (double occup-
ancy) at Konociti Harbor Inn.
(3) Sightseeing cruise aboard Konociti Princess - to
include champagne and hor d'oeuvres.
(4) Two cocktails per person.
(5) Buffet dinner.

Price per person is $29.00.
Konociti Harbor Inn is a fabulous recreation develop-
ment on Clear Lake. The resort has everything there,
or nearby for your enjoyment: golf, tennis, hunting,
fishing, boating, horse back riding, swimming, and
comfortable lounges in which to sit around and relax.
There is a teenage center and children are invited
(there is a small charge for children over 12 years
for lodging). For those of you who enjoy golf, be sure
to bring your clubs. A brochure giving more informa-
tion on Konociti Inn will be mailed to the membership.

Here are the details:

Dates: Saturday-Sunday Nov. 3-4 1973
Time: 9:15 am

Assembly Area: Parking lot, Marin County Civic Center in San Rafael

How to get there: Drive north on 101 beyond San Rafael turn right at No. San Pedro Road, then left to Civic Center and left through opening to parking lot on north (lower) side of Civic Center Bldg.

Lunch: At Ingleneuk Winery. Bring your own picnic lunch. Wine may be purchased there.

Arrive at Konocti Harbor Inn at approximately 2:30pm (If you are not touring, take highway 29 to Soda Bay Road and follow signs).

Boat Cruise: Sightseeing cruise aboard Konocti Princess. Champagne and hor d’oeuvres to be served. Time to be announced.

Dinner: 8:00 pm Buffet

Sunday, Nov. 4th: Open, your time is your own. Relax and enjoy the surroundings.

Send reservations to: Norman Merkel
Box 8291, Airport Branch
San Francisco, Ca. 94128
(415) 355-0200 (after 6:00 pm)

Make checks payable to PCA-GGR.

Deadline for reservations: Send you checks by Saturday, Oct. 20, 1973. This is important as we must notify the Inn how many to expect.

--- ATTENTION ---

Date: October 17th, 1973

Location: Gary Evans’
13640 Saratoga Vista Ct.
Saratoga, Calif. 95070
867-0543

Time: 7:30 pm

Main Subject: Proposed Zone 7 autocross class structure.
EPISTLE FROM A PORSHCE APOSTLE. ................
"and now a comment."

I've been a new GGR member for almost 2 years. As I recollect I started my PCA career by missing the party for new members to which I was invited. Since then I've been an active participant in about 3 events. I got the appropriate amount of enjoyment from that participation in the club and decided to quit. It occurred to me, however, that I'd never met anyone and since I really enjoyed driving my PORSCHE I probably should get my thumb out (reconsider) and give the club a real chance before I packed it in.

So--I'll be attending more events and letting you other "new" members know how one of us enjoyed them.

I hope they turn out better than my Parade efforts. I made firm plans (along with motel reservations) last Nov. and began my efforts get "the rat" (a '65 911) into presentable shape for such a momentous occasion. It fought me every inch of the way with a stuck clutch and throw-out bearing, cracked transmission case, dead battery, broken radio, shredding upholstery, peeling paint, and many smaller irritations. In early May it delivered the cruelest of all, an engine working out its own self-destruct plan. "The rat" had become a rat-hole into which I refused to pour another cent. So, much to my wife's relief, I bailed out, and began looking for another Porsche which was more of a car and less of a kit. By early July my parade plans were revived as several weeks of looking had found a Virgin White '69 912 perched over old oil spots in the garage. Unfortunately, the spots were contagious. Attempts to repair the leaks led to an attempted tune-up, which found a burned-valve--which led to a valve job, which found a cracked head, which led to a complete overhaul, which almost led to a divorce. I was now committed and pressed on to complete the job in time for the Parade. A fellow GGR member and friend helped me (I washed parts, "goffered" and drank beer) rebuild the beast in just under 3 weeks. Unfortunately, the 3rd week was the week of the Parade. But I was determined! Early on the morning of August 26th my wife (she had returned now) and I departed for Monterey to see the NASCAR Road Race. It was a cold, foggy morning and all was right with the world. As we neared Monterey I met increasing numbers of departing Porsches. I flashed my lights bravely, muttered "better late than never" and pressed on (I later found out the right headlight wasn't working!) In any event we finally made Laguna Seca, saw the Tuborg Classic (The best thing about it was the beer). So now I can drop into a conversation, "When I was in Monterey for the 1973 Porsche Parade-----". Web Beadle

Ed. Note.
Web has joined the Nugget staff as a contributing editor. We welcome him on board and look forward to future articles from Web. Any more of you inactive "new members" who would like to join up?

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NEW MEMBERS

Lawrence Becker
1950 Gough St.
San Francisco 94109
771-1534
'73 911T
Attorney

Dan Catucci
650 Harvester Dr.
Foster City 94404
341-6055
'73 911T
Mechanic

Roland Davies
166 Caldecott Lane, #206
Oakland 94705
548-9515
'71 911T
Contractor

Bruce Fong
2430 Tulare Avenue
El Cerrito 94530
236-0475
'70 914-6
Customs Broker

Marilyn A. Lotz
27 Winslow Place
Moraga 94556
376-3597
'73 911T
Housewife

Stan Michelman
3420 Market Street
San Francisco 94114
647-6633
'73 911T

Ronald C. Otzman
4950 Stevenson Blvd. #8
Fremont 94538
651-3197
'66 911
City Planner

Greg & Theresa Smith
745 Shelter Creek Ln. #153
San Bruno 94066
583-4853
'72 914
Engineer
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, and should be submitted in writing. No phone calls, please.

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.

for sale

914 2.0 front shocks $60, rear shock with springs $80, used less than 100 miles. 4 6x15 American magnesium (not aluminum alloy) wheels for 356C/911/912/914-6, offers over $250 (price includes lug nuts/hub covers). Donald Chiang, 1533 Lincoln Way, San Francisco, 94122, weekdays/781-3030, weekend/eyes. 664-3683.

Parting out totaled '63 coupe. Super engine, front end shot. Dick Spear, 961-7775

'72 914 1.7 metallic gold, lowered, extractor, riviera mags, coco mats, blaupunkt AM-FM stereo, bumper guards, sebring mirror, 20,000 miles with 10,000 on Semperit tube type tires. $4,375. Bill Patton, 981-0600 days or 521-7063 eyes.

Colgan 911 type Bra w/case. Used 3 times, like new. $25.00. Coco mats for 911 front and rear brown and gold. $7.00. Tom Spada, 10150 Parkwood Dr., Cupertino, 95014. (408) 253-0460

Tonneau cover black for '60 Roadster barely used. $35.00. Factory shop manual and supplement 356A. $35.00. Bob Riegg, 284-1739 (after 8:00 pm)

914 extractors, $25.00. Judson electronic Magneto $20.00 Tony Luce, even. 471-0624

4 22.5x7.5x15 Good Year Gumball tires R7 compound four auto x's on them. Was on 914/6, perfect fit under 900 series carb. $185.00. Busch extractor and stinger for 911 $20. offer. New extractor for 911 or 914/6 500 miles use on it, very mellow but powerful $35.00/offer. Free, two 3.75 8.50x15 Firestone tires good for capping. Rick Ford, 566-4276

Silver '59 Convertible 'D' for sale. Winning autocross machine. No rust, race wheels & tires. Extensive updating and modifications. Street legal. $4,500. Tom & Marj Green, 530-5807

3 muffler Bursch for 911 or 914-6 $50. Half mask for 914 $25. Two Hella driving lights with Q1 bulbs, 5 3/8 Dia., used only a couple hours $30. Bruce Fong, 391-9657 weekdays, 655-0484 evenings.


Delta mark ten "CD" unit (used) $10. Amco threshold plates for 911/912 (new) $3.00 Noah Anglin, 739-2373, days, 225-3551, evenings.

5 speed transmission from '65 911. Had been rebuilt shortly before being removed when patched crack failed. Web Beadle, 933-1033

wanted

For '69 912, left rear light assembly, front sway bar and bra. Web Beadle, 933-1033

'69-'71 911 (T or E), will pay good price for clean, well kept Porsche. Contact Steve Skidmore, 195 San Anselmo Ave. S.F. 564-2830 eyes., 781-4211 X 2264 days.
**October**

12-14 LAGUNA SECA/CAN AM  
20 TECH/Steve Kirby  
20 OKTOBERFEST DINNER MEETING/M. Reitn  
21 VARIETY RALLY/H & L Smith  
27 HAY RIDE/BARN DANCE/Gloria Kirby  
28 AUTO-X/Gary Evans, Brian Carleton

**November**

3-4 KONOCTI HARBOR INN/Norm Merkel  
11 SWAP SESSION/Bob Getts  
17 TECH/Steve Kirby  
17 DINNER MEETING/Marj Green  
18 T & D RALLY/Steve Kirby  
25 AUTO-X

**December**

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

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**NOTIFY THE FOLLOWING:**

The Nugget: Donald Chiang  
1533 Lincoln Way #4  
San Francisco, CA 94122

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

**DO NOT SEND CHANGE OF ADDRESS TO PLEASANTON**

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RAY HUNT, EDITOR