SUPER TUB Racing Team

[or Sharon Evans was there!]

A brief report in the last NUGGET gave you the news that Super Tub finished second to the Huffacker BMC MGB at Portland. It's tough to be second after four straight wins, but that second place added six important points to give Dwight a sure invitation to the AARC in November. There are a few plans in the mill at present and hopefully there will be a gold no. 30 on the grid at Atlanta.

You all know who won the race, and now read on for another chapter in the continuing saga of Super Tub. Portland is a long 12 plus hours on the road. Dwight left early on Friday morning towing the race car with a harem consisting of Linda, Barbara Rose and Sharon Evans. Gary and I were unable to take time off, so we were scheduled to travel in a 6 passenger private plane leaving Hillview International Airport Friday evening. Not a Lear Jet or anything, but better than riding in Big Goldie. Dwight had had arranged this as he wanted his own crew for this race. A donation from John Mozart of Mozart PorscheAudi helped pay for the air fares. Thank you John, your check was much appreciated.

Prompt as always, Mitchell racing was first through registration and first in line for tech inspection. The race schedule had called for two practice and qualifying sessions on Saturday, a short warm-up and the C, D, E Production, B Sedan race on Sunday. Some changes had been made to the Delta Park Track since our two victories last year. Dwight was anxious to get all the laps he could to learn the new course. Super Tub obviously didn’t agree and developed a voracious appetite for DAYCO fan belts so that she could rest in the pits. In addition to the fan belt problem, we also had to do an improvised front end alignment and worry about brake pads. Dwight has had new sets on order for months but those guys at Ferodo just won’t get on the ball. Guess they are in cahoots with the M G Crews.

Regardless of these problems, Dwight’s lap times were satisfactory and a Mitchell-Woodner duel was in the cards. With qualifying over, the car checked out and ready to go, we all went to dinner with the Bob Little and Mike Hansen crews. Returning to the motel full of Mexican food and margaritas!, yours truly got the all time phone call. This is your wife calling and you are the father of a brand new baby girl! How about that! According to D’Anne’s doctor, the baby wasn’t suppose to arrive until after the weekend. After all, she had travelled to Europe and Africa for a month in August without any problems, so I felt safe in going to Portland. Never can tell I guess. By the way fans, Mother and Baby Sally are doing fine.

Race day was Oregon’s summer. Absolutely fantastic weather! The stewards of the meet called a mandatory drivers meeting where most of the pertinent info was given in code. Everyone got the message loud and clear that no one was to go “gunny sack and smoke grass”. That is a big bad NO! NO!

After the warm up session the highlight of the day was a bicycle race. Noted racers such as Merle Brennan, Monte Shelton and Jack Scoville raced one lap against local disk jockeys and overweight SCCA officials. Sorry to report that the race drivers were soundly thrashed by the radio jocks.

Pre-grid for our races was a shambles. Those drivers who hadn’t made official qualifying were scattered throughout the grid by class instead of starting at the back of the pack. After much argument, the race finally got underway. Due to the peculiar pit situation at Delta Park, the crew split up. Gary and Sharon were in the racing pit, while Linda, Barb and I ran the watches and pit board way-way up the long straight.

At the start, Woodner let the ‘E’ cars with Dwight second. The Tub passed the MGB at least once but the ‘D’ cars kept getting in the way as they could go like hell on the long chute by start finish. A spin by Dwight and the interference of DP Datsun, allowed Woodner to build his lead to 12 seconds which he held until the finish.

Portland was the last national on the west coast. We would have tried for Phoenix, however, why beat the car when we had enough points to be invited to Atlanta. Starting this season as “Low Budget Racing Incorporated”, we are happy to have run five races, taken four firsts and one second, plus set lap records for ‘E’ Production at Laguna Seca and Vacaville. Quite a show for a private entry.

I hope you have enjoyed sharing the excitement of Super Tub’s racing activities. It was fun and let’s hope the next episode is about how Mitchell’s Raiders stormed Road Atlanta.

AARC here we come! Bye, Bye Sharon, Brian Carelton.

...I found it while inspecting the track and I thought I'd stop to ask if you've lost anything."
TECH TIP

BRAKE FLUID CHANGE
Every one to two years your brake fluid should be flushed out and replaced. Service shops can use a pressurized reservoir to accomplish this job without using continual pumping of the brake pedal. After a couple of years, rust pits form in the master cylinder bore and in the wheel cylinders of drum brake car in particular. Pumping the full stroke of the master cylinder moves the rubber plunger parts over the rust pits in the normally not used area causing damage to the rubber sealing edges. So master cylinder failure can occur shortly after a bleeding operation. To avoid this problem without a factory type bleeder tank assembly, air pressure of about 6 to 8 psi applied to the master cylinder reservoir and then each wheel cylinder can be opened in the proper sequence with the air pressure forcing the new fluid through the lines. The reservoir should be checked often for fluid level during this process. To accomplish the reservoir pressurizing, I purchased a new reservoir cover and affixed a plastic tube about three feet long to the cover using some brass fitting in a drilled hole. A valve can be put on the other end of the tube and then connection made to any source of air at about 6 to 10 psi (air compressor, compressed gas bottle, spare tire, even an insecticide sprayer pump). This operation can be done by one person rather than the customary two. Be sure and use a top quality brake fluid such as Dupont Ultra Heavy Duty 550 degree boiling point.

Dick Osgood.

911 TUNE UP
This is a repeat of the session held in September due to the excess of reservations. It will be a demonstration type presentation covering electrical-ignition, carburettor-fuel feed adjustment, and valve adjustment. Make reservations please to Dick Osgood, and include your phone number, and model, and year of car.

DICK OSGOOD, 1265 GOLDEN WAY LOS ALTOS 94022

porsche poop

EVENT: Informational Rap Session
DATE & TIME: Saturday, November 20th, 10 AM
PLACE: Porsche Audi West - Pleasanton

Subject matter will cover the '72 models and any changes that are coming in the future.
This is a combined region event so: Reservations are required by no later than November 17th. (To take care of snack and seating plans.)
Dick Osgood
1265 Golden Way
Los Altos 94022

RALLY 'round the MAIDEN

PLACE: Town and Country Shopping Center, Mill Valley. From San Francisco take U.S. 101 north. Immediately north of the Richardson Bay Bridge take Seminary Dr. off ramp and turn left onto the frontage road. Follow it north parallel to 101. The starting area will be near Mill Valley VW.

TIME: First car will be out at 1:00 PM. Workers cars will begin departing at 12:45. Registration and an informal question and answer period will begin at noon.

BRING: Pencil, paper, clip board, watch with a second hand, much luck and skill if available.

WORKERS: Needed of course. We will continue with the driver worker system. It's a fun way to pick up extra points. If you wish to work and drive or just want to lend a hand, drop up a post card or give a call. Try to arrive early for a brief planning session.

This will be a straight forward time and distance rally. Driving time should be 2 1/2 hours and we will end in the central Marin area. Come keep us company and enjoy some of the best views in the area.
Alan and Joy Best 415-924-4879
25 Sunnyside Ave.
Corte Madera 94925
A CLEVER TRIP
9/25/71

RESULTS

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<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Points</th>
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<tr>
<td>1st</td>
<td>Dennis &amp; Roberta Winter</td>
<td>186</td>
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<td>2nd</td>
<td>Loy &amp; Wally Bass (First prize for</td>
<td>139</td>
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<td>best protest)</td>
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<tr>
<td>3rd</td>
<td>Alan &amp; Joy Best</td>
<td>131</td>
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<td>4th</td>
<td>Franz Baichl &amp; P.J. Hames</td>
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<td>5th</td>
<td>Tony &amp; Judy Luce (Loma Prieta)</td>
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<td>6th</td>
<td>Dwight &amp; Linda Mitchell</td>
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<td>Barbara Rose</td>
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<td>Dick &amp; Jeanette Spear</td>
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<td>Rod &amp; Ros McBroom</td>
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<td>Gary &amp; Sharon Evans</td>
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<td>(First prize for best bus award)</td>
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<td>7th</td>
<td>John (it’s not right) Clever</td>
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<td>8th</td>
<td>Bud &amp; Gindy Crouch</td>
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<td>9th</td>
<td>George &amp; Sharon Neidel, and</td>
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<td>10th</td>
<td>Don Hempel &amp; Patte Little</td>
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<td>11th</td>
<td>Bill &amp; Linda Rush</td>
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<td>12th</td>
<td>Chuck &amp; Lynn Tracy</td>
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<td>13th</td>
<td>Tom &amp; Marjorie Green</td>
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<td>(Best first timers)</td>
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<td>14th</td>
<td>Jerry &amp; Susan Hamilton</td>
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<td>15th</td>
<td>Jeanne Mastrian &amp; Joan Mooney</td>
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<td>16th</td>
<td>Floyd &amp; Gloria Jensen</td>
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<td>17th</td>
<td>Jim Fleming &amp; Kathy Southern</td>
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<td>[The Tiebreaker estimate was closer</td>
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<td>18th</td>
<td>Bob &amp; Sally Buckthal</td>
<td>59</td>
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<td>19th</td>
<td>Tom Pratt &amp; Pat Robertson</td>
<td>56</td>
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<td>20th</td>
<td>Toby &amp; Leta Evans</td>
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<td>[These fine people get the dead last</td>
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Thanks for running our rallye. If you enjoy this sort of thing, and
want to run a rallye expertly written rallye, see Iceman’s revenge
elsewhere in this issue for an upcoming rallye which we think you
will enjoy.

Harvey & Linda Smith

RODEO GULCH RALLY

PLACE: Anderson-Behel Porsche/Audi Dealer
       4355 Stevens Creek Blvd.
       Santa Clara

TIME: Sunday, November 14th.
      Registration starts at 12:00 noon
      First car leaves at 1:00 PM

You are invited to attend a Monte Carlo type rallye put on by
the Loma Prieta Region. This event will be about three hours
in length and will traverse some very interesting roads in the
Santa Cruz Mountains. Emphasis will be on following the
correct course, speeds will be moderate, and only one average
speed will be used per leg. Approximate checkpoint locations
will be known in advance. One or two special timed sections
will be included in the course of the rallye.

If you have further questions, call the rallymaster - Keith
McMahan at 353-2055.

ICE MAN'S
Revenge

A Navigational-Gimmick-Coursemarker Rallye.

PCA-GGR is giving a rallye under the regulations of the American
Rallye Association of the Bay Area, open to anyone wishing to run

DATE: NOVEMBER 5, 1971
TIME: Start anytime between 6 & 9 PM
PLACE: Stanford Shopping Center, Palo Alto
CLASSES: 1st Timer, Beginner, Novice, Senior
         and Expert (PCA Members will be
         expected to run within this class
         framework)
TROPHIES: Over 50
COST: $3.00 per car load

This rallye is being written by a guest rallyemaster. We promise
it will be as challenging and error-free as an expert can write it.

Harvey and Linda Smith
Rallyemasters Pro Tem
The last two autocrosses provided an interesting spectrum of course experience. Monterey Bay Region hosting the first event, offered a course with third gear driving, due to a long straight where higher speeds were possible. The layout also required up and down shifting thru first, as chicanes were interspersed throughout the course. Inasmuch as Salinas seems far away on a Sunday morning, only 30 Golden Gaters traversed to the event, and many of those hardy souls were rewarded with 4 and 5 runs each. In contrast, the Chuck Boardman chaired autocross in Sunnyvale, was an exercise in maladroitness maneuverability. This tight course proved to be one of the most challenging designs of the season, as correct vehicle placement proved essential with turns immediately preceding each other. An incorrect line in turn A would result in poor placement for turn B, etc., costing precious fractions of a second. Most driving was done in first gear, with some second gearing in a left hand sweeper. The thought of what the next course will be like is definitely a provocatively one!
On Sunday, October 3rd, the GGR hosted the 2nd International World Championship Funkhana de Saratoga. World class competitors from as far away as San Rafael showed up to bid for glory and fabulous prizes in this, the most grueling of sports car events. Perfect weather prevailed and the fast track severely tested the mechanical reliability of the cars. Drivers and navigators were tested, not only for Porsche driving skills, but also for skills at driving Mike Evans blue wagon. Manual dexterity (shoe lace tying), mechanical skills (sparkplug threading), physical endurance (balloon blowing), spelling, and left handed dart throwing were also tested.

Defending champions Ben Hansen and Bob Buckthal in a specially prepared 911 Targa won the open car class but failed in their bid for an unprecedented 2nd World Championship. The closed car class was taken by the Ray Hunt-Dick Spear team in a supermodified 912.

The top time of day was a crowd-pleasing performance by the very smooth working Steve Allison-Marv Besmer duo in a totally unprepared, unmodified, and unsightly VW tow car. The catastrophe of the day occurred when Bill Weitzel took a flying leap into the very Viennese Kickbox Special. Unfortunately, Pat drove away while Bill was airborne, and he landed on the car instead of in it. Very sad, folks.

The most spectacular run of the day was by Ann Hunt in an unmodified T-Shirt.

After the competition, participants were treated to beer and goodies in the Evans front yard where prizes were awarded. It was a great event, thanks to co-chairmen Bruce Anderson and Dick Spear. Thanks also to House of Porsche and Gary Evans for donating prizes.

Bob Buckthal, author
tour to the Pinnacles

DATE & TIME: Sunday, December 5th, 9 AM
RENDEZVOUS: San Jose Hyatt House,
On First St., just south of Bayshore (101)
WHAT TO BRING: $1.00 for possible park entrance fee, 50 cents
to cover prizes, picnic lunch, flashlight, shoes
for walking on wet rocks, and for light hiking,
and maybe a light coat depending on the weather.

The tour consists of the world’s longest route to the Pinnacles and
will take about three hours. GASP at the breathtaking mountain
scenery! THRILL at the great Porsche roads! AMAZE at the un-
believable distance between pit stops! PRIZES for the best quiz
scores! ENJOY your picnic lunch in an unusual setting followed by
an interesting, short hike thru rock caves to a scenic mountain lake!
You may then spend the afternoon hiking the interesting park trails,
landing to and thru the beautiful Carmel Valley, or returning to San
Juan Bautista to visit this old historical area and dine at Cademartor’s
Restaurant (one of the area’s finest). The weather last year
during this weekend was outstanding, and the park is sure to be
almost empty. Ideal conditions (if we’re lucky) for an enjoyable
day away from the smog and Christmas shoppers! For any further
details call Al Pound, 739-6658

Swap Meet

Want to get rid of those extra Porsche parts that have been clutter-
ing up your garage and possibly make a few extra $$$ before Xmas???
Then help support a Christmas shopping spree by the Missus by
selling and/or trading any of your useful Porsche parts at the GGR
annual swap session.
Weber Motors, 1940 Washington Ave., San Leandro will be the lo-
cation; 10 AM till 2 PM will be the time; and Sunday, November 14
will be the date.

Arrive early to set up your wares and to get the best bargains. Re-
member, there will only be 40 shopping days before Christmas after
the swap session, so scrounge through your junk(!) and we’ll hope
to see you at Weber Motors. Sally Buckthal.
Directions: From the Nimitz Freeway, take Marina Blvd. East exit.
Left at second signal. 1½ blocks to Weber Motors.

FOR SALE

1971 911T, sepia brown w/leather int. All options, tinted
glass, appearance group. $7,195 or assume lease, 247-2530
(after 6) Hank Luthe.

Maserati air horns, triple red plastic trumpets complete with
compressor, wiring, relay switch & button (for 6 volt system)
$18 or offer. Ben Hansen 265-6780.

4 x 4.50/7.00-15 goodyear bluestreaks, r5 design near new,
mounted on new 5 1/2 x 15” wheels, $140 firm. Max Handley,
150 Westwood Dr., Novato - 897-5560.

2-Porsche 5 1/2 x 15” mag wheels - $75 ea. 2-Porsche black
seats with head rest - $80 ea. 1-Porsche leather steering wheel

1955 Speedster. Original engine, 16” wheels, ID insignias. Has
reclining leather seats and very little rust. Returnable parts
available. An easy restoration project while you drive. $1200.
Ken Jones - 825-3937.

Trans. 644 type BBAB gears - $150. Ring & pinion 7-31-
$80. Many other 644 trans parts. Pair of 912 cylinder heads
$120. Flywheel 180mm - $25. Set of crest 900 series or
‘C’ model hub caps - $20. ‘69 rack & pinion steering gear -
$20. 912 or ‘C’ model pressure plate (200mm) - $15. Cast
iron cylinder barrels for re bore - $4. Set of 911S front brakes

1971 911T/S targa 5/spd. silver, tinted windows, AM/FM
stereo, 911S int & ext. suspension, wheels-available in Dec.
1969 911E engine 18,000 mi-offer. 1969 900 series starter
$35, tac - $50, speedo - $50, clock - $20, fuel oil gague - $25,
tem-oil-gen gague - $25, 5 painted 4 1/2’ wheels - $40, 4 disc
brake assemblies - $250, right front lower A arm - $40, 2
rear trailing arms & torsion bar assemblies - $50, master brake
assembly - $25, 4-5 1/2” painted rims - $40, 4-6” painted
rims - $100, 4 Dunlop racing 475-100-15 tires - $100, 1
58-59 coupe door (right-new) - $150 or offer, 1 ’59 coupe
deck lid - $25, ’59 silver Cabriolet (clean) - $2,000. Jim
Gaeta 351-7838 or 352-2545.

1-B model steering gear complete - $50, 1-C model steering
gear complete - $50, 1-C coupe right door complete - $75,
1-C coupe deck lid - $20, 1-B Cabriolet right door - $75,
1-5000 redline tac & speedo. Troy Powell 352-2545 or
278-0989.

WANTED
Pair Zenith 32 carburetors, B or C model fan shroud, 1/2
bra for 900 series. Bob Zulkowski 352-2545 or 783-9540.
BOARDS Meeting

The meeting was called to order at 8:24. Marshall Peeples and Paul Scott were absent. Steve and Gloria Kirby were guests.
Correspondence: Ray Ely has purchased Team Lucas (From Porsche Audi West release).
Letter from NCSCC confirming sanctioned rally on November 5th, and Gegen die Uhr on March 26, 1972.
Vice President's Report: November dinner meeting will be held at Michael’s in Sunnyvale.
Tech Report: Rumours about a proposed multi-region tech session at PAW in November are being circulated. December 4th will be another carburetted 911 tune-up tech session. Dick Osgood will follow-up on the cleaning up of tech inspection at autocrosses.
Membership Report: New members accepted as presented.
Activities: Another fun-packed month again in November.
Old Business: The old timers were sold to Loma Prieta Region for $150.
New Business: Chuck Tracy will take care of address changes. Ballots will be ready for mailing by 10/15/71. The joint board meeting will be held December 1st (Linda will decide upon the location.
Next meeting: The home of Dick Spear, 273 Jessie Lane, Mt. View (961-7775).

PRES. SEZ:

November is the month when each of you will determine the directors for 1972. It's important that you think of each candidate on his merits. Keep in mind that the election is not a popularity contest. If you have criticisms or suggestions to improve GGR make your directors aware of them. The ballots will arrive soon, make your choice, and meet your new Board of Directors at the Dec. dinner meeting.
The membership and Board of Golden Gate would like to thank Joe and Claudia Weathers for the many long hours spent typing, organizing, selling advertising and producing the entire 71-72 roster by themselves.
Chuck Tracy

Welcome new members!

1. Gregory L. Jenkins (Peggy)
   1626 14th Ave.
   San Francisco, Ca. 94122
   731-4577
   1969 911 T
   Physician

2. R. L. (Rob) Ladner, Jr. (Judy)
   750 Brahms Way, Apt. 30
   Sunnyvale, Ca. 94087
   738-3272
   1969 912 Coupe
   Engineer

3. H. John McCarthy, II (Nancy Lorraine)
   2984 Bonifacio St.
   Concord, Ca. 94519
   682-0779
   1971 911T Targa
   Clerk

4. Dennis M. Meister
   840 O'Neill Ave. Apt. 1
   Belmont, Ca. 94002
   1968 912 Coupe
   Mech. Engineer

Address Changes
Robert Mueller, 1725 Wright Ave., Apt. 52, Mt. View, Ca. 94040,
V. N. Vagliente, 4257 Rosewood Dr., Concord, Ca. 94521
K. Yasuda, 215 Bryant St., Apt. 1, Palo Alto, Ca. 94301

"It'll never work Herr Porshe—you can't have the power source at the rear!"
COMING EVENTS

NOVEMBER
5th   Open Rallye - Navigational-Gimmick-Coursemarker
     Harvey and Linda Smith
6 & 7  Skunk Tour - Don & Lois Lollich
13th  Dinner Meeting - Michaels in Sunnyvale
14th  Parts Swap Session - Harry Webers in San Leandro
     Bob & Sally Buckthal
20th  Informational Tech Rap Session - PAW
     Dick Osgood
21st  T & D Rally - Marin County - Alan & Joy Best

DECEMBER
4th   911 Tune up (carburetor models)  Tech Session
     Dick Osgood
5th   Tour to the Pinnacles - Al Pound
     Autocross - Steve Allison
12th  Dinner Meeting - Christmas Party - HS Lordships
     Linda Mitchell

SERIES AUTOCROSS: DEC. 5th
LOCATION: Pleasanton Fairgrounds
CHAIRMAN: Marv Besmer
STARTING TIME: 9:00 a.m. (first car out)
LAST CAR OUT:  4:00 p.m.
THE PORSCHE 911M (MOO)

The Model 911M (moo!) Introduced October 9, 1971 at Great Plains Region Porsche Club of America Banquet, Honoring and Commemorating the PCA NATIONAL BOARD MEETING, held in Omaha, Nebr., that date. Attending: Kuell Marable, Turner, Carroll, Propp, Berger, Nestlerode, Hauser, Rassa, Cornell Tetro and Yates. / Dinner-Meeting held at Happy Hollow Country Club.


L. F. Kavich
President GPR PCA

Dr. Ing. h. c. f. Porsche Kg
DINNER MEETING
NOV. 13th
Cocktails: 6:30 p.m.
Dinner: 8:00 p.m.

MICHAELS
830 E. El Camino
Sunnyvale, Ca.
245-2925

RESERVATION DEADLINE:
November 9th - Tuesday!

SELECTIONS:
Filet Mignon (14-16 oz) $7.50
Shrobroster (stuffed lobster) $6.50

ENTERTAINMENT: Special fashions
from Janee of Saratoga

Make check payable to PCA-GGR and mail

to: Linda Mitchell
346 Ruth Ave.
Mt. View, Ca. 94040

LOCATION: Michaels is located on El Camino
Real between the two main streets of Lawrence
Expressway and Fair Oaks Avenue.

CHANGE OF ADDRESS FOR NUGGET
MATERIAL:
Please send to:
Charmayne Salter
1837 Clarke, Apt. 21
Palo Alto, Ca. 94303

NUGGET DEADLINE: NOVEMBER 15TH