**Tech Session**

DATE: Saturday, September 25   TIME: 10:00 A.M.

TYPE: Tune-up session - 911 carburetted models

This event will be a combination "hands on" and demonstration session due to time limitations for a total "do it yourself" get together. Groups will be formed for Solex, Weber, and Zenith carburettor categories and the instructors will try to cover electrical, fuel feed, and valve adjustment using one or more cars per group furnished by those of you attending the session.

Please include your phone number and whether you would like to have your car tuned at the session in your reservation.

Location of the event is not firm as of the Nugget deadline, so you will be notified upon receipt of reservation.

Dick Osgood  
1265 Golden Way  
Los Altos, Ca. 94022

**AUTOCROSS**

SERIES AUTOCROSSES IN SEPTEMBER - Sept. 12 and 26th

September 12 - Series autocross with: Monterey Bay at the Salinas Airport

September 26 - Series autocross at the G. E. Plant in Sunnyvale

INFORMATION FOR BOTH EVENTS -

START: 9:00 A.M.

REGISTRATION: Open during event

CLOSE: 4:00 P.M.

GRID: a very tight grid will be maintained

FEE: $2 per person, or $3 per couple

CHAIRMEN - 12th: Steve Allison  
26th: Chuck Boardman

Contact these men for further information.
Let's have no more complaints about Mickey Mouse autocross courses. Gary Evan's layout at Pleasanton on July 25 was fast, fun and excellent and utilization of available space. The course was designed by very scientific methods - a ball point pen on a dinner napkin at the Galion dinner meeting. Gary's thought was a course without first gear turns and wide enough for the skilled drivers to pick the fast line. Judging from the comments after the event, he succeeded in pleasing everyone. If you could go fast, it was a gas, and if you simply followed the pylons it was fun but you didn't have a quick run.

There was lots of action all day. Spin outs were frequent until the troops learned the course. One of the finest runs was Bob Carretson's fantastic 62:66 for T.T.O.D. Bob really got it all together and demonstrated just how it should be done. At the opposite end of the scale was Rolf Soltau spinning out at every turn and burning about 20,000 miles off his tires on his way to a DNF. As the saying goes "If it don't go - chrome it, so if you can't be quick - be spectacular".

Our portable PA system was put to good use most of the the day. Chuck Tracy, Harv Smith, Greg Wallace and Rob Melli were some of the golden voiced announcers giving out some of the (sometimes) straight skinny. One of the more quotable comments was Harv's introduction of Bruce Anderson, "This is your basic autocrosser".

There was no problem with workers, in addition to the usual hard core, volunteers were easily "press ganged" from the grid area. New members should note that working an event is a great way to get to know people. Even Harry Barlow gave me a break running flags. Who is Harry Barlow?...

Competition was fierce in many classes, scanning the results you'll see that in class one only one second covered the first four cars. Class six was even closer with times separated by hundredths of a second. Guess everyone trusted the new photo cell timers brought along for testing as there were no beeps. Your friendly club concept speed events committee has requested board approval to buy the new equipment. As announced, Gary shut the gate promptly at 4:00 P.M. Some drivers were unhappy about that but after a hot day at Pleasanton a tall cool one sounded like one helluva a good idea. Ray and Ann Hunt invited lots of people to their home where we did just that. In addition to a well iced keg, Ann took orders for pizza available from nearby wonderful downtown Pleasanton. No offense, Ray and Ann, your home is very nice and we all thank you for a good party.

Congratulations to all class winners and a special well done to your editor "Char Baby" on a great drive to 4th overall in the top ten. Fast Eddie Evens volunteered me for this article and since he did such a good job on this autocross, I'm volunteering him for another. We have three more events in the 1971 series, so let's all get out and take a run for that end of the year hardware. You hear me Harry Barlow?

---Brian Carleton

CLASS 1
S. Kirby ... 71:03
R. Riedel ... 71:48
B. Carleton ... 71:48
R. Hunt ... 72:05
H. Smith ... 72:73
J. Fleming ... 73:96
S. Allison ... 74:46
R. Rieg ... 75:40

CLASS 2
G. Evans ... 70:27
R. McBroon ... 71:68
C. Tuveson ... 72:55
R. Stronello ... 74:02
M. Besmer ... 74:31
J. Larson ... 74:67
C. Boardman

CLASS 3
D. Stubb ... 71:07
D. Chiang ... 71:12
T. Zacccone ... 71:39
C. Tracy ... 72:22
R. Keck ... 72:45
R. Melli ... 72:64
C. Mitchell ... 72:82
K. Iles ... 73:06
D. Winter ... 73:10
S. Frisbie ... 74:63

CLASS 4
J. Weathers ... 72:06
T. Penner ... 73:31
J. Kershaw ... 74:00
R. Swinford ... 74:17
D. Parker ... 74:66
H. Luce ... 75:74

CLASS 7
M. Peeples ... 68:02
E. Ellefson ... 68:31

CLASS 8
B. Fay ... 66:30
J. Reitmeir ... DNF

CLASS 9
B. Carretson ... 62:66
B. Anderson ... 64:23
M. Fisher ... 65:33
B. Weitzel ... 65:76
N. Nieltz ... 67:13
R. Cassidy ... 76:94

CLASS 10 (Funny Cars)
T. Green ... 68:26
R. Walker ... 68:88
M. Green ... 72:33
S. Walker ... 72:55
F. Jensen ... 74:22
M. Jordon ... 77:34

CLASS 11
B. Meli ... 72:61
S. Evans ... 72:88
A. Hunt ... 73:77
L. Smith ... 75:12
C. Booth ... 75:14
R. McBroon ... 75:34
C. Weathers ... 76:18
J. Luce ... 76:29
E. Kershaw ... 77:84
G. Kirby ... 79:98
Fremont Peak

Jim Fleming's "mini" tour while lacking in participation, certainly was not lacking in fun for those that attended. Those that went enjoyed the beautiful scenery of the Fremont Peak State Park, which the picnickers had mostly to themselves. Taty Evans had brought his TV so everyone could watch the splash down, and Jim brought his 8 track tape player with a collection of good sounds. The afternoon was spent relaxing in the shade of a big oak tree drinking beer and wine and enjoying the spectacular view of the Hollister Valley.

PRES. SEZ:

Is GGR getting Rally-Shy like previous years? In 1969 and 1970 we averaged about 40 cars per rally. Rallies are about the most complex event to put on because the route must be determined interesting, the instructions written correctly (to avoid protests) scored fairly, and workers drafted. The rally series is underway now and with the light turnout you might be in the top standing overall if you attend the remaining events. So let's "Help stamp out sleepless nights for your local rallymasters" by attending his rally. (Note: a rallymaster may spend as much as 30 to 40 hours preparing an event that you may attend 2-1/2 hours.) Think about it for a moment - and the rally can turn out to be a nice tour if you so desire.

Nominations for the 1972 Board of Directors are open. Bruce Anderson is the Chairman of this years Nominating Committee, anyone interested please contact Bruce or any other Board member. The membership at large may, with 10 signatures nominate any individual club member. GGR is your organization - put some thought to it and have the people you want to direct the club on the 1972 Board.

356A Types - The Board of Directors has denied the Speed Events Committee's recommendation for a date extension for stock class to the Board's earlier decision to require all 356A cars to have large spindles if competing in any speed event. --Chuck Tracy
RALLY

It's another warm and beautiful Sunday morning as I arrive at Dave Hancock's home. I recognized immediately that the Information Storage/Systems Computer Room (disguised as you all know on rally days as Dave's 1966, red, 911) is still under its green cape. In the driveway is this funny little red car without a top. Pictures form in my mind of route instructions and my multiplication crib sheets flying from its open cockpit. That funny little car is Dave's newest family addition - a 1958 red (what else?) Speedster. How I ask you who in their right mind would pass up a chance to zip through the mountains in a Speedster? So, I'm the first one in the car. Everything appears comfortable and away we go. "Oh, incidentally," I ask, "does the trip odometer work?" "I think it does." - PANIC - Why did I give up the 'computer room'? My eyes strain to see the slightest movement of those 13 year old numbers. When it works, My heart and respiration slip back into normal mode.

We arrive at Mozart's in plenty of time. We make our usual scenic tour of the parking facilities in search of registration or verification that we came to the right place. Registration is located on a side street. Cars are arriving very frequently and it looks like a good turn out. Rally master Dick Wallace assures us that his cohort John Clever will be here in plenty of time to allow us to set our watches at 12 noon official time. 11:57 - John arrives and everyone rushes him as he calmly sets up master time. Snap. All watches are running. Dick holds a short seminar and reviews the general and route instructions. Class ends and the driver/workers leave. Soon we are on our way and everything is under control. Yes, there's the "odo end" point. While waiting to leave on the first leg, a couple in an MCB drives up and asks where the rally is going. Dave and I smile at each other and tell them, hopefully, where the route instructions indicate. The couple doesn't believe us and drives off wondering why we weren't more cooperative. First leg under control - no - I put in an extra minute somewhere and we arrive early by a minute. Second leg - resetting the odo to zero we have just learned was a mistake - the odo stopped turning. Dave finally gets it moving, as we are motoring along at 40 mph. Estimating the distance we have traveled without benefit of measurement we get on time(?). Where's the "jct" sign - a quick U-turn and we are back on course. However, the check point is right around the corner. ZOMK. A minute late. Third leg, everyone is running smoothly and arrive 1-2 seconds late. Everyone proceeds to Shakey's in Palo Alto to discuss how they did or didn't do. It was a fun day - and the worker/driver idea proved successful. Congratulations to our visitors from Sacramento Valley Region.

--Chuck Tracy

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<thead>
<tr>
<th>Place</th>
<th>Driver</th>
<th>Navigator</th>
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<tbody>
<tr>
<td>1</td>
<td>Bruce Moore</td>
<td>Loose Goose</td>
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<td>2*</td>
<td>Keith McMahan</td>
<td>Helga McMahan</td>
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<td>3*</td>
<td>Alan Best</td>
<td>Joy Best</td>
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<td>4</td>
<td>Henry Luce</td>
<td>Judy Luce</td>
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<td>5*</td>
<td>Gloria Kirby</td>
<td>Steve Kirby</td>
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<td>6</td>
<td>Bud Crouch</td>
<td>Cindy Crouch</td>
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<td>7</td>
<td>Jeanette Spear</td>
<td>Dick Spear</td>
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<td>8</td>
<td>Barbara Rose</td>
<td>Gerry Tuveson</td>
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<td>9</td>
<td>Stan Frisbie</td>
<td>Marlies Frisbie</td>
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<td>10</td>
<td>George Helden</td>
<td>Shirley Helden</td>
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<td>11</td>
<td>Dave Hancock</td>
<td>Chuck Tracy</td>
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<td>12</td>
<td>Franz Baichl</td>
<td>Heather Vincent</td>
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<td>13</td>
<td>Walt Weber</td>
<td>Tom Carmody</td>
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<td>14*</td>
<td>Chet Lane</td>
<td>Betty Lane</td>
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<td>15</td>
<td>Dennis Winter</td>
<td>Roberta Winter</td>
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<td>16</td>
<td>Steve Allison</td>
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<td>Harvy Smith</td>
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<td>Robert Gets</td>
<td>Sharon Gets</td>
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<td>19</td>
<td>Ray Hunt</td>
<td>Ann Hunt</td>
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<tr>
<td>20</td>
<td>Linda Rush</td>
<td>Bill Rush</td>
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</tbody>
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*Indicates Driver/workers

Coming Events

EVENT: A navigational-Gimmick course marker rallye

WHEN: Saturday evening, September 25th

TIME: Start anytime between 6:30 and 8:00 P.M.

WHERE: Art Stange Foreign Car Service, 423 West Evelyn Avenue, Mountain View

COST: $2.50 per carload (no limit on friends or children)

FINISH: Somewhere in Mountain View or Palo Alto, early for those wishing to autocross on Sunday

PLAQUES AND TROPHIES

WHAT TO BRING: Yourself a navigator, (friends if you have them) clipboard, flashlight, any type of transportation

--Harv and Linda Smith
Besides being an absolute nut, Chuck Forge is one of the most unusual, brilliant, and amazing individuals I have had the pleasure of knowing. His seemingly infinite knowledge about cars and engineering (the latter of which absorbs 40+ hours of his time each week—his job!) has enabled him to successfully turn three street machines into three competitive race machines during the past ten years.

His first introduction to a Porsche came in 1957 when he purchased a 1951 yellow (now red) aluminum bodied Roadster (featured in the January 1971 Nugget). He joined the Continental Car Club that year and ran numerous autocrosses with the Porsche. A few years later, he bought a 1956 black Volkswagen sedan powered by a Porsche engine. Shortly after owning this car, he found out that Volkswagens were allowed to race in what was then called the Sedan class. So he hopped up the engine, installed the usual racing goodies, went through driver's school and became a licensed race car driver. He captured many victories until it was "outlawed." Some influential people felt that the engine modifications in racing Volkswagens were getting out of hand; they protested and won. No more engine changes would be allowed. The vibrant racing career of one black bug came to a screeching halt. The car was later converted back to a street vehicle and sold to a friend.

When the mourning period was over, Chuck looked around for another potential race car. By now he also owned a 1960 Corvair coupe street machine and was pleased with its performance. Why not race a Corvair, he thought? He bought a 1960 Corvair four door sedan, set it up for racing, de-cambered it like mad, and put in mucho hours making it handle right. (One thing he has since discovered: Corvair parts are a helluva lot cheaper than those &@*%!*! Porsche parts!) With bumper stickers on the left and right front fenders reading "I love My Corvair" and "Would You Believe Ralph Nader?", respectively, he entered it in the A Sedan class and did pretty well until the fan belt broke. (He was noted for his sudden racing stops to replace a broken fan belt.) During one race the announcer observed Chuck climbing out of the car and rushing to the trunk (which is in front) to get a new belt. He declared, "I think he has forgotten which end the engine is in!" After that, Chuck kept spare fan belts wrapped around the gearshift lever on the floor. Established record time for his replacing a broken fan belt was 32 seconds flat, commencing the moment he unfastened his harness, through the steps of removing shreds of the old belt, installing the new one, getting back into the car, fastening the harness, and finally popping the clutch and motoring off. As a result of this fan belt problem and others coupled with the steady competition against cars with almost twice the engine displacement, Chuck decided not to race it anymore. However, last fall he and a friend entered it in the four-hour Enduro race at Cotati and took first place in the over-two-liter class...without a single fan belt failure!

In late 1967 he acquired his third race car. He remembered the thrill of driving a friend's Porsche (Chuck has a lot of friends) in a race the year before, at one point setting a possible world's altitude record in a Porsche by going up a guy wire and landing upside down in a pile of hay. Unforgettable! "A 1962 356B dual-grille Roadster would be a neat race car." (How discriminating can one get.) He found one for sale, bought it and immediately got to work on the engine. He was lucky to have a body sponsor to repair any body and frame damage it might (and did) have. Presently he has two complete race engines, three transmissions, stacks of "dry" tires, "rain" tires and "flood" tires, and a multitude of parts and tools necessary to take care of almost anything.
A race weekend can be both exciting and tragic. One event in particular comes to mind. It was at Newport, Oregon, and the very first race with the Porsche. During practice for the Regional Race on Saturday it was pouring rain and Chuck had to follow the car ahead of him to stay on the course. Before he knew what was happening, he ran right into the rear end of a Lotus parked alongside the course. It destroyed the front end of the Porsche, almost (if not in fact) totaled the Lotus, and cleared out Chuck's sinuses as they have never been cleared before. With a lot of cooperative effort and determination, the car was patched up and allowed to run as scheduled. Not only did Chuck win the Regional Race that day, he also won the National Race on Sunday. Fantastic! Two weeks later, he, a friend and I drove up to Kent, Washington, for a National Race. One fellow who was at Newport also went to Kent. Having seen the tremendous crash at Newport, he couldn't believe that Chuck had the very same car with him at Kent. "You guys don't believe in sleep, do you?" Chuck just roared when the fellow came out with that remark, and to this day still chuckles when he thinks about it. Chuck has many, many stories he could tell about his years of racing, complete with sound effects!

In the four years Chuck has had this funny little green car, he has spent many $$$ and many hours of work to keep it going. He estimates a ratio of 40 hours work to one hour of racing is about right; $300-$500 "outgo" per race is not unusual. Being the pit crew most of the time, I have seen how time and money are spent. Since I go with him to every race many people ask if I ever get nervous while Chuck is out on the race course going so fast, isn't it dangerous, etc. (Chuck claims it's safer than driving on the highway these days.) I rarely think about tragedy when he's racing. The one time I really worried about him was in Kent, Washington. It started to rain very hard after his race began. He did not have his "flood" tires on the car. As I was timing him, lap after lap, he did not come around when he was supposed to. I thought he must have spun out and perhaps hit someone, or ran off the course somewhere. I panicked and came close to tears wondering what could have happened. Thirty seconds later, he came around, thank God, indicated a spin out with his index finger, and kept going. (That may also have been the race in which he passed, going backwards, the first place car.) Racing in the rain can be bad news!

In short, Chuck has thoroughly enjoyed his years of racing and plans to continue doing so as long as time permits and those paychecks keep comin' in. Next time you watch an EP race and Chuck is out there wailing with the rest of 'em. Imagine a great big smile behind that Bell Star helmet: that's the real Chuck Forge, all teeth, and loving every minute of it.

914 OWNERS ACHTUNG

For you do it yourselves when installing new brake pads on a 914-4 note that the rear pads have a different procedure to be followed than on all previous Porsche models. The front brakes are handled in standard fashion where the caliper pistons can be carefully forced back to accept the new pads. But on the rear a hex plastic cap and locknut and allen bolt must be removed and backed out respectively before installing new pads. The new pads are then adjusted in position to be .008" away from the disk using the allen bolts. Check a shop manual for further details (there are two adjustment bolts per caliper, one reached through the trailing suspension arr.) and do not try to force the pistons back.

Also on 914-4's and 914-6's the universal joint bolts look alike but are not. One type is an 8k strength class and the other a 10k. Check the bolts carefully when installing on a 914-6.

--Dick Osgood
May 6 - Left S.F. on TWA 747 and arrived Kennedy in time for pre-trip champagne party with 28 other racing nuts. Then thru customs before boarding for London. Wow, are they ever uptight these days. They asked Betty (she looks the part, of course) if she had any tear gas or knives! This flight, unlike the one from S.F., was jampacked, and in the back of the coach section we felt as if we were in an overcrowded auditorium.

May 7 - Landed in London, changed planes for Brussels (a one hour flight after a 3 1/2 hour wait, drinking warm English beer at 3 A.M.) and checked into local Hilton. Tour of the city in the afternoon, then a get acquainted cocktail party given by our tour leader, Frank George (Gen. Mgr. of Autoweek), then dinner in the 27th floor roof garden restaurant.

May 8 - Bus to race circuit at Francorchamps where local sedan races were in progress. Dinner in Brussels at charming old style restaurant where ladies are carefully handed menus without prices - men get the edition with the sad news included!

May 9 - Back to the race circuit for the 1000 kr. Spa race. Seats in the main grandstand at start/finish, directly opposite the pits. This is renowned as the fastest road circuit in Europe, and we believe it, after watching the Gulf Porsche 917's bomb around the 8 mile course at better than 154 mph average speed! They led all the way, with the Rodriguez/Oliver car finishing a nose ahead of the Siffert/Bell racer.

May 10 - An hour's flight to Zurich, then bus to beautiful Lucerne. Hotel overlooked lake and surrounding Alps. Tour of city in afternoon.

May 11 - Boat trip around the lake. After dinner, we sampled the Swiss night life.

May 12 - Bus to Zurich and short flight to Stuttgart, where we were met by John Gerrisch, Porsche public relations rep., who escorted us to THE WORKS in Zuffenhausen where we spent a most glorious afternoon touring all phases of the plant. Then to our hotel in Reutlingen and a fine dinner at the local Rathskeller.

May 13 - Back to Stuttgart for an all day tour of Mercedes-Benz plant. Very impressive, especially the museum housing all their historical cars, including the fabulous racing machines driven by Carraciola, Lang, Fangio, Kling and Moss! Delicious lunch in their company dining room.

May 14 - Stuttgart to Rome, with a brief stop at Milan for lunch.

May 15 - Tour of the city in the morning, including two lovely cathedrals. Then Frank, Betty and I persuaded our guide to take us on a tour of the 45 mile Targa Florio circuit in his VW. Since Frank had an errand to run first, we got onto the circuit in reverse and spent the next hour and a half avoiding the wild driving locals in their Flats, herds of cattle, sheep, etc., plus many of the race cars still out practicing! Certainly one of the most hair raising experiences of the tour!

May 16 - Up at 3 A.M. (1) to get our bus out to the Targa circuit (it closes at 6 A.M.) The Sicilian race fans are unbelievable! Crowd control is a joke. People are lined up all along the course, even on the outside of turns, and food and wine vendors run back and forth across the track to serve customers. To the unrestrained joy of the populace, their home town hero, Mino Vaccarella, co drove an Alfa Romeo T33 to victory, as both Gulf Porsche 908's suffered race ending crashes on the very first lap.

May 17 - Morning flight to Maples, then bus to Pompeii for a tour of the really remarkable ruins (a gloriously decadent culture flourished there). (Ask Chet about the murals which they would only show the men.) After a lovely luncheon, a very hairy bus trip along the Amalfi drive (similar to our Coast Highway but barely one car wide) to Sorrento. Our room at the Europa Palace had a balcony with a glorious view of the Mediterranean.

May 18 - Steamer to the Isle of Capri and trip to the famous Blue Grotto.

May 19 - Grand tour of Rome!

May 20 - Train from Rome to Monte Carlo.

May 21 - Captivating bus tour of the principality and surrounding Cote d'Azur cities.

May 22 - Watched the Formula 3 race from our tribune at Casino Square (highest point on the circuit). As qualifying for Formula One began, it started to rain, so the lap tires were slower, and Mario Andretti just missed qualifying, since the grid is limited to 18 cars. A sad disappointment for everyone.

May 23 - Ran Into Bob Garretson on the way to our tribune near the gasworks hairpin. Jackie Stewart had the pole and took the lead right at the start. Drove a beautiful race all the way and won with seeming ease. Big surprise when Ronnie Peterson passed Jackie Ickx and Jo Siffert to finish 2nd.
May 24 - Bus to the airport at Nice and a pleasant hour's flight to Barcelona.

May 25 - Tour of the city which was a most pleasant surprise. Lovely luncheon at a hilltop restaurant west of the city, hosted by Sr. Bulta who later took us to the Bultaco testing grounds, where we had a ball riding the bikes around the obstacle course. Even Betty had a ride, with Sr. Bulta himself. The 80 plus year old marvel is the most gracious gentleman we have ever met.

May 26 - Flew to Lisbon and had brief tour of city before arriving at our lavish hotel, overlooking the ocean.

May 27 - Indulged ourselves with a late breakfast served in our penthouse terrace before leaving for the Lisbon airport where we started for home on a TWA 707. Made a final "European" stop at the Azores - Well how many people do you know who've been there? Then on to Boston, where we bade farewell to our fellow race tour freaks, and caught a non-stop flight to S.F., arriving just after dark, the end of a magnificent trip that more than lived up to everything we had expected.

To any PCA'er's who have ever been tempted to join a European racing tour we recommend them, without qualification. It was well worth every penny spent, and every hour it's taken to get caught up since returning to home and work.

4. One hour after the 1st run group starts, at the completion of the run group which is running at that time, the 1st run groups will be recycled.

5. The Committee made a recommendation to the Board that the ruling on big spindles for the stock classes be put off to some later date. The Board denied the Committee's recommendation, and the big spindles are required on all 356A Porschesc at all speed events.

friendly club
CONCEPT!

Words like "doctrinen, "program", "concept", etc., are sometimes very heavy words which, for the most part, have been greatly overworked in recent years. In Golden Gate Region, a doctrine or concept was created which changed the very principle underwhich our "speed events" were conducted.

Conceived, promoted and sold originally by Bob Buckthal, it served to take our competitive events out of the smoke filled rooms and onto the pavement and fresh air where they belong. The adoption of the "Friendly Club Concept", as Bob called it, hopefully laid to rest forever those long frustrating nights arguing over some obscure phase of automobillia and how it would effect the numerous autocross classes.

The Friendly Club Concept ultimately pervaded throughout the entire region into a plan which hopefully said that we'll go out of our way to allow everyone to "do their thing" but at the same time no one was to get an advantage over another. The "Stock", "Cheater", and "Modified" classes resulted along with certain administrative rules for the smooth running of the events. Since autocrossing is our prime competitive event this concept is applied most often at those events. The Committee set certain basic rules which, when applied to all, worked just fine. Unfortunately someone will occasionally misunderstand this concept and think that the interpretation of the rules should be as "relaxed" as the rule itself appears to be. This, however, is where we can run into trouble, as recently occurred.

The last thing that anyone wants to do is prevent someone from running an event, yet an event must end somewhere or sometime. Accordingly the Speed Events Committee set a 4:00 P.M. course closing rule sometime back. Unfortunately, a registration
closing time was announced for one event only, which caused some problems for late arrivals. As you will see elsewhere, the Committee has subsequently established a "No-closing" rule for registration but the course will still close at 4:00 P.M. and a tight grid control will be maintained.

Applying our Friendly Club Concept here means that the earlier you arrive, the more runs you will get. Arrive late and you may get only one or maybe none. The arrival time, of course, your choice, as it should be. Again we want everyone to run and, most of all, have fun with no haggling.

While we call our rules "The Friendly Club Concept" they, nevertheless, are definitely hard and fast rules and must be interpreted accordingly. While they were made intentionally loose in order to avoid the inevitable "nit-picking" tight rules cause, the ones we have must be applied equally to all.

THE FRIENDLY CLUB CONCEPT WILL WORK ONLY SO LONG AS YOU WANT IT TO WORK. Uphold and observe it and it will endure. Take advantage of it and you bury it and bring back the "hard days".

Dear women of the Golden Gate Region - put down your ironing, leave the baby with a friend, place your body in the DRIVERS seat of the Porsche and come to one of our fine women's activities. All you have to lose is your apathy. Since the largest turnout this year was mediocre at best (and it was at the Women's Committee meeting) it's obvious there's a lot of apathy to burn out. We guarantee to replace it with pure, non-polluting creative energy. The two women's sessions thus far have been oriented towards crafts - and were chosen as they are currently popular, inexpensive and easy to learn.

The first group was given a demonstration of weaving, stitchery, and macrame, followed by a "do-it-yourself" period under the helpful (and patient) eyes of the evening's instructors. Silk screening was the craft of the second session, with a thorough demonstration of necessary technique, procedure, and supplies. This craft may be utilized to create your own fabrics, pictures, wall paper, or whatever your imagination leads you to - certainly more interesting avenues than staying home and reading Rodbook magazine will.

The four crafts we were exposed to during these sessions require materials which are readily and cheaply available, skills which are easily acquired, and produce decorative objects for body and house (yours or friends). Out of the 375 women in the club, 10 women (which includes the two instructors and the hostesses' mother) attended the first session, 5 the second. This is embarrassing for the Chairman, a mis-use of creative instruction time, and not as fulfilling as it could have been for the rest of us. After all, one of the fundamental reasons for women's activities is to meet, interact and become friends with other women. Don't let this be your husband's club!

Now I realize that not everyone was interested in the particular crafts of these evenings, and that some people probably had conflicting engagements, but with 375 of you out there... Our Women's Chairman had planned on continuing the series with such things as a ladies day at Bay Meadows, a luncheon at Villa Montalvo around Christmas, a day at the beach, etc., however with the overwhelming lack of response she is understandably discouraged, and hesitant to continue. There is a Women's Committee meeting planned for the 9th of September, if you are not interested in being on the committee, call Jeanette Spear, our Women's Chairman (961-7775) to suggest possible events you would like to see, volunteer to instruct at one (do you have a special dish you prepare, a winning tennis backhand, flower arranging skills?), volunteer your house, or just call to lend your support by indicating that you will attend an event.

There is always time, there are always siters, there are is always someone willing to give you a ride (call the Women's Chairman and she will put you in touch). Your husband will probably be delighted not only to have the house to himself for an evening, but to see you involved in something creative (and since it's Inexpensive he can still buy racing tires).

There's an infinite variety of interesting, talented, involved and friendly women in the Porsche Club - boost the attendance and yourself by coming and letting the fun flow!

p.s. There are separate classes for women at our autocrosses too - if your going to drive it, why not do it well.
In the annual onslaught between autocrossers of the Northern and Southern California Sports Car Councils, the North again proved superior. While many PCA members were in the wilds of Idaho, some of us went south to Santa Maria to help the North win the statewide championship for the seventh time in the past eight years.

But all did not start smoothly. Roger Coelho tried to get his suspension reworked, only to find that the machinist reversed the instructions and his 356 coupe ended up with positive camber. With only hours left before leaving, Roger and John Janczak worked a quick change putting Roger's engine in John's coupe. The first morning at Santa Maria, Bob Daves was out behind the course spinning some fast donuts to heat up the tires on his 356, when blowby, the flywheel came loose, seizing the engine. What more could happen? Well, an army of Morgans could show up.

Marshall Peeples, Rick Bowers, and Roger charged around the course, only to be eaten alive by that army of Morgans. Some egos are still recovering from this impossible fate. Rules this year outlawed full racing tires in stock class, permitting only street tires or recapped racing tires. The Morgan owners joined together to buy one set of recapped rubber and then hastily exchanged them every time a Morgan took the checkered flag. The weekend saw a total of 80 tire changes for the Morgan army and some long faces for the wails of Stuttgart.

Sally Pemberton circled the course in John's 356 for some fast times. But Marj Green and Gloria Zulkowski running in a class of badly grouped cars, could only trail far behind the people's choice, the Corvette Stingray. Bob Zulkowski and Tom Green, unafraid, did battle with the South's Lotus Elans and a quick Northern 240Z and, by Sunday, had come up with a 2nd and 3rd.

With all the weariness of LeMans, Saturday's event finished in the dark at 9:15 P.M. with the North ahead by 30 points. A very slender lead when you consider the fact that 15 points can be had in one class and that there were 32 classes. By noon Sunday, the South charged to within 6 points of the North. The North, however, quickly rallied and ran away with the afternoon to win the weekend.

--Tom and Marj Green

\begin{tabular}{|l|c|c|}
\hline
\textbf{PCA-GGR DRIVERS} & \textbf{Sat.} & \textbf{Sun.} \\
\hline
Rick Bowers & 7 & 10 \\
Roger Coelho & ? & ? \\
Bob Daves & 7 & 6 \\
Bill Fay & 8 & 5 \\
Marj Green & 4 & 5 \\
Tom Green & 4 & 5 \\
John Janczak & 3 & 2 \\
Marshall Peeples & 4 & 6 \\
Sally Pemberton & ? & 2 \\
Bob Zulkowski & 3 & 3 \\
Gloria Zulkowski & 5 & 4 \\
\hline
\end{tabular}

At Santa Rosa in June, Kirby Hollis did it big by winning first in his class and first overall for the division. In July, after winning first overall in the Parade Concours, Kirby returned to SCCA competition at Lafayette with a first in his class and a second overall in his division. Bob Boyd (third overall in the Parade Concours) entered his B coupe in its first SCCA show at Lafayette. Due to lack of competition in Class B, they placed Bob in Class A with Kirby, where he placed second.
SEPTEMBER DINNER MEETING 11th

Cocktails - 7:00 p.m.
Dinner - 8:00 p.m.
Sunol Valley Golf Club
6900 Mission Rd., Sunol
862-2251

DEADLINE: SEPTEMBER 8th

MENU: Roast prime rib of beef au jus - $6.75
      Chicken a la kiev - $5.75

Make check payable to PCA-GGR, and send to: Linda Mitchell
346 Ruth Ave.
Mt. View, Ca. 94040

DIRECTIONS: located next to interstate freeway 680, between Fremont and Pleasanton. It is approx. 3½ miles north of Mission San Jose, and is clearly visible from freeway. From either direction take the Andrade Road Exit (south it's on your right, north cross over freeway to your left).

PHOTOS: Jim Fleming
        Dick Conley

Nugget deadline - September 13th
Nugget mailing address - 209 Waverley St.
Palo Alto, Ca. 94301