CALENDAR OF EVENTS

NOVEMBER

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NOVEMBER

1. GGR Series Autocross #6 - Jon Milledge
2. GGR Series Rally - CANCELLED - No Rally
3. Women's Committee Meeting - Barbara Berens
4. Board Meeting - Dave Walden*
5. Tech Session - 911 Tune Up - Dave Walden
6. Dinner Meeting - Sue Atlee Deadline 11/5
7. Solo One Events Committee Meeting - Dave Bottom
8. GGR/YVR Autocross School - Jim Griffin, D. Mitchell
9. Zone 7 Series Rally #4 - Yosemite Region
10. Southbay Wine Tour - Paul Scott

DECEMBER

1. Joint Board Meeting* - Site to be announced.
2. GGR Rally - Gimmick - John Lee
3. Tech Session - Dave Walden
4. Christmas Dinner Meeting - Sue Atlee

*Board meetings open to general membership. RSVP to host board member.

LOOKING TO DEC.

EVENT: GGR Series Rally
"Kamikaze Rally"
DATE: Sunday, December 7
Pearl Harbor Day

Formal challenge is issued to all Yankee dogs. You Amellican Joes all think skill and cunning is driving in little circles on Sunday. Come to our Gimmick rally, we show you all the circles you can handle ...on IMPERIAL ZEROES.


EVENT: Christmas Dinner + Dance + Show
DATE: Saturday, December 20

Reserve this date for our annual Christmas Bash where the Club springs for the wine and a Band. This year's gala event takes place at the Elegant Ranch in Hayward and the entertainment will be provided by Santa Claus, his helpers, some skits and the Elliot Fox Band (a SUPER GROUP). Additionally, your 1976 Club Officers will be introduced. So, go mark your calendar NOW, before it slips your mind.

Golden Gate Region T-Shirts!
The Board of Directors, at the request of the Women's Committee, has approved the sale of GGR Regional T-shirts.

The shirts will be available in a large selection of sizes and colors. You can buy one in yellow, white, blue or beige -- all with the GGR logo imprinted on the front of the shirt in black. Top quality shirts at reasonable prices: Men's Crew Neck come in small, medium, large and extra-large at the low price of $6.00 each. The ladies style is new and different. The neck line has a slight scoop and fits ever so nice -- sizes available, 8, 10, 12, 14. Price $6.00 each. For the kids, you have your choice of the crew neck or the jewel neck in sizes, 2, 3, 4, 6, 8, 10, and 12 for $5.00 each. Orders must be prepaid.

Buy yours today! For further information and to place your order, contact Barbara Berens at 574-4189.

Notes From Sept. Drivers Committee Meeting

(1) 1976 GGR Time Trial Chairman - Dave Bottom
Laguna Seca - date pending

(2) 1976 GGR Autocross Series - 6 events

(3) 1976 Drivers School - 2 day event

(4) GGR Autocross Code Changes:
(a) Production 914/4 - 2 classes 1.7/1.8 and 2.0
(b) Production & Improved 912E into 912 class
(c) Women Class 12 - 2 classes 356/912 and 914

After reviewing the Seca Solo I event, many members feel that GGR should put on an event at Laguna Seca. We would have instructors, practice, and end the event with Timed Runs.

Notes taken at September 8 Drivers Event Meeting.
- Ron Trethan, Chairman
President Urges All Members To Vote For 1976 Board

At the October Board meeting, one of the four appointed positions was filled. It gives me great pleasure to announce that Barbara Berens will be our Goodie Bag Manager for 1976.

I would like to remind you that we are still looking for an editor for the Nugget and one for the Membership Directory. These are very important positions that can really make or break the Club. Any interested persons are encouraged to call me and discuss these positions.

You people who plan to compete in the Northern California Sports Car Council autocross series next year need to get together and choose a representative. Without a Rep to stay on top of rule changes, things could get very bad for Porsches running the Council events.

Enclosed in this issue you will notice a ballot for Board of Directors. We have made it as easy as possible for you to study the nominees qualifications and vote. It will cost you nothing but several minutes to fill out the card and drop it in the mail box. I can't really expect that 100% of the cards will be returned because there are over 300 people out there who aren't at all active in the Club. But, last year, less than 100 ballots were returned and that is gross. I'm sure there are many reasons why people don't take the time to vote. If your reason is that you don't like the way the Club is run, then not voting is not the way to get it run the way you want.

The people who run the Club will always do what they think is best unless a goodly number of members come forward and convince them that there is a better way. While I don't appreciate some of the flak I have gotten this year from various people, I do encourage constructive criticism and welcome it as an indication that more people are taking an interest in the Club's administration.

-Jim Fleming

SHOP THE GOODIE BAG FOR CHRISTMAS!
IT'S THE SOLUTION TO THOSE "STOCKING STUFFER GIFTS"

Al Brooking, 269-1914 B-4 9:00 pm

Board Meeting, October 3... Pat Walden, Secretary
Pro Tempore

(1) As far as the treasury is concerned, we need many more rally enthusiasts - rallies are a financial drain.

(2) Twenty prospective members were approved.

(3) Membership dues are now $24.00.

(4) We will soon see GGR T-shirts for sale through the Goodie Bag.

(5) Need interested people to apply for Nugget Editor, Directory Editor, and NCSCC Representative for next year.

(6) Possibility of joint National Board, GGR and Zone 7 dinner meeting in January... Dwight working on proposal.
The Saga Of "Sweet Pea"

By:

JIM FLEMING

In 1966, when I started to work in Palo Alto, I used to park my M.G.T.D. next to a cute little ivory Convertible "D". She belonged to a tool and die maker who maintained her but didn't love her. Several years later she was put up for sale and when no one in the Golden Gate Region bought her, a young hot rodder put his money down. Two weeks later, Bob Garretson bought this same car in slightly bent condition. After a flurry of parts swapping "Sweet Pea" settled down under a tarp in Bruce Anderson's back yard for 2 or 3 years. When Bruce had to move, she was towed over to Bob's shop where she kept company with Bob Wagner's burnt up Coupe.

In the meantime I had been deeply involved with my brown 912 Coupe "Vicky". "Vicky" and I got a divorce and I went looking for a Porsche to re-build. After several months of dickering with Bob, I purchased the bent Convertible "D" for a body work project.

As is usually the case, if you buy one to rebuild, another will immediately show up in the driveway. After a round of parts swapping, I decided I would have to get rid of one or the other. Tom and Marj Green came and looked at "Sweet Pea" but decided against buying her. Soon after that, Bob and Sally Buckthal bought the other Convertible "D", which became their bright red "Snappy Tom".

Two years later with "Snappy Tom's" inards, "Sweet Pea" took to the road with a two tone ivory paint job that, I'm told, looked like it had been done with a flint gun rather than the $14.95 electric sprayer I actually used. I started autocrossing and things started wearing out. Finally, in 1973, after rebuilding just about every part of my Convertible "D", I decided to paint her all one color. Since the Smith's had painted their Convertible "D" the only real neat color available in 1959, I chose a later model Porsche color (1967) - Golden Green.

COMMITTEE MEETINGS

EVENT: Women's Committee
DATE: Tuesday, November 4
TIME: 7:30 p.m.
PLACE: John & Petie Canepa
19601 Braemar Ct., Saratoga
408/857-4521

New members, John & Petie Canepa, have offered their home for our November meeting. They have a lot of working area which we will need for our project for the Christmas party. We will be using Sonja Blow's idea of Christmas card placemats, so please bring unwanted Christmas cards with which to make them. This is a big project which we hope to complete this meeting therefore, we need lots of help. Please RSVP by November 2. Directions: From Interstate 280 take Saratoga Ave., west passed Paul Masson Winery, cross rail road tracks 2nd street on right turn right (Scotland). Two blocks turn left (Braemar). House is on corner of Braemar Dr. & Braemar Ct. - Barbara Berens

EVENT: Solo One/Time Trials Committee
DATE: Friday, November 14
TIME: 8:00 p.m.
PLACE: Dave Bottom's Residence
1080 Highland Ct., Santa Clara
984-0899

Main topic of the evening will be the Solo 1 event to be staged by GGR on Memorial Day Weekend. Workers and ideas are needed to plan a successful event. Join us! Directions: Take Hwy. 17 to Bascom Avenue North off ramp. Go approx. 1/4 mi. turn left on Highland Avenue and immediately turn left onto Highland Court.

My parents dropped by to see the product of my labors. Upon viewing the car, my mother exclaimed "It looks just like a sweet pea". Well, I wasn't too hot about that but continual harassment by mom and my friend Suzanne led me to officially designate my split pea soup bath tub "Sweet Pea".

"Sweet Pea" has likes and dislikes like all loveable cars. First of all, she likes to scramble around amongst pylons and second to chase the Neidels from Vineyard to Vineyard.

"Sweet Pea" is not very original but she's fast and totally reliable. She made the 2,000 mile trip to the Parade and back averaging 29 MPG and never missed a beat.

Jim Fleming

Editor's Note: If you have an interesting story to tell about your car, send it in...articles will be printed on a first received, as space allows basis.
Tech Session To Demonstrate
911 CIS Injection Tune-up

Gene Tucker, Service Manager,
Neufeld Porsche/Audi, has
consented to an on-the-spot
demonstration of the 911 CIS
injection tune-up. This will
give all 911 owners an opportunity to see how it's done.

The Big door prize of the day will be: having the demon-
stration done on one of the 911s of the lucky door prize
ticket holder. All parts and labor will be FREE.

So, again, as everyone (who owns a 911) has wanted all
year long---a CIS injection Tune-Up session.

PLACE: Neufeld Porsche/Audi
Rollins Road, Burlingame
(dealership can be seen from Hwy. 101)
Take Broadway exit.

DATE: November 8th, Saturday
10:00 a.m. to 1:00 p.m. (or so).

- Dave Walden, Tech Chairman

GGR And Yosemite Region
To Co-Host Auto-X School

DATE: Saturday, November 15
PLACE: Alameda County Fairgrounds (Pleasanton)

TIME: Registration & Tech - 8:00 a.m. - 9:00 a.m.
Chalk Talk - 8:30 a.m.

LIMITED ENTRY - Yosemite Region - 25 Drivers
GGR - 25 Drivers

Preregistration
Deadline: November 10
Entry Fee: $4.00 per driver

GGR and Yosemite Region are co-hosting an Autocross
School that will be designed to teach the novice auto-
crosser the basic skills required to be a competitive
driver. Notice that there is a limited entry with prefer-
ence given to new autocrossers. NO RACING TIRES
will be allowed.

Preregistration is required. Send entry fee to Dwight
Mitchell at the address below. This is planned to be a
fun and informative event with multiple courses; so, get
your entry in NOW so that you can participate.

We would like for all of you experienced "hot shoes" to
come out to help answer questions and work the courses
while the novices learn.

Event chairmen: Jim Giffin, 788 Ramona, Sunnyvale
94087; Dwight Mitchell, 12769 Rodoni Court, Saratoga
95070.

AN OPEN LETTER

To: Ms. Betty Jo Turner
Editor,
Porsche Panorama

Dear Ms. Turner:

I read with interest the arti-
cle in September Panorama
on CB Antenna Mounts by
Robert White. I recently
installed a CB on my 1970
911T and though I was able to solve the antenna mounting
problem, I have experienced a problem of ignition noise
interfering with reception while the car is in motion. I
have tried some of the add-on cures available (coil on
lead to radio and filter on the alternator), but they do
not reduce ignition noise. Since my car has capacitive
discharge ignition, I am at a loss about what to do next.
My car has the standard Porsche noise reduction stuff
and I experience no noise on AM, FM or tape player. I
am told that some noise on CB is expected but can some-
thing be done to reduce the excessive interference?

I wonder if there isn't a "Porsche Pusher" who has suc-
essfully solved this problem. If so, I'm sure that there
are a lot us who would appreciate hearing about it.

Can you help? Thank you very much.

-James B. Garrison, 449 Ocean View, Kensington,
CA 94708 415/524-5031
Dumb Doings Deserve Dummkopf

Having been an active member of Golden Gate Region for six years and having attended almost every event in that six years, the first time I make one small error, they slap me with the Dreaded Dummkopf.

What I did was lock the keys to my 914-6 inside the car. This of itself was not so bad, but I was supposed to be inside drinking beer and helping Tony Luce score his Zone 7 rally, and my calculator was locked inside the car. I went next door to a hardware store, bought a coil of wire, reached inside the car with the wire, opened the door, got the keys and the calculator, and went into the pizza parlor and drank beer. Big deal!!! At least I didn't spread vile rumors about 7 inches and tell stories that were in violation of the penal code. (By the way, Sonja, where is your article on the dummkopf?)

Anyway, be careful what you do, 'cause I'll be looking for some dummy to pass it on to. - John Clever.

(Editor's note: For the new members... the Dummkopf award is presented several times a year to a member who gets caught doing something really dumb. The current recipient of the award is responsible for passing the trophy on to its next temporary owner. A drawing of the Dummkopf Trophy is shown above.

THE QUESTION MAN

WHAT IS THE SECRET TO SUCCESS IN AUTO-CROSSING?

Don Chiang: The man behind the wheel.

Gary Evans: Add a whale tale and paint it brown, you mother!

Dickie Spear: Loose 57.3 pounds (and add a 10 speed derailler).

John Lee: Spend the bucks.

Al Brooking: Buy a Porsche to suit the course (you need at least four).
Rob Meli: Think up plausible excuses. If that fails, quit! - Rob Meli

Proposed Amendments To Bylaws

Over 150 proposed changes to GGR's bylaws have been drafted by the Bylaws Committee of the Board and are recommended for your approval. Voting will be by the Board election ballot, which is enclosed with this issue of the Nugget.

While nearly all of the revisions are to conform the bylaws to current practice, conform to National's bylaws, to reflect GGR's increased size and to make certain editorial and grammatical improvements, a few of them are of some substance and would accomplish the following:

...clarify the voting privileges of Life and Family members.

...increase from 10 to 25 the number of members required to petition for calling special membership meetings, amending bylaws, and recalling directors.

...require the Treasurer to prepare quarterly and annual budgets.

...extend from President only, to all Directors, the authority to appoint special committee chairs, subject to Board approval.

...establish a maximum of $25 on the amount of Club funds any Director can commit without prior Board approval.

Other newly added provisions cover the acquisition and use of Club property and our official publication (which you are now reading).

Since they are so numerous and are nothing revolutionary (very boring reading, actually) we recommend they be approved without incurring the additional expense of prior publication and separate balloting.

If you don't wish to rely on the Board's judgment to that extent, and would like further details or a copy of the revised bylaws before casting your favorable vote, feel free to call me or the other committee members, Jim Fleming or Dwight Mitchell for more information.

As soon as you have all voted "yes" and the revisions are approved, the entire bylaws, as revised, will be published and made available to all members.

-Respectfully submitted, Bylaws Committee,
  Len Peterson, Chairman

PORSCHE
GGR AUTOCROSSERS HOT FOOT IT AROUND CAL-EXPO

Hot, the pavement at Cal-Expo fried your feet! Teflon socks would keep your feet from sticking to your shoes. But the real hot thing was the Zone 7 autocross staged by Sacramento Valley Region on September 28. SVR learned a lot from last year's first Zone 7 autocross series and provided everybody with an excellent course and an efficient administration.

As usual, it was difficult to get cars for the first run group onto the pregrid. This has been a problem all along, and Zone 7 may want to consider a different cut-off time for the first group, say 15 minutes instead of 1 hour. Otherwise, it seems all events automatically start 30 to 45 minutes late. Some organizations are starting to use the inverted grid -- first car on grid gets to run last. This has been very successful, usually with a rush to get on grid early!

Golden Gaters continue to do well as individuals in the 1975 series and to dominate the series as a group. The domination is almost complete in the faster classes. Last year there was concern in Zone 7 that Golden Gate's domination might jeopardize the success of the series. The fear has proven unfounded -- no region has been seen backing away. Some regions -- San Joaquin and Yosemite -- have generated interest in autocrossing and are coming out in bigger numbers this year.

The message is clear. The events have all been super this year -- from both a social as well as a competitive point-of-view. Autocrossing is an exciting competitor sport, and good ones will always be well attended. This is the success of the Zone 7 series. Our Zone Autocross Committee must share in this praise as their guidance and help has certainly contributed to this success.

One more event to go and we'll be able to tell you all about the winners of the 1975 season.

-Tom & Marj Green

Tech Session Covered Practical Application of Suspension Theory

Earlier this year, Chuck Forge chaired a tech session on the theory of suspension and how it works. I've attended this session twice, but as Bob "Bondor" Paterson noticed, "Theory is great, but how do I make my 911 autocross (and handle) a little better?" Ideally, our Porsches would have the following characteristics: (a) high roll-center (b) wheels in a vertical position in nearly all driving conditions in accelerating, braking and cornering, and (c) minimum weight transfer. Thus evolved the practical suspension techniques session held September 20 at R.S. Taylor Porsche+Audi in Vallejo; the event was chaired by Bob Paterson and Rich Sloma.

In picking up where Chuck left off, our experts started with a review of suspension terminology. The word "compromise" was the word for the day, as one can only attain a compromise in handling characteristics, as all suspension parameters cannot be optimized without sacrifice in, for example, comfort of ride.

The types and characteristics of Porsche suspension were discussed, and a 356, a 914, and a 911 were up on service racks so we could see what the various suspension components and types looked like. Inquiries were frequent and were answered with the clarity necessary to convey the concept in question. Ways to attain neutral handling (the cornering condition where neither understeer or oversteer describe a car's handling characteristics) by suspension tuning were discussed with the aid of handouts furnished by Automotion. A question-answer period where a participant could relate a specific suspension or handling question to the "experts" hi-lited the seminar.

A planned, organized presentation complete with visual aids to demonstrate the facts in question made this tech session well-worth attending. Our thanks to Bob, Rich, Dave Walden, Automotion, and R.S. Taylor Porsche+Audi for their efforts and abundant door prizes.

Just wait until the next autocross when, barring driver error, I can apply some of what I learned to turning faster times.

-Graham Chloupek

NUGGET DEADLINE

December issue - November 15

**Nominees for 1976 Board of Directors**

**Bill Patton**

My association with PCA/GGR is now three years and four Porsches. Having been the recipient of much pleasure from the people and events, I feel it's now time to contribute something other than a general harassment of the membership. Besides, anybody would be better than Ray Blow and I don't have anything to do Friday nights. I have run the "Goodie Bag", produced the GGR jacket patch and written an occasional article for the Nugget. My major qualification is that I don't know any jokes.

**Linda Mitchell**

In the past, I have served on the Board of Directors as Secretary and Vice President. I would look forward to again being involved in the leadership of the Club.

**Graham Chloupek**

Nomination for service on a "Board of Directors" of a particular organization, be it social or fraternal, is a privilege in itself. With PCA/GGR such an honor indicates a degree of confidence in a person's abilities to contribute to the continuing development and future welfare of the club. Acceptance indicates a willingness to participate. Participation is essential to the well-being of the region, and between chasing the ladies and keeping T-Raspy, the Porsche in shape, GGR activities figure in my non-working hours. I'm willing to "Boggie with GGR" to maintain our prominent status in PCA.

**Stan Frisbie**

I have been driving a Porsche and been a member of PCA/GGR since 1971. As a hardcore Porsche lover, I think this has been one of the most satisfying things I have been involved in. I feel deeply honored to be nominated to run for the board, and if elected, I will do my very best to put back into the club all the enjoyment I am having.

**Linda Smith**

A group of enthusiastic Board members is necessary to plan and effectively administer our extensive schedule of activities each year. After 6-1/2 years in the Club, I would like to make an active contribution as a member of the Board of Directors.

**Don Matthews**

After being a member of GGR for one year I still consider myself a new member. I have been active however, attending autocrosses, tours, dinner meetings, the Parade and even trying a rally.

I have co-hosted the Pinnacles Tour and am co-chairman of the next Gegen die Uhr.

I feel the Club would benefit with a board that is a mixture of well-established members, with their accumulated knowledge, and some recent members who can add new enthusiasm and leadership to a great region.

I have made many new friends this past year and would consider it an honor to serve on the board.
DON'T FORGET TO SEND IN YOUR VOTE!

RAY BLOW

When I was first asked to note my qualifications as a potential board member, I began listing Porsches I've owned, years of membership, and the many areas of activity I have been involved in. It occurred to me that the real qualifications are enthusiasm, participation, and a sincere desire to serve the People of PCA/GGR. I've developed the aforementioned because, when I first joined the Region I decided to get involved. As a result of my active participation I feel I have a good general idea of the wants and needs of the active membership and am now prepared to act as your representative on the Board.

PAT WALDEN

I am interested in the well-being of and how the club functions internally. I have belonged to PCA/GGR for 3 years, attending various events and Board meetings. I have the ability to work hard and steady if necessary. (I was on the Board of Directors as Vice President for San Mateo County Dental Assistants in 1974.)

ALL ABOARD FOR THE RENO "FUN TRAIN" TRIP

Join us for a Great Weekend, February 6-8, 1976 as we board the Reno Fun Train in Oakland and party and dance all the way to Reno, gamble, play and eat for two days and return via the train to the Bay Area on Sunday afternoon.

Rate: $70.00 per person double occupancy - $85.00 per person single occupancy. Rate includes round trip rail fare via Amtrack; two nights first class lodging within walking distance of downtown Reno; three breakfasts; luncheon buffet at John Ascuaga's Nugget; complimentary cocktails at several lounge shows and casinos; many souvenir packs; car rental discounts.

We will be departing Oakland at 6:30 p.m. on Friday and arrive at Reno at 1:30 a.m. There's a dance band on board and it's a blast all the way over the Sierras. BYOB and snacks to eat on the train or enjoy a moderately priced buffet available on the train (not included in the price).

Space is limited to 88 people and the word about this fantastic trip is traveling fast. Don't wait until it's too late to sign up. Send your $5.00 per person deposit to Sonja Blow, 1921 Rubis Drive, Sunnyvale 94087 by no later than Monday, November 10th. Balance of the fare must be paid by Saturday, December 20th.

Watch future Nuggets for more exciting details. Don't miss this super weekend!! - Sonja Blow, 738-1494

SCOTTS TO LEAD AUTUMN WINE TOUR

DATE: Saturday, November 22

Meet at 9:30 a.m. in the parking lot at the Almaden Plaza Shopping Center, corner of Almaden Expressway and Blossom Hill Road, San Jose.

We will tour in groups to various purveyors of the grape in the San Jose-Gilroy area. We will stop along the way for a picnic lunch, so bring your own supplies for that. A limit of 50 cars has to be imposed due to winery facilities, so send or call your reservations to Paul and Carole Scott, 1558 St. Francis Drive, San Jose 95125 (408) 264-5589.
THERE IS NO REST FOR THE WARY !!

Understand Steve Kirby won the special "Pylon Award" at the Parade. Steve, you've got to follow the rules. No exceptions.

Notes from the September dinner meeting: Bill Wells either trimmed his mustache or lost 25 pounds. I couldn't tell which. ... Bob Paterson, trying to distract from his own adverse attentions, is circulating rumors about Dave Walden and Lenny Peterson. Implications about a strange relationship resulting in similar dissimilar scars. It's also rumored that Walden is having a strange relationship with a "Tender Fairy", but I missed the rest of the story. Walden's next Sex Tsession will be on the various uses of Preparation H. ... Linda Smith was awarded a broken typewriter for her super efforts as club "slave". If she should be so honored, I should at least receive a broken megaphone. ... Bert Parks (Larry Jacobsen) and Miss Russell City (Char Lowe) are getting married. Now they'll probably be early for dinner meetings.

Susan Brooking is easily recognizable from behind. That is, her front is easily recognizable from behind. Er... What I mean is... Forget it. This is a good story but I'll have to work on it and try again next month. In the meantime, don't stare and make her feel conspicuous.

Nick Kelez, who may be one of the first to have a Turbo, has done it again. Nick has won the enviable title of "Top Gun" and been awarded the appropriate trophy, so inscribed. Jan Kelez related this to me not realizing the implication. Jan was violently berated and viciously scolded for relating the story. I don't know what "Top Gun" means, but it sounds like "Big Stuff" to me. By the way, Nick uses Armor All on his tire tread.

Everyone knows Rob Melli's line of work involves "victims" but his latest victim is Don Chiang. Don decided he didn't like his door prize tickets and suggested a trade with Bill Patton. It was decided that Rob would select those which Don would trade with Bill. Don made the mistake of trading the ones Rob selected rather than keep them for himself. You guessed it. Patton won a door prize with Chiang's ticket as selected by Mr. Door Prize himself. ... The story about Ray Matthews and her eight foot "balloon" is too obscene to report here. Sum up by saying that she and Don have some rather weird fetishes. (Do you want this type of person on your board?) ... Slides taken at the Parade conclusively prove that Ray Blow is left-handed (and left it there most of the time too). He also has a rather stock excuse that goes something like this, "If it were straight, no problem." The aforementioned problems, no doubt, relate to one another in some way. (Do you want this type of person on your board?) ... Sharon Richter's only reasons for attending the Parade were to consume and deconsume large amounts of seafood and check out the "tight driving suits".

It seems to me that Sam Northern's name should be Sam Southern. Dwight Mitchell, who couldn't even find the men's room, says the way to find Sam's home State (Texas) is to "drive East 'til you smell it and South 'til you're in it". ... Genie Pratt, unable to handle notoriety, changed her hair style. Genie, don't worry about it. "A good lookin' woman look good no matter what she throw on." ... Who was that fox with Bill Patton at the September dinner meeting? ... John Clever finally gets the Dummkoff. It was just a matter of time. ... Harv Fleming can't even get attention when he intentionally stands under mistletoe and announces it. ...

From the October dinner meeting (Halloween Costume Party) the following: Great costumes. Some with much imagination and hard work. ... Blows rendition of a rickety old man and woman was complete with pacemakers. Ray gave himself away by pinching everything in sight. ... Sue Mascia said she'd least like to have --- with Don Matthews and Bill Newlin (me too). But she refused to tell me who she'd most like to with. Sue also turned me on to the wayward ways of the always classy Lenny Peterson. Sue apparently approached Barb Melli and said, "Are you still eating, Barb Melli?" Lenny, thinking Sue was talking to him, said, "No, I'm just sitting here talking with her." (Is this a family newsletter?) ... It seems that Sue's evaluation of Bill Newlin (see the hairy faced hunchback on the front cover) was unanimous as no one wanted to sit across from him at dinner. Chuck Tracy who got stuck with him must have lost his appetite. Chuck's costume looked more like Chuck than Chuck does and therefore everyone knew that Chuck was Chuck. Got it?

The Greens, who came as a box and brought knockout new member Bobbi Nylander, introduced the new GGR T-shirts. The female version definitely has better styling than the male version. I must have missed Bobbi's husband's name, but who needs him anyway.
Ferry Porsche Tour Draws A Crowd

The 4th Annual Ferry Porsche Tour took place on September 27 with over 40 cars participating, including many new members and several guests from Yosemite and San Joaquin Regions. Beautiful weather greeted us as we lined up on the "grid" for the first leg of the tour, which took us over many fine Porsche roads on the way to Rio Vista. Our tour leader, John Clever, told us not to bunch up as we left, but it was a beautiful sight watching the string of Porsches weaving through the hills, some strung out, and others in a group.

This was the first tour where some of our club members made extensive use of CB radios. We didn't know what we had been missing!! Black Bart, Bent Blue, White Rock, Goldfinger, Red Baron, Chocolate Chip, Tangerine Tony, Long John, Yosemite Sam, and ye gads, even a 7" pickle were heard from. The dialog was extremely interesting and kept the tour informed of conditions around the next bend, including "black cow on the road", and "watch out for the truck loading a horse!!"

We all ate picnic lunches at Rio Vista which varied from Salami, French bread and wine (some straight from the bottle) to elaborate feasts on tablecloths complete with wine glasses, cold cuts, salads and a varied collection of gourmet cheeses.

After lunch, the group toured to the first ferry landing, where we encountered a long line of cars - bad news-the ferry was sick. After a 30 minute delay we started to board the ferry. Unfortunately, the world's largest ferry tender was not present, but fortunately, no cars were crunched this year.

After the second ferry ride, several members split from the main group and motored to Sacramento to prepare for the next day's Zone 7 autocross (translation - play poker). The remainder of the group toured to Cleverland for the finale - beer and bar-b-que. The swimming pool was the center of activity (that's where the beer was), during the early part of the evening, but soon all gathered around the BBQ pit cooking their dinner.

Again, we all thank John, and his parents, for extending their hospitality, which resulted in a fantastic time for all who joined the tour. - Ted & Susie Atlee

MORE PRAT TLE BY PATTON:

Fetishes uncovered at the dinner meeting: Ray Mascia thinks Bob Zulkowski has great legs. (Ask Ray about the stains on his palms). Sue Mascia thinks the infamous Ray Blow has a great --. Lenny Peterson, who sat next to Fred Carrera, was the only one who recognized the Flasher. Explain that, Len. Len had a lot of explaining to do when he was overheard by his spouse saying that he had to find a "dish" to bring to the potluck.

Sharon Evans wore a black and white print dress which repeated the word "Bitch" a thousand times. Gary was seen applauding. Gary again received the applause of one hand clapping in recognition of his habitual joke failure. Linda Mitchell wore a costume underneath her costume. Husband Dwight actually told a funny joke. Difficult to believe... Who was that fox with Bill Patton at the October dinner meeting?.... Sherry Lee came as a can of Coors. If Clever had been there he'd have removed her "pop top" and either "slurped" or "chugged" her... The mystery of the evening was provided by the guy who came in a horrible gorilla suit, (see front cover), walked around menacingly, wouldn't tell anyone who he was, left for the men's room, and never came back. Nobody knows who he is, or was, or otherwise. He obviously knew Evans was going to tell a joke.

Other notes: Larry Wong's autocross course was wight for everyone but wong for me. I've come to the conclusion that the only alteration my car needs to be competitive is Ray Blow.... At the Funkana, Al Berens used poor judgment in selecting his navigator. Said navigator left the balloon on the opposite end of the course and had to run to recover it for the balloon stunt.

Hey! Is the Nugget great? Do we have a super editor who encourages and receives great support from the membership? White On! I subscribe to several newsletters and ours is definitely better than:

(1) SMUT - published by Future Pornographers of America.
(2) MORBID - by Morticians Foundation of Russell City.
(3) ***$%#**** - by Farmers Union of Caldwell, Kansas.

Also, thanks to Carolyn Paterson and others for the super art work for this column. I need all the help I can get.

- Bill Patton.

Miscellaneous thoughts: Laugh, and the world thinks you're an idiot... He who always finds fault in his friends, has faulty friends....
BUM WHAT? BUM STEER? OH, BUMP STEER!!

BUMP STEER, simply, is the change in direction of your front wheel(s) as you drive over a bump. This change in direction of your front wheels is undesirable not only because it changes the direction of your car, but in terms of cornering ability, it causes additional scrubbing of your tires, causing loss of traction and speed.

Your car's steering geometry is designed to minimize this bump steer or, at least it should have been. If you lowered your car though, you have drastically changed your steering geometry, causing severe bump steer. If you've bought a new Porsche recently (the ones that look like a 747 about to take off) probably the first thing you did when you got it home was to take an 11 mm wrench to the torsion bar adjusters and crank it down a couple of inches. Right.

Here are some illustrations to show what's happening:

![Diagram](image)

**FIGURE 1**

The steering control arm (Figure 1), as the suspension moves with stock suspension settings, passes through an arc so that in the middle of the normal suspension travel, the steering arm is level with the steering rack.

Figure 2 shows what happens to the direction of the wheel. As the suspension moves through its arc either up or down, it causes the wheel to turn out very slightly. Usually a matter of a fraction of a degree. Because, as it moves through the arc the arm becomes slightly shorter at either extreme. It is longest in the middle of its travel.

When a car has been lowered, the car, with the suspension in the middle of its new travel, will already have the steering arm above level, as shown below. (Figure 3)

![Diagram](image)

**FIGURE 3**

This shows how, as the suspension travels through its arc from bottom to top, the steering arm gets continually shorter thus causing a much larger change in direction of the wheel. Enough change that a bump in the road, like exiting the freeway onto an off ramp, makes you think you may make a trip through the ice plant first. The fatter the tires, the worse it will seem.

The solution in theory is simple - but in practice it is not always so easy to carry out. Basically you must raise the steering rack such that the steering arm is again level with the suspension in the middle of its travel.

As you might have already guessed by now, this modification, properly carried out, will add many miles to the life of your tires. Because now, when you go over all those little bumps in the road trying to go straight, your tires won't be driving around them.

For those ambitious people, next month we'll tell you how you can do it. Do it!!

- Dave Bottom
FUNKANA FREAKS FROLICKED IN DUBLIN!

What's goin' on here? A Funkana. What's that? For the edification of those so enquiring, I have looked it up. Funkana comes from the German word (Fun - to have a good time; kana - am I able to do this - similar to the English "can I") and literally means "Can I do this and still have fun?". Of course, the answer is yes. Essentially the concept consists of several tasks to be performed while autocrossing a minicourse. For example, we had to spell out Porsche in blocks (Our illustrious President missed that one - 5 points!), run a Carrera tire through a mini-autocross course, pump up a balloon with a tire pump (Barbara Berens began a precedent of stomping on it on the very first run of the day), back up to ring a bell but not its accompanying horn, and unlock the stopwatch to shut it off. Classes were dependent upon the sex of the driver/navigator and whether you drove an open or closed car. Most classes were hotly contested.

Among the amazing runs was one by Larry Lewis and his daughter, Sandra, who managed to hold one class most of the day, outdistancing all challengers by a good 40 seconds. New members Wayne Stidolph and Lennie Orr demonstrated early that this was their sport, turning in incredible times close to two minutes, which looked as if they would be top time of day. However some late comers, Larry and Paulann Wong, came zooming in on several classes to prove that two Wongs can make a right. The central highlight for me was the race for men's closed car class. Bill Patton and I took an early lead which then bettered with Doug Forster. Larry Lewis went along as navigator and we managed to get it down to a 2:10. But along comes Ray Mascia and Len Peterson to better that in one of the last few runs with a 1:56, which was also top time of day. It really was a fun day. Many thanks to Sharon Neidel and her helpers, the Fosters, for a great time.

CLASS WINNERS ... Driver's name listed first, navigator second.

CLASS 1 (Closed Car - male/male):
Ray Mascia/Len Peterson - 1:56.05
CLASS 2 (Closed Car - female/female):
Barbara Berens/Elaine Parry - 2:34.04
CLASS 3 (Closed Car - male/female):
Larry Wong/Paulann Wong - 2:16.02
CLASS 4 (Closed Car - female/male):
Barbara Berens/Al Berens - 2:52.08

CLASS 5 (Open Car - male/male):
Curtis Emerdinger/Monte Cruz - 2:08.01
CLASS 6 (Open Car - female/female):
Sharon Neidel/Karen Neidel - 3:19.03
CLASS 7 (Open Car - male/female):
Larry Wong/Paulann Wong - 2:09.08
CLASS 8 (Open Car - female/male):
Elaine Parry/Eugene Parry - 3:29.01
Welcome to the Club!

Robert Barth (Mary Ann)
500 W. Middlefield Rd. #109
Mountain View 94040
(415) 965-0637 Salesman
'73 914 2.0

John Breedlove (Karen)
738 Josina Avenue
Palo Alto 94306
(415) 493-8475
Real Estate
'72 914 '69 912

Marvin Cecchini
3518 Rowe Place
Lafayette 94549
(415) 283-2851 Carpenter
'53 356/1500S Reutter

Stuart Edelson (Dianne L)
USS Oriskany (CV-34)
FPO San Francisco 96601
Naval Officer
'71 911

Walter Fontes (Beth)
1475 Merry Lane
San Jose 95128
(408) 374-7389 Surveyor
'67 914

Charles Boardman (Laura Jo)
5973 Clydesdale Avenue
San Jose 95123
(415) 225-4809 Engineer
'68 912

Robert Carrick (Jocelyn)
4 Greenwood Court
Orinda 94563
(415) 254-6788
Supv. Building Inspector
'69 911

Joseph Digiovanni (Pat)
111 Bruckner Circle
Mountain View 94040
(415) 961-3925 Engineer
'74 911

Walter Emerdiner (Loretta)
36091 Dalewood Drive
Newark 94560 797-6453
Safety Engineer
'74 914 2.0

Jim Foster
2033 Arrowhead Drive
Oakland 94611
'57 356A-1600 Speedster

MORE NEW MEMBERS - WELCOME !!

Jerry Woods
2351 Forbes Avenue
Santa Clara 95050
(408) 244-3335
Mechanic
'70 914/6

Judy Zamora (Jennifer)
1663 Finch Way
Sunnyvale 94087
(408) 738-4057
Teacher
'75 914.2

TRANSFERS IN

Maryanne Hugo, 2585 Virginia St., Berkeley...from San Diego Region.
J. Thomas Morrow (Kathy), P.O. Box 7668 Rincon Annex, San Francisco 94119...from Oregon Region.
R. David Lough (Jacque), 520 El Capitan, Danville 94526...from Conn Valley Region.
Charles T. Way and Nancy, 345 August Circle, Menlo Park 94025...from Schattenbaum Region.
James J. Meyers (Judith), 1729 Greenwich St., San Francisco 94123...from Swampland Region.
Jack Robertson (Carol), 3297 Touriga Drive, Pleasanton CA 94526...from San Joaquin Region.
Thomas W. Frenzinger, II, 240-2 Macalla Road, San Francisco 94130...from Los Angeles Region

Total members as of October 3, 1975 .... 648

Two early original Porsche alloy wheels. 5-1/2 x 15. $100 with tires. One original Porsche chrome wheel 5-1/2 x 15, with tire. OFFER. Rick Stubbs, 28 Mariposa, Los Gatos 95030 415/329-3497 (work); 408/354-2144 (res).

One Continental 165 HR 15, new radial fabric $40. 00. Ray Pitts, 837-5074.

Snow Tires. Continental 165 SR snow tires mounted on steel 911 (or 912) rims. 60 the pair. Dick Tretheway 408/736-2011 (work); 415/941-0600 (res).


'70 914 Yellow/Tan. 60K mi. Appear. Group. Recent Solex 40-PII-4 Conversion w/set up by Carretson. Also top end rebuilt. Like new XAS' on 5-1/2" Mag style wheels. New muffler and front Konis. FM stereo/8 Track. All receipts. Purchase of 911 makes car avail. $3,600. ... David Lough, 520 E1 Capitan, Danville 94526, 94526 415/837-0386.

914 parts galore, anything from door handles to complete engines. Before you buy anything new, call me first. Save 50% on most parts. Rich Bontempi 415/369-1364.

'58 Porsche Speedster, #84571, 51K orig. mi. Driven only on weekends. A Napa CA car since new. Eng. rebuilt by J. Wellington at 48,500 mi. All work documented. Meissen Blue ext., red/beige int., mint condition. Prepared for show $8,500. ... Max Handley, 897-5560, Novato.

Concours 356C coupe, '65, black/black int. 60K mi. same mechanic since new. Mint throughout and all stock except Abarth muffler. 10 chrome wheels; for street new XAS on 5-1/2" for show, X on 4-1/2". 1st or 2nd at every show entered. Delivery arrangements possible. Will consider offers over $8,500. Alan Singer, Thosmor Rd., Bedminster, N. J. 07921. 201/234-0649 evs.

WANTED - WANTED - WANTED - WANTED - WANTED
Sheet metal for 356 SC or SC Engine. All or part would help. Dick Work 365-4373 (days); 253-2478 (evs).

66 912/4 coupe. All orig. paint & int. Tangerine/Black. Completely new factory stock eng. rebuild 2,000 mi. ago Konis...factory 5-1/2" alloy mags w/new Semperit 185 VR15 tires...adjustable rear sway bar...Blaupunkt AM/FM...wood wheel...completely concour prepared...consistant winner '69-75. $6,500 firm...serious inquiries only please. Keith Foster 714/639-9997.

Four 165x15 ZZ on 5-1/2x15, 914 styled steel rims, for 914 or '68 & later VW's. $100 all. Two 22.5x7.5x15 slicks, lots of rubber...$50/pair. Two 22.5x7.5x15 slicks, casings only...$10/pair. Two '73-'75 914 steering wheels...$15/ea. Four 914 stock rear shocks, only 1900 mi. old...$5/ea. '75 914 5-1/2x15 steel rims...$15/ea. 7" 'Seven inch' 914-4 wheels fit under stock fenders with 185/70x15 or 22.5 x 7. 5x15 tires...set of 4-$175. Dave Bottom 408/984-0899.

Exhaust extractor for 911. Make offer. Bill Nilli ... 968-3977

Set of Koni double adjustable competition shocks for rear of 914. Used 1 year. Pair for 1/2 price of $120. Rear springs also avail.... Tom & Marj Green, 415/530-5807.

WANTED - WANTED - WANTED - WANTED - WANTED
Someone to love our '58 Speedster. $5,500 firm...Dick Trethewey 408/736-2011 (days); 415/941-0600 (evs).

Rear suspension parts for '66 911. Nadella type halfshaft radius plate, and semi-trailing arm left rear driver's side or whole complete left rear wheel assembly 697-6840 Chris.

MORE FOR SALE - FOR SALE - FOR SALE-
'62 S-90 Coupe. White, with tan upholstery by McKenna 30,000 mi. on rebuilt engine, 5,000 mi. on rebuilt trans. 4th in class. Seattle Parade Concours. Always in Bay Area; complete service records. Clean and strong...$6,500. ... Linda Foster, 493-3989.

914-4 totally set up for autocrossing. Fresh Carretson Engine, close gears, bushed suspension...$5,000. Troy Powell or Bob Zukowski, 276-4400 days; 738-9540 evs.

Turkeys To Talk At Nov. Dinner Meeting!

PLEASE NOTE EARLY DEADLINE

DATE: Saturday, November 8
Cocktails (BYOB)..................... 6:30
Dinner (Potluck)..................... 8:00

PLACE: Rinconada Hills Racquet Club
101 Casitas Bulevar, Los Gatos
(408) 374-5750

MENU: Home Baked Turkey............. $4.50 per person

We provide the Bird---you bring the trimmings! After you've made reservations, I'll notify you by return postcard or telephone what side dish to bring. (Don't forget your booze).

ENTERTAINMENT: Two more turkeys (Brian Carleton and Gary Evans) will dazzle you with their knowledge of GGR ancient history. You'll stroll through memory lane via slides of GGR's glorious past. Join us and bring back some memories!

DEADLINE: Wednesday, November 5

Make checks payable to PCA/GGR and mail to Susie Atlee, 1309 Aster Lane, San Jose 94129 (408) 257-1593.

DIRECTIONS: From 280 or 101, take Lawrence Expwy. South, continue straight onto Cuito Road (Lawrence becomes Quito Rd. at Prospect Rd.), turn left onto Pollard Rd., then right onto Avenida del Sol. Continue to Guardhouse, ask for "Calloway Party" at the Racquet Club. (THIS IS EXTREMELY IMPORTANT---NO ADMISSION WITHOUT PASSWORD!)

From 17, take Lark Ave., West, turn right onto S. Winchester Blvd., turn left onto Pollard Rd. -- about 2 miles, turn left onto Avenida del Sol -- proceed as above.

CHANGED YOUR ADDRESS?

Notify the Following:
The Nugget: Len Peterson
127 Old Adobe Road
Los Gatos, CA 95030

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

Please include phone number with area code in all address change information.
DO NOT SEND CHANGE OF ADDRESS TO THE EDITOR