CALENDAR OF EVENTS

OCTOBER

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>14</td>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
</tr>
<tr>
<td>21</td>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
</tr>
<tr>
<td>28</td>
<td>29</td>
<td>30</td>
<td>31</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOVEMBER

<table>
<thead>
<tr>
<th>S</th>
<th>M</th>
<th>T</th>
<th>W</th>
<th>T</th>
<th>F</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>14</td>
<td>15</td>
<td>16</td>
<td>17</td>
<td>18</td>
<td>19</td>
<td>20</td>
</tr>
<tr>
<td>21</td>
<td>22</td>
<td>23</td>
<td>24</td>
<td>25</td>
<td>26</td>
<td>27</td>
</tr>
<tr>
<td>28</td>
<td>29</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**OCTOBER**

3 Board Meeting - Sue Atlee*
4 Dinner Meeting - Sue Atlee
5 Fernley Hill Climb - Sierra Nevada Region
10-12 Formula 5000 and Restricted SCCA Regional Race, Laguna Seca
12 Zone 7 Autocross #8, Redwood Region
14 Club Scrapbook Update Meeting - Linda Mitchell
18 GGR Series Autocross #5 - Bill Wells
25-26 SCCA Solo 1 School/race - Sam Linville

**NOVEMBER**

1 GGR Series Autocross #6 - Jon Milledge
2 GGR Series Rally - Ron Ferreira
7 Board Meeting - Dave Walden*
8 Tech Session - 911 Tune Up - Dave Walden
9 Dinner Meeting - Sue Atlee
15 GGR Autocross (Nonseries) - Jim Giffin
22 Southbay Wine Tour - Paul Scott

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

FERNLEY HILL CLimb, hosted by Sierra Nevada Region, October 4-5. Featuring: Chalk talk by Alan Johnson, practice Saturday, timed runs Sunday (2 minimum), open to all cars, trophies. $15.00 single driver, $10.00 second driver. Send check along with your name, address, age, driver's license number, co-driver's name and address, etc., type of car to Mary Lima, 1630 Grassland Place, Reno, Nevada 89502.

SCCA is hosting a Solo 1 school on October 25 with a day of racing to follow on October 26 at Sears Point. Cost - $50.00 for the school.... 2-1/2 to 3 hours track time. Street roll bars acceptable. Car does not have to be legal for any SCCA Class and you do not have to join SCCA to attend the School. Your instructors will be from Bob Bondurant's School of High Performance Driving. Any questions, call Sam Linville, 243-0578.

---

LOOKING TO NOV.

EVENT: GGR Series Autocross #6
"The Forsche Pucker 1"
DATE: Saturday, Nov. 1
A corner for everyone. Plan now to attend. "Must" for autocrossers to Herders.
Final Series points event for '75. First car out at 9 a.m.
Jon Milledge, Chairman, 244-7021.

EVENT: The Baron's Bluff
"Scorpio's Revenge"
DATE: Sunday, Nov. 2
A Tough and Dirty Rally
A Surprise or Two!!!!
And we Need YOU!
Gimmicks and prizes galore.
Workers, call The Baron, 547-2357 or 465-3353. For more info on location call Ron Ferreira.

EVENT: Dinner Meeting
DATE: November 8
An old-fashioned Thanksgiving among friends. We're having a replay of the tremendously successful Potluck -- but this time with home baked turkeys and all the trimmings. Further details in the November Nugget.

EVENT: South Bay Wine Tour
DATE: Saturday, November 22
A fine time to select wine for your 1976 Thanksgiving feast. Take it home and store it away. Let it rest for 12 months and see what an improvement there will be.
Mark your calendar now for a fun day of driving, tasting, picnicking and more tasting. There will be a limit of 50 cars for this event, so phone or mail your reservations to Carole & Paul Scott, 1558 St. Francis Drive, San Jose 95125, 264-5589. More details next month.

NUGGET DEADLINE - NOVEMBER ISSUE.
SUNDAY, OCTOBER 12
October Board Meeting To Consider 1976 Appointees

First, I would like to remind all interested people that the following appointed positions will be considered at the October Board Meeting:

1. Nugget Editor
2. Membership Directory Editor
3. Goodie Bag Manager
4. Northern California Sports Car Council Representative

Please call Susie Atlee if you plan to attend.

At the last Board Meeting, we were informed that only about 1/3 of the Membership Directory advertisers have paid their bills. That's terrible you people. You won't get your Directory unless you fork over the bucks.

Being basically a sarcastic person, I can't help but make a comment about the "Berens Bluff" or "Double-Cross Word" Rally. Normally, on the day of the event, the job of rallymaster is rather boring in that this person usually winds up sitting around in the car waiting for everyone to show up. Not so for Al Berens. Instead, he factored in certain mid-course excursions designed to make his presence essential for the continuance of the event. At 4:00 p.m., after executing 16 out of 120 instructions, Sharon Neidel and I returned to home base (Shirley once gave me all kinds of hell for bringing her daughter back from a rally late).

There wasn't a soul at the Pizza Parlor so we proceeded to finish filling in the puzzle using various maps, dictionaries and lots of deep thinking. I learned many really neat things like what an English Cromlech is and what is the most prominent star in Ursa Major. Only one instruction required ordering a table for one, but John Clever did it at every intersection.

I certainly hope all you National PCA types saw and read our September issue. If that doesn't win some kind of award I don't know what will. If Sonja and Ray don't stop outdoing themselves, we are never going to get someone to take the job next year.

- See you soon, Jim Fleming

BOARD MINI MINUTES

Board Meeting, September 5, Dwight Mitchell, Secretary

(1) GGR received a thank you note from San Joaquin Region thanking us for a good Zone 7 autocross.

(2) John Clever, National Parade Rules Committee Chairman, called for any proposed changes to be submitted to him by October 1, 1975.

(3) Jim sent thank you notes to Bill Pielow, Jr. for the excellent Parade and to Hobie Landrith at VW of America for his continued PCA support.

(4) Nominating Committee reported selection of eight nominees for '76 Board positions.

(5) '75 Rosters to be mailed ASAP. Only 1/3 of advertising revenues have been paid by advertisers so far.

(6) Barb Berens reported on proposed GGR T-shirts. Initial cost indications are high but she will continue to persue.

(7) Dave Walden was authorized to secure plexiglass covers, and PCA Information Cards to put on our dealer boards on a trial basis.

(8) A proposed bylaws change was discussed involving a past president being a Board member. Tabled to next meeting.

J & B's 356 Revenge Slated For Oct. 18th

WHAT: GGR Series Autocross #5

WHEN: Saturday, Oct. 18
1st Car out at 9 a.m.

WHERE: Pleasanton
Want the inside scoop on Autocrossing? Come help set up the course (at 7:30 a.m.) and apply for one of the many work positions that will be available during the day. . . . grid, course, timing, posting, registration, and if you think you're good enough, maybe even start/finish flag person.

Applicants can apply for one of these interesting positions in advance by contacting either Jim Fleming or Bill Wells before October 18. After that, it's first come, first served.

- Bill Wells, 968-1015

Freshmen Autocrossers Challenge
Class Leaders At GGR Auto-X *4

Freshmen autocrossers were abundant at Larry Wong's GGR Series Autocross on September 6. Laura Cambra was seen clipping off the seconds in Dave Bottoms's 914 (why drive your own 914, when Dave will let you drive his with the big wheels and tires). Julie Jones, Karen Myers, Carolyn Paterson, and Peggy Wall are all 911 freshmen who have come out to challenge quickies Nancy Wells and Sonja Blow.

Maybe Marci Kittrell is a sophomore rather than a freshman autocrosser, but she put in a fantastic run in one of the Club's most competitive classes to win a second place in Class 12. Marci joins Julie Bontempi and Susan Brooking in looking for the day when they catch Linda Mitchell.

TTOD was one of the best battles in a long time. Bob Garretson, Bruce Anderson, Ned McDaniel and Troy Powell all held the coveted spot at one time or another, swapping it back and forth with each run. Bob pulled out all stops to take the top spot, with a second place going to Bruce. Ron Trehman's competition went up in smoke, as Bill Fay's piston top did a quick disappearing act. Freshmen in 911 Class 6 far outnumbered the older seniors; Gary Myers especially doing a fine job. Bill Patton just made the top ten...of his class!

King of the Mountain is gone!! And Rich Bontempi did it. Rich put in one of his many pretty runs; this one, however, was good enough to beat Dwight Mitchell. It was Rich's day, but we also have to acknowledge the great driving that has kept Dwight undefeated for so long.

Ted Atlee got it all together to pull off a great run in his 912, and it looked like the time would hold all day. But Bill Newlin had other ideas and beat Ted's best by one-tenth of a second.

Everyone enjoyed Larry Wong's event. Course design was one of the biggest hits, with everyone feeling that there was still more time to cut off their runs. We'll all have to wait til the next GGR Series Autocross.

See you there... Tom & Marj Green
GOLDEN GATERS HOST A WINNER

Chairman Troy Powell staged an excellent GGR-hosted Zone 7 autocross on August 17. The course was run so well we actually finished 30 minutes early. Golden Gate members did the two things they are noted for—winning and hosting. GGR autocrossers won 17 of the 26 classes and worked hard to put on a great event for all Zone 7 drivers.

Bill Wells, creator of the world's first drunken parts swap meet, was the only man to show up for Class 1 in his 356 coupe and his 20 points moved him up from third to second in the yearly points battle. Brian Carleth showed up to help flag. He also brought his speedster and took Class 5 by a comfortable second-and-a-halfover class leader Paul Christensen.

Jim Giffen continues to dominate the 914/4s in Class 6. But Tech Chairman, Dave Walden, swore on a stack of gear charts that this domination will end. TTOD was not surprised—won by GGR this time. Bob Guthrie from Sac Valley stretched the throttle cable in his modified 914/4 just enough to win the big apple.

Let's see more of Bob Paterson in his stock 911. Bob has run only two Zone 7's for GGR this year—winning his class both times. Let's hope Bob has more time now to hit the Zone 7 tour.

We are not going to talk about Ray Blow—we know the guys in his class have quit talking to him! They just don't believe that he is mortal. While normally a tough, close class, Ray went out and beat everyone by 2-1/2 seconds.

It took five events, but Tom Green finally beat Bobby Daves. First Bobby, tomorrow......Ray Blow?

A Coors container, mit beard and hard hat took the honors in 6 cylinder modified class. Sometimes called John Clever, the container made it look easy, driving a borrowed car called the "Slug". Gary Evans has the 911 working very well and swears that John will have to borrow his next ride elsewhere.

Susie Atlee, our ingenious VP, won her class, despite hitting two pylons! This 20 points puts Susie in the thick of one of the toughest battles of Zone 7. Pat Walden ran away with her class; but Sharon Evans took a well-deserved second place, running on street tires against all the other women on the Blimp's best treadless tires. One 911 class saw three new GGR women come out to run their first Zone 7 autocross—Peggy Wall, Barb

“IT'S ALL OVER BUT THE SHOUTING”

WHAT: Zone 7 Series Autocross #8
WHEN: Sunday, Oct. 12
WHERE: Cal Expo, located off I-80, Sacramento

The last event in the excellent '75 Zone 7 Autocross Series will be hosted by Redwood Region.

With the results in many classes still in doubt, it should be an exciting event.

Registration and Tech 8 a.m. - 3 p.m.

Grid closes one hour after run group starts. Grid may start prior to the announced time, so be early.

Entry fee: $4.00 - PCA members only!

RUN GROUP SCHEDULE
9:00 - 11:30 Stock 6 Cylinder
11:30 - 2:00 Improved & Modified
2:00 - 5:00 Stock 4 Cylinder

Have you made your reservation at Motel 6 for Saturday night?

Berens, and Carolyn Paterson. Maybe next year this will be another class for GGR.

Sonja Blow, Nugget Editor supreme, was a copy cat. She two blew off her class by an enormous quantity of time. Kay Matthews pulled one out and nipped Sue Mascia in order to take a well-deserved second place.

Can't close without saying how happy we are to see Harv and Linda Smith back out autocrossing. Let's hope they continue to bring out their 904. After all, what other region has two 904s out autocrossing?

Statistics time: while 50% of the men running this Zone 7 event were from GGR, guess how many women were Golden Gaters—a whopping 64%. We have to have the fastest women in the west!!

-Tom & Marj Green
PITTON'S POTPOURRI

You people are so dull I can't believe it. How is it that you didn't notice the clever use of the word "ascended" in the August column?

You'll be happy to know that under no circumstances will Al Beren's name appear in this column this month.

Rob Meli and Dwight Mitchell have a thing for tents. Rob wore his to the August dinner meeting. Dwight worked under his at the Parade. Elaine Wells didn't wear hers at either. Thank you, Elaine!

(How could I have missed Bill Wells "Swap Meet"?)

Thanks to Susie Atlee and the Neidels for August's winner of a dinner meeting. It was great until Stan Frisbie showed up in a bathing suit. Did anyone notice George Neidel's neat arrangement of sockets and wrenches, nicely hung in the garage? NON METRIC. Please explain, George.

Rumor is that Ray Mascia turned 38 the day of the meeting, but it's fact that Sue Mascia is at least 38.

The inevitable Ray Blow (ho hum) being chastised for over consumption of various liquid and melon refreshment was asked if that was how he prepared for autocrosses. Response, "Full kidneys are great for ballast!"

John Lee and Dave Walden spend most of their spare time seeking nude beaches where John gets sunburned "parts" and Dave gets a great tan on his back. (Lays on his stomach with a small hole dug in the sand for comfort.)

Tom Foster when asked what kind of rally calculator he preferred, said, "Definitely Curta, I like the 'Kachuga, Kachuga' noise it makes." How about an electric train for Christmas for Tommy, ok., Linda?

Bob and Carolyn Peterson contributed a great melon tray to the dinner festivities. But, Bob did not contribute it by consuming the entire tray in record time.

Barbara Rose (the 6th Kink) has a guilty conscience. Everytime I went near her at the meeting, she said "oh, oh" and made a hasty retreat. By the way, she sure drives a smooth autocross.

The reason John Clever has never received the dreaded "D" is because everything he does is outrageous and therefore no one incident ever stands out.

My reason for reluctance to run for the board is that I only know two jokes and have told them both. - Der Furher

Pit Crews Key Element Of GGR Roadracers Success

Here we are back at the races on August 16, 17 with Sam Linville, Reinhard Reidel, Steve Grant and Jim Gaeta. Fred Maeder having lost his mount, was spectating.

Having been to all the Regional races this year with Louie the Limp (Fred Maeder) and Jim Gaeta, I've had a chance to watch the GGR drivers and crews become a very close racing fraternity. Sam Linville's crew consists of Sam, his wife Marge, and Mike Bailey. Reinhard's crew is Reiny, Jan, and about 10 others, complete with Reidel Racing Jackets.

Steve Grant's crew is fairly basic, it's Steve and wife Carol (no frills on this crew). Bob Daves, Ulrich (Jim imports him from Fresno just for engine work $$$), Sally Daves (timer), Jim's current sweetie, and Gloria Zulkowski, when there. Oh, and myself, I help Bob Dave's polish the car.

In Formula V, Steve has been steadily moving up in the order of finishers but has yet to make the top three.

In E/Production, Sam and Reinhard have been battling it out, with Reinhard taking home the first place points on this outing. Sam retired early with a flat tire.

Jim Gaeta couldn't get any race gas prior to the race, so we tried some avgas green --- that definitely was not the answer. We lost all low end torque and about 800 revs on the top end. Jim had a 9 point lead for 1st place for the season and prospects didn't look good.

When the green flag came out, Jim dropped about 4 or 5 positions on the first lap; however, a messy wreck stopped the race. On the restart Jim held 2nd place to the end, missing 1st by 5 seconds and a bonzai charge into Turn 11, which resulted in a spin that cost him one overall position only.

- Bob Zulkowski
GGR Drivers Tryout Time Trials At “Seca Solo”

Loma Prieta's smashing Time Trial weekend started Friday night, August 29, with Tech Inspection and a corner-by-corner dissection of Laguna Seca by Alan Johnson. Friday night also started the process of meeting southern California Porsche pushers from Zone 8 and P.O.C. (Porsche Owners Club) and examining their well-prepared machinery.

Saturday morning, we drove to the track in the dark. Being at Laguna Seca as a competitor endowed the raceway with a special excitement on this early morning. We arrived early enough to help Don Stubbs, the event's Chief Course Marshall, place the chicanes before corners two and eight. Depending on your gear box, the chicanes were a third, fourth or fifth gear maneuver that detracted little from the overall course design.

Everyone was assigned a run group color. There were to be six separate run groups, broken down by a combination of the car's potential speed and the driver's competition experience. Everyone got three practice sessions on Saturday. Laguna is an easy course to learn your way around -- only 9 real corners, all of which are visually distinct and unique. It is a different matter, however, to learn how to drive the course fast -- finding those little moves that allow you to take Turn 3 flat out, or the right braking point for Turn 4 so you don't lose too much speed before going up the hill, or choosing one of the 4 or 5 lines you can take entering the corkscrew at 6 and 6A, or, what is the most mysterious corner of all -- the coasting, waiting, waiting entry to Turn 7. As the day passed, the stopwatches were getting clicked off sooner and sooner as the cars started to drift smoother and closer to the edge of each corner.

Saturday night everyone piled over to the beer and sausage social kindly sponsored by Wester Porsche + Audi. Door prize presentations were capped by GGR's own Doug and Nancy Wells winning the $100 certificate donated by Martin-Johnson Porsche + Audi.

Sunday, the early birds were over at Denny's before the sun was out, drinking gallons of coffee to get the heart pumping. Sunday's weather was just like Saturday's -- the best we've ever seen at Laguna, in the eighties with no fog or wind.

One more practice session and then a drivers' meeting. Three or four cars were on the track at a time, and LP's timing crew performed flawlessly. Generally, everyone was clocking one-to-three seconds faster than their practice times. No traffic and no mirrors to watch makes a big difference. Being able to fully concentrate on only your own driving, and knowing that you are being clocked for class competition also stimulates more precision driving.

Everyone was timed the awards presented, and the beer supply attacked. Loma Prieta gets our nomination for event of the year award. They really show what can be done in Zone 7, and that there is no excuse for not having a Time Trials Series in Zone 7 for 1976. No excuse whatsoever. Thank you, Loma Prieta, for a smashing weekend.

GGR FIRST PLACE WINNERS--- Linda Mitchell, 912; Marc Kittrell, 914/4; Marge Linville, 914/4 (TTOD Women 4 cylinder); Diane Grimsman, 911 (TTOD Women 6 cylinder); Bobbee Nylander, 911; Dwight Mitchell, 914/4; Jim Garrison, 911; John Clever, 914/6; Bill Fay, 911; Bob Zulkowski, 914/6; Steve Grant, 356. SECOND PLACE --- Jim Giffin, 914/4; Sharon Trethan, 911; Dennis Grimsman, 911.

- Tom & Marj Green
SCENIC SOJOURN TO SAN SIMEON

HEARST CASTLE TOUR

DATE: October 25-26

Scenic tour down Highway 1 to San Simeon (picnic lunch)
In the afternoon, a tour of the Castle. That evening, no host cocktails and prime rib dinner at the Jolly Rogue Restaurant, San Simeon. Music for dancing after dinner. Overnight accommodations are at two ocean-front motels in Cambria (four miles from Castle).

Sunday is a leisurely day to explore Cambria, its antique shops and well-known restaurant for brunch.

Cost is $40.00 per couple, $29.00 single. Please add $4.00 for each Saturday afternoon tour ticket you wish. Checks must be made payable to PCA/GGR and mail to us.

Depart from Highway 9 and University Avenue, Los Gatos (municipal parking lot behind Sambo's) promptly at 8 a.m., Saturday. Information sheets will be sent to all participants. Please call 867-7082 if we can answer any questions. There is a 40 car limit for the tour.

-Harv & Linda Smith, 20221 Herriman, Saratoga 95070

A TECH SESSION FOR THE 914 DRIVER

WHAT: 914 Rap Session
WHEN: October 4, 9 a.m. - 1 p.m.
WHERE: Walden's Den
1025 Capuchino Dr., Burlingame

This is a repeat of a very popular session put on by Dwight Mitchell last year for the 914 owner. We will have experts on the 914 to answer any and all questions. This will NOT be a tune up session even though we will answer questions about timing.

-Dave Walden, Tech Chairman

SEPTEMBER SIZZLER SATISFIES

Taking its turn at supporting a Zone 7 Rally effort, GGR hosted the second event in the yet-to-be solidified series. The Luce family took the challenge in hand and set up a Time and Distance contest designed to do several things.

Design Concept #1: encourage Zone 7 rallying
Result #1: 17 "steady at the controls" rally teams made their way to the starting line in the sunny breeze of Pleasanton. (4 GGR, 1 Loma Prieta, 1 SVR, 1 Yosemite)

Design Concept #2: not to lose the participants
Result #2: As long as one remembered that General Instructions take precedence and that ROUTE INSTRUCTIONS should be followed, getting lost became purely a function of reading between the printed line.

Design Concept #3: to provide pleasant scenery
Result #3: Once one relaxed long enough to remove oneself from the odometer, route instructions, etc...the world outside became worth the effort.

Design Concept #4: to follow Porsche roads
Result #4: Consult with anyone who found themselves laboring behind horse trailers, campers, and other assorted Detroit irons.

Design Concept #5: to challenge navigators
Result #5: Refer to Result #2.

Design Concept #6: to challenge drivers
Result #6: A steady foot, a sharp eye, a few deep breaths, and 90 miles later...talk of doing even better the next time.

In conclusion: Design Concepts Confirmed.

Postscript: Definition of a rally..."Porsches everywhere, all over the place." Mark Curran, age 3.
Converting 911 Hydropneumatic Suspension To Torsion Bar

Due to several requests, we have compiled a list of parts necessary to convert your 911 E Hydropneumatic front suspension to Torsion Bar. It is well worth considering the conversion, due to the cost of replacing a worn out hydropneumatic strut. In addition, you can sometimes find a real bargain on buying a 1969-71 911E, but you should consider the cost of making the conversion.

The parts needed vary with the time the car was made, so each car must be examined carefully. The list below gives all conceivable parts you may need, including the optional shock absorbers. If you're careful, you should be able to get most of the parts from a wrecking yard. If you intend to add sway bars, make sure your arms have the tabs for the sway bar links on top or you'll have to add them.

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Part Number</th>
<th>Description</th>
<th>Quantity</th>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>911.341.049.01</td>
<td>Ball Joint *</td>
<td>1</td>
<td>911.341.925.00</td>
<td>Koni Strut</td>
</tr>
<tr>
<td>2</td>
<td>911.341.033.00</td>
<td>Lever</td>
<td>1</td>
<td>911.341.926.00</td>
<td>Koni Strut</td>
</tr>
<tr>
<td>2</td>
<td>914.341.117.01</td>
<td>Screw</td>
<td>2</td>
<td>83K-2088</td>
<td>Koni Rear Shock</td>
</tr>
<tr>
<td>2</td>
<td>911.341.119.06</td>
<td>Bolt **</td>
<td>1</td>
<td>V35-911/911</td>
<td>Bilstein Strut</td>
</tr>
<tr>
<td>2</td>
<td>910.341.475.00</td>
<td>Seal</td>
<td>2</td>
<td>V36-012/911</td>
<td>Bilstein Strut</td>
</tr>
<tr>
<td>1</td>
<td>911.341.901.00</td>
<td>Arm **</td>
<td>1</td>
<td>B46-167</td>
<td>Bilstein Rear Shock</td>
</tr>
<tr>
<td>1</td>
<td>911.341.902.00</td>
<td>Arm **</td>
<td>1</td>
<td>911.341.923.00</td>
<td>Boge Strut</td>
</tr>
<tr>
<td>1</td>
<td>910.343.013.03</td>
<td>** Auxiliary Support</td>
<td>1</td>
<td>911.341.924.00</td>
<td>Boge Strut</td>
</tr>
<tr>
<td>1</td>
<td>910.343.101.12</td>
<td>Torsion Bar</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>910.343.102.12</td>
<td>Torsion Bar</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Footnotes:

* May or may not be required depending on the attaching method between the strut and ball joint. Some struts have a split socket with a clamping bolt. Others have a solid socket with a tapered key bolt.

** Will not be required if serrated torsion bar sockets are in the forward end of arms and there are provisions for the torsion bar lever abutments in the auxiliary support. Most 1969 models and some 1970's will accept torsion bars without modification. Other 1970's and most 1971's will not. If the main arm from the pivot at the auxiliary support to the ball joint is fully enclosed or boxed in, the chances are good that torsion bar serrations are provided. If the main arm is an open bottomed hat section they will have to be changed.

*** (Applies to all the parts listed in the second column). The struts specified are based on alloy calipers being installed on the front, which is usually the case. It is recommended that the same brand of struts and rear shocks be used together.

My appreciation to George Holcomb at Motoring Enthusiasts, Inc., for his research. - Dave Bottom

RESULTS OF "SEPTEMBER SIZZLER", ZONE 7 RALLY, SEPTEMBER 7

<table>
<thead>
<tr>
<th>Place</th>
<th>Score</th>
<th>Driver/Navigator</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipped Class</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>69</td>
<td>Keith McManahan/Myrna Bachrach</td>
<td>LPR</td>
</tr>
<tr>
<td>2</td>
<td>93</td>
<td>John Clever/Curta Von Halda</td>
<td>GGR</td>
</tr>
<tr>
<td>3</td>
<td>233</td>
<td>Toby Evans/Leta Evans</td>
<td>GGR</td>
</tr>
<tr>
<td>4</td>
<td>286</td>
<td>Dennis Winter/Roberta Winter</td>
<td>GGR</td>
</tr>
<tr>
<td>5</td>
<td>334</td>
<td>Susie Atlee/Ted Atlee</td>
<td>GGR</td>
</tr>
<tr>
<td>6</td>
<td>483</td>
<td>Wyman Bradley/Ralph Bradley</td>
<td>YOS</td>
</tr>
<tr>
<td>7</td>
<td>555</td>
<td>Rik &quot;Snake&quot; Larson/Lettie Larson</td>
<td>SVR</td>
</tr>
<tr>
<td>8</td>
<td>1181</td>
<td>Elaine Parry/Eugene Parry</td>
<td>GGR</td>
</tr>
</tbody>
</table>

Navigational Class

<table>
<thead>
<tr>
<th>Place</th>
<th>Score</th>
<th>Driver/Navigator</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>155</td>
<td>Bob Curran/Judy Curran</td>
<td>GGR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Place</th>
<th>Score</th>
<th>Driver/Navigator</th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unequipped Class</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>109</td>
<td>Jim Fleming/Sharon Neidel</td>
<td>GGR</td>
</tr>
<tr>
<td>2</td>
<td>238</td>
<td>Dave Walden/Pat Walden</td>
<td>GGR</td>
</tr>
<tr>
<td>3</td>
<td>450</td>
<td>Doug Foster/Karen Neidel</td>
<td>GGR</td>
</tr>
<tr>
<td>4</td>
<td>897</td>
<td>Al Perens/Craig Peterson</td>
<td>GGR</td>
</tr>
<tr>
<td>5</td>
<td>1185</td>
<td>George Neidel/Shirley Neidel</td>
<td>GGR</td>
</tr>
<tr>
<td>6</td>
<td>1292</td>
<td>John Lee/Cris Lee</td>
<td>GGR</td>
</tr>
<tr>
<td>7</td>
<td>1316</td>
<td>Len Peterson/Shirley Peterson</td>
<td>GGR</td>
</tr>
<tr>
<td>8</td>
<td>1316</td>
<td>Ruth Peterson/Sue Swegan</td>
<td>GGR</td>
</tr>
</tbody>
</table>

Thanks to the following persons who worked the rally, but did not compete: Bob and Bruce Sherry, Tom and Linda Foster, Dwight and Linda Mitchell. Thanks also to those competitors who worked. - Tony Luce
From “Crossword” To Cross Words!!

It is said that the best laid plans of mice and men often go astray. That was certainly the case at "The Berens' Crossword Rallye", resulting in the Berens' fiasco.

The weather was nice but there were some hot tempers anyway. It seems that the rallyemaster (Al Berens, Al Berens, Al Berens...) had made the double mistake of having a left turn for a right turn in the instructions and then not catching it when checking out the rallye course.

However, the rallye was marred by other defects which fortunately we can attribute to inexperience rather than negligence. Some hearty souls, the Neidels and John Clever only to name a couple, actually figured out our errors and corrected them; those who did not were somewhat disgruntled, but basically good-naturedly so. For the participants we had a bottle of wine; we hope our spirits raised their spirits. We apologize for our mistakes and hope to be more careful nexttime. The results based on one good leg of the rallye are:

**WINTER/WINTER**........ 47 Game by Der Fuhrer:
Atlee/Atlee.............. 225
Curran/Neidel........... 232
Clever/Curta von Halda. 298
L. Peterson/S. Peterson. 302
Wells/Wells............... 529
Lee/Lee.................. 541
Barth/Barth............... 692
Neidel/Neidel........... 987
Forster/Forster.......... 3934

**BERENS**

<table>
<thead>
<tr>
<th>Across</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.</td>
<td>19.</td>
</tr>
<tr>
<td>Headline</td>
<td>Instant Divorce</td>
</tr>
<tr>
<td>Grabber</td>
<td></td>
</tr>
</tbody>
</table>

Equal points will be awarded to those who completed the rallye.

- Al & Barb Berens

**SYNTHETIC OIL.** - Recently, Porsche drivers have been experimenting with the use of synthetic motor and transaxle oils. Results have been mixed. Some drivers reported better performance, improved gas mileage, and smoother shifting. After some time, leaking at the constant-velocity joint rubber seal was reported. It is uncertain as to the specific cause. Some believe that components of synthetic oil attack rubber material, while others believe that the natural cleansing quality of synthetic oils is the cause.

Clean, rebuilt engines may not seal if started on these oils. They may probably leak heavily. Oil manufacture reps are assuming a very conservative posture and cautioning customers that if their engine has over 40,000 miles on it (and has considerable sludge buildup) the cleansing action may cause oil leaks. This also means frequent oil filter changes to trap the released sludge and dirt.

- Dave Walden, Tech Chairman
Welcome to the Club!

Michael Clinkenbeard (Paula)
2650 Cardinal Lane
San Jose 95125
(408) 257-5879
Health Administrator
'66 911

Ruben Garza (Margaret)
6386 Blackwood Drive
San Jose 95129
(408) 252-1402
Engineer
'70 911S Targa

Rick Hughes (Love)
3507 Freeman Road
Walnut Creek 94595
(415) 934-1882

James A. Randall (Merri)
265 Pizarro Lane
Foster City 94404
(415) 573-8692
Sales
'72 911E

Anthony John Souza
38850 Farwell Dr. #9C
Fremont 94536
(415) 796-5206
Traffic Officer
'66 911

The Market Place

FOR SALE

914-4 totally set up for autocrossing. Fresh Garretson Engine, close gears, bushed suspension.....$5,000.
Troy Powell or Bob Zulowski, 276-4400 days;
783-9540 eves.

Two Michelin 185 XVR's, brand new 70/15.....$85 ea;
Two vol. 911 original Workshop Manuals...make offer;
356 B/C Workshop Manual Supplement...make offer;
Toni Bayless, 1648 Clarspur Lane, San Jose 95129;
252-1530

Two wrecked ’74 914’s...one body good from the wind-
shield back. One good right rear quarter. 1.8 engine,
9K miles, front suspension, front apron, half shafts,
trailing arms, complete interior, 914/6 seat assembly.
Four Ronal Mags and 5 new Uniroyal "Rally 185" steel
radials. All parts approx. 1/3 to 1/2 off reg. price.
1.8 and 2.0 stock mufflers, steel rims, etc. Rich
Bontempi, 180 Atherwood Ave., Redwood City 369-1364
911 Manual complete through XXIV, includes 3 factory
binders. 912 Factory Manual (incomplete) included...
$110. Phil Loeb, 793-2720

Two original ’75 Porsche factory "sports" seats. Black.
Retail $500 ea, asking $300 ea. One '74 Carrera RS
rear spoiler painted white, black grill. Asking $125.
New '74 911 factory exhaust. Retail $218, asking $150.
Rick Stubble, 28 Mariposa, Los Gatos 95030; phone;
415/329-3497 (work); 415/354-2144 (res)

62 S-90 Coupe. White, with tan upholstery by McKenna
30,000 mi. on rebuilt engine, 5,000 mi. on rebuilt trans.
Always in Bay Area; complete service records. Clean and
strong...$6,500. Linda Foster, 493-3989

69 911S Coupe, silver, spoiler, alloys, 57,000 miles.
Great condition....Call 352-5203 (eves), M. Seafoth-

Two 911 bras, $30 ea. (like new). Two snow tires and
studs (make offer). G. T. Warp, 865-0919(eve); 377-1648days

904, #084. Converted to 6 cyl. w/new 2.7 eng., short
geares, recent concur prep. Ideal for tours, autocross,
Solo.1. Trades considered as part payment, see to
appreciate.... 356 race parts: E/P 1600 race eng. with
Hirth roller, special pistons, every conceivable trick.
2 Speedsters,1 complete car, rusty but functioning, 1 shell
ideal for autox, Solo project: 2 car trailers. Boxes of
misc. 356 parts & 741 gear. All items priced to sell.
Must move something. Steve Kirby 735-1238 or 948-0442
Mystery Mask-erade To Highlight Oktoberfest!

Please Note Early Deadline

DATE: Saturday, October 4
Cocktails .................. 6:30 p.m.
Dinner ..................... 8:00 p.m.
PLACE: Rick's Swiss Chalet, 4085 El Camino Way,
Palo Alto  (415) 493-7575
MENU: German Sauerbraten ........... $7.25
French Fried Jumbo Prawns .... 6.75

ENTERTAINMENT
You will come--ya?--to the Oktoberfest Mask-erade! The atmosphere will be quaintly Bavarian and each disguisee will have a scorecard to guess who's who, so brush up on your people watching. You'll have the cocktail hour for "scoring" and trying to determine whose legs those are, or who belongs to that back, or even wondering who's got that great pair of (eyes?) Judging will be done before dinner...

DEADLINE: Monday, September 29 - Don't delay!

Make checks payable to PCA-GGR (indicate menu selection on check and mail to Susie Atlee, 1309 Aster Lane, San Jose, CA 95129 (408) 257-1593.

DIRECTIONS: From 101, take San Antonio Rd., west exit; right onto Charleston, right onto Alma, left onto W. Meadow Dr. to Rick's. From 280, take Page Mill Rd. (expwy), east exit; right onto Foothill Expwy, left onto Arastradero Rd., left onto El Camino Real, right onto El Camino Way to Rick's.