Many fine used
PORSCHE
Under $10,000

ALEX'S
PORSCHE HOUSE
374-5920
Sales-Service-Parts • 3303 S. Winchester • Campbell
MISCELLANEOUS MUMBLINGS

There has been a great deal of discussion and concern over the decreased attendance at our events this year. There seems to be a number of possible causes among which are inflation and the gasoline shortage. Naturally a car club’s events are very dependent upon gasoline. The Board of Directors has cautioned the various event chairmen to be conservative when planning their events and to minimize the miles to be driven. Each month the Nugget has a calendar of events on the back. I might suggest that you review this calendar when you receive your Nugget and take note of any events that interest you. You can then plan your gasoline requirements accordingly.

The events this year are as interesting and entertaining as they have been in years past. If you are missing the events, you are missing a great time with a lot of good friends. Please join us at an event soon!! We’re having a great time and we want you to enjoy this club as much as we are.

Sandi Candlin

INSIDE YOUR NUGGET

<table>
<thead>
<tr>
<th>Page</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Miscellaneous Mumbleings</td>
</tr>
<tr>
<td>4</td>
<td>Hounded Hare</td>
</tr>
<tr>
<td>5</td>
<td>The Aftermath</td>
</tr>
<tr>
<td>7</td>
<td>Picture Rally</td>
</tr>
<tr>
<td>8</td>
<td>GGR Racers</td>
</tr>
<tr>
<td>9</td>
<td>Introduction</td>
</tr>
<tr>
<td>10</td>
<td>Many Thanks</td>
</tr>
<tr>
<td>11</td>
<td>Word Orgy V</td>
</tr>
<tr>
<td>13</td>
<td>A Myriad of Minutes</td>
</tr>
<tr>
<td>14</td>
<td>Time Trial Rules</td>
</tr>
<tr>
<td>15</td>
<td>About Oregon’s Gas ‘Em II...</td>
</tr>
<tr>
<td>18</td>
<td>Did’Ja Know</td>
</tr>
<tr>
<td>19</td>
<td>GGR Gallery</td>
</tr>
<tr>
<td>21</td>
<td>Down to Basics</td>
</tr>
<tr>
<td>23</td>
<td>Strokin’ at Elkhart</td>
</tr>
<tr>
<td>24</td>
<td>Alarming Tech</td>
</tr>
<tr>
<td>25</td>
<td>356 Brakes</td>
</tr>
<tr>
<td>27</td>
<td>Old Faces - New Places</td>
</tr>
<tr>
<td>28</td>
<td>Carlsen Concur/Swap</td>
</tr>
<tr>
<td>30</td>
<td>The Mart</td>
</tr>
</tbody>
</table>

The Nugget is published monthly by the Golden Gate Region of the Porsche Club of America. Deadline for all material is the first of each month prior to publication. Questions regarding display advertising should be directed to the Nugget Advertising Managers, and any remaining questions regarding the Nugget should be directed to the Editor. Any address changes should be sent to the Membership Chairman for the Nugget, and to the PCA Executive Offices, 5616 Clermont Drive, Alexandria, Virginia 22310 for the Panorama. Prospective members should contact the Membership Chairman, or other Board member for information.
HOUNDED HARE

Twenty-five cars and about 70 people arrived at the Stanford parking lot on Friday evening, August 3rd, to start off in pursuit of the Hare. There were an assortment of motor vehicles from cycles to vans including a few of the finer German cars! It was a warm evening and a great one for driving and jogging — except for the dogs (Right, Sonja)!

Linda Foster had baked some bones for the hounds to appease their appetites until the end. The first dozen or so cars followed the twisting course through the hills to the end with little difficulty. However, one hound decided to make the trail more challenging and removed one or two pin spots. (Why did Lou Beckwith have one white shoe?) So the rest of the group spent about an hour driving around in a circle in a beautiful hillside neighborhood in Portola Valley much to the disgust of several residents. Finally, a group of eight cars decided to give up and der Fuhrer opened his panic envelope and we all followed him to the Alpine Inn for suds, sandwiches and tales of the chase.

MARGE AND NAVIGATORS

Awards were presented in the back picnic area of the Inn. John Clever was awarded the stuffed shirt — oops, I mean “rabbit!” — for following the trail the closest. Karen and Sharon Neidel were second and received a beer mug, the Blanchard’s 3rd place earned them a bottle of wine; Lateer’s 4th — a small bottle of the grape and Mike Lommatzj’s 5th won him a can of beer.

Thanks to Tom and Linda for their creativity and a fun, well organized event!

The Red Bug
THE AFTERMATH

CARRERA DE FERREIRA

Madcap rallye masters Ron Ferreira and Jim Pasha teamed up to put on the September feature rallye. Held on a balmy, clear, starry night this short, (38 miles, and 1:07 if you were on course and on time) but sweet event featured a road race down Bollinger Canyon, Norris Canyon and Crow Canyon Roads in the East Bay Foothills. Considering the winners drove a VW bus, those of you who complained about the speed changes obviously don’t have a stomach for rallying. Those who managed to locate the “left on Astor” were treated to a dazzling view of East Bay lights from high in the San Leandro Hills. The rallye ended at the usual pizza hangout in Castro Valley where the real fun began. As customary with a Ferreira rallye, the winners received door prize type awards for finishing in the money. Waldens and Trethans, a devastating rallye combo, (you’d think 3 navigators would be a disadvantage) combined in the bus to take first in unequipped with 180 points. (Sharon has been roadracing these roads for years and knows each apex intimately.) They won a pair of car speakers donated by Auto Radio Headquarters of Oakland. Rumor is Pat and Sharon will each get a tweeter; Ron and Dave will divide the woofers.

Jeff and Barb Lateer were a close second with 254 points. (Jeff also grew up racing these roads) and won dinner for two donated by Casa Maria of San Leandro.

The Candlin/Johnson team was third with 420 points, (Johnny will road race anywhere) and won a poly-glycoat treatment for their car. Other prizes given included a hat which features a headlight on the forehead. Looks like a miner’s cap but Johnny immediately recognized it as a Gyn. hat.

New members Marsha and Ed Wilson won fourth with 475 points. (They had just finished telling me how terrible they’d done.) They are first time rallyists.

Among first time rallyists Phil Mullen and Penny Keen finished first and Liz and Bob Steffler second. They won prizes donated by Martin Johnson P/A.

High point of the evening came with announcement of the winners in equipped class. As John Clever was the only one equipped, he overcame overwhelming odds for a first and won a mexican dinner for one, which consisted of a six pack of Dos Equis and a large can of chili and a cactus for atmosphere. Ever remarkable Johnny Johnson was prompted to remark (get it), “Gee, John now you’ll have enough gas to get home.”

Nice rallye. Thanks Jim and Ron.

GASSED AGAIN?

Bill Patton
### MAHLE P&C Sets Complete

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>356</td>
<td></td>
<td>349.00 set</td>
</tr>
<tr>
<td>356 C</td>
<td></td>
<td>349.00 set</td>
</tr>
<tr>
<td>356 SC, 912 Alloy</td>
<td></td>
<td>425.00 set</td>
</tr>
<tr>
<td>356 SC, 912 Big Bore Cast</td>
<td></td>
<td>129.00 set</td>
</tr>
<tr>
<td>356 SC, 912 Big Bore Alloy</td>
<td></td>
<td>179.95 set</td>
</tr>
<tr>
<td>911, 911L 2.0 66-68</td>
<td></td>
<td>495.00</td>
</tr>
<tr>
<td>911 &amp; 914 L 2.0</td>
<td></td>
<td>495.00</td>
</tr>
<tr>
<td>911-E 69 2.0</td>
<td></td>
<td>895.00</td>
</tr>
<tr>
<td>911-F 69 2.0</td>
<td></td>
<td>850.00</td>
</tr>
<tr>
<td>911-S 2.7 European</td>
<td></td>
<td>495.00</td>
</tr>
<tr>
<td>930 3.0 Turbo</td>
<td></td>
<td>995.00</td>
</tr>
</tbody>
</table>

### CHAIN TENSIONERS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>911 All</td>
<td></td>
<td>39.95 ea</td>
</tr>
<tr>
<td>911 Mechanical</td>
<td></td>
<td>35.95 pr.</td>
</tr>
</tbody>
</table>

### CHAINS

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>911 All 2 Required W Master Link</td>
<td>16.95</td>
</tr>
</tbody>
</table>

### CHAIN GUIDE RAILS

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 Required</td>
<td>1.99</td>
</tr>
</tbody>
</table>

### MANN OIL FILTERS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>356, 912 All</td>
<td></td>
<td>1.75</td>
</tr>
<tr>
<td>911 to 72</td>
<td></td>
<td>3.50</td>
</tr>
<tr>
<td>911 all 72 On</td>
<td></td>
<td>3.50</td>
</tr>
<tr>
<td>914 4 all</td>
<td></td>
<td>2.50</td>
</tr>
</tbody>
</table>

### GLYCO Main Bearing Sets

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>356 All</td>
<td></td>
<td>49.95</td>
</tr>
<tr>
<td>912 All</td>
<td></td>
<td>49.95</td>
</tr>
<tr>
<td>911 All</td>
<td></td>
<td>64.95</td>
</tr>
<tr>
<td>914 All</td>
<td></td>
<td>21.95</td>
</tr>
</tbody>
</table>

### GLYCO Rod Bearing Sets

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>356, 912</td>
<td></td>
<td>17.95</td>
</tr>
<tr>
<td>911 All</td>
<td></td>
<td>25.95</td>
</tr>
<tr>
<td>914</td>
<td></td>
<td>14.95</td>
</tr>
</tbody>
</table>

### PISTON RING SETS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>356-912</td>
<td>Std</td>
<td>39.95 set</td>
</tr>
<tr>
<td>911 Std</td>
<td></td>
<td>64.50 set</td>
</tr>
<tr>
<td>914 Std</td>
<td></td>
<td>12.50 set</td>
</tr>
</tbody>
</table>

### GERMAN OEM *NEW

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>912 Crank Shaft</td>
<td>595.00</td>
</tr>
<tr>
<td>912 Rods</td>
<td>99.95 ea</td>
</tr>
</tbody>
</table>

### COMPETITOR — Expandable Oil Tube

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>54.95 Set of 4</td>
<td></td>
</tr>
</tbody>
</table>

### GASKET SETS — German

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>356, 912 Head Set</td>
<td>16.95</td>
</tr>
<tr>
<td>356, 912 Lower Set</td>
<td>21.95</td>
</tr>
<tr>
<td>911 Specify Engine Size</td>
<td>84.50</td>
</tr>
<tr>
<td>914 Specify Engine Size</td>
<td>21.95</td>
</tr>
</tbody>
</table>

### BOSCH PLUGS

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>W250-P21</td>
<td>3.50 ea</td>
</tr>
</tbody>
</table>

### CD REPLACEMENT

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permatune</td>
<td>89.95</td>
</tr>
</tbody>
</table>

---

### ADD 10-20 HP

<table>
<thead>
<tr>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>European Fuel Distributor</td>
<td>325.00</td>
</tr>
<tr>
<td>European Warmup Regulator</td>
<td>89.95</td>
</tr>
</tbody>
</table>

### TOLL FREE

INSIDE CALIF. (800) 852-7741
OUTSIDE CALIF. (800) 824-8816
$20.00 Minimum on Shipped orders
PICTURE RALLY

What happens when the Gorilla and Skunk put on a rallye? Find out on Sunday, November 4th. This will be a very simple rallye with straightforward route instructions. The gimmick: You’ll be given a set of pictures which you’ll identify on the rallye route at which point you’ll simply note your odometer reading. Very simple, and a good rallye for you beginners as well as you experts. We’ll end up at a private home, and send out for no host pizza, Togo’s or whatever. BYOB and drop it off at the start of the rallye — we’ll put it on ice for you so it’ll be waiting for you at rallye’s end. Time for the rallye shouldn’t exceed two hours. This one is the rallye you really shouldn’t miss, regardless of the weather. No high-speed driving will be necessary, but there are some neat Porsche roads along the route.

WHERE: Almaden Plaza (formerly Almaden Fashion Plaza)
Blossom Hill Road and Almaden Expressway
San Jose
From Hwy 280 South, take the Almaden/Vine exit and go south on Vine (one way) which merges into Almaden Expressway. From Hwy 101 South take the Capital Expressway West exit and continue to Almaden Expressway. Take Almaden south to the Almaden Plaza, we’ll be at the north end.

WHEN: Sunday, November 4th
Questions/Answers - 11:30 AM
First Car Out - 12:00 Noon
Last Car Out - 12:45 PM

COST: $4.00 per car

AWARDS: 3 prizes and dash plaques in each of 2 classes (Gorilla for big cars and Skunk for small cars). Prizes donated by Everyzing German (formerly Edward’s Porsche Parts).

CALL: Rallymasters Ted Atlee (408) 578-7499
Norb Witt (408) 356-0866

SPONSORED BY EVERYZING GERMAN

AUTOCROSS

Make sure you plan to show up at the Fairgrounds in Pleasanton on October 20th. It’ll be your last chance to add to your point totals this year. It won’t be easy, but it will be fun.

DATE: October 20th, 1979

TIME: Reg. and Tech open at 6:30AM. Reg. Closes at 8:30 and re-opens at 11:00 for one hour.

PLACE: Alameda County Fairgrounds
Bernal Avenue
Pleasanton, CA

DINNER MEETING

Outside, under a spreading oak tree, on top of a hill with views of the entire bay area — that’s the setting at Paul Masson Mountain Winery. (Bring a jacket.) The Paul Masson personnel will host a wine tasting prior to dinner and serve wine throughout dinner.

Reservations are required as the number of people that can be accommodated is limited.

HOSTS: Susan and Alan Brooking

WHERE: Paul Masson Mountain Winery
Pierce Road, Saratoga
Mountain Winery Phone Number for emergency only, 257-7840

From Highway 280 south bound take the DeAnza Blvd.
exit (also known as Old Hwy 9, Saratoga/Sunnyvale Road, and Hwy 85) to Big Basin Way in the town of Saratoga.
Right on Big Basin Way, then right onto Pierce Road (approx. 1.8 miles), then left at the vineyard entrance (approx. 1/4 mile).

From Highway 280 north bound take the Saratoga Avenue exit to Saratoga. This turns into Big Basin Way at the town of Saratoga. Go approximately 1.8 miles to Pierce Road. Right onto Pierce Road and left at the vineyard entrance (approx. 1/4 mile).

WHEN: Saturday, October 20th
5:30PM — Wine tasting
6:45PM — Dinner

COST: Barbequed half chicken — $11.00
12 oz. barbequed New York steak — $12.50
(dinner also includes wines, green salad, potato, vegetable, bread, dessert, and beverage)

Indicate your meal choice on your check and make payable to PCA/GGR. Mail to:
Marge Forster
1572 Bedford Avenue
Sunnyvale, CA 94087
or call (408) 737-0861

DEADLINE FOR RESERVATIONS: Tuesday, Oct. 16th

If you make a reservation and cannot attend, cancellation is necessary.
GGR RACERS

Johnny Humphries races a 1961 356B Roadster in SCCA's amateur E-Production class. The car has a unique history in it was put on the track new in 1961 and has never been driven on public roads — let alone during snowy winters. Alan Johnson first built and raced the car in Southern California. Johnny bought the car as a basket case in 1978. Jon Milledge and Dwight Mitchell assembled the car, replacing all rubber suspension components with plastic, mounting a 19mm front sway bar and a rear Z-bar, Koni front shocks and Carrera rear shocks. Another GGR member, Rick Bowers, builds the 1600 cc motors, using Cosworth pistons, an Elgin cam, flowed heads, racing exhaust, and a Hirth roller crank. All of this runs through a limited-slip trouxaxle and a specially built gear box that has 2 second gears instead of a low gear, allowing him use of a full 4 gears.

Johnny moved here from Texas in his 914-4 (now owned by Sharon Neidel) and started autocrossing in 1975. The racing bug bit him in 1977 and in 1978 he had the car built and he obtained his SCCA Regional license. At the first of 1979 he picked up his National license. In the 1978 Pacific Coast Runoffs, the car had mechanical problems in practice and did not make the race.

This year Johnny is running races in both the local region as well as the Northern Pacific Region, where he is currently leading his class in points. Goals for this year include winning the Pacific Coast runoffs, for which he has already qualified; and gaining enough national race points to run the National Championships in Georgia.

Chief wrench is Lorin Guy, another GGR member, who keeps the car in trim at all the races. Johnny confides that his secret goal is to pass Chuck Forge, who drives one of the fastest — if not the fastest — 356 in SCCA racing. (We'll have an article on Chuck later, as he too belongs to GGR). The year-end runoffs are coming soon and we'll keep you informed how Johnny and the rest of the GGR Racers did.

Tom Green
Race Editor

DUMMKOPF?

Reasons behind members receiving this award are sad, humorous, interesting; quite a variety of stories. I would like to start a scrapbook with pictures and descriptions of why this award has spent a time or two in GGR's homes. If you have received the DUMMKOPF, or you know of the details, please write a brief description of this honorable event including WHO gave it to you, approximately WHEN (month and year), and to whom you awarded it. We need to preserve this history! Please send your information to me at 5880 Lean Avenue, San Jose, Ca 95123.

Shirley Neidel

HIGH PERFORMANCE HOUSE

- New parts and accessories, everything from Antennas to Z-beam headlights
- Huge inventory used PORSCHE parts
- Complete quality service & repairs
- Damage free tow service on flatbed trailer
- Autocross & race preparation and advice

2005 SPRING ST. [415]364-6234
REDWOOD CITY CA. 94063

Rich Bontempi - owner
INTRODUCTION

55 people attended the secret new car introduction by Rudy Spielberger Saturday morning, Sept. 8th. The focal point of the session was the new 924 Turbo which will be available in the US next month. Rudy came prepared with a slide presentation, a 924 Turbo, and his glib wit.

The first 600 cars will have two-tone paint scheme and the brake system from earlier 924's with disc in the front and drum brakes in the rear. Subsequent cars will have a full paint selection and an optional handling package will be offered which includes vented disc brakes on all four wheels. The easiest way to distinguish the handling package cars will be the conventional Porsche 5 bolt lug pattern.

Rudy also showed a slide of the 1980 928S, which for the US market will have a handling package, spoilers, and an anti-dent door strip the length of the car in the same color as the car’s paint. For all 1980 928's the weight has been reduced by 300 lbs, which when coupled with the use of L. Jetronic fuel injection has increased the fuel mileage to 22-24 mpg. For 1980 the 911SC will continue unchanged and the US version of the 930 will be discontinued.

Bruce Anderson

The engine for the 924 Turbo has been redesignated as type 931 and incorporates many of the tricks Porsche has learned from 10 years of Turbo experience. The engine has a new head with the spark plugs relocated. The new head is also modified to have a small combustion chamber, which in conjunction with more deeply dished pistons provides a 7.5:1 compression ratio. Power is 145 hp @5500 rpm with maximum torque 147 ft lbs @ 3000 rpm. The 931 engine uses a small turbine compressor in conjunction with the normal Porsche control devices, pop-off valve, and wastegate to minimize lag.

SPECIALIZING IN PORSCHE INTERIORS
RESTORED TO ORIGINAL QUALITY
USING LEATHER and VINYL

Rae's
AUTOMOTIVE UPHOLSTERY

Telephone (408) 378-7717
You can ship your sets to us we'll restore them and they will be back to you in (10) days.

M. G. MITTEN Distributor
186 E. Sunnyoaks Avenue
Campbell, California 95008

NUGGET/9
MANY THANKS

The response to our disaster call was fantastic. I would like to thank everyone who baked a goodie, because you made the bake sale a successful event. Stephanie helped Brian and I get everything going in the wee hours of the morning. Marge and Lynn helped relieve us for lunch, while Bret sampled some of the best goodies in town. Elaine, there's a saleswoman — She could sell you anything! We also received help from Marsha and Bonnie that was greatly appreciated. Thanks to Reata and Doug for helping us out and bringing the bakery cart that was build by Doug. Special thanks to Carlser Porsche/Audi for letting us have the Bake Sale.

Marsha Keller

RACER TECH TIP

The standard 911/912/914 tie rods can be replaced with 930 Turbo rods. Standard tie rods have a rubber cushion mounting at the inboard end, whereas the Turbo tie rods have a solid ball, giving you a more positive steering action and better road feedback. You need 2 tie rods (new tie rod ends come with them) part no. 930.347.031.01 and 2 new rubber boots part no. 930.347.191.02, all of which runs you about $135.00.

Tom Green
Race Editor

BOOST IT!

ANNOUNCEMENT OF A NEW OCTANE BOOSTER

This is a followup on the technical article “Anent Gasoline” that appeared in the July Nugget.

There is a new octane booster that is now being used, on a pilot program basis, in limited areas of Germany and Italy. It is a nonmetallic additive that has been shown to both increase performance and decrease emissions when limited concentrations are used. Methyl tertiarybutyl ether (MTBE) is synthesized from methanol and isobutylene. MTBE has already been approved by the Environmental Protection Agency for use as a gasoline additive in the United States in concentrations up to seven percent. European research and testing has shown that “driveability” deteriorates when high concentration levels are used. The concentration levels and corresponding octane ratings were not given in the product announcement. We will be able to make a more reasonable evaluation when we learn how the EPA’s seven percent maximum relates to usable concentration levels and how, in turn, both of those levels relate to increased octane ratings. In all, it does look promising. We will pass along more information when we have more concrete figures to work with.

Jerry Woods
Technical Director

If your car says something about you, your car’s sound system should, too.

A new version of our ever popular “Super System” is now available for both American and foreign made cars. It features:

- Fully electronic, German-made Blaupunkt Bamberg radio and cassette player
- 60 watt RMS amplifier with the specs of a fine home system
- 2 very high power woofers
- 2 mylar dome tweeters
- Custom crossover networks

$129900

System installed and tuned to your car’s acoustics. Complete with our “right-now” one year service FREE.

3505 El Camino, Palo Alto, 494-3555 (3 blks. So. of Page Mill Rd.) Open Mon.-Fri. 10 to 9, Saturday 10 to 6, Sunday 1 to 5

10/GOLDEN GATE REGION
WORD ORGY V

EVENT: A short gimmick/coursemarker rallye, followed by a wine tour.

WHERE: Faber Place in Palo Alto
From US 101 take the Embarcadero Road exit, and follow the signs onto Embarcadero Road EAST. Faber Place is on your right just past Carlisen Porsche Audi.

WHEN: Sunday, October 14th
11:00AM to Noon

RALLY ROUTE:
Sunnyvale

WINE TASTING:
North Santa Clara County

GAS: Will be available at several local stations; payment in cash is required.

CALL: Graham Chloupek
work 408-732-4000x199
home 415-965-3949

This event will combine the traditional GGR activities of rallying and wine-tasting. Route time will be approximately 1½ hours, such that we’ll have time for some serious sipping! The route will conclude at a local winery, and the tour will start from there. I hope to see you all then!

FAN IT, JANET!

TECH TIP

1976 - 1977 911 running hot? Already removed the thermal reactors? Here is another modification that has proven its worth. By changing from the 5-blade cooling fan to the earlier 11-blade version, you can lower the engine temperature by as much as 30°.

You will need the following parts:

1 of 901.106.010.03 Fan
1 of 901.603.421.01 Outer Pulley
6 of 901.105.561.00 V-Belt Shims

This conversion eliminates the outer pulley used to drive the air pump, and also requires using a different V-belt, one that measures 740mm length by 9.5mm width. Total cost is approximately $130.00.

Tom & Marji Green

Tech Director’s Footnote:
Many of you owners of ’76 & ’77 911’s might question why Porsche went to the 5-blade fan in the first place. Along with this fan came a different pulley ratio 1.8 to 1 compared to the earlier ratio of 1.3 to 1. This was done to increase the alternator outputs at idle and low rpm.

The fan (air) output on pre ’76 cars was rated at 1230 ltr/sec at 6000 rpm (engine). At the same time the ’76/’77 turbo still had the old 11-blade fan rated at 1560 ltr/sec at 6000 rpm with a pulley ratio of 1.67. After some minor number crunching and some rash assumptions about fans we can see that the 11-blade fan puts out approximately 160 ltr/sec for each 1000 revolutions of the fan, whereas as the 5-blade is about 117 ltr/sec. If we replace our 5-blade fan with an 11-blade as suggested in Marji & Tom’s tech tip, we end up with a pulley ratio of roughly 1.48 and a fan which puts out 1450 ltr/sec at 6000 rpm (engine). This is approximately a 14% increase in the cooling air flow. This remains slightly less than the turbo, however, the turbo will develop more power and heat. If you own an earlier 911 that’s already equipped with an 11-blade fan and are experiencing overheating problems, it has been found that the oil thermostats sometimes hang up, go bad, and replacement “might” solve your problem. These items are not inexpensive so I suggest trying to borrow one or swap with a friend. It is also possible on ’75 & earlier 911’s to take note of the above information in reverse; and change the crank drive pulley with the later ’76/’77 unit Porsche No. 911.102.017.04 ($41.20) and fan belt 74Ox9.5 mm ($2.25). This will change the drive ratio from 1.3:1 to 1.48:1 and increase cooling air flow 14%.

Obviously, this is not as effective as adding a front oil cooler, but it is much easier, inexpensive, and many front oil cooler installations are not satisfactorily designed for 911 oil pump conditions. Remember every little bit helps.

Jerry Woods
Technical Director

panache for your porsche

BBS-MAHLE Porsche Wheels
15x7 — $190; 15x8 — $210; 15x9 — $240

We also stock Goodyear Racing Tires, Pirelli P7s and CN36s, Traction recap on XWX casings, BarDeq recap on XWX casings, plus recapped P7s and Vintage tires. Other wheels now in stock are Centerline, Revolution, and Jongbloed. Plus Corbeau or Recaro seats, whatever makes your bottom happy. And Cronus timers.

Special prices for PCA cardholders
Roger Kraus Racing Enterprises
1975 Drive Way, Castro Valley, CA 94548 • (415) 889-4838 582-5531

NUGGET/11
De
HE ONLY PERFECTION
DESIRED

frank chavez

AUTO BODY REPAIR

WHEN ONLY PERFECTION
IS DESIRED

FRANK CHAVEZ·2715 HYDE ST·SAN FRANCISCO, CA.94109·(415) 775-0557
MINUTES
BOARD OF DIRECTORS MEETING
July 27, 1979

Location: Buckthal home in Foster City

Present: All regular Board Members and Nugget Editor Jeff Lateer


Old Business:

Statement of Policy — The Board is committed to completing the entire project at the next Board Meeting.

Roster — continues to be on schedule. There are 65 classified ads at $10.00 each producing $650.00 in revenue. The cost will be $1130 for printing + $60 for miscellaneous expense and an unknown figure for postage. It is estimated that 25 to 30% will be distributed by hand which will reduce the postage item significantly.

Sell #2 Timing Equipment — Equipment sold to Chicago Region.

Format of Board — Sandi’s article will appear in the September Nugget. It is presumed this item will appear on the November ballot as a Bylaws change.

Bylaws Committee — met and prepared a written report which is contained in the permanent minutes. The Committee recommended one change having to do with “Life Membership”. As it requires a bylaws change it will appear on the November ballot. The Committee recommended against certain other issues which were subsequently dropped.

Nominating Committee — The report and job description will be available in its final form at next month’s meeting. Letters, to the Candidates and to people we are encouraging to consider candidacy in the future, were mailed.

Nugget Ad Mgr. — Cassidy’s final report was received. Jeff and BarbLateer will meet with Cassidy to receive transfer instructions. Maridon Distributing owes $65 for one ad.

Scrapbook — Steph will organize a “social” to draw the Committee together. Assignments will be given and preparation will begin. This should take place in September.

Charity Event — Barb Lateer reported the event as “go”. The Charity and location have been selected. A program involving 35 to 50 people is being prepared which will resemble the “Almost Anything Goes” format. The date is October 6th and we need a large turnout from the membership to make the event go, as we are shooting for a one to one ratio. Members will be asked for a $5.00 per person tax deductible donation for participation.

Succession to President — This item to be further described in the November Nugget will go on the November ballot as a Bylaws change. The issue deals with changing the present system wherein the Vice President automatically steps into the President’s job if the President were unable to continue. The change would provide for the remaining members of the Board to elect a new President from among themselves or the general membership to succeed the President in such an eventuality. The theory is 1) The V.P. may not be the most qualified person for the job or 2) The V.P. may not wish to succeed the President.

Mini Survey — Copies of the old survey will be mailed to the Board and to all interested candidates so it can be reviewed before the new survey is worded. Candidates input and ideas are encouraged.

New Business:

New Member Meeting — A format for the August and future meetings was developed. Doug Price will review materials to be obtained from Steph and Sandi and create and updated “packet” to supply new members for the purpose of familiarizing them with the Club.

New Member Meetings — it was reiterated that hosts receive $25 plus additional receipted expenses up to $50 for expenses for hosting new member meetings.

GGR Cookbooks — Marge will obtain materials from Rebecca Newlin, obtain bids, and proceed with a 100 copy reprint of the GGR Cookbook. New version to be available by December 1.

Porsche Corral — should the 1980 Board consider reinstatement of the corral at Laguna Seca? Question duly recorded and will be referred to the 80 Board.

Directors Reports:

President — Sandi reported on National Directors Meeting. All amendments to the National Bylaws will go on the Ballot including the ones we recommended against. A National Charity Event or Week has been adopted and is in the hands of Tony Maslowski our National Public Relations Director. The 81 Parade has been awarded to Smoky Mountain Region, to be held July 26 through August 1 at Asheville, N.C. There will be a 1980 Treffen. 80 will be the last year for the U.S. 930 Turbo. Nationally there are 14,888 members. GGR is number 2.

Treasurer — Bob turned in a written report. There seems to be a discrepancy in the figures for Time Trials. Bob will meet with Johnny Johnson to resolve. Did Doug Forster and Bruce spend $224 of Club money on ads for the Swap Meet? Tune in next month for the lynching or the explanation.

Membership — Sharon submitted 8 new members who were approved. She still needs a dealer rep for Sunnyvale Porsche/Audi. Come on you volunteers. Next New Member Meeting at Brooking home in October.

Activities — Sandi will contact people who have complained to Steph about safety requirements at Time Trials in an effort to inform them that the drivers themselves voted in the rules.

Technical — Jerry reported the 924 Turbo introduction session will be held as scheduled. Future sessions will deal with “Auto Theft and Prevention”, “History of Porsche Race Engines” and “Historical Porsches Revisited”. What a line up.

Goodie Bag — Teri turned in a bunch of money but took more than received to order many necessary and essential items. She will also pursue creation of a new GGR T-Shirt.
A Myriad of Minutes - Continued


Respectfully submitted,
Bill Patton
Secretary

TIME TRIAL RULES

On Sunday, November 18 there will be a time trial rules meeting for the 1980 Time Trial Series. This will be the ONLY rules meeting for next years series. If you have some input, please attend.

WHERE: 1779 Shady Creek Ct.
San Jose, CA 95122

WHEN: Sunday, November 17, 12:00 Noon

Call only if questions, (408) 274-8659.
Please Remember, BYOB!!!!!!!!

John Johnson
Time Trial Chairman

COVER – Photo by John R. Fulton Jr. The Patterson’s Turbo at the Carlsen Concour. For more of John’s work see page 19.

PIT CREW – OCTOBER

Are there any women in the east bay who want to get out of the house? Well, come to the pit crew meeting this month; have a drink, meet new and old friends, and have fun at a Porsche event you won’t forget! Our last meeting was at Joan Sanders (23 men and 3 women) and we all had a great time even though the women were out numbered. We all told jokes and with my supervision we got the decorations done. Marsha was not at the meeting because she was fooling around somewhere! Come join the fun at Reata and Doug’s house. We might be emptying wine bottles to make table centerpieces for the dinner meeting at Paul Masson’s. Marsha tells me we might need at least 24 bottles. I’m ready! Are you?

Brian Keller

WHERE: Doug and Reata Price’s
13929 Tortuga Road
San Leandro
From Hiway 17 (North or South) take the Marina Blvd. West exit. Turn left at the first stop light on Marina which will be Merced. Right at the first light onto Fairway, then left at the first stop sign (after stop light), onto Aurora. Left at the first opportunity, Jamaica; then right onto Tortuga.

WHEN: Tuesday, October 9th, 7:30 PM

CALL: 483-0769

KEN’S
1070 FLORENCE WAY • CAMPBELL, CA. • 95008

PORSCHE TECHNIQUE

- Owner/Mechanic Ken Mack
  Provides More Than 9 Years Of
  Porsche Experience.
- Complete Repair And Service.
- Top Quality At Fair Prices.
- Labor Rate $28.00 Per Hour,
  Good Thru December 1979.
- PCA Member Since 1970.
- Do It With “Technique!”

PHONE (408)
379-3220

14/GOLDEN GATE REGION
ABOUT OREGON'S GAS 'EM II...

Once upon a Labor Day weekend, five little GGR Porsches went to a mini-parade in Portland. There was a red Targa (Terry, Judy, Julie and Vince Zaccone), a black 924 (Mike Lommatsch), a silver Targa (Murrielle, Gerry & David Rovner), a fast yellow 911 (Glen & LaQuita Hills), and a very pretty purple Carrera (yours truly). All the pretty Porsches traveled together, stayed at the Red Lion Motor Inn on the Columbia River, went on a rally, visited the concours and autocrossed on Portland International Raceway.

The hotel rooms displayed the usual good comfort of a Red Lion Inn. Several Oregon Region PCA-ers warmly welcomed us at registration in the hospitality suite. While we were warm and among new friends inside, outside raindrops were starting to fall.

The concours was scheduled for Saturday morning. The rain was really pelting down, so we took a long breakfast. When we did finally arrive at the concours, a few wet judges and Porsches were still braving the weather — actually, it had slowed to a light sprinkle. Since our freshly "washed" Porsches were still not quite in concours condition, we quietly exited to brush up on our rally rules.

Don't have much to say about the rally-clever Clever would have been in his element, but the Oregon PCA-ers and their raindrops were a little over our heads. We did see some pretty country, and the locals at the checkpoints (and correction points) were all encouraging and friendly. Fortunately the rally ended Saturday night at a terrific barbecue under the roof of a partially constructed warehouse where everybody stayed dry. There was plenty of reserve Henry Weinhart beer to wash down barbecued hamburgers, homemade potato salad, blueberry pie and cheesecake.

It rained like a monsoon at the autocross, but we did GGR proud anyway. Two first-time autocrossers scored — Mike Lommatsch for first place in his class, and Murrielle got third in hers. Terry and Judy each scored a first in the small bore 911 class. LaQuita got a second, and Glen must really believe YELLOW PORSCHES ARE FASTER because he got a first in a class that combined medium and large bore 911's. That left the purple Carrera with a second, but it's more of a Sears Point color (see you there, Glen). Glen also drove YPAF to the fastest time of all stock classes — outdriving even the more powerful 911 SC's and Turbos. On a lighter note, the locals coined a new meaning for YPAF — YELLOW PYLONS ARE FASTER — after L.Q. Leadfoot rounded start/finish dragging a large yellow pylon under the front license plate.

Even with the heavy rain, there were no accidents at the smoothly run driving event. The locals drove all of us around the course in a van (much too wet for a course walk) and showed us the right lines and where to be careful. Pylons were used to construct chicanes at the end of the two long straights. There is a lot of flat open space around the track and very few places where a off-course excursion would hurt a car.

The highlight of the awards dinner was the pair of silver cups for overall that went to Sandy & Gary Fahl who represented Loma Prieta but are GGR dual members. They also had a stack of five awards plaques.

With at least one trophy in every car, we smiled a lot on the way home. The weather was great as soon as we got 100 miles south of Portland. A friendly state policeman (they use radar in Oregon) went out of his way to drive along. Maybe he needed cruise control because he kept getting behind and then speeding up, or maybe he was just having trouble peeking around that big RV. Anyway, we waved a fond adieu at the state border and had a lot of fun doing friendly chitchat on the CB. We all enjoyed ourselves and look forward to returning to our Oregon friends at the '80 parade.

Matt & Lois Ballentine

PIG OUT

"PIG OUT" ... Occidental Tour:
Please see your September Nugget for details. We may still have room for you.

Faye & Paul Troutner
923-6251  6-9 PM

THE AUTOHAUS
OF NORBERT NESLONY

Custom maintenance and repair
by Porsche factory trained mechanics.

Quality parts.

(We also buy and sell Porsches.)

760 El Camino Real, San Carlos, California 94070 • 591-8666
The Porsche of the immediate future, 4 wheel disc brakes developed especially for this newly engineered turbocharged Porsche, along with its 5 speed transmission and rack & pinion steering gives the operator complete control in all kinds of weather. The subtlety of the 924 Turbo is quite a change from that of other turbo engines. It lets you know when it's charging without giving you "whiplash". Along with a quieter ride than previous 924's, the future of the 924 continues.

The longevity and vitality of the Porsche 911SC is already legendary. In the fifteen years since the 911 was introduced, each new model season has brought important improvements. Its air cooled rear engine and fully independent suspension is as far ahead of its time as it was when it was originally conceived. Porsche still sets the standards against which other sportscars are judged.

The term "sports car" is redefined. This unique automobile contains Porsche's first production 8-cylinder engine. The interior seats 4 adults comfortably, and all instruments, pedals and the steering column are adjustable, making "total comfort" possible. The Porsche 928, the comfortable "sports car" to have.

ANDERSON
BEHEL

PORSCHE + AUDI
4355 STEVENS CREEK BLVD. SAN JOSE 247-1655
DID 'JA KNOW

Did'ja know . . . This is the last in a series of Did'ja know articles by Rebecca and Donna Jean. (Sally Buckthal will be writing some in the future, Ed.) They've spent a year finding interesting things about GGR's interesting people. Now it's Becky's turn. Rebecca, 1978 Vice President of GGR, one of the recipients of the 1977 President's Award, has many unknown qualities that I'm sure you didn't know about. A native San Franciscan, who grew up in Pacifica (she grew up to a 5'10" beauty). She was 1st runner-up in the Miss Pacifica Pageant in 1970. She wowed the crowd with her magnificent voice, which she still uses today in her studies with Skyline College's Concert Choir (the choir once performed with the San Francisco Symphony), and occasionally getting rowdy at Porsche parties. In college, she was a commercial art major, cosmetology major and finally a business major (couldn't decide). In 1969 she started working with United Airlines and this baby has come a long way. She works (occasionally) as a secretary to the Director of Propulsion Engineering, but does many rotational assignments such as personnel representative (dealing with disabled employees and retirees), and is soon to start an assignment in Industrial Relations, dealing with the hearings of grievances filed by Union personnel. She also subs for the Vice President's secretary, and even is an occasional United training movie 'extra' and has done modeling for United Sales programs. But Becky (or Rebecca, as she prefers) really enjoys her play too. Getting involved with PCA in 1973, she started out autocrossing and right away moved up to first in Zone and Regional events. She really loves Porsches, especially her 912, 'Mr. Peanut', but for a town car, she wouldn't mind owning a 450 SL Mercedes. Time Trialing is also one of her favorites and her performance record shows it. She currently holds class track records in at least one and sometimes two classes at Sears Point, Laguna Seca, Willow Springs, and Ontario Motor Speedway. Did'ja know, Rebecca was fastest 912 at San Diego and Aspen Parades and also fastest 'Tricycle' at Aspen. Ask Stephanie Home for more on that story.

In Becky's free time, she can be found at her piano, decorating her home, playing softball, racquetball, or preparing one of her special meals from GGR's own cookbook, which she helped put together in 1977. She likes cooking meals of her Mexican and Italian heritage, too. Ever have spaghetti tacos?

Did'ja know Rebecca has been around the world in her travels? She's been to Hong Kong, Tokyo, London, West Indies, Germany and to her heritage countries, Mexico and Switzerland (on the Swiss/Italian border), as well as all over the U.S.

Becky also enjoys being completely star struck. She goes bonkers following movie stars around. Once she chased Susan St. James all over S.F. Airport until she cornered her in the bathroom to say, 'Has anyone ever told you, you look like Susan St. James?' Has anyone ever told YOU that your car looks just like a Porsche?

Mangler

THE AUTOHAUS
OF NORBERT NIESLOY

Custom maintenance and repair by Porsche factory trained mechanics.

- Quality parts.
- (We also buy and sell Porsches.)

760 El Camino Real, San Carlos, California 94070 • 591-8666

18/GOLDEN GATE REGION
Featured here are the photos of John Fulton, Jr. He is a staff photographer for the San José Mercury News, shoots with Nikon equipment, and is extremely good! John owns a '73 911 T Targa, and has been a GGR member for about 1 year. Thanks, John!
SAVE CASH, GAS & TIME

Shop by phone!

Rather than use your valuable gas and spend all your time driving about, just call us and we'll ship to you at either your office or home. Phone orders received by noon will be shipped out that same after noon, and if you are within a 150 mile radius, you'll receive your order the next day! This offer is only for orders charged to your MasterCharge or VISA account.

Shopping by phone is even easier when you have a copy of our 80 page Porsche parts and accessories catalog. A wish book you can't do without. Send $2.00 today for your copy; then call our friendly, courteous people who are here to help you with your selections.

★ ★ ★ OCTOBER SPECIALS ★ ★ ★

Buy any of our beautiful MOMO steering wheels and get the adapter hub FREE. A savings of $23.50!

Security Special — Save your Porsche and save money at the same time. Lots of money — price on any UNGO BOX reduced $70.00!

With the purchase of 20 911 alloy lug nuts ($2.95 each) get a FREE soft socket (value $10.50) to protect those lug nuts for a long time.

New edition of Porsche family portrait race car poster — includes two 936 LeMans Spyders and the LeMans long tail 935. $3.50

October special offer expires October 31, 1979.

Payment by VISA, Master Charge, BankAmericard, money order. personal checks, no COD.

AUTOMOTION

3535 Kifer Rd., Santa Clara, CA 95051 (408) 736-9020
DOWN TO BASICS

The thrill of victory, the agony of defeat. Maybe the "Wild World of Sports" was not at Pleasanton Fair Grounds on Aug. 4, but 30 instructors and 48 students who wanted to learn the right way to drive an Auto Cross were.

We were divided into three groups; the Red Group, the White Group, and of course the Blue Group. Each instructor was given one or two students. We learned such things as checking the apex, skimming the pylons, when to take a turn close and when to take it wide. We learned when to use a light foot on the gas pedal and when to floor it. Some of us even learned that a Porsche does have brakes and that it is all right to use them. After spending the morning going over three different courses, the courses were then combined into one. The afternoon was used to run an actual Auto Cross. The three most improved drivers in each group were given a bottle of wine provided by T & D Porsche Works in Campbell. In the Red Group it went to Kenneth Blaede who drove a 914-6, Janet Buck in a 911-T, Mary Walton in a 911. In the White Group, Judy Meyers in a Black Speedster, Nanette Sorensen in a 924 and Donna Trefz in a 924. And of course the Blue Group with Robert Mueller in a 930, Deb Parra in a 911 and Susie Wise in a 911T. All students received a certificate of merit.

After a full day of learning new skills everyone was invited to the home of Dave and Pat Walden for cold beer and soft drinks provided by the club. And lots of good things to eat provided by the instructors.

THANKS!

Thanks to Susie Wise (new member) for writing her impression of the Autocross school and many bouquets to Golden Gaters from the Chairmen of the Autocross school. Glenn and I wish to thank again the many people who helped to keep the Autocross school moving: Terry Zacccone as Chief Instructor with his ground school for students and Karen Breadlove for her advance work for instructors with a marvelous checklist of how to teach beginners; Roger Ryan for his job as Chief Worker to see courses set, people assigned to work each course; the breakdown at noon and new courses set for the full autocross; Ted Atlee, Gary Sanders and Dave Blanchard as Course Marshalls, all thirty instructors, especially Dave Colman and Mark Bantempi for filling in with less than 24 hours notice; Cheri Hills-McLaggan and Becky Blanchard for registration; Bob Sherman and Joe Riedhart for Tech; and Leo Pruett, Brenda Atlee, Don Wise, Kent McLaggan and all others for their time. Forgive me, if you helped and I haven't mentioned your name, your help was appreciated.

We met many new people learning how to drive their old and new Porsches and hope to see them again at other events, tours, rallyes and dinners. It is a pleasure to Chair events when help and time is so willingly given.

LaQuita Hills

Susie Wise
Quality service is a rare combination of experience and high standards. We provide the same quality service to our daily customers and our racing team.

Winning long distance GT races against the best teams & drivers in the World Makes and World Endurance Championships requires the same craftsmanship and attention that you require as our customer.

From vintage, carbureted 356's to fuel injected, catalyzed and reectorized 930 Turbos, our professional craftsmen have a wealth of experience.

Our equipment ranges from EFI Analyzers to a Hunter Alignment Rack to CIBIÉ RECLOSCOPE™ Optical Light Alignment. We also have a fully equipped machine shop for precision custom machining and fabrication.

We have reorganized and expanded our parts department for better service and a larger inventory. Our goal is to have all the parts and accessories you need for routine maintenance, restoration, and competition too! Even apparel, gifts, and exotic goodies! Our new catalog will be out soon (fingers crossed) and we think you’ll appreciate some of our innovative ideas.

Whether your need is for parts and accessories, or quality service for your Porsche, call on us at Garretson Enterprises. We provide the quality service that wins races, and friends.

Garretson Enterprises
1932 Old Middlefield Way
Mountain View, California 94043
(415) 967-8634/Parts
(415) 967-2858/Service
Open Mon.-Fri. 9:00 To 6:00

garretson enterprises
STROKIN' AT ELKHART

It was a tough choice, but the Dick Barbour Racing Team passed the Sport Car Olympics to do the Pabst 500 Silver Anniversary IMSA Race at Elkhart Lake.

After the usual midnight oil struggle, three cars were prepared under the new management of Garretson Enterprises. Gary Evans is no longer with us as Team Manager and I take this opportunity to wish him luck in his future endeavors. Joining us in this organization were Jim and Brenda Perrin, Terri Rosatelli, and Sharon Trethan. Jeff Hamill had left for a job in Texas, so some reshuffling of the crews was necessary. Greg Eliff, John Clever, and I worked on the Red No. 6 twin; Bob Babbe, Ron Trethan and Tom Foster on Yellow No. 9 single; and Blue No. 4 had Mike Moyta, Bruce Anderson, and Johnny Johnson. Marty Raffauf and Doug Forster did all the wheels and tires; Jack Tedford took care of the pit set up; Jim Perrin was statistician; and Sharon, Terri, and Brenda did all the cooking and ran laps and timing while the cars were on the track. Dave Blanchard was in Milwaukee on business and came along asist where needed. Head mechanic, Jerry Woods, floated among all three cars to do the special tasks as required.

This race should have been a golden opportunity to improve on our less than spectacular showing at Sears Point and Portland. Due to conflicts with CART and Trans-Am schedules, some of the usual endurance racers were absent. Among the missing were the Whittingtons, John Paul, Danny Ongais, Moretti and the Vasek Polak’s circus. Against the Barbour Team were 935’s for Gregg/Haywood/Levan, Milt Minter/Ted Field, Mendez/Miller, Heimrath/Lunger and BMW’s for Hobbs/Bell and Busby/Aase. Contract difficulties dropped hot shoe Rolf Stomelen out of our twin turbo. Brian Redman and Dick were teamed in the No. 6 twin; Rob McFarlin and Bob Akin in the No. 9 single; and Bob Garretson, Skeeter McKitterick and Buzz Marcus in the No. 4 single. My list of celebrity drivers included the Pope, King Tut, Idi Amin, and the Loch Ness Monster, but none of these dudes could bring in the sponsorship bucks for the ride.

Getting to the race was a story in itself. Most of the crew flew out Thursday AM, leaving Tom Foster and I to follow on the late afternoon flight. First of all, Tom and I missed the exit to Anza Auto Park. We left the car in what later proved to be an illegal area. In the terminal we ran into Bob Buckthal, who agreed to use his executive status to take care of moving my car. My keys would be given to Steph Home, who would be meeting Bruce on the homeward flight, so everything is cool - right! Read on. Leaving Milwaukee in our rented Toyota with 1/3 tank of gas, Tom and I headed for Elkhart Lake, looking for an unknown college where the team was to stay for the weekend. In the area of Royal Hills, Wisconsin, the local fuzz did a number on me with radar - 56 in a 40. ‘Follow me to the Post,’ says the County Mountie, and $49 in cash later we hit the road again. Arriving in Elkhart Lake, the gas gauge showed empty. A cruising cop directed us to Lakeland College 6 miles out of town. We found the college, but no crew. A survey of all the dorms proved useless, so we sacked out in the nearest empty room. Tomorrow must be a better day.

Early next morning, or a few hours later, we found the troops and went to the track. Elkhart Lake is a very nice layout. The track is set in a park-like area with lots of parking, permanent johns and excellent snack bars. Bratwurst and corn on the cob are specialties. Practice was scheduled for Friday, qualifying on Saturday, the 500 miler on Sunday. There were no serious problems with the cars, just the usual tweaking to suit the track and the ile. Jerry did a gear change on No. 6, ‘no problem’ with the upside-down tranny. The weather was mid-western - hot and humid with occasional rain and huge mosquitoes. Cool air for the drivers was a major concern. We rigged Portagee air conditioning using large diameter duct hose thru the passenger door area. At the expense of some straight line speed we removed all the windows from the doors for added ventilation.

In the qualifying session, our hired gun, Brian Redman, cut some fast laps to take second spot on the front row. His time was only tenths behind a late effort by Peter Gregg. Brian doesn’t consider himself a ‘hot qualifier’ and was pleased with his grid position. Skeeter put the No. 4 car in 5th spot and Rob took No. 9 to 11th. Jim Stanton’s 935, crewed by Clark Anderson’s gang, qualified 9th. Jim had Norm Ridgely and Kees Nicrop, both Canadians, as his drivers. Watch for Kees, that young man is very fast and given the proper car will really go places in 935’s. Dick turned in some fast laps also, but when Brian asked how much boost he used, Le Patron declined to answer.

Race Day began with the usual warm-up at about 9:00 AM. This was relatively uneventful and the crew pitched in to move all our gear from the paddock to the racing pit. Gas supplies for the race was out next problem. After the initial fill-up at the pumps, it was left to the teams to fill the rigs as best they could. At least there was no odd-even; everyone lined up and hoped for the best.

For once, the Dick Barbour car was almost late on the starting grid. There had been an on-going hassle about weight rules, FIA or IMSA. We had left California with the understanding that FIA rules prevailed. At the track, Charlie Rainville changed to IMSA regulations, which meant that our twin was about 200 lbs light. With the cooperation of Will and Chuck on Rob’s Mazda RS car we were able to borrow the necessary lead. A frantic effort got the car to the grid as the Star Spangled Banner played on the P.A.

As the green flag fell, Gregg went for it with Brian and Heimrath in close pursuit. Hobbs made a good start in the Bimmer and the first few laps were like a sprint race. Good sense prevailed and the drivers settled into their planned race lap times.

John and I manned the primary fuel rig and Johnny Johnson and Ron Trethan the second. We had to plan for fuel stops for our three cars plus the Jim Stanton 935. Fuel calculations were a little off and Redman pitted early in No. 6. Dick took over and during his hour at the wheel led the race. Early leader Gregg had a loose wheel, causing an unplanned stop for tires and fuel. Heimrath led for awhile,
Strokin' at Elkhart - Continued

also, but seemed to be up on the boost which later caused his retirement.

After the early fuel/driver changes we all settled in to do our jobs. No. 6 needed a new CD unit, which Jerry and Greg replaced in quick time. No. 9 was using brakes at a rapid rate and had replacements earlier than planned. Buzz Marcus stuffed the blue car in turn 1 catch fences after forgetting to pump up the following a pad change. The damage was mostly fiberglass, but it took awhile to lash everything back in place to get back in the race.

Two RSR's in an adjacent pit caught fire during a refueling stop. No one was injured, although it could have been a real mess as the racing pit lane was temporarily blocked. Our crew and Brian Redman assisted the fire marshals in moving the cars to safety. One of the RSR's finished the race ahead of our No. 4 and No. 6 cars. Meanwhile, back on the track No. 9 was running its planned strategy with Rob and Bob alternating at each fuel stop.

Clark's crew got a work out when their car lost a heim joint in the left rear suspension, dropping them out of a top ten position. As the race wound down, the Hobbs/Bell BMW led with our No. 6 in 4th on the same lap. Brian needed a quick driver relief if we were to run hard for the finish. Dick elected to put Skeeter in the car in preference to Brett Lunger, who was out of a ride since the Heimrath 935 was retired. I took Skeeter out to my signaling position at the wall to show Brian who would follow at the pit stop. The stop was perfect and our boy Skeeter hauled ass back on the track. A few laps later --- no Skeeter. The officials informed us the No. 6 was parked at turn 7 minus a rear wheel. It is now up to our single turbos to save the day. The Bimmer is still going like hell, surprisingly, and finished the race in first place. Mendez charged in the final laps to take second and Milt and Ted in the Interscope car took third. No. 9 came home best of our team in fifth position, No. 4 in 19th and No. 6 in 23rd, not running at the finish. The white No. 66 of Jim Stanton's team finished 17th.

Loading up is a real chore when we don't win. The girls helped by supplying beers and an excellent bratwurst bar-b-que. Jerry and Greg went out to turn 7 and fitted a new banana arm on No. 6 and brought it back to the pits. We have never had a failure on a banana arm before. When the truck was loaded there was time for a talk with our drivers, change clothes, and head down the road to Milwaukee for the flight home.

Remember the deal with the keys to my car? Well, it all worked out. It took a lot of phone calls and paging at SF airport, but Steph did show up. Thank you, Bob Buckthal and Stephanie Home - I owe you one. The rest of the crew weren't so fortunate and had to use a rental car to get home.

The next and final race in the World Endurance series is Mexico. Jim Stanton, the promoter, is having problems with the Mexican government on paid admissions, so it may not happen. Let's hope it does, as many Golden Gaters have a vacation planned around that race.

It wasn't a great weekend as far as the results go, but fun as always, I did get Brian Redman to sign all my photographs, chatted with his wife and son, so it wasn't all bad. Thanks again to Goodyear, Budweiser, Bosch, Marchal, Style Auto, Toys for Big Boys, and Sachs for your sponsorship. Also congratulations to Rob McFarlin on a fine win in the Champion Spark Plug Challenge and a fifth place in the 500.

Watch you Nugget for the next episode in the wonderful world of Fantasy Racing.

Stroker Ace

ALARMING TECH

On Saturday, October 13th, find out:

How to prevent your car from being stolen.
What to do if it is stolen.
How not to buy a 'hot' car or engine.
What an alarm system will and will not do for you.

All this and more at the October GGR tech session, with speakers from the Police and from Techne Electronics, manufacturers of the Unico Box. Afterwards, for those who would like to stay around, a question and answer session on how to install an Unico Alarm.

WHERE: Automotion
3535 Kifer Road
Santa Clara
736-9020
Just off Lawrence Expressway, near Central Expressway.

WHEN: Saturday, October 13th
10:00AM

Believe It or Don't!
Bob Biplay

THROCKMORTON P. FLYING 83 MILES IN 911S TARGA (WHILE COASTING DOWN A 73 MILE LONG HILL!}

24/GOLDEN GATE REGION
**356 BRAKE HOSES**

Many 356 drivers have the original rubber brake hoses installed on their Porsche. Some of those hoses are well over 20 years old. The external rubber sheath of the hoses will eventually dry out and crack, exposing the fabric reinforcement to the elements. The brake hoses are under considerable force each time the brakes are applied, and expand a little with each application. There is a chance that a rotted fabric reinforcement could break and allow the interior rubber lining of the hose to rupture. In any event, new brake hoses will probably give you better braking. Old hoses yield more to pressure giving the brake pedal a spongy feeling.

The woven stainless steel and Teflon hoses are not being recommended here for street use on drum brake Porsches (356B and before). They give a very solid feel to the brakes, but they also transmit any brake drum irregularities back to the pedal in the form of vibration. There is, in fact, a very convincing argument against the use of steel and Teflon hoses with drum brakes for any use. Those of that view hold that the rubber hoses attenuate surges in the hydraulic system caused by brake drum irregularities which, in turn, allows the shoe to follow the drum better. Steel and Teflon hoses, on the other hand, present a rigid hydraulic link causing the brake shoes to hit only the highest spots of the drum which, in turn, reduces the effective contact area.

It is generally agreed that there is no such thing as a perfectly round brake drum. For example, emergency brakes applied to hot brakes will distort the rear drums (use of the brakes will restore the drums to roundness again). If a car just comes to rest with hot brakes, the areas of the drum nearest the shoes retain heat longer causing those two areas of the drum to expand, distorting the drum until it cools to ambient temperature. Any irregularities in the wheel that is bolted to the drum will distort the drum as the lug nuts are tightened, and unless the wheel is installed exactly the same, the distortion moves in relation to the shoes each time the wheel is removed and reinstalled. If you are considering woven stainless steel and Teflon brake hoses for your 356, be aware that there is another school of thought.

Joe Padermderm

**CREDITS** — Photos by John R. Fulton, Alan Brookings, Barbara Lateer, Johnny Humphries - JMH Racing, and the Editor. Thanks to Terri Rosatelli, Barbara Lateer, Donna Trefz, and Jerry Woods (in the clutch) for all their help this month.

**TECH TIP**

Park your Porsche in a very dark place some eerie, moonless night; turn off all lights, but leave the motor running. Carefully open the engine compartment and look for an unearthly blue-green glow in the vicinity of the ignition wires. A glow indicates a breakdown in insulation resistance; change out the entire wire set, it will cure that tough idle you’ve been experiencing.

**PIT CREW — NOV**

Keep in mind November 7th for a pit crew meeting. We will be discussing our Christmas program! Decorations will be made for our November dinner meeting.

WHERE: Sharon Neidel  
(Neidel’s home)  
5880 Lean Avenue  
San Jose, CA 95123

Call to let her know if you’re coming and for directions: (408) 225-8103.

WHEN: Wednesday, November 7th, 7:30PM

**ZONE 7 AUTOCROSS**

This month’s Zone 7 autocross is at Cal Expo-Lot A, presented by Sacramento Valley Region October 21, 1979. The chairman of this event is Larry Wilson (916)925-6348.

Registration and tech open at 8:00 AM and close at 2:00 PM. All cars must be tech’d and on grid prior to the grid closing times for their run group. Course walk times are approximately 8:00 AM for run groups D and A, and for run groups B and C at 12:15 PM. The following are required: seat belts, Snell approved helmets (1970 or later sticker) or equivalent, valid drivers licenses, and current PCA membership cards. This event is open to all PCA members, but prospective members may enter for ‘fun runs’ only. Entry fee is $5.00 per driver. Each car must be brought to tech inspection in its run ready condition. 1979 Zone 7 Autocross Code rules apply.

MUFFLERS ARE REQUIRED

**GRID OPENS**

**GRID CLOSES**

<table>
<thead>
<tr>
<th>RUN GROUP</th>
<th>D Improved and Modified</th>
<th>A Production 356.912.924</th>
<th>B Production 914.914-6 &amp; Small Bore 911</th>
<th>C Production 911 (medium and large bore) 928, 930 &amp; Showroom Stock 911</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8:45</td>
<td>10:00</td>
<td>12:00</td>
<td>2:00</td>
</tr>
<tr>
<td></td>
<td>9:00</td>
<td>10:30</td>
<td>12:30</td>
<td>2:30</td>
</tr>
</tbody>
</table>

NUGGET/25
PORSCHE SPECIALISTS

A FULL SPECTRUM OF SERVICES UNDER ONE ROOF

ENGINE & TRANSMISSION
USING THE BEST COMPONENTS AVAILABLE WE CAN TAILOR YOUR ENGINE TO YOUR DRIVING NEEDS

SUSPENSION
A CAREFUL BLEND OF THE RIGHT COMPONENTS AND COMPETITION PROVEN TECHNICAL ABILITY CAN PRODUCE THE OPTIMUM FORMULA FOR A WINNER

PAINT & BODYWORK
SUPREME CRAFTSMANSHIP AND THE FINEST MATERIALS AVAILABLE RESULT IN A PRODUCT OF THE HIGHEST QUALITY

LUXURY INTERIORS
TOP QUALITY SUEDES AND LEATHERS ARE COMBINED TO PROVIDE THE ULTIMATE MOTORING ENVIRONMENT

PORSCHECHATECH

1775 OLD COUNTY RD #25 BELMONT, CA 94002

(415) 592-2471
Old Faces — New Places

Robert E. Bowden (Sheila), 3007 Geddes Ave., Ann Arbor, Mi. 48109
Russ Fitts, 76 Valley View Ct., San Mateo, CA 94402
Tom Keasler (Karen), 11 Mill Site Rd., Scotts Valley, CA 95066
Paul Koehn (Suzanne), 6179 McBryde, Richmond, CA 94805
Mike Light (Jain), 23496 Bel Aire Ct., Los Gatos, CA 95030
Patricia McGregor (Steve Patience), 38500 Paseo Padre Pky, #307, Fremont, CA 94542
Dr. Jerry A. Newton, Naval Regional Medical Center, P.O. Seattle, WA 98778
Gary Nylander, 21073 Patriot Way, Cupertino, CA 95014 257-0459
Hank Redmond, 10896, Northridge Sq., Cupertino, CA 95014 257-7769
George Whitson (Yolanda), 401 Fleming Avenue, San Jose, CA 95127
John Wilson, 5100 Brophy Dr., #22A, Fremont, CA 94536 791-2970

The EDUCATED Race Driver
The EDUCATED Road Driver

A BONDURANT GRADUATE!
• Competition Road Racing
• Advanced Road Racing
• High Performance Driving
• Advanced Highway Driving
• Complete Skid Control
• Corporate Chauffeurs Course (Anti-Terrorist; Anti-Kidnap)

For Brochures call or write to:

BONDURANT
SCHOOL OF HIGH PERFORMANCE DRIVING
Sears Point International Raceway
Sonoma, Calif. (707) 938-4741

NEW MEMBERS

John B. Armstrong (Polly)
6 Alvarado Road
Oakland, California 94705
584-1011
1970 911T
J. Mark Gang (Linda)
2262 Fairvalley Court
San Jose, California 95125
267-4913
1974 911
Engineer

Mung Chen (Lee)
1410 Bright Oaks Court
Los Altos, California 94022
1958 356A
Marine Surveyor
Martin Raffauf
65 S. Fairoaks N312
Sunnyvale, California 94086
245-0218
1977 911

Bart F. Rinker
1042 Via Nueva
Lafayette, California 94549
283-2022
1978 911
Jack S. Sagen
1024 Sanders Drive
Moraga, California 94556
376-2749
1967 912
Architect
Wayne Shomaker (Beverly)
2366 David Ct.
San Mateo, California 94403
345-7249
1971 911T
Fireman
Karen Tomhave (Jeff)
3359 Betty Lane
Lafayette, California 94549
288-0333
1970 911T

TRANSFER IN

Richard L. Goerges
(Margaret)
3619 Nortree Street
San Jose, California 95122
Central Pennsylvania
Stephanie Morgan
61 Nottingham Cr.
Clayton, California 94516
Redwood

Robert E. Hill (Sylvia)
1732 Banff Drive
Sunnyvale, California 94087
Heart O Dixie
Mel Wong
C/O 3390 De La Cruz Blvd.
Suite R
Santa Clara, California 95060
988-7842

IRS VS THE RACERS

Recent court rulings have come down hard against racers who attempt to write off the race effort as a losing business enterprise. The key to the decisions has been the level of preparation of the car and its crew in relation to the "reasonable" anticipated earnings. In other words, the government does not wish to underwrite businesses that have either no intention or any choice of making a profit.

If, for example, the race effort of Racer Jones in 1978 cost $80,000, but the offsetting winnings were only $10,000, then Racer Jones' claim of a $70,000 business loss would be examined in light of what his car and race effort was capable of winning. If Racer Jones' effort was not sufficient to expect a "reasonable" choice of winning over $80,000 in prize money, there is little chance that the IRS will grant the business loss claims. All of this is relevent only if Racer Jones has his return received by the IRS.

Tom Green
Race Editor
NUGGET/27
CARLSEN CONCOUR/SWAP

The Fifth Annual Carlsten Concourse/Swap Meet continued its reign as the Porsche Social event of the year, with an estimated 1500 to 2000 Porsche enthusiasts attending. Carlsten, our host for this event, outdid themselves with the superb laser engraved trophies for the Concourse. There were 32 cars entered in the Concours. Class 1, for wackos, was judged by expert judges Kirby Hollis, Bob Garretson, and Bob Buckthor. Classes 2, 3, and 4 were judged by a combination of entrants from classes 1, 2, and 3, as well as several qualified guest judges. They were: Linda Smith, Bob Zulkowski, Phil Mullen, George Valerio, Sharon Trethan, Bert Wall, Mark DeVincenti, Dale Dorjath, and Steve Kirby.

CONCOUR JUDGING

Class 5 winners were selected by Peoples choice judging, with 130 people voting.

The Concourse winners were:

CLASS 1 - Full Concourse
1st Bev & Joe Hartman 1974 Carrera
(Also Best of Show Winner)
2nd Don & Dinah Patterson 1976 930
3rd Fred Young 1977 930

CLASS 2 - Interior, Exterior, Storage Compartments, and Engine.
1st Bert Wall 1978 928
2nd Bernd Buscher 1979 911SC
3rd Jim Fowler 1959 356

CLASS 3 - Interior, Exterior, and Storage Compartments.
1st Don & Kirsten Smith 1978 911SC
2nd Donn Murphy 1977 911
3rd Linda Foster 1958 Speedster

CLASS 4 - Interior and Exterior.
1st Jim Pasha 1977 924
2nd Bob Kilburn 1971 914/6
3rd Richard Stuck 1977 911

CLASS 5 - Autocross, Time Trial, and Race Cars - Peoples Choice
1st Steve Drake 550 Spyder
2nd Sandi Candles/John Johnson 1974 Carrera
3rd Ted & Susie Atlee 1966 912

PEOPLE'S CHOICE!

The Swap Meet was its usual success with a line of sellers backed up to the freeway when the gates opened. Doug Forster, Swap Meet Chairman, had sold out all 90 stalls by 10:00AM. Once again I'll quote Joe Padermor's words of wisdom on swap meets - "Lots of parts shifted ownership, hopefully to find a home on a nice Porsche; many, sadly enough, are destined to be back to next year's Swap Meet, like homeless wanderers, looking for a Porsche home". Joe should know, the swap meet is one event you can count on

SALES SLOW, JOHN?
Carlsen Concour/Swap - Continued

seeing him at, usually with an armload of parts for his old 356. This year's swap meet had a good selection of complete 356's for sale and yes, Bob Daves finally sold that lovely 59 Coupe he has been dragging to all of the swap meets for a year. This year also saw more commercial stalls than ever before with sellers from as far north as Oregon, and as far south as San Diego. Carlsen even sold a 928 during the event, to a couple from Alaska.

The Pit Crew's Bake Sale was again a huge success with even more and better goodies than last year. Marsha Keller and her crew outdid themselves, they even had a cart for selling goodies out back at the swap meet and yes, they did sell all of the goodies.

PARTS GALORE!

GOODIE CREW

BEST OF SHOW!

ELVA PORSCHE
Thank you all for making the Concour/Swap Meet/Bake Sale the social event of the year. We would again like to thank our friends at Carlsen Porsche/Audi for their continued sponsorship of this event, especially Charlie Burton, General Manager and Concour Announcer, and Rich Pasquati, who coordinates this event with the club.

Bruce Anderson
NUGGET/29
The Mart is available to PCA members only. Sorry, we cannot accept ads from businesses for the Mart. The deadline for the Mart is the 1st of the month prior to publication. Mail (do not phone) your ad to the Editor. Porsche related items only.

for sale

1974 911 Carrera, sand beige, black anodized trim, tan interior, leather seats, power windows, coco mats — front & rear, oil cooler, stereo radio, tinted glass, 3” competition seat belts — both sides, autopower roll bar, SCCA approved, 16mm front sway bar, 19mm rear adjustable H & H bar, 22mm front torsion bars, 26mm rear torsion bars, shocks — Koni, front & rear, stainless steel braided brake lines, LMA fluid, short gears, bushings, new clutch, chain tensioners, rails, chain guards, duck tail, lowered, tires — 185VR70 front, 215VR60 rear, wheels — 6” alloy front, 7” alloy rear. $20,000. Call John Johnson - 408-274-8659

1970 914-6, 79,000 miles, orange. Above average, $8,000. 7” American Racing 5-spoke wheels 4/200. 5½ X 15” steel wheels (late) $80.00. Autocross "WX1’s". Bill Kelley - 349-3996 weekends only, please.


Men’s Orfina Watch, $375.00. Bill Patton - 543-9360 days, 530-0609 eves.

1966 911 - Past Concours Winner (Parade - 1st in class, 3rd overall), 78,000 original miles, all history/records, pure stock except 5½” alloy. Fresh tires, battery. Polo red — phenomenal show potential — Body #302302. Many spares included. Six Solex carbs, $9,600. Dave Hancock - days 257-7000, nites 267-0110.

1976 Turbo, Light yellow/black, Total Perfection, $33,000. Call Nickums Kelez - 349-8885 days, 341-6731 eves.


1962 Porsche 356B 2000GS Carrera. 415-731-7659, 8PM-10PM PST.

wanted

INFORMATION on where to purchase an out-of-print copy of a Clymer publication: PORSCHE 912 HANDBOOK & SERVICE MANUAL. Fourth printing was November, 1971; text is approx. 295 pages; additional descriptive information that is the manual is approx. 8 ½ X 11 inches with a yellow front cover and back cover has pictures of 2 Porsche models. Have tried used bookstores in S.F., Oakland, Hayward, and public library search with no success. Please contact: Conrad A. Wilgus, c/o Lawrence Livermore Laboratory, Mail Code L-67, Livermore, CA 94550 or 415-422-3755 bus, 415-581-4609.

CHUCKLES

Rob Mell, GGR’s resident dentist, customarily stops by a bar, en route home, for his favorite cocktail, a frozen daiquiri concocted of the usual ingredients plus crushed almonds.

One evening, when the bartender was out of almonds, he substituted crushed hickory nuts. Rob, after one sip, complained, “This is no almond daiquiri.”

“No,” the bartender confessed, “It’s a hickory daiquiri. Doc.”

TECHNE ELECTRONICS, LTD.
3600 HAVEN AVE.
REDWOOD CITY, CA 94063
(415) 367-UNG0
ELY
PORSCH&E
+AUDI

Ely is proud
to offer a fine selection of
PORSCH&E and AUDI automobiles.
Both rank in the
10 Best Cars in the world.

Whatever your needs may be—
a new or used PORSCH&E,
or an AUDI for a
well-chosen family car—
let us help you.

You'll find our prices
among the lowest in the area;
our sales staff professional,
and our service impeccable.

PCA members receive a 10% discount on parts
upon presentation of membership card.

ELY
–YOUR EAST BAY PORSCH&E HEADQUARTERS

Ely Porsche & Audi
19100 Mission Blvd., Hayward 94541
415-278-6400
Golden Gate Region Board of Directors

PRESIDENT ............ SANDI CANDLIN
1779 SHADY CREEK COURT
SAN JOSE 95122
274-8659

VICE PRESIDENT ...... MARGE FORSTER
1572 BEDFORD AVENUE
SUNNYVALE 94087
737-0861

SECRETARY .......... BILL PATTON
4181 OBSERVATORY DRIVE
OAKLAND 94169
530-0609

TREASURER ........... BOB BUCKTHAL
311 MENHADEN COURT
FOSTER CITY 94404
341-9638

ACTIVITIES .......... STEPHANIE HOME
209 WAVERLY
PALO ALTO 94301
326-0122

TECHNICAL .......... JERRY WOODS
56 HEMLOCK COURT
MILPITAS 95035
262-2366

MEMBERSHIP .......... SHARON NEIDEL
5880 LEAN AVENUE
SAN JOSE 95123
225-8103

Coming Events

OCTOBER

6 CHARITY EVENT - LATEER
7 COORS CLASSIC - WITT/PASHA
9 PIT CREW - PRICE
13 TECH SESSION - WOODS
14 WORD ORGY V - CHLOUPEK
20 AUTOCROSS NO. 7 - SHERMAN
20 DINNER MEETING - FORSTER
21 ZONE 7 AUTO-X - SVR
26 BOARD MEETING - HOME
27-28 OCCIDENTAL TOUR - TROUTNER

NOVEMBER

3 AUTO-X FUN DAY - JOHNSON
4 PICTURE RALLY - ATLEES/WITT
7 PIT CREW - NEIDEL
10 TECH SESSION - WOODS
10 DINNER MEETING - FORSTER
16 DISCO NIGHT - PONCIROLI
17 AUTO-X RULES MEETING - ATLEE
18 T.T. RULES MEETING - JOHNSON