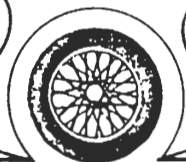
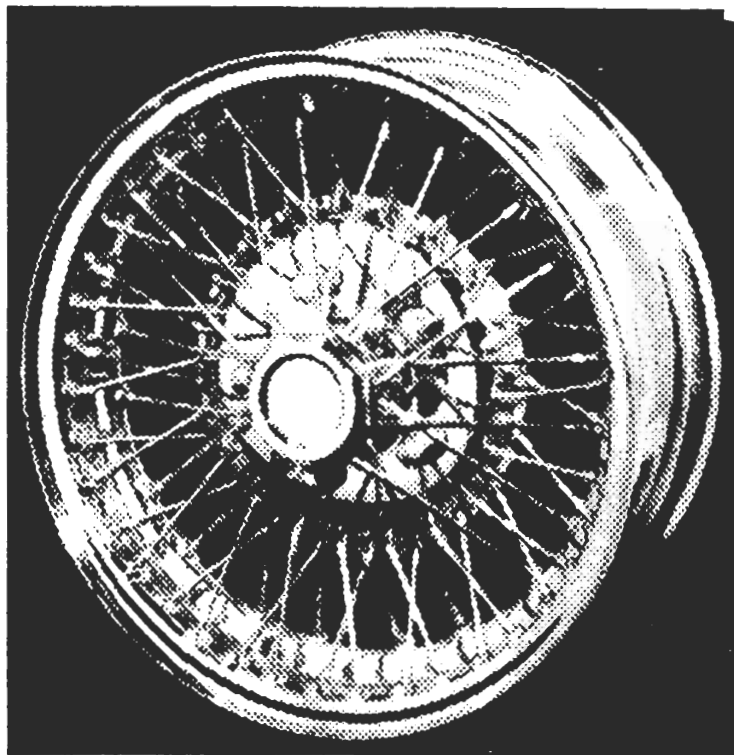


*August*



1981

# RATTLE



— THE OFFICIAL PUBLICATION OF THE TEXAS SPOKES SPORTS CAR CLUB OF AUSTIN, TEXAS —

## CONTENTS

AT THE RACES.....TOM MOORE.....PAGE 1	COMING EVENTS.....PAGE 8
EVENT ORGANIZATION..ED STEWART.....PAGE 2	DUAL CROSS REPORT...TOM MOORE.....PAGE 8
TRACTOR PULLS.....TOM MOORE.....PAGE 3	LETTERS TO THE EDITOR.....PAGE 9
EVENT RESULTS.....PAGE 4	
POINT STANDINGS.....TED SMITH.....PAGE 5	IRON LAW OF OLIGARCHY.....BELOW

\*\*\*\*\*

### IRON LAW OF OLIGARCHY

Have you ever wondered how this club operates? I do sometimes and was enlightened by this article taken from the third edition to "The Social Web" written by John and Erna Perry. If you have no idea how things happen, this may help. I hope you enjoy it. Thank you John Musgrove Sr. for making the book available.

**OLIGARCHY** Most systems of organization have always assumed that a few men, drawn from the upper classes and therefore better educated than the masses, were the only ones in a position to lead. Democratic ideas proclaimed that leadership belonged to the people, and the will of the people was made manifest through its representatives. A number of organizations emerged in which control was supposedly in the hands of the people, the rank-and-file membership. Eventually, however, it was noticed that effective control had drifted into the hands of a few leaders of the organization. At first people blamed leaders for being power hungry and distorting the principles of democracy. Others said that perhaps the rank-and-file was still too uneducated and apathetic to effectively keep control and lead itself.

A European social scientist, Robert Michels, set out to discover the source of these authoritarian tendencies, which appeared in even the most democratic of associations. Michels finally came to the conclusion that it was neither lust for power nor the immaturity of the members that caused the control of an organization to fall into the hands of a few leaders. Rather, this situation was the result of inevitable patterns that emerge in every organization. He called the emergence of such patterns the "iron law of oligarchy". Oligarchy, or rule by the few, develops in all sorts of organizations, of any size, and with any goal. An oligarchy depends on patterns of participation. The rank-and-file member of any organization generally attends meetings infrequently and consequently is poorly informed about what goes on in the organization. A few interested individuals who do become knowledgeable and who are willing to invest their time in the organization take the opportunity to assume control. They may not deliberately set out to assume control; they assume it simply because no one else does.

Once an oligarchy is installed, it may be very difficult to replace. Oligarchs, members of the oligarchy, have considerable means at their disposal to maneuver events in their favor, and they do so very effectively. The tendency toward oligarchy can be broken only by an active and interested membership, interacting on a primary level within strong local units of the large organization.

This article tells me that those who run the club are those interested in the welfare of the club itself, in the life and possible future of the club. Now that we have a socially enlightened readership, let's get back to racing.

DATELINE, DAYTONA! Well, not quite, But will you settle for Temple?

Sunday, July 26, a day that will live in infamy for some clubs; But for Spokes, a bright star arcing across the heavens when a group of Die-hard Spokes Folks went up to Temple to Roy Zoch's "Great Central Texas Shootout"!

They were greeted by one of the best courses ever set up at Town & Country Mall, where Spokes has run many times before. The "Central Texas Shootout" was a club challenge event where clubs could place up to three of their first or second place class winners in a special one run runoff with the object being who could improve their time the most over their previous three runs. This called for strategy and careful "sandbagging" in some of the classes. For the rest of us, no such luck. There were no modified Corvettes or Datsuns so Tom Moore's Corvette got bumped up into the open wheel formula class against Brad Sallee's Formula Ford and Brice Knight's latest creation, a Chevy (what else?) powered, roll-caged frame job sporting NASCAR race tires. Even with it's anemic 2 barrel engine and powerglide transmission, the thing was so light it flew!

Alas, Phil Blond's RX-7 got bumped two classes because of his swoopy fenders and ended up running a real live 289 Cobra Roadster and a Chevy Powered Jaguar XK-120. Justice prevailed tho; the Jag showered it's clutch all over the course and the Cobra driver could only stand on the gas and make tire smoke. Phil beat them all after a protest was lodged by the Cobra driver saying Phil's RX-7 was "cheating" because his track width was one inch over stock. Naturally the protest was disallowed as "sour apples". David Johnson also drove Phil's car in a modified class. David Wendt wasn't so lucky. Instead of bringing his killer Fiesta, he drove the old Capri which thanked him by ingesting it's clutch on the first run. He went home on a tow strap.

Ted Smith drove his Scirocco just fast enough to stay ahead so he was well set up for the runoffs. Same for Norm Kraak who got a second. Bobby Blakeway and Geron Crow drove the orange (with primer highlights) Mazda sedan to another win, I believe, and Brad was third, right behind Brice who was right behind Tom who ended up with FTD.

Coins were flipped and Ted Smith, Norm Kraak, and Tom Moore were chosen to represent Spokes against the A&M Sports Car Club, the Central Texas Sports Car Club (host), the Porsche club (yawn), the River City Road Racers (a tongue-in-cheek informal group fielded by Brice Knight), the SASCA club from San Antonio, and the Heart-O-Texas club from Waco.

Ted and Norm bettered their time by a couple of seconds each but Tom, running scared from the start only managed a one-tenth second improvement. It was enough though and Spokes emerged with a 2-foot high runoff trophy sweetened with 2 cases of racing oil, one to Tom for overall FTD and one to Phil for Stock FTD. There were also a couple of side bets for 6-packs of beer - I hope to collect mine at the next club meeting.

Tom Moore

**A COMPLETE LINE OF ECONOMY CARS & TRUCKS**

**SALES - SERVICE - PARTS**

THE DEALER THAT GIVES YOU SERVICE

**GLC HATCHBACKS**

**626 SEDANS**


**RX 7 SPORTS CARS**

**B2000 PICKUPS**

**459-4111**

**Roger Beasley**

6918 BURNET RD



## SUGGESTIONS FOR PUTTING ON A SUCCESSFUL EVENT

by Ed Stewart

In general, the events so far this year have been good, but not without problems as observed by this 6 year veteran of Spokes Wars. I offer these suggestions in the hope that they may improve the quality and enjoyment for future event masters, both first-timers and experienced. These are hard learned lessons from putting on more than a dozen events including dual courses, quad (as in 4) simultaneous courses and the hill climb.

1. Call, in advance of the event, the people responsible for timing the runs, setting up the timing equipment and tech inspection to make sure they are coming (don't assume), to see if they need anything, and to tell them when you want them there, etc.

2. Arrange for the timing trailer to be delivered to the site early on the day of the event as no one person is assigned the task for the year. Talk to the club president for details.

3. Visit the event site before the day of the event (the previous Sunday is a good day) to see if any problems exist such as delivery trucks parked in the way. While there, draw a scale map of the site and plan your course design around problems such as light poles, weak asphalt spots, curbs, etc.

4. If you are new to designing courses, try to:

A. Consult with experienced drivers.

B. Co-Chair the event with someone more experienced.

C. Note design of well laid out courses which usually flow smoothly from each gate to the next observing distances between gates and how this affects smooth flowing driving lines.

D. Avoid "tricky" or "sneaky" designs which look good on paper but are boring to drive. For example, one (and even worse, two) 360 degree pylons in the middle of a straight or several 180 degree pylons in a row. To me, the course should drive like a road race course where there is some degree of choice on the line through gates and the speed is sufficient to feel the car's suspension work.

E. Be open to criticism and flexible to making changes on event day when the more experienced members of the club suggest alterations to improve safety or driveability. Often, it seems that everyone's ego or manhood is super sensitive on this point.

5. Don't purposely design a course to the total disadvantage of a particular group of cars and thus to your own advantage. I have actually been told by a small car driver that he planned the course to "get the big cars". On a course balanced between tight and loose gates, times between high and low horsepower and/or long and short wheelbase will often not vary more than 3 to 5 seconds.

6. Use a minimum number of pylons and gates to describe the course so drivers have room to choose various "lines". Using every pylon available on a small lot will result in a tunnel-like course that prevents any exercise of choice of driving line that might be superior to someone else's choice. If a large lot is available, it saves a lot of pylon chasing time if the far side of the course is open and has few gates that are difficult to get through.

7. Arrive early, get the course set up so the drivers can walk it, and hopefully you can get the event started on time. I doubt that a single event this year has started on time.

8. I have found that calling a number of active (that is people who will work) members before event day to ask them to assist you with starting cars, watching pylons, etc. is very effective to relieve you of the task when the event is underway.
9. Make a list of any special points to announce at the driver's meeting such as a garage stop, 2 cars on the course at the same time, burn-outs in the pits, etc.
10. Get away from the staging/timing area for a few minutes before you make your own run to clear your head, or put off your run until everything is operating smoothly. Often, event masters do poorly on their own courses.
11. Be prepared that someone will not like your event and will tell you so.
12. Above all else don't DNF your own course!

IT WAS NEVER LIKE THIS DOWN ON THE LOWER FORTY

by Tom Moore

There's enough incredible machinery, enough noise, action, smoke, violence, power and enough good looking women to satisfy the most jaded spectator.

That's what tractor pulls are all about - super excitement! You don't even have to know much about the sport - it doesn't take much talent to tell who can out-pull the other guy. For those of you that have never seen a tractor pull, it's basic gut level racing. A track scraped in the raw earth for about 50 to 75 yards, measuring tapes, a sled full of weights and lots of hulking machinery mixed in with plenty of beer and bar-b-que is about all you need for a great event. They don't take two tractors, tie them tail to tail and let them tear at the tortured ground, digging their own graves, as they rip each other's guts out. Nope, it's a bit more sophisticated than that with the use of an ingenious wheeled sled. This sled has a large skid up front and a set of tandem axles in back connected by an inclined ramp. There's a movable pallet where weights are placed and as the tractor drags the sled down the course, the pallet moves forward from over the wheels placing more & more weight on the skid part of the sled. Naturally, the more weight that is over the skid the harder that little unit is to pull. Now "little" is a misnomer as the sled is about 25 feet long and can be loaded with sixty to seventy thousand pounds of weight. That's how they adjust the sled to the different classes - by varying the weight added and the ratio the pallet moves forward on the sled.

Classes - you got em! Pickups or Tractors! How about Ford, Chevy, or MOPAR. If you think there's partisan spectators at the drags, wait'll you hear the FO-MO-CO contingent howl when a strong F250 makes a full pull - That's the best you can do! - Drag the sled the full length of the course. I've seen some of those 'ol boys git the bit in their teeth and they could'a drag that

sled clean down to the Dairy Queen - But there's no need to. There's classes for pickups ranging from, well, kinda shabby stock to gaudily painted, wide tired monsters with organ pipe headers poking up through the hood fed by an engine that would do a pro stocker justice.

Now come the tractors - some looking for all the world like a coked-out T-shirt artist's cartoon of a double-A fuel dragster shot full of hormones. Really, want your blown Chrysler Hemi? How about two in tandem? For that matter there's a tractor I saw with three, count 'em, Dodge 440's mounted one ahead with two more side by side just behind. More Allison Aircraft engines show up at these things than fought in the Battle of Britain. Some of these crews really go in for showmanship. They even have a little garden tractor (little toot) painted just like Big Foot just to drag around the starting batteries.

Don't think these farmers have just come up out of the flathead era. There's some exotic high dollar equipment scattered around. When a tractor comes up to make a pull, the driver carefully backs up to the sled, is hooked up to a giant chain and gently eases out the slack. When he gets the green flag, he revs the engines, eases out on the clutch, gets the ten foot diameter tires to just spinning and then pours the juice to it. The trick is to get the sled to moving as fast as possible before the weights get up over the skid. The tortured track disintegrating under the attack - giant wheels hurling a torrent of sand and earth for 50 feet back - engines thundering and slowly straining down as the load becomes unbearable. Women scream, children cry, beer spills as the crowd roars it's approval to a good pull.

As the sled is dragged back to the starting line by a more mundane mule of a tractor, rollers and scrapers are repairing the giant rents in the earth so the next contestant will have a good surface to start on. Then, as the show progresses, the classes become heavier and more powerful - turbo this and supercharged that. Then suddenly, you see what looks like large, but stock, tractors lining up to run. Don't be disappointed, these are the mighty diesels, giant beasts of machines, belching fire and brimstone - they're the Tyrannosaurus Rex of tractor-dom. As they back up to the chains, their drivers cowering between the towering tires, they don't look as spectacular as the Allison and Chrysler that preceded them and you half way expect them to put-a put-a off down the course as if they were dragging a four gang plow. But wait - a Jekyll and Hyde transformation happens as the driver builds revs. The exhaust plume, jetting

straight up from a huge pipe, changes from a wispy translucent blue - to brown - to a violent eruption - a thunderhead of absolute black as the engine roars, the tires churn and you witness incredible, unbelievable raw power rip, tear and straw at it's chains.

The stands shake, the sky is obscured as if all the forces of darkness and Mt. St. Helens combined had cast a pall of inky blackness over the face of the earth. And then it's over. The unmovable object conquered. The tractor is unhooked and quietly patters it's way back around to the waiting line for the next run.

Autocrossing is a driver's sport, sports car racing is hard to watch and keep track of; So you owe it to yourself to fill the old cooler some evening and take one of these things in. Just be sure to sit on the upwind side of the track if you don't want to go home feeling like a plowed field.

### A Q U A F E S T I V A L D U A L C R O S S R E S U L T S

<b>A Modified</b>			<b>B Modified</b>			<b>E Modified</b>		
Ted Smith	ZW	46.896	Skip Gurnee	TVR	49.810	Rod Crawford	DB	53.996
David Staman	ZW	48.332	Ed Stewart	240Z	49.924	Garon Crow	DB	54.982
Joe Roddy	SV	48.878	Tom Moore	Vette	50.778	Gary Banks	DB	57.532
Ray Ritchie	ZW	50.300	Scott Bowman	MGB	54.324			
Andre Cahill	FF	50.720				<b>B Prepared</b>		
Kjell Nelin	FC	52.588	<b>A Prepared</b>			David Sloan	Vette	54.060
Chip Cotton	FF	55.412	David Johnson	RX7	52.974	Toni Hartley	Vette	55.718
Brice Knight	Snake	55.576	Jim Edrington	240Z	54.550			
Paul Nieman	FC	DNF	John C. Musgrove	RX7	55.380	<b>D Prepared</b>		
			Brian Capo	240Z	56.030	Paul Nieman	Alfa	53.164
<b>C Prepared</b>			<b>E Prepared</b>			David Wendt	Capri	54.490
Doug Witkowski	Camero	54.600	Joe Roddy	Celica	56.050	Rod Crawford	RX-3	54.510
Don Smith	T/A	56.276	Ben Schote	Alfa	57.328	Bob Hoover	RX-4	54.824
David Baggett	T/A	56.498				David Hartman	Capri	55.392
Robert Edwards	Mustang	58.414	<b>B Stock</b>			Garon Crow	RX-3	55.720
Paul Manor	T/A	59.422	Howard Phillips	914	52.934	Dan Fuessel	RX-3	56.012
Ted Nichols	T/A	60.934	Jim Edrington	Vette	53.488	Bobby Blakeway	RX-2	56.168
<b>C Stock</b>			Billy House	Vette	54.880	Kent Fancher	Opel	57.182
Del Grosenheider	RX7	52.994	Sara House	Vette	56.980	Don Batson	RX-2	57.326
Mac McKinley	RX7	53.020	Charles Rupp	Vette	58.350	Bob Blakeway	RX-3	57.328
Mike Grosenheider	RX7	54.426	Doug Crary	Vette	60.458	Doug Addington	Capri	57.810
Phil Blond	RX7	54.872				Kevin Barrow	Rabbit	60.844
Jerry Lloyd	RX7	56.384	<b>D Stock</b>			Jim McMaster	Opel	61.128
Jim Sherrill	240Z	56.952	Howard Phillips	Alfa	54.550	<b>E Stock</b>		
Tony Whiteley	BMW	56.954				Scott Smith	X1/9	55.206
Roger Brannon	RX7	57.760	<b>F Stock</b>			<b>G Stock</b>		
Brad Pfluger	RX7	61.290	Ronald Rosbury	Z-28	57.980	David Wendt	Fiesta	53.530
Russell Rice	RX7	DNF	Brian Ernest	Firebird	58.614	Darryl Cook	Rabbit	55.732
			Dave Ernest	Firebird	60.552	Ted Smith	VW	56.696
<b>H Stock</b>			Mike Mahaffey	Mercedes	64.624	Norm Kraak	Fiesta	56.878
John A. Musgrove	Pinto	59.198				Pat Ganne	Fiesta	57.274
Raja Warfield	Mazda	63.036	<b>Novice</b>			Warren Cole	Colt	58.708
			Gary Wojcik	280Z	57.064(3.584)	Eric Fancher	Civic	59.426
<b>Differential</b>			Den Butoryab	RX7	58.138(3.658)	Chuck Hemwood	Vette	
Natalie Pitre	Celica	59.680	Walter Franklin	Mustang	61.336(5.545)	Annamaria Ferraro		
		(2.991)	Bruce Graham	MGB	61.284(6.278)			
Heather Smith	T/A	60.968(5.177)	Mike Whitehead	Civic	63.026(6.337)			
Donna Lloyd	RX7	59.198(5.718)	Sidney Johnson	Datsun	60.330(6.850)		Lotus	

A MODIFIED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Phil Hartnady	9	-	-	-	-	-	-	-	-	-	-	9
David Johnson	-	-	10	-	-	-	-	-	-	-	-	10
Tom Moore	-	-	-	-	4	-	-	-	-	-	-	4
Ray Ritchie	-	-	7	8	9	8	7	7	-	-	-	46
Joe Roddy	-	-	-	6	6	7	-	8	-	-	-	27
Brad Sallee	10	-	-	5	2	-	5	-	-	-	-	22
Ted Smith	-	-	9	10	10	10	9	10	-	-	-	58
David Stamman	-	-	8	9	8	9	10	9	-	-	-	53
Jim Edrington	-	-	-	-	-	-	8	-	-	-	-	8
Paul Nieman	-	-	-	-	-	-	4	2	-	-	-	6
Brice Knight	-	-	-	-	-	-	-	3	-	-	-	3

B MODIFIED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Skip Gurnee	-	9	10	-	10	9	9	10	-	-	-	57
Tom Moore	10	-	-	10	8	10	10	8	-	-	-	56
Ed Stewart	-	10	9	9	7	-	8	9	-	-	-	52
Scott Bowman	-	-	-	-	-	-	-	7	-	-	-	7

C MODIFIED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Larry Appleby	-	-	-	10	-	-	-	-	-	-	-	10

D MODIFIED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Ted Smith	10	-	-	-	-	-	10	-	-	-	-	20
Sam Huey	-	-	-	10	-	-	-	-	-	-	-	10

E MODIFIED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Rod Crawford	-	10	8	8	9	8	-	10	-	-	-	53
Garon Crow	-	7	9	10	-	10	-	9	-	-	-	45
Rex Davis	-	-	7	-	-	-	-	-	-	-	-	7
David Johnson	10	-	-	-	10	-	-	-	-	-	-	20

A PREPARED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
David Johnson	-	-	-	-	9	10	10	10	-	-	-	39
Jim Edrington	-	-	-	-	-	-	-	9	-	-	-	9
John C. Musgrove	-	-	-	-	-	-	8	8	-	-	-	16
Mac McKinley	-	-	-	-	-	-	9	-	-	-	-	9

B PREPARED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Lynn Bailey	-	10	8	8	-	-	-	-	-	-	-	26
Toni Hartley	10	9	7	5	8	9	-	9	-	-	-	57
Phil Hartnady	-	8	-	6	-	-	-	-	-	-	-	14
Bert Hofer	-	-	10	9	-	-	-	-	-	-	-	19
H. Weerasuria	-	-	-	-	9	-	-	-	-	-	-	9
S. Weerasuria	-	-	6	-	7	-	-	-	-	-	-	13

C PREPARED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Larry Appleby	-	-	8	-	-	-	-	-	-	-	-	8
Tony Whiteley	-	-	7	9	10	-	-	-	-	-	-	26
Doug Witkowski	9	10	10	10	-	10	-	10	-	-	-	59
David Baggett	-	-	-	-	-	9	9	8	-	-	-	26

S  
T  
A  
N  
D  
I  
N  
G  
S

D PREPARED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Steve Biel	6	2	-	1	1	-	-	-				10
Bobby Blakeway	-	6	4	1	-	-	-	3				14
Rod Crawford	-	-	-	-	-	5	-	8				13
Garon Crow	-	-	-	-	-	6	4	5				15
Kent Fancher	7	5	6	2	5	-	-	2				27
Robert Fernald	-	-	-	10	9	-	-	-				19
Pat Garne	-	-	-	-	-	9	-	-				9
Robin Garrison	8	9	7	7	-	-	-	-				31
Sam Huey	-	-	-	-	3	-	-	-				3
Paul Nieman	-	10	9	9	10	4	10	10				62
Brad Sallee	-	3	-	-	-	-	-	-				3
David Wendt	-	-	5	8	-	7	8	9				37
Conn Wheeler	-	-	-	6	-	8	9	-				23
Jim McMaster	-	-	-	-	-	-	-	1				1

E PREPARED

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Phil Blond	-	-	10	-	-	-	-	-				10
Leroy Elkins	-	-	-	10	-	-	-	-				10
Joe Roddy	10	10	-	8	10	10	10	10				68
Ken Williams	-	-	-	9	-	-	-	-				9
John A. Musgrove	-	-	-	-	-	-	8	-				8
Conn Wheeler	-	-	-	-	-	-	7	-				7

A STOCK

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Jim Edrington	-	-	-	-	-	10	10	-				20

B STOCK

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Jim Edrington	9	10	9	10	9	10	8	9				74
Bert Hofer	8	8	-	-	-	-	-	-				16
Mac McKinley	-	-	-	-	5	-	-	-				5
Howard Phillips	10	9	10	9	10	9	9	10				76

C STOCK

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Phil Blond	8	8	6	7	7	7	7	7				57
Roger Brannon	-	4	-	-	-	-	-	3				7
Robert Fernald	-	5	-	-	-	-	-	-				5
Del Grosenheider	-	10	-	-	-	10	-	10				30
Mike Grosenheider	-	-	-	-	-	8	10	9				26
Mac McKinley	10	9	10	9	8	9	8	9				72
John C. Musgrove	-	-	-	6	-	-	-	-				6
Carey Spreen	-	-	9	-	6	-	9	-				24
Mike Whiteley	-	-	-	4	-	-	4	-				8
Tony Whiteley	9	6	7	10	-	-	6	4				42
Ken Williams	-	-	-	8	-	-	-	-				8
Jim McMaster	-	-	-	-	-	-	3	-				3

D STOCK

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Mike Grosenheider	9	-	9	-	-	-	-	-				18
Steve Heim	-	9	-	-	-	-	-	-				9
John C. Musgrove	-	-	8	-	-	-	-	-				8
Howard Phillips	10	10	10	10	9	10	-	10				69



E STOCK

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Rod Crawford	-	-	-	4	-	-	-	-	-	-	-	4
Garon Crow	-	-	-	6	-	-	-	-	-	-	-	6
Steve Heim	-	-	-	-	6	-	-	-	-	-	-	6
David Johnson	-	-	-	9	-	-	-	-	-	-	-	9
Brad Mahfood	-	-	6	5	-	-	-	-	-	-	-	11
John C. Musgrove	10	10	10	8	9	10	10	-	-	-	-	67
Russell Rice	9	-	7	7	7	-	-	-	-	-	-	30
Scott Smith	-	-	-	10	8	-	-	10	-	-	-	28

F STOCK

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Dow Dameron	-	-	7	-	-	-	-	-	-	-	-	7
Pierre Issa	-	-	10	-	-	-	-	-	-	-	-	10
Howard Phillips	10	10	9	10	10	-	-	-	-	-	-	49

G STOCK

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Darryl Cook	-	-	-	6	-	-	10	9	-	-	-	25
Leroy Elkins	-	-	9	-	-	-	-	-	-	-	-	9
Pat Ganne	-	-	-	8	-	-	6	6	-	-	-	20
David Johnson	-	5	-	-	-	-	-	-	-	-	-	5
Jeff Musgrove	-	8	-	-	-	-	-	-	-	-	-	8
John A. Musgrove	-	-	-	-	7	5	5	-	-	-	-	17
Ray Ritchie	-	-	-	-	-	6	-	-	-	-	-	6
Ted Smith	-	9	8	9	9	9	9	8	-	-	-	61
David Stamman	-	-	7	-	-	7	-	-	-	-	-	14
Joe Vining	9	-	-	-	-	-	-	-	-	-	-	9
David Wendt	10	10	10	10	10	10	7	10	-	-	-	77
Norm Kraak	-	-	-	-	-	-	-	7	-	-	-	7

H STOCK

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
John A. Musgrove	10	10	10	10	9	-	-	10	-	-	-	59

DIFFERENTIAL

NAME	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Beverly Elkins	-	-	9	9	-	-	-	-	-	-	-	18
Natalie Pitre	10	10	10	10	10	10	10	10	-	-	-	80

QUALITY AUTO PARTS

PROMPT  
PROFESSIONAL  
SERVICE

*Est-Asian Auto Parts*

PARTS FOR ALL JAPANESE VW AUDI & VOLVO  
HIGH PERFORMANCE & OFF ROAD EQUIPMENT

4322 B N LAMAR  
AUSTIN TEXAS 78756  
(512) 451 5156

1312 W 5TH ST  
AUSTIN TEXAS 78703  
(512) 476 7701

1981..SPOKES/AQUA-FESTIVAL DUAL CROSS

by: Tom Moore

The morning after, except it's my feet that hurt and not my head. Are my meager brains now in my big toes? Dehydrated and weary, I look back on the SPOKES 1981 Dual Cross, somewhat of a success despite the timing computer teething troubles and once again, want to thank all you folks who, as usual, worked and sweated in a myriad of different jobs to help make the event come off. There are few rewards other than a smile or a pat on the back (maybe a few of Edie's brownies, though). But without the diehard "worker cadre" of the club we couldn't have these events. It ain't handed out on a silver platter!

The turnout of entrants was quite good considering that we got our usual non-acknowledgement from the local media's Aqua Festival coverage. It was quite gratifying to see the refreshing attitude displayed by the Temple TV Station KCEN, on covering Roy Zoch's event a couple of weeks ago...interesting coverage and an interview with Roy explaining the safety aspects and positive side of Motorsports (sigh). Anyway, we had eighty-seven sunburned, sweating entrants with seven in the new "novice" class. This is a temporary non-points class designed to give the first timer a taste of autocrossing without having to run against the regular class "pros" and being so far back he has to read his times with a telescope. I hope we'll pick up some members from the dual-cross as there were some enthusiastic newcomers at the trophy presentation.

The courses differed from last year's in that they were both in the same direction rather than "mirror image". You turned the same on each course. Simple! But some of us, your event chairman included, entertained the crowd with their thumb you know where before slinking back into the pits. There were your usual colorful spinouts and individual interpretations of the course. But I think everyone got in a couple of decent runs. Now don't get me wrong, I know that a "decent" run is when you win your class and a "good" run is for FDT. But for some of us, just getting through the prescribed number of gates and slaloms is enough.

Come out to the Night-Cross on the 14th of August (That's a Friday) for an evening of fun and unusual racing. Believe me, your whole perspective and depth perception changes after dark so it's a whole different ball game. Once again, thanks to all of you workers and to Aqua Festival for the support on the lot and the Trophies.

SCHEDULE

date	name/place/chairman		
		24 Sept	Meeting "La Rhonda"
14 Aug	Night Cross / Auditorium David Johnson/ Mac McKinley	8 Oct	Meeting "La Rhonda" R A T T L E !!
20 Aug	Meeting "La Rhonda"	11 Oct	Tri-Cross Challenge Burger / David Stamman or 4 Oct depending on Aggie X
10 Sept	Meeting "La Rhonda" R A T T L E !!	8 Nov	Not Yet Determined
13 Sept	T G & Y ?? Highland??		

GUEST VIEWPOINT

by Tom Moore

I owe you, gentle reader, and you, dear editor, a sincere apology. Yes, this simple scrivener has been laboring under the delusion that the Rattle was being read by fun loving, educated, fairly worldly young adults who enjoyed auto sports and all the associated color and humor that goes along with the sport. Wrong, I am told! My choice of adjectives, occasionally inserted in an article for emphasis or color, must be no more offensive than a "gee-whiz" or a "darn". "Write as you would for the National Nunnery Newsletter and I won't slash and excise your articles down to a bland gruel of their former robust flavor" says my editor.

Actually, this opens whole new vistas of exciting reporting. On the spot action descriptions of, let's see, how about the River City flower show! or, yes, a racing event! The Aqua Festival milk carton races and an exclusive interview with the winner!

Seriously though, I resent the infringement of censorship but have several choices: (1) I can quit writing. (2) I can grind out inoffensive pabulum and drivel, or (3) I can occasionally sneak one through! Cm'on John, don't you know what a "DORK" is?

COUNTER POINT

Honestly Tom, I really didn't know what some of those words meant. So I asked some friends at work and then substituted their synonyms so that all our readers would understand your exciting articles. But please; don't quit writing! Who knows, our readership may learn these words sometime in the future and I'll be able to leave them in. Oh, by the way, what is a "DORK"? I mean, I don't get it.....

Articles in the Rattle do not necessarily express the views of the editor or the rest of the staff. Nor do comments imply attitudes felt by the club membership in general. They are solely the views of the individual authors.

Those people interested in writing articles, business advertisements, or personal notices should submit them to:

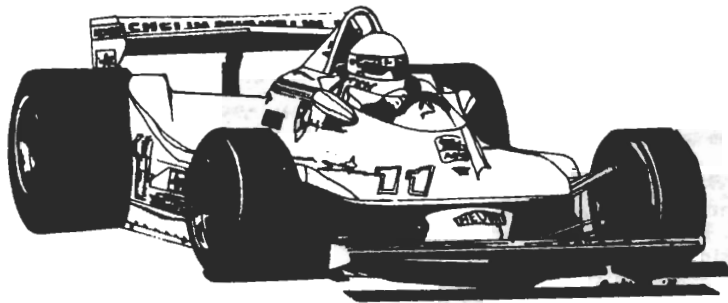
TEXAS SPOKES SPORTS CAR CLUB	John A. Musgrove
attn. John A. Musgrove	or 7121 Hart Lane #1111
P.O. Box 4354	Austin, Texas 78731
Austin, Texas 78765	

Deadline for articles etc. will be the Sunday preceding the second Thursday of each month for that month's issue of the Rattle. Please do not expect printing to be delayed for late articles.

NAMES AND PHONE NUMBERS FOR THIS YEAR'S OFFICERS:

Howard Phillips	President	home: 345-0491	work: 474-2421
Ted Smith	Vice-President	home: 458-1566	work: 250-6636
John Musgrove	Treasurer	home: 345-0986	work: 250-7201

# WESLEY WILLIAMS CAR SHOPPE



AUTOMOTIVE AND GENERAL REPAIR

Muffler & Exhaust System Specialists  
We Specialize in Personal Automotive Maintenance.



- \*HIGH PERFORMANCE WORK
- \*SHOCK ABSORBERS
- \*LUBRICATION
- \*TUNE-UPS
- \*SIDE PIPES
- \*HEADERS
- \*CUSTOM DUALS
- \*PARTS & ACCESSORIES

"LET US DESIGN A FUEL SAVING  
EXHAUST SYSTEM FOR YOU"



**444-6506**

3501 S. LAMAR BLVD

