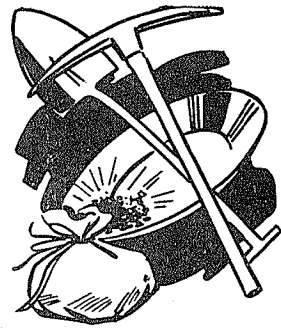


# Golden Gate NUGGET




OFFICIAL PUBLICATION OF THE GOLDEN GATE REGION OF THE PORSCHE CLUB OF AMERICA

AUGUST, 1962

MONTHLY MEETING

AUG. 9<sup>th</sup>



**villa**  
6TH & OAK  
LARGE PARKING FACILITIES  
**Peluso**  
DOWNTOWN OAKLAND

**COCKTAILS 7:30**

**YOU ARE**

*CORDIALLY*

**INVITED**

## SQUAW VALLEY

## olympics

AUGUST 31, SEPTEMBER 1 and 2

Sponsored by the member clubs of the Northern California Sports Car Council (that means us!)

An event for everyone! Enter one or all!

- \*autocross\* \*hillclimb\* \*rallye to the valley\*
- \*funkhana\* \*gambler's luck rallye\* \*concours d'elegance\*
- \*table top grand prix\* \*broom hockey\* \*entertainment\*
- \*victory dinner\* \*participant plaques\*
- \*car decal badges\* \*trophies\*
- \*place plaques\* \*overall trophy award\*
- \*tennis\* \*use of park facilities including swimming pool\*
- \*hiking\* \*cocktails\* \*national press coverage\*
- \*lots of surprises and laughs\*

### REGISTRATION

Registration includes entry to all Olympic events (except hillclimb); all meals from Sat., Aug. 31 lunch to victory dinner Mon., Sept. 2; lodging for Saturday and Sunday nights in the Olympic Village, 2 per room, central baths.

Total cost is just \$31.50 per person. Make check in full to Sports Car Olympics. Mail to: 2558 Westgate, San Jose,

Deadline: August 26, 1963.

Name \_\_\_\_\_ Address \_\_\_\_\_  
 City \_\_\_\_\_ Club \_\_\_\_\_  
 Name \_\_\_\_\_ Address \_\_\_\_\_  
 City \_\_\_\_\_ Club \_\_\_\_\_  
 Car License No. \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

For info call AN9-2113. Reservations will be acknowledged about August 20th with route instructions for the Rallye to the Valley.



### SOME COMMENTS ON TRANSISTOR IGNITION

There have been many articles written on transistor ignitions. All of the articles I have read claim great improvements in engine performance, gas mileage, spark plug life and point life. I have been testing several types of electronic ignition systems. The following are the conclusions I have reached:

1. No improvement in gas mileage or power output. The mileage measurements were made on the highway and in town. The performance measurements were made at the drag strip. The elapsed times on six consecutive runs, three with the conventional and three with transistor ignition system, did not vary more than one-tenth of a second.
2. Spark plug life increased approximately 10 per cent.
3. Point life increased many-fold. The only area of wear is the cam block, but this is corrected by adjusting the points every 10,000 miles.
4. Starting a hot engine seemed less troublesome. Occasions were noted, however, when the car seemed more difficult to start. These occasions occurred after the car had been pushed very hard, such as at an autocross or high-speed tour. For the most part, though, a hot engine started easier with the transistor ignition.
5. The transistor systems were affected by outside interference. The electric fuel pump caused the ignition system to fire at times when it wasn't supposed to. This was easily cured by putting a capacitor across the electric fuel pump. An ignitions system manufacturer told me his early systems were affected by station seeking radios common in the Ford and GM cars.
6. The great advantage of the transistor systems is that the ignition system does not drop off in sharpness as does the conventional point system. The factor determining an ignition tune-up is the sparkplug with the transistor systems. On the conventional systems the points, condenser and plugs all contribute to the need of a tune-up.
7. The higher voltage run in most transistor systems necessitates that the high tension wires, the distributor cap, the rotor, and the plug covers be in good condition.
8. Service on transistor systems might be a problem. Anyone using a transistor system on their car should carry the conventional parts in the car in case of emergency. I had one ignition system fail without warning.
9. Electronic ignition systems are affected by heat. They should be installed in a cool, well-ventilated place in the car and with good physical contact to the car.

There are two basic types of electronic ignition systems available. The first and most common type is nothing more than an electronic switch for the coil. This switch handles the high currents to the coil instead of letting the points do it. The switch in most cases is controlled by the points. Units of this type are available from \$25 to \$75.

The second type and theoretically the better type replaces the coil as the energy storage unit with a capacitor. The coil is still used, however, as a step-up transformer to fire the plug. The advantage of this system is that the required energy to fire the plug can be stored much faster and more efficiently in a capacitor than in a coil. Another advantage is that the standard coil, points, and condenser are used. Several wires have to be added or moved in the installation, but in case of emergency, the standard ignition system is easily restored. Systems of this type are available from about \$100 and up.

I have used both systems and believe the latter performs slightly better at higher rpm's. Otherwise, they both provide the engine with an adequate spark.

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The next tech session will be held November 16, 1963, at Porsche Car Pacific in Burlingame. More later.

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# presenting ..... New Members

NORVILLE G. PRICE  
2462 Stockbridge Dr.  
Oakland 11  
AN 1-8163  
KATHRYN

JAMES G. SWETT  
23096 Payne Ct.  
Mountain View  
YO 7-1622  
LOIS

WILLIAM F. WATTS  
c/o AMP, Inc.  
4151 Middlefield Rd.  
Palo Alto  
321-0336

ROBIN CARRERE  
916 Lupin Way  
San Carlos  
LI 1-2914  
NANCY

DONALD H. LANG  
60 Lester Ave., #3  
San Jose 25  
295-1317

ROBERT R. MORRISON  
973 Grand Ave.  
San Rafael  
DORIS

## WANTED

\* One used head-rest, any color. Robert Graham, 354-2716.

## EVENTS

Unfortunately, the Skunk Tour (the July event) takes place after the deadline for this publication, so I am unable to include photos and so on of it in this issue. With the assistance of the event chairman, Ed Loring, such bits of reminiscence will be provided in next months issue.

As you have probably noticed, there is no PCA event scheduled for August. This course was decided upon in a effort to avoid the plague of "event exhaustion" which r from cramming too much activity into too short a period. With the July event on the last weekend of this month, and the Cotati races on August 10th and 11th, we felt that attendance at both the Olympics and any PCA event would suffer for their proximity. So we hope that many of you will take the Sports Car Olympics at Squaw Valley as the regular monthly event. It may be more expensive, but it is also worth a great deal more. With the tremendous variety of social and auto events provided in that weekend, one can scarcely avoid having a marvelous time. I hope to see many of you there!

sk

## MORE TECH

Mr. Norbert Nieslony has opened a shop in the bay area. Norbert has a Master Mechanic's certificate from the Porsche factory. He trained at the factory for one year and then came to the bay area as Service Representative for Porsche for two years. After that he was service manager for Vasek Polak for two years. Here are the details:

Autohaus Norbert Nieslony  
760 El Camino Real  
San Carlos, California  
591-8666

Drop in and look at his shop; I think you will be impressed.

BOB GARRETSON

### OUR OFFICERS

Pres.	Ron Skillings	2117 Athene, Concord	682-3907
VP	Burt Propp	7105 Homewood Dr., Oakland	015-5433
Sec.	Gloria Sheldon	279 Bush St., #5, Mt. View	Y08-6486
Treas.	Ed Loring	2716 Shasta Rd., Berkeley	TH3-9452
Activ.	Karl Keller	4539 Grimsby Dr., San Jose	DR9-4195
Tech.	Bob Garretson	1641 Kalispell Ct., Sunnyvale	RE9-0404
Member.	Larry Mowery	P.O.Box 212, El Cerrito	LA4-7688



G. E. Neidel  
50 Torrey Ct.  
Morgan Hill, Calif.