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December, 1963

MERRY CHRISTMAS TO ALL... AND

TO ALL... HAPPY PORSCHE-RING!

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TT-UP CLINICS

A large number of people have asked me lately if we could please have a tune-up clinic. I would be more than happy to conduct a series of clinics if we can keep the groups small enough so that we can all learn something. I would rather re-name this group of sessions "Preventive Maintenance Clinics."

The Driver's Manual outlines the various operations necessary to maintain the car in top condition. The problem is that some of us are not familiar with the terms used in the book, and therefore, are hesitant to try caring for the car ourselves. On the other hand, we would, however, like to do the maintenance jobs ourselves. It would be the objective of the clinics to correlate the Driver's Manual instructions with the hardware and techniques outlined in these instructions. A secondary objective would be to point out the need for preventive maintenance to keep the Porsche running properly.

Would the people seriously interested in this type of thing, please contact me, in writing. I will try to arrange the groups geographically for our convenience. The first group of sessions will be held in January. These sessions will start with the fundamental operations and get into the more difficult operations as time goes on and as interest remains.

In the future we will plan a series of clinics directed toward the more difficult tasks such as decambering, carburetor rebuilding, etc. and discussing the merits of modification and their theories.

I wish to thank all those who attended the Technical Session at Porsche Car Pacific for aiding in making this one of the best sessions we have had. The holding of questions and comments until they were asked for aided greatly in the presentation. We will have another session in the spring and hopefully a preview of the 904.

Would anyone interested in buying chrome wheels at a price less than $30.00 please contact me in writing. I have had several requests to form a group to buy wheels at a reduced price. When I receive the names of those who are seriously interested, I will try to work something out. I am quite sure an arrangement can be made.

A new chrome wheel lists for $52.67. An Empi chrome wheel lists for $39.40. No trade-in's could be accepted, however; Porsche wheels are in demand, and they are very easy to sell.

Bob Garretson

TEMPEST IN A TEAPOT

In the San Francisco Chronicle Herb Caen reports that the two Smothers Brothers took the money they received for doing a series of TV spots plugging Pontiacs and Tempests and bought two new Porsches. Now that takes comic op.

FROM HERE TO THERE

If all the Porsche cars operating in the United States were placed bumper to bumper, they would reach in a single line from Philadelphia to Atlantic City...or from Kansas City to Topeka. And if all the Chevrolets were similarly assembled, there would be 10 lines bumper to bumper and reaching from Philadelphia to San Francisco (give or take a few bumpers). In one hour, driving at 60 mph, the Chevies would use up 71.6 million gallons of gasoline, whereas the Porsches could make do with about 50,000 gallons. Don't know what this proves but it's something to think about!

CONSTRUCTIVE CRITICISM DEPARTMENT

F. W. Schultheis in a recent edition of Sports Car Views has this to say: SCRAMP should inform the service clubs, who in turn should pass onto the control workers that people may be aided in parking if they have no preference or previous assignments for parking, such as a Porsche parking on Porsche Hill. There was plenty of room up there this year but Porsche owners were told to Park Where I Tell You To or Else!

To which all we can say is Amen!
As most of you know by now, the Porsche dynasty is continuing with Ferdinand III having much to do with the work coming out of Stuttgart. He has been largely responsible for the body design of the 901 and other recent Porsche models. Here he is shown hard at work (work??, looks like pleasure).

REM fry 356A OWNERS WITH GOLDE SLIDING SUNROOF

After being assured by Humor-Binder that removal and reinstallation of the Golde roof was a highly technical job, requiring the utmost skill and know-how (and being strongly suggested that the car be brought to their shop in New York City for repair) I decided that the worst thing I could do was ruin the whole job by my ham-handed, backwoods methods.

My roof is the non-electrical model, riding on an aluminum rail on both sides with a finish rail at the front. Removal is quite a simple matter. Open the roof to the full extent, take out the five screws on each side rail and the two screws on each corner. Pull on the corners, and while using cloth or other protection for the finish of the car, slide out the two side rails to the front. Remove the roof section through the top. I used a "Gooks" cement to hold the headliner in place (the main reason for removal was the fact that the headliner had come uncemented).

Reinstallation is simple. Place the two rails on the sunroof with about 2" sticking out to the front. Replace the leather pads if necessary which ride on the rails. Be certain the sunroof section of headliner is in the bottom track of the rails. Slide the whole business in from the top and front of car, and with a minimum of wiggling, the rails will go back into their rear seats. Put the screws back into the rails. Job complete.

Adrian West----Northeast News

Be it known that Joe LePage gives notice of his return to civilian life, having spent the last 24 months in that state of limbo known as the U. S. Army. Welcome back, Joe!
Honorable Burt Propp-san asks your humble pardon in order that he may announce the Porsche Japan-Treffen. He is starting to organize an all-expense-paid tour to the Far East that will last for four weeks, from August 1-30.

Transportation will be provided by Pan American, with the meeting place to be Honolulu. The charter fare to Japan and Hong Kong will be $255 less per person than the regular fare. The fare to Honolulu will be included in the group fare. The beauty of the arrangement is that you can stay in Honolulu as long as you like either before or after the scheduled tour. The minimum to qualify for the charter rates is 30 persons. So far, Burt has about 15 lined up. For more info, call Burt-san at 015-5433.

FIA SETS 3-LITER FORMULA IN 1966---(Paris) The Federation Internationale de L'Automobile (FIA) has opened the way for U.S. race car builders to get into Formula 1 Grand Prix racing by raising the permissible engine displacement limit from 1500cc to 3000cc, starting in 1966.

A "sleeper" in the FIA announcement stated that preliminary regulations were adopted to permit rotating motors and jet turbines in Grand Prix racing, but placed no limitations of any kind on these types of motors.

FIA has made the long-awaited move, now USAC can step into an undeniable position of leadership within U.S. auto racing by standardizing displacements at the 3000cc limit. It would be a giant step forward for both the U.S. and world-wide motor racing.

Have you seen the article in the latest issue of Sports Car Graphic about the Elva-Porsche? Very interesting, particularly about the details on the family blessing that Porsche is giving to the marriage. Porsche realizes that it is no longer truly competitive in the sports racing class with the Spyder, having committed itself to GT racing. So the car features the latest version of the dependable 1700cc with the flat fan taken over from the GP 8. The car has a five speed transmission. You saw one at Laguna Seca; don't know if it was showing off its full potential. Orders are being taken for them by Porsche Car Import, Northbrook, Illinois, for spring delivery. Step right up, Ladies and Gentlemen!!

presenting ...... New Members

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POSRCHIE RACING NOTES

Production Porsches again finding themselves very competitive due to changes in SCCA rules. In EP, Porsches found themselves Divisional Champions in the following regions:

Midwest Region: Robert Hughes Pratt, Aurora, Colorado
Pacific Coast Division: Nevin Lyon, Van Nuys, California
Central Division: Robert L. Dorn, E. Detroit, Michigan
Southeast Division: A.F. Hildebrandt, Atlanta, Georgia

And in the Southeast, George Barber did in the fiberglass monsters with his Carrera. Other regions have not reported their complete results, so there may be more to come.
The board met on Friday, 6 December. The results of the ballot were tabulated and the results are as follows:

President        Paul Scott
Vice-President   Larry Mowery
Secretary        Bill Arnett
Treasurer        Bob Lewis
Membership       Dick Knight
Technical        Bob Garretson
Activities       Karl Keller

Ron Skillings made several suggestions that he thought that the new board should consider. One was a revision of the By-Laws to call for two year terms for the officers specifying that they be elected in groups of four and three, each group being elected on alternate years.

He also suggested that standing committees be composed of a chairman and several members. In this way, the work could be spread out and a new chairman could be groomed.

Dick Knight has volunteered to make a glass presentation case for the Porsche plaque that was given to the region by the factory at the Monterey Parade. The plaque will then be shown at each meeting.