The November Council meeting was held at the Valley Swim and Racquet Club in San Jose. This was a Christmas party, as well as the scene of the annual Council elections. This coming year may well be Porsche-dominated. The new Council Chairman is George Zaft; Vice-Chairman is Jack Greenlaw; and Treasurer is Roe Overacker. They are all Porsche-pushers!! Of course, there has to be one other kind of car represented, so the secretary is Phyllis Wheeler. But at least she's in the right country. She has a VW!!!

Several amendments to the Council by-laws were proposed at this meeting. These were:

1. Membership in the Council is open to all clubs in the area encompassed by the NCSCC. A club may achieve membership by publishing a complete membership application in the Council minutes and receiving a vote of a 2/3 majority of the Board of Governors at the next regular meeting. This vote will be taken by secret ballot.

2. Annual dues shall be due on January 1st. They shall be considered delinquent after February 1st, and if they still are unpaid after March 1st, the secretary shall send a letter to the club warning them of impending suspension. Thirty days after the mailing of this letter, if the dues are still unpaid, all council privileges to the club and its members will be suspended.

3. All requests for dates must be accompanied by a $1.00 filing fee in the form of a check from the club to the NCSCC. The fee will be refunded if the date cannot be granted. Once the date is assigned the fee will be forwarded to the Treasurer and it can no longer be refunded.

These amendments will be discussed and voted on at the next meeting, which will be held on January 25th in Hayward. At that meeting also, the Autocross and Rally trophies for the year 1962 will be presented. At least two PCA'ers (Charlie Pistante and John Clever) will probably be receiving awards. Three cheers!!!

ANN KELLER

OUR OFFICERS

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ron Skillings</td>
<td>3284 Delaware Dr., Oakland</td>
<td>KF4-7313 4539 Grimby Dr., San Jose</td>
</tr>
<tr>
<td>Burt Propp</td>
<td>2105 Homewood Dr., Oakland</td>
<td>OLS-5433 1641 Kalspell Ct., Sunnvalle</td>
</tr>
<tr>
<td>Gloria Sheldon</td>
<td>279 Bush Street, Mt. View</td>
<td>Y08-6486 At Ig</td>
</tr>
<tr>
<td>Ed Loring</td>
<td>2716 Shasta Rd., Berkeley</td>
<td>TH3-9402 Pat Pardee 87 Encina, Palo Alto</td>
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[Other details about officers and their responsibilities are listed here.]
On Saturday, December 8th, Porsche Car Pacific hosted the Golden Gate Region to a four hour technical session. This event was attended by approximately sixty members and guests, including a few (technically oriented?) female members.

The session got under way with an introduction and tour of the new, modern PCP facilities conducted by Walter Spielberger. After the tour, we all returned to the classroom where Walter Spielberger, Jurgen Kirberg, and Franz Wichmann followed a comprehensive outline which had been presented by our tech chairman, Bob Garretson. This consisted of questions and topics for discussion which were of special interest to Golden Gaters. Some of the items discussed were the ZF differential and whether it is recommended for street use (answer, NO); comparison and explanation of how the old and new Porsche synchronesh transmissions work and how they differ from the Borg-Warner synchro-mechanism. (The Porsche unit is far superior and a much more positive synchro.) After the usual go around on squeaky brakes, it was decided that at least the Porsche brake will stop the car in almost any situation. This is more than you can say for the inadequate brakes on most of the "DI's" (Detroit Irons). Also, there was a brief explanation of the Porsche disk brake set up. Quality and finish were explained very well, leaving no questions on those subjects unanswered. Other topics covered were Porsche racing for 1963, the 1963 Porsche, new parts, new and old types of cylinders, and the front-end shimmy on the 356B.

All participants were then treated to a buffet luncheon by PCP, after which we all were able to inspect the new VW 1500 and hear a brief explanation of its inner workings.

After this, Gerhardt Schweagerle took us on a tour of the Reynolds C. Johnson VW and Porsche parts warehousing facilities across the street from PCP. The "cooches" and "massha" echoed through the entire building. Many kept their hands in their pockets to keep from getting carried away. None came away empty-handed, however, for we received all the latest Porsche factory literature. And many were lucky enough to get a supply of Porsche racing posters to add a little class to the living room walls at home.

Anyone interested in a factory reconditioned S-90 engine and other assorted mechanical parts? Better see your local Porsche dealer, then -- because my pockets just weren't big enough!!

Our sincere thanks to Porsche Car Pacific, Johnson Pacific Corporation, and the gentlemen listed in this article for a most enjoyable and informative session.

KARL KELLER

ATTENTION! BARGAIN - HUNTERS!

If there is anyone interested in purchasing the Factory Compensator Spring Kits (the compensator springs used on the S-90 rear ends) please contact me. The price will be $48.15 + $1.98 tax, or a total of $50.08. This kit lists for about $65.00 at the agencies. The February Tech article will give detailed instructions on installing the kit. I am available to give additional assistance or can steer you to the people who can install the kit for you. We are purchasing the kits directly from the distributor as a PCA group. The deadline for orders in January 31, 1965. Each order must be given to me accompanied by a check made payable to Raymond C. Johnson Company.

Anyone interested in buying Uni-Syns as a group, please call More on next page!

FOR SALE


* Porsche Equipment:

4 Normal type hubcaps (chrome excellent) with a hubcap lifter.

Luggage rack, large size (like new) fits up to '62 model. Assorted back issues of Porsche Panorama with plastic binder

All for $30.00. Contact Capt. D. C. Honea, 131 Wyoming St., Travis AFB, 1Delwood7-4869
ELIMINATING THE CRUNCH

We Porsche drivers who own 1958 or older model cars have probably all experienced the disturbing "crunch" of the gear synchronizing teeth during quick up and down shifts. This "crunch" is most easily obtained when attempting to make a fast up shift from first to second gear.

The 716 transmission was brought out in late 1958 and had a much improved synchronizing mechanism. The new system used a "C" clutch ring, similar to the older models, but with a set of internal brake-shoe-like parts added to assist in holding the clutch ring expended. This additional expansion pressure will bring the gear and shaft into synchronization much faster, thus eliminating the crunch. The addition of the servo-acting "brake shoe" parts has also been employed in the type 741 "butter box" directly.

Until now the only way to make the older 644 and 519 transmissions shift with less crunch was to shift slower and at lower speeds, double clutching all down shifts, or to install 716 or 741 type synchros at great expense.

The new synchronizing parts can be installed in the older transmissions only if the gears are also changed. An old style gear and synchro-ring system will work with the new style with no difficulty. For example: using the old style synchros with first gear and the new style with second gear.

A new method has been discovered, tried, and proven, during the testing of older transmissions synchronize much better without the replacement of any parts. The only cost involved is labor to remove and install engine and transmission. In addition, the transmission must be disassembled and the synchro-rings removed from the pinion shaft.

Several methods of expanding the synchro-rings to mew inside diameters were tried. The best method to date has been to expand the rings at room temperature over a brass mandrel. The brass mandrel and rings are then placed in an oven at 450 F. for approximately four hours. During the heating and baking process the rings will become quite an iridescent shade of blue, which is normal. This temperature was chosen since most steels will completely stress relieve and thus hold their new shape. The mandrel and rings are allowed to cool slowly by shutting off the oven and waiting several hours. A mandrel of 2.725 inches was found to be most satisfactory. The synchro-rings must be carefully compressed and reinstalled on the gears. The transmission is then reassembled in the reverse order of disassembly. At this point we might mention that several special pressing tools are required to carefully remove and replace the main and pinion shafts on the intermediate plate. Another small hint to save time after the engine is removed is that the brake drums and emergency brake cables need not be removed on the model 644 (tunnel type) transmission, since the unit can be disconnected from the car, moved back, and tipped up onto its bell housing vertically. In this position the front cover and intermediate plate, with the main and pinion shafts can be removed for service. (Be sure to have a pan under the bell housing to catch any residual oil drips.

After reinstallation of the transmission and engine you will note that the pressure or "elbow grease" required to shift gears has increased slightly but the synchronizing action has increased many-fold. The expansion diameter was chosen so as to give a maximum of synchronizing effect with a minimum of shift lever pressure. Units have been put into operation with more expansion and heavier lever pressure, and they have operated successfully for over a year. Down shifts can now be accomplished with ease. (Into low gear at 25 MPH for instance.)

BOB GARRETSON
DICK OSGOOD

MORE BARGAINS!

or contact me. This is the unit used to balance the carburators.

This unit lists for $9.95. We can get it for $8.32, including tax.

If there are any other accessories or conversion kits a group of people would be interested in, please contact me. Porsche Car

Pacific, through Reynold C. Johnson, is very eager to supply us at

reduced prices if we buy as a PCA group through the Tech Committee.

BOB GARRETSON
Well, I hope you all had a marvelous Christmas -- and by the time you get this you SHOULD have recovered from New Years!! But what happened to all those resolutions??!!

It's definite now. San Diego Region is going to have a Porsche weekend in February. An event such as this provides a wonderful opportunity to meet quite a few Porsche-pushers from our part of the country -- and to compete actively with them.

Many of you don't know about it yet, but our region is having an open autocross in April. This will be the first such open event for us, and it gives our club a great chance to let the rest of the Bay Area know we're here.

In late August and early September (Labor Day weekend) the Northern California Sports Car Council is having their annual Sports Car Olympics at Squaw Valley. With some fifty events packed into three days and two nights, there will be something for everyone -- even for those who do their competing in the bar. Golden Gate is putting on an event this weekend also, and I certainly hope many of you are there to share in the fun.

You're probably wondering what I'm getting at by now. Well, it just happens that dues-paying time is here again. I hope that none of you are considering dropping out, but if you are I hope that some knowledge of the wonderful and ACTIVE year we have ahead of us as a club may influence you to retain your membership, and perhaps to take a more active part. Thanks to Marge Mowery for finding and sending me this appropriate poem:

Are you an active member
The kind that would be missed,
Or are you just contented
That your name is on the list?

Do you attend the meetings
And mingle with the flock,
Or do you stay at your office
And criticize and knock?

Do you ever work on committees
To see there is no trick?
Or leave the work to just a few
And talk about the "clique?"

So come to meetings often
And help with hand and heart:
Don't be just a member,
But take an active part.

---

DATE: Saturday, January 19th

GENERAL TUNE-UP AND SERVICE CLINIC
Place: Rolf's Foreign Car Service
275 Gifford, corner of San Carlos
San Jose
Time: 10:00 AM to 12:30 PM

COMPETITION CLINIC
Place: A & D Foreign Car Service
San Antonio and El Camino
Palo Alto
Time: 1:30 PM to 3:30 PM

Top Porsche mechanics and the PCA Tech Committee will be performing actual work on the cars during both clinics. By attending, you will be able to see (and learn) how Porsche service and competition preparation is performed. You may attend either one or both of these fine clinics.