MAY WE SUGGEST

THAT YOU INQUIRE INTO BENEFITS AND ADVANTAGES PROFERRED

by attending

GOLDEN GATE REGION

FABULOUS

CHRISTMAS

PARTY

and:

DINNER DANCE

DEC. 7TH

NOTICE

IS HEREBY GIVEN

MONTHLY MEETING

NOV. 9TH

CARAVAN INN

4375 El Camino Real

Mountain View

COCKTAILS 7PM

DINNER 8 PM

PROGRAM.

Cocktails
Dinner

PRIVATE ORCHESTRA

$10. couple

R.S.V.P.
October 5, 1963 dawned cold, overcast, and with scattered showers. The weather in the Bay Area was, for a change, exactly as predicted. The question was, what kind of weather could be found at Lake Shasta? At 0915, five stalwart Porsches and one Volkswagen Camper set out to find the answer. Ed Loring and Bob Lewis found out that scattered showers really don't affect the occupants of the aerodynamic Porsche even with the top down. Evelyn said she was more comfortable, however, in the Volks Camper with Dorothy. The road was straight and the trip fast. A coffee break at Williams, another at Redding and we arrived at the Herz Bay camp site about 1:30 or 2:00 PM. The weather was found to be partly cloudy and temperatures in the high 60's and mid 70's. Since the group was small in number we used one of the "open to public" camp sites instead of the organizational camp grounds as previously arranged.

Camp was set up with dispatch and an eye to the possibility of liquid sunshine. A wind break and overhead cover for the chow hall and an overhead cover for the chuck wagon. Jack Thornton set up his 20 man tent with help from Kay and Fritz (their dachshund). It's amazing what a good Porsche packer can geh-stuffen-in der Porsche.

The afternoon was spent playing games and cards (girls) and gathering wood for the fire (boys). How do you get a really, really good wood supply? You use a Loring-Porsche-stump-puller! Works fine! Dinner was served about 8:00 o'clock due to the mid-afternoon luncheon. The finest restaurant in San Francisco doesn't compare with the chuck consumed in the chow hall that night. Hors d'oeuvres, salad, steaks, baked potatoes, wine, etc. Lyman Nichols flabbergasted everyone by cooking a full course meal on a Primus stove (This is really Porsche packing equipment).

After dinner--the inevitable! Rain!! What do you do at 9:00 o'clock in the middle of the forest when it starts to rain? Most people would steal silently into their tents and hope it would stop raining by morning. Not the hardy souls at Herz Bay. TWA may have the only movie theatre with DynaPan jet power but they have nothing on the Herz Bay theatre-in-the-rain. Utilizing a portable generator and Bob Lewis' magic lantern, we were transported through Germany, Austria, Italy, Switzerland, England, Scotland, France, Belgium and Holland. We looked in on the races at Nurburgring and Le Mans and reminisced about the race machinery prevailing in 1958, the cog railroad to Zermatt and how friendly are the people of Holland.

After the show, we retire to our various berths for the night. Some to tents, some to campers (after rounding up Tina--the bear killer) and others to their Porsches. Thank goodness for the reclining seats.

Sunday morning dawned dry and clearing. Bacon and sausages were soon sizzling and breakfast was underway. Kay Thornton prepared the camper delight consisting of potatoes, bell pepper, sausage and whipped eggs. It is fried in a big iron skillet and served piping hot. Lyman was again busy with the Primus and soon had his cream-c-wheat with raisins bubbling merrily. After breakfast-horseshoes, with Ron Skillings and Lyman Nichols emerging from the heated fray as winners over Bill Arnett and Bob Lewis.

Breaking camp was easily accomplished since everything had dried out from the rain of the previous evening. The group toured to Shasta Dam to feed the deer the hunters missed. Some of the group made the tour through Shasta Dam while others started for home. Bill and JoAnn Arnett were having trouble with the transistorized ignition system. Bill had installed the stock system and Bill had installed the previous weekend. Fortunately Bill had not removed the stock system and had carried the stock coil in case of just in about 20 minutes and as of now working again.

day traffic and purchased olives for the final sprint home. Oh, for did you say 90 to 100 mph into the Golden Gate, the group rd (but not by the CHP).
Lou Marable racing to remove cones so Rapp can for time while the scoring was being computed. It was touch and go for and it sure is funny to see Detroit Irons on

Lou Marable always looked so clean only because he had a bath in his room. Reemer Saumiers was there, but for some reason only saw hi: in the bar. Leo & Sophie Rapp were all wrapped up in cleaning their car, as were the -ithellies. Then the hall came - you should have seen Arlen Rigs put his grill in his car with hall running down his neck. Don Lang pulled the same trick driving to the winner's circle with his grill wrapped in tissue paper,

when Vaden Rigs wasn't helping to run the funkins he was giving away keys and locks and oil and stuff to such people as, brian & Diana Hilliard. They won a set of michelin tires and now have sold their car.

Lou Marable did a real good job of stalling for time while the scoring was being computed. And when the hillclimb was canceled at the last minute he was doing pretty well. Dick Seward proposed that the Club present the large silver trophy P.C.A.-G.G.R. for the best participation in the event. P.C.A.ers did quite well and it was a hard work and successful weekend. I voted too, let Bette keep that silver tray polished!

The autocross was very challenging since no white lines were visible on the road, the crowd for all his hard work and successful weekend. It was a big success with Brian Diana Billiard taking 1st place with fish and Bruce Anderson and Jim McLaughlin took the 1st place trophy and i3ruco Anderson and place for getting old Dad to clean the car.

On Sunday Lockheed Sports Car Club presented the Sweepstakes Awards. P.C.A.ers did very well. Dick Seward proposed that the Club present the large silver trophy P.C.A.-G.G.R. for the best participation in the event. P.C.A.ers did quite well and it was a hard work and successful weekend. I voted too, let Bette keep that silver tray polished!

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Almost an hour before Norma the navigator and minimum of waiting considering about 250 people ran the course. Tom Schyfil & John Stetzer, in a couple of rapid Speedsters, won 1st and 2nd in class and Bruce Anderson, with his newly acquired SC-GT Coupe just edged out the Nolichy and ently fond its way into reverse while with his newly acquired SC-GT Coupe just edged out the Nolichy and...

Lou Marable raced to remove cones so Rapp can for time while the scoring was being computed. It was touch and go for and it sure is funny to see Detroit Irons on

The Sunday night Gamblers Luck Girrmick was a different story. According to the Spot watche willy, mailmaster it is the first rallye that has been shut down by the combined forces of two county Sheriff departments and the C.C.A. No one ended in jail, but we understand it was touch and go for awhile.

Then Sunday! Oh boy! Driving rain, hail snow let alone sleet. The autocross was very challenging since no white lines were visible on the road, the crowd for all his hard work and successful weekend. It was a big success with Brian Diana Billiard taking 1st place with fish and Bruce Anderson and Jim McLaughlin took the 1st place trophy and i3ruco Anderson and place for getting old Dad to clean the car.

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The standard Porsche ignition of all 356 models uses a high-voltage spike (socket) which is formed as the ignition breaker points open to saturate the coil, thus transferring high voltage to the spark plug, in turn, allowing the spark to jump to the engine. At the proper time in the up-stroke of the piston the breaker points open to fire the spark plug, in turn, allowing the spark to jump to the engine. To saturate the coil, a sufficient charging time (points closed) must be provided for in the time sharing cycle or dwell angle to enable the spark plug to get the proper wattage (voltage x current) when the points open. This dwell angle should be 50° +.

The usual method for setting points to regulate the dwell angle is to adjust the base or round half of the points until a gap of 0.025 in. (0.018") is attained between points when the cam follower block of the movable arm rides at the largest diameter from the center of the distributor shaft. This turns out fairly easy when points are new, but in all Bosch-fitting capacitor reinforced systems, metal transfers from one point to the other leaving both surfaces rough. With points in this condition, feeler gauge setting becomes next to impossible unless very careful cleaning and polishing of the points is first undertaken. It can well be realized that, since one point (fixed) should be flat and square and the other have a very gentle smooth radius, a soft hand is required to re-establish the relationship.

To reset undisturbed points having rough surfaces and reduced gap due to follower block wear, a "Sun-tester" may be used. This machine holds the distributor, rotates the shaft, and indicates on a stroboscopic display the dwell angle. This machine also costs hundreds of dollars, and is therefore beyond the practical means of the average car owner. However, to provide an economical method of achieving dwell angle settings of better than on degree of accuracy, a device called "Cam-dwell indicator" listing at about $3.50 is currently available. It consists of a 30° protractor sector, graduated in one arc degrees increments, on an adjustable magnetic mount for sticking to the side of the distributor housing. For dual aluminum housings a steel mount bracket is supplied. In addition, a pointer is provided which clips to the cam projection once the rotor is removed. The third part is a battery powered light to show very precise opening and closing readings on the protractor. This is an extremely simple but functional device that will compliment the Porsche owners tool box as well as to enable the saving of many replacement points, since points are reusable as long as adequate current is transferred. This device may be used also as a static timing aid.

At least two sources have been found at this time of writing:
1. Lafayette Radio Electronics
111 Jericho Turnpike
Syosset, Long Island, New York, 11791
Stock No. 11F1000

2. J. C. Whitney Co.
1635 29 Archer Aves.
Chicago, Illinois, 60616
Stock No. 74-5473

B. ARBETT

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**TECH RACES**

LAGUNA SECA

OCTOBER 15-16-17

As usual, Monterey Region will provide their Porsche Hospitality Tent on Turn #7 during the fall races, Oct. 15-16-17. The parking area directly below the tent will be reserved for Porsches. However, anyone using this area MUST enter through HARRISON CANYON ROAD.

**PARTY**

Monterey Region will also hold its famous CHARACTER PARTY for Porsche drivers and guests. This history making event will be held at the Hunt Club at the Monterey Fair Grounds from 7 to 9 p.m., Saturday, Oct. 16, for only $5.00 per person for all the wine, women, song, Porsche talk, etc., it can't be beat. Tickets will be sold at hospitality tent and also at the door.

P.C.A. poster Alice Berry took 2nd in her Class of Open Sport Cars at Town & Country Concours.


7th Porsche Weekend

Orange Coast Region of the Porsche Club of America is proud to announce it will hold the Seventh Weekend in Riverside, California November 13 & 14.

Events will include an Autocross and Drivers School both of which will be held at Riverside Raceway! Hospitality Headquarters, as well as Guest Accommodations, will be at the brand new Ramada Inn, in Riverside. A Concours and dinner at the Inn will complete this gala affair.

More Information to follow.
Our first club Auto-X of 1961 was held on March 15th at the GME parking lot in Santa Clara. The event was a resounding success, with approximately 50 cars entered. Most cars were Porsches, as might be expected. However, two employees of GME were allowed to run their Corvettes. Two other non-Porsche drivers were Dick Osgood and Jim Perrin. Their Speedsters were both being painted, so they each ran their VWs. Among the spectators were the crews of two Santa Clara fire trucks—unfortunately, their vehicles were a little too long for the course.

Award plaques will be presented to the top three finishers in each of the four classes at the next dinner meeting. The chairman of this event would like to thank all the drivers and workers who turned out for the event.

Future Auto-X plans include two more club events to be held at GME this summer. In addition, our region will be putting on a NCSCC Championship Auto-X which will be held at Pleasanton on November 1st.

RESULTS

Top time of day—Bob Garretson

Class I—All speedsters, roadsters, and Convertible D’s
1. Lou Beckwith 1600 Carrera Speedster 1:18.17
2. John Silva 1600S Speedster 1:19.12

Class II—1600S and 1600 S90 Coupes and Cabriolets
1. Bob Garretson 1600 S90 Coupe 1:17.49
2. George Horsefall 1600 S Coupe 1:20.63
3. Dave Hancock 1600 S Coupe 1:20.70

Class III—1500, 1500S and 1600N Coupes and Cabriolets
1. Don Ferguson 1600 N Coupe 1:20.58
2. R. A. Seward 1600 N Coupe 1:24.94
3. Jim Hurley 1600 N Coupe 1:25.02

Class IV—Women
1. Shari Silva 1600 S Speedster 1:23.71
2. Barbara Jones 1600 S Speedster 1:25.29

ye ed, doin' record time, his own!  wadya mean, 4 minutes, 11 seconds?

Hmm, must be some kind of nut!
Masterful handling by Frank Dwinnell

Bob Garretson: What are those Corvettes doing in the lineup.
Jim Perrini: Hm, yes, and what did you say the telephone number was?

Pretty perky Sue Garretson leads off the women's division

Ach Himmel, our leader a DNF?! Such embarrassment.

Snow Tour Photos

Just at press time, I received a note from Larry Mowery giving the menu to be used at the April Meeting at the Hyatt House.

Chef's special salad, top serloin steak, au Gratin potatoes, string beans Amandine, cherry pie, coffee, tea or milk---$4---including tax and tip. See you there, PCHAers!!

Photos by Don Lollich/Paul Scott
FOR SALE -- HI-FI EQUIPMENT: Not Porsche parts but the money will help keep a Porsche on the road. Two Heathkit WA-P2 Preamplifiers with stereo control box (all rack mounted on standard 19" panels) with VR-tube regulated B plus supply and DC heater supply. $35. One Bozak B-300 2-way infinite baffle speaker system. Speakers alone sell for $95. $55. John Jensen, 585 Stambaugh Street, Redwood City, 366-5531.

On April 4th, Porsche Car Pacific will host another PCA Tech Session covering the GTS 904. The car will be available for everyone to see.

Time: 10 AM
Date: April 4th, 1964
Place: Porsche Car Pacific
608 Burlway
Burlingame

P.S. The Porsche 904 took 9th overall and first in class at Sebring on March 21.

At the recent PCA autocross I had several people ask me about the crunch noise in their transmissions when they shifted rapidly. The crunch appears both on up-shifts and on down-shifts. In both cases the crunching is caused by the shift collar engaging the gear, while the two are rotating at different speeds. To eliminate the crunching or to reduce it to a tolerable level requires that the shift collar and the gear be rotating at approximately the same speed. The synchronesh mechanism in the transmission does the speed matching job for the driver provided it is working properly and is given time to function. There are several ways to improve the synchronesh action and there are also ways to aid the synchronesh.

The most common method of aiding the synchronesh is by double clutching. This technique is extremely useful on down shifts. The technique for down shifting briefly described is as follows: simultaneously depress the clutch and release the throttle. Shift the car into neutral, release the clutch and press the throttle. The engine speed should be raised higher than it will be after the down shift is completed. Depress the clutch at the same time release the throttle and shift down to the lower gear. Now, what does all this buy you? When we downshift, we require the input shaft of the transmission to rotate faster than it was in the higher gear. Without double clutching the only way the input shaft can speed up is by the wheels driving it faster through the synchronesh. When we double clutched we helped the input shaft get up to speed with the engine by releasing the clutch while the transmission was in neutral. Then when we depressed the clutch and shift into the lower gear the synchronesh only has to equalize small speed changes.

The description of double clutching sounds time consuming but it really isn't. Down shifts can be made as rapidly when double clutching as they can be without double clutching. All the good race drivers use this technique of downshifting. The approach can be used on up shifts also. In this case however, the throttle stays released while the transmission is in the neutral position.

The improving of the synchronesh action is an expensive operation. All Porsches from mid 1959 have a far superior synchronesh system than the earlier cars. This was accomplished by Porsche incorporating their servo-synchronesh. In about 1961 Porsche improved the synchronesh again by changing the stop and brake bands in the synchronesh. With the latter changes, fast downshifts and upshifts can usually be made without any crunching until the synchromesh start to wear. It is, therefore, a good practice to double clutch on all downshifts. Upshifts do not require as much of the synchros when they are made under normal driving conditions; therefore, I would not worry about double clutching while upshifting.

For the older Porsches double clutching is a must unless the transmission is modified. There are two approaches to modifying the gearbox. The first and very expensive method is to install the late style synchro.
This, however, requires new gears, shift collars, synchro rings, etc. and is therefore prohibitive unless a complete overhaul is required any-
way. The second approach was described in this column several months
ago. That is to expand the old synchro rings. This technique has been
very successful and requires no new parts. There is still, however, a
labor charge to pay that is rather steep. The only drawback to the ex-
panded synchro rings is that greater shifting force is necessary.

Bob Garretson

Rallyemasters George McClelland and Stu Grannis have
just about completed plans for Golden Gate Region’s
first rallye of the year—GLUCKHAFTE FAHRT—which
will be held Sunday afternoon, April 5th. They pro-
mise an exciting route, winding through mountains boast-
ing the most magnificent pastoral scenery, lakes,
streams, trees, ponds, etc. that the area has to offer.

The first car will be started from Bruce’s Tires, 1315 North 10th St.
neat Bayshore in San Jose at 11:00 PM on Sunday, April 5th. A special
participant's meeting will be held at 12:30 to explain score card, gen-
eral instructions and answer any questions.

The rallye is straight time and distance, with mileages to the nearest
tenth and times to the nearest second. George and Stu have taken pains
to lay out this rallye so everyone will have fun...especially the novice
and first-timer. There will be two classes of contestants, SEAT-OF-
PANTS, and TIME and DISTANCE. The SOP class will be judged on basis of
accumulated mileage and special questions, while the T and D category
will get the normal T and D judgments. Awards for the first three places
in each class will be conferred upon winners.

This "low pressure" rallye will be run on paved roads all the way.
Appropriate rest stops will give the contestants an opportunity to relax
and enjoy the splendid settings. Entry fee is $2 per car.

As an extra bonus, this three hour rallye is planned to end up at the
most beautiful mountain restaurant in the area. Those who care to do
so, may enjoy the companionship of fellow Porsche enthusiasts over
superb dinner before journeying homeward.

In December a group was organized to buy chrome wheels. At that time
we purchased forty-five chrome wheels. I have had numerous requests to
organize another group to purchase these wheels. To do this, I must
guarantee the purchase of twenty-five chrome wheels. The price on the
wheels is $22.88 including tax and freight. This is an outright price.
I might also add that I have been able to sell all the old wheels of the
first group with the exception of one person, he is still using them.

Will anyone interested in ordering any number of wheels please notify
me in writing and accompany the letter with a check covering the number
of wheels they desire. These wheels will only fit 356, 356A and 356B
models, not 356C's.

Bob Garretson