With this issue of the Nugget we are beginning what we hope, will be a monthly column on news from PCP that you may not have read in auto columns. From time to time we’ll feature someone in our organization who has a background of interest, racing news, short takes from the factory bulletins, etc. We don’t have a format that we will rigidly follow, but prefer just to "ramble".

The excitement now at PCP is the imminent arrival of the new 904 which we have purchased and will race during the upcoming season. By the time you read this we hope that the 904 will be sporting a new canary yellow paint job, and the number 60. All of which means that Don Wester of Monterey will be driving for PCP again this year. We’ve ordered a second engine and special gears for the various tracks that the 904 will be racing and look forward to an exciting year for Porsche. The car will have to race in the modified races for at least the first part of the season since the factory has not yet produced sufficient quantities to meet production requirements.

Don drove a factory Carrera with Joaquin Bonnier at the Daytona 1200 km race in February and also came back with some glowing reports on the car after watching it perform in the Saturday race. He takes off again for Sebring to drive on the factory team March 21st in the twelve hour go.

**OUR OFFICERS**

President  
Paul Scott  
1558 St. Francis Dr., San Jose  
AN4-5589

V-President  
Larry Mowery  
6157 Chelton Dr., Oakland  
532-4682

Secretary  
Don Lollich  
4760 Laura Dr., Concord  
M05-6305

Treasurer  
Bob Lewis  
7221 Waldo Ave., El Cerrito  
527-0888

Activities  
Bill Arnett  
11650 Lundy Lane, Los Altos  
941-0435

Technical  
Bob Garretson  
1641 Kalispell Ct., Sunnyvale  
739-0404

Membership  
Dick Knight  
1649 Hubbard Avenue, San Leandro  
EL7-2816

Editor  
John W. Jensen  
585 Stambaugh St., Redwood City  
366-5531
So, he will have two lengthy races behind him before he takes on the Western circuits.

The racing schedule for the 904 for the first part of the year runs this way:

<table>
<thead>
<tr>
<th>Location</th>
<th>Dates</th>
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<tbody>
<tr>
<td>Vaca Valley</td>
<td>April 11-12</td>
</tr>
<tr>
<td>Riverside Int'l. Raceway</td>
<td>April 25-26</td>
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<tr>
<td>Laguna Seca, Monterey</td>
<td>May 1-3</td>
</tr>
<tr>
<td>Kent Int'l. Raceway</td>
<td>May 9-10</td>
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<tr>
<td>Stockton</td>
<td>June 6-7</td>
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<tr>
<td>Watkins Glen, N.Y.</td>
<td>June 28</td>
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<tr>
<td>Cotati Raceway</td>
<td>July 11-12</td>
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<tr>
<td>Candlestick Park</td>
<td>August 8-9</td>
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PCA members will have a chance to check the 904 in person when Walter Spielberger of POP holds a technical session at 805 Burlway Road in Burlingame, Saturday, April 4th, beginning at approximately 10 AM. All are welcome as usual.

A quick note from a press release received from the factory states that now Porsche officially has its own body factory, taking over all the shares of the Reutter organization and will produce bodies on its "own responsibility" according to the release. The factory is officially known as Karosseriewerk FORSCHWE GmbH. The Reutter family will continue to produce automobile accessories in the old Stuttgart works in Augustenstrasse and will remain the supplier of seats and seat mounting for Porsche. There will be no change in the production of Porsche bodies at the Karmann factory in Osnabrück.

Each month we would like to answer questions any PCA members may have that would be of general interest to all members. If you have any, just drop them in the mail to Dave Bogard at POP, PO Box 1097, Station A, Burlingame.

The size of the 904 is easily seen as one takes "Detroit Iron" on the inside at the Daytona 1200 km race in February.

Harry Weber wishes to announce that he has moved to a new location. His Porsche Clinic and headquarters for his 6-man racing team is located at 1940 Washington Avenue, San Leandro. The business phone is 351-2003 and the emergency phone (nights) is EL 1-6292. Harry’s team will be fielding a full line of push-rod Porsches plus Carreras and two (2) Spyders.
Autocross!

Our first club Auto-X of 1964 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 VW's. 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 chairmen 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

Hmmn, must be some kind of nut!
Masterful handling
by Frank Dwinell

Bob Garretson: What are those Corvettes doing in the lineup.
Jim Perrin: 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 sirloin steak, au gratin potatoes, string beans Amandine, cherry pie, coffee, tea or milk---$4---including tax and tip. See you there, PCAers!!

photos by Don Lollich/Paul Scott
FOR SALE--HI-PI 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


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 gears, 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 synchromesh 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 synchromesh action and there are also ways to aid the synchromesh.

The most common method of aiding the synchromesh 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 synchromesh. When we double clutch 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 synchromesh 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 synchromesh action is an expensive operation. All Porsches from mid 1959 have a far superior synchromesh system than the earlier cars. This was accomplished by Porsche incorporating their servo-synchromesh. In about 1961 Porsche improved the synchromesh again by changing the stop and brake bands in the synchromesh. With the latter changes, fast downshifts and upshifts can usually be made without any crunching until the synchros 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--GLUCKHAPTE 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.
near Bayshore in San Jose at 1:00 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
GLUCKHAFTÉ FAHRT RUNS THIS WEEKEND

GLUCKHAFTÉ FAHRT...meaning good or lucky trip...a rallye for beginners, will be held by the Golden Gate region on Sunday, April 5th. Starting from Bruce's Tire Co. at 1315 North 10th St. in San Jose, the 3-hour rallye will wind its way through the beautiful Santa Cruz mountains and wind-up at Brookdale Lodge, the famous mountain restaurant with a brook running through it.

Bruce's Tire Co. is just off Bayshore freeway as it runs through San Jose. The first car will leave at 1100 in the afternoon, with a special rallye school to be held at 12:30.

Almost 20 PCAers have been involved in presenting this rallye, so you can be assured that every step has been taken to make it enjoyable for you. Rallymasters George McClelland and Stu Grannis have been careful to avoid confusing or "tricky" instructions. Two classes, T&D and Seat of Pants will be available for contestants. Trophies will be awarded for the first three places in each category. In addition, Brookdale Lodge has offered a pair of free dinners for the first place winners in the T&D category.

If you have never participated in a rallye before, here's a chance to have a good time, with the pressure off. If you would care to join the rallye as a TOUR, you are welcome to do so. It will not be necessary to have complicated computing devices to have a good time.

Make sure you plan to stay for dinner after the rallye at Brookdale Lodge. This is a fantastic place, and the management has gone all out for us. A special parking area--free use of their Velvet Room for scoring--a welcome sign on the highway--the works! Come to San Jose for GLUCKHAFTÉ FAHRT, you'll have a good time for sure.