A Snow Tour staged by Bill Arnett will be the event of the month. This will take us into the near Sierras and with the recent storm, you can bet that there will be plenty of the aforementioned stuff about. The date is February 23. Details on page 3. Don’t miss it.

EDITORIAL

EVERYBODY WANTS TO KNOW what happened to the Nugget?? Well, we would like to know too. Here’s what we’ve seduced, oops, that should have been deduced la Sherlock Holmes. Your Nuggets were deposited in a Los Altos area post office on Friday night January 3rd. Los Altos and Los Gatos area PCAers received their Nuggets on Wednesday and Thursday of the next week....five and six days later. San Jose and other areas received theirs on Friday, and some areas such as Concord did not receive their Nuggets as of Saturday, January 11th, eight days later. What are we going to do about it? First of all, we are giving up the fourth class postage-saving; all Nuggets will go out first class from now on, at an additional annual cost to our treasury of some $50.

Secondly, we are moving up the closing date for receipt of Nugget material to the twentieth of each month which we hope will not create a shortage of material for our fine newsletter. If none of these changes work, we may have to inaugurate Beetle Express or something. To emulate the terrific TV advertising copy that is done, we might say "The Volkswagen does all these things and delivers mail promptly and efficiently too, isn’t that wonderful?"

ps
more on the NEW PORSCHE GT TYPE 904

A light but unusual stiff box-section frame carries the fiberglass body, which acquired its smooth lines from the experience gained in last year's prototype races.

Front and rear suspension consist of A-frame links and coil springs similar to the Porsche Grand Prix cars. Of course, all four wheels are equipped with Porsche-ATE dual circuit disc brakes. As in the past, 15 inch wheels are being used since Porsche does not intend to build "airport-racers", but rather cars which can be entered successfully in all sorts of races including a Targa Florio. In addition, the owner of such a car must have a chance to compete as well in a rally on all kinds of roads, as well as drive his car to the races he enters.

The very reliable 2 liter 4 cylinder engine-with which the Grand Touring World Championship up to 2000 cc was won twice-will be used in the new GT. The engine now develops 180 bhp and lies in front of the rear axle. The car is equipped with a synchronized five-speed transmission having specially selected ratios. This car, which is 150 kg lighter than the previous GT and has an improved chassis, has an extremely low frontal area with a height of only 106 cm which gives a very aerodynamic form. With all this, the driver is equipped with a very potent instrument.

The surprisingly low price of 29,700 DM is another point that will make this car more than just an item for the privileged few who can afford the best at any price.

--Presse-Mitteilung--

Sports Car, the SCCA publication, in reporting the above information (obviously from the same source) sez: "This car, which is 150 kg lighter than the previous GT and has an improved chassis, has an extremely low frontal area with a height of only 6.5 inches which gives a very aerodynamic form." Sports Car either needs a new typesetter or perhaps Porsche will try a new tactic, driving under the Ferraris.

Recent News for Enthusiasts

October's United States Grand Prix at Watkins Glen will be the subject of CBS-TV's "Sports Spectacular" Sunday, February 2. (KPIX/5, 2PM)

Some 60 minutes of the 90 minute broadcast will be devoted to Graham Hill's victory on BRM in this International Championship event.

Porsche has again laid solid claim to the world manufacturers championship for Grand Touring cars of up to 2 liters displacement and won the European hillclimb championship for the 5th time.

SMART, the initials for the Stirling Moss Automobile Racing Team, has placed an order for Porsche's new Model 904 GT car along with Dutch Grand Prix driver Carel Godin de Beaufort who has ordered three Model 904's to run as a team.

Moss has also ordered an Elva-Porsche, built in England and distributed in this country by Porsche Car Imports of 1550 Frontage Rd, Northbrook, Ill.
SNOW TOUR

Date: February 23
Departure point: Flying A Station at the east end of Tracy
Time: 8:30 AM

Have your breakfast before departure time since our schedule requires an on-time departure. Bring your cameras, longies, trapper caps, boots, portable radios, or any other gear for your comfort. A hot lunch will be available on arrival in the snow area. It is suggested that you bring your own anti-freeze since this is a holiday weekend for some folks and in general a crowd is expected.

The tour up will feature a photo gimmick contest with champagne for the winning driver and passenger.

So come on out and enjoy one of our few real winter events.

P.S.: We don't expect to use tire chains, but bring them anyway.

FOR SALE

1962 Porsche, Cabriolet, white, Super 75. AM-FM radio, new belted tires, top condition, asking $3500. Dietrich Amarell, 20 East 41st Place, San Mateo, Fireside 5-8908 or FI 1-9189.

FOR SALE

'63 Porsche 990 coupe. Racing silver with black upholstery and red koko mats. Chrome wheels and Dunlop SP tires. Blaupunkt FM-AM radio, Tulareluft belts, Talbot side mirror. Official factory shop manuals. '64 license. Car maintained to factory specifications, never raced or wrecked. Superb condition (18,000 miles) throughout. Cost $5300, sell $4000. Buying '64 on trip to Europe.

and

'60 Karmann Ghia convertible. Oyster white with cocoa top, coral and white upholstery. Radio, white wall tires, seat belts. 33,000 miles, maintained to factory specifications, never raced or wrecked, real mint condition throughout. '64 license, $1300.

both cars from: J. S. Tuttle
579 La Gonda Way
Danville
837-4737

For those of you who are Europe-bound, Bob Morrison gives a rave testimonial for the outfit that recently shipped his new Porsche back to the states. Apparently, some folks have been a little less than enthusiastic about the service that some shippers have been doing. But Bob claims that Hermann Ludwig gives personalized, scratch-free performance. For those PCAers interested, they may write:

Mr. Herbert W. Abbe, Manager
Hermann Ludwig
233 Broadway, Room 3708
New York 7, New York

To go along with the German atmosphere in the Village Hofbrau in Squaw Valley, there are two recent issue Porsche advertising posters pinned to one wall. How's that for atmosphere? Eating Bratwurst, drinking HB dark beer, listening to the music and looking at the posters. Sort of a poor man's Treffen.
To you wonderful PCAers who were able to attend the dinner meeting at Deer Park Villa in spite of the lack of notice due to the mixup of the Nugget, my heartfelt thanks for your support at our first meeting of the new year. To those of you who would have attended if the Nugget had gotten to you in time for you to have made your plans, you missed a fine evening. Everyone seemed to be in rare form. How about this guy Gerhard Schwaegerle (our good friend and emissary from Porsche Car Pacific) bringing all those goodies for us to raffle off, weren't they the most? Incidentally, there were two Porsche Calendars in Gerhard's goodie box that got misplaced, but were found after the meeting, so we have them to offer as raffle prizes at the next meeting.

One thing that I had wanted to do, but didn't attempt due to lack of a microphone/P.A. system at the dinner meeting, was to discuss some forthcoming PCA-National business, so here it is in editorial form:

We have during the past few months been made aware of an increasing amount of irritation between our west coast regions and the executive council of our national PCA board of directors concerning an apparent lack of willingness on the part of certain members of the executive council to send board meeting agendas early enough to permit west coast regions to act upon, failure to answer letters, etc. I have here a report on the December 15th national board meeting held at Pittsburgh, Pennsylvania from our guardian voice in this council, our own Burt Propp, National Vice President, concerning items that are to be presented to the membership at large for consideration and decision. Here is Burt's report.

"Concerning the 1965 and future Treffens, I was able to read all the correspondence between the factory and PCA-National including copies of all correspondence that the factory had received from PFI and Western Sports, Inc. It becomes apparent that the factory will not state a definite policy and a simple yes or no answer is not forthcoming. Meanwhile all decisions on who should run the Treffens, who should be sanctioned, etc., will be withheld until the story can be presented to the membership and a mail vote taken to determine its desires. The two alternatives to be presented to the membership will be: (1) shall PCA take all financial and managerial responsibility or (2) shall an outside organization be sanctioned such as PFI, Western Sports, etc. The suggestion of proportional votes will also be referred to a mail vote of the regions since this is a bylaws change and must be conducted in accordance with the appropriate provisions of our bylaws.

I think you will all agree that your efforts in writing to National have borne fruit, in that you will be able to present these three proposals to your membership and NO decisions will be made by the national board of directors on these major policy programs until the members and/or regions have given their views."

Best regards,

Burt Propp

Well, there you have it, fellow members of PCA-Golden Gate Region. All the thunder and lightning that our very capable and loyal past administration, and those of other regions have kept crackling during the past few months, was to repeat Burt's phrase, apparently borne fruit. Now it's up to each and every one of us to charge ourselves with the responsibility of following through by GETTING OUR VOTES IN ON THESE ISSUES as they are presented to us.

Paul Scott
Many of us have replaced our stock exhaust systems with Bursch exhaust systems. The Bursch system consists of four header pipes which lead into a single flange. Both a single straight pipe (stinger) and a street muffler are furnished, either of which can be attached to the flange. From a performance standpoint, the Bursch system with the straight pipe is superior to the stock Porsche exhaust system as indicated by the following data obtained at the Fremont Drag Strip:

<table>
<thead>
<tr>
<th>System</th>
<th>1/4 mile speed</th>
<th>1/4 mile E.T.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stock Porsche system:</td>
<td>79.36 mph</td>
<td>16.84 sec.</td>
</tr>
<tr>
<td>Bursch system with straight pipe:</td>
<td>80.93 mph</td>
<td>16.52 sec.</td>
</tr>
</tbody>
</table>

These runs were made with a 1600 Super Speedster equipped with BBAB/7.31 gearing and 5.50/5.90 T6 Goodyear Bluestreaks.

A disadvantage of the Bursch system is that the street muffler is not too quiet to begin with and gets louder and louder as more miles are driven. A number of us have solved this problem by having the Bursch street muffler replaced with a ceramic coated Cadillac muffler at Menlo Muffler, 301 El Camino Real, Menlo Park. The job takes about 15 minutes, and the total cost is generally about $25. The noise level is definitely lower than that of even a brand new Bursch street muffler and the muffler used is a type which does not get louder with use. If you have this done and plan to frequently change between the straight pipe and the street muffler, have the three nuts of the three bolts that hold the two flanges together welded to the back of the header flange; you'll find this greatly simplifies changing systems.

Dick Osgood
Jim Perrin

Editor's note: ye ed has replaced his with the chrome-jacketed resonator from an (ugh) Jaguar XKE. This was scrounged, I did not go out and pay any £'s for it. The "muffling" action comes from a perforated inner cylinder through which the exhaust passes. It's hairy as hell when accelerating but much quieter than the standard used Bursch when idling or cruising along at 50-75 mph.
L.E. LORING
2716 SHASTA RD.
BERKELEY 8, CALIF.