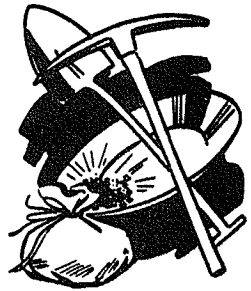


Golden Gate NUGGET



OFFICIAL PUBLICATION OF THE GOLDEN GATE REGION OF THE PORSCHE CLUB OF AMERICA

JUNE 1964

MONTHLY MEETING JUNE 13th

Caravan Inn



4375 EL CAMINO REAL - MOUNTAIN VIEW
(near the heart of Palo Alto)

LARGE PARKING AREA
PRIVATE BAR

The meal featured at the monthly meeting will be: Relish Tray, Fruit Cup, Ham Steak baked in Port Wine, Candied Sweet Potato, Green Bean Amandine, Tossed Green Salad with choice of dressing, Chocolate Cream Pie, Beverage. All the above as usual for \$4 including tax and tip.

PREZ SEZ:

WANT TO GO PROSPECTING?

We seriously need a ready and willing crew of six or eight or more to start a regular system of digging up NUGGET news. Our Nugget newsletter lacks good, down-to-earth, spicy gossip news. The everyday details about ourselves. The humourous, interesting things we said or did at dinner meetings, activities, etc. Start a personality parade column.

We get excellent specific item reporting such as Muriel Bossert's Gluckhafte Fahrte Rally report, and technical articles by Bob Garretson and his committee, but we need the personal items.

The purpose in asking for six or eight reporters is to spread the detail out so that more can participate. How about a husband and wife photographer team?

I can't emphasize the need for this reporting staff strongly enough, so how about it? If you've been wanting to get better acquainted with your club I can assure you from personal experience that the one way to do it and really enjoy it, is to pitch in and be active and do things with and for the club. Will YOU send me a post card or see me at our next dinner meeting, and help with this detail.

Paul Scott



COMING EVENTS



| | |
|----------|---|
| 6-7 June | Stockton Road Races |
| 21 June | Autocross at GME Parking Lot (same as 15 March) |
| 28 June | Tour (see below) |

On the action side:

Your activities committee could be justly renamed "Inactivities" for most of April and May. Our apologies are thus extended. It points up the need that each job should have a back-up or alternate for times when bringing-bacon-home-type committments take priority. We sincerely appreciate the efforts fo Jim Perrin, Bob Garretson, Dave Parrott, Frank Granata, Stu Grannis, George McClelland and others for their hard work this year and would like to see more of this spontaneity.

On the brighter side:

Following our coöp effort with PCA Sacramento at the driving school (everybody found Cotati, we trust), we are scheduling events for 21 and 28 June, leaving 6-7 June open for the folks who wish to attend the road races at Stockton. Our dinner meeting occurs on the one remaining week-end of June, so lets look at July. Tentatively, 17-18 July arrangements are being make for a PCA Golden Gate week-end tour to Calistoga in beautiful Napa Valley, featuring good food, driving activity, and the use of the hot springs. We will attempt to put on a low-pressure hill-climb if proper arrangements can be made with the road commission. It is expected to be a package deal including two meals and motel accomodations. We should have a firm picture by the June dinner meeting. Note: this is not to be confused with the inter-region Porsche Weekend.

On the confused side:

Your activities committee chairman has been under the impression that PCA-GGR was assigned to host the fall Porsche Weekend, but a letter from Bill Knoll of PCA Orange Coast tells us that they are planning to stage their Weekend in September or October. We wonder, what gives? We've already gone up the chute too far to retrace our mileage and recover to host a Weekend for the first part of 1964, so some of the folks who attended the Hanford meetings could help to enlighten us at this point. When you read this, we will have, no doubt, flogged this one at the 5 June board meeting.

Bill Arnett

OUR OFFICERS

| | | | |
|-------------|---------------|----------------------------------|----------|
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Do you have a car-riding pet? A bird, goat, rabbit or goldfish? or you name it! Cats and dogs, of course. Come on and load Bowser aboard the Porsche and meet at the San Francisco Marina at 10 AM, 28 June. Bring leashes, bowls, cages, sand boxes, etc, for the mutual protection and comfort of your pet. Pack a lunch (don't forget Bowser) and tour with us to a picnic area a couple of hours away. A prize will be awarded for the most unusual pet. There will be an entry fee of 50¢ per pet-carrying car. Don't stay home if your household is sans pet. Come out and be a judge.

Autocross!

SEBRING SLALOM

Date: Sunday, 21 June
Place: General Microelectronics, Santa Clara
Time: 10:00 AM to 3:00 PM
Cost: \$1.00 per entrant

Co-chairmen for this event are Bob Garretson and Jim Perrin. This Auto-X will be the second of a series of three to be held during 1964. Engraved dash plaques will be awarded to the top three drivers in each of four classes at each of the three events. In addition, trophies will be awarded at the end of the series to the drivers with the best cumulative score in each class. The event on 21 June will be open only to PCA members. Seat belts and mufflers will be required, and no tubeless tires will be allowed. The event will be held rain or shine. Drivers under 21 must have written parental consent.

Classes are as follows:

- Class I All speedsters and all roadsters (including Conv. D)
- Class II 1600S, 1600 S90, and Carrera coupes and cabriolets
- Class III 1500, 1500S, and 1600N coupes and cabriolets
- Class IV Women drivers

Directions: take the Bayshore to Lawrence Station Road (Lawrence Expressway) near Sunnyvale. Head south on Lawrence Station Road. Turn right onto Kifer (2nd signal). Go one block to San Ysidro Way. You have arrived!

We expect to have a lot of fun at this event, and want especially to encourage people who have never driven in an Auto-X to come---this is a perfect chance to safely learn how your car handles when really pushed without worrying about obstacles such as curbs and trees.

From the Horse's Mouth



TECHNICAL GUIDE

WHEELS AND RECAPS

The purpose of this article is to discuss recaps and the reasons a number of us in the Golden Gate Region use them. Because the subject of wheels is so closely related to that of tires, some comments about wheels will be made at the end of the article.

One figure that is sometimes quoted is that the cost of developing a tire is 75% casing and 25% tread. A recapper has an advantage over a manufacturer in that he can concentrate his development work on the tread. Another advantage a recapper has over a major tire company is that it is relatively easy for the recapper to make changes in tread design and rubber compound.

The recaps that most of us use in this area are Bruce's. As a result, most of the comments in this article will refer to these recaps. In formulating a tread design, a number of factors have to be considered. These include road noise, rolling resistance, side wander while traveling in a straight line, forward and side bite in the dry or wet, and stopping ability. Because any single tread design is a compromise, Bruce's has developed two tread designs, the Continental and the Full Race. A third tread design is the Cheater Slick which is normally used for drag racing and occasionally for road racing. For general all-around use, the Continental tread is probably the most logical choice. Although it does not have quite as much rubber in contact with the road, it is a better handling tire in rain. The Full Race tread design is generally preferred for autoxing, racing, and hard driving on the road.

Bruce's recaps both radial and non-radial tires. Two widths are available, but not all casings will accept the wider cap. Bruce's will recap either your own casings, provided they meet strict requirements, or will furnish casings at their cost. Race approved casings, which are approved by SCCA for speeds up to 115 mph, generally cost \$6.00.

A few, such as the Goodyear Blue Streak Sports Car Special and the Firestone Super Sport 170-T cost \$15.00. However, these last two are racing tires and these casings are very hard to find. Race approved casings can generally be recapped at least two or three times. Age of casings is a big factor in determining how many times they can be recapped. The cost of the recap itself is \$12.90 for most casings.

A number of rubber compounds are available from Bruce's. These include, in order of decreasing hardness; 105, 104, 103, V. T., and 33. 104 is probably the best for normal use on a Porsche. V.T. is a favorite of many autoxers and racers, but wear is more rapid than with the harder grades. The 33 compound is extremely soft and sticks as well or perhaps better than V.T., but the wear rate is extremely high. I am currently running this compound on a set of Goodyear Bluestreak casings on my speedster, and am finding that autoxing wears this compound out at least twice as fast as the V.T. compound.

Other recaps are available. These include BITE-RITE, which is made by the McCoy Tire Company in Modesto. These are handled in this area by Bob McCullough in Palo Alto. His phone number is 948-0352.

Porsche wheels were originally 16" x 3 1/4". Between 1955 and 1956, the wheel diameter was reduced to 15" and the rim width was increased to 4 1/2". The owners of early Porsches gain a big handling improvement by installing the later wheels. If you make this change on a pre-1956 Porsche, you may find it necessary to deflate the rear tires to get the wider wheels in through the fender cutouts. For comparison, VW sedan wheels are currently 15" x 4". 15" x 5" alloy wheels can be obtained from Porsche, but the price is unbelievable.

In SCCA racing, only the 15" x 4 1/2" wheels are legal for class D and E Porsches. The 15" x 5" wheels are an approved option for the class C Carrera.

The Northern California Sports Car Council Autoxing Regulations are much

more liberal---anything is OK in the line of wheels. Changes to the back two wheels can be made which will definitely improve cornering ability in autoxing. Changes to the front wheels are not usually felt to be advantageous. Porsche wheels consist of two parts, the center section which contains the cooling holes and bolt holes, and the outer rim. These two parts are welded together. To improve handling, the outer rim can be offset with respect to the center section; this will increase the distance between the two rear wheels. To increase rim width from 4 1/2" to 5" or 5 1/2", an outer rim from a US car can be used. Either a Porsche or a VW center section can be used with a US outer rim, as the Porsche and VW bolt patterns are identical. Because the diameter of the center section has to be decreased in order to fit American outer rims, the solid VW center is usually used instead of the Porsche center with its cooling holes. If you should decide to have special wheels built up, be sure to have it done by an experienced wheel firm.

As a concluding comment, I might mention that everyone has his own ideas about wheels and tires---if you're planning to make changes, the best thing to do is to talk to lots of other Porsche drivers to get their impressions. If you have any specific questions on wheels or tires, the technical committee will be glad to try to answer them. Jim Perrin



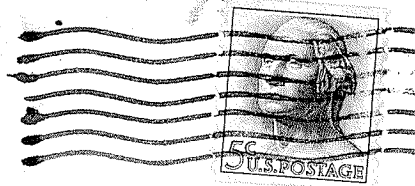
Frank Dwinell has some info on four immaculate Dunlop SP casings (minus some tread, of course) that are for sale for \$10 each. They are presently being stored at Porsche Car Pacific in San Francisco. Call Frank at MU5-4508 for details.

And now a free plug for Tom Hyers of GGR who has recently opened up Tom's Import Auto Service at Howards Marina, Tahoe Vista, just outside of King's Beach at the north end of Lake Tahoe. He offers complete VW-Porsche service except for body work. Porsche owners in the area will find his shop ready to help them in any way possible.

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