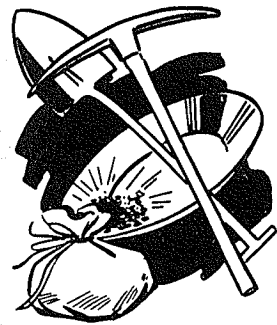


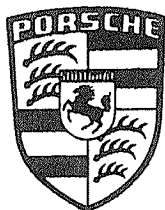
Golden Gate NUGGET



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

MARCH 1964

Golden Gate Region Monthly Meeting AT
MAR. 14th (Saturday)
MIKE LYNN'S in Orinda
 COCKTAILS AND HORS D'OEUVRES 7 P.M.
 DINNER - \$4.00
 TAX & TIP INC. 8 P.M.
 take Freeway to Walnut Creek (Rt. 24). Restaurant is at Orinda exit.



COMING EVENTS



Autocross!

A super Auto-X, the SEBRING SLALOM, has been set up for the 15th of March. This is a PCA-only event. Details on page 4.

WINE TOUR

A tour of the wine country with stops at the leading wineries has been scheduled for 22 March. For details, be at the March meeting or call Dave Parrot in Berkeley at TH 3-7040

the first ~~Back~~ PORSCHE Sports Car Rally. Really.

A Rallye-for-Everyone has been arranged by Rally-Meisters McClelland and Grannis for the 5th of April. More details inside on page 5.

Hearken ye back to the Bay Area Road Racing Calendar presented in the January issue and note that the April 11 and 12 date still holds but that the location has changed from Oakland to Stockton. See you there!

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	MU5-6305
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

PREZ SEZ:

BOARD OF DIRECTORS CHANGES ANNOUNCED:

Your Board of Directors at its last monthly meeting regretfully accepted the resignation of Activities Chairman Karl Keller. In his letter of resignation Karl stated that the pressure of personal business forced this decision upon him. He emphasized that it was not his desire to withdraw from PCA activities entirely, and that he would be available to work on autocross committees, etc., as is evidenced by the fact that Jim Perrin, Bob Garretson and Karl are planning an autocross for Golden Gate Region members only, to come off sometime in March. In the process of filling the vacancy created by Karl's resignation, club secretary Bill Arnett was offered the opportunity to move into the activities chairmanship, which he readily accepted. In last November's voting for new members for the 1964 Board of Directors, Don Lollich polled the fifth highest number of votes. This put Don first in line for the present vacancy. When asked if he would fill the secretarial vacancy Don indicated that he would serve in any capacity that would be of service to the club; so from this point on, our new secretary will be Don Lollich and our new activities chairman will be Bill Arnett.

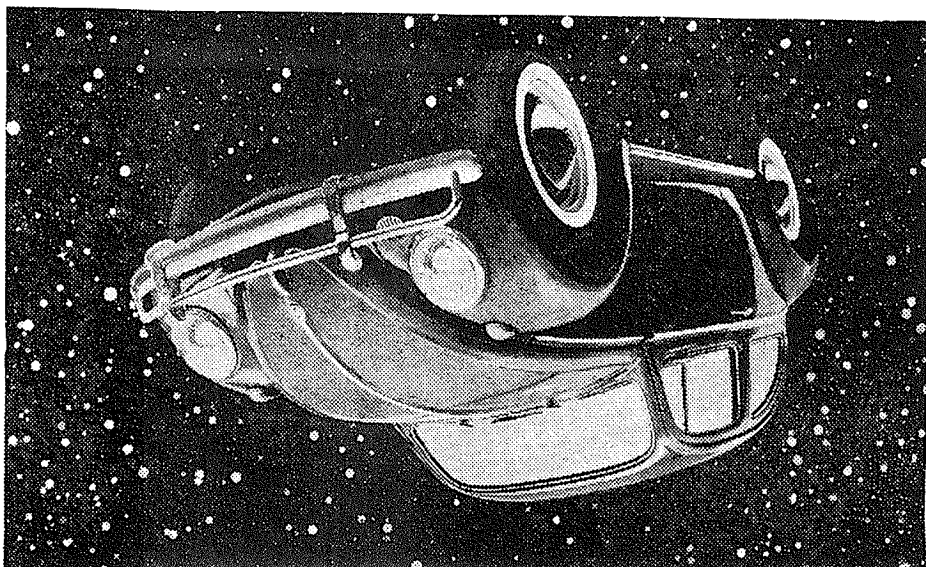
HAVE YOU MAILED IN YOUR VOTES CONCERNING THE RUNNING OF THE TREFFEN?
IF NOT, PLEASE DO IT RIGHT NOW! %?βω*(§)ππ?!!!!

At the February 8th dinner meeting, I reminded the membership of the postcard ballot enclosed with the January issue of Panorama, urging them to be sure to vote. There were so many questions from the floor indicating uncertainty about the issue that we prevailed upon Burt Propp to revue the subject. Frand Dwinnell also offered comments on the subject. The evidence of interested concern and uncertainty expressed by the membership in attendance at this dinner meeting has caused considerable thought on my part. It is my sincere desire that as complete a voting return be produced by Golden Gate Region as is possible. We presently have the largest single region membership, so let's show PCA-National that we recognize, respect and cherish the responsibilities of our voting privilege. I have data and analysis on the subject available from a number of letters and reports. The one that my thoughts and conscience keep returning to is the report in the November 1963 Panorama by our National President Ken Twigg, entitled "A Full Report on Treffens". If any of our membership have withheld their vote on the Treffens issue because of lack of acquaintance with the subject, please refer back to this issue of Panorama, study the report, and VOTE, VOTE, VOTE!! One personal conviction states the "The Treffens, heretofore, has always been a highlight of PCA membership". It would appear, judging from Ken Twigg's report concerning the 12 non-members on the 5th Treffens passenger list, that exclusive PCA membership participation would soon be lost with an outside agency operation.

Yours for better Porsche'ing
Paul Scott

NEWS FLASH!!

After 19 years of inactivity, Germany reenters the space race with a revolutionary 4 man "People's Capsule". Now, you too, can be a national hero (and perhaps run for the Senate) and for only \$1745 POE (plus tax). TWX Heinz Nordhoff for details.



DAS VIER MAN VOLKSKAPSEL, MARKE IV



Briggs Filters

Briggs Oil Purifiers have received a lot of praise in Panorama. Everyone that has written about them has praised their performance highly. Having observed their performance on several cars, there are two comments that should be made. If the oil is getting dirty in a rather short period of time, check to see if oil is flowing into the filter. This is easily done by removing the cartridge and starting the engine. Oil should ooze into the filter through the hole to one side of the center-post. This inlet hole is .040 inches in diameter. The small hole is necessary to reduce the flow rate through the filter to a level that can be handled by the filter. Since the inlet hole is so small, it can easily be plugged. This is possibly the reason the manufacturer recommends putting the filter only on new engines. However, any small particle in the oil stream could plug the filter. I have observed a small piece of cork from a valve cover gasket plugging the filter. This cork fleck was most likely introduced into the engine at a valve adjustment. Normally something like this would not cause any trouble.

The second comment about the use of a Briggs is that non-detergent oil must be used. This procedure is possibly all right in a water cooled engine where the oil temperature never rises above 180°F. In Porsche engines temperatures of 280°F are seen on hot summer days. With the higher temperatures, varnishes build up rapidly. Without detergents the oil cannot remove the varnishes that are formed. I believe that this is an important point that is overlooked by most Briggs users. Even though the oil itself is clean, it is not proof that varnishes are not building up in the engine.

Michelin Tires

Michelin recommends the use of Michelin tubes with their tires. This is a very good policy to adhere to. Several non-Michelin tube failures in Michelin tires have been brought to my attention. Upon checking with the local distributor I found that Michelin tubes are reinforced in the seam or splice area. This reinforcement is necessary due to the extreme flexing the tire goes through. The distributor also recommends keeping close checks on the tire pressure. By running recommended tire pressures, the flexing is minimized. The distributor recommends 18 psi front and 21 psi rear for all model Porsches for street and rally use. They recommend raising these pressures 3 psi for high speed driving and autocrosses.

Bob Garretson

RALLYE REPORT

Saturday, February 15, 1964, ten PCA couples made the short trip northward to Santa Rosa to attend the Highwaymen's 10th Annual Poker Rally. The weather cooperated fully, the Highwaymen outdid themselves in arranging a week-end of activities, and everybody had a ball. The out-of-towners were all put up at the Rustic Motel. Those arriving before 2:00 PM, Saturday, were taken on a tour to a Marin County cheese plant. The late arrivals missed the tour, but we found that this had one advantage in that we were given the larger motel rooms.

After the tour some 16 or 18 Porsche people congregated in the Collins' room for an impromptu cocktail party and later moved en masse to the Thunderbird Owners Club party at their invitation.

Saturday night there was a dance at the Highwaymen's clubhouse. It was complete with decorations, dim lights, a big fire in the fireplace, a live combo and a bar doing a land office business. There was supposed to be a midnight buffet supper but most of the Porsche pushers pooped out long before then.

8:00 AM, Sunday, some 50 to 55 couples started arriving at the clubhouse for a breakfast of bacon, eggs and hot cakes expertly cooked by the bleary-eyed bartenders of the night before.

The rally got underway at 9:45 AM. The first car out was the Arnett's with Jo Anne driving and Bill navigating. The rally criss-crossed the western part of Sonoma County between Santa Rosa and Bodega Bay. There are probably some roads in that part of the county which we were not on at least once, but they must be few. The instructions were very good,

the scenery was beautiful, the traffic was light although I did hear a few remarks about the sheep on the road while passing through a sheep ranch near Bodega, but everybody thoroughly enjoyed the day. If you followed the instructions and stayed on course you arrived at Bodega Bay about noon for a lunch stop. The Highwaymen and the Collins' were waiting there with a pick-up load of hot coffee and sandwiches. Myrt and Red's Porsche was still laid up in the garage so they had made the trip to Santa Rosa in their Cad. They didn't attempt to use it for a rally car, but they drove out to Bodega and helped out with the lunch. In the afternoon while every one else was completing the other legs of the rally, Mert and Red were out "picking up chickens".

The rally ended at the Petaluma Inn Restaurant. The first car was in at 2:35 PM. Daisy and Raoul came in about 4:30 when everyone else was sitting down to eat--I didn't hear just where they had been. The poker hands were opened and posted before dinner, and the awards were presented after. The Golden Gate Region of PCA came away with a good share of the trophies. George and Shirley Neidel took 1st place with four Kings, Bill and Marion Roe took 3rd with three Queens and Red and Myrt Collins were awarded the Hard Luck Trophy since they had to drive their Cadillac to the rally. The Sorry Safari Sports Car Club took the Club Participation Trophy with ten competing cars (their total club membership is only 20 cars). PCA and the Thunderbird Owners Club each had nine competing cars.

The Highwaymen deserve a great deal of appreciation for the effort they put forth in presenting a week-end of well organized and smooth running activities. I am sure all of this year's participants are planning on attending the 11th annual Poker Rally.

Don Lollich

Autocross!

SEBRING SLALOM

Date: Sunday, March 15
 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 first 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 March 15th 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.

more on Porsche-powered Elvas: The Robert Bosch Spark Plug Company of New York will sponsor a road racing team for the 1964 season with drivers Joe Buzzeta of New York and Milwaukee's Bill Wuesthoff driving Elva Porsches. Bosch goes into this program with the firm conviction that the Elva Porsche is the car to beat this year.

Competition Press

rally

Rallymasters 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 promise an exciting route, winding through mountains boasting the most magnificent pastoral scenery, lakes, streams, trees, ponds, etc. that the area has to offer.

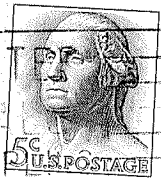
The first car will be started from Bruce's Tires, 1315 North 10th St. near Bayshore in San Jose at 1:00 PM on Sunday, April 5th. A special participant's meeting will be held at 12:30 to explain score card, general instructions and answer any questions.

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.

P. C. A. - G. G. R.
1558 St. Francis Drive
San Jose, California 95127



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