

# Golden Gate NUGGET



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

February - 1965

## TECH. REPORT



A group of enthusiastic Porsche-pushers braved the elements on Saturday morning, January 16th, to attend the first tech session of the New Year.

The emergence of Bill Arnett as our new tech chairman was an apparent success, as all in attendance expressed their satisfaction with the day's activities.

Bill Arnett discussed the workings of the Porsche engine, specifically how the various parts and components function, where they are located, and why they are necessary on a Porsche. The disassembled engine from Bill's own cabriolet was used to highlight his talk, which ended with a general discussion, and question and answer session.

After a break for lunch, Don Basemore conducted a part-by-part, front-to-back maintenance tour of the Porsche. The when, where, how, and why of lubrication and owner-maintenance was discussed in detail. The usual questions about gas and oils were asked along with inquiries on the never-ending problems such as leaks and squeaking breaks, and so on.

I think this session with its informal approach and small group of people was very successful. I, for one, came away with more confidence in making valve adjustments as a result of the actual adjustment done on one of our member's cars. Everyone had a chance to see for himself exactly how it should be done.

Let's lift our glasses to Bill and Don for a swell job, and hope we will see more of the same in the future.

GEORGE NEIDEL

## THINKING in the CLUTCH

The traffic light turns green, you step on the clutch to shift into first - - TWANG!! The clutch pedal goes to the floor, and what's more, it stays there. Immediately a chorus of discordant horns begin to blare. American horns attached to big Detroit monsters, which will almost blow you out of the traffic lane.

If you can think between blasts, you will realize you have snapped your clutch cable - - -a chink in the Porsche's armor. However, despair not: you can still save the day for the marque (even without the clutch). Do the following:

Shut off the engine.

With the motor off, put the gear shift into first.

Start the car by turning on the ignition - still in first gear. Don't panic: you can do this. A little hard on the battery, but you'll soon be rolling with no strain.

When you get up a little speed, you can even shift into second, still without the clutch, if you want to.

I suggest that you try starting your car in first some day to get the feel of it. A broken clutch cable will slow you down, but it will not put you out.

STAN GOLDEN

## MONTHLY MEETING

PRICE: \$4.00

DINNER: EXOTIC ENTREE FROM PORSCHE-LAND.

DON'T MISS IT!!!

COCKTAILS 7PM  
DINNER 8 PM

**CABANA**  
MOTOR HOTEL OF PALO ALTO  
4290 EL CAMINO REAL • PALO ALTO

★ FEBRUARY 13th ★

# BRRR!!

When we said we were going to North Dakota for the holidays, people said we were crazy, with all the bad weather, etc. We probably would have been crazy to do so in anything else but a Porsche. When we got to the Chain Control on U.S. 40, the car in front of us had snow tires and was from Grass Valley. Apparently, he knew the control man, for they talked a minute and he was waved through. We just followed him. No chains- -no trouble.

There are a few pointers we might pass on to other travellers who go to really cold country (it hit 25 degrees below zero one night and never did get above 25 above while we were in the Dakotas). First, as much as you like to drive a clean car, don't wash it! Even in an enclosed garage, it's quite an experience trying to push the water off before it freezes. Let alone trying to get the hood open or the door locks to work for several days afterward.

Second, and most important when driving in snow, remember the motor is in the rear so there is no heat in the front of the car. While driving down the hiway in snow and slush, one can pick up so much under the front end that you cannot turn the wheels more than ten or fifteen degrees. So every once in a while check to see if your turning radius has been impaired by collected snow.

Admittedly, the conditions were a little unusual the past few weeks. We drove from Denver to Auburn, California (close to 1200 miles), all of which was through snow or on ice-packed roads. We stopped twice to break out huge chunks of snow from between the wheels and the inside of the fender wells. No chains were used the whole trip until we got back into California at Truckee, where the Chain Control officer caught us. This time we had no friendly native in front of us, so we had to take five minutes out and put them on. Tip number three: jack the car up to put the chains on. Unlatch them and drive off of them to remove them.

Tip number four: **DRIVE A PORSCHE!**  
**GEORGE McCLELLAND**



Do you find it virtually impossible to replace your ignition condenser with the distributor in place? Here's a tip from Lee Rapp: Remove your distributor in the usual way, making sure you do not lose the small preload spring on the top of the distributor pinion shaft. With a strong magnet, lift the shaft out and rotate it about 180 degrees, re-meshing gears as you drop it back in place. You can either criss-cross wires in the distribution cap, or file a new mark for No. 1 cylinder. If you choose not to criss-cross wires, in addition to marking for No. 1 firing, interchange the spring clips that are used to hold the cap down. With the small compression spring in place, reinstall the distributor, and time the ignition in the usual manner, using the new No. 1 mark.

You should find that both holding screws and the terminal to the points are exposed to the aft of the engine for easy access. Check clearance to the fan belt.

**BILL ARNETT**

# PRES SET

The first meeting of our 1965 Board of Directors took place on January 8th. The proposal to do everything possible to avoid confliction between our dinner meeting/activities schedule and San Francisco Region-SCCA race schedule was thoroughly reviewed. This question was raised at the Saturday night dinner meeting at Maita's Golden West restaurant in Oakland some months back. After that dinner meeting discussion, I asked Bob Sheldon, one of GGR's most active SCCA participating drivers, to provide us with an SCCA schedule. Shortly thereafter, Bob sent me SCCA's "Tentative 1965 Schedule-Pacific Coast Division SCCA."

Disregarding the driving school dates, the San Francisco Region race events start in April and end in November. During this eight-month period, eleven San Francisco Region events are listed. Tabulating these events according to the weekend they fall on results in a "net average" of three events conflicting with any single weekend of the month. For example, our dinner meeting schedule is the second Saturday night of each month, and on that weekend SCCA's schedule shows three race dates in the eight-month period. It has been pointed out that SCCA's schedule is subject to change during the year, so the end result may be different than the "net average" analysis above. The best we can do is work with their schedule as it is now, and hope that any changes they make will fall on weekends that we have free.

The Board determination of this analysis is: since there are from two to four conflictions with any one of the four weekends of the month, we will stay with our second Saturday of the month dinner meeting schedule, and re-schedule our dinner meetings on those two or three instances that SCCA's published schedule indicates a race event on the same weekend.

This reminder is right at the DEADLINE, so if you have not mailed your 1965 dues, **DO IT NOW!!!** Notice in last Panorama says "members whose dues are not paid by February 1, 1965, will be dropped from the roster."

**PAUL SCOTT**

## New Members

DWIGHT MITCHELL  
346 Ruth Ave.  
Mountain View

JOHN JANCZAK  
5476 Wadean Place  
Oakland

RICHARD CHREISLER  
126 Vista Del Campo  
Los Gatos

Thanx to Dick Knight

## ..Wanted..

Race-prepared Super 90, 1961 or later. Or race-prepared S90 engine. Must be able to take heavy duty oil cooler. Or a speedster with a 1961 or later Super 90 engine that can be prepared for racing. Would also like disc-brake assembly, etc... Claude C. Gilmore, 2500 Baylor Ave., Alamogordo, New Mexico. 437-6227.

## OFFICERS

PRESIDENT  
VICE-PRESIDENT  
SECRETARY  
TREASURER  
ACTIVITIES  
MEMBERSHIP  
TECHNICAL

PAUL A. SCOTT, 1558 St. Francis Drive, San Jose  
FRANK GRANATA, 217 San Carlos, El Cerrito  
JOHN JENSEN, 14 Garden Court, #8, Belmont  
DAVID HANCOCK, 17446 El Rancho Ave., Monte Sereno  
GEORGE NEIDEL, 50 Torrey Court, Morgan Hill  
RICHARD KNIGHT, 1649 Hubbard Ave., San Leandro  
WM. D. ARNETT, 15330 Kittredge Road, Saratoga  
\*\*\*\*\*

264-5589  
524-3351  
593-1941  
356-5364  
779-3012  
357-2816  
867-0993

NUGGET EDITOR

ANN KELLER, 4539 Grimsby Drive, San Jose

379-4195

## 911 SHOWING

Don't forget! The March event will be a showing of the new model 911!! This long-awaited unveiling will take place on March 20th at the PCP warehouse in Burlingame. Current indications are that the day will start at 10 AM and continue until you devout ones give up and go home. We will (hopefully) have further information in the next NUGGET - - but be sure to circle the date on your calendar. No one wants to miss this one!!

AK

\*\*\*

## STOLEN WHEELS

Wayne Pedron called to tell us that he received a rather miserable Christmas present: his chrome rims and new tires were stolen off of his Porsche on Christmas eve! These were Lemmery wheels which had been put on his '58 coupe in Stuttgart as part of the original equipment. Since these wheels will fit only a Porsche, a VW, or a Ghia, Wayne felt that it was at least possible that they would be proffered to one of the PCA'ers for purchase. If any of you should be approached to buy a set of Lemmery wheels, please contact Wayne Pedron immediately. His office phone is 834-5888, ext. 44. He lives at 434 Central Ave. in Alameda (522-3750). He has the serial numbers of the wheels, so it would be possible to make a prompt and positive identification. Your co-operation will be much appreciated.

AK

\*\*\*

## PORSCHE POWER FOR INDY?

Harry Shorman tells us that a Bay Area individual with years of experience in midget and dirt-track racers is talking with him about developing a car for the Indianapolis 500 that would be powered by two Porsche engines: one providing power to a front wheel drive axle, and the other powering the rear axle. Years ago at one of the Pebble Beach races, Lou Fageol, descendant of the Fageol truck and bus empire from the Midwest, showed up with a two-engine front and rear drive Porsche Special. We didn't get a chance to evaluate its performance potential because they wrecked it during practice. This is evidence it can be done. We wish Harry's friend much success.

PAUL SCOTT

\*\*\*

## TREFFEN NEWS

Bill Henry, in collaboration with Max Day, PCA Treffen director, reports that the 7th PCA Treffen is scheduled to leave the West Coast October 3rd. This is only the 2nd Treffen to originate from the West Coast, and the first to be run completely by PCA, so you can look forward to a real show for all Treffeners. Porsche Treffeners will have several days of special events such as a tour of the factory, Mercedes-Benz museum, and top it off with a party and the excitement of picking up your new Porsche. Later in the month, they will have the opportunity to meet with PCA Germany for a German-style PCA weekend.

PS

\*\*\*

## HIWAYMEN'S POKER RALLY

The Poker Rally which, we understand, has been of great interest to a number of PCA'ers in past years, is coming up again on the weekend of February 13-14. The cost, per couple, for the weekend, is \$39.99. For further info or application forms, write Poker Rally, 1530 Willow Side Rd. Santa Rosa.

AK

\*\*\*

# BOLTS

Jim Perrin says he is now driving a real going VW. No surprise, though, when he adds that this lucky "bug" now sports the engine from Jim's speedster. Evidently he is tired of battling rainy-season leaks! Jim says he is also tired of getting no response from Detroit Irons when he honked his horn - so he has equipped his car with air horns, to make sure he gets his point across when he wants to pass. Sounds like a great idea!

Burt Propp reports the most phenomenal accident of all time. He was parked along a street and was away from his car for a while. He returned to find a huge dent in the front section of the door on the driver's side. An eyewitness to the accident later informed him that the dent occurred when a (gulp!) woman driver tried to back into the parking place behind Burt's car!!! Somewhere in the Bay Area is a woman who REALLY needs glasses!!

Frank Dwinell says his son is a regional representative for Castrol, and is now working with Rod Carveth. He says that any questions regarding oils, etc., would be quite welcome. Also, the junior Mr. Dwinell has access to a number of movies which may well appear as future after-meeting events for us.

Lou Marable announced at the last dinner meeting that he has one set of chains for a Porsche which he will gladly lend to a fellow pusher who is heading for snow country. First come, first serve, of course.

Ed Loring was in a slightly depressed mood at the meeting after having his clutch throw-out bearing cease to function at a stop sign on the way to The Galleon.

Another mechanical failure recently plagued the George Neidels: their hood release cable gave, and is still out of commission.

Prexy Paul Scott and wife Carol narrowly missed having a very cold and uncomfortable New Year's. They were stranded in the snow on the way home from Lake Tahoe; in fact, they spent two days returning to San Jose - fortunately making it through in time to make a late appearance at a New Year's Eve party. Whew!

In case you didn't know, GGR has a date on the calendar for a championship autocross. The date is April 25th - - and once again, all possible help will be needed. More to come on this subject.

A Note from Reamer Saunders informs us that he has heard from Jim and Pat Vanderree, who recently moved to Houston, Texas from Sausalito. Jim is working for North American Aviation in Houston. And Pat says they enjoyed GGR activities and will be back to share in the kicks next year.

George and Claudette Paige spent the holidays in old Mexico and decided to tour the nightspots while there. They found a suitable-looking spot and searched the menu for some type of exotic Mexican cocktail (alcoholic!). They discovered "cocktail de camerone", and George promptly ordered "dos." The non-English-speaking waiter will most likely never understand why those two gringos were laughing so hard when he served their "shrimp cocktails"!!!!!!!!!!!!!!

AK

## **..For Sale..**

- \* 356B factory muffler, like new, \$25.00.
- \* Porsche wheel covers, louvred type. Set of four, \$10.00.
- \* Normal hubcap, fair condition, \$2.00.

Karl Keller, 4539 Grimsby Drive, San Jose. Phone 379-4195.

# POINTS

The points system was devised to see who is the most active member each year, beginning January 1st through December 15th. In order to get points credited to you, you must show up at meetings and sign up all your activities in our club and outside sports car activities, giving name and date. Register separately, as both member and associate members are eligible for awards. In order to qualify for an award, at least 1/3 of the total number of points you accumulate must be received in PCA events.

Based on the points signed up at the January dinner meeting, here are the current leaders in the points standings, and their accumulated points:

John Fitzgerald	5 pts.
Ann Keller	5 pts.
John Grove	2 pts.
Arlen Riggs	2 pts.

Points are accumulated as follows:

## 1 POINT

3rd place any event  
Meeting attendance  
After meeting event attendance  
All P.C.A. Club activities\*  
All outside sport car activities\*  
\*(1 point per day)

## 2 POINTS

2nd place in any event  
Helping put on a P.C.A. activity\*  
Working a P.C.A. activity\*  
Contribution to Nugget  
\*(Co-chairman or sub chairman)

## 4 POINTS

1st place any event  
Chairman of any P.C.A. event or activity  
Sponsoring a new member  
Editor of the Nugget (Each issue)

## 8 POINTS

1st place for Overall or TTOD award  
Chairman of any "open" P.C.A. event,  
(where outside clubs or regions are invited)

GEORGE McCLELLAND

## EDITOR'S CORNER

And here we go again!

The main reason for this little column right now is to say "Thank you!" I really appreciate the number of articles and small items I have received from various ones of you during this past month. As I'm sure you noticed, we even had enough material of some length and special interest to initiate the new column, TID BITS. So now, in addition to keeping NUTS and BOLTS alive and interesting, we must also sustain this new effort.

I have previously suggested that you write your newsworthy items to me, or see me at the meeting, but I realize that neither may be convenient for some of you. If it would be more convenient for you, please feel free to phone me any time with items for the paper - - 379-4195.

With the advent of the good (?) weather, and the consequent increase in sports car activities, I would like to make a special plea for information and pictures in connection with outside events. If you, or another PCA'er, should place in an open autocross or rallye, let me know. And if any of you should be able to snap some action shots of Porsche-on-the-go, I'd be delighted to print them, also.

Thanks, again, for all the help. I'm counting on all of you for future issues.

AK

# MONTHLY EVENT

## INSIDE SAN FRANCISCO

- 2 -

START: CANDLESTICK PARK BOX  
OFFICE

TIME: STARTING AT 11:58 AM

PRICE: \$1;50

BRING: Porsche, clipboard, pencil,  
and a beer mug!

This is a fun-type rally with everyone in mind. If you have never participated in a rally before, don't miss this one. This event is well calculated to be fun for both novice and expert.

We'll be touring some film-worthy area, so bring your cameras.

DON'T MISS THIS FUN-TYPE RALLY!

# FEB 28

COMMITTEE RECOMMENDS GOLD AS CLUB  
THEME COLOR

The Committee, formed at the request of President Paul Scott at the January dinner meeting, to resolve the question of a means of identifying the Golden Gate Region of Porsche Club of America met at the Grannis residence on January 28th.

There was considerable discussion about the comparative merits of a number of different items of wearing apparel as a method of showing our club affiliation. However, after thorough consideration, the Committee agreed that choice of the item of apparel (blazer, windbreaker, vest, tie, cap, etc.) is a decision best made by each individual club member. Selection of a blazer, vest, or what have you, is strictly the option of the individual member.

A detailed evaluation of the pros and cons of several different colors showed Overwhelming favor for one color. The Committee, consisting of 17 interested members, voted to adopt gold as our official Golden Gate Region theme color.

Those persons desiring to identify themselves as Golden Gate Region members are urged to use gold as our theme color in their selection of apparel of their choice

Any member who wishes to go on record in opposition to selection of gold as the club's theme color is invited to write to the committee in care of:

Stuart Grannis  
2942 Fruitdale Ave.  
San Jose, Calif.

Correspondance of this nature must be received not later than February 10th in order to receive proper attention.

Final results will be announced at the February 13th dinner meeting.