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 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, despite that, you can still save the day for the marque (even without the clutch).

Do the following:

1. Shut off the engine.
2. With the motor off, put the gear shift into first.
3. 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.
4. 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
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 it, but nothing could stop us 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 some while and he was waved through. We just followed him. No chains—no trouble.

There were snow wheels 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 20 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 a manerence trying to push the water off before it freezes. Let alone trying to get the hood open or the doors 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 this way 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 collecting snow.

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

Zip number four for DRIWI A PORSCHE:

GEORGE MCCLELLAND

TECH

Do you find it virtually impossible to replace your ignition condenser with the distributor in place? Here's a tip from Lee Barton to remove your distributor in the usual way, making sure you do not lose the small preload spring on the top of the distributor union shaft. Mount a permanent 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 new mark for No. 1 cylinder. If you choose not to criss-cross wires, in addition to marking for No. 1 firing point, change the spring clips that are used to hold the cap down. With the small compression springs in place, rotate the distributor, and time the ignition in the usual manner, using the new No. 1 mark.

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

PAUL A. SCOTT, 1556 St. Francis Drive, San Jose 296-5599
FRANK GRANATA, 217 San Carlos, El Cerrito 525-3371
JOHN JENSON, 14 Garden Court, #8, Belmont 359-1941
DAVID ROSS, 6101 El Camino, San Mateo 779-3012
GEORGE NEIDER, 50 Torrey Court, Morgan Hill 379-2815
RICHARD KNIGHT, 1649 Hubbard Ave., San Leandro 687-0993
A W. ROBERTS, 5330 Kittridge Road, Saratoga 261-4195

RES Sez

The first meeting of our 1965 Board of Directors took place on January 8th. The Board had to do everything possible to avoid confliction between our dinner meeting/activities schedule and San Francisco Region-SCCA race schedule. This was thoroughly reviewed. This question was raised at the Saturday night dinner meeting at Maria's Golden West restaurant in Oakland some months back. After that dinner meeting discussion, I asked Bob Sheldon, one of GGN's most active SCCA participants, how he rounded us with their 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 the "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 to GGN that SCCA's schedule is subject to change during the year, so the end result may be different than the "net average". 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.

Regarding the driving school dates, the SCCA race event schedule shows three race dates in the eight-month period. It has been pointed out to GGN that SCCA's race event schedule is subject to change during the year, so the end result may be different than the "net average". 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.

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 Jarczak
7974 Wadate Place
Oakland

Richard Chreisler
126 Vista Del Campo
Los Gatos

Thank you to Dick Knight

"Wanted"

Race-prepared Super 90, 1961 or later. Or race-prepared $90 engine. Must be able to take heavy-duty oil cooler. Or a speedster with a 1961 or later Super 90 or something that can be prepared for racing. Would also like disc-brake assembly, etc... Claude G. Gilmore, 2050 Balboa Ave., Alamogordo, New Mexico 547-6227.

OFFICERS

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A W. ROBERTS, 5330 Kittridge Road, Saratoga 261-4195

NUGGET EDITOR
ANN KELLER, 4539 Grimesby Drive, San Jose 379-4195
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 letter -- be sure to circle the date on your calendar. No one wants to miss this one!

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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! Years ago put on his 158 coupes in Stuttgart as part of the original equipment. Since these wheels will fit only a Porsche, a VW, or a BMW, Wayne felt that it was at least possible that they would be preferred to one of the PCAers 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 373-5606, ext. 44. He lives at 436 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.

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FORSTEN POWER F0R INDY?

Harry Shorman tells us that a Bay Area individual with years of experience in midget and dirt-track racing 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 bus and truck empire from the Midwest, showed up with a single-engine 500 rpm 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.

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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. For many Treffeners there will be several days of special events such as a tour of the factory, Mercedes-Benz museum, and top it off with a party and the excited 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.

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Mitnyn's Poker Rally

The Poker Rally which, we understand, has been of great interest to a number of PCAers 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.

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For Sale

- 356B factory muffler, like new, $25.00.
- Porsche wheel covers, louvred type. Set of four, $30.00.
- Normal hubcap, fair condition, $2.00.

Karl Keller, 5439 Grimsby Drive, San Jose. Phone 379-4195.
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 Higgs: 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 P.C.A. activity
  *(This is fun!)*
- Working P.C.A. activity
  *(This is fun!)*
- Contribution to Nugget
  *(Co-chairman or sub chairman)*

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

8 POINTS
- 1st place for Overall or TOPO award
- Chairman of any open P.C.A. event
  *(where outside clubs or regions are invited)*

**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 smokeshow 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, POINT 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 were more convenient for you, please feel free to phone me any time with items for this column.

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 category, a rally, or any car show, 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.

**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 set at the Grannis residence on January 20th.

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 appeal (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.

Correspondence of this nature must be received no later than February 10th to receive proper attention. Final results will be announced at the February 13th dinner meeting.