MAY - 1965

MONTHLY MEETING

HILLSDALE INN

477 E. Hillsdale Blvd.
just off Highway 101

SAN MATEO

COCKTAILS 7PM
DINNER 8 PM

TECH. REPORT

The weather was brisk and the day was Saturday May 16. So Porches have seen a strung out on the blacktop at San Jose’s Lincoln High auto Laboratory. The class car was driven to the doors with 45 PCA members attending a lecture and question and answer session hosted by experts Jim Wellington (well known in Bay Area racing circles) and Don Bezemer (long-time Porsche enthusiast and technician). A short introduction to bring out the continuity with the January session was followed by a general discussion by Wellington in a breakdown of the various subsystems of the engine, leaving the session into the specific area for the trip – namely the ignition system.

An answer to the question of ignition systems, be advantageous. The differences in the standards and transistor systems were compared to enable the Porsche owner to evaluate for himself if the change over would be advantageous.

Coffee and donuts were served at dawn and a breakfast through the efforts of Paul Scott and Don Granum. At lunch the same Granum and Joanne Arnot showed, up with delicious hot sandwiches, the preparation of which was ably supported by Sue Hancock.

The session reconvened for specific demonstrations employing a test stand-mounted push-rod engine which was run in the classroom continued page 3, Column 1.

Dinner Reservations

Send this reservation to:

MR. FRANK GEJTA
217 San Carlos
EL CERRITO, CALIFORNIA

SEND IT BY MAY 8TH AT THE LATEST!

Dear Frank,

I WILL be at the May 15th meeting at the Hillsdale Inn. There will be people in my party.

Sincerely,

[signature]
Thanx to Barb Jones for these photos of last month's tech session.

Past presy's Burt Prop, Ron Skillings, & Perc Bliss cut club's 5th birthday cake watched from behind by Paul Scott, current exalted leader.

Better view of the cake.

Thanx to Reamer Saunders

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GOLD?

Your "Color Committee" has been doing good work, and work it is, for have you ever considered - what is Gold? Well Gold is any number of shades of yellow, just ask any clothing manufacturer or store manager and you'll see.

Through the good offices of Stu Grannis who, as chairman, is acting as the clearing house for this program, Ted Van Ogle presented and modeled a beautiful sample of "antique gold" in a blazer at the March 15th dinner meeting. This sample was met with resounding affirmative acclaim from all who saw and felt the jacket. Stu Grannis presented the facts that in quantities of fifty or more, we could enter our order and expect to get this blazer for $19.95. In quantities of less than fifty it would be slightly more. Individually they can be purchased from the manufacturer at $29.95.

It was asked by Stu Grannis that each person who is interested in purchasing a blazer as shown should drop a card to Paul Scott, 1556 St. Francis Drive, San Jose, stating size and number wanted. If sufficient requests were received in time, the jackets would be delivered at the next dinner meeting. You can pick them up and pay for them at that time. Any final alterations or tailoring will have to be taken care of by the recipient. If the ladies would like a similar garment, same color, but tailored for the female form, please so indicate on the card to Paul Scott. These requests will be taken up with the manufacturer and a price will be announced at the next meeting.

GET YOUR CARD IN NOW!!

Also modeled at the dinner meeting was a windbreaker. Bud Fisher did the honors. This bright golden color comes with hood and black trim in a hip length. It can be purchased at the Emporium department store nearest you for the sum of $9.96. It would be a colorful sight if all members could show up at the April 25th autocross wearing this outfit. We'd probably get the "Christmas Tree" award or something. The windbreaker is made by Sir Jac and was advertised in LIFE and SPORTS ILLUSTRATED.

OFFICERS

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NUGGET EDITOR ANN KELLER, 4539 Grimsby Drive, San Jose 379-4195
1600 to 2000 cc PORSCHE CONVERSIONS

Recently there has been a great deal of interest in increasing the displacement of the Porsche engine. We have all heard the saying: "There is no substitute for displacement". Increasing the displacement does not reduce low end performance which is the common complaint against modified engines.

The accompanying pictures illustrate a new piston designed specifically for the Porsche engine. The primary objective in the design of this piston is an inch larger than the deficiencies of existing Porsche pistons and to exploit the full horsepower potential of the Porsche engine.

The pistons are made by the Badger Manufacturing Company. Tony Badger has had a number of years of experience with air cooled engines. He started with motorcycles and progressed to VW's and finally to Porsches. The design of the pistons started in 1961 with several of us discussing improvements in the Porsche engines. The pistons were developed especially for two liter engines. The two liter piston and pin weigh less than most of the oversize pistons now used to increase the displacement of the engine.

The bore size is 3/16 of an inch larger than the cylinders were modified. The second problem was the heavy weight of pistons used. The latter problem resulted in several catastrophic failures, which precipitated the development of this piston.

A good number of the pistons that have been manufactured for the Porsche do not withstand engine speeds in excess of 6000 rpm for prolonged periods. The proven reliable design of the cylinder in the Porsche was chosen for the cylinder in the Badger piston. The standard Porsche Factory piston is noted for failures of this type when subjected to racing conditions. Also, there is a need to incorporate light weight with high strength because heavy pistons unduly stress connecting rod caps which will lead to failure of the rod.

The Badger piston achieves strength not by sheer mass of material, but through a compact, carefully reinforced design utilizing the best high strength aluminum alloy available. Castings are X-rayed for flaws and made of forgings. Piston and pin assemblies are balanced and bored to within 0.5 gm, which insures very smooth engine performance. The pistons are designed to withstand speeds of over 7500 rpm without failure.

This piston permits a sizable increase in horsepower with no loss in reliability. The piston will fit standard Porsche cast iron cylinders bored to 3.4390. This bore size will increase the displacement from 1586 cc to 1772 cc and represents an 11 percent gain over the standard displacement. Horsepower is further increased by a reduction in oil drag as a result of the cutaway skirt design and low drag piston rings. The compression ratio is 9.7 to 1 and represents an increase over the Normal's ratio of 8.5 to 1. Dynamometer testing results will be available soon, but actual driving tests and

(Continued Next Column)
It is interesting to note that even though Joe Reitmeir appears to be tied for second place with 20 points in actuality he is fourth with points he has accumulated in club activities and in outside events. Since one-third of the total points must be in club activities, we would only count 12 of the extra points if this were a final summation. Don't feel that just because you have only a few points so far that the race is over. There are so many ways to gain points. Laguna Seca is coming up. Porsche Parade, the rally this month, new members. Everyone has a chance right down to the last drive. For many who are in the lead now will have to slow down or stop for business reasons, etc. Keep in the race and fill out the activity sheet when it comes around. Take all the room you need, and pleased, ladies, sign up separately. It makes it so much simpler to tally the points.

Where did the clip board go to? Started out with four and ended up with three. Unfortunately all the members who signed up on that board did not get their points entered. So below is a list of signees. If your name is not listed you were on the missing board. Sign up for the points you were entitled to plus those you accumulated this month at the next meeting.

<table>
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<tr>
<th>Men</th>
<th>Women</th>
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<tr>
<td>Dick Knight</td>
<td>Ann Keller</td>
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<tr>
<td>Stu Graniss</td>
<td>Phyllis Granata</td>
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<td>George McClelland</td>
<td>Jean McClelland</td>
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<td>Joe Reitmeir</td>
<td>Joanne Arnett</td>
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<td>Bill Arnett</td>
<td>Myrtle Collins</td>
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<td>John Fitzgerald</td>
<td>Mary Ann Reitmeir</td>
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<td>George Neldel</td>
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<td>Phil Marks</td>
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<td>Reamer Saunders</td>
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<td>Karl Keller</td>
<td>Janet Jensen</td>
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<td>Jim Price</td>
<td>Ellen Knight</td>
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<td>Paul Scott</td>
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- J. Killingstad
- J. Coryell
- A. Pokorny
- J. M. Williams
- D. Ferguson
- P. Klafke
- F. Meyer
- R. Edmonds
- W. Reiian
- G. Neidel
- R. Dahl
- P. D. Braith
- F. Granata
- D. Mitchell
- H. Taufenbach
- D. Knight
- R. Christier
- W. Scholberg
- J. Jensen
- N. Meadows
- T. Van Ogle
- C. Shaffer
- C. Nystrom
- B. Anderson
- J. Daniel
- R. Saunders
- J. McEachan
- K. Keller
- B. Arnett
- L. Kapp
- D. Beckwith
- J. Main
- L. Markle
- R. Piak
- J. Mart
- J. Dugan
- P. Marks
- J. Kamean
- J. Fitzgerald
- L. Nowory
- F. Montgomery
- Watson
- J. Hom
- R. Bolta
- D. Price
- E. Loring
- J. Floyd
- M. Winter
- S. Graniss
- B. Sheldon
- E. Collins
- B. Fisher
- J. Reitmeir

This is our big annual, money-making venture. Therefore - let's all get in there and lend a hand to keep our financial heads above water!!

Starting time for workers: 8 AM
Relief time: 12 Noon

There will be a spaghetti feed for all workers after the day is done. There will be a lot of excitement as competitive cars zoom around the course. Whatever your incentive - COME! Every hand will be welcome!! See you there!!