A beautiful, nippy morning dawned in Vallejo, and a large group of bright and beautiful Porschers crowded the parking lot of Terry's Barrel Club. Shortly after ten o'clock, the 40 to 50 cars formed into three tours and embarked on a day of driving and drinking. There were two fast tours, led by Karl Keller and Bob Garretson, and one slow tour led by Ed Loring and later led by event chairman Min Terada.

Good roads and a couple of wrong turns by the various leaders brought the parceled Porsche pushers to Beringer's Winery just about 11:30. The tour through the winery was extremely interesting — especially the unique underground tunnels. And of course the wine was delicious — especially the Johannesburg Riesling!!

The tour instructions called for further piloting, and Karl Keller's tour accepted the challenge. We learned later that the majority of our compatriots had been too hungry (too thirsty might be more accurate!) and had proceeded to Charles Krug Winery about 3/4 mile by the direct route. However, that leg of the tour was by far the best, from the driving and traffic standpoint. Those who skipped really missed a good fast drive. In the process, the tour members learned a few things. Bob Amatutz found out that one needs 30 (or so) pounds of air in the tires for a fast, twisting road. And guest Ken Wilks learned that when Karl says "fast tour" he means just that.

The lunch stop at Krug's was enjoyable in the extreme. The winery supplied us with free drinkables and very satisfactory picnicking area — in spite of the fact that twice as many people showed up as they had been expecting. However, it began to drizzle lightly, and Porschers (some even with tops up, now) began to file back onto the tour route. Once again, some people felt the need for a pit stop at Christian Brothers rather than driving the last leg of the event. They didn't miss too much, for the very fine roads chosen by Min for this section were unfortunately clogged with slow-moving DI's, and not much could be obtained in the way of speed.

The last winery to be visited by the (by then) staggering mob was Louis Martini's. The tour at that location was highly educational, and they were more generous with their "tastes" than the others had been. By the time we finished there, it was a major project to figure out which direction to take to get onto a freeway!! And that just goes to prove that the event was a complete success!!!!! Many thanks to Min, and here's hoping he'll still be around to give us another one next year!!!!!!!!!!!!!
POSCHE OIL PRESSURE GUAGE

At all the tech sessions, we have had numerous questions about Porsche oil pressure, and why doesn't Porsche have an oil pressure guage. Many of us feel an oil pressure guage is a necessary item in determining proper operation of our engine. Even though we feel the guage is necessary we hesitate to drill any holes in our car to install such a guage.

I have devised a system of obtaining oil pressure indication that requires a minimum of wiring and no modification to the dash. I think we will all agree that the gas guage in the Porsche is rather redundant with the reserve tank, so lets use the gas guage as an oil pressure guage. The gas guage has five divisions (pre-1962 flat-tank models) on it marked 1/4, 2/4, 3/4, and 4/4.

On our oil pressure system we will let them correspond to 20, 40, 60, and 80 psi. How do we do all of this? It is very simple. We install a VDO pressure sender in the oil line to the oil filter. The German fittings are so close to 1/8" pipe threads that this is no problem. The pressurized line to the oil filter is the one that enters the side of the filter. The thread on the oil pressure sender is also 1/8" pipe (or very close to it). Now we have to run a wire to the gas guage on the dash from this newly installed sender. This is also easily done on pre-1960 (pre-356B) cars. The factory was very nice and put in an extra wire for us. This wire was used for the second coil on the Carrera. It is usually found tucked somewhere behind the engine and comes out inside the car right by the steering column. It is just dead-ended inside the car so it is easily found. On the later cars a wire will have to be pulled up. No. 18 to 26 AWG wire is fine.

As we look at the rear of the gas guage, we see three terminals. One marked "G", one marked + and the third marked ↓. Remove the wire to the terminal marked "G". If you want to keep the use of your gas guage a switch can be placed in the circuit as shown in Figure 1, otherwise attach the wire from the oil pressure sender and you will have an oil pressure guage. The VDO sender lists for $13.20. I have some for club members for $11.25. Another dollar or two is needed for the fittings, switch, and wire.

BOB GARRETTSON

Don Hineman has Porsche Float Level Guages for sale. These are to exact Porsche specifications. They are available for Zenith Carbs (tool no. P75) and for Super 90 Solexes (tool no. P78). The price is $10.00 for either type.

### SPECIAL###

Figure 1

Rear of gas-oil temp guage assembly

Gas guage

To gas tank sender. This is the wire that was attached to terminal "G" on the gas guage.

Single-pole, double-throw switch. This switch can be either a toggle switch or a push-button switch. If a push-button is used, have the normally closed position attached to the oil pressure sender.

To oil pressure sender.
PORSCHE PICTURES

THE "INSIDE SAN FRANCISCO RALLY"

LOCAL PORSCHE PUSHERS RACE
Seat belts are now available through your club at drastically reduced rates — more than 50% off! Now is the time to install and use seat belts, not only in your Porsche, but in every car you own. The colors available are black, white, blue, green, yellow, and red. These belts are approved by the National Safety Council, the Seat Belt Council, and the California Hiway Patrol. They are made of two inch nylon webbing of 6000-pound test, and they have metal-to-metal contact. The retail prices of one set of these belts is $12.95.

The prices below are available to you through PCA. They include tax:

One set.............................$ 6.19
Two sets............................. 12.38
Three sets............................ 18.57
Four sets.............................. 24.75

Special "Sports Car Mounts" (eye-bolt mounts) are also available for an additional $1.04 per set, including tax.

Send your check for the correct amount, with the number and color of belts requested to:

KARL H. KELLER, JR.
4539 Grimsby Drive
San Jose 30, Calif.

FOR SALE


* Two Michelin X tires and tubes, 145 x 380, on Porsche wheels. $30 for the pair. Approx. 3/32 tread depth at center, more on edges. Art Still, 3769 Lunaholm Avenue, Oakland. 632-5009.

PREZ SEZ:

All members of the region will soon receive a copy of the proposed revision of club By-Laws. The Board of Directors has determined that if our club is to function in harmony with our national organization and other sports car clubs in the Bay Area, then we shall have to change our official calendar. We have been operating on a fiscal year basis, from July through June. This has imposed a hardship in dealing with organizations that operate on a calendar year basis, from January through December. This is the primary change in the By-Laws.

Implementation of the new By-Laws, if they are accepted by the membership, can be accomplished in three ways:

(a.) Retain the present Board of Directors through December 31, 1963;
(b.) Elect new officers to hold office from July 1, 1963 to December 31, 1964; or
(c.) Elect new officers to serve from July 1, 1963 through December 31, 1963.

You will be asked to vote on acceptance of the new By-Laws and on the method of implementation. Should you indicate disapproval of the By-Laws, and thus express your desire to remain on the fiscal year basis, then the election machinery must get in gear immediately. For this reason you will be asked to cast your votes immediately upon receipt of the ballot. A final deadline date will be stated on the ballot. In closing, I wish to state that your Board of Directors has worked hard and long on these new By-Laws and recommends their adoption by the membership.

RON SKILLINGS.
Porsche drivers are prone to travel. Travel requires planning, and planning requires preparation. It was this prepared planning that caused me to leave Oakland at exactly 9 AM on Friday, February 22nd, for the Porsche Weekend in San Diego. It was also this prepared planning (along with one flat tire) that enabled me to hit the Santa Anna Freeway at exactly 5 o'clock. Just three miles and one hour later, I realized that the wild stories emanating from the southland about freeways are the understatements of the year. It is of little matter that the beginning of this weekend gave my ulcers ulcers, because the remainder more than made up for it.

Arriving at the DelMar Hotel shortly after 7PM, we were soon glass deep in the San Joaquin Region's cocktail party, which didn't break up until the Southern Pacific ran one of their trains thru the room (actually it didn't go thru the room, but passed so close as to make it seem so).

Saturday morning dawned in that glorious Southern California shirtsleeve-and-sunglass weather which our San Diego hosts claim they supplied for us alone - after two weeks of fog and overcast. We buzzed out to the DelMar fairgrounds after breakfast for the competitive events. The first was the autocross, featuring an 800 foot straightaway for those who wanted to blow the carbon out. This, along with several other challenging features, such as a loop-the-loop and a couple of slaloms, made this a real ball. The highlight of the afternoon happened when the lead car (a VW) for the familiarization of the course got a little too exuberant in a corner and tipped over. No one hurt, but lots of dented hub caps and fenders. The gymkhana featured the traditional garages, along with some backing thru pylons and a "drop the ping-pong ball in the basket" routine.

Saturday night, and the banquet, and - oh, yes!! - the cocktail and pre-cocktail parties. There were 206 people at the banquet, the 6 being from Golden Gate. 200 from other regions. The San Diego boys had rounded up some terrific prizes, so that in reality the weekend was a small Parade.

Sunday morning the Concours competition was held on the lawn of the DelMar, overlooking the Pacific, and it was another beautiful day. The setting was almost identical to the Pebble Beach Concours, and, being strictly Porsche, was even more impressive. The entire weekend went off without a hitch, a tribute to the organization and planning the San Diego Region worked so hard to accomplish. Although all the California regions were represented, the attendance was predominantly Southern California. Being overwhelmed by numbers, the Golden Gaters couldn't bring home any hardware. So where were the rest of you????????

BURT PROPP
NAME BADGES

Well! At long last the Golden Gaters are going to stop hiding and let other people know what their names are!!! We are getting club name badges!!!!!! For those of you who don't know, most of the other clubs in the Bay Area have name badges of some sort, which they wear to all sports car meetings and events. This is perhaps the best method of advertising the club, and it is also a great help in making friends. Also in making introductions!!

Those of you who were among the 132 crowding Andre's at the last meeting, or among the 90 to 100 on the wine tour probably had a glimpse of the sample name badges worn by Karl and Ann Keller. However, you'd probably like to know more about them. They are 5" long, 1" high, made of heavy black plastic with a white bevelled border and white letters. A pin with safety catch is attached to the back of the badge with epoxy glue -- which WILL NOT break loose. On the face of the badge is our regional miniature insignia. This is a button about 3/4" in diameter and accurately reproducing the Golden Gate emblem in the regional colors of blue and gold, on a chrome background. The letters of the name are tall and thin, and white as I said before. All in all, the badge is very professional in appearance, and is definitely not the type of thing to be concealed because of shame.

Well, so much for the sales pitch. The badges cost $1.75 each. However, the club is very interested in having all the members wearing these badges, so the price to members is $1.50 -- and the club will make up the difference. So, if you are interested in letting people know who you are, please fill out and return the following coupon -- the sooner the better. Also note: 1) PRINT your names!!!!! and 2) send your check with this coupon. No badge will be ordered for you until your money has been received.

REQUEST FOR NAME BADGE

Please print

Name of member........................................

Name of spouse...........................................

Amount of money enclosed..............................

Enclose your check for the price of your badge(s). Remember, the price is $1.50 for each badge -- to members, that is.

Return this coupon and the check to:

ANN KELLER
4539 Gimsby Dr.
San Jose 30, Calif.

RACIES

The SCCA racing season has finally gotten around to its opening event. The first SCCA races of 1963 will be held at Stockton on Saturday and Sunday, April 6th and 7th. Of course, most of you will probably join the ranks of the faithful as they flock to the grandstands and pits to indulge in the ever-popular sport of spectating. There's no better way to spend a weekend -- unless you are one of the lucky few who see the track firsthand as it passes in a charcoal blur beneath the flying wheels of your very own car!!

Among the latter classification will be a goodly number of PCA'ers. From your carefully selected vantage-points along the track, keep a forsee eye peeled for Bob Sheldon, John Korbly-Killer, Charlie Pictante, Bob Jones, and, of course, Don Wester.

Best of luck, racers!!!!!!!
Autocross!

NCSCC CHAMPIONSHIP EVENT
SUNDAY APRIL 21ST
ALAMEDA COUNTY FAIRGROUNDS
PLEASANTON

TECH. OPENS 8:00 AM
1ST CAR OUT 8:30 AM
FEE - $3.00

TROPHIES - 1ST THRU 3RD IN EACH CLASS
PARTICIPANT PLAQUES
CLUB PARTICIPATION AWARD

GEGEN DIE UHR -

SPECIAL PCA CLASSES
1. All 1500's & 1600 Normals
2. 1600 Supers & Above
3. Ladies

There will be a party for all autocross workers immediately after this event at the fairgrounds. The more workers - the better the event - the better the event - the better the party. Please be there both to have fun and to work on this great event.

If you want to work this event please contact Karl Keller

Editorial Comments:

Many of you members of the Golden Gate Region have never attended a driving event or worked on one. There are, however, more of you who have attended events and even taken part in some of them, but who suddenly fade into the background when your club needs your physical help. It is to these individuals that I am directing the following remarks.

Do you know that the Porsche Club of America, Golden Gate Region, is almost a complete nonentity as far as the other sports car clubs of the Bay Area are concerned? Most of these people don't realize that our club does put on first-rate sports car activities and events. They feel that all we want to do is to get off into our own little "Porsche corner" and have nothing to do with the rest of the sports car world. I don't think that such is the case, and our GEGEN DIE UHR - I autocross is our chance to prove that we are one of the better sports car clubs in Northern California and that what has been thought about us is a misconception.

This autocross is the only one of its kind the PCA has ever undertaken to present. It is a championship event, which increases its importance manyfold. If this event is a success (as is should be), our club will be a recognized component of the sports car world in which we all live. If it is a poor event, we will never hear the end of it. The chairmen of the event, Karl Keller and Bob Sheldon, as well as all of their committee chairmen are working like the dickens to put this event over to the rest of our sports car community in the best possible way. I feel strongly that it is the duty of every able-bodied member of this club to assist with this autocross in some capacity. I do not mean that you should all stand in the boiling sun for twelve straight hours. If we get the proper kind of co-operation, no one will be subjected to abnormal physical demands. There are many types of jobs that are involved in an event of this sort. There must be something you can do - there is something you can do - other than just attending the monthly meetings and benefitting from someone else's work at the regular monthly events. COME ON!!!!!!!
GOLDEN GATE REGION
4539 Grimsey Drive
San Jose 30, Calif.

P. M. Bliss
2647 Cherry Ave.
San Jose 25, Calif.