Monthly Meeting: Jan 11th (SATURDAY)
Cocktails 7pm
Dinner 8 pm

For those who don't remember how to get there, here is the scoop:
take 101 to San Rafael. Get on 2nd Avenue in San Rafael and then
take Sir Francis Drake Boulevard to San Anselmo and Fairfax.

For those who don't remember how to get there, here is the scoop:
take 101 to San Rafael. Take turnoff, then a sharp left after
turning off 2nd Avenue and then a right to get on 2nd Avenue. Follow
2nd Avenue to Sir Francis Drake Boulevard and then on to San
Anselmo and Fairfax. Get on Broadway which is parallel to Sir
Francis and then take Short Street in Fairfax (perpendicular to
Bolinas Road where the Deer Park Villa is located). Larry
Howery promises FCA signs once you arrive at Fairfax.
SEE YOU THERE!

BAY AREA ROAD RACING CALENDAR

<table>
<thead>
<tr>
<th>Date</th>
<th>Site</th>
<th>Type</th>
</tr>
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<tbody>
<tr>
<td>April 11-12</td>
<td>Oakland</td>
<td>Regional</td>
</tr>
<tr>
<td>May 1-3</td>
<td>Laguna Seca, Monterey</td>
<td>USRRC</td>
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<tr>
<td>June 6-7</td>
<td>Stockton</td>
<td>Regional</td>
</tr>
<tr>
<td>July 11-12</td>
<td>Cotati Raceway, Cotati</td>
<td>Divisional</td>
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<tr>
<td>Aug. 8-9</td>
<td>Candlestick Park, San Francisco</td>
<td>Regional</td>
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<tr>
<td>Sept. 12-13</td>
<td>New Course (to be announced)</td>
<td>Divisional</td>
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<tr>
<td>Oct. 16-18</td>
<td>Laguna Seca, Monterey</td>
<td>International</td>
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<tr>
<td>Nov. 7-8</td>
<td>Cotati Raceway, Cotati</td>
<td>Regional</td>
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OK, kiddies, I hope that you all had an enjoyable Christmas and that
Santa Claus was good to you. But you would-be GP drivers are missing
out if you didn't receive the Parker Brothers new game, Formula-1. It's
primarily a test of racing strategy and skill that is amazingly real-
listic, with "chance" reduced to the minimum. The game allows you to
select your own speed and to change it as the situation requires.
It is possible to cut the other guy off, to require brake and tire
changes simply because you thought that you were Stirling Moss at the
wrong time and finally wind up spinning off course. Strictly a strat-
egy game with no dice telling you how far to go. Really great! $5.00

OUR OFFICERS

President: Paul Scott 1558 St. Francis Dr., San Jose AN4-5589
V. President: Larry Howery 6157 Chelton Dr, Oakland 532-4682
Secretary: Bill Arnett 11650 Lundy Lane, Los Altos 941-0435
Treasurer: Bob Lewis 1718 Pole Line Rd., Davis SK3-4517
Activities: Karl Keller 4539 Grimsby Drive, San Jose DR9-4195
Technical: Bob Garretson 1641 Kaliispell Ct., Sunnyvale RB9-0404
Membership: Dick Knight 1649 Hubbard Ave., San Leandro EL7-2816

Editor: John Jensen 585 Stambaugh St, Redwood City 366-5531

at the DEER PARK VILLA, Fairfax
For the incredibly low sum of $4
each (tax and tip included) you
will receive:
tossed green salad with
bleu cheese dressing
raviolis
roast top round of beef
baked potato with sour cream
vegetable
French roll
coffee
ice cream PLUS ENTERTAINMENT
(your fellow PCAers)
We are still attempting to get the executive council of PCA to inform the regions of events as they occur. Reprinted in this issue is the latest tirade on the subject. It is a result of meeting with other regional Presidents at Hanford. If you agree, or disagree, please let the GGR Board know your feelings on the subject.

The results of the election are in and the membership elected the following new directors to the board: Bill Arnett, Dick Knight, Bob Lewis and Paul Scott. At our regular board meeting the old and the new board members met to transfer portfolios and allow the new board to select 1964 officers. Your 1964 officers are as follows:

President: Paul Scott  
Vice President: Larry Mowery  
Secretary: Bill Arnett  
Treasurer: Bob Lewis  
Membership Chairman: Dick Knight  
Activities Chairman: Karl Keller  
Technical Chairman: Bob Garretson

The past year has been a good one for our membership. We completed the year with over $1000.00 in the treasury and a healthy membership of over 300 members, both active and family. We can look back on a year of interesting and diversified activities for which we can sincerely thank Karl Keller and his committee. Karl has agreed to chair activities again next year and I know we can look forward to activities which will be diversified and please everyone.

While activities probably reach the membership in a more direct manner, the work of the entire board was exemplary. The inner workings of the club may be a mystery to some but the outstanding work Gloria Sheldon gave the board is evident in the minutes of the board meeting which you were all able to read a short week later at the dinner meetings. Without Ed Loring's eagle eye on the club finances we may not have finished the year as solvent as we are. Through the efforts of Larry Mowery and his membership committee we enjoy the company of many new members. If you have a tech problem Bob Garretson can be counted on to find the solution and help in any way he can. He is set to continue his fine work next year. Truly without the fine cooperation and serious thoughtful deliberation put forth by each and every member of the board we would have arrived on the threshold of 1964 wondering where we are going. I believe we know.

I believe the views expressed in the letter to Mr. Twigg echo your feelings. We want PCA to stand on our own feet, we want PCA Treffens originating on the west coast on alternate years; we want more information from National and a more equitable voting structure.

I would like to take this opportunity to thank each and every member of the board for his work this past year and wish Paul and the new board happy sailing.

Ron Skillings

PORSCH E  
Club of America  
Golden Gate Region

3 December 1963

T. Kendall Twigg  
President PCA

Mr. Twigg:  

Your Bulletin dated October 9th was received on October 15th. The Golden Gate Region Board meets on the first Friday of each month. On 1 November the Board decided to delay answer to your request until after the Porsche Weekend at Hanford scheduled for November 9, 10 and 11. The content of your October 9 Bulletin and other P.C.A. business was discussed with other West Coast Regional Presidents at Hanford.
The November 12th Bulletin lists, under old business, the further discussion of the Treffens. It is the desire of the Golden Gate Region to have P.C.A. assume complete responsibility for future Treffens. This responsibility to be all inclusive; financial, moral and otherwise. The general membership has always been under the impression the Treffen was a P.C.A. function. You had to be a member of P.C.A. to go on a treffen. It was one of the benefits of joining P.C.A. instead of another sports car club. The national officers on the other hand were apparently under the impression the Treffen was the complete responsibility of Mr. Sholar. According to your "Treffen Story" Mr. Sholar was taking the financial risk and P.C.A. the responsibility as the governing organization. It is our opinion that all future Treffens should be operated exclusively by and for P.C.A. It is understood that a financial risk is involved. If one can gamble and finance a Treffen then certainly 3,000 members of P.C.A. can assume their share of the risks.

Mr. Steve King attended the Hanford meeting and informed those assembled the factory has advised him they would welcome a Treffen originating on the West Coast in the spring of 1965. Mr. King was asked if he would undertake the job of managing the 1965 P.C.A. Treffen as a member of P.C.A. with his expenses paid and all proceeds to going to P.C.A. His answer was that he would be happy to do so.

It is considered P.C.A. can sponsor a Treffen each year and they should originate from the West Coast on alternate years. We now have a surplus of $25,000 in the national treasury and this should be a reserve to underwrite the Treffens.

Under new business you have noted regional dues refunds. This subject has not been discussed with the Golden Gate Region Board, however, it is the opinion of the undersigned the surplus in the national treasury should be used to underwrite the P.C.A. Treffens. Other items suggested for discussion under new business include the voting structure now existing in the organization. At the present time each region has one vote on a national issue. This great nation of ours employs a more equitable system of representation. It is considered that P.C.A. should institute a more equitable system. Each region should have a vote commensurate with membership. Fifteen members are required to petition for a regional charter. It is considered that one vote be apportioned to each 15 members of a region.

In addition to the above new business, the question of Mr. Sholar's status as factory liaison should be reviewed. Mr. Sholar is an acknowledged paid employee of the Porsche Organization. He is also supposedly representing P.C.A. in liaison with the factory. It is questionable that he can serve two masters. I recall not too long ago Phil Troth was similarly relieved of all national committee responsibilities because he had expressed a desire to hold a position with the Porsche organization upon retirement from the Navy. The same policy that dictated Mr. Troth's being relieved of national committee responsibilities are certainly applicable to Mr. Sholar. It is understood that when the facts were learned in Mr. Troth's case (he only expressed a desire to work for the Porsche Organization), he was restored to his position on the national committees. We believe that Mr. Sholar, as an employee of the Porsche organization, could be placed in a position where it would be difficult to effectively communicate P.C.A.'s position to the Porsche Organization. For this reason it would be wise to appoint another member of P.C.A. in this capacity.

Another point of new business which could be discussed profitably concerns the handling of P.C.I. applications. The P.C.I. membership application contains the following requirements:

"Application MUST be accompanied by a letter on stationary of Porsche Club organization, stating applicant is a member or employee, and signed by an Officer of the Organization."

The Golden Gate Region Board of Directors interprets this as a requirement for certification on official club stationary by a national officer. This presents two problems to the regions. First we do not have a supply of club stationary. The Golden Gate stationary is not official P.C.A. stationary. Secondly, we can not certify membership of new members under the present policy of national acceptance without prior regional acceptance. Past policy was for national to return applications not forwarded through a region. This was for the obvious regional acceptance of the person by the region. We are now being informed by national of new members in our region. Members we have never met and do not know. For this reason only national can certify membership for P.C.I. purposes.

The Golden Gate Board feels that the regions should not do the book work and incur the cost of stationary and postage involved. For this reason our members will be instructed to forward P.C.I. applications to national for endorsement.

At the Split Rock Lodge Board meeting you stated you would write the factory for clarification of the conflicts arising from the factory letters to Mr. King and to yourself concerning future Treffens. Obviously, you have heard from the factory. One question has been answered for the factory wants only one Treffen in the spring of the year. What was their answer to the second question? Do they insist that only Mr. Sholar is acceptable as a Treffen Manager? We believe other P.C.A. members have the time and ability to fulfill this position. Mr. King is an example of this fact. We would like their answer.

This Treffen business is a good example of the untenable position Mr. Sholar occupies as P.C.A. factory liaison, a paid employee of the Porsche Organization and organizer of P.C.I. Which hat does he wear when he talks to the factory? His own, P.C.I. or lastly P.C.A.?
If you had sent out copies of the factory reply to your letter perhaps the above questions would be unnecessary and our representative would have definite opinions from the Golden Gate Region board to disseminate. *WE ARE IN THE SAME POSITION WE WERE AT THE BEGINNING OF THE YEAR. UNINFORMED!*

Mr. Propp will represent the Golden Gate Region at the forthcoming National Board meeting.

Sincerely,

Ronald E. Skillings
Pres. Golden Gate Region

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**EVOLUTION**

Those of us with older Porsches have always been bothered with oil coming out of the valve covers after sustained hard cornering. Another problem that was encountered was the lack of oil available to the oil pump. Both of these problems are due to centrifugal force causing the oil to go to the side of the engine that is on the outside of the turn. This problem was especially serious for racing drivers. They were making hard turns both to the right and to the left and consequently both valve covers were full of oil and there was very little oil for the engine. As the oil would work its way out the breathers in the valve covers the level in the crankcase would get so low that the engine would starve for oil. We all know the results of this situation.

In late 1959 the factory came out with a stop gap for this problem. First they put valves in the valve covers to retard the oil loss. Secondly they provided a device on the sump plate that caused the engine to suck oil from the side of the sump that was on the outside of the turn. These changes worked satisfactorily but did not cure the basic problem of the oil all going to the valve covers.

In about January of 1959, a couple of local PCAers, Richie Lukes and Harry Shoreman, also devised a scheme to solve the oil problems. Their scheme was to lengthen the pushrod tubes so that they extended in through the crankcase clean up to the cam follower supports. You can see from the diagrams that as centrifugal force causes the oil to move from one side to the other in the crankcase, the oil will flow up the sides and out the unextended pushrod tubes. In the Lukes and Shoreman scheme, this is not possible.

The interesting outgrowth of this was suspected when the factory announced that the sump plate modification was no longer used in the new SC engines. Of course the valve cover problem was eliminated by the closed valve covers needed for the smog control device. The factory has adopted the extended pushrod tube method of keeping the oil in the crankcase.

There is an advantage to the Lukes and Shoreman scheme that is subtle. The sump plate modification decreased the crankcase capacity about 1/2 quart. This is a decrease of about 12% in lubricant available and a decrease in one of the cooling media used in the Porsche engine. Here again I will say that this is subtle but in racing it is the subtle perfections that make the difference. It is because of the subtle reasons that Porsche has been such an outstanding automobile and will continue to be.

Bob Garretson
AIR FILTERS (cont.)

Taking a page from Bob Garretson's book on carburetor air filters, as written for the June '63 issue of the Nugget, herewith is offered an alternate fix for those Porsche owners interested in retaining dry paper air filtration at a reasonable cost. Again the filter element made for a well known late model 2 carburetor rear engine Detroit Iron is the consideration, but of the dry micronic paper type. This element is made by Purolator, Fram, Wix, Lee and others. Even though the diameter of the domestic unit is slightly larger and the height somewhat less, a spacer of hardwood, aluminum or plastic turned on a lathe (harken, ye week-end cabineteers) will combine with the substitute filter to net a very neat installation.

A technical comparison of the two units shows (the writer had a Knecht to compare with Lee and Purolator) that the engine will see approximately 40% less paper area in the domestic unit, which only means that instead of 12 or 15 thousand miles, one would replace the filters about every 8 or 10 thousand miles. The domestic unit has nearly double the air intake area around its lateral surfaces, due to larger perforations in the outside retainer. Engine breathing would be in no way affected over the service life of the substitute micronic unit.

The cost to the writer to make this conversion was $9.11 including the filter elements. Of course, the spacers (made from poplar wood) accounted for $6.00. However, if these are well made they will last the lifetime of the car. The list price for two elements is approximately $6.00, but can be had as low as $3.00 plus tax.

The basic parameters to consider in making the spacer is that a nominal one inch space must be filled in the height of the can. A shallow circular projection 1/8" high by 3 7/8" diameter is required on the bottom side to keep the filter element and spacer concentric, while on the top side a shallow cavity 1/8" deep by 3 1/4" diameter is needed to receive the circular centering form in the cover of the unit. The last detail is the rounding off of the top outside corner to nest in the radius of the lid. If wood is used as a base material, it is recommended that a wood filler and paint job should follow to reduce the warpage over long periods of usage in the heat cycling and sometimes damp environment below decks. To protect the wood from an occasional back-fire, a lid cut off the right size can be fastened over the bottom of the inside projection.

The cabinet maker who turned the two prototype spacers out quoted $1.50 each in lots of 25 or more. Members interested in this conversion at this further saving may contact the writer. If 12 or more respond, the price break can be realized.

Bill Arnett