COVER STORY

Race fans at the Laguna Seca Continental had a dual treat -- their first look at the Northern California Porsche-Audi Dealers racing team and beer on sale at the course. Yes, it all happened and the yellow and signal orange 914-4 is here.

In our initial outing, Dwight qualified fastest of the 'E' production cars and fourth overall behind a 2402, a 'C' sports racer and a 914-6. The race itself was a close battle ending with Dwight second by a length behind Walt Benson's speedster and Bob Little taking third to make it a 1-2-3 Porsche finish.

Now for the significant facts. Dwight ran a race lap at 1.21:1 which is only 1.3 seconds off his class record time set last year at the Olympia Sprints. Also, he was able to run with Walt Benson's super strong 124 H.P. speedster and take second despite a missed shift in the unfamiliar 5-speed and a spin at turn six. With good brakes, a little ole super tub type tuning, a 1.18:00 lap is possible at Laguna. I'll say no more now and after we run Riverside and Portland will fill you in on how our plans work out.

It sure is a different type of race weekend now that P.A.W. and the dealers are sponsoring the effort. Most you P.C.A. fans are aware of the facts behind the formation of the new team, so I'll run down the background to the race weekend. The car arrived from Ritchie Ginther's shop on Tuesday, May 2nd. Dwight had a few practice laps at Willow Springs with Ritchie's people and then headed for home. On Wednesday, the sign painter went to work to add the lettering, numbers and P.C.A. emblem. That evening, Gary Dwight and I put in a lot of hours to get the car race-ready. A head restraint, roll bar padding, new brake pads and many small details needed attention prior to tech inspection. Tech was an experience with a four day old car. Like where is the fuel pump? Where is a good place to put the jack and so forth (as Prez Osgood would say).

Friday practice took place under Monterey's overcast - like wet. Dwight ran as long as the session lasted to get some experience with the car. Even with weird brakes and wrong gears he ran second fastest. We loaded up the car and headed for Don Wester's Porsche-Audi dealership. Pete Sandholt took us through a gear change for the first time. What a difference from the 356. It's almost like a Z.F. or Hewland Quick Change. Pete was great. As well as being our good buddy, he also works for Don Wester who coordinates the racing team, so what better relationship can you get.

Saturday was a free day with no activity for 'E' cars so we did the promotional thing at Porsche Hill. We towed the race car in and the crew looked very professional in new yellow shirts and jackets. Barb Rose is our "Flak". Barb, Dianne, Linda, Gloria and Sharon handed out the official brochure on the car while Dwight, Gary and I answered the technical stuff. G.G.R. was well represented on Porsche Hill. John McCarthy, Chuck Tracy ($800 Prez) and Floyd Jensen must have shot a hundred pictures of the car. Stockton Porsche-Audi Dealer Al Schropp took lots of movies and introduced his entire family to the team. We were all very happy with the interest in the car. So many enthusiastic people despite the cold, miserable weather. I hope Ken Isles kept up with all the talk as he may do an article for "PANO". With Loma Prieta's last club publication, who knows what vivid comments Ken will put in print.

As is the custom on race weekend, M.B.R. held their champagne party at the new location, The Mark Thomas. Yeah, you are right, the P.R. continued. If this venture isn't well supported, it won't be for lack of effort by the driver and crew.

On Sunday morning, Big Buck's racing - oops! N.C.P.A.D. racing team showed their stuff with top qualifying time in 'E' production. In our pit on race day we were pleased to welcome Don Wester, Hobie Landrith, Walter Spielburger, Bill Cobo, Al Schropp and the man who
heads up the publicity effort, Tom McGurn. With all that P.A.W. brass in attendance it was nice to have a good showing in our first race.

I also must mention other drivers comments on the new race car. After the usual B.S. about Big Bucks racing there seems to be a sincere feeling that Dwight is deserving of the sponsored car and will justify the confidence shown by the distributor and the dealers.

The team is optimistic about this season, so follow the races in the Nugget and look for No. 30 on display at your local dealer's showroom.

Brian Carleton

June

3 NIGHT AT THE "OPREY HOUSE"  
Gloria Kirby

4 RALLY - R. Ferreira

10 TECH SESSION - Dick Spear

11 AUTO-X, PLEASANTON - Tom &  
Marj Greem

17 DINNER MEETING - Gary Evans

24-25 LAGUNA SECA RACES

July

8 TECH SESSION - D. Spear

9 RALLY - D. Davis

15 DINNER MEETING - G. Evans

16 LIVERMORE WINE TOUR  
G. Debill

PRES. SEZ:

Congratulations Dwight! A fine second place finish at Laguna for number 30 on its maiden voyage. The impressive performance of the 914's could sound the death knell for the veteran speedsters, but certainly no other marque has come close to matching the winning performance of the 356's lasting 15 years. So if they pass into history as winners, they do so in great glory.

Along with the good looking future for the 914's, I'd like to pass along some comments taken from the Peachstate PCA Porsche Press about a recent surprise visit to one of their meetings by Mark Donahue and Helmut Flagle, Porsche Engineering Director of Racing. Mark explained how the Can Am Spyder is a joint effort between Penske and the factory. Great credit was given to the creative thinking and original ideas from the Porsche Factory such "as he's never seen in all his years of racing".

He admitted that their position is as underdog trying to unseat McLaren but that the Spyder surprised everyone when first tested at Road Atlanta. Penske and Porsche are presently resolved to keep an air of close secrecy around development and come up with the best possible car. Helmut Flagle opened the floor to questions and proceeded to field some very penetrating ones. He explained how turbocharging causes some basic problems but the basic feel of the car is unchanged. Horsepower is increased 30% and the torque curve is significantly altered. He admitted that turbocharging effects reliability but with a sheepish grin stated that the engine was designed for 24 hours and only has to run for 200 miles in the Can Am! Donahue added that McLaren couldn't come up with a viable turbocharger for this season. He finished by saying that his biggest thrill in racing has been the development of the Spyder and to drive the fastest road racing car in the world and to know that if you could run without rules anywhere, like a knife fight, you'd come with the Spyder. VIVE LA PORSCHE!

Dick Osgood
**Rally**

June 4 - Monte Carlo Type

"The Baron's Bluff", a gambler's delight.

Win, lose, or draw, lots of surprises and many prizes. The stakes are high, the rewards great. Be there!

12:00 Noon (Rally School 12:30).

First car out 1:00 P.M.

Porsche-Audi West, Intersection of 580 and 680, take Hopyard turnoff.

Workers needed - call Ron Ferreira

Days - 465-3353, Nights - 547-2557.

---

**AutoCross**

Sunday, June 11 - 9:00 A.M.

Alameda Fairgrounds, Pleasanton

Tom & Marj Green are chairmen for the third in our autocross series.

Their plans include beautiful weather, a "real driver's course", a hot dog stand, and clean rest room (even if you have to walk a ways)! The grid will be recycled at 10:00 A.M. sharp. Be Early!

Mark your calendar.

---

**Wine Tour**

When: Sunday, July 16, 1972

Where: Livermore Valley

Time: 10:00 A.M.

Meet: The Deabill's

355 Seale Ave.

Palo Alto, Ca. 94301

329-0713

Bring: May we suggest Breads, Cheeses, Salami or whatever? Things you might share with a fellow PCA'er at lunch.

Cost: $2 per car

Reserve to George Deabill by 7-10-72.

HOPE TO SEE YOU THERE!

George Deabill
TECH TIPS

Ever had to adjust your engine’s valves in the field and not had a feeler gauge? Recent research into the problem has shown that the solution is really quite simple. All Porsche engines have valve clearances of .004 in. or .006 in. or multiples thereof. So all that was necessary was to find some common objects that were .004 and .006 in. thick and suitable for use as a gauge. Exhaustive studies showed the wings of the infamous Noseeum fly, Coke cans and Coors cans made excellent feeler gauge material. Noseeum fly’s wings were preferred by the researchers from an accuracy point of view because they vary in thickness (with the age of the fly) from about .001 in. at 3 days old to about .004 in. at 34 days and, therefore, could be stacked to give just about any desired thickness. However, as you may have guessed, Noseeums are very difficult to catch, because they are very, very small. Another problem with Noseeums is that to determine their age their length from nose to tail must be determined. This varies by the relationship $L = 2\pi a \sum_{n-1}^{n} 1/(n-1)-(n1)$ where $L$ represents age, $a$ is length and $n$ is a dummy variable. When measuring their length one must be very careful not to squeeze the micrometer too tight. When it was determined through another research program, that Porsche owners do not generally carry micrometers in their cars, the Noseeum method was abandoned in favor of the Coke and Coors can method. This simplified method requires no mathematical calculations or precision measurements. All that is needed is an ice chest full of cold Coors cans, an empty Coke can, and a small pair of tin snips. The Coors cans should be kept full until immediately before use to help them keep their shape since they are made of thin material (.004 in.). The Coke can is thicker (.006 in.) and, therefore, does not have to be full.

The procedure for making your feeler gauges follows:

1. Upon deciding to adjust the valves, pull off to the side of the road and shut off engine.

2. Remove ice chest, Coke can and tin snips from car.

3. You now have about 4 hours to kill while waiting for the valves to cool. Begin emptying Coors cans.

4. Select the most wrinkle-free Coors can of the lot and with your tin snips cut a feeler gauge shaped strip out of the side of the can.

That is all there is to it. You may now proceed with your valve adjustment. Listed below are valve clearance specifications for most Porsche models and the required raw feeler gauge materials.

Model: 356 A, B, C, 912
Valve Clearances: .004 and .006 in.
Material Requirements: Full kit

Model: 911, 914-6, 904
Valve Clearances: .004 in.
Material Requirements: Omit Coke can only

Model: 914-4
Valve Clearances: .006 in.
Material Requirements: Coke can only

(Reprint from article in Der Auspuff! PCA, Santa Barbara Region, written by Joe Boucher).

Dick Spear
AUTOCROSS

SERIES OPENER - G.E. PARKING LOT

Gusty winds did nothing to cool the hot times or enthusiasm for the autocross series opener. Despite some poorly given directions and consequent late arrivals, the event started nearly on time, with loads of volunteers pitching in to quickly set up the short, twisty course. Zealots who arrived early and stayed late got in as many as 10 runs, and wanted "just one more".

Most of the classes were pretty hotly contested. Every time Ted Way would get close to Joe Weathers in the battle of the 914-4's, Joe would pull out a little more, until Ted turned in a fine drive to stay ahead of Joe. The Hunt team of Ann and Ray captured two first places. Ed Ellefsen had the fastest stock 912 in the largest class of the day. As predicted after the January event, Bob Davidson is going to be a fast driver: He comfortably nailed down a first place. In their first series autocross the Falleks put on a nice show, with Marcia taking a first and Hank a second. Another first-timer to a series event, Nancy McCarthy, also took a first place.

The "usual" battle for top time of day lended excitement, as everyone crowded around the clocks when the blue coupe or silver speedster went for its 3 laps. The slippery silver speedster won out as Bruce Anderson edged Bob Garretson during the afternoon runs. The day's only casualty was the tired engine in Steve Kirby's speedster. Prognosis was not complete at press time, but if anyone wants to sell an SC engine, give Steve a call. A big thanks to chairman Steve Allison, Gracie West, Ray Hunt, and the many volunteers who combined to put on a very successful series opener.

Some Drivers Are Not Listed Because They Did Not Turn In Their Official Timing Slip.

CLASS 1
R. Hunt 56.58
K. Larreboy 58.38
J. Fleming 59.45
H. Pellow 61.82
N. Dhom 62.87

CLASS 2
E. Ellefsen 57.37
S. Organ 59.47
G. Tuveson 59.72
R. Seronello 60.27
C. Boardman 60.29
J. Larson 60.45
R. Rhodes 61.94
S. Medof 64.43
G. Deabill 65.33
L. Lewis 65.95
J. Poore 69.33

CLASS 3
B. Davidson 56.25
R. Mascia 57.37
T. Penner 58.26
D. Winter 60.04
E. Tobias 60.31
R. Fields 60.55
J. McCarthy 61.21
D. Wallace 61.88
S. Allison 62.92

CLASS 4
T. Way 55.92
J. Weathers 56.11

CLASS 5
J. Clever 56.59

CLASS 6
R. Coelho 55.75
J. Janczak 56.38
B. Carleton 56.77
J. Bridges 57.79
H. Smith 64.54

CLASS 7
M. Besmer 56.45
D. Spear 60.01

CLASS 8
D. Chiang 55.28
H. Fallek 56.43
S. Kirby 56.51
D. Monnier 57.12

CLASS 9
B. Anderson 51.06
B. Garretson 51.14
M. Fisher 52.10
T. Green 52.60
A. Rich 53.28

CLASS L1
A. Hunt 61.22
G. Kirby 64.72

CLASS L2
N. McCarthy 61.79
L. Davidson 63.54
M. Wallace 64.53

CLASS L3
M. Fallek 59.26
D. Carleton 59.82
J. Smallens 71.36

CLASS L4
M. Green 54.13

FUNNY CAR
H. Pellow 61.61
S. Pellow 65.53

Tom and Marj Green
This month's tech session will cover the use of electronic instrumentation and the dynamometer in the tuning of your car. The location is Mozart Porsche-Audi on East Embarcadero Road in Palo Alto. After the equipment demonstration, five people will be allowed to put their cars on the dyna. Here's your chance to see how much power your car is really putting out.

The deadline for reservations is Wed., June 7. This deadline will be strictly adhered to and no reservations will be accepted after that date. Circle June 10, and call 961-7775 for reservations. PLEASE, no calls after 9:30 P.M.

Dick Spear

TECH tip

(Post Script to Valve Adj. Art.)

Another tool that most people have access to is a common book of paper matches.

The match stick is approximately .014" thick or just .002" shy of .016", the measurement of breaker point gap.

In an emergency, a matchstick can be used to set the points or two, one on top of another, can be used to gap a plug.

The cover, run between the contacts, can be used to clean the points when they are oil or water covered.

The striking surface can be used to clean the rotor tip of corrosion.

Dick Spear

Shocking!

"KONIS ON A TARGA? YES OR NO"

I have asked many of our technically oriented members for their opinions on the effect of Koni shock absorbers, and if they can be mounted on Targas. When the opinions and recommendations varied from "yes" to "no" to "I don't know, why don't you try them", I decided to write directly to the authorities: Porsche/Audi West, our local Porsche Distributor. Their reply:

"Your understanding that the Targa model is not designed to accept the Koni shock absorbers is correct. This is true for all model years including 1970, 1971 and 1972. The factory does not authorize the installation of Koni shock absorbers on the Targa model. You probably have seen isolated cases where the customer, on their own, have made changes to the automobile in the belief that this would improve performance. From our experience we find that this improvement is to a large degree imaginary and does not justify the costs and risks involved. We would like you to understand that if you proceed with such an alteration to the suspension system of your Porsche, the manufacturer must decline any responsibility regarding difficulties with, but not only restricted to, vibrations, harsh ride, steering shimmy and increased tire wear."

So for those members who have installed Konis on their Targas, your fantastic cornering ability "is to a large degree imaginary".

Donald Chiang

LOCK YOUR CAR
TO: West Coast Chapter GGR

FROM: Mid-West Chapter GGR

We, the undersigned displaced members of West Coast Chapter GGR, do hereby extend the following invitation to anyone planning to attend the 17th annual Porsche Parade:

1. Since we are only 1-1/2 hours from Lake Geneva, we invite you to partake in good 'ole Midwest hospitality at any (or all) of our residences. This includes rest, recuperation, space for concours preparation, food and libation. (John Clever please note: We have beer - you bring cheese, salami and S.F. Sourdough bread!) - etc. etc. etc.

2. The only pre-requisite is advance reservations. Our AAA rates are unbeatable in price even during the peak summer season and we, therefore, require sufficient notice.

3. Hoping to hear from you soon, see you here, and also at the Parade.

Bob & Sally Buckthal
1630 Norwell Lane
Schaumburg, Ill. 60172

Alan & Susan Brooking
24 Country Club Ct.
Palatine, Ill. 60067

Colleen Booth
2230 N. Orchard St. #503
Chicago, Ill. 60614

The above persons are known in the Chicago region as "transfer students".

How does it feel to tune up your car for the first time? GREAT! I never thought that I could do it, but last Saturday (May 13) proved that I could.

It all began when my husband, Roger, casually mentioned something to me about a tech session we were going to in Mt. View. We were going to be guinea pigs for an experimental tune-up tape. I figured that it would be a great way to learn about the car and the tune-up procedures. What I did not realize, was that I was going to do the tune-up all alone. We arrived on time, and it was not long before Dick started the tape and the tune-up began. I was excited and at the same time a little afraid that I would really mess things up. After all - how would you feel if someone told you to go ahead and adjust a $5,000 engine when you didn't even know exactly where the spark plugs were located or how an engine works? I am a Home Economist, not a mechanic!

Well, the tune-up cassette was great and I thoroughly enjoyed the time spent. I think that the hardest part of it was putting up with the 90º weather that day. The cassette comes with a sheet of very complete diagrams for those of us who are not really sure where the distributor cap is or what it looks like. The directions on the tape are explicit and easy to understand. For a person like me who is not mechanically minded at all, the tape is great. I felt more confident having Dick and Roger there with me, but I think I could have probably completed the job without their help.

I highly recommend the tape and advise all of you Porsche owners to get out there and do your own tune-ups. It gives you a lot of satisfaction and can save you many dollars. Take it from me, the Home Economist, tuning up your Porsche is great fun!

Suzanne Russell
The weekend of April 22, Don and Lois Lollich led us on a tour of the Sacramento, Feather and Yuba Rivers. The first point of interest was the Sacramento River Locks. We lost two cars between there and lunch at Oroville but Chuck Seeley rounded them up and brought them back to the fold. After Oroville, we could begin to follow the historical notes Lois had given us. The notes were good, but it was quite difficult for the navigator to read while the driver was engaged in the "after lunch race" portion of the tour. The stop at Quincy refreshed everyone, especially Gerry Tuveson and Ellie who came back with ice cream cones. At last we reached Blairsden and River Pines Resort.

The manager didn't say a thing about Barry and Robyn Lloyd's dog in spite of those "no pets" signs. There was time for everyone to do his own thing - walking, driving, ping-ponging, napping or being friendly to the 3 non-PCA Porsche couples who drove in together thinking themselves on a private tour.

A tremendous cook set our diets back 2 weeks at Saturday dinner and Sunday breakfast. Most of us made it to see Johnsville. Sue Beadie could be seen taking pictures of everything from the ground up. Who were the dare devils who climbed to the top of the gold crusher on the rickety stairs that said "Hazardous Area"? The trip home featured gold country sights, an unhappy Buick Riviera, a stop along the river for beer, and a final lunch stop in Penryn. Many thanks to the Lollichs for an excellently planned weekend of touring, dining and relaxing.

Dick and Mary Wallace
FOR SALE:


Four 7" chrome rims to fit the 1970 and earlier 900 cars. Without caps - $135, with caps - $150. The rims were set to be used for racing, so they are very true. John German - 325-0612 nights; 327-7100, Ext. 4254 days.

'57 Porsche Speedster. 1600S engine. Body rough, interior good. Two sets of seats including speedster buckets. 4.50x7.00 Goodyear Blue Streaks. Asking $1,395/offer or interesting trade. Al Williams - 939-4382. Walnut Creek.


1966 911 engine. 45,000 miles. Factory modified solex carbs, good cond. $800/offer. Four 5-1/2 x 15 disk brake wheels -- 1 chrome, 3 painted with four 5.50 x 15 Goodyear sportscar specials freshly caped by Bruce's Tires -- $110. Two 165 x 15 Dunlop, newly recapped -- $15 ea. Rich Bedayn - 939-7178, Walnut Creek.

1 Semperit 165-HR-15 new radial tire--$30. After 6:00 P.M. (415) 682-3549 - V. N. Vagliente.


WANTED:

Late 1966 911/S. Body must be in good condition. Prefer car with many miles or bad engine. Without engine considered. George Crabb - 736-3308.

WANTED:

Carrera 2 liter 587/1 or 587/2 engine. Plan to overhaul worn engine. Will consider completely assembled or basket case. Send condition and price. Also need engine assembly stand for 587/1. Seth Anderson, 13051 La Paloma Ave., Los Altos Hills, Ca. 94022, 415/948-4678.
NEW MEMBERS:

Webster I. Beadle (Susanne)
5167 Lodate Court
Concord, Ca. 94521
689-5883
1966 911
Public Administrator

Rene Bine III
50 Scenic Way
San Francisco, Ca. 94121
668-3450
1964 356C
Service Manager

Robert F. Birtcil, Jr.
267 Arlington Avenue
Kensington, Ca. 94707
526-8311
1970 911S
Dentist

Joshua Bridges (Ellen)
33776 Dalton Court
Union City, Ca. 94587
471-6843
1960 356B
VW/Porsche Service

Edward H. Conway, Jr.
5641 Chestnut Common
Fremont, Ca. 94538
651-1994
1972 911T
Police Officer

Joyce Denniston
2235 - 35th Avenue
San Francisco, Ca. 94116
681-0467
1970 914/4
Documents Examiner

Daniel DeOrnellas
16290 San Remo Drive
San Leandro, Ca. 94578
278-3647
1971 914/4
Student

Kenneth R. Iceman (Judy)
2671 Baldwin Lane, #D
Walnut Creek, Ca. 94596
939-7142
1969 911S Targa
Civil Engineer

Robert P. Rudesill (Ann L.)
1329 Anza Way
Livermore, Ca. 94109
443-4351
1967 912
Mechanical Engineer

Roger L. Russell (Suzanne R.)
1819 Jackson Street, #3
San Francisco, Ca. 94109
928-0659
1968 912 Targa
Engineer

Robert A. Santini (Doreen)
1672 Nightingale
Sunnyvale, Ca. 94087
735-9335
1972 914
Assoc. Freight Lines

Total Membership, April 7, 1972 - 440
New Members - 11
Drops (non-renewals) - 3
Total Membership, May 12, 1972 - 448

Donald Chiang

CHANGE OF ADDRESS:

Tom & Marj Green, 415/547-5633.
Ron Ferreira, 415/547-2357.
JUNE DINNER MEETING

Date:       June 17, 1972
Place:      San Jose Hyatt House
            1740 N. First Street
            San Jose, Calif.
            408-298-0300
            (Intersection of HWY. #101 and #17).
Time:       6:30 Personality Adjustment Hour!
            8:00 Dinner
Menu:       Roast Prime Rib of Beef au Jus-Potatoes
            Vegetables Salad,
            Desert, Coffee
Cost:       $7.50 per person

DEADLINE:   June 12, 1972

Make checks payable to: P.C.A.-G.G.R.

Send to:    Gary Evans
            13640 Saratoga Vista Court
            Saratoga, Ca. 95070
            408-8670543


Photo Credits:  Dick Mitchell
                Cover
                Barry & Robyn
                Lloyd
                Web & Sue Beadle

Graphics:    Tom Pratt