

Feeling your way — precisely

By E. D. WELLS
Los Angeles Region

The conventional feeler gauge is composed of blades of varying thicknesses, encased between 2 outside covers by a pin passed through 1 end, which allows individual gauges to be swung away from the others for use. Only the .004 and .006 gauges are needed for most Porsche valve adjustments, so the other sizes are superfluous.

There are available in the desired thickness individual blade gauges approximately 12 in long. Individual gauges have several advantages over the gang-type gauge, some of which are:

1. The greater length permits: (a) easier insertion between tappet and push rod, (b) a more sensitive "feel" because greater gauge travel between tappet and push rod is possible.

2. More precise adjustment can be obtained because both valves on a given cylinder can be adjusted at the same time, to the same "feel" (using the proper thickness gauge for a respective valve), rather than trying to "remember the feel" when you move from intake valve to exhaust, as you must when one multi-blade gauge is used.

3. Longer life can be obtained from individual feeler gauges, because you can progress from blade

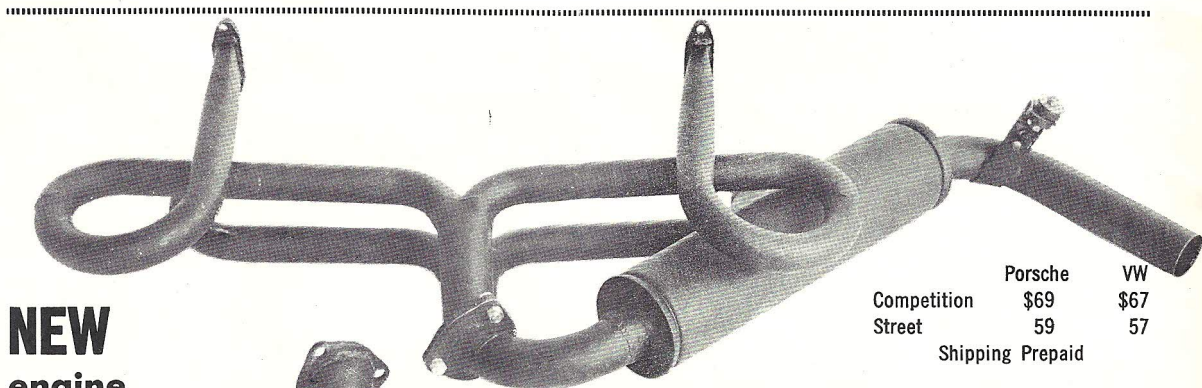
Emergency repair for 1962 VDO fuel float

By JOHN KENT
Connecticut Valley Region

Much has been written about the infamous gauge located on the underside of the late 1962 models. I too have had trouble. During the SCCA Cape Codders Courageous which is run each spring, we came into the last checkpoint at Provincetown's Race Point only to find we had a gas leak. Upon inspection we discovered the sending unit terminal had broken out. We made an on-the-spot repair with a wooden golf tee. It worked because the wood became swollen and thus locked-in. Don't use a plastic tee! I now carry a spare wooden tee. Incidentally, VDO has a blank plate should someone have so much trouble that they choose to do away with the gas gauge.

areas deformed by use to unused true thickness blade areas.

While the cost of 2 individual blades is proportionately more per blade than a multi-blade gauge, its superior function is much more than worth the difference.



NEW
engine
smoothness

More
horsepower

Performance
you can feel!

Get full power
from your
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Like to get more power, trade annoying exhaust vibration and noise for a smooth, powerful tone, and lessen engine wear by relieving back pressure? You can do all this and more with the Bursch Tuned Exhaust System. In tests on Normal, Super, S90, and modified engines, and VW's, the Bursch installation resulted in horsepower increases of up to 10% at the rear wheels. The Bursch Exhaust Header System is built for both Porsche and VW in two types: The competition/Street model (shown above) which features a flanged detachable muffler and a straight pipe for racing or competitive club events, and a Street model which has a permanently attached muffler.

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