

I am happy to report that I have encountered virtually no criticism about gas consumption from PCA folk. I have kept accurate records of my numerous long hauls as for instance over 1000 mile runs from Florida to Chicago, or New York to New Orleans, or New York back to Florida and was very pleased with honest averages of good 37 M.P.G. highway driving with my 1600 Normal. Of course similar trips with the Super-90 have given me averages of only around 25 M.P.G. which still isn't bad for this type of competition engine.

I believe that by the sheer law of averages I just can't be getting all the good and faultless Porsches while other PCA'ers are getting all the lemons! Perhaps there is too much unskilled owner maintenance going on. All of mine, including a speedster in Germany which was second hand, have given me trouble-free driving, have had excellent brakes, faultless workmanship and very good performance. Please forgive me for my above rebukes, for I am writing this in the spirit of exchange information and would welcome retorts from other readers. I might also mention that my door is always open to PCA'ers at my Florida home and anybody is welcome to 'Porsch-talk' with me over good German beer, which is always in my refrigerator next to my wife's vodka.

Lest I be accused of being prejudiced or too lyrical about the Porsche products or a secret agent for the Zuffenhausen crowd, I hasten to say two things: First of all, a relative of mine is one of the hierarchy at Daimler Benz at Stuttgart and is little pleased with my enthusiasm for the product of a competitive auto firm; and second of all: despite all the enthusiasm for all the above-mentioned virtues of the Porsche cars, I condemn with equal vigor these three features: One, the lack of ventilation ducts so necessary for warm climate driving in the rain. When I lived in North Germany I had no complaints whatsoever in regard to inside car temperatures and found long distance trips with the top up and windows closed as much sheer sensual pleasure as when the top was open. In the States winter driving was so comfortable that I often made the mentioned cross country trips non-stop except for gas. But in very warm Florida weather, when during rain I was forced to close the top and roll up the windows, I found it very uncomfortable to say the least. I consider this lack of ventilation ducts a serious deficiency and it makes Porschering under these climatic conditions utter hell. Here the Zuffenhauseners have miserably failed. Even the low-priced VW-Karmann-Ghia has these air vents. Two, I think the Zuffenhausener responsible for designing the exhaust pipes through the rear fender posts must have done so under the influence of a Munchener beer jug. And 3rd and last criticism: The red reflectors above the rear fenders are ridiculously frail, vulnerable and an eye-sore on

the otherwise well-streamlined body.

Arnold Krulle
Florida Region

PCA ORANGE COAST GOES ON A BINGE

"En vino est veritas." And the truth was brought out when fourteen Porsches finished the Rallye de Vino Bernardo on the 23rd of April. The fifteenth one was probably being driven by Diogenes whose lamp went out and so couldn't find his way. The "truth" was the superlative route laid out by Rallyemaster George Koteles to an ancient winery situated some 70 miles as the crow flies from the starting line, and 127 miles the way the Porsche flies.

The object of the rallye was to arrive at the Bernardo Winery near Escondido, California, on a schedule concocted by George. Once there, the object was to savor some of California's finest wines at the source. And savored it was! It is reliably reported that certain participants' camber became noticeably negative as a result.

The winner of the event was the team of Jerry and Linda Hopper who managed to pass through a surprise check point at precisely the moment they should have. Their award was a gallon jug of you know what.

After arriving at the finish line, the happy group was conducted on a tour of the establishment by the proprietor, who advised that the grape is no longer crushed by the bare feet of lovely virgins. This was followed by a session of sampling the wares of the house, with hors d'oeuvres of salami, cheese, and Italian bread.

Then came the picnic in a picturesque meadow at the vintner's gate, with a backdrop of blue skies and rolling hills abounding with the grape in its natural form. Thus came to a close a day enjoyed by one and all.

Oh, yes! Diogenes reported in about midnight with his version of why he wasn't at the finish line: He didn't lose his way—he was there in spirit.

**Story and photos by
Bill Knoll**
Orange Coast Region

Wanted

Porsche Spyder, any year, prefer car less motor and transmission that needs work but will accept anything if the price is right. Have cash, will travel. Irwin Victor, 118 Dogwood Dr., Newport News, Va.

Carrera shop manual for '57 engine No. P70787 with distributors off the cams. Also owners manual or any literature you have on Carreras. Jim Watson, Box 128, Chapel Hill, Tenn.



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RALLYE DE VINO BERNARDO



1. Rendezvous
2. George Koteles and Marv Garrison and paperwork
3. Pete Arola plans ahead. He got lost
4. Check point
5. Winery tour
6. Murray Brown, center, Jim Hush, left, trying to resist temptation
- 7., 8. Picnic area with vinyards in background
9. "Sold!" George Koteles making up the deficit by auctioning the surplus wine samples



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