LARGE PARKING AREA
4375 EL CAMINO REAL - MOUNTAIN VIEW
(near the heart of Palo Alto)
PRIVATE BAR

MAGNIFICENT REDWOOD FORESTS OF SANTA CRUZ COUNTY
provide the setting for the PCA club picnic
more details inside
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also information on two (count them, two) sleeping bag tours
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AIRING THE SKUNK TOUR

A pack of LePew Porsches crept through the fog across the Golden Gate Bridge following the scent of exhausts. The occasion was a tour through the land of tight turns, tall trees, and ocean breezes.

The first sandbox stop was at Asti--the Italian Swiss Colony Winery--where we enjoyed the nectar of the grapes and exchanged small talk. The tour then proceeded on highway 128 which was over very scenic countryside and gave the group their daily portion of gear-changing and turn-drifting.

We were soon on the coastline highway and drove the remainder of the way to Fort Bragg along the Pacific Ocean.

The accommodations at the motel were taken care of in short order and the pack of sight-seeing PCAers proceeded to the California Western Railroad Station to see first hand what this famous Skunk train held in store for them. Somehow, the color of the beast did not seem in keeping with its name--black and white would have
been much more appropriate—but for visibility's sake, yellow does have merit. You see it before you smell it!

The Skunk train took us through Redwood forests, along the Noyo River, and left little to be desired in the way of pure scenic beauty. For two hours, we bumped along in and out of sharp bends, over bridges, and even through a couple of tunnels to add spice to the turquoise 40 miles. We finally arrived in Willits for a one-hour stop, which gave us a chance to "refuel" as well as touch terra firma.

The return trip to Fort Bragg was more enjoyable as we now knew how to lean with this non-Koni shocked hunk of iron and ride with it. We finally came out of the sun into the good old fog of Fort Bragg about 7:00 PM and bid farewell to the iron name-sake of the white-striped kitty.

Now, it was back to our motel rooms for a change of attire from railroading to eating togs. It was a short walk to the Piedmont Hotel where dinner had been arranged for our group in their new dining room. The Piedmont Hotel certainly deserves a thank you and praise for the manner in which they served our group. Their service, courtesy, and above all the preparation of our steak dinner was perfection and food at its finest. I am sure all of the diners present were very pleased with their dinner. Upon completing our dessert, most everyone headed back to the motel, having passed up the invite to stay and dance to records.

After an 8:30 Sunday morning breakfast at the Piedmont Hotel, which was excellent and a repeat of their excellent food and service, members disbanded to go their separate ways. One group headed for the races at Cotati, while others made a slow tour down Highway 1.

As usual, Ed Loring's careful attention to arrangements produced a tour that was most enjoyable to all those who attended, and to those who did not—you missed another of the pleasurable activities that are presented for the membership to enjoy.

As a sidelight on this tour, Ed Loring always drives through his tours for driving time arrangements and general scenic and road information. Seems that Ed has had this Skunk tour planned for two years and on his first run-through tried to do it in one day. On the way home, being quite tired, Ed drifted wide on a turn into a 20-foot dirt bank. Some $250 worth of damage later, Ed reflected that it would make a swell scenic tour but it was rather expensive to run out. Our hats off to the first PCA'er to be skunked on the Skunk tour.

Bob Lewis

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John W. Jensen, Editor
Address all editorial material to:
585 Stambaugh Street
Redwood City, California
Telephone: 366-5531

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Well, the inevitable moment of change has arrived. It is my privilege to introduce you (in print, at least) your new NUGGET editor, John Jensen. I have enjoyed working on the regional paper for the last year or so, and I certainly appreciate the help I have received from various and sundry members. However, the pressures of time and a growing family finally demand that I resign my duties to the club in favor of my duties to my son. Thank you all for the help and encouragement you have offered me throughout my editor-ship. And good luck to John!!!

Bob Lewis

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Thanks, Ann, for your good wishes. Sorry that you had to drop out as editor, you were doing a wonderful job. I hope that I need no introduction to the members; if I do, then I haven’t been showing my face around enough at the meetings and I’ll make up for it. Being an editor isn’t exactly new to me, I was editor of the North East News up until last November when I slipped out of Massachusetts (some say because of the election results).

Now, here I am in sunny (?) California and enjoying myself immensely, that is until I received a phone call asking me to take over as editor. Seriously though, I hope that we have a lot of fun together in the coming months. I know I will.

John Jensen
SKUNK TOUR

Tour Master

What else?

PCA astronaut photographing approaching Russian satellite

Boy, but it's cold in the North Country.

Made by Porsche?

Photos, courtesy of—

Don Lelich
Adventurous

The automobile was costumed but no one can be hindered from guessing its identity; it is the new six-cylinder sports car from Porsche. Doubtlessly false is the rear deck with fins; also the slotted blinds in the side windows and the middle strut in the rear window would hardly be found in the series production. The forward cooling-air intake is likewise a trap, as Porsche has no water cooling as it has no front engine. Faithful to the tradition of the House, there is a difficult construction problem: the air-cooled six-cylinder boxer-motor has on each side an overhead camshaft, that is driven by a chain. Expected are 130 to 140 HP (DIN); with this and the very favorable build of the vehicle, it ought to have a speed of over 200 km/hr (125 mph). It is not reckoned that series production will begin this year, but it is certain that the car will be shown in Frankfurt.

the following letter is being sent to the presidents of all the western regions

Dear 

You have undoubtedly received the minutes of the National Board of Directors meeting held at Split Rock Lodge, June 25, 1963. I would like to tell you of the background behind my request at the meeting and the feelings of the Golden Gate Board of Directors which prompted our request.
For some time the GGR has felt that we in the West are in a similar position to the original 13 colonies. We have little actual control of the policies which govern us on a national scale. The president or chairman of the local region is automatically a National Director with full voting privileges. However, he must attend the national board meeting or send an authorized representative to vote on national issues. This method would seem workable if it were not for the fact that it is economically impossible for most western regions to send a man to Pittsburgh for the meetings. In addition, the representative would have no prior knowledge of the issues to be voted upon and would therefore not be able to express the views of the regional Board of Directors.

To set the record straight, I would like to reiterate the suggestion made at the Split Rock Lodge meeting. "It is suggested that any business requiring a vote of the National Board of Directors be discussed pros and cons at the meeting in which the business is presented. The minutes of the meeting should include these arguments, and the regions allowed to reach a decision before the business is presented for a vote at the next regularly scheduled board meeting."

There were two main points brought out in the discussion following my suggestion:
1. This method would delay consummation of business until the next meeting.
2. Would require a mail vote.

It is my opinion that business on a national scale is not so pressing as to require immediate decision. With regard to the mail vote, it would not be necessary as long as the regions could send a proxy vote. This is the method used by some west coast regions at the present time except that the person with the proxy has no recourse to regional advice prior to voting on issues presented at the particular meeting. Discussion disclosed that the Executive Council would like to minimize mail votes because the regions apparently do not respond. Out of 54 requests for a suggested agenda, only 17 regions responded. The largest response was from the west.

To illustrate my point, the minutes of the June meeting contain a paragraph devoted to the Treffen. Considerable discussion evolved around the motion that PCA endorse the PCI Treffen for the spring of 1964. Bill Sholar has chosen Chicago as the take-off point for all PCI Treffens, since he feels this is the most centrally located point. In addition, the 1964 Treffen was all set up before we met at Split Rock. It was my opinion that to endorse the PCI Treffen would be tacit approval for all future Treffens to be so conducted and it was an empty gesture since PCA has nothing to do with the trip except as the advertising organ of PCI.

I voted against the motion for the above reasons. HOW WOULD YOU HAVE VOTED? Had the information been disseminated to the regions I feel the results of the vote would have been other than my single NAY.

The considered opinion of the Golden Gate Region Board of Directors is west coast regions can obtain more control in national matters affecting the west coast if they show a decided interest in the operation of the national organization. I believe the interest is evident and urge each region to voice their concern over the present situation by writing to the national officers endorsing the suggestion I made at the Split Rock meeting. If you have other ideas on how to make the governing of our club more equitable we in GGR would appreciate receiving them. Perhaps the answer is to have all national policy matters decided by mail vote and the devil take the hindmost if the regions don't respond. I don't believe this is the answer but perhaps you do.

Let me hear from you and definitely let national have the benefit of your ideas.

Sincerely yours,

Ronald E. Skillings
Pres., Golden Gate Region

Distribution:
All West Coast Regions
EVENT:  PCA CLUB PICNIC

PLACE:  HENRY COWELL REDWOODS STATE PARK
FELTON

DATE:  SUNDAY, SEPTEMBER 29th

TIME:  1:00 PM TILL DARK
(fire will be ready at 4:00 PM)

COST:  10¢ per person

Come one, come all, to the greatest informal "fun" event of the PCA year!!! Games, group activities, and good Porsche talk will highlight this afternoon of food and fun. The club is providing beer, soft drinks, and paper plates, cups and napkins. The barbeque fuel will also be provided. So all you faithful Porsche-pushers need to bring is your own food and eating utensils.

The setting for this bash is the Henry Cowell Redwoods State Park near Felton. The entrance to this park is on State Hiway about mile from its intersection with Mount Hermon Road. The usual fee for entrance to the park is 50¢ per car, but since we are a rather large group, we will be admitted at the special rate of 10¢ per person. This fee will be collected at the guardhouse by the ranger, rather than at the picnic site.

The park includes a very interesting gift shop as well as very adequate picnicking facilities. Paul and Carole Scott, chairmen of this event, are planning good use for the several paved parking lots in the park--among these plans, a possibility of a small gymkhana (providing the requisite parking lot is vacant at the time!). Anyway, there will be a constant round of fun and BEER!!! Among other attractions is the renowned though fairly new narrow-gauge steam railroad in the immediate area of the park. This curiosity was recently discovered in the southeastern part of the US and transported to California for the edification of tourists and rail enthusiasts. The train ride (at the rather nominal cost of 75¢ per person) is picturesque and very pleasant, as it winds through the immense redwoods from Felton Station through Roaring Camp and the park, and on to Bear Mountain.

This particular event has a very special significance. Beyond being just a club picnic, this will be our one opportunity to repay the kindness of the Monterey Region of PCA. As most of you know, Monterey throws a champagne party for us at each Laguna Seca race weekend. So we have invited them to the picnic! It is therefore of utmost importance that we have a good turnout of Golden Gaters to play host to our neighbor region. Come on! Let's let them know how much we appreciate their friendship and generosity!! I'll see you all there---for a day of real Porsche-type companionship!!

ANN KELLER

SLEEPING BAG TOUR

(PLURAL, THAT IS!)

OK, you Porsche-pushers--here are some more fun-and-games type events. While the club picnic is the official event for the month, why not take in one of the sleeping-bag tours being featured--or for that matter, why not both?

First on the list is that hosted by Bill Roe, to be held on the 14th and 15th of September. This will take you to Wood's Lake, south of Carson Pass on Route 88. Here you'll be at 8500 feet altitude with all kinds of hiking adventure awaiting you. At the site will be all the recreation facilities you need--also stoves, comfort areas, etc. But to indicate that we will be little far from civilization, let me point out that we will be 31 miles from the nearest store--so come supplied. If you come without food, well, there's the lake--you can always catch some fish.

The rendezvous point will be the Flying A Truck Service Station east of Tracy on Route 50. Since there is a restaurant there, you may want to get breakfast. We leave at 8:30 AM sharp. The route will be by way of Route 88 bypassing Stockton. We should arrive at noon, just in time for
lunch. Bring all your food for lunch and dinner, using the barbeque facilities—breakfast is optional—you may want to get it in Tahoe—only 40 minutes away by Route 89. Sunday is left to you as you see fit.

One last word—don’t dress too lightly—the temperature will be down in the 40’s at night.

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And how about this one?----The other tour will be on the 5th and 6th of October. This will be at 500 to 1000 feet altitude at Lake Shasta, Hirz Bay, to be exact. We have the McCloud Recreation Area reserved for us—with its facilities and all. Remember—bring your gear and grub—we will have lunch and dinner there Saturday and breakfast Sunday morning. Again, for the unprepared, there’s plenty of fish in the lake when you get hungry.

To get in on all this, be at the Bridge Toll Plaza on Route 40 on the Vallejo side at 8:30 AM. From there, we take off directly for Shasta.

There will be further details at the meeting.

See you there!!!

SHORT STUFF

The Roll Bar—A Blunt Instrument

A roll bar in your car, unless you take the precaution of wearing a helmet when you drive, could injure you severely in a collision from the rear. The roll bar, only a few inches behind the driver’s head could strike with great force in such a case. Give it some thought, and you will probably do one of three things, remove the roll bar when it is not required for competition; or wear a helmet all the time (ugh) or fix it up with some heavy energy-absorbing padding.

Seat Belt Installation

The floor anchors for seat belts not using eye-bolts and swivels are often angle plates. These have a slot through which the webbing is threaded, and on the facing side a hole by which the plate is fastened to the floor of the automobile. Some advantage over solid fastening can be obtained if extra nuts are used. (Providing the bolt is threaded clear to the head.) Put the bolt through the angle plate, and run a nut up until it nearly binds the angle plate against the head. Slip a flat washer on the bolt, pass the bolt down through the hole drilled in the floorboard, and assemble the large washer, lock washer and nut on the bolt. Pull the last nut up hard against the nut inside the car, and check to see that just enough slack is left to permit the plate to swivel on the bolt. This installation technique may not provide all the advantages of a swivel attachment, but it will help to avoid unequal distribution of forces in the webbing under heavy stress.

Jim Welch