SEPTEMBER 1964

The rally started from the Lido Fair Shopping Centre in Newark, wound to say the least) through the eastern hills, and ended at the Hawaiian Gardens in San Jose. The drivers and navigators who didn't join us not only missed an excellent driving-navigating opportunity but also some other interesting features. For the girls it was a "once-in-a-lifetime" chance to buy, for two dollars, a pearl grown in and taken from (before your eyes) an oyster; for the fellow it was seeing a very exotic young lady in a teeny blue polka-dot bikini who talked to all of us (ask the men) and sold a pearl to Jo-anne Arnett (ask her). Oh, yes, the capon for which the caper was named made an excellent dinner for the somewhat weary workers and contestants.

The trophies were awarded to those who answered the most questions correctly. Paul Scott and family placed third in his questions. The trophy winners were not the only ones to receive "something" however. There were gifts, courtesy of Porsche Car Pacific, because the rallye-masters felt that nobody in a Porsche comes in last or loses.

It was a "fun-day"; won't you join us when we plan the Capon Caper III?

Vaden Riggs

***************

SLEEPING BAG TOUR

The tour will be the weekend of September 12-13. The meeting place will be at 0830, Saturday morning at the Truck Stop (Flying A) approximately one mile east of Tracy on Route 50. There is an excellent breakfast to be had at the restaurant for those who wish to leave home earlier but if they plan to eat breakfast, they should get there at least by 8 AM. From the Truck Stop, we will proceed east on Route 120 to the 120 intersects Route 108. We follow Route 100 through on to the Pine Crest Camp Ground located in the Stanislaus National Park.

This camp ground is equipped with a number of fire cooking pits, several large picnic tables with seats, sanitary facilities and running fresh water. There is also a large camp fire pit and wood may be gathered from the surrounding forest droppings. There is a store by the lake just below a the camp ground and there are in our camp ground excellent areas for setting up tents for laying out sleeping bags. The camp ground will hold in excess of 100 persons.

PCAers from the surrounding regions are invited to join in the Fun and Games.

Frank DmNnelli
Head Honcho

**************************

Publishing costs of the "Nugget" are being defrayed by Porsche Car Pacific. For this expense to them, they request only the privilege to print an occasional article in our paper. The Golden Gate Region is very grateful for the cooperation and help it has received from Porsche Car Pacific.

**************************

A new repair shop has been opened in Lafayette. Marvin Benn's Foreign Car Service 3470 Golden Gate Way Lafayette, California 283-0207

Bill Arnett advises that the schedule shown in the last Nugget was in error. The dates indicated were 3-4 October. They should have been 19-20 November and Bill says that the planning is 98% firm. Only a few loose ends need taking care of before then. No victory banquet is scheduled, the awards will be given following the events.
GOING MY WAY

A Horse, Of Course

From the Los Angeles Times

LOS ANGELES—Gordon F. Buck Jr., 29, was driving 65 mph on Highway 101A above Malibu when he turned to the horse shortly inside him in the front seat...

Yes, a horse.

Buck was driving north on Highway 101A above Malibu in his foreign sports car...

Well, this horse—it's named Gambler—wasn't in the car when Buck started out from Los Angeles. He just had an empty seat beside him...

No, the horse wasn't hitch-hiking.

The horse belongs to the Crippled Children's Society of Los Angeles and they keep it up around there and somehow got it out of its pasture and onto the road...

No, Buck didn't stop and offer it a ride. He was just driving home to Santa Barbara...

The horse ran in front of the car and jumped in the tail... at 65 mph. He flew up in the air and landed in the seat...

Buck didn't offer it a cigarette, just swore off the road and stopped. Gambler got out and galloped away without even saying thanks for the ride.

FOR SALE

For sale: 5 Michelin "X" tires and tubes. 50% of the tread used. Sidewalls in excellent condition.

$80.00

1 pair of Blaupunkt speakers and grille assemblies for late model Porsche. Brand new in original box.

$25.00

Bob Garretson
1641 Knilspel Court
Sunnyvale, California
RE 9-0404

ACTIVITIES

Question and Quandry

The Question: In a recent discussion at a Board Meeting, the question was asked, "Can some consideration be given to the members who have large families in the determination of starting times, entry fees, and other considerations that could limit such a member's participation in PCA events? Would the Board think about it?"

Yes, this is a fair question, and deserves a fair answer. But the Activities Chairman, not being a family man, did not feel that he was qualified to render a fair assessment.

However, an opinion can run like this in somewhat of a logical sequence: the car begat the club. The car is a two-passenger vehicle able to carry two passengers anywhere there are roads, with near maximum comfort and dispatch. Add two four-year-olds for short hauls.

For sale: Going to try it again. We can't identify the horse situation where even his entire family would not be welcome under his or her sponsorship.

The Quandry: The membership of PCA-GGR covers nine counties a hundred or so miles from end to end. Regular participants come from every county. By attempting to tailor events to the tastes and problems of individuals, the big picture becomes a snapshot and sometimes an enlargement thereof. Oppositely, the gross gauge of two persons per membership in planning events can be a very unfair attitude, especially if the man of large family still finds time from bread-winning to contribute an equally large effort to PCA.

Your letters and postcards with your comments will be appreciated to afford the Board a better insight to this problem. Your comments will be helpful in the molding of club policy for the future.

Did you know that when the predecessor club of PCA was formed, it was limited to those who drove the title or pink slip of a Porsche? This was because financing of a Porsche was virtually unobtainable. Just imagine the number of banks, credit unions, and insurance companies that would qualify for membership if the rule still applied today!

FAMILY PICNIC

Date: Sunday, October 4th.

Place: To be announced in next month's NUGGET

Last year's Family Picnic event turned out to be such a bubbling success that we're going to try it again. We can't identify the location yet simply because we haven't chosen it yet. Elementary, eh Watson? We're looking for a state or municipal picnic facility (no rental fee) in the general area of San Francisco peninsula or Oakland, that has a grouping of tables and firepits, baseball and game area, etc., sufficient to accommodate our group of thirsty, hungry PCAers. If anyone knows of available picnic facilities as described, please inform Paul or Carole Scott so that we can obtain the best accommodations in a central location for the least expense.

Beer, soft drinks, paper plates, cups, napkins, barbecue fuel and games will be provided by our club treasury. The members will bring their own food and utensils.

So mark this date on your calendar and plan to come back into the swing of our monthly activities with this family picnic.

Bill Arnett

The structure of the club provides full status for one principal member and one family member with each membership for the annual fee. On the other hand, when the member pays his dues, he will never encounter in the participation of activities, a situation where even his entire family would not be welcome under his or her sponsorship.

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I am investigating the purchase of fire extinguishers for the car and home. The type best suited for both applications is a dry chemical type. Of the three basic types of extinguishers, the dry chemical type is best suited for automobile and household fires. This type has an excellent rating for electrical and chemical fires.

I have arranged to buy these extinguishers for $8.00 each if fifty extinguishers are purchased. The price is $8.50 if six or more are purchased. The unit normally sells for $10.00-$12.00, depending on where it is purchased.

Replacement cartridges are available for $3.00 each. The cartridge has a gauge to check the charge. Any unused cartridge that indicates bad will be replaced free within 3 years of purchase. I will have data sheets available at the next meeting.

Anyone that is interested in taking part in this group purchase, please send me a check for $8.00. I will purchase the extinguishers October 1, 1964. We already have seven extinguishers sold, so the price will be $8.50 maximum.

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THE SIZE AND SPEEDOMETER ERROR

Porsche speedometers are calibrated on the basis of 800 revolutions of the front tire per mile. I have often wondered where this figure was derived, since none of the tires used on the Porsche have a rolling radius yielding this figure.

The tire that comes closest to 800 revolutions per mile is the 5.90x15. This tire was standard on the Carreras. The 5.90x15 makes 802 revolutions per mile.

The reason for investigating this topic is the advantage claimed by the ralliest that there is little slippage between the tire and the road, but the advantage is lost in the odometer gearing. The speedometer itself can be made to read correctly for any of the Porsche tires. The odometer, however, is gear driven and cannot be altered in the instrument itself.

Below is a chart of tire sizes and the number of revolutions the speedometer indicates 60 mph.

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>Rev/Mile</th>
<th>Speedo/Yard</th>
<th>% Diff</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.60x15</td>
<td>813</td>
<td>800</td>
<td>1.9</td>
</tr>
<tr>
<td>5.90x15</td>
<td>802</td>
<td>800</td>
<td>0.25</td>
</tr>
<tr>
<td>155x360</td>
<td>825</td>
<td>800</td>
<td>3.10</td>
</tr>
<tr>
<td>165x390</td>
<td>856</td>
<td>800</td>
<td>7.0</td>
</tr>
</tbody>
</table>

The following table shows the true speed the car is traveling when the speedometer indicates 60 mph.

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>True Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.60x15</td>
<td>58.82</td>
</tr>
<tr>
<td>5.90x15</td>
<td>58.70</td>
</tr>
<tr>
<td>155x360</td>
<td>59.19</td>
</tr>
<tr>
<td>165x390</td>
<td>58.02</td>
</tr>
</tbody>
</table>

The following table shows the actual mileage covered when the odometer indicates 1 mile.

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>True Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.60x15</td>
<td>0.9044</td>
</tr>
<tr>
<td>5.90x15</td>
<td>0.9975</td>
</tr>
<tr>
<td>155x360</td>
<td>0.9696</td>
</tr>
<tr>
<td>165x390</td>
<td>0.9946</td>
</tr>
</tbody>
</table>

VW speedometers use the same calibration figure so you see when they go by you on the freeway at 80 mph they are really only doing 78.4706 mph.

Bob Garretson

The following is a small collection of memories, after a joyful holiday on the 1964 Treffen. The excitement of seeing all the new Porsches in the Factory yard and touring through the magnificent Black Forest country, is beyond description, so the commentary begins in England. Then, although it is the land of our birth, we had never driven there before, and this made things rather interesting.

An hour and a half aboard the ferry found us singing a little song we had composed, entitled "Oh, you keep to the left, if you want to be left". So what happens? We drive up the drawbridge, under the shadow of the Dover white cliffs, and the first sign we encounter is one reading "Keep Left". My husband and I have a long look at this bit of nostalgia, and he is so carried away, he keeps well to the right of it. Fortunately for Her Majesty's customs officers, he did not stop under our cloud of steam when this happens. Surprised we were too, when the customs passed through what must have been a very embarrassed and guilty looking pair of tourists. Welcome to England!

The roads looked awfully narrow after California and there were noticeably more sheep and cattle straying across the first few miles of main highway than we had become used to in San Francisco. As a non-driver, I found it somewhat of a thrill to be out there in the middle of the road where the action is, especially when overtaking some of the thousand of lorries (trucks). I did get the impression that my husband was not enjoying the run completely. His side of course was on the hedgerows and their multi-coloured flowers, and through his comments (one syllable) I learnt that he felt there should be more to Porsche pushing than driving with sheep and with mayflower poking him in the left ear.

I am sure that many PCAers have done their share of navigating, but have many non-driving ladies ever had to call the over-taking shots? We might find ourselves on a nice stretch of road with a lorry ahead of us doing 40 mph. With me on the outside of the car, I had to decide when we should and shouldn't overtake and me a non-drivers. "OK...overtake, now! no, wait a moment, he's moving faster than I thought, no...I think he's slowing down, go! I think we can make it...!" This is very traumatic for the Porsche driver, watching for sheep, speed limits and a plethora of dear old folk, we had not known to be driving so frequently on our English roads.

(concluded next month)