

Golden Gate NUGGET



OFFICIAL PUBLICATION OF THE GOLDEN GATE REGION OF THE PORSCHE CLUB OF AMERICA

SEPTEMBER 1964

MONTHLY MEETING

SATURDAY NIGHT, SEPTEMBER 19

(Please note the change for this meeting only, from the second Saturday night of the month to the third Saturday night.)

MAITA'S GOLDEN WEST RESTAURANT, 3869 Telegraph Avenue, Oakland, 1 1/2 blocks north of MacArthur Blvd. on Telegraph Avenue.

Private Cocktail Lounge
Green Salad with Italian Dressing
Cross Rib Roast with Baked Potato, etc.
Creme de Cacao Sundae
\$4.00 per person, tax and tip included.

Due to timing and availability of facilities the Sleeping Bag Tour was scheduled for Saturday and Sunday, the 12th and 13th of September. The 12th is our regular dinner meeting night (second Saturday of the month). To avoid conflict and allow everyone to attend both events, we have changed the dinner meeting for this month only to the following Saturday night, September 19.

CAPON CAPER I

Sunday afternoon, August 23, was one well spent by the Golden Gate Porsche-Pushers who either worked on or participated in the Capon Caper I rallye, which was masterfully planned--over those couple of bottles of cabernet--by the Leo Rapps and the Lori Marables. The region which they laid out and which we traveled was made up almost entirely of winding roads which were not supposed to lead us to Pleasanton, Livermore, Mt. Hamilton, or Madrone; the questions which they devised were, shall we say, quite different--for instance, what kind of a car is a NEROTIC, really; or what is the connection between a Mexican road race and Porsche?

The rally started from the Lido Faire 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 fellows 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 Joanne 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 "that Volvo"; Bob Garvey and guest Rick Ananos came in second in Bob's Porsche; and the Arlen Riggs, who almost went to Madrone in their Porsche, were first. 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 II?

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 a point where 120 intersects Route 108. We follow Route 108 on through 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 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 Dwinnell
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 14 and 15 November. 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 in his little convertible when he turned to the horse sitting beside 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 hitchhiking.

The horse belongs to the Crippled Children's Society of Los Angeles and they keep it up around there and somehow it got 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 got it right 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 swerved off the road and stopped. Gambler got out and galloped away without even saying thanks for the ride.

It happened late Monday. A veterinarian said Gambler was just a little bruised. The car, a Porsche, was dented and the windshield was broken and the inside needed sweeping but it still runs.

Buck, an electrical engineer, is fine, too.

Don't believe it? Ask the California Highway Patrol in Oxnard.

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.

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 guage 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 had the title or pink slip to a Porsche? This was because financing of a Porsche was virtually unobtainable. Just imagine the number of banks, credit unions, and finance 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 accomodate 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, barbeque 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 get back into the swing of our monthly activities with this family picnic.

Bill Arnett

The PCA Board asks that this be inserted:

"Congratulations to John Jensen and Ted Livingston for a fine neat job on the new NUGGET format".

Aw, shucks, fellas



Your Tech Chairman has run out of topics to write about. -I am sure many individuals have questions that will be of interest to the entire membership. Please drop me a card with your questions on it, and we will try to print the answers.

We have initiated a "Tech Corner" at the meetings. Members of the Technical Com-

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 Kalispell 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.

mittee (Dick Osgood, Jim Perrin, Bud Sutherland, Don Ferguson, Bob Sheldon, or myself) will be available to answer questions. We do not know everything about Porsches but we will gladly give you our opinions. The Corner will be open during cocktail hours and for a short time after dinner.

I am investigating the purchase of fire extinguishers for the car and home. The size best suited for both applications is a 2 3/4 pound unit. 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.

TIRE 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 the Porsche is great for rallies because the speedometer is driven by the front wheel. This is an advantage due to the fact that there is little slippage between the wheel 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 tire turns per mile.

<u>Tire Size</u>	<u>Rev/Mile</u>	<u>Speedo/Val.</u>	<u>% diff.</u>
5.60x15	815	800	1.9
5.90x15	802	800	0.25
155x380	825	800	3.10
165x380	856	800	7.0

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

<u>Tire Size</u>	<u>True Speed</u>
5.60x15	58.82
5.90x15	59.82
165x380	58.19
155x380	56.08

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

<u>Tire Size</u>	<u>True Speed</u>
5.60x15	0.9803
5.90x15	0.9975
165x380	0.9696
155x380	0.9346

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

TREFFEN -- 1964

Shirley

The following is a small collection of ^{Marks} 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, because, 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 wanta be left". So what happens? We drive up the drawbridge, under the shadows 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, we are not under a full head 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 thousands 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 syllablers) 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.

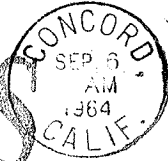
I am sure that many PCAers have done their share of navigating, but have many non-driving ladies ever had to call the overtaking shots? We might find ourselves on a nice stretch of road with a lorry ahead of us doing 40 mph. With me on the outside of the car, I had to decide when we should and shouldn't 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)

also, starting next month will be a fascinating story about touring Europe including the British Isles. This will be by Randall Gould.

P. C. A. - G. G. R.
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First Class



L E LORING
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BERKELEY 8, CALIF