

How to win friends . . . with a Porsche, of course

By PETER GALENA
Los Angeles Region

Because the 10th Porsche Parade will be held in Santa Barbara, Calif., in June, 1965, the following account of a weekend rally there will be of interest.

It's surprising how verdant an oasis the Porsche car can be in the realm of making new friends and bringing old friends closer together. It's not easy to place your finger on a single reason why this is so but the evidence is not too difficult to see. Let's look at one manifestation of this statement.

Out here on the west coast, our Regions are well spread out and each one covers a lot of ground. The Los Angeles Region, since its start a few short years ago, has acquired a few members from the Santa Barbara area. This might not sound like news considering that, in local jargon, Santa Barbara is just "a short piece down the pike." Translated, the "short piece" becomes about 95 miles. In spite of that we often see them at our meetings as well as at our events. When the 1964 calendar of events was made up last year it was decided to do something about getting to know each other even better. Consequently, the "April Event" was pegged as "Santa Barbara Visitation." It was placed in the capable hands of the local members. By a stroke of genius, they decided on a combination cocktail party, buffet dinner for Saturday night, and a Rally the following day. I don't know if there was any malicious thought given to the potentiality of this combination but there it was. All Porsche owners in that area were invited to both affairs. Since the ownership and, naturally, the love of the car is a rapidly expanding thing up there this was decided to be an excellent means of getting to know each and all better. Then too, perhaps there might be some that were not fully aware of what membership in PCA might bring.

About 9 cars from the Los Angeles Region drove up for the Saturday portion of the activities. As in the past we always get together on a starting place and time so that we might drive together. Many of our cars are equipped with 2 way radios so that enroute we are in constant touch with each other. In this way we keep informed of the progress of each car as well as traffic conditions, etc. As we approached Santa Barbara, the local people came in on their radios so our arrival was expected and we were greeted royally.

That evening about 60 people gathered for the cocktail party. I know that this approximation is not especially good reporting but the sound of popping corks can be extremely unnerving. The parking lot outside looked like 2 brisk days' pro-

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duction at Stuttgart. Here and there were heard all the tales of past rallies run and hopes for the future. Many new friends were made all around, but then the subject was a common one.

At a preconceived time (hastened I'm sure by the rapidly disappearing supply of champagne) the dinner bell rang. Under the influence of this night of magic, a number of new members were signed up. The supply of application blanks soon ran out. This, of course, was a "surprise" bonus. Wine 'em, dine 'em, and sign 'em.

The next day dawned bright and sunny. About 20 more cars drove up from Los Angeles for the rally. In all about 40 cars started out, at least that much is certain. After that, well . . . The rally route was made to show the outsiders Santa Barbara. As it turned out, we saw Santa Barbara in great detail but I am not too sure that we all had the same line of vision. Nevertheless, it was an extremely interesting run since Santa Barbara is blessed with perfect rally conditions. There are the mountains nearby as well as some beautiful seashore to use. At one point the route (at least the one I was on) rose a rapid 3500 feet (I have an altimeter in the car) in a short span of time. Later in the afternoon, after all the stragglers finally got in, the prizes were awarded at an informal luncheon.

Summing it all up, through the efforts of our Santa Barbara people, we all had a very interesting weekend as well as a rewarding one. We expected good companionship, drink, and food, and we got it. The pleasant surprise however was the signing up of the new members and the obvious interest of so many Porsche Pushers in that area. I suppose this should come as no great surprise, but it still does to me.

One fix for bad rubber

By GORDON RIETVELD
Arizona Region

A couple of months ago we wrote an item for PANORAMA in which we deplored the failure of the rubber trim around the rear quarter windows—and sought advice.

Harry P. Blankeburg, a PCA member living at 175 Downey Drive, Tenafly, NJ, was kind enough to pass on this information:

"In my local hardware store I got a tube (3 oz) of General Electric Black Silicone Rubber Auto Seal. This is expensive but is guaranteed for 10 years. Supposedly, the product was developed for space program use.

"My rubber edging at the lower edge of the door glass was cracking. I inserted wax paper between the glass and the rubber and brushed this product in. It filled the cracks and I think looks nice and neat. It wasn't easy to apply. After drying, I trimmed off the excess and pulled out the wax paper. I believe it will be worth a try, though I don't know how long it will hold at the corner."

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