

(In WESTERN MICHIGAN,
that is)

PCA WESTERN MICHIGAN

NOV. 15, 1960

VOLUME I, NO. I

OUR ORGANIZING MEETING, held October 22nd at Greenridge Country Club in Grand Rapids, turned out to be most worthwhile. Thirty-one people attended this meeting. It was especially gratifying to find that thirteen presently non-members of PCA had shown up. Presiding at the meeting was Phil Gidley of East Lansing. After each of the 31 persons present introduced himself, Dr. Earl Kirschbaum, National President of PCA, informed the group of the purpose and activities of the national organization. A film made by PCAer Ray Olson at Meadowdale, highlighting a number of Porsches in action on the track, was shown.

The desirability of organizing a PCA region in the western Michigan area was discussed and a vote taken. All were in favor of forming a new region.

From further discussion, the following decisions were made:

Meetings shall be held every two months. Every fourth month the meeting

will be combined with an event. Meetings and events will be held at various locations within the region, meetings alone on Saturday evenings and meetings/events on Sunday.

Activities favored for events were ice runs, rallies, gymkhanas, and hill climbs with technical speakers and films as features at regular meetings. Election of officers should take place as soon as possible---at least prior to December 3rd, when the National organization has its next Board of Directors' meeting in Pittsburgh. Phil Gidley offered to go to that meeting to present our formal petition for charter.

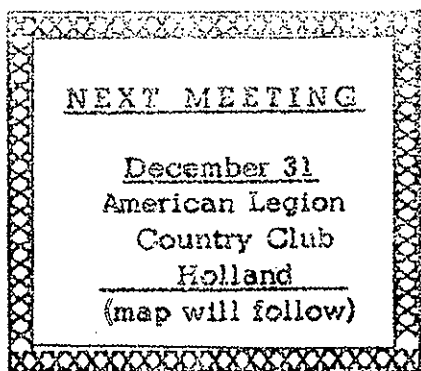
A Nominating Committee was appointed to handle nominations for officers and to take care of the various details of organization until the newly elected officers take over at the first formal regional meeting.

The name chosen for the club was "PCA Western Michigan."

The date for the next meeting was set for December 3rd, the location to be selected as soon as possible. Notifications are to be sent out well in advance of December 3rd.

Those attending the meeting were, from Lansing, Phil and Judie Gidley, from Okemos, John Baker and Herb and Joan Tscheiller, from Grand Rapids, John and Ruth Alexander, Erich and Gustel Bechler, Berr and Jodie Jordan, Chet and Kay Owen, and John and Jane Vander Heide; from Hastings, Wesley and Ernestine Logan; from Alma, Earl and Mary Kirschbaum; from Holland, Norm Dunn & Doug Payne; from North Muskegon, Fred Grimm; from Ludington, Bob Garneau; from Kalamazoo, Art and Isabel Jones, Bill and Norma Otten, and Albert and Arlyne Sabo; and from Whitehall, Bill and Janet Schwalm.

In addition to those attending, we received well wishes by telephone from Dr. Frank Power, Traverse City, and by telegram from Dr. and Mrs. G. G. Stonehouse of Grand Rapids.



North-South line running thru Lansing. The counties to be included in our petition are: Emmet, Charlevoix, Antrim, Leelanau, Benzie, Grand Traverse, Kalkaska, Manistee, Wexford, Missaukee, Mason, Lake, Osceola, Clare, Oceana, Newaygo, Mecosta, Isabella, Muskegon, Montcalm, Gratiot, Ottawa, Kent, Ionia, Clinton, Allegan, Barry, Eaton, Ingham, Van Buren, Kalamazoo, Calhoun, Berrien, Cass, St. Joseph, and Branch.

WIPER TROUBLES

It would seem that many Porsche owners have been experiencing troubles with their windshield wipers, more so at high speeds. Many cures for these problems have been suggested, so thought it was about time to put them on paper.

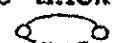
One problem is that the wipers lift off the glass. This can be cured in three ways:

- (1) The installation of American type blades and arms with kit listed as follows:

Allstate wiper arms and hub part #28VA6380.

- (2) With ZIPPY KLEAR-VUE spring clips which can be adapted to your present wiper arms. These are made by BRASCO Products, 2104 E. 100th St., Cleveland, 6, Ohio and sell for about sixty-nine (.69¢) a pair.

- (3) The next method is by fitting a strip of metal with

curved edges directly to the wiper arms. These can be made from brass strips 3" long, 3/4" wide, and 1/16" thick cut to this shape  and then soldered to the wiper arms. They can be purchased in some automotive stores, but we were unable to find out who makes them.

This type seems to be preferred and has been used with great success for some time by semi-tractors on their long turn-pike hauls. Hope that this may be of some help to the Porsche Pushers of Western Michigan.

Douglas Payne

PORSCHE PAINT

The December issue of Road and Track (pages 50-51) has four detailed pictures of the Abarth Carrera. GT Carreras are rated at 110 DIN horse power, but don't let anyone tell you that's the correct figure for any of the twenty Abarth Porsches scheduled for production. All the talk concerning use of plain bearings in Carreras can be discounted here also. The bucket seats appear to be the same as those used in the early Speedsters, although corduroy is used for the center portion of the back and the seat cushion. This is, of course, to give the driver a much less slippery surface to contend with. All windows (this does not include the windshield) are of plexiglass; the door windows are raised and lowered by means of a leather strap that is attached to the lower edge of the plexiglass. To hold the

The Nominating Committee met on November 5. It was decided to have only three elective offices for the first year—that of President, Vice President, and Secretary-Treasurer. Since the members of the club are not yet well-known to each other, it was decided to make only single nominations at this time. Nominees are as follows:

- President: Philip Gidley, East Lansing
- Vice President: Norman Dunn, Holland
- Secretary-Treasurer: J.C. Owen, Grand Rapids

A ballot for each FCA member is included with this Newsletter. Note that there are spaces for write-in votes for each office. Please return your ballot as soon as possible. We must have the ballots counted by November 30 so that Phil Gidley can take the results with him to the National FCA Board of Directors' meeting in Pittsburgh.

AREA TO BE INCLUDED WITHIN THE REGION

We have asked National that we be allowed to include in our region those counties lying generally westward of a

window up at any level, one merely fastens the leather strap, which has a series of holes in it, up over the window ledge and onto a peg on the door upholstery panel. Mary Kirschbaum was given a ride in one of these GTLs, as they are called, down the public highway near the Porsche factory while on the tour this year. She will not say much about this trip, but I do know she has not placed an order for one of these cars yet.

The so-called regular GT Carrera for '60, of which 40 were to be built, carries the familiar new "tall fender" body shape as do the normal road cars, but is lighter in weight, in part because of the use of aluminum for the front and rear decks as well as the sun roof. The same window and seat arrangement is used as on the GTL. I was given a demonstration of a '60 GT coupe this summer, and was told it was a 130/135 DIN horsepower model. It was a 1600 with roller bearings and was purchased because the owner could not get an Abarth Carrera. The owner did not plan to race it, but merely wanted to spend some money on a car and was told that this was "the most." Sporting a street exhaust, it was quite calm in sound compared to a 1600 normal with an Abarth muffler.

On pages 16-17 of the same December issue are pictures of an injected Super 90 in a Carrera coupe.

The December issue of SCI claims that Porsche's 1-1/2 liters engine for next year's Formula 1 is an air-cooled flat eight. I've heard of a flat 10 and a flat 12 on their test beds, so we'll just have to wait for the factory announcement to know what engine will win the new Formula 1 next year.

Over and over I've heard owners of normals and supers say that what they really want is a Carrera. I said this myself until I finally bought one, and it was a joy to drive. I say it was because it's on Erick's garage floor now. Never lugged never run past 6900 rpm, it cancelled out a roller bearing at 4000 rpm. Prices from \$750 to \$1,000 face me for repairs, so let it be known I'm in the market for a good used 30 horsepower VW engine.

Look for a most exciting event in February. Ice, snow, go-carts, a bit of mental manipulation, coffee, safety inspections, and you are all being kept in mind as planning for this progresses. Add a fine meal and a trophy or two, and this should be a Sunday not soon forgotten.

P. Gidley

PORSCHE Faces Life -----

We are off the ground and with this first issue of the Porsche Newsletter, your editor is fully confident we will have a real going club; we have a fine group of peo-

ple and a piece of jewelry we all like so much to drive.

A chain is no stronger than its weakest link and so it is with any club, business, or organization such as ours, and the more each and every one puts into it, the more in turn we reap from our association and contact.

Believe you will agree that "Hot-Rodding," "Racing," and long over-night "Rallies" are, so to speak, "for the birds." However, social functions, concours, and technical meetings are definitely right down our alley. The more we can learn about our Porsches, the correct way to drive and handle them, as well as keep them in good running condition--the more we will enjoy that close as sociation between car and driver never experienced by domestic car owners.

For the above reasons, we know it is highly advantageous for us to band together for the general good of the order. Stuttgart, New York City and Detroit are a long ways away when it is usually necessary to obtain needed information we so urgently require at many times. In forming a group such as this and exchanging ideas with ourselves, we in turn obtain valuable data and can accumulate this information with less effort and at the same time enjoy real fun.

Now then, here is where you

come in; your help, assistance and cooperation can certainly be used. To keep this Newsletter going we will need material, and this, of course, means pictures, articles on your experiences, anything you may deem of interest to fellow Porsche owners. We have the facilities to put this together, providing, of course, you keep supplying us with the materials.

Our association is indeed unique. We have nothing to sell each other, no axe to grind, and finally no taxes to pay. However, we do operate and drive one of

the "sweetest" cars on the highway today, and for this reason request your earnest cooperation in the Porsche Club of America, Western Michigan. Come to every meeting we have and don't hesitate to give us your pictures and material. It will really be appreciated, and you will be doing a real service to the club and to yourselves.

Remember: "There is no limit to the good a man can do, if he doesn't care who gets the credit."

Norman Dunn

PORSCHE SHOWROOM

For Sale:

Porsche Speedster, without engine. \$1,000.00.

P. A. Gidley
1245 W. Grand River
East Lansing

'56 Normal coupe. Grey metallic. 4000 miles since engine overhaul & front end rebuild. 36,000 miles total. Blaupunkt two - band radio. \$1,650.00

S. L. Varner
2745 Richards Dr., SE
Grand Rapids 6
Res. CHerry 1-1363
Ofc. GLendale 1-2991

WIN A PRIZE!
WE NEED A TITLE FOR THIS NEWSLETTER. BRING ALL YOUR ENTRIES TO DEC. 3 MEETING. WINNING TITLE GETS THE "GRAND PRIX."

December 3rd
PCA. Western
Michigan

American Legion
Country Club

Holland

