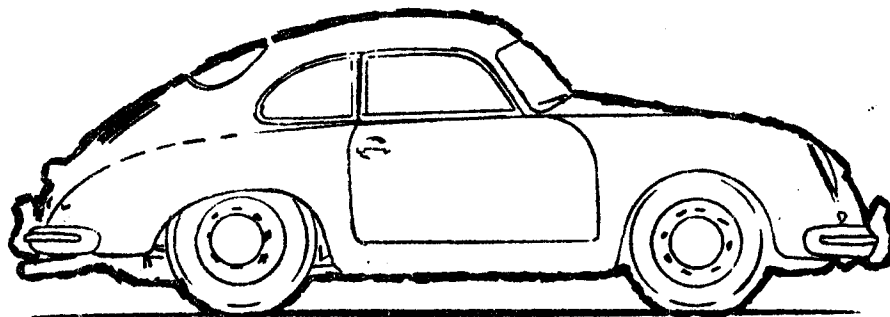


WESTERN MICHIGAN



NEWSLETTER

Vol. 1, No. 2

N. A. Dunn, Editor

16 January 1961

First Regional Meeting, December 3, 1960

The first official meeting of PCA Western Michigan was held at the American Legion Country Club, Holland, on December 3 at 8:30 p.m., after dinner and cocktails. Twenty members and prospective members, and two guests attended.

After dinner the meeting was called to order by Vice-President Norman Dunn. President Philip Gidley was in Pittsburgh attending the meeting of the Board of Directors of the National organization.

The minutes of the previous organizing meeting held October 22, 1960 at the Greenridge Country Club, Grand Rapids were read.

Results of the election held

in November for PCA Western Michigan officers were officially announced as follows:

President - Phil Gidley
Vice-President - Norm Dunn
Sec.-Treasurer - Chet Owen

A congratulatory letter dated 11-19-1960 from National President Earl Kirschbaum to the Western Michigan Region upon its formation was read.

Selection of the date for the next meeting which would fall in February 1961 was discussed. The date February 12 was selected.

Names for the Western Michigan Region newsletter were suggested and recorded as follows:

Porsche Drifts
Porsche Chain
Porsche Pad-Nag

Porsche Playmate
Porsche Pinion
Porsche Patter
Porsche Pegasus
Porsche Aus Puff
Porsche Paint
Porsche Faces Life
Porsche-matic
Porsche-let
Porsche Pedlar
Porsche Peddler

The entries were voted upon and the name "Porsche Faces Life" was chosen.

A discussion, led by Eric Bechler, on winter operation of the Porsche was held with almost all attendees participating.

The concluding event of the evening was a fine film on racing narrated by Ray Olson.

The meeting was then adjourned.

As you have no doubt already noticed, this newsletter does not bear the name chosen at the last meeting. The reason for this is that president Phil Gidley has received a number of objections to the name, as well as to the manner in which it was selected; therefore, your officers decided to withdraw the name selected and, at some later date, hold another competition on a more formal basis. When this occurs, every member within the Region will be given an opportunity both to offer and vote upon names by mail. In this manner all hands will be allowed to make their contributions and express their opinions, even though they are unable to attend the future meeting at which the selection will be determined.

The February event will be held near Kalamazoo on Sunday, the 12th. We will be joining the Kalamazoo Sports Car Club who have been nice enough to ask us along. We will not compete (directly, that is) against them but will be running for our trophies within our own group.

We are all to meet at Art Jones' home before noon. Art lives at 5120 Morningside Dr. This is reached by proceeding south through Kalamazoo on Highway 131 to Kilgore Rd., then west on Kilgore for one (1) mile to Morningside, turning left--or south--here to 5120.

Confused? Well, a map will follow the first of the month. Art and his good wife are again playing host with snacks and refreshments after the event.

Now, the event itself!

If the weather allows, we will have an ice run. ("Special" ice tires are verboten.) If the ice does not look right, then a gymkhana is the theme of the day. We shall also have a concours de 'Elegance. The bottom, as well as the tires and wheels of your Porsche, will not be inspected. Age, mileage, and the usual criteria will be used to adjudge the winners of this event.

Points counting toward the annual award to the outstanding PCAer will be given for placing in either or both of these events as well as for attending. More on the award will be coming in the March newsletter. Only PCAers will take part in these events and only with their Porsches.

Our club historian is John Alexander of Grand Rapids. "The Book" will contain our story, be it what it may. John has a copy of the original inquiry letter, the petition for charter, our direction maps, our newsletter(s), and on and on. He'll be taking many pictures at our activities to be used in this record; if you come up with any shots (put away the glass, we mean photographs) that you feel will fit John's needs, let him put them to this excellent use. John will no doubt have the book on display for your inspection at the April meeting in Lansing. I'm certain you will enjoy looking at our record.

Porsche was a thing of beauty; that's why the fellows called her cutie.

Remember the first time you set your eyes on the Porsche? The design was so different from other cars that you had to look twice to be certain you were not seeing things. My first impression was that it must have come from some planet in outer space.

Well, Folks, there was a definite reason for this really radical design as, like an arrow or a bullet, it presents the least air resistance. Furthermore, like Grandma's old-fashioned pumpkin pie, the body design grows on you--the more you looked at the Porsche, the more you liked it.

There is no chassis on your Porsche, but a flat platform with box-sectioned sides and box structures at the front end of the scuttle. The whole thing is made of sheet steel pressings, which are spot welded together and it is interesting to note that in some places, where the sheet steel was bent without a former, the ripples formed on the surface of the metal were left, as they had the same stiffening effect as an intentional corrugation or a pressed out stiffening channel.

At the front end are two tubular cross-members to carry the suspension units, and another at the rear, and a large one across the scuttle joining the rectangular section uprights upon which the doors are hung, while these members are used to transmit "hot air" to the screenducts. The body work, whether the fixed-head coupe, the drop head, or the open speedster, is also of sheet

steel and when built is fitted to the platform and welded into place, thus forming a very rigid and strong monocoque.

Can you imagine building a body for a car of this nature in Detroit? If you can, you have a good sense of humor and a darn good imagination to say the least.

Remember your friends asking you "What's the name of the car? How many cylinders does it have? How fast will it go? How many miles can you get per gallon?" Then they took that first ride with you and you couldn't help but notice the astonished and yet somehow "satisfied" looks on their faces. No doubt you experienced this quite some time ago, but every new passenger in your Porsche will receive the same thrill. Even though the new paint smell has disappeared, the wonderment will continue.

By the way, where is the material you were going to send for our "Newsletter"? Quite a pitch was made for this at our last meeting but, to-date, we have had to scratch our heads to put this issue together.

Please do not hesitate to work with us. No chain is stronger than its weakest link and your assistance will be appreciated. You will also feel that you're having an active part in the club. Tell us about your experiences, some of the trips you have made, as

well as the humorous or serious side. Send us pictures, and we will do the rest. Burning the midnight oil is not so bad, however, you need fuel to keep the fire going.

"A good leader takes a little more than his share of the blame; a little less than his share of the credit."

N. A. Dunn

PORSCHE-NALITIES

John Mears has transferred to us from the S.E. Michigan Region and is now living in Traverse City. John is an old-time PCAer and currently drives a '60 Super Convertible.

Mr. and Mrs. Gerald Brown of Berrien Springs will be joining us for '61. They transferred to the Chicago Region from S.E. Michigan last year. The Browns own a '58 Normal Coupe and a Carrera Speedster.

Your president is toying with the idea of proposing that National create a special badge for the "prestige" group within its membership---the Speedster owner. The Speedster was, of course, the greatest Porsche built, and owners of this "special" breed must be considered the "real, real" Porsche people. Certainly the most aesthetically perfect Porsche, the Speedster is the logical choice for the few Hemingway men left in

middle America today. Giants among their race, the Speedsters live on. Amen. P.G. (Ed. note: The opinions expressed by our writers are not necessarily those of our readers. May we have your comments?)

PORSCHE - POOP

For the '60 season, SCCA revamped their racing classification system to provide more equal competition in classes, based on past and expected performances of the cars. Porsches looked to be over-rated in the production classes, and the end of the season proved this to be true, at least in terms of winning. The 1500cc Carreras, however, wrote a different story. They took the first fifteen (15) places in "C" production. Soooooo---next season ALL (1600cc and Weber, also) Carreras will run in "B" production with the Corvettes, Ferrari 250 GT's (except the newer, short-wheelbase models), and the Aston Martin DB 4's and DB 2-4's. Looks like work, but possibly the 1600cc engine with Webers and the different-looking Carrera heads and pistons will keep them in contention.

I have wondered for some time why someone doesn't use the excellent Paxton supercharger on a Normal. The Paxton centrifugal blower is a redesigned McCulloch, owned and produced by the Granatelli Brothers of Santa Monica, California. These fellows are hot rodders/businessmen formerly of Chicago.

To the best of my knowledge they do not make a kit for the Porsche, but with their large range of models I'm certain a suitable blower is available for the 1500cc or 1600 cc engine. It would probably have to set below and to the right of the generator, however, I see no need for holes in the engine lid. Being no lover of Solexes or pressuring carbs, I believe one of the larger, single, easily-adjusted Strombergs would be the most practical. The Normal's stock compression ratio should work out nicely, and certainly the engine is designed well enough to handle a 6- or 7-pound boost at 4500/5000 rpm.

P.G.

REGION NEWS

The April meeting will be held in Lansing. The group there has already started its planning and has high hopes that a local chap who traveled the Grand Prix circuit as a mechanic for Lotus this last season will be the featured speaker.

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All PCA goodies must be purchased through the Region. Because we will be operating on reduced finances (like, uh, none) until sometime in March, we will not have any of these items to dazzle your eyes at the February meeting/event. Let the office know your desires, however, and we will try to include such in our initial order and have them on display (and for sale) at the April meeting in Lansing.

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A questionnaire is enclosed in the Newsletter. Please fill it out and return it to the office. We need this current appraisal for several reasons, not the smallest of which is program planning. We also feel that these will tell us a great deal about prospective members, as well as allowing you to examine your own thoughts about activities. My first thought concerning the return of these was that a threat (such as not sending the next issue of the Newsletter unless the questionnaire was returned by such and such a date) would be necessary; however remembering the 90-odd percent return on the election ballots, I decided that it would not. Groups such as ours that place so much emphasis on the social aspects of the club usually have a difficult time getting strong, active responses from their members. A set of tight reins is required to keep a program going and this, of course, means a job for someone that requires an attitude directly opposed to what the membership hopes and believes the group represents. YOUR continued responsiveness will keep us moving toward a sound program that will allow the club to become an active, yet mature organization fitting the needs of the group.

P.G.

Below is an article which we would like to carry as a regular feature of the Newsletter. However, we will need your cooperation. Let us hear from you.

I PURCHASED MY PORSCHE
for three main reasons . . .

1. I wanted a means of transportation in which I would operate the car; not vice versa.
2. I wanted a car utilizing comfort and economy, and still having high-speed performance without the usual disadvantages of regular sports cars.
3. I wanted an automobile holding excellent resale value when trading for newer models without taking the proverbial "shellacking" experienced in nearly all other cars manufactured today.

John VanderHeide

Enclosed in this issue of the Newsletter is another article by John VanderHeide giving his personal impression of the Super 90.

NATIONAL NEWS

By now, if you were a '60 PCAer, you should have received an invoice from National for 1961 dues renewal. Send your check directly to PCA, 1542 Mt. Eagle Place, Alexandria, Virginia.

National sends along this statement: "About 30 percent of present PCA Members will not pay their annual dues on time. If they ask for reinstatement AFTER the (February 15) deadline, the National office must go thru an expensive reinstatement procedure. This is an entirely needless expense . . ."

'Nuff said?

New applications must be sent, with a check for the correct amount, to PCA, Western Michigan Region, 12448 E. Greenfield Dr., Lansing, Michigan. The check must be made out to Porsche Club of America, Inc., for the full amount. The application must be signed by the applicant. All other endorsements will be taken care of by the Region office.

It is important that all members understand and remember this process so that they may pass it on to applicants. If this process is not followed then an applicant will just have to wait until the application finds its way back and is put through these steps. Needless to say, such a delay is annoying and certainly gives a poor initial impression of our Region and PCA as a whole.

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From National --

"We purchased a quantity of 'Porsche Owner's Handbook' by OCEE Ritch, A Floyd Clymer publication. It lists for \$4.00 and, as a service to PCAers, we have been sending them out at \$3.00. Our supply is now exhausted and we will order more ONLY if we have an indication that enough members will order

them. Please get a reaction in your Region and let us know. It's an excellent book on Porsches... one of the best."

Let me know if you are interested when you return your questionnaire.

"The new 1961 Porsche Panorama will have a new Editor and a new address. There is little that we can say to Charlie Beidler except a tremendous THANKS and THANKS again for the heroic job he has done as Editor of Panorama for the past three years. It is Charlie alone who is responsible for bringing Panorama to its present eminence as a regularly published Sports Car magazine second to none in the Club category. The new Editor is Ken Twigg, and the new address for Porsche Panorama is a familiar one--1542 Mt. Eagle Place, Alexandria, Virginia."

WHAT TO EXPECT IN PANO THIS COMING YEAR.....

Title page - listing national, local officers, etc.

The Editor Speaks - a page devoted to sounding off, pleading, praising, and damning anything pertaining to the car or the Club.

Feature Article - will vary from month to month.

The Inquiring Photographer - answers by members, plus their pictures, to certain questions, such as "Why did you buy your first Porsche?"

Rally Rounds - Capt. H.E. Thomas writes on rally activities and problems.

For Sale - same as in the past.

Recent & Readable - as in the past.

News From the Regions - as in the past.

History of the Regions - each month this column will give a history of a region, telling how it was formed, by whom, etc.

PCA Personality of the Month.

Contests - we will award cash prizes to the winners of a series of contests designed to help the magazine and the Club.

Letters to the Editor.

Technical Information.

Short Stories and Poems.

Racing Information.

SEE YOU AT THE NEXT MEETING!

FEB. 12

A PERSONAL IMPRESSION OF THE SUPER 90

by John VanderHeide

I first became acquainted with the Porsche through Chet Owen, our Secretary-Treasurer, at a Christmas Open House which he held at his home in December of 1959. At that time I was driving an Austin-Healey 100-6 on which we compared a few notes. As my interest was aroused I decided that since the 100-6 was three years old I would order a new Porsche which I could pick up on a proposed business trip the summer of this year. I picked up my Super 90 at a dealer in Stuttgart and received my first driving impressions of the car during a 1700 mile tour in Germany. Upon leaving Germany the car was shipped to New York where I picked it up in October and renewed my pleasant memories of its performance and handling.

The new 356B Super 90 shares, of course, the same exterior alterations of the raised fender crown and bumper and the new front and rear seating that all these models have. Vent panes, of course, are now standard and a new lever on the steering column operates the turn signals and the high and low beam switches. These models also have a new shifting system with the improved Porsche synchro-mesh gears which gives a tighter pattern using less force and renders the transmission less delicate. All the 356B models also share new strong laterally finned brake drums with new Energit 999 lining which has produced some complaint of squealing but which, I understand, is much superior in braking ability and long life.

The Super 90 engine has a few features which differentiate it from the other two models and these include new air ducting which exhaust from the bottom instead of the rear, new larger hardened thin shell-type bearings, aluminum valve train, and Solex 40 P11-4 carburetors. It also employs a new magnetic oil filter valve which is a laterally sliding bobbing with a brass valve at each end. When the oil goes to the outside on a turn, the bobbin slides also and shuts off the oil uptake on the inside pump intake.

As most likely everybody has heard or read by now, the Super 90 is also equipped with a new compensating rear springs which, basically, operates as follows:- When both rear wheels rise simultaneously this spring stiffens the rear springing. It is not deflected, however, by body roll with a result that for given vertical springing stiffness, the stiffness in roll is lower than before, thereby reducing over-steering tendencies. Over-steering, of course, is the tendency of the rear end of the car to want to swing out and get ahead of the front end, a once famous Porsche trademark. In handling and performance the new compensating spring aids in setting up a slight under-steer and, consequently, the car feels very little wind wander or "squirrely" to drive---even at rapid highway speeds.

Performance is excellent and the additional 32 horsepower over the 1600 normal engine gives an overall flexibility that is very satisfying. The safe range on the tachometer on this model is from 3000 to 5500 rpm, which means that driving in town at speeds under 25 mph does necessitate the use of second gear. Third gear can be used; however, if care is taken not to depress the accelerator fully at lower rpm. The engine is powerful and will not bog or slow down, even up to 6000 revs. This, of course, means close watching of the tachometer in lower gears to help keep the engine together. Power developed is 102 horsepower at 5500 revs and 99 foot lbs. of torque comes in at 4300.

My gas mileage ranges from 18 mpg in town to 28 mpg at normal highway speeds.

The only suggestion of improvement in flexibility I have found is on the use of transmission 741-3 with slightly lower and more evenly spaced ratios and which ends with a final overall ratio of 4.25 to 1 instead of the standard 3.77 to 1 (Pano - April 1960).

I have been extremely pleased with this, my first Porsche, and I am now experiencing what all Porsche owners have experienced; namely, a growing appreciation for the fine design and engineering built into these fine cars.

NOTE: THIS IS ANTI-PROCRASTINATION WEEK!

RETURN THOSE

QUESTIONNAIRES!!

The Porsche Club of America is a national, one-marque club. Its Objectives are basically: to Foster and Share the enjoyment of owning and driving a Porsche, to improve factory and dealer relationships, to share technical knowledge and information and to improve maintenance and service, to promote courtesy and safety on the road.

"Any person 18 years of age or over, who owns or is a co-owner of a Porsche, may become a member of the Porsche Club of America upon presentation of an executed application, payment of dues, and acceptance by the Membership Committee."

PCA WESTERN MICHIGAN REGION OFFICERS:

President
Vice President
Secretary/Treasurer

Philip A. Gidley
Norman A. Dunn
J. C. Owen

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