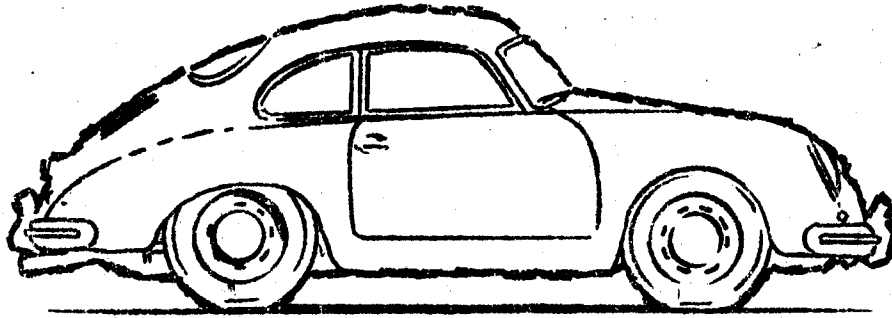




WESTERN MICHIGAN



NEWSLETTER

Vol. 1, No. 3

N. A. Dunn, Editor

20 March 1961

As you have already noticed, we have abandoned our three column justified format for the newsletter. The patient doll, who used to set it up, threw in the sponge on the cold weather and headed for Florida. Hence, we're back to our standard hunt and peck layout. Are any of the Florida regions interested in an ex-newsletter typist with talent?

* * * *

FEBRUARY EVENT

Last month's event, the Ice Run at Austin Lake, held in conjunction with the Kalamazoo Sports Car Club, was a slippery one. Two different courses were run, a slow run and a fast (?) run. Times for both were totalled for placing. The Kzoo SCC publicity team had done well and 30 cars entered, 10 of them Porsches.

A Detroit VW (Corvaix) won first overall with a time of 2:48:00. (Where did Detroit learn to build this kind of iron--from Stuttgart, maybe?)

In the PCA Western Michigan Group, Art Jones was first with 2:52.80. This gave Art 5th place overall. Next in PCA money was, in order, Phil Gidley, Bill Otten, Jodie Jordan, Isabel Jones and Bern Jordan.

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All 10 Porsches in the event finished in the first 19 places overall, which, out of 80 entries, speaks well for the breed. As the day wore on, the ice got slushier and more traction was available. Art ran early under the slickest conditions whereas the overall first, the Detroit VW, ran later in the day.

No concours was held--too much mud.

After the show, a sizable group took advantage of the Jones' hospitable offer and enjoyed warmth, food and shop talk at their home. No one asked for seconds on ice cubes. Many thanks to Art and Isabel.

On the subject of ice runs, our friends and neighbors, the S. E. Michigan Region, reports that the Alfa Romeo Club (Detroit) ice run was a clean sweep (or slide) for Forsches. PCAers took 1st, 2nd and 3rd with an unattached Porsche running 4th.

A disturbing report from the Chicago Region on their February ice run gives first place in three out of four events to a Detroit type VW. THIS HAS GOT TO STOP.

* * * *

Quoted from Sydney J. Harris, the Syndicated Columnist:

"Strictly Personal

SPORTS CAR A TARGET FOR HIGHWAY BULLIES

Not to run the subject into the ground, but I'd like to make a few more observations on motoring life in a sports car and then I'll subside into well-bred silence.

Even though I have been driving a conventional auto for more than 25 years, it was not until I got behind the wheel of a little car that I fully realized the hostility, arrogance, incompetence and down-right indifference of the average motorist.

These unlovely traits can be seen more clearly from down below, because a small car brings out the bully in almost everyone.

PART OF THEIR attitude, of course, is resentment against a sports car. They take it as a personal affront to their bourgeois complacency and as a sign of superiority on the part of the sports car owner.

"Think you're too good for a regular car, huh?" they seem to mutter. "Well, I'll show you who's master of the road, you little squirt!"

I have also found that--contrary to popular belief--that sports car drivers are the most courteous, friendly and proficient on the road.

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DRIVING, of course, has become for the average American male a form of emotional release for angers and discontents.

So long as these neurotic drivers have no other outlet for their tensions, they will continue to use the car as a weapon.

I suggest a punching bag in the basement could be cheaper, safer and more satisfying--or buying a sports car, so that driving becomes a real challenge."

* * * *

The following interesting statistics were contributed by one of our interested (?) readers. We're not sure that it applies directly to that rich man's plaything and poor man's way of life, the Porsche, but it should give you some comfort. (Besides it's a contribution to the newsletter. Imagine that! Ed.)

Type of Car	Miles per Gal.	Gas Cost per Mile (\$.34/gal.)	Maintenance per Mile	Tire Cost per Mile	Total Oper. per Mile	Depreciation per year	Total Cost of Operating One Yr. (15,000 Mi.)
Low-Priced V-8	13.5	\$.0267	\$.75	.38 cent	\$.038	\$589.00	\$1159.00
Standard 6	15.0	\$.0242	\$.75	.38 cent	\$.0355	\$567.00	\$1099.00
Compact	22.0	\$.0168	\$.70	.32 cent	\$.0270	\$512.00	\$ 917.00
Import	32.0	\$.0113	\$.50	.32 cent	\$.0195	\$309.00	\$ 601.00

Assuming you drive 15,000 miles in a year's normal operation, the total cost of owning and operating your car--including everything, even the depreciation--would be \$1159.00 for a low-priced V-8 and \$917.00 for the compact; the same usage of an import would be \$601.00.

In other words, the total cost of owning and operating the V-8 would be \$96.58 per month as against \$50.08 per month for the import; approximately one-half. If money talks, this is a pretty potent argument for driving an import!

Besides, the annual style changes of American cars is a distinct disadvantage to the owner; why buy a car that will become obsolete in just one year when you can drive one that will remain current for at least five? Why buy an American car that only an acrobat can service--that is actually designed to rust out in three years--that is thrown together by uninterested workers (an expensive do-it-yourself kit!)--that is merely trying to copy engineering features that are already standard on imports?

A TIP FOR SAFETY AND COMFORT

Seat belts have been mounted in Porsches in a variety of ways, a lot of them bad. When mounted from the floor behind the seats, they obstruct the floor area (practically non-existent in the first place) and make back seat transportation even more uncomfortable (Ed. Note: Is this possible?). Besides that, the belts get scuffed up and hamper cleaning. Usually the back mats can't be lifted out unless large holes are cut in them.

Putting the fittings further aft against the bulkhead forward of the rear axle assembly fouls up rear seat occupancy even more, although it does give accessibility for cleaning of the floor. This type of mounting, however, has a dangerous aspect in that fastenings are so far from the seat that should the seat come loose from its tracks in an accident, the seat and occupant can fly upward quite a distance in an arc around the mounting points. Such a maneuver is conducive to skull cracking.

For 356A's, the illustration on the following page shows one method of mounting, which gives a close coupled anchorage for seat belts and eliminates obstructions on the floor behind the seats.

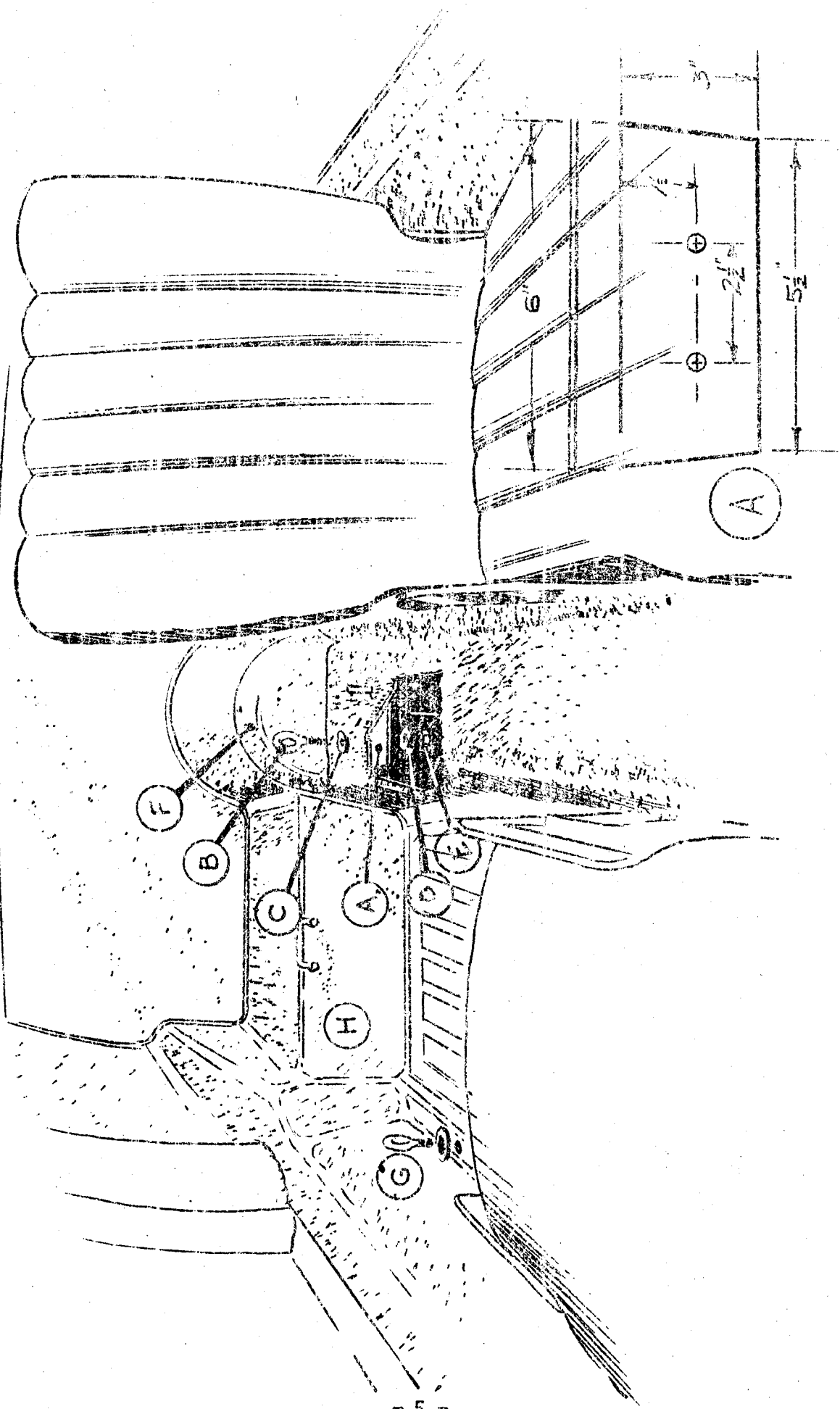
Prepare a stiffening plate of 1/8" steel as shown (A). Drill to accommodate large eye bolts (B). Line up plate on top of tunnel with center line of holes approximately 4 1/2" forward of cover plate (F) and drill holes through carpet and tunnel to match those in plate (A). Now shorten eye bolt shanks to approximately 5/8" in length. Remove cover plate (F) and, working through the tunnel, align plate (A) beneath the holes drilled in the tunnel. Install the eye bolts, using a flat washer on the carpet side and lock washer and nuts beneath plate (A).

To make installation easier, the nuts may be welded directly to plate (A), thereby eliminating blind fumbling in the tunnel which is surprisingly full of claptrap. Incidentally, the 2 1/2" separation between the two bolt holes in the plate is necessary to clear the movement of the shifting rod which runs approximately down the middle.

The outboard eye bolts (G) and washers are installed on the small ledge between the floor and the door sill approximately 6 1/2" forward of the shelf edge (H). These are installed merely by drilling through and installing a backing plate and nut on the bottom side. Eye bolt (G) will come out of the bottom close to an angled contour in the underneath side of the flooring. This will necessitate bending the backing plate to fit the angled contour at that point.

The seat belts are then installed with standard snap-on fittings. They are then brought around the outside of the seat backs, not between the hinges. Since the seats are relatively narrow, bringing the belts around the outside of the seat does not reduce their effectivity. When not in use, the belts lie conveniently alongside the seats between the door sills on the outboard sides

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and on the tunnel between the seats in the middle. Thus located, the seat belts maintain an upward swing in the event of an accident and keep the floor clear. Q. E. D.

* * * *

UP-FIXIN' DER PORSCHE

That handy-dandy book of helpful hints "Up-Fixin' Der Porsche" has been reprinted and is ready for distribution. For the unfamiliar ones, "Up-Fixin'" is a compilation of technical articles reprinted from "Porsche Panorama". This latest edition is a 128 page book with reprints from Volumes I through V covering 1956-1960.

Each new member gets one free. Since the previous edition has been out of print some time, several non-so-new members have never received theirs either. For older members who've worn out their copy or who want the up-to-date edition, the price is two, like dollars, man.

Fill out the blank below and mail it in. Spring is here and that goin' machine of yours needs some tinkering.

UP-FIXIN' DER PORSCHE

P. C. A. Western Michigan
2425 Breton Road, S. E.
Grand Rapids 6, Michigan

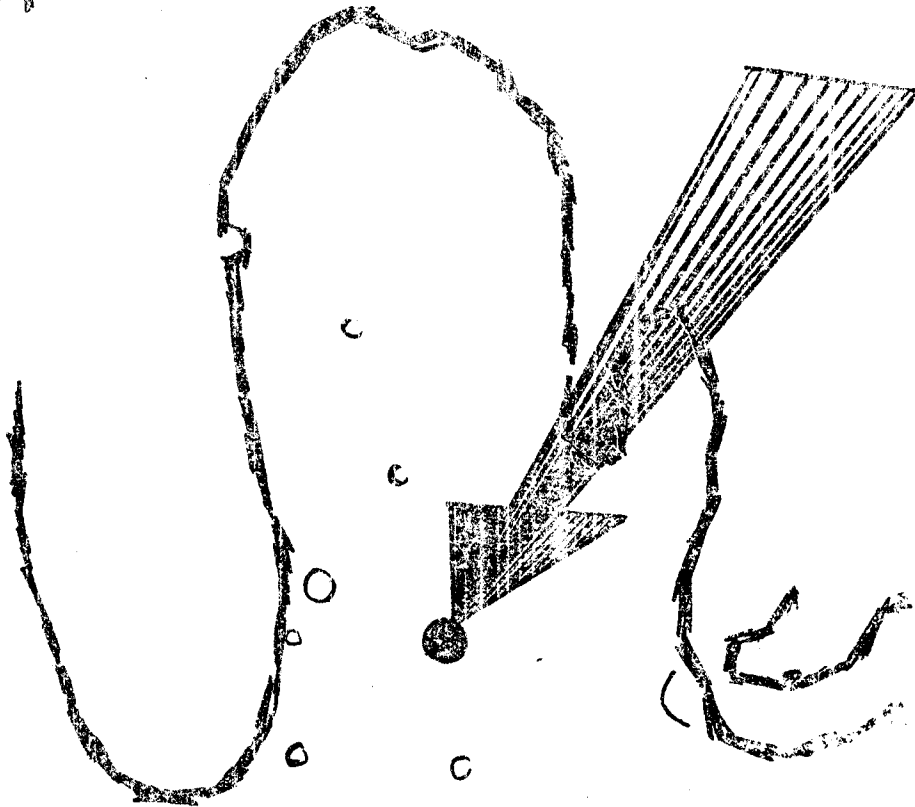
- I have never received my FREE copy of Up-Fixin' Der Porsche. Send it quickly.
- Send me _____ copies of Up-Fixin' Der Porsche at \$2.00 each. Enclosed is real money in some form.

Name

Address

NEXT REGIONAL
MEETING

APRIL-22



SOMEWHERE

IN THE VICINITY OF LAUSING

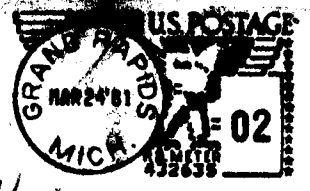
THE CLAN GATHERS AT 6:30 — DINNER AT 7:30

DETAILS AND MAP TO FOLLOW

PCA Western Michigan
2425 Dretton Road, S.E.
Grand Rapids, Michigan

1730

Clearbrook
52



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Grand Rapids 7, Michigan