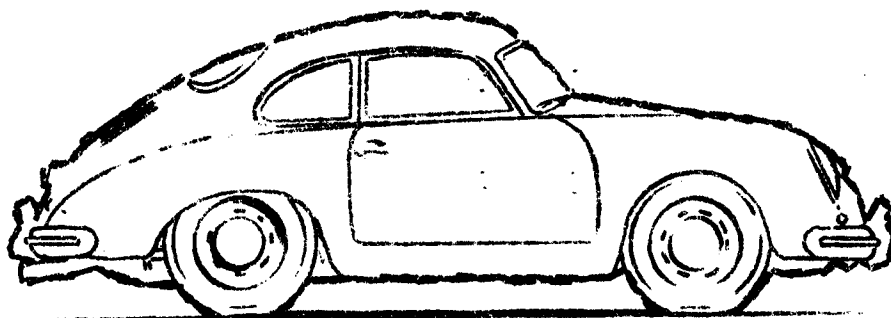


60-63



WESTERN MICHIGAN



NEWSLETTER

Vol. 1, No. 5

28 July 1961

TRAVERSE CITY WEEK-END - June 10-11

Dr. and Mrs. Frank Power, Dr. and Mrs. Dick Thirlby and Dr. and Mrs. John Hays combined their considerable talents and energy to give us, what undoubtedly was, our finest regional gathering.

An economy run was the week-end's first event, and covered the last 104 miles of the trip to the north. This presented a wide variety of driving conditions, and as time was to show us, unusual situations. An elapsed time element was introduced to make this as typical a highway drive as possible. Carl and Doris Clark of Lansing came out on top with 36.6 miles per gallon. In second place was Chet Owen (complete with wife, son, two daughters and luggage). Running third was Erich and Gustel Bechler, who will be quick to tell you that being stuck in a funeral procession for 35 miles is not the way to boost your gas mileage. The Clark's hotel room became headquarters for drink and conversation with individuals arriving throughout the afternoon. Attending were Frank and Margot Power, Dick and Lu Thirlby, John and Fran Hays, John Mears and Barbara Hank of Traverse City; Bret and Cygred Riley of East Jordan; Phil and Judith Gidley of Lansing; Chet and Kay Owen, Erick and Gustel Bechler of Grand Rapids; Carl and Doris Clark of Okemos; and Al and Arlyne Sabo of Kalamazoo.

(Continued next page)

Promptly at 6:30 P.M., we began the fifteen-mile trip along the shore road to the Power's beach point. Chief bartender, Thirlby, mixed drinks of varied size, color, taste and potency to suit every taste. While the group posed for pictures, drank, talked and were (some of us anyway) beaten at horseshoes, Chef Power was in full command of the fish fry. Fresh Whitefish, halved lengthwise, were wired to foil-wrapped planks which in turn were arranged in a circle around a large charcoal fire. Salted, peppered and buttered, these fish provided a memorable taste experience. Mrs. Power and Mrs. Thirlby gave the Chef a hand with the rest of the meal with all of us sitting at a long, low table near the water. When the feast was finished, we gathered near the fire and traded stories and even a few truths.

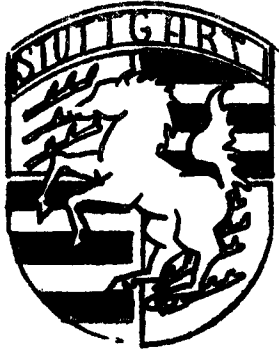
Sunday morning found a hurried effort to finish the cars by eleven o'clock for the concours de'elegance. The event was held in a shaded area of a large lawn adjacent to the hotel and provided the velvet for the many colors. Winners were the Sabos of Kalamazoo, who seem to be making a habit of this with their unrestored and daily-driven '56 Cabriolet Normal. (They took a first the day before at Kalamazoo). Second, again, was Chet Owen with his cream and black '59 Convertible Normal.

At one-thirty, the group gathered at a local shopping center, minus the shoppers but with crates, boxes and more crates. A course was arranged that called for precision stopping, braking, turning and accurate use of the accelerator. With a stiff 5-second penalty for any and each infraction of the course rules, many fine times were lost. Jack Mears, now of Traverse City, was unbeatable at 51.0 seconds; no other times, even disregarding penalties, came near this performance. Jack's other time was second best of the day, both turned in his '60 "B" Super Convertible. Second place was captured by Dick Thirlby at 53.5. Frank Power came next in time with a 54.0 but a penalty dropped him back.

In the ladies category, Barbara Hank was first (in that Super again), with Kay Owen second, and Arlyne Sabo third.

Final standings from third place on were: Owen - 56.0, Riley - 57.3, Sabo - 57.6, Power - 59.0 (with pen.), Bechler - 60.0, Hays (Sr.) - 61.0 (with pen.) and Hays (Gary) - 61.2 (with pen.)

Back to the Park Place Hotel for check-out and last farewells, we heard Dr. Power mention next year; count us in along with everyone else who was there this year - this certainly was the best of the best - thanks again to our Traverse City PGAers.



PCA - MBCA
WESTERN MICHIGAN
REGIONS



PORSCHE - MERCEDES

STUTTGART SOIREE

JOINT PORSCHE-MERCEDES EVENT.....

at: INNMAN'S RESTAURANT

ON OLD U.S. 12, GALESBURG

aug. 26 (Between Battle Creek & Kalamazoo)
BE SURE TO KEEP THIS DATE FREE!!

REGULARITY RUN
(HOME TO RESTAURANT)

PLAN TO ARRIVE BY 6 P.M.

MARQUE CONCOURS
(CROSS-JUDGED, MERCEDEANS
JUDGING FORSCHERS, VICE VERSA,)

BEGINS AT 6 P.M.

COCKTAILS & DINNER

BEGINS AT 7 P.M.

TRAVELOG - "Reise Durch
Deutschland"
By Herr Kirschbaum
(WITH ENGLISH TITLES)

FOLLOWING DINNER

DETAILS TO FOLLOW

PORSCHE PARADE

This year's Porsche Parade was a real smash---the greatest ever according to the old timers. The sociability was the most sociable--the events the most eventful--and the weather and scenery superb. The hosting region, PCA Northeastern, did a splendid job of organization and arrangements. The smallest details were taken care of. Over 250 Porsche's attended, plus some assorted station wagons with trailers. Porsche pushers were bedded down not only at Jug End Barn but at various other abodes in the surrounding Berkshire Hills.

Meals were served for all in one large mess hall at the Barn. This feature contributed greatly to the friendliness and the making of new acquaintances. At each meal, chances were you would find yourself among new mess-mates (approximately 8 persons per table).

There was more to do than could be done -- all of it enjoyable. In addition to the well organized program of events and technical sessions, there was always the lure of sightseeing through the beautiful countryside with its charming villages and delightful bubbling brooks. Needless to say, the natives were puzzled--but pleased--with the spectacle of Porsche's scampering hither and thither all over the countryside coming and going to and from events, meals and other amuzements.

Four couples from Western Michigan attended: the Alexander's from Grand Rapids, the Brown's from Berrien Springs; the Kirschbaum's from Alma, and the Owen's from Grand Rapids. Jerry Brown brought honor to the region with a third place in the gymkhana.

Next year's parade will be in Monterey, California. This is a long haul but parades are the mostest. There is talk in the Chicago Region of shipping the Porsches out on flatcars and driving back. Will keep you informed of the progress of this scheme.

* * * * *

CLUTCH PROBLEMS

John Vander Heide experienced a clutch problem with a new twist. Maybe it should be entitled, "When Is A Broken Clutch Cable Not Broken." He recounts this new version of a clutch problem in two installments, the first of which follows on the next page of this newsletter. The second installment will appear in our next newsletter.

The day dawned bright and clear on the morning of May 22 and, feeling confident, Erich having performed a 6000-mile complete inspection, we left for Washington, D. C. at 7:00 a.m. The first part of the trip was beautiful, although the heater was on almost until noon. After breakfasting in Jackson, Michigan, we entered the turnpike at Toledo about 10:15. As the day warmed up, so also did we warm up to the performance of our first extended trip in the Porsche. It was handling and running beautifully, and we were leaving highway behind us at a much faster pace than we had anticipated. After leaving the Pennsylvania turnpike at Breezewood, we were happy to see, that even though the type of road and terrain had changed radically, we were able to continue through the mountains at a fast clip. Stopping at Frederick, Maryland for dinner, we arrived in Washington, D. C. at about 9:30 p.m. Grand Rapids time. The mileage on the speedometer showed that we had covered 654 miles.

The weather was delightful in Washington, D. C. which came as a complete surprise knowing that in the latter part of May some very hot weather often sets in. The Biscuit & Cracker convention, which we were attending, lasted through Wednesday. On Thursday morning, we attended the Michigan Day breakfast at the Senate Office Building and left immediately for a trip to Mt. Vernon anticipating arrival in Williamsburg in early afternoon. Until 11:00 o'clock, our plans went smoothly, but at this point, we had a startling surprise. As we left the parking lot at Mt. Vernon, there was a sudden snapping sound and suddenly we were without a clutch. After much checking with the park police, who were very kind in their assistance, we located the closest Porsche dealer and a tow truck.

Not knowing what was the matter, we did not dare drive the car inasmuch as we were so far from home. We knew that Mt. Vernon was a little off the beaten path, but had not expected to find that the nearest dealer was over 35 miles away in Merryfield, Virginia. There was a closer service garage for German cars, including Porsche, but they were unwilling to perform any service that day and the best they would do was to offer to see what they could do for us on Friday.

After the tow truck finally arrived, we were towed to the Manhattan Auto Company, who had promised to see what they could do yet that afternoon. Being in the center of one of the most active and largest Porsche areas, we had looked forward to excellent facilities and speedy service. When we arrived, however, the facilities were very disappointing, although the service was adequate. Their first diagnosis, without even checking the car, was that we had lost the clutch completely; although I disagreed with them, they were not convinced until they had found that the clutch cable had slipped in adjustment and only needed to be readjusted to take up the slack. After this five minute service operation, we again had a clutch, but in the meantime had lost six hours time.

(Continued next page)

Reappraising the situation, we decided to strike north to Gettysburg instead of following our original plans inasmuch as we still felt uneasy about our clutch. We arrived at Gettysburg yet that evening with no further mishap and had a very enjoyable stay and tour there Friday morning. The rest of the trip went off without any further trouble and we arrived home late Friday night, again having covered ground much more quickly than we had hoped.

Except for the clutch trouble, the trip was completely enjoyable but somehow we still had a vague feeling that we had not seen the last of our clutch problems.

This proved to be true within less than three weeks. But more about this and our further conclusions in the next issue of the Newsletter.

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Our sympathies to Norm Dunn and Bill Otten whose fathers passed away recently.

* * * * *

PCA ON THE MALL

The Downtown Kalamazoo Association presented their second annual concours de 'Elegance on Kalamazoo Mall as a shopping promotion. In the sports car class, Al Sabo (PCA Western Michigan) was first with his 1956 Porsche Cabriolet.

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ALLEGAN TIME TRIALS

Congratulations to Bern and Jackie Jordan of Grand Rapids, the lone PCA entrants in the Allegan time trials sponsored by the Kalamazoo Sports Car Club. Bern came in 7th in a hot contest with 22 entries in Class D with his Normal. Jackie got 3rd in Class J.

* * * * *

SPRING THAW RALLY

Although this news is well thawed out by now, you will be interested in knowing that CSCC Spring Thaw Rally was won by PCAers Isabell and Art Jones. In 7th place was Bill Otten and partner, Gil Eady. In 15th place came the unsinkable Sabos, Al and Arlyne.

From Phil Gidley

"I attended the SCCA's Divisional Races at the new Indianapolis Raceway Park just outside of Indianapolis recently and found PCAers by the score. The Central Indiana Region had a PCA tent both race days and were not disappointed when the modified race was dominated by Porsche Spyders. The local SCCA region hosted a cocktail party on Saturday evening and I had a nice chat with Regional PCA president, Mike Robbins. While waiting in the free drink line, I overheard a chap tell of Ken Miles' performance with a Spyder and was more than a little surprised when a gentlemen walked up and addressed the speaker by name - Roger Ward -."

* * * * *

SOUTHWESTERN MICHIGAN SPORTS CAR COUNCIL CALENDAR OF EVENTS

AUGUST 1961

- Aug. 6 - "Grand Grid Rallye" 3rd council event. A grid reference rallye starting at the Wooden Shoe Restaurant on US 31 by-pass around Holland, Mich. Reg. 11:00-12:30. Drivers meeting 10:30. 1st car away 1:00. Dash Plaques for all entries. Entry fee \$3.00 for council members, \$4.00 for all others. Send advance entries to WMSCS, Box 127, Holland, Michigan.
- Aug. 12 - WMSCS - "Saugatuck Festival Rallye". A 4-5 hour TSD rallye. Registration at 11:00. 1st car away at 12:01. Starting & ending at the Saugatuck Hotel on Water Side. Trophies for 1st 6 places, Marque awards, and Dash plaques. The awards will be presented at a Jazz concert featuring The Kirby Stone Four, Shelly Manne, Dave Brubeck and Louis Armstrong. Advance entry \$4.00. Late entry additional. (Entry does not include admission to concert). Send entries to WMSCS, Box 127, Holland, Michigan.
- Aug. 20 - KSCC - Economy Run and Party
- Aug. 26 - TCSCC - "Night Flight Rallye". A short rallye starting Riverview Park, located northwest of 194 on US31 and 33 near St. Joe. Registration 6:00 PM. 1st car away at 7:00. Entry fee \$2.00 for council members, others \$3.00. Bring your own food, drinks will be available.
- Aug. 27 - CCSCC - Time Trials or Hill Climb

From Central Indiana Region

Mike Robbins, Pres., and Bob Dender, Sec'y. of Central Indiana Region, PCA, write in part:

"Indianapolis Raceway Park is to be the site of SCCA National Races on August 19th and 20th. The Central Indiana Region of PCA cordially invites all Porsche Pushers to visit their tent at these events. Watch for a worker to direct Porsches and particularly PCAers to the special parking area that has been reserved.

"Indianapolis Raceway Park is a brand new racing plant that includes a 5/8 mile oval, 4000 ft. drag strip, and of most interest to you - a 2 1/2 mile road course. This course has generated a lot of interest in the Midwest - there were approximately 150 entries for the inaugural event in April.

"After purchasing your ticket, you will see a member of CIR/PCA stationed just inside the gate to distribute windshield stickers that will admit you to the special parking area.

"Indianapolis Raceway Park is located 5 miles west of the "500" on U. S. Highway 136.

"We are looking forward to seeing you at IRP."

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D O N ' T F O R G E T

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S T U T T G A R T S O I R E E

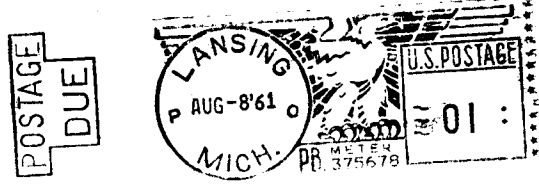
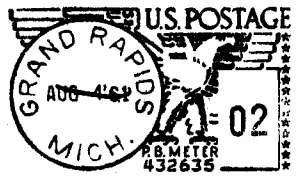
I N M A N S R E S T A U R A N T

G A L E S B U R G (N E A R K Z O O)

Complete instructions to follow.

* * * * *

2425 Breton Road, S. E.
Grand Rapids 6, Michigan



Postage Due 1 Cent

Mr. Philip A. Gidley
12448 Greenfield
RR #1
Lansing, Michigan

P C A

M B C A

WESTERN MICHIGAN REGIONS

PCA

STUTT GART SOIREE

9 TROPHIES 9

AUGUST 26

MBCA

INMAN'S RESTAURANT - GALESBURG
(BETWEEN KZOO AND BATTLE CREEK)
(Follow Inman's signs posted in Galesburg Area)

REGULARITY RUN - Arrive by 6 P. M. - Plan your trip from your home to Inman's such that at an average speed of 40 miles per hour you will arrive between 5:30 and 6:00 P. M. Declare your starting time and starting odometer reading on a telegram addressed to Art Jones % Western Union, Kalamazoo, Michigan and bring a duplicate of the information along to the event. The telegram must be sent by 4:00 P. M. Saturday to be eligible for the run.

The object of the regularity run is to plan your trip such that its elapsed time will be exactly that required by an average speed of 40 miles per hour. We put you on your honor not to stop within one-half mile of Inman's to kill time. If you live less than 25 miles from Inman's, plan a side trip to bring your mileage up to at least 25 miles.

* Trophies will be awarded for the first three places in the regularity run.

MARQUE CONCOURS - Starts 6 P. M. - Marques judged separately - Porsches by MBCA members and Mercedes by PCA members - three trophies for each marque - Shine 'em up - Everybody should enter.

COCKTAILS AND DINNER - After Concours - Dinner at 7:30 P. M. "Deutsch Treat".

TRAVELOG - Following dinner - "Reise Durch Deutschland" by Herr Kirschbaum (With English Titles)

2000 Eastern Blvd., S. E.
Grand Rapids 4, Michigan



Mr. Philip A. Gidley
12448 Greenfield
RR #1
Lansing, Michigan

ROBERT D.
MEMBER
PUBLICLYS BOARD