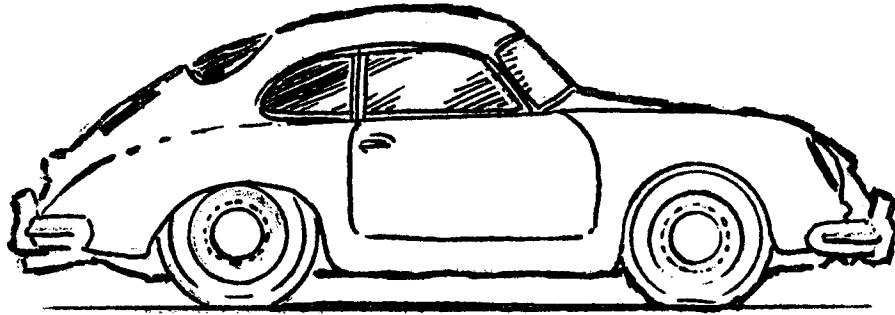




# WESTERN MICHIGAN



# NEWSLETTER

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Vol. 1, No. 6

29 September 1961

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## STUTTGART SOIREE

Our last event, the Stuttgart Soiree, at Galesburg was most enjoyable. Eleven Porsches and twenty-two Mercedes showed up giving an attendance of over sixty people. Art Jones ably handled the regularity run which ended in the parking lot at Inman's. As each Mercedes or Porsche flew by the somewhat obscure entrance to the parking lot, a fusillade of yells would go up and with a screeching of brakes the contestant would careen into the lot and be timed. After the regularity run came the concours with Porsches being judged by MBCA members and Mercedes being judged by PCAers. PCAer John Baker of Okemos almost won a Mercedes concours award. He and his wife showed up in his wife's Mercedes and in the confusion it was judged along with the MBCA cars. Incidentally, the confusion was rectified before awards were passed out. That brought the attendance now to 21 MBCA cars and 12 PCA cars--even though one Porsche was really a Mercedes--complicated, isn't it?

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Cocktails and a delicious dinner were enjoyed in a separated area with a fine view, all of which was so ably arranged by Art and Isabel Jones. After dinner, Earl Kirschbaum presented his taped travelogue on the Kirschbaum's 1960 treffen. Everyone found it intensely interesting and several members of both clubs recognized a number of the scenes as being places they had visited.

After the travelogue, there was a question and answer session with two VDO men, all centering around Speedometer and Odometer troubles, of course.

Presentation of awards closed off the meeting which broke up about 11 P.M. The presentations proved somewhat embarrassing to three of the recipients because they received two awards. The results were as follows:

Regularity Run

1. Dick Burke, MBCA
2. Chet Owen, PCA
3. John Schoeppel, MBCA

Concours - MBCA

1. John Schoeppel
2. Dick Burke
3. Ted Hipp

Concours - PCA

1. Chet Owen
2. Al Sabo
3. John Alexander

The event was so well received it may turn out to be an annual affair. Again, many thanks to Art and Isabel Jones for their efforts in arranging the meeting place and handling the regularity run; to Earl Kirschbaum for his most interesting travelogue; and to John Alexander, PCA, and John Schoeppel, MBCA, for making the fine trophies.

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\* NEXT EVENT - OCTOBER 21ST \*

\* TECHNICAL SESSION \*

\* At German Car Service, 926 Wealthy, S. E, Grand Rapids \*

\* 7:30 P. M. - Beer, Pretzels, Coffee, Refreshments - \*

\* Technical Lore - Question and Answer Session - Movies - \*

\* Demonstrations - Sociability. \*

\* Informal gathering for dinner at 6 P. M. - Schnitzelbank - \*

\* Jefferson (near Wealthy). \*

\* Details & Map to Follow \*

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CLUTCH TROUBLES

(Ed. Note: John Vander Heide concludes the story of his clutch troubles which he started in the last Newsletter.)

My vague feelings about more clutch problems, mentioned in the last newsletter, proved to be well founded. These feelings were substantiated by the fact that the clutch adjustment did not seem to be the same as I was originally used to.

For the first 2 1/2 weeks, I did nothing about the situation, but finally on June 14 I stopped in to see Erich to explain my problem. I briefed him on what had happened in Virginia and asked him if he would check out my clutch adjustment to make sure that it had the proper play and was functioning as it should. He did so and after that, the action of the clutch was as it had been previously.

Confidence again returned and I felt sure that I had seen the last of my problems. But, alas, on June 19 disaster struck again!!!

After parking for an errand, I returned through the pouring rain to my car and depressed the clutch in preparation to returning to my office only three blocks away. Unfortunately, there was another sickening snap and

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again my clutch was gone. After calling Erich on the phone and explaining the situation, I took his advice and started in first gear with the starter and limped into his Wealthy Street address more than a little chagrined at this new disappointment. The cable had broken just behind the threaded adjustment at the pedal end of the clutch cable.

I returned home remembering that in a late issue of Pano (either May or June '61) I had seen an article concerning Porsche clutch cables. Sure enough there was an article by a member from the Rocky Mountain region deploring exactly the weak point in the clutch cable which had just shown up on my own Porsche. In checking further in "Up-Fixin Der Porsche", I noticed various articles had been written from time to time on this very problem. It seems that the weak point at the rear end of the cable has been remedied in the last year or two through redesign, but nothing has been done to the front end of the cable to strengthen it at that point.

I must thoroughly agree with the writer in Pano that the only remedy at the present time for such a situation is to carry a spare clutch cable and know how to put it in. Although there is a remedy shown in the Fix-it book for the older model Porsches at the rear end of the clutch cable, there seems to be no suggestion other than keeping each end well greased to prevent any problems happening at the front end of the clutch cable.

I don't know if any of the rest of you have had such problems in the past, but may I warn you that there is absolutely no warning before these cables break although there have been various theories advanced as to why they do break; such as, lack of lubrication and many others as advocated in the Fix-it manual. I think it would benefit each of us to check his clutch cable occasionally to make sure that it is operating freely. Even though it is possible to drive your Porsche by placing it in first gear and starting it with the clutch engaged, I would suggest that if you plan any extended trips that you carry a spare cable and be familiar on how to put it in if necessary. You will find in the Fix-it book a complete description on the removal and installation of a clutch cable for your information.

Let's hope that the factory will make a change for the better soon.

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#### TAILTWISTER GYMKHANA

The Muskegon Sports Car Club's Tailtwister Gymkhana on Sept. 24th was just what the name implies. The trials of the tortuous path were further enhanced by wet leaves, four garages, and an occasional patch of gravel. The three Porsches entered (3 out of 45 entries) were near the front - Alan Scowcroft, Benton Harbor, 2nd; Paul Despres (PCA), Grand Rapids, 4th; and Chet Owen (PCA), Grand Rapids, 8th.

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## WESTERN MICHIGAN LOSS

PCA Western Michigan loses and PCA Arizona gains. Dr. Kirschbaum has retired from practice in Alma and has moved to Mesa, Arizona (near Phoenix). We'll miss you, Earl and Mary. Hope you'll visit us next summer. See you at the Seventh Parade.

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## SEAT BELTS

Below, in part, is a letter recently received from Jack Hays of Traverse City:

"Gary (Ed. Note: Dr. Hays' son) totaled the Porsche. He ducked a dog which appeared suddenly coming around a fast bend, over-cooked it and spun into the ditch on the inside, passed along this for a hundred feet, shearing a few fence posts as he went, fetched up finally tail-first against a culvert.

"If anyone wants to debate the relative merits of having seat belts and headrests, I'm their man. I insist, however, on upholding the positive virtues of these accessories. The car was mashed from all directions except directly on top, the left door was open and mud was splashed all over the interior of the car, but the only injuries sustained by the two fellows belted tightly into the seats were a pair of bumps on their heads which didn't even break the skin. I've been buying seat belts for eight years, but now I've got my money all back."

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NEXT EVENT - OCTOBER 21ST

### TECHNICAL SESSION

At German Car Service - 926 Wealthy, S. E.

Grand Rapids

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PCA GOODIES

The following goodies are available from your local PCA Region.  
Order yours now or at the next meeting.

- PCA ASH TRAY - Made of beautiful Syracuse China, with PCA Seal in 4 colors...measures 4 1/2 inches in diameter. Makes a wonderful Gift. Limited quantity available..... ea. \$3.00
  
- PCA CAR BADGE - Every PCAer should display this beautiful PCA emblem on his Porsche. Made of heavy Tombac, in 4 colors, enameled and chrome.. 3 1/2 inches in diameter..weatherproof..... ea. \$6.00
  
- PCA EMBLEM PATCH - A Handsome emblem, embroidered silk, can be cleaned. In red, blue, black, silver and white..... ea. \$2.50
  
- PCA CUFF LINKS - Every PCAer should have a set. In 4 colors, enamel and gold metal, 1/2 inch in diameter. Gift boxed..... set \$2.75
  
- PCA TIE PIN - The emblem is in 4 colors, enamel and gold metal. Fastens securely to Necktie. A handsome Gift..... ea. \$2.25
  
- PCA LIGHTER - This is a "Zippo-type" Lighter with the PCA emblem in 4 colors, enamel. Makes a fine Gift..... ea. \$2.00
  
- PCA DECALS - Beautiful PCA emblem in 4 colors. Display on Drinking Glasses, Luggage, etc. About 2 inches in diameter..... dz. \$1.00
  
- PCA LAPEL PIN - In 4 colors, enamel and gold metal, 1/2 inch in diameter. Wear in lapel, on hat or cap, safety clasp..... ea. \$1.75
  
- PCA EMBLEM PIN - Same as Emblem but with pin and safety clasp. Wear this on your hat, cap or wherever. 1 inch in diameter..... ea. \$2.00
  
- PCA EMBLEM - In 4 colors and chrome, 1 inch in diameter. Makes a fine Dash Plaque or display on Trophies..... ea. \$1.75