

PORSCHE CLUB OF AMERICA

NORTHEAST W S

OFFICIAL PUBLICATION OF THE NORTHEAST REGION

5 Philbrick Road
Brookline 46, Mass.

EDITOR: Roger Bond

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NATIONAL ELECTION

Charlie Dow, the new National Treasurer of PCA, is the third member of NORTHEAST to be elected to a national office. This is an honor which can mean a lot of work. You can help by renewing NOW.

ELECTION OF REGIONAL OFFICERS

The new Board of Directors, in accordance with the By-laws of the Northeast Region, have elected the following Executive Officers:

PRESIDENT	Ed Broadhead	16 Dale Street, Methuen, Mass.
VICE-PRESIDENT	Ken Button	238 Wood St., Lexington 73, Mass.
TREASURER	Charlie Dow	4 Black Horse Terrace, Winchester, Mass.
SECRETARY	Roger Bond	5 Philbrick Rd., Brookline 46, Mass.
ACTIVITIES CHAIRMAN	Seymour Lisker	1605 Washington St., W. Newton, Mass.

THANKS... to Ted Smith for all he has done for NORTHEAST as President and in many other capacities since NORTHEAST was chartered in 1959. Ted remains on the Board of Directors and will continue to be active in guiding the region.

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TECHNICAL MEETING - January 12

You might have thought it was our ice event driving to the meeting at Motel 128, but 40 members and guests made it. Mr. Irwin Franzel, President and Director of Research of Autotronics Inc., drove up from New Jersey to speak to us despite the weather. Mr. Franzel discussed both conventional and transistorized ignition systems and made a convincing case for his Autotronics system which he demonstrated. There was a question and answer period which showed that many NORTHEAST Porsche owners are interested and informed on recent technical developments. The enclosed folder gives a general idea of the points discussed. Our thanks to Mr. Franzel for coming.

Whether you want to try a transistor ignition system in your car and, if so, what unit you use is entirely up to you. We hope that those who are trying the Autotronics or other such system will send us their evaluation of the results together with the name and cost of the system used. Perhaps we can arrange a before and after test.

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READ ON FOR Northeast's BIG SUNAPEE ICE EVENT! Mail your entry today!

PCA AUTOCROSS SUNAPEE

Who: PCA NORTHEAST, CONN-VALLEY, HUDSON-CHAMPLAIN, and Porsche-driving guests

Where: Lake SUNAPEE on Herrick Cove, the most NORTHEAST cove on Big Sunapee, located in New London, New Hampshire about 2½ hours from Boston, Mass. (via Everett Highway, 93, 4 bypass, 4, 11). From the blinker in New London go west on 11 about 3 miles, turning left on 103A. Herrick Cove is about 1 mile on right.

When: SUNDAY, FEBRUARY 3, 1963 10:00 Registration and Practice
12:00 Lunch
12:55 Drivers Meeting
1:00 Start timed runs

The ice is thick now and cars have been driving on the lake. Here is your chance to practice your driving skill at speeds which feel fast, and those who were at Sunapee last year will want to be there early. The Sunapee Board of Trade will plow the snow (with a truck much heavier than your Porsche) and put up a trophy, so apparently the enthusiasm last year was not limited to the participants. We are happy to be invited back to the Sunapee area.

John Grynkrant is in charge of the event, and he will have Dan McNally and Bill Gray as his assistants. Plans are going ahead, and it will help if you send in your Entry promptly. You will be given a car number, and it is up to you to be ready to run by the numbers. If you are not ready, you may be sent to the end of the line or miss your run. Trophies for Porsches only.

Note: Seat belts are required. Any tires are OK, but no metal, spikes or chains. Helmets and roll bars are not required. Wear the warmest clothing you own.

Lunch: You are on your own for lunch. Start eating promptly. We recommend in New London: Edgewood Inn, Sugar and Spice, Market Basket, Ben's Restaurant.

WHY NOT MAKE IT A REAL WEEKEND! Skiers will enjoy King Ridge near New London or Mt. Sunapee, and others will want to come Saturday just to enjoy this beautiful area to the utmost. Saturday evening we plan to get together at a real German restaurant, The Schweitzers, Mt. Sunapee, N.H. (phone Newport 820). Reservations required! Send in your own for 7:00 PM Saturday "with the Porsche Club".

Lodging: (if desired, make your own reservations)
Edgewood Inn, College Inn Motel, Fairway Motel -- in New London, N.H.
Mt. Sunapee Motel -- a few miles away.

PCA AUTOCROSS SUNAPEE ENTRY (Mail not later than January 28th to:
February 3, 1963 Seymour Lisker, 1605 Washington St., W. Newton, Mass.)

DRIVER name and address _____ Region _____

CO-DRIVER name and address _____

PORSCHE year _____ engine: 60 _____ 75 _____ 90 _____ other _____

I/we plan to go Saturday _____ (yes or no). (Make your own reservations)

PCA member (any region)	@ \$2.00 per car	\$ _____
Guest Porsche	@ \$2.50 per car	\$ _____
Late entries <u>if accepted</u>	@ \$3.00 per car	\$ _____

Enclose check payable to: PCA Northeast Region Inc. \$ _____ (total)

You no doubt remember "Porsche Faces Life" and other valuable technical information by the same author. This man has somehow found the time to design and build a foolproof timer, and what is more he has generously donated this very neat unit to the Northeast Region. We wish to announce the acquisition of this useful piece of equipment and to thank Terry Herndon on behalf of the members.

Here is a brief description of the operation of the timer. It will operate any standard size stop watch electrically and requires a 6 volt DC supply at less than 1 amp. It is designed and equipped to plug into the Porsche cigarette lighter receptacle. It is provided with one antenna switch (to run over) and two separate hoses (to run over). These may be used in any combination, signaling a start and stop instantly for elapsed time recording.

Many of you are familiar with the problem encountered with this type of timing; i.e. when the front wheels trip and start a watch, the rear wheels passing over the trip will stop the watch if the device is sensitive enough to do what you want it to do. Terry has incorporated an ingenious system into the timer to delay the trip long enough for the rear wheels to clear it before making it operative again.

The entire unit is complete with carrying case, supplied with ample wire, and has color-coded connectors ready to plug in. There is also a good supply of staples and ice or pavement nails for securing the trips and wires. What's more, Terry has offered to engineer the device for a particular application and acquaint any interested members with its operation. This is good news for the Sunapee ice event on Feb. 3rd.

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REPORT FROM OUR MAN IN REDWOOD CITY

John Jensen, 585 Stambaugh St. Apt. E
Redwood City, Calif.

Here's the poop on the Porsche Gourmets' Tour. At least twice a year the Golden Gate Region holds a Gourmets' Tour. This enables the local Porsche Pushers to do some interesting touring and get to partake of the food at some of the fabulous eating places out here. I heard from Burt Propp in Pittsburgh about this event coming up so I made plans to take it in.

The tour started out with a breakfast at the Pioneer Hotel in Woodside on the Peninsular. The building dates from the gold rush days and is rather rustic. The breakfast was to be the starting point for the tour and to allow everyone to get re-acquainted. We were given three choices for the tour: a "leadfoot" version, a "soft mocassin" version, and a "barefoot" version. The leadfoot tour was to be as its name suggests. The soft mocassin tour was to be the gentle approach — paved roads, nothing over 40 mph. The barefoot tour was to be on dirt roads, nothing over 20 mph. The barefoot tour was described as being the most picturesque, providing the most spectacular scenery. Once you cross the hills to the west of the bay cities, the scenery really does start getting spectacular. All three tours were to wind up at the same place, the Paul Mason Winery in Saratoga. Being still a tourist, I decided on the soft mocassin and we took off. The tour took a little over an hour. Every one arrived at the winery ready to take advantage of the free samples. Following a very interesting tour of the facilities we went to the tasting room and did some imbibing.

More touring around the countryside and we started heading into the more spectacular area of Big Basin with its Giant Redwoods. Here we took a break to admire the scenery and to do what else? Of course, talk Porsches. By this time it was about 3:30. The group left Big Basin and headed toward the sea. We passed through the sea-coast town of Santa Clara and we then stopped at Capitola. Here there is a fabulous restaurant built into the side of the sea wall in a cove. The bar area is best described as being in a cave. To haul people up and down there is a miniature replica of a San Francisco cable car that can haul 8 people at a time. Needless to say the food was delicious. The group broke up around 8:00, every one stuffed and contented and ready for the next event.

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STATEMENT OF INCOME AND EXPENSES -- PCA Northeast Region -- 1/1/62 to 12/31/62

Members' Equity as of December 31, 1961 \$716.88

Income:	Dues refund from National	\$472.92	
	Event dinners	270.50	
	Entry fees	103.50	
	Room rental donation	50.00	
	PCA Merchandise sales	72.05	
	Cash exchange	2.75	\$971.72

Expenses:	Event dinners	\$264.85	
	Postage	134.16	
	Trophies	118.00	
	Stationery & Ditto supplies	78.79	
	Porsche pins	60.49	
	Jan. meeting room expense	50.00	
	Feb. meeting expense	24.40	
	Dues refund to Canadian members	20.34	
	Film and projector rental	20.00	
	PCA Merchandise for resale	19.13	
	Dinner and entry refunds	11.26	
	Telephone	10.82	
	Dinner for POAC representatives	7.50	
	Corporate filing fee	5.00	
	July event expense	3.38	
	Merchandise overpayment refund	2.75	
	Cash exchange	2.75	
	Rubber stamp	2.00	835.62

Net increase in Members' Equity 136.10

Members' Equity as of December 31, 1962 \$852.98

Summary of Assets:	Cash in the Arlington Trust Company	\$851.98
	Nominal value of inventory for resale	<u>1.00</u>

Members' Equity as of December 31, 1962 \$852.98

Respectfully submitted by:
Charles R. Dow
Treasurer, PCA Northeast Region

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VERMONT WEEKEND March 16-17 (to be confirmed) Letter to Seymour Lisker:

It was with a great deal of interest that I read Adrian West's comments in the last N.E. News. Adrian and I had discussed the possibility of a meet in this area, but to tell the truth I didn't believe that anyone other than ourselves would be interested. Perhaps I was being a bit biased as I don't ski or don't particularly care for Vermont in March either.

Now, if any planning is needed I will be glad to help Adrian in every way possible as I would like to meet some of the PCA members. About the only Porsches we see up here are from out of state, such as the green 56 coupe from Mass. that pulled in beside me at the gas pumps last week. Had a nice chat with the owner although I wonder if he really believed that I was a Porsche owner driving a beat up pick-up truck with tire chains on. The pick-up is winter transportation and the Porsche sleeps most of the time in the garage.

continued...

Again let me say if any help on the project is needed, don't hesitate to ask and I'll do my best to make the weekend a success.

Regards,
Bob Jones, Morrisville, Vt.

HOW ABOUT IT, NORTHEAST ? When we described the idea for a Vermont get-together in the December NEWS it seemed off in the future, but we need to know now if anyone is interested. We have heard from five who expect to come, but so far only two from Vermont. How about it? If you think you might come, please drop a card to Seymour so that he can make definite plans.

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L'AFFAIRE von FRANKENBERG

This is a story which asks the question, "Can an 1100cc. from a small industrial town in England average 113 mph for 30 laps at Monza?"

"Blamage Wie Noch Nie: Formel Junior-Schwindel". Without understanding German it appears that reference is made to a Formula Jr. swindle. This is the title of an article by Richard von Frankenberg, ex-racing driver, editor of CHRISTOPHORUS, and long associated with the name Porsche, which appeared in Das Auto Motor und Sport in October '62. The article charged that Lotus factory Formula Jr.s had been racing with engines larger than the 1100cc. permitted, apparently based on some very fast times.

The Nov-Dec "International Autoist", reflecting the extreme German view, states: "Formula Junior racing has received a severe blow on the Continent. British top drivers, in gross violation of existing regulations calling for a displacement of 1100 ccm. ... (have) obviously been racing the 1450 ccm. engines this year."

Colin Chapman of Lotus denounced the attack and offered to reproduce the Lotus winning speed at any European circuit of von Frankenberg's choice under supervision and with a verified 1100 cc. engine... if the German papers would put up \$2800. which Lotus would match, winner take all. The challenge was accepted.

On Dec. 2, 1962 at Monza, where Peter Arundell had averaged 113.47 mph winning in June, the same driver averaged 115.28 mph over the same distance in a car measured and certified to von Frankenberg's satisfaction: exactly 1100 cc., 880 lbs. And 106 hp! There is, of course, no suggestion that Porsche had anything to do with von F. getting caught with his facts down, but the slow road to competitive Formula 1 horsepower in Germany may have started wishful thinking.

The same von F. who finds the performance of another car so outstanding as to be unbelievable wrote PORSCHE -- THE MAN AND HIS CARS. In it he describes an incident in 1952 when a Porsche light alloy coupe (1500 cc. 70 hp) was being tested on the Autobahn. At that time American military police supervised a 50 mph speed limit and radioed ahead, "White car of unknown make, low built, proceeding toward Ulm at far too high a speed. Stop driver and arrest him." The Porsche, flat out at 112 mph, reached the next control 20 miles down the Autobahn in 11 minutes and was flagged down. The police conferred briefly and let the Porsche go on because the car they were looking for could not have arrived so soon.

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MARKET PLACE

WANTED: Porsche Speedster with body in reasonable condition. Will consider Roadster. Send details to: Bill Roos, Box 456, New London, N.H.

WANTED: Porsche coupe, 1600 Normal, 1956 to 1959. Send details to Bruce Bonaceto, Derry Road, Hudson, N.H.

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PORSCHE CAR NORTHEAST, Inc. New England Distributors for Porsche Cars
314 Great Road, Bedford, Mass.

December 31, 1962

To PCA Northeast:

This will acknowledge your letter of 21 December 1962 in which you seem to be concerned over not receiving an answer to your earlier letter (dated 21 Nov 62 -- Ed.) requesting certain information on Porsche Service and Parts, etc.

We delayed answering your letter until such time as we could give you the information requested. You must realize that in starting a new business of this type it takes time to set up Dealers and order parts. This is not an apology for delayed answer but a statement of facts:

1. To date we have appointed the following Porsche Dealers:

Auto Engineering, Inc.	Lexington, Mass.
Atarian Motors, Inc.	Worcester, Mass.
A.E. Cayouette, Inc.	No. Dartmouth, Mass.
Foreign Motors, Inc.	Boston, Mass.
Harrison-Park, Corp.	Lawrence, Mass.
Ralph D. Jones, Inc.	Springfield, Mass.
Mitchell Motors	Hyannis, Mass.
Morong Brothers	Portland, Maine
Continental Motors	Providence, R.I.
Lindholm Motors	Rutland, Vermont

2. Each Dealer has an initial supply of parts as set up by the Porsche factory.

3. No dealer will have in stock all parts for all years and models.

4. Our experience is so short that we are unable to tell you exactly how long it will require to get certain parts that are not in stock.

5. Locally, Auto Engineering, Inc. and Foreign Motors have parts available up to 12 noon on Saturday.

6. There is no evening Parts Service unless parts ordered by phone be left in Dealer's showroom for pick-up up to closing time.

7. Parts can be ordered by mail if credit has been established.

8. Port of Entry prices on Porsche cars is as follows:

	coupe	cabriolet
1600 Normal	\$4,140.00	\$4,480.00
1600 Super 75	4,370.00	4,710.00
1600 Super 90	4,695.00	5,050.00

Prices include Dealer preparation and handling charges.

All prices subject to change without notice.

9. Your letter was sent to the correct office.

Sincerely,
Robert J. Beranger
General Manager

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Apparently things are looking up for NORTHEAST Porsche owners, and there should no longer be anyone who must go 100 miles to his nearest Porsche dealer. To the new distributor, Porsche Car Northeast, Inc. we send the reminder that a happy Porsche owner is the best Porsche salesman.

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