

PORSCHE CLUB OF AMERICA

NORTH EAST WEST

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COMING EVENTS:

June 24-28 (Monday thru Friday) VIII PORSCHE PARADE in the Pocono Mountains of eastern Pennsylvania. Plan now to take your vacation then. NORTHEAST put on a great Parade in '61. Now for the first time in five years we can attend a Parade hosted by another region within an easy day's drive. Let's make it the biggest NORTHEAST event of the year! When you get your entry blank, act promptly and don't miss out!

March ~~16-17~~²³⁻²⁴ VERMONT WEEKEND in the Stowe - Morrisville area. Driving, skiing, skating, snowshoeing thru the sugar bush ...in fact everything except a 50 mile hike... together with a dinner and BYOB party. Read on for more details and information on reservations. Come join the fun!

April 6-7 ORANGE AUTOCROSS (possibly Apr.20-21) Watch for announcement.

April 21 PCA SPRING GYMKHANA in Waltham, Mass. (possibly Apr.7) Save both dates.

May PORSCHE PUSHERS POSER mark 3

June Rally

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WELCOME TO THE FOLLOWING NEW MEMBERS:

George and Joan Sera 4a Mt.Auburn St., Cambridge, Mass.	architect	'57 silver grey coupe
John Allen, Jr. P.O.Box 417, Amherst, N.H.	sales engineer	'59 silver Super coupe
Renato and Eleanor Barreto 16 Brae Rd., Fairhaven, Mass.	office manager	'62 white coupe
William Miller 33½ Inman St., Cambridge 39, Mass.	student	'60 blue S90 cabriolet
Harold Goldstein 16 Almont St., Malden 48, Mass.	real estate broker	'61 grey S90 coupe
John and Lorraine Quinn 248 Essex St., Salem, Mass.	optometrist	'61 heron grey coupe
Terrell and Margaret Cobb 1379 Narragansett Blvd., Cranston, R.I.	physician surgeon	'62 white roadster
Andrew Kapravy 145 Cobleigh St., Westwood, Mass.	mech. tech.	'63 silver Super coupe
Francis and Katherine Bacon Sterling Drive, Dover, Mass.	data processing	'61 blue hardtop

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2nd ANNUAL AUTOCROSS SUNAPEE - February 3, 1963

Don Cahoon and his swift Super breezed through the Autocross like a Northeaster to win first place on the tricky combination of ice and snow, airstrip and plowed field. Bert Borngesser was second with another good run. Ernie Groves started off in reverse but finished third among the 24 who ran the exciting course.

Heroic efforts were not limited to the winners. Mrs. Sumner Stanley of Conn-Valley Region, the only lady driver to compete, ran top down and helmet on for 8th place, beating two thirds of the men. Ed Broadhead made a valient try in bearskin coat and protesting handful of RS. Several drivers widened the course at the start-finish and the final entrant, Jim Robb, overcooked it just enough to get caught in the soft snow which flew high to signal the end of an exciting day.

The day before the event John Grynkrout and committee learned that the snow on Lake Sunapee covered about five inches of soft ice and water on top of the solid ice. A check of Little Sunapee showed the same thing. The soft ice passed the five man jump test (specifications on request) and would have supported a Porsche, but it failed the "I'll risk my plow" test. No one would.

However, this could not discourage the enthusiasts which in New London seems to mean everybody -- including one native with a beautiful black Super 90 hidden in his garage. After considerable Porsche scurrying, Buker's airstrip in New London was generously offered and selected, and planning the course began.

The weather was not through, and the light snow turned to freezing rain after the skiing day was over. The R.L. Duncans of Conn-Valley driving from Hartford built up about half an inch of ice on the Porsche snout, but it takes more than that to stop PCA. Dinner Saturday evening at The Schweitzer's in Mt. Sunapee was enjoyed by about 26 PCAers and friends who warmed up to delicious German food while the rain outside froze on the Porsches.

Sunday turned sunny, cold, and windy. The airstrip when plowed was almost as fast as a Porsche but with two plows and a front end loader it was transformed into a real autocross. It was cold, the start was late, and there was only time for one two-lap run of the course (almost a mile per lap), but it was well worth the wait. From a standing start you looped across the field, onto the slick runway, accelerated to one end of the runway slowing for a U turn on ice, accelerated to the far end via a fast chicane slowing from 60-70 mph for a hard left into the field between high banks of snow, back to the runway, and accelerate with a tricky turn to the start of the second lap.

1	Don Cahoon	S	3:33.8	13	Charlie Dow	S	3:59.8
2	Bert Borngesser	S	3:37.4	14	Will Mack	N	4:01.0
3	Ernie Groves	N	3:40.6	15	James Collier	1300	4:01.6
4	John Grynkrout	N	3:42.3	16	Dan McNally	S	4:03.0
5	Roger Bond	S	3:44.0	17	Bob Buck	N	4:06.5**
6	Dave Willard	S	3:48.2	18	John Hopkins	N	4:09.0
7	Seymour Lisker	N	3:53.5	19	Roger Bloomfield	S90	4:13.7
8	Mrs. S. Stanley*	N	3:53.6	20	Bill Edgett	S	4:18.9
9	Frank Bacon	S	3:53.8	21	Jack Saunders	N	4:41.5
10	Ed Powers	N	3:54.4	22	Bill Gray	N	4:49.4
11	Ken Reynolds	1500	3:56.0	23	Ed Broadhead	RS	4:59.5
12	Sumner Stanley*	N	3:59.4	24	Jim Robb	N	DNF

* Conn-Valley

** 3:56.5 plus 0:10 penalty

Our sincere thanks to the Bukers who made the event possible. Thanks to the Sunapee Board of Trade for their support and trophy. Thanks to the Grynkrouts, McNallys, and all other workers. See you on the ice next year!

WEEKEND

March 23-24
16-17

(Note deadline for reservations!)

It all begins when you leave home, thereby starting a rally from your house to Morrisville, Vt. (about 230 miles from Boston). You write or telegraph your odometer reading, time of departure, and average speed to: Adrian West, 17 Portland Street, Morrisville, Vt. You pick your own route to Adrian's house.

The recommended route from the Boston area is: Route US3, Everett Highway, 93, 4 By-pass, US4, prior to Potter Place pick up 4A and 11, drop 11 and stay on 4A; in West Lebanon, N.H. turn left toward White River Jct., take Vt.14 to Barre and US302; at Montpelier follow signs to Interstate 89; leave 89 at Waterbury and follow signs to Stowe and Morrisville.

Skiers will want to get an early start to ski the popular Mt. Mansfield area. Skating and other winter sports are available ...including a heated outdoor swimming pool. Adrian has offered to hunt up snowshoes for those who really want to see rural Vermont, and we might have a snowshoe gymkhana or 0.050 mile crosscountry hike. You may want to explore the area by Porsche, lead on by names like E. Enosburg, Hazen's Notch, Beebe Plain, and Hardscrabble Mtn., or you can relax in front of a roaring fire. Details when you arrive.

For those who register on time reservations will be made for dinner Saturday evening in a private room in a local restaurant, and afterwards we will have a get-together at the West's home with food and mix provided. To avoid any doubts, BYOB means Bring Your Own Bottle. More important, bring yourself to our 1st Vt. party!

Adrian writes: "PCAers should not try to make up time on Vermont's Interstate Highway. 65 mph is the absolute limit and very strictly enforced. Few Porsches can get away from the State Police patrol (a souped-up Pontiac white station wagon).

"For those souls who are nearly thawed out from Sunapee, let me say that Vermont is warmer. The Fredettes and Wests could hardly stand such cold weather and hasten back to Northern Vermont where the weather is milder.

"I will make arrangements for any who write me. Please give me the price indication and whether you would rather be in Stowe or Morrisville. Do not send me any money. I will personally vouch for your arrival. ...A no-show will cost me since I'll guarantee your arrival. Suggest early reservations. Stowe is a busy place."

RESERVATIONS: Deadline for mailing reservations is Monday, March 18

Reservations are required for the dinner and get-together. Write: Adrian West, Lock Box F, Morrisville, Vt. -- giving your names and address. You may make your own room reservation (if you can) or request Adrian to make it, stating location, type of accommodations, and price range wanted. If possible, send your reservations now. Rooms may not be available later even though it is before the deadline.

Accommodations in Morrisville include: Sunset Motel (about \$6 a person, I think) and Drowne's tourist home ("clean etc; private home, reasonable"). Between Morrisville and Stowe: Mandoza Couture ("French family, neat, good food, probably reasonable"). In Stowe there is just about everything from The Lodge at Smuggler's Notch (\$17-\$24 per person, Amer. plan) to Lyons Nearest All Ski Lifts Lodge (\$4-\$5 per person) near Mt. Mansfield. In the village: Stowe Village Inn (\$8-\$14 per person including two meals), Brick 'N Ell (family units with bath \$10 per person incl. two meals), Churchill House (\$5. per person with bath, \$4. without); etc. There is a wide choice but you will have to take what is available, and the sooner you send in your reservations the better your chances of getting what you want.

Vermont has the best Porsche roads in New England. They cannot come to us, so send in your reservation now.

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NEWS FROM KEN TWIGG, President of PCA (With comments)

Next national PCA Board of Directors meeting: March 30-31 in Pittsburgh, Pa. (NORTHEAST will be represented as usual.)

New Porsche owners now receive a year's free subscription to CHRISTOPHORUS. PCA has arranged to obtain the names and addresses of the new owners and will tell them about PCA and notify the local regions. (Sounds good. In the early days a Porsche owner had to work to find out about PCA. We still want that kind of enthusiasm but welcome a more efficient way of bringing enthusiasts together.)

National PCA roster is going to press. As of Jan 31st we have about 1600 renewals and should end up with about 2400 or 2500 renewals out of 2800. (The Jan. 31 figure is 57% which is exactly the NORTHEAST % for the same date. Now up to 77%)

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PORSCHE DEALERS

One more: Seacoast Motors, Inc., Spaulding Turnpike, Portsmouth, N.H.

See March '63 Road & Track for 8 pages of the new Porsche advertising in color...with quotes from Playboy. How long does it take to pay for this at 50 cars per day? Also listed are over 200 Porsche dealers. We hope that these names will be in the new PCA roster for handy reference while travelling.

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TRANSISTOR IGNITION FOLLOW-UP

If you have installed a transistor ignition system in your Porsche, please send your impressions and comments regarding performance and any data which you feel is valid to: Ed Broadhead, 18 Dale St., Methuen, Mass. We are interested in both positive and negative results. Ed will compile them and we will have a report for you if anything shows up.

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RESULTS DEPT. (slightly selected)

Jan. 19-20 Tri-State 24 Hr. Rally Winners: Bob Davis and Seth Gibson in a Porsche. Team trophy: Porsche
Feb. 3 Merrimac Valley SCC ice trials, Kingston, N.H. 1st in sports car class: Paul Lund, Porsche S90
Feb. 10 Newport(N.H.) Carnival Gymkhana Winner in Class C: James Locke, Porsche Class D: Gordon Richardson, Porsche
Feb. 10 Spokesmen ice event, Shirley, Mass. 1st overall: William Korte in a Porsche S90
Feb. 17 UNHSCC ice event at Half Moon Pond 1st in Medium Sports: Bill Fisher in a Porsche.

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MARKET PLACE

For sale Pair of ram funnels for Super 90. Worth 3 to 5 horsepower at top end. \$10. for the pair. Ed Broadhead, 18 Dale St., Methuen, Mass.
Wanted 1961 or 1962 Porsche coupe. Parker Reist, 30 Fernald Dr., Cambridge 38, Mas
Offer During February and March Foreign Tire Imports, Inc. (2081 Mass. Ave., Cambridge 40, Mass.) offer members 2 seat belts with purchase of 4 Pirelli tires or 1 belt with purchase of 2 Pirelli tires. Belt is "Mark Fore A-OK Model No. SB-100".

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PERSONAL REACTIONS TO 8 YEARS OF PORSCHE DEVELOPMENT by Roger Bond

Delivery of 51590, a Ruttler coupe, maroon, 1500 Normal, BBBC gears, was taken at the factory in December 1953. The engine was torn down just once at 67,000 miles and now has 165,700 miles recorded and is still running well.

Delivery of 119987, a Ruttler coupe, ivory, 1600S, BBAB gears, was taken at the factory in April 1962, and it now has recorded 11,200 miles during which time the '53 has recorded 8,600 miles.

This seems to form a basis for comparison, perhaps too good for impartial judgement, so here are purely personal reactions. These reactions are secondary compared to enthusiasm for the Porsche car which needs no statement for other Porsche owners.

The '53 when new had somewhat better lines. It looked smoother, had a better aerodynamic coefficient (according to Christophorus), and was closer to the original Porsche concept because it has less brightwork and styling gimmicks. The '53 is noticeably lighter (about 300 lbs.), has a better power to weight ratio than a 1600 Normal, and has livelier handling with very light steering which makes it more fun to drive at slow speeds. In a tight gymkhana you can break the rear end loose in a way which is impossible with the '62.

8 years of development with modifications to steering and suspension and an incidental increase in weight have combined to give the feeling of a much heavier car, somewhat more sluggish in handling at slow speeds. More important, the '62 is vastly more stable and forgiving of inattention in high speed curves, and by all normal standards it is more roadworthy and safe. In fact it is still lively and still a Porsche, but at somewhat higher speeds than before. The Super engine more than overcomes the extra weight and the lower gears give the car a lot of pep. If the '53 was a hotter performer relative to the other cars of its day than the '62 is, that is due to the horsepower race.

Regarding the body, the '62 had signs of rust when it was delivered in Stuttgart, and the rust is getting worse -- especially on the edge of metal sheets. However, scratches to apparent bare metal on the bumper and fenders have not rusted after months in the winter salt. Is it possible that the sheet steel gets a really effective treatment before fabrication but cutting it exposes edges which rust quickly? Rust has come through the chrome on the hub caps in half a winter which did not happen to the '53, and the aluminum trim under the doors and on the bumpers of the '62 already looks as bad as on the '53 after 9 years. The undercoating on the '62 is thinner, which may be better, but it has worn down to bare metal in the wells behind the front wheels. The '53 is badly rusted now, the jack supports are useless, and there is little or nothing to attach new ones to, although some metal has been replaced underneath. The '62 shows signs that it will not last as long as the '53 has, especially with the increased use of salt on the roads.

Turning to details, the old gas tank could be filled from either side of the pump while the new fill requires driving to the "wrong" side of most pump islands, but the new tank can be filled in the rain without getting your luggage wet. The hand bag which fit in the '53 does not fit in the '62 but there is more flat room. The '62 tank holds less gas and the car uses more so the cruising range is down perhaps 50 miles -- a definite disadvantage. A few gallons of that luggage space would never be missed as much as the miles.

The '53 rarely uses any oil between changes, and almost 100,000 miles after its only ring job it uses less than the '62 which uses just enough to require checking.

The '53 seats have always been comfortable. The '62 seats have a more intolerant attitude toward your sitting posture, and the back seems designed to fit a

ussian backbone, but they get more comfortable with use. Despite sitting more on them than in them they give lateral support during cornering. The adjustment of the angle of the back is welcome although the spacing of the positions is too great. The catch which holds the seats from flying forward on hard braking is a fine improvement, and you do get used to the release.

Underfoot, the floor mat is no longer attached at the back. The mat which always remains in place in the '53 always slides forward with use in the '62.

In the '53 there is a reflection of the white steering wheel in the windshield at exactly the wrong place. Porsche promptly announced the change to a black wheel to avoid this and somehow arranged the shiny metal spokes and hub to reflect from the windshield. These could have been dark on the back toward the glass.

Off we go. The gear shift is magnificent in the '62 even if stiff, but why not move the ash tray out of the way? The '62 clutch is good ...if it lasts; the '53 is on its 6th. The brakes are great and stop the heavier '62 better than the '53 ever did. Visibility to the rear is much improved but the two-position mirror rattles in its daytime position and the reflecting surface of the door mirror of the '62 is corroding in less than 9 months while the mirror on the '53 lasted for several years.

The tach on the '62 is in a better position directly in front of the driver, but the speedometer is at a bad angle on the right. VDO and/or Porsche get black marks for the design and/or placement of this instrument in the coupe (not true in the late roadster) whereby part of the scale of speeds is hidden by the frame because it is recessed so much and at such a poor angle for the driver, and the top of the odometer numbers is cut off while you see the top of the numbers below. VDO should be ashamed of themselves for adding that tail on the speedometer pointer which hangs down over the mileage reading. At 60 mph you cannot read the units of miles properly on the trip recorder. The VDO instrument in the '53 has no such tail and counterweighting can be taken care of without blocking the view.

On the '53 the fuel gauge was a factory installed extra. By pumping a small button you get quite accurate readings in gallons and you know just what you have. The '62 gauge is standard equipment but half way to an idiot light since it only starts moving when the tank is half empty, and recently it has become erratic. Also, the '53 has a real oil temperature gauge which you can read in degrees.

The new headlights are a tremendous improvement due not so much to being raised as to the use of a relay. The beam-turn-flasher unit on the '62 is good, but reaching through the steering wheel to turn on the lights is not. Interior lights better.

The windshield washer on the '62 is a worthwhile addition. Perhaps the tank could be in heated space. The wipers work better and the new adjustable speed control is nice when it works but has become somewhat erratic in action.

Heating and defrosting in the '62 are much improved and work as long as you keep up the rpm, although the cool running of the car in cold weather limits the heat. On the '53 the flaps in the sound absorbers always seem to vibrate into the wrong position. Defrosting or demisting the rear window, not expected on the '53, seems very slightly improved by the small volume of air delivered to the rear window on the '62. The new ventilation system under the windshield is an improvement, but those tiny rubber hoses simply cannot deliver enough air to your feet in really warm weather. The pivoting vents in the door give a good breeze in the summer but increase the effective thickness of the pillar and detract from the appearance of the car, so their positive and negative value comes out about even.

Misc. peeves: the "60" on the Normal (take it off!), exhaust through the bumpers (should be underneath), rear reflectors (put them underneath the bumper).

What I would like on my next Porsche, in approximate order of importance

- 1 Corrosion-proof body
- *2 Larger gas tank
- 3 5 speeds forward (5th for cruising only)
- 4 More legible instruments
- 5 Warmer running engine in winter
- 6 Better ventilation in summer
- 7 Less frequent maintenance
- 8 Gas fill on left
- 9 Non-reflecting steering wheel hub
- 10 Non-slip paint
- 11 Floor mat warmer
- 12 Better rear window heat

Item 1 is more important than all the others put together. Apart from this and Item 3 there is no reason why much cost should be involved in these changes which would tend to make the Porsche as good a car as the new factory advertising says it is. The '64s are probably designed by now. When they are announced it will be interesting to see if any of the above items are included or if the changes have come from Madisonstrasse

* According to CHRISTOPHORUS No.43, received after the above was written, an 18 $\frac{1}{2}$ gallon tank is now available. May cost \$35. Those 200 extra miles could get you home to your favorite brand in the cheap gas area. You lose just 1 cu.ft. of space.

ANNUAL POINTS

Annual Points were not awarded in 1962, but many of you will remember that they were awarded in other years. At that time the Annual Points were of interest at least to those who competed regularly, since they were based on the position you finished in NORTHEAST events. It was possible to win 1st in A.P. for the year without ever being first in a single event, and it was possible to win one of the top positions without ever having rallied or entered a gymkhana before.

Northeast News hereby proposes a version of the Annual Point system which is aimed at promoting interest in all NORTHEAST events including attendance and participation when there is no competitive event and at competitive events by those who for some reason may not wish to compete. The proposed system will award points thus:

Attendance at NORTHEAST events	20 points
Entering competitive event	5 "
Each car beaten in competitive event	1 "

ANNUAL POINT STANDING -- including JAN and FEB events

Ernie Groves	66	Dan McNally	53	Ed Broadhead	46
John Grynkrout	65	Bob Buck	52	Dave Willard	43
Roger Bond	64	Roger Bloomfield	50	Frank Bacon	40
Seymour Lisker	62	Bill Edgett	49	John Hopkins	31
Charlie Dow	56	Don Cahoon	48	Bill Gray	27
Will Mack	55	Bert Borngesser	47	Jim Robb	25

20 points each: Pinkey Andrews, Ken Button, Terrell Cobb, Ed Fisher, Frederic Fredette, Ed Heath, Andrew Kapravy, Frank Lancisi, Bill O'Donnell, Alexander Peckham, Ted Smith, Adrian West

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