

PORSCHE CLUB OF AMERICA

NORTHEAST NEWS

OFFICIAL PUBLICATION OF THE NORTHEAST REGION
5 Philbrick Road
Brookline 46, Mass.

EDITOR: Roger Bond

JUNE 1963
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COMING EVENTS

- June 24-28 8th PORSCHE PARADE
- June 29-30 NITE OWL RALLY (see April NE.NEWS). Not a PCA event but you are invited if the entry list is not already filled.
- June 30 Conn-Valley Region GYMKHANA. If you show up, our good friends in Conn-Valley might let you run. Register at 2 PM at Package Machinery Company, East Longmeadow, Mass.
- July 21 PCA Northeast's PENTIATHLON 2 Second running of last year's great five part event. Don't miss this unique sampler of Porsche fun. Read on for details, entry blank, and deadline.
- Aug. 31 Corvair Owners Club GYMKHANA at New York State Exposition, Syracuse, N.Y. Feeling adventurous? PCA is invited. Fee: \$2.50 7 classes; trophies for 1st, 2nd, 3rd each class plus 1st overall. More details later.
- Sept. 13-15 SECOND TRI-STATE PORSCHERAMA at Interlaken Inn and Lime Rock Track. Sponsored by N. New Jersey, Conn-Valley, Met. N.Y. Includes track tour, time trials, and gymkhana -- all at Lime Rock. Also, rally, technical session, concours, cocktail party, dancing, 5 meals, 2 nights. \$41.50 per person. For details: Ed Hunter, 21 Tennis Place, Nutley, New Jersey.
- October WANTED: Volunteer to put on scavenger hunt or other event on Saturday evening, October 26th. Call or write: Seymour Lisker (DE2-4866), 1605 Washington Street, West Newton, Mass.

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NEW VICE-PRESIDENT FOR PCA NORTHEAST: Ernie Groves

Ken Button has resigned as Vice-President but will continue on the Board of Directors of the Northeast Region. In Ken's words: "I am very sorry that it is necessary for me to resign as Vice-President of the PCA Northeast Region because I have not had the time to do the job properly. I have become a student pilot and must devote my fair-weather weekends to the learning of airplane driving."

As provided for in our By-laws, the Board of Directors has elected a new Vice-President, Ernie Groves of Framingham, Mass. Ernie needs no introduction since he won our Annual Points competition in the Year 1 (1959) and has always been one of our most active and talented members. This year is no exception, and we welcome Ernie as our new Vice-President.

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JUNE (pre-Parade) EVENT

The "Nil-Omen Cognomen" Rally was a joint venture of the Touring Club of New England (a rally club) and PCA NORTHEAST (a loose association of Porsche enthusiasts). It was a little like Ferrari GTO vs. Porsche 1100. TONE took 1st and 11 of the top 16 places including PCA's best, Ernie Groves, in 7th with an average error of about 10 seconds per checkpoint.

We did ourselves proud in the work department starting with rallymaster Charlie Dow, and there were 8 (!) Porsches represented among the workers including Northeast-ers Charlie and Martha Dow, Ed and Nancy Broadhead, Bert and Nancy Borngesser III with Bert IV, Seymour Lisker, and Roger Bond, and prospective members Castillo, Palmer, and Anderson. Jack Hine on his first navigational rally (we think) abandoned last place and started moving up through the field. Bill McDonald, despite a conflicting date during the rally, made it for dinner.

Look what it takes to win an open rally these days!

			Leg 1	Leg 2	Leg 3	Leg 4	Total
1	Roger Wendell - Hank Pahl	VW Ghia	0	1	10	3	14
2	Bob and Mary LaFlamme	MGA 1600	3	9	10	6	28
3	Madeline and Jeff Wisnia	Chrysler	5	12	6	7	30
4	Tony and Terry Cabot	Saab GT	2	17	4	10	33
5	John and Ida Giriunas	Morris Min	10	13	0	12	35
6	Doc Bradley - Bill Murrman	TR-3	5	19	9	8	41
7	Ernie Groves - Al Hallett	PORSCHE	8	14	11	9	42
8	Bill Reilly - Phil Downing	Jag	4	17	13	11	45
8	Wayne Ledder - Verne Robertson	Alpine	2	18	13	12	45
10	Jim Morley - Phil Fallon	Saab	7	20	11	11	49
28	Jack Hine - Patricia Doyle	PORSCHE	137	405	165	449	1156
29	Sam Wang - Hugh Haggett	PORSCHE	600	264	600	10	1474
30 and 31							DNF

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WELCOME TO THE FOLLOWING NEW MEMBERS:

John E. Boulden	machinist	'59 silver super coupe
74 Waltham St., Maynard, Mass.		
Frederick R. Fielder and wife	clerk	'61 blue super coupe
Mendon St., Bellingham, Mass.		
Richard W. and Barbara Hoyt	merchant, machinist	'54 ivory 1300 coupe
5 Maple St., Shelburne Falls, Mass.		
Howard L. and Kenneth P. Kimball	research chemist	'63 blue super coupe
Mt. Pleasant St., Box 221, Rt. 1, Westboro, Mass.		
J. Alan and Joan Spahr	engineer	'63 signal red coupe
32 Wyman Road, Lexington, Mass.		
Peter B. Taylor	student	'63 blue S-90 cabriolet
6 Brookshire Road, Worcester 9, Mass.		
James C. Usher	mechanic	'59 red cabriolet
Mendon St., Upton, Mass.		
Peter S. Viles	(transf. from MAVERICK Region)	'59 super coupe
Glezen Lane, Wayland, Mass.		
Barry Callaghan	lab. tech.	'59 silver convert. D
3740 Benny Ave., Montreal, Quebec, Canada		

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Results: BABSON INSTITUTE GYMKHANA June 2 (SCENE event with everything from Sprites to Sting Rays) 1st in class and fastest time of day: John Harkness (PCA) in a '56 super coupe.

LETTER TO ROAD & TRACK (July 1963) by John B. Hopkins of PGA Northeast
(This refers to the article, "The Slow Corner", in the May Road & Track)

I fear that your (and apparently Norman Douglas') western bias had lead you astray. First, Mr. Douglas has specifically excluded turnpikes, interstate highways, etc. Such roads exist in all the "slow corner" states, with limits of 60-70 mph. In addition, I strongly suspect that limits over much of the country (at least in the eastern half) are -- for comparable roads -- about the same. The apparent differences arise from different formal attitudes: In the "slow corner" states, exceptions to a low general limit are made where applicable, whereas elsewhere a basically high limit is lowered for residential areas, twisting back roads, etc.

For example, Massachusetts has an open road limit of 40 mph unless otherwise posted. However, it is very often so posted, with many miles of ordinary road having a limit of 55. Similarly, the 45-mph limit in Connecticut has little meaning for distance driving, with high speed turnpikes covering the state.

Many western drivers -- apparently used to long flat straights -- will be hard pressed to keep up with the natives on the "sports car roads" of, for example, Vermont, where the 50-mph limit is sometimes physically difficult to exceed. I suspect that many drivers on back roads -- posted at 40-45 -- do not need the limit to restrain them. (Indeed, traffic often is well under the limit.) They realize that they would be over their heads at higher speeds. The skills required for fast driving off turnpikes are neither possessed nor desired by the majority, and this problem runs much deeper than legal speed limits.

I want to emphasize that I agree whole-heartedly with Mr. Douglas in attacking the vast over-simplification embodied in the slogan "Speed kills." However, we must not lose sight of the fact that many accidents are caused or aggravated by speed excessive for existing conditions. The overall problem of developing a nation of safe, fast drivers is a very complex one. Mr. Douglas' suggestions (at the end of the article) are good ones, although not very likely of fulfillment.

John B. Hopkins

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MARKET PLACE

- For sale 1961 Porsche Coupe, Super 90, black, red leather interior, clock, AM-FM Becker "Mexico" radio. Bill Roos, Box 46, New London, N.H.
- For sale 1961 Porsche Roadster, 1600N, blue, Mich.X tires. Dick Lieberman:WA6-1646
- For sale Porsche parts. 1958 1600S Coupe damaged beyond repair. Car had 22,000 miles and in perfect condition. All parts guaranteed. Following sold or not saleable: rear window, rear fenders and deck, wheels and tires, right door (interior on door OK). Right front fender damaged around headlight. Interior red with older-style deep red leather seats. 3 band radio. Also have some TD parts, luggage rack, distributor and other small stuff. No reasonable offer refused. Heavy parts FOB Morrisville, others Postpaid. Adrian West, Morrisville, Vermont 802-888-3800

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ANNUAL POINT STANDING:

Seymour Lisker	149	Dave Willard	78	Jack Hine	50
Roger Bond	141	Ed Fisher	74	Bill Edgett	49
Ernie Groves	130	Bert Borngesser	72	Don Cahoon	48
Charlie Dow	122	John Grynkrant	65	Adrian West	45
Ed Broadhead	103	Bill McDonald	59	Frank Bacon	40
Will Mack	91	Rod Southworth	58	Doc Fredette	40
Dan McNally	82	John Hopkins	57	Jack Miller	40
Bob Buck	79	Roger Bloomfield	50	Clayton Davidson	34

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PORSCHE 100,000 km. BADGE

In the early days of Porschering, when 100,000 km. on a Porsche impressed even the factory, we heard rumors about Porsche owners receiving a watch for completing that distance without a major engine repair. Then 100,000 km. became too common for a watch, but about a year ago we became the proud owner of a handsome enameled car badge given by the Porsche factory after suitable inquiry. There was a picture of the badge in CHRISTOPHORUS (Jan'61/No.31, page 23).

We cannot tell you the exact rules of the game nor guarantee that it still exists, but if you own a Porsche which you bought new and have driven it 62,137 miles or more without major engine trouble, you might try. POAC suggests (without commitment) that you write the factory as follows:

Mr. Giesecke
Dr.-Ing.h.c.F.Porsche K.-G.
Porschestrasse
Stuttgart-Zuffenhausen, Germany

They further suggest that you include a recent service record (from your Porsche dealer) showing the mileage on the car. We suggest you make it quite clear that you hope to qualify for the 100,000 km. Porsche badge.

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PORSCHE CAR NORTHEAST Inc. announces these Porsche dealers in addition to those listed in your national PCA ROSTER (March 1963)

The Annis-Morrill, Corp.
60 Worcester Road
Framingham, Mass.

Nathan B. Tucker, Inc.
128 Park Street
Beverly, Mass.

McNash Motors, Inc.
1325 Shelburne Road
Burlington, Vermont

Seacoast Motors, Inc.
Spaulding Turnpike
Portsmouth, New Hampshire

Resnik Motors, Inc.
1569 Elm Street
Manchester, New Hampshire
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Jim Adams, Inc.
484 Wilson Street
Brewer, Maine

LATE NEWS: STOWE SPORTS CAR WEEKEND July 19-21 by Sports Car Club of Vermont and Stowe Area Assoc. This big annual event will feature a 150 mile RALLY starting at 10 AM on Saturday, a cocktail party and steak roast, and a GYMKHANA (4 classes) starting at 9 AM on Sunday. Fees: \$5. for rally; \$2.50 per driver for gymkhana; \$1. per car for team entry. Numerous trophies include one by POAC for the best Porsche. For more details write Stowe Area Assoc., Stowe, Vt.

Of course you will be at NORTHEAST's big PENTATHLON 2 on Sunday, but you might be able to take in the rally. Anyone interested in forming a Porsche rally team, write: Adrian West, Morrisville, Vt.

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PENTATHLON 2 July 21, 1963

By popular demand, THE PENTATHLON returns! Easily the most unusual event of 1962, it attracted a large and curious crowd of Porsche pushers who then asked for more. The event was conceived by Seymour Lisker to bring out hidden talents and give every one a chance despite real or imagined lack of talent in one or more parts by either driver or navigator.

A perfect score last year, winning all five parts, would have been 96 but it took only 69 points to win, and Bert and Nancy Borngesser did it with 3rd their best score on any part. Ed and Dot Pass got maximum penalty points at both rally checkpoints and still made 2nd overall, so don't give up. Five different teams had the fun of winning one part while finishing 3rd, 6th, 7th, 9th and 11th overall.

PENTATHLON 2

When Sunday, July 21, 1963 Registration: 12:15 START: 12:30

Where Redstone Shopping Center - behind Gilchrist
Route 28 in Stoneham, Mass., just inside Route 128

What 1) ~~Gymkhana~~ - one run each for driver and navigator
2) Bowling - one string each for driver and navigator
3) Golf - 18 holes (miniature) each for driver and navigator
4) Surprise - you use your Porsche
5) Rally - no Curtas, no computers, no tricks

How Driver and navigator are a team and no substitutions are allowed, so bring your bowling buddy if you wish but he has to navigate the rally or drive, and the same for the other events. In the first three events both driver and navigator may participate, and the better score in each event will count for the team. If only one participates, he or she still has only one try and the team forfeits its second chance. The start of each event will remain open only while there are entrants ready to run. Please be on time. If you should miss one event, try to join us at the next one.

Equipment Pencils, maps, watches, slide rule or other simple navigation equipment; also, money (see Fees), food and drink (see Picnic). DO NOT bring Curtas, Haldas, mechanical calculators or computers.

Scoring Each event will be scored in the usual manner. Then each team will be ranked in each event and receive one point for each event entered and one point for each team beaten in each event. Ties in final team score will be decided on the basis of best score in the Rally.

Trophies 1st, 2nd, and 3rd in final team score

Fees Entry fee per car (if received by July 17): \$1.00 (\$1.50 for non-members)
" " " " (" " after July 17): \$1.50 (\$2.00 " " " ")
In addition, you pay for bowling and for golf: 50¢ per person each.

PICNIC At Prospect Hill Park. Bring your own food and drink. A charcoal fire will be available. You eat while the scorers determine if you won. In case of real rain we will eat in a nearby restaurant.

PENTATHLON 2 Sunday, July 21, 1963 E N T R Y

driver _____ PCA _____ navigator _____
address _____ address _____
phone _____ Porsche: year _____ body _____ engine _____

PCA member	(by 7/17/63)	@ \$1.00	\$ _____	
" "	late entry	@ \$1.50	\$ _____	
Guest Porsche	(by 7/17/63)	@ \$1.50	\$ _____	
" "	late entry	@ \$2.00	\$ _____	
			\$ _____	(total)

Check payable to: PCA Northeast Region, Inc.
Send to: Seymour Lisker, 1605 Washington St., West Newton, Mass.