

# PORSCHE CLUB OF AMERICA

## NORTH EAST W S

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### PORSCHE 356C

Porsche has announced the 356C to replace the 356B, and the first ones are nearby. Apparently the body is not seriously changed, and the engine is still a 1600. In standard form it produces 75 DIN horsepower at 5200 rpm. (5000 in the "B") with new cylinder heads for more torque at low speeds. A super version has 95 DIN (107 SAE) horsepower at 5800 rpm. (90 at 5500 in the "B") with some increase in torque. It should move.

The 356C has disc brakes on all wheels with a drum inside the rear disc for the handbrake. According to AUTOCAR these are built in Germany under a Dunlop license and are not the Porsche-designed discs. There is not a crankcase ventilator. The suspension has a stiffer anti-roll bar and softer progressive-rate rear springs and a claimed improvement in road-holding. Could this be a successor to the compensating spring as standard equipment?

AUTOCAR reports "Passenger location has also improved by deeper cushions on the seats, which give more headroom as well." This will bear looking (and sitting) into since it sounds like a new, lower seat. Perhaps now we can read the instruments but can we still see the road? COMPETITION PRESS says "Other changes include an exciting new heater control..." Do we detect a touch of sarcasm? The light switch is apparently out from behind the steering wheel, the grab handle is bigger and better, and there are combination armrest-doorpulls. So they say. We have not seen it.

And to be introduced at the Frankfurt show Sept. 12-22: a "new additional more luxurious and more expensive model". Flat 6 at about 140 hp.?

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### COMING EVENTS

Sept.13-15 Tri-State Porscherama at Lime Rock and vicinity. See July PANORAMA for details. Write: Ed Hunter, 21 Tennis Place, Nutley, New Jersey.

Sept.29 PCA Northeast RALLY. TSD thru foliage space-time. Wherein we invite the Touring Club of New England (TCNE), PCA Conn-Valley, all Porsche owners contemplating membership, and even YOU. Details to follow.

Sept.29 PCA Northeast TOUR. If you cannot stand competition, come anyway. A while after the rallyists have left you will receive route instructions to follow or vary as suits you, and no stop watch to watch.

Oct.6 U.S. GP at Watkins Glen, N.Y. A rare chance to see Formula 1 racing.

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Congratulations to Barbara Day, winner of the Ladies trophy, and to Ray Ringler whose fine driving took two firsts and a second for first overall.

Gymkhanamaster Ernie Groves put on a fine gymkhana with three varied parts to test the skill of both Porsche and pusher. The first was a slalom with full stops between each pair of pylons on the return trip. Apparently most drivers' idea of a full stop is not Webster's, so watch those STOP signs on the real road. The great spiral tried as the second part proved more than the drivers could learn in a short time and seemed to show a tendency in the average Porsche to throw oil during sustained cornering which Stuttgart may want to investigate further. Many a driver has an idea for a gymkhana in the back of his head, but Dan McNally had one in his pocket, and we ran his Baseball course for the second part. For the third part ... they said it couldn't be done... Ernie devised an event based on reversing and garaging which was really enjoyable, and in a Porsche!

Our thanks to Ernie, to Leigh Groves who did the timing, to Terry Herndon who was on hand to help check out the timer he built and gave the club in the interest of more efficient and accurate gymkhanas, and to all the others who helped.

|                    |          |      |          |       |               |
|--------------------|----------|------|----------|-------|---------------|
| 1. Ray Ringler     | 38.0     | 46.0 | 41.8     | 125.8 | S             |
| 2. Dick Gilcreast  | 37.5     | 50.5 | 45.1     | 133.1 | 1500S special |
| 3. Dan McNally     | 39.2     | 47.2 | 50.4     | 136.8 | S             |
| 4. Ron Day         | 42.9     | 47.8 | 46.8     | 137.5 | S-90          |
| 5. Will Mack       | 43.2     | 46.8 | 48.5     | 138.5 | N             |
| 6. Ed Pass         | 39.8     | 52.6 | 49.2     | 141.6 | VW            |
| 7. Roger Bond      | 46.4     | 46.6 | 50.2     | 143.2 | S             |
| 8. Dick Gilcreast  | 41.2     | 54.8 | 48.4     | 144.4 | S             |
| 9. Jerry Day       | 40.8     | 47.6 | 47.2(10) | 145.6 | S-90          |
| 10. Gay Wentworth  | 45.6     | 49.0 | 51.6     | 146.2 | N             |
| 11. Seymour Lisker | 45.8     | 50.4 | 50.2     | 146.4 | N             |
| 12. Rod Southworth | 48.2     | 52.3 | 60.0     | 160.5 | N             |
| 13. Barbara Day    | 45.6     | 58.6 | 58.6     | 162.8 | S-90          |
| 14. Newt VonSander | 42.8     | 58.8 | 53.2(10) | 164.8 | 1500S special |
| 15. Ed Heath       | 42.2(10) | 50.2 | 53.2(10) | 165.6 | N             |
| 16. Dorothy Pass   | 54.0     | 53.0 | 63.0     | 170.0 | VW            |
| 17. Bob Ross       | 49.3     | 56.5 | 64.8     | 170.6 | N             |
| 18. Newt VonSander | 50.0     | 57.0 | 69.8     | 176.8 | N             |
| 19. Dorothy Ross   | 50.6     | 65.5 | 75.2     | 191.3 | N             |
| 20. Alex. Peckham  | 47.8     | 58.8 | ----     | ----- | S             |

Thus in a triumph of persistence by the organizers, indifference by the membership at large, and enthusiasm by the participants, the ~~SPRING~~ gymkhana was held in the city and at the site discretely vacated last spring at the height of the "blue law" fuss. Our thanks to STOP & SHOP and (finally) to the Waltham police for making the gymkhana possible. The action (or inaction) we took last spring now seems more justified than ever, and we have maintained our good reputation with all parties.

The suggested demonstration of support for gymkhanas and for the club was a mild fiasco with fourteen active members participating. This was in contrast to the considerable interest on the part of the general public. Perhaps sport car events are run for the wrong group and should be open to all except members. It may be good for the public to have the opportunity to see a car which handles well well handled by capable drivers, but the public do create problems of spectator control which make somewhat secluded sites desirable. We are looking. If you were unable to cast a vote for gymkhanas by attending this one, you can still express your interest to the Activities Director and thus spur on our efforts. You might even volunteer!

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## SHOCKS (from Porsche Patter, Bulletin of PCA Rocky Mountain, by Vern Racek)

Up until 1959 all Porsches used Boge shocks front and rear. Part No. Front 644.41.501 Rear 644.34.501

In 1959 the Supers started coming with the red Dutch Koni shocks.

Part No. Front 644.343.501.10 Rear 644.333.501.10

Koni Part No. Front 80A-1044 Rear 80A-1191 As most people know these shocks are adjustable but to adjust them unless you intend to race will give a very stiff and jolting ride. However, if you feel you must adjust, have at it.

In December 1960 a different type of Koni was introduced on the Super and Super 90. These are grey in color usually, but replacement units from Koni are red. The original red shocks are marked "Special D". The red replacements for grey shocks are marked "SP". The grey (or red SP) shocks are considerably softer and easier riding than the original red or "Special D" type.

Grey Part No. Front 644.343.501.11 Rear 644.333.501.11

Koni Part No. Front 80A-1044SP Rear 80A-1191SP

On the 1962 Normal an improved Boge shock was installed. The Boge shocks are non-adjustable. Part No. Front 644.41.501.1 Rear 644.34.501.1

As of December 1962 new Koni shocks with a very soft action were fitted to Supers, Super 90s, and Carrera 2. These are blue in color. Part No. Front 644.343.501.12 Rear 644.333.501.12 These are installed at the factory two (2) half turns from the softest position. In case of vibration in the steering it is recommended that they be set another half turn or three(3) half turns from full soft.

As of 13 March 1963 Boge shocks are being used in place of the blue Koni. These are brown in color and non-adjustable. Part No. Front 644.41.501.2 Rear 644.34.501.2 For racing the original red Koni or "Special D" type is recommended.

The important thing is to remember never to mix up shocks on one car. They should be installed in sets as listed above.

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MARKET PLACE For Sale 1962 Super 90 Cabriolet, red, 26,000 miles, Blaupunkt radio, headrest, excellent condition. Mario Castillo: TW3-6668

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CAR & DRIVER October 1963

Steve Smith, Assoc. Editor of Car & Driver, was an 8th Parader. The October issue due out in September will contain a picture story on the Parade. The cover picture shows a Porsche in the mountains (not the Poconos!).

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Boston GLOBE headline: "ERROR OF ONLY 2 SEC. IN NORTH SHORE RALLY"

The North Shore Touring Club's Tally Rally was won by PCAer John Quinn with Bob Winer in a Porsche with zero error at two checkpoints, one second at the other two!

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RALLYISTS Where were you in 1954, before PCA was founded, when the all-night ANNUAL GRAND RALLY of the present TONE was first held? That year Joe Wenckus was 3rd in his Porsche, Bert and Nancy Borngesser 6th, and since then present PCA members have done well often. Adrian West was 4th in 1955; Frank Feigin 2nd in 1956; Ted and Doss Patton 2nd in 1957. In 1958 the Pattons were 1st, Bert Borngesser 2nd, Frank Feigin 5th. In 1959 it was Dow-Broadhead 1st, Leigh and Ernie Groves 5th. 1962 Wenckus 5th.

This year on August 10-11 there were 39 cars entered including 8 Porsches. At the end of the 8 leg rally the results were impressive: PCA\*

|     |                                  |         |           |
|-----|----------------------------------|---------|-----------|
| 1st | Ernie Groves* - Al Hallett       | Porsche | 32 points |
| 3rd | Seymour Lisker* - Mario Castillo | Porsche | 50        |
| 4th | Bill Gray* - John Allen*         | Porsche | 55        |
| 5th | Joe Wenckus* - Don Dalrymple     | Porsche | 58        |

Seems that Porsche is a good rally car (in what other would you want to drive all night?) and that some of the best rallyists in the area are PCA members. Some of the best rallies will be PCA rallies when the members really support them. September 29.

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