

PORSCHE CLUB OF AMERICA

NORTH EAST WEST S

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PORSCHE 901

Porsche is showing its new flat 6 type 901 at the Frankfurt Auto Show, but it will not be available for some time. When the price of the 901 is announced, it probably will not be "available" even then.

The 901 appears to be a slightly longer Porsche with the bumpers flush with the body and no bumper guards. The parking light/turn indicator does not project but wraps around the corner. The front hood handle and the projecting strip under the door seem to have gone. The hub caps are plain and seem flatter. Is the hood depressed to force air into the slot under the windshield for adequate ventilation? The wipers store on the right instead of in front of the driver but do not lie flat.

To judge by one photograph, Porsche has cleaned up their design a bit from a visual as well as aerodynamic viewpoint. If we can get used to that bumper, they may have something. Hope they do not trick it up with more jazz later. Published data indicates a slightly wider track (1" front, 1½" rear) and narrower width (2.8" with wheelbase and overall length increased about 4". 2 liters; 150 SAE hp. @6200; chain-driven single overhead cam; 8 main bearing crankshaft; 5 speed gearbox.

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COMING EVENTS

- Sept.29 PCA Northeast RALLY The PCA rally of the year! For novices in all degrees down to expert. For experts in all degrees down to novice. For all Porsche owners and all T.C.N.E. members. Read on for details.
- Sept.29 PCA Northeast DINNER The PCA dinner of the year... if you all come! Menu and deadline for reservations with Rally information.
- Oct. 6 U.S. GP at Watkins Glen, N.Y. Jim Clark of Scotland has already won the World Championship for drivers with FIVE firsts.
- Oct.13 SCCA Divisional Races at Thompson, Conn. Sunday
- Oct.19 SCCA Regional Races at Lime Rock, Conn. Saturday
- Oct.23-27 New England International Auto Show, Commonwealth Armory, Boston
- Oct.27 PCA Northeast SEA SIDE SEARCH searchmaster: Jack Miller
A treasure hunt with a brain-teasing finish which should separate the pirates from the scavengers. Start: in Rowley, Mass. Dinner: at The Captair's Table in Essex. Equipment: wrist watch, working odometer. Optional equipment: bathysphere. Entry blank next time.

PCA's FALL!FOLIAGE!RALLY Sept.29th rallymaster: John Allen, Jr.

Northeasters are urged to attend the one big PCA rally of the year and to invite and make welcome all Porsche pushers within reach and all members of the Touring Club of New England. T.C.N.E. members may be driving almost any kind of vehicle, but they can be identified by their low rally scores. Since T.C.N.E. has among its members some of the best PCA rallyists, both clubs may win the glory, but it is more important to us that you come and enjoy yourself.

The TOUR: a sneaky way to have some of the fun of rallying without really trying. Follow the rally route without calculations using only speedometer and hunches. You may do so well you get the rally bug. Same Entry fee. Same dinner.

START 12:00 noon on Sunday, Sept.29 at Porsche Car Northeast, Inc. opposite the Great Road Shopping Center on Route 4 and 225 in Bedford, Mass. Sandwiches available after 11 A.M. at the shopping center

RALLY Time-distance, about 150 miles, with some gimmick(s).

DINNER After the Rally at the TOWN & COUNTRY restaurant on Route 12 in Sterling, Mass. Drinks available; food excellent -- remember the last dinner there? Choice of 3 dinners (Barbecued Chicken, Ham Steak, Shrimp en casserole) each a complete dinner @ \$2.98 per person including tax and tip.

DEADLINE Dinner reservations must be received by Seymour Lisker by THURSDAY, Sept.26 so mail your reservation promptly. If in doubt call Seymour at DE2-4866. After the deadline you are on your own. You will not get the special rates quoted and may not be able to eat with us. Don't miss this one!

SO..... Make up your mind, sign up your navigator, shine up your car, fill up your tank, load up your camera, call up your Porsche friends (and T.C.N.E.!), show up in Bedford, pile up your score, work up your appetite, drink up a toast, eat up the feastand may the best rallyist win!

PCA FALL!FOLIAGE!RALLY September 29, 1963 E N T R Y

driver _____ club _____ navigator _____

address _____

phone _____ car: marque _____ year _____ type _____

Entry Fee: PCA member	@ \$1.00 per car	\$ _____
Guest	@ 2.00 per car	\$ _____
_____ Chicken dinners	@ 2.98 per person*	\$ _____
_____ Ham Steak dinners	@ 2.98 per person*	\$ _____
_____ Shrimp dinners	@ 2.98 per person*	\$ _____

\$ _____ (total)

Check payable to: PCA Northeast Region, Inc.

Send to: Seymour Lisker, 1605 Washington St., West Newton, Mass.

*Dinner reservations must be received by Thursday, Sept.26

WELCOME TO THE FOLLOWING NEW MEMBERS! (total membership 139)

Joseph and Anna DeDominicis 3 Diane Lane, Chelmsford, Mass.	prof.mech.engineer	'57 white coupe
Reiner Lecher 485 Pleasant St., Melrose 76, Mass.	engineer	'63 white super coupe
George and Cole Gordon 157 Wolcott Rd., Brookline, Mass.	dentist	'62 white super hardtop
John F. Hillmann 73 Bay State Rd., Boston, Mass.	transfer from POTOMAC Region	
Hugh and Elizabeth Montgomery 22 Hillbrook Rd., Wayland, Mass.	engineer	'61 red coupe

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REPAIRS FOR 356A OWNERS WITH GOLDE SLIDING SUNROOF by Adrian West

After being assured by Humer-Binder that removal and reinstallation of the Golde roof was a highly technical job, requiring the utmost skill and know-how (and being strongly suggested that the car be brought to their shop in New York City for repair) I decided that the worst thing I could do was ruin the whole job by my ham-handed, backwoods methods.

My roof is the non-electrical model, riding on an aluminum rail on both sides with a finish rail at the front. Removal is quite a simple matter. Open the roof to the full extent, take out the five screws on each side rail and the two screws on each corner. Pull off the corners, and while using cloth or other protection for the finish of the car, slide out the two side rails to the front. Remove the roof section through the top. I used a "Gooks" cement to hold the headliner in place (the main reason for removal was the fact that the headliner had come uncemented).

Reinstallation is simple. Place the two rails on the sunroof with about 2" sticking out to the front. Replace the leather pads if necessary which ride on the rails. Be certain the sunroof section of headliner is in the bottom track of the rails. Slide the whole business in from the top and front of car, and with a minimum of wiggling, the rails will go back into their rear seats. Put the screws back into the rails. Job complete.

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CAR & DRIVER -- Oct'63 issue

That picture story on the 8th Porsche Parade is slightly nutty, but it's six pages and Seymour is there in full swing. There is also a Porsche on the cover, a full page Porsche adv., and four pages of Porsche 1600S road test and comment which gives a good statement of what the Porsche is and is not.

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RESULTS

Quannapowitt S.C.A.'s SOO-NIPI Weekend attracted a record 50 cars. There were 2 rallies, a concours, and time trials at Claremont airport. Overall winner for the weekend: PCAer Ronald Day. The Boston GLOBE listed 2nd place in the ladies class at the time trials as: Tulita Carrera driving a Ferrari Topolino. Who's kidding whom?

Edgar Barth in a Porsche is European Hill-climb Champion for 1963.

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ANNUAL POINT STANDING thru mid-September (club officers omitted)

Will Mack	160	John Hopkins	91	Gay Wentworth	76
Rod Southworth	149	Ed Heath	90	Ron Day	75
Ray Ringler	136	Bob Buck	79	Ed Fisher	74
Dan McNally	122	Dave Willard	78	Bert Borngesser	72
Jack Hine	103	Bill Edgett	78	Barbara Day	67
Bill McDonald	98	Dick Gilcreast	78	Bob Ross	67