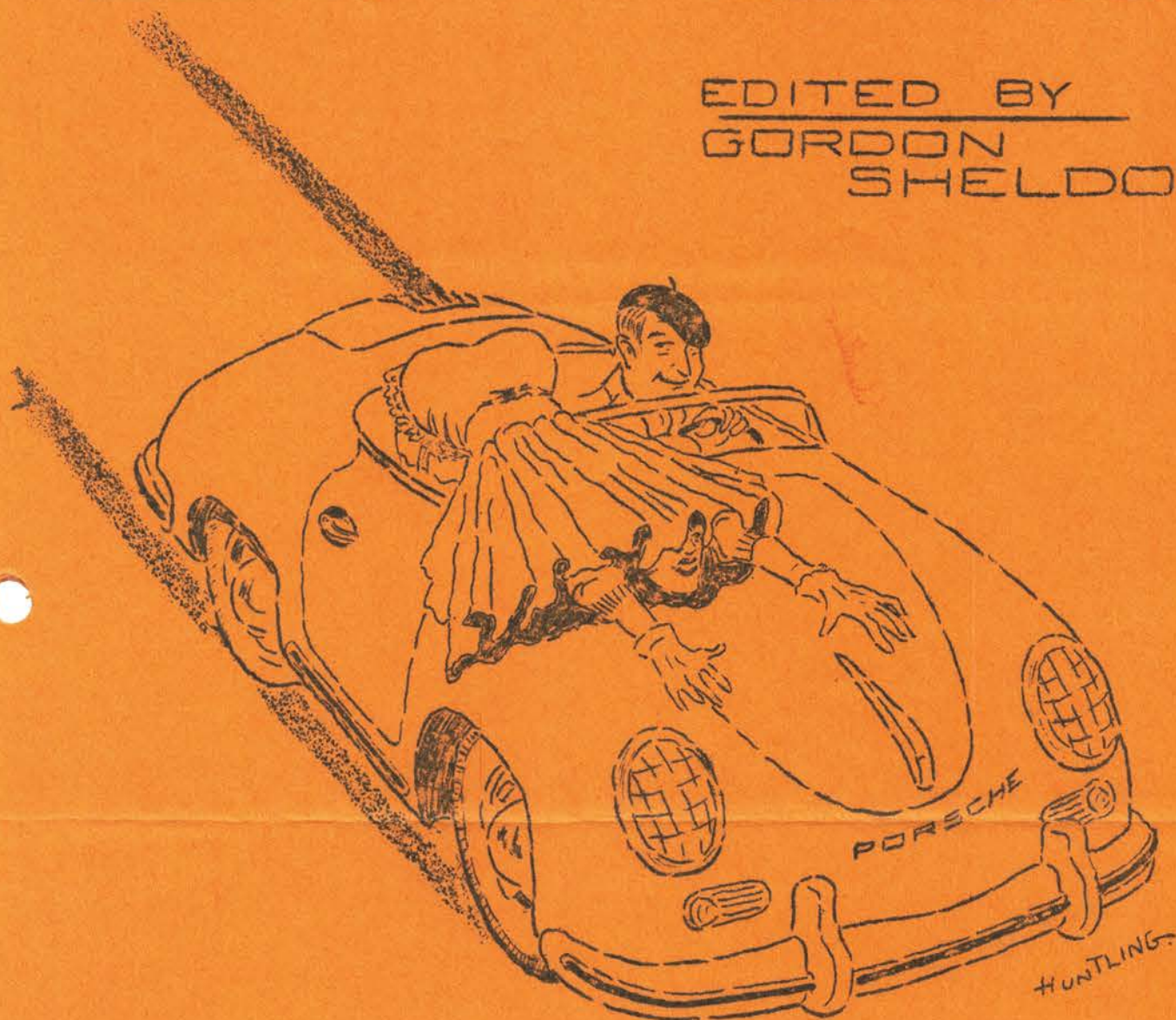


# PORSCHE OWNERS CLUB

# NEWS - LETTER

EDITED BY  
GORDON  
SHELDON



"OKAY! OKAY! SO IT'LL STOP ON A DIME!"

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JUNE 1956

VOL. II No. 6

JUNE DRIVING EVENT: Cancelled

JULY EVENT: Porsche Owners Club First Annual Golden State Rallye  
Start July 13 midnight until Sunday July 15, 1956  
58 Trophies - Duplicate Awards for Driver & Navigator  
All entries will receive souvenir dash plaques.  
PORSCHE OWNERS CLUB MEMBERS NOT ELIGIBLE TO ENTER.

JULY MEETING: Installation banquet of the new club officers will  
be announced at a later date.

AUGUST MEETING: Effective with the August meeting the P.O.C. will  
meet at Plummer Park 7377 Santa Monica Blvd. in  
Hollywood. Notice of the change in meeting night  
will be given at a later date.

TROPHIES FOR THE MAZE AT THE MAY CO. CRENSHAW ON MAY 27 DONATED BY  
EUROPA MOTOR CAR CO. LTD.  
11055 Ventura Blvd.  
North Hollywood, Calif.



## THE " MAZE"

Our May event was held on the May Company's Crenshaw parking lot and was pretty much unlike anything ever seen before. It had elements of a gymkhana about it but to call it one would do it an injustice. We don't care much for gymkhanas but we thoroughly enjoyed this.

Basically it was a one-phase maneuvering circuit from a standing start, but it was so intricate that the main problem was finding your way, rather than shaving seconds. It was, of course, scored by time, but the savage penalties imposed for clipping a marker or losing one's way made it clear that any effort to hurry could easily ruin any chance for a good score.

The course was limited by the regular rubber pylons, but the only clue to the way through them was a mimeographed route map handed to each contestant at the start. Glancing at the map and then gazing out over a dense forest of rubber cones was a touch unsettling to most of us.

Various expedients intended to place the map where it could be watched while driving were tried, but without success. They only added confusion.

The impact of adversity upon the personality was well illustrated. It seems we have two types. The first, or Neubauer, type stops completely, polishes his spectacles, breaks out the map, takes his bearings, and tries to figure out which of the little white cones he is nestled among are represented by which dots on the paper. This is clearly a fruitless task, so he starts off in due course, but usually not on course, to a flashing finish later in the day.

The second, or Nuvolari, type feels that if he just keeps driving round and round the markers, perhaps the whole thing will come to him in a flash of intuition. One of this latter (Joe Thielmann, to be exact) got so furiously involved with the cloverleaf toward the end of the course that the officials were contemplating sending out a rescue party. Considering that Joe drove about six time farther than anybody else, he must have had fastest time of the day.

This event serves to show how much fun can be had if we just stay off the beaten track. Let the rally clubs have rallies, and the gymkhana clubs have gymkhanas, and the racing clubs have races. We can use some imagination and just have a good time. Congratulations to Bill Newman for putting this one on.

There were 30 entries, and they came out like this :

### Members

Place	Car#	Name	Time	Penalty	Total
1	2	Herm Stein	1:39	0	1:39
2	123	Ron Hart	1:43	0	1:43
3	64	Chas, Stockham	1:38	:10	1:48
4tie	23	Jeff Cooper	1:51	0	1:51
4	73	Dave McGrath	1:41	:10	1:51
5	133	Jack L. Brink	1:43	:10	1:53
6	27	Gordie Sheldon	1:54	0	1:54
7	112	Ron Newton	1:50	:10	2:00
8	131	Bob James	2:01	0	2:01
9	67	Larry Williams	1:53	:10	2:03
10	115	Frank Droesch	2:05	:10	2:15
11	37	Dr. Ren Foutz	1:55	:25	2:20
12	58	M. Crawford	1:56	:25	2:21
13	94	Jack Nicholas	2:13	:10	2:23
14	132	James Phillips	2:02	:30	2:32
15	5	Bob Pierce	2:04	:30	2:34
16	129	Morley Kasler	2:27	:10	2:37
17	100	Walt Garlick	1:57	:45	2:42
18	125	V.C. Van Velzer	2:44	:30	3:14
19	89	H. Gausman	2:28	1:00	3:28
20	20	Bruno Hahn	2:51	:40	3:31
21	56	Joe Theilmann	3:16	:25	3:41
22	55	R. F. Fastenow	2:23	1:20	3:43
23	87	Ben Caplan	2:23	1:55	4:18



## THE "MAZE" (CONT.)

### Ladies

Place	Car #	Name	Time	Penalty	Total
1	240	Leota Stevens	3:06	0	3:06
2	233	Caryl Brink	3:06	:35	3:41

### Guests

1	301	George DuVall	1:50	0	1:50
2	304	Vernon Gray	1:56	0	1:56
3	300	Neil H. Aikin	1:54	1:10	3:04
4	303	D.D. Michelmore	2:29	:45	3:14

By Jeff Cooper

### TECHNICAL NOTES FROM GERMANY

Editors Note: The following are excerpts taken from a letter recently received by Fred Bogler from John Moody P.O.C. member temporarily residing in Germany. It is hoped this pertinent personal contact with the factory will clear up some of the questions so frequently asked, yet not covered in any publication. John's pointed questions are followed by the factory's answers.

- a. Piston Slap: Porsche piston and cylinder assemblies are subcontracted, and while no information was obtained from the factory it seems that the problem is still with us. New Porsches occasionally make noises like the old ones.
- b. Ring and Pinion Gear Failures: These are attributed by Porsche to a batch of defective material delivered to the gear works. From now on, quote, "It can't happen!"
- c. Shifter Fork Wear: Quote, "This had been corrected."
- d. Porsche Body Rubber: The extremely poor rubber used throughout the Porsche is attributed to the unavailability of better rubber in Germany. The factory states that German rubber companies cannot supply a better grade, and that even the 300 SL's have the same problem. Their only suggestion was to treat it with glycerine at frequent intervals.
- e.. Bumper Guards: Porsche has been experimenting with several types, but their biggest objection was on the basis of appearance. They hope to come out with some this spring. Those which I saw at the factory looked a lot like the VW affairs, with backing posts coming through the body.
- f. Recommended Motor Oil: Castrol, Valvoline or Esso. All HD types. (High Detergent)
- g. Knock-off Wheels: Arguing with Porsche on this matter is like hitting your head against the wall. They maintain they run LeMans on one set of tires, and that's that. However, other organizations such as Glockler in Frankfurt have come up with some experimental versions. One type which I saw in Frankfurt, which is made in Italy, seemed rather outlandish. An affair which is shaped like the head of a valve is bolted to the brake drum. It is externally splined and the wheel slips over the stem. Lifting this monstrous affair convinced me that it wasn't here to stay. On top of being extremely costly (\$400 or \$500 a set) the confounded thing weighed as much as a normal wheel and tire, or about 15 to 20 pounds. This alone should make it unthinkable to the low unsprung weight boys.

Warning: Accessory manufacturers are selling "falsie" hubcaps for the Porsche which have spinner nuts, a la Corvette. Don't be confused by this hokum. The wheel is still bolted on with 5 nuts.

- h. Clutch cable failures: Quoting Porsche, "This has been completely redesigned in the Type 356A cars." Where this leaves everybody else is your guess.



## TECHNICAL NOTES FROM GERMANY (CONT.)

- i. Oil Temperature Limits: Quote, "240 degrees max. F."
- j. Cam Follower and Camshaft Wear: Again, quote, "This has been corrected in the new models by a redesign and should not be a problem in the future." Adding my own comment, I now observe that with the new "mushroom" shaped cam followers it will be necessary to "split" the engine to remove the followers.
- k. Tachometer Wobble: Again quoting Porsche, "This has been corrected in the new models."

by John Moody

### THE EUROPEAN MOTORING SCENE

Turning to the European motoring scene for a moment. On April 6th after several delays, I finally got my new 1600 Normal Convertible. Some of the delays were caused by the extremely cold winter weather and some of them, I feel, were caused by my requesting a variety of "Custom" items on the car. Among these were an old style navigator's map light, ammeter wiring, and a zip-out rear window. Porsche grumbled a trifle but in general complied with these special requests to about 99% satisfaction on my part. For those of you who own the convertible models and wish you might have a zip out rear window, please be advised that the Porsche solution is not completely satisfactory. As done by them it makes the top somewhat more bulky such that the normal cover does not work. It also requires three men and a boy to operate the zippers to get the window in the "down" position. And furthermore, you get fingerprints all over the headlining in the process. However, the cak window will go down, which is nice.

Equipped with Michelin "X" tires (and to those of you who haven't tried them, please be advised that a random inspection of hot Italian "street iron" reveals that they pass up Pirelli's in favor of the French make) the new Porsche is unbeatable. My sidekick in a new LeMans Austin Healey simply cannot stay with me on twisting mountain roads. While the Porsche, with its softer suspension, stays glued to the road, the Healey bounces around like a ball and skitters off the curves. Furthermore, the new "dead" steering of the Porsche reduces driver fatigue immeasurably at high speeds (70 mph and above). The Healey, on the other hand, requires constant attention. Consequently, at the end of a day's drive at speeds up to 100 mph he is completely worn out and I am ready for fun and frolic.

Fellows, if you haven't driven in Italy you haven't lived! Superb roads (but with built-in hazards like scooters, ox carts, pedestrians, gigantic trucks, hairpin curves, hills, dales and what have you), no speed limits, and a "Mille Miglia" attitude on the part of all other motorists, produce an atmosphere which is unparalleled. The Porsche is right in its element. After some 1500 miles, from Venice to Rome to Naples and back to San Remo, nothing passed me except with permission. Unfortunately, I could find neither Ferraris or Maseratis to play with, although these were seen in small numbers, but all other traffic including 1900 Alfa Romeos proved capable of being beaten. It is amazing how slow 80 mph seems after driving a couple of hours at 95!

Before you die put \$2000 in the bank and come to Italy for your last genuine race.

Concerning racing activity, as you know the Mille Miglia should have been run in motor boats this year. Our vantage point on the Raticosa Pass between Florence and Bologna permitted little to be seen except rain and fog. Just how the open cars made it at all is a complete mystery to me. In talking later with the Porsche driver who came in 4th in the 1300cc class, he told me that oil on the road completely gummed up the windshield wipers, but even so they were doing 100 mph on the flats. On the curves he gobbled up the Alfa 1300 Guilletta's (sp?) but on the straights the factory-tuned jobs were doing 115 to 120 mph which ultimately defeated him. This is playing rough - and in the rain!

The Grand Prix of Naples for Formula I cars was somewhat disappointing. Castellotti, who won the Mille Miglia, lasted all of two laps in his Lancia-Ferrari. Musso, in the same type car, lasted



## THE EUROPEAN MOTORING SCENE (CONT.)

somewhat longer but eventually went out with what appeared to be an oil leak. Consequently, Manzon in a Gordini romped home to win. In all fairness, never has an automobile made such an ungodly gorgeous noise as the V8 Lancia-Ferrari's. It all but shakes the leaves off the trees.

Monte Carlo was very interesting, but it was Moss' show from start to end. The course is a little hair-raising with escape roads into a) a hotel lobby, b) the baggage room of the railroad station, and c) the ocean thru a two foot high solid granite wall. Asdari went in last year at the chicane over the edge of the pier with nothing but thin air in his way, luckily. This year a Red Cross boat stood in the harbor, just in case.

As expected, the first couple of laps were messy. At curve #2 a Gordini spun out and a Lancia-Ferrari and the Vanwall Special dove into the stands in an effort to avoid the Gordini. Inasmuch as the stands are protected with a barrier made of sandbags and telephone poles all that happened was that the two cars were scratched from the race and the spectators got more of a thrill than they bargained for. The Gordini, which started the hassle, got restarted and went back into the fray leaving the other two aspirants with a pile of bent automobile. Such is fate.

Fangio, in another Lancia-Ferrari, bent a wheel, swapped cars, and went after Moss. Although driving faultlessly, Moss had too much of a lead and came home with the bacon. Fangio was second after turning in the fastest laps of the day. But when they are the 99th and 100th lap in a 100 lap race it is too late.

by John A. Moody

## C.S.C.C. BAKERSFIELD RACES

The weekend of May 19 and 20 found the sports car entourage returned to the old Minter Field air-strip outside of Bakersfield for the races held under the banner of California Sports Car Club. The two previous attempts at the same location, by the S.C.C.A., proved to be somewhat dismal failures due to freakish weather, dust and some unfortunate accidents. This third attempt may have been better than the prior two, but it certainly didn't come up to the standards set by other Cal Club events.

Saturday's races were mostly a series of 15 minute events for the large and small bore categories. In addition to the foregoing, individual races were held for the owner-driver and modified production categories. Needless to say the latter category caused enough confusion to warrant dropping same from future events. Club business prevented your reporter from attending the Saturday event, so I will confine my remarks to the Sunday melange.

The first race Sunday was a 20 minute consolation for all cars, stock and modified, regardless of engine displacement. Hard luck on Saturday forced Kessler (Aston-Martin DB-3) and Kunstle (Porsche Spyder) into this event. Kunstle took an early lead on the second lap, but shortly was forced out with valve trouble. The race was finally won by Freutel (Lotus Mark VI).

The second go was also 20 minutes but for the stock and modified production under 1500cc. 6 Porsches, 4 MG-A's, 3 MG-TF's and 5 TD's eagerly awaited the starters flag. The front row sported the MG-A of E Forbes-Robinson, the Porsches of Barker (SS) and P.O.C. member, Jay Hills (Carrera Speedster). Hills got off to a poor start and Robinson led the pack. Coming around for the first lap the order was: Hills (Carrera), Hudson (Porsche SS), Pollack (Alfa-Guiliotta Spyder), Tomerlin (Porsche SS), Robinson (MG-A), Barker (Porsche SS). Hills lead was short lived as he spun out on the last corner entering the home straight. Hudson then led until about the 8th lap when Pollack took over. Pollack had been within the first three from the start. Hills' Carrera didn't seem to sound too healthy. Final order: 1st, Pollack (Alfa-Guiliotta), 2nd, Hudson (Porsche SS), 3rd Forbes-



### C.S.C.C. BAKERSFIELD RACES (CONT.)

Robinson (MG-A), 4th, Turner (Porsche SS), 5th, Barker (Porsche SS), 6th Whitney (MG-TC), 7th Hills (Porsche Carrera).

The third race was a 20 minute affair for stock and modified production over 1500 cc. Three Corvettes were entered in this event, undoubtedly inspired by the great showing made by Dick Thompson in a Corvette at Pebble Beach. The front row found Pollack (Corvette) flanked by Settember (M-B 300 SL) and Cleye (M-B 300 SL). At the drop of the flag the Mecs left the Corvette. P.O.C. member Bracker (Porsche 1600 SS) in the 6th row was delayed behind another Corvette. The first few laps were hotly contended between Cleye (300 SL), Pollack (Corvette), and Settember (300 SL), in that order. Pollack shortly began to smoke and promptly retired with mechanical troubles. The next 5 or 6 laps proved an exciting nip and tuck battle between Cleye and Settember with the lead changing a couple of times. On lap 7 Cleye went off the course and retired as a threat to Settember (300 SL) who had been leading since lap 5. Final order: 1st, Settember (300 SL) 2nd, Critchlow (Jag XK 120 M) 3rd, Parkinson (A-H 100S), 4th, Thompson (300 SL), 5th, Dickson (Jag XK 120 M). Bracker brought home the first Porsche in 10th overall and second in class behind Oker (Morgan plus 4) who did a terrific job and finished 6th overall.

Next came the modified under 1500 cc main event which ran for one hour. The front row was made up by Miles (Porsche Spyder) Ginther (Porsche Spyder) and Chamberlin (Lotus IX). Kunstle hitched a ride in W.R. Turner's Spyder for this one. On the first lap Miles led the pack, followed by Ginther and Chamberlin in the Lotus. Robinson (MGA) had to make a pit stop as his engine was overheating. With about 1/3 of the race gone, Miles lapped the 7th place car. Kunstle was having engine trouble. After running for about 40 minutes, Miles was getting ready to lap the 4th place car. Ginther (Porsche Spyder) and Chamberlin (Lotus IX) still posed as the only formidable threat to Miles who was really moving now. In fact, around the 3/4 mark he even lapped the second place car. Chamberlin left the course at turn #1 and had to forfeit 3rd spot which he had consistently held for the majority of the race. Final order, 1st, Miles (Porsche Spyder), 2nd, Ginther (Porsche Spyder) 3rd, Darnold (Spyder), 4th, Eschrich (Lotus-Porsche) and 5th, Kunstle (Porsche-Spyder). A great day for the marque! Good show Ken! A job only to be surpassed by his terrific showing in the next event against the larger cars.

Railbirds had picked one of the four D type Jaguars or the Von Neumann 3.5 Ferrari (Sebring winning car) to cop the final event of the day, a one hour go for the over 1500 cc modified. Miles and Ginther in Spyders had qualified for this event. Pearce Woods (D Jag) pulled out in front at the start and beat the pack into the first turn. However, after the first lap everyone was quite surprised to find Bill Krause (D Jag) out in front. Surprised because this was reported to be the lads first ride in a D-Jag, in fact, this was the first sports car race he had driven. He was in fast company but did an excellent job until about the tenth lap when Woods passed him. The next fifteen or twenty laps found a continual battle for 1st between Woods (D Jag) and Jerry Austin (D Jag) with the lead changing a number of times. Krause held third eagerly awaiting a boo-boo resulting from the dice going on ahead. Johnny von Neumann held fourth in the 3.5 Ferrari.

Ken Miles (Porsche Spyder) had been turning laps at 1:44 secs. which gave him something over a 105 mph average per lap. This terrific pace put him in front of the slowest D-Jag and in sixth spot. Krause was forced to retire with completely locked up gear box on the back straight. Austin in another D-Jag was forced to withdraw and Jack Douglas (D-Jag) was black flagged for repeatedly leaving the course.

The leaders at this point were Woods (D Jag), von Neumann (3.5 Ferrari) Woodward (Jag Spec.), Miles (Porsche Spyder), closely followed by Ginther in another Spyder. At this point Miles set his sights on the Jag Special and out drug him coming onto the back straight. von Neumann was lapping at 1:43.5 (107 mph) desperately trying to make up the lap necessary to catch and pass the leader, Woods, who was stroking it now with a 1:51.4 lap time. His best lap was about 1:42. Woodward moved up from 4th spot to overhaul Miles who temporarily was in 3rd place.



### C.S.C.C. BAKERSFIELD RACES (CONT.)

I think the spectators will all agree the high light of the week was the Ken Miles and Fred Woodward duel which took place within the closing minutes of the race. Coming down the front straight with Woodward's Jag Spec. 5 to 6 lengths ahead - Miles going deeper into the corner to get right on his tail. Then around the sweeping corner onto the back straight. Those little 1500 cc's desperately trying to match the Jag's double plus capacity (3750 cc) coming out of the corner! This was just one case where there was no substitute for cubic inches and Miles just didn't have enough oomph. However, at the end of the straight and through all the corners Ken would be right on his tail- lap after lap!

Final order: 1st, Pearce Woods (DJag), 2nd Johnny von Neumann (3.5)Ferrari), 3rd, Fred Woodward (Jag Special), 4th Ken Miles (Porsche Spyder), 5th, Ritchie Ginther (Porsche Spyder).

by Gordon Sheldon

### TROPHIES FOR THE MAY CO. MAZE

The Porsche Owners Club is grateful to Mr. Neil Hamilton of Europa Motor Car Co. for the donation of the fine trophies for our May driving event. Their modern showrooms are located on Ventura Blvd. at the Valley end of the Hollywood Freeway. Complete Porsche -V.W. sales and service are offered. Adjacent to their new car show room is located their used car department which includes quite a variety of imported automobiles.

### WANTED! A NEW EDITOR OR EDITORS

With the publication of this issue of your News-Letter, your Editor finds that professional and personal responsibilities make it necessary for him to resign the position he has held for the last six months. Needless to say, I am gratefully indebted to those same few who always came through and lent that helping hand. Rather than risk a chance of omitting someone, I should like convey one great big hearty THANKS to all who have helped in any way with the publication of our News-Letter.

I sincerely hope that someone will find it convenient to step in and take over so that we will not lose this valuable medium of communication. The pioneer work by Jeff Cooper with the first issues of this publication certainly gave impetus to our organization. I am only sorry that I haven't been able to do as professional a job. With our club now approaching 150 members there is need in many fields if this publication is to continue each month. Volunteer now to help YOUR NEWS-LETTER with art work, typing, reporting, technical notes, stapling, addressing and mailing.

by Gordon Sheldon

### GOLDEN STATE RALLYE

Members are once again reminded to return their cards and be ready to pitch in and make our first "Open Event" a huge success. We want to make each of the 5 Phases come off without a hitch. There must be a prepared team at each check point. Incomplete and "make shift judging or scoring must be VERBOTEN in this event. Remember we are trying to bring it up near the level of the European type rallye. Remember and set aside the weekend of July 13 to July 15, 1956. The first car starts at midnight on Friday July 13.

### YOUR NEW BOARD OF DIRECTORS

The following members were elected to the Board of Directors at the last general membership meeting. They will be formally installed at the July dinner meeting. Location will be announced later.

Carry over members; Herm Stein  
Glad Ellis  
Larry Williams

New; Morrie Crawford  
Lew Bracker  
Bill Newman  
David McGrath



# ANNUAL POINT STANDINGS FOR EVENTS HELD UP TO JUNE

<u>Position</u>	<u>Points</u>	<u>Member</u>	<u>Position</u>	<u>Points</u>	<u>Member</u>
1.	79	Jeff Cooper	12.	23	George Baldwin
2.	57	Fred Bogler	13.	22	Joe Thielmann
3.	44	Don Roberts	14.	21	Gray Lange
4.	42	Betty Boutell	15.	19	Wes Griffin
		Bill Newman			Bob Stevens
		Herm Stein	16.	18	Chuck Stockham
5.	39	Gordie Sheldon	17.	17	Luigi Luraschi
6.	38	Glad Ellis	18.	14	John Symonds
7.	33	Bruno Hahn			Burnie Craig
		Larry Williams	19.	13	Dr. Ed Larson
8.	31	Bob Pierce			Sam Mathews
9.	30	Lew Bracker	20.	12	Tom Gibbons
		David McGrath	21.	11	Bill Koeb
10.	29	Morris Crawford			E. Kolehmainen
11.	26	Joe Boening	22.	10	Zip Keyes
		Dr. R Foutz			Tom Lamona
			All others below 10 points.		

## Women

<u>Position</u>	<u>Points</u>	<u>Name</u>
1.	66	Dottie Bogler
2.	42	Betty Boutell
3.	38	Janelle Cooper
4.	35	Florence Ellis
5.	33	Laura Gibbons
6.	21	Dot Pierce
7.	18	Leota Stevens
		Mary Thielmann
8.	15	Miriam Larson

Members are advised that points awarded for attendance at meetings were discontinued in February because of the difficulty in accurately checking attendance.

Point standings for outside events are not available at this time. The battle for first place is a close one between Lew Bracker and Jean Pierre Kunstle. Complete results will be published at a later date.

Questions relating to point standings should be directed to Janelle Cooper.

## CLASSIFIED COLUMN

Luigi Luraschi will be taking delivery on a new 300 SL Mercedes-Benz next month and consequently is putting up his little jewel for sale at this time. He hopes that some member or friend of a member may be interested to keep it in the "family".

FOR SALE, 1955 Porsche Continental Coupe  
Metallic green paint, 3 piece crankcase  
Speedometer reads to 10ths of a mile.  
Air Force clock, Radio, Safety belts  
Brand new Dunlop tires  
Immaculate condition throughout  
Luigi Luraschi #92  
5060 Bellaire Avenue  
North Hollywood, California  
Phone POplar 4-2817

The Classified Column is a free service to all P.O.C. members. If you want to buy, sell or swap anything related to club activities or Porsches, send your ad to the Editor. Ads will be published one issue unless renewed each month by the sender. The P.O.C. and the News-Letter Editor cannot guarantee the quality or authenticity of merchandise described in the Classified Column. Ads are reproduced as submitted by our members. Commercial advertisements are not solicited at this time.