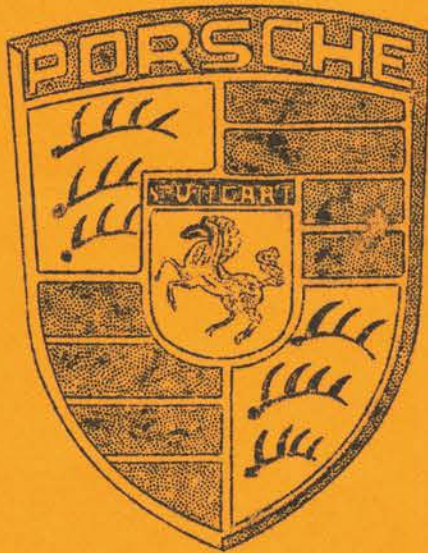
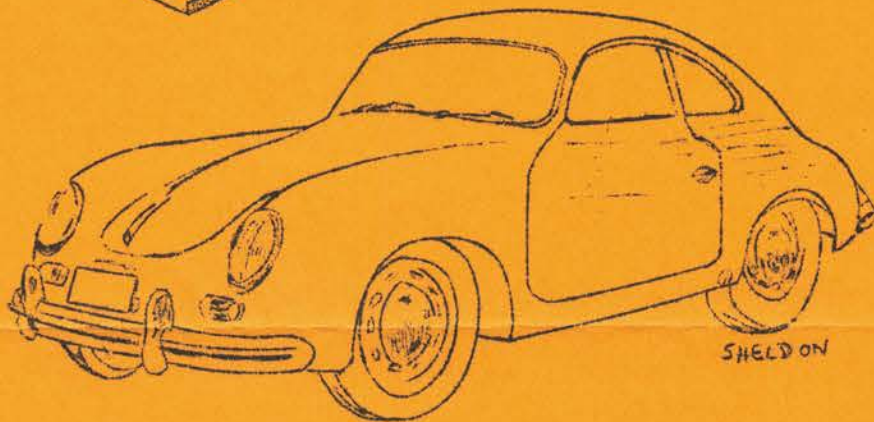


PORSCHE
OWNERS
CLUB

NEWS
LETTER



EDITED BY
JEFF
COOPER



NEXT REGULAR MEETING:

17 September, 1956
8 P.M.
Hollywood Athletic Club
6525 Sunset Blvd., Hollywood

NEXT EVENT:

TO BE ANNOUNCED

TROPHIES FOR JULY EVENT DONATED BY:

"JACK McAFEE MOTORS"

Thanks a million, Jack!!

NOTICE * NOTICE

THE CLUB ADDRESS HAS BEEN CHANGED TO:

2856 Nichols Canyon Rd.
Los Angeles 46, Calif.

Please direct all correspondence to this address regardless of to whom you are addressing or for what purpose you are writing.

Well, our worst fears are confirmed. Alfa has announced forthcoming production of a 1500 cc dual purpose car, based on the Giulietta SS. Of course, they'll have to produce it, and export it, and price it reasonably, and arrange for service and parts-- but these things are possible. The serene position of the Porsche is being challenged for the first time!

* * * * *

The latest version of the 550 Spyder --- modified enough so that it needs a new name --- is designated the 550 RS, though some have suggested "Porsche Palermo" in honor of the great Targa victory. The coupe version which won the class at Le Mans was apparently a regular roadster with a bolt-on top. Looked like it was made of Balsa wood, according to Dusty Mahon. We've always thought all cars for Le Mans should be coupes, for better streamlining as well as to spare drivers the tiresome and chilling drenching they always face.

* * * * *

In the 1500 Sports race which preceded the German G P on 5 August, we had another interesting win. Contesting the RS Porsche of Von Frankenberg, Maglioli and Herrmann were two factory 1500 Maserati, driven by (gulp!) Moss and Behra! Also there was a ferocious Cooper powered by the new 1500 Climax engine and handled by Roy Salvadori.

This distinguished field finished 100 miles (7 laps) of the Nurburgring within 30 seconds of each other, in the following order:

- | | |
|-------------------|---------------|
| 1. Herrmann | RS Porsche |
| 2. Moss | Maserati |
| 3. Salvadori | Cooper-Climax |
| 4. v. Frankenberg | RS Porsche |
| 5. Maglioli | RS Porsche |
| 6. Behra | Maserati |

Herrmann crossed the line 3.2 seconds ahead of Moss. Hans is a fine driver but a full cut below Moss --- the RS car must decisively outclass the Maserati.

* * * * *

The Gran Turismo (dual purpose coupe) Race for two liter cars was won on the same occasion by Ludwig Blendl in a Carrera. You see they will go in Europe even if they won't in this country.

* * * * *

Stirling Moss has acquired two new lap records in small capacity cars. In a Lotus-Maserati of 2000 cc he paced the Supercortemaggiore at Monza. And he just ran off and left the field in the Rheims 1500 race, driving a Cooper Climax. We won that won, we admit, by default.

* * * * *

Our new 1600 SS doesn't seem to be grinding off its rear skins the way the 1500 did. As we are driving the same way, it may be that the new tire size has something to do with it.

* * * * *

* * * * *

* Annie Bousquet, a lady Porsche driver of great continental renown and holder *
* of several records, was killed at the Rheims meeting, adding one to the very *
* small list of Porsche fatalities. As far as is known, this makes five (in *
* all models). *

* * * * *

Hawthorne, in the new Formula I Vanwall, became the first man to lap the Rheims circuit at 200 Kph, thus acquiring 100 bottles of vintage Champagne. (Local sponsors take note.) Fangio, Collins, and Castellotti all exceeded this time later in the race, so that now both Vanwall and Ferrari-Lancia are proven quicker than last year's great W-196 Mercedes-Benz.

* * * * *

The 1500 cc Sports race at Rheims, won by v. Frankenberg in an RS Porsche, was pretty disturbing. This is a tremendously fast circuit, and the top speed of the Porsche should be decisive, but lap times said not so. Moss was first with a lap speed of 112 m/h! Second was a 1500 Climax-Lotus and third was, of all things, a 1½ liter Gordini. During the race not only the Cooper and the Lotus, but also Maglioli's OSCA, stayed comfortably ahead of "our boys" until mechanical "achschaeden" cut them down. Trouble, trouble, trouble!

* * * * *

The Cooper-Lotus battle, of much interest to us Porsche fanatics, seems to indicate slightly better handling for the Cooper and slightly higher speed for the Lotus. On the medium-length "hangar straight" at Silverstone, the Lotus showed 123.7 m/h to the Cooper's 119.3.

They had a flying mile in the Alpine Rally on a piece of Yugoslav "highway". The winning Carrera logged 109 in full touring trim with all passengers and gear aboard, but a doggoned Giulietta SS showed 107! Ftd was naturally an SL with some 130.

* * * * *

Just in passing, the new BRM will outdrag any roadable car in the world by a large margin. It would be interesting to see how it compares with a hot rod.

* * * * *

Fangio spun again in the British GP. (You will remember he did so at Monaco.) This is pretty amazing, as the maestro hadn't been known to "lose it" since his novice days. He's being pressed very hard by the younger generation, and we wish he'd retire while he's ahead.

* * * * *

If you are speed-happy, consider the following:

Shelby	Ferrari 4.9	Maranello	196 m/h
Fangio	Ferrari-Lancia F1	Rheims	182
Fangio	M B 300 SLR	Le Mans	182
Rosemeyer	Auto Union	Autobahn	240 (circa)
v. Frankenberg	Porsche Spl.	Autobahn	162
?	?	Monza,	?
		Sept. 2, 1956	

* * * * *

The G P of the Adriatic, staged at Abbazia, Yugoslavia, this summer, drew 130,000 people. Apparently commies also like motor racing. It was a sports car race (this "Grand Prix" business is all fouled up in Europe, too) and was won by Franco Cortese with one of the new "testa rossa" 2 liter Ferrari. Second was Vagel (?) on a Porsche, followed by Zeller (??) on a 300 SL.

* * * * *

After the German G P, Fangio is at last ahead in the '56 World Championship, with Collins second. The closeness of this year's contest is in part due to the maestro's fighting for his employers rather than himself, for at Rheims he burst his engine forcing Schell to destroy his fantastic Vanwall, and so handed 8 points to either Collins or Castelotti.

The Italian G P on 2 Sept. will decide, but our money is still on the old man.

* * * * *

A new B.A.R.C. rule says that if you leave the course with all four wheels, or get your rear wheels ahead of your front wheels, you're out. Exceptions are made for avoidances and oil on the road, etc. Good idea?

* * * * *

The '56 Coppa d'Oro delle Dolomiti was won by Cabianca on an OSCA. This is the third time ('54 Sebring, '56 Targa Florio) that a major cross-country race was won overall by a 1½ liter car.

SL ROAD TEST

We recently had the opportunity to drive Zip Keyes' 300 SL fairly intensively. It might be interesting to the membership to note the impression made by this magnificent car on a confirmed Porsche addict.

Zip brought the "silver arrow" up to our mountain hideout on the Fourth of July and was kind enough to let us have it for upwards of an hour of mild dicing around the lake.

No enthusiast needs to be told that the mighty SL is a bomb, so there is no point in emphasizing its speed. It is noticeable, however, that the power comes in quite ways up the dial, rather than at the bottom as with the big V-8. Around 4000 is where you find out you're in a real car.

Steering and shifting feel heavy to a Porsche driver, but both are very sharp and precise. The steering seems to us superior to that of the 140 Jaguar.

Brake pedal response is very sudden, due to the Servo-assist gadget, and of course the brakes are extremely powerful. The pedals are not quite so well arranged for "heel & toe" down shifts as those of the Porsche, but with a little effort, they can be mastered.

The wheel is closer to the pedals than in the Porsche, requiring a Moss-type, extended-arm driving position for a long-legged type, which is easy to get used to. Zip doesn't know which suspension setting he has, but we both feel it must be the firm, or competition setting, as the car has absolutely no cornering vices that we could detect. Steering feels absolutely neutral except in violent cornering when there is just the touch of oversteer necessary for proper control. Even so, the ride is in no sense stiff, actually somewhat softer than that of our new 1600 SS.

An odd feature is the auxiliary fuel pump switch on the dash, to be used for "hot starts" and whenever the upper half of the tach is entered. The driver must cultivate an instinctive flip of this switch whenever he wants that masterful surge he bought the car for. If full power is sought without engaging the auxiliary pump, there is a distinct faltering above about 3700; whereas if the pump is left cut in, a warning

light and a slight ticking remind the pilot to decide whether he wants to make himself a hero or a peasant.

The injection system is noted for its ability to "lug", and while we can't approve of this practice, especially in high gear, it does provide a degree of flexibility in third that can only be compared to a torque converter. The car could be locked in second or third and remain quite roadworthy. The car's only weak spot is its weight. Its muscular brakes can always lock its wheels, but this doesn't slow down 2800 pounds the way it does 1800. You just have to get used to backing off a lot farther out than you do in a Porsche. This is compensated for by really brutal acceleration above 50 m/h, and practically limitless top speed.

Obviously, we enjoyed Zip's generosity hugely. After years of becoming used to "finessing" our way past highway competition, it is an amusing change to be able simply to blast off anything else on the road with brute strength.

The rapier may be the gentleman's weapon, but the battle-axe is hard to stop.

By JEFF COOPER

A BRIEF LOOK AT THE PORSCHE AT SAN DIEGO

By Lew Bracker

Unfortunately, I am forced to write a little something about the San Diego Races as there were very few Club Members down there. I say unfortunate because this will have to be a rather short rundown due to the fact that I pay very little attention to what is going on around me when I have a car to race.

I do remember, however, that Ed Barker got off to a flying start in the under 1500 cc on Saturday with E. Forbes Robinson on his tail, but they ended up just that way; Barker 1st and Robinson in the MG-A second about 10 seconds off the pace. I don't recall the rest of the positions. In the over 1500 cc the only thing I can tell you about the race is that Bob Drake of 300 SL fame put a 1600ss into 3rd over-all and 1st in Class E. I happened to be checking fences after $1\frac{1}{2}$ laps of racing. Roy Jackson Moore who was a friend of mine managed to hit me on the right front end coming out of turn six, and I went heading right for the fences. By the time the dust and traffic had cleared and the San Diego Union took their photos I was running about 30th. I ended up 17th which is of no importance unless you are fighting for 16th. Ken Miles had no trouble in the 1500 cc modified skirmish. There was no competition to speak of unless you count the Alfa Super Sprint, but a good Spyder/driver combo should have no trouble at all with this latest in the Italian line. Bill Murphy pushed his "back-yard" Special as the announcer called it to 1st.

Sunday dawned and all I can remember is that our race was 2nd on the program. Dan Gurney was there minus a ride and so we decided that if I could qualify the car for the Main Event, Dan would drive same. Qualifying meant ending up in the 1st 5 over-all and the Grid consisted of 1600 Porsches, Corvettes, Jags of all types, a couple of 300 SL's, Formula Libre and Formula III cars. For the first time, though, we had the Pole Position and we were lucky enough to end up 1st over-all.

Dan held up his end of the bargain by finishing 1st in Class E Production and 2nd Class E over-all in the Main go. Bill Murphy was 1st, Bill Krause 2nd, and Ken Miles 3rd; Miles also won the 1500 cc modified with the Pollack-driven Alfa 2nd.

PORSCHE AT PARAMOUNT

(We'll sell that title to Luigi for
two matched RS Spyders)

The new little course up in the canyon between Agoura and Malibu Lake was the scene of some sprightly Porsche activity on August 18 & 19. The entry did not include anybody of great renown, although McAfee & Ginther both have reputations in the U.S., but this did not detract from some very enjoyable motoring.

The course is well suited to our marque, emphasizing handling and suspension rather than sheer speed, and while it is a touch dangerous by domestic standards, it has a refreshing amount of "up and down", which delights Porsches and dismays Jaguars (de Lado excepted). Fastest lap time for a production car recorded so far was 1'41" (Dan Gurney in Ruth Levy's 1600 SS). Rudy Cleye was a second slower in the 300 SL.

Saturday showed our cars off very well. In 1500 cc production Ed Barker took over in his brilliant 1500 SS when Dale Johnson spun the Carrera, while Robbie Robinson (who'll get you if you don't watch out!) came home third. Dale finds the 40-60 balance of the Carrera bothersome in comparison to the 45-55 ratio of the push-rod cars, and on a slow course, his blasting top-end doesn't quite make up for it.

In the big bore production race, Rudy Cleye was able to hold the lead from start to finish without too much trouble in the white SL, but Lew Bracker took the other big cars in Crestview's black 1600 SS to rack up a highly satisfactory second overall and first in Class E. Third was another SL but fourth, starting from dead last, was Ruth Levy in her metallic blue 1600 SS! How about that! Ladies' contests are no fun for this gal -- she has to knock off men driving cars with three times the horsepower. Our enthusiasm for the new Porsche star is somewhat dampened by the feeling that she may well beat us next time we race. Embarrassing, what?

Saturday's 1500 modified race was a close one between Richie Ginther and Jack McAfee, both on Spyders. Richie won and Jack was second. There was no OSCA or Maserati competition, and the Lotuses (Loti?) and Coopers hereabouts don't have the big engines yet.

Sunday's program was rather messily organized, with divisions by displacement at 1500cc, rather than by a "dual purpose vs. racing car" line. Thus there was no production car race, and we couldn't see Cleye, Bracker, Johnson, Barker, Robinson & Levy on the same grid.

In the small bore race, there were just two points of interest -- Ginther vs. McAfee and Johnson vs. Barker -- both repeats from Saturday. McAfee disappeared early in the race, giving a clean and easy overall win to Ginther, while Johnson overtook Barker about midway to win the production category.

Ruth Levy, naturally, just ran off and left the other girls in the Ladies' Race. No contest.

In the main event, Richie had a nice dice with a D-type Jaguar for third, trading places several times but dominating the battle to come in behind Harrison Evans in his Monza Ferrari and Krause in Morgenson's "horrible hot rod".

So we had another good day, somewhat marred by the exit traffic. Apparently the Police had instructions to hinder rather than expedite traffic. Politics, maybe?

PORSCHE OWNERS CLUB

Results of SUMMER RALLYE

August 12, 1956

		<u>Penalty Points</u>			<u>Penalty Points</u>
Troy Sanders	1st Guest	445	P. O. Miller	Member	1116
Howard Knox	1st Member	509	George Irving	Guest	1488
Hal Gausman	2nd Member	612	Luigi Luraschi	Member compet-	1683
D. F. Sparks	Guest	814		ing as a guest	
Bob Stevens	3rd Member	873	Ivan Sloan	Member	1713
Ron Hart	Member	908	Dorothea Pierce	Member	1782

A DAY IN THE MOUNTAINS...or - NAVIGATOR'S NIGHTMARE

This is an abbreviated account of one team's reaction to the August Rallye as set up by Jack Nicholas.

First, let me state that this was our first rallye in over a year, as we have been busy organizing or assisting in the Club Rallyes. Secondly, the tender half of this team had driven the Porsche less than 50 miles in our 18 months of ownership. And although she mothered and raised a professional mathematician, she refuses to have even a nodding acquaintance with navigation in any form.

So we teamed ourselves as a novice Rallye driver and a co-pilot with the tools and rudiments of Rallye Navigation. (It says here.)

After departing under leaden skies into which we rapidly climbed, I started to read the Route Instructions. About the fourth item was a warning to watch for the mailbox at 9772 Sunland Blvd. and thereafter to count all the telephone poles on the right side until the next speed sign was reached. In the mean time we had nothing else to do but read the Route Instructions, figure some ETAs, watch for stop signs which added 10 seconds to the ETAs and signals which added 20 seconds, all of which helped the ETAs no end.

While awaiting the stop which should indicate our arrival at Foothill Blvd., I chanced to glance at a street sign which indicated we were traveling on Foothill Blvd! Because the sun wasn't visible and there was no moss on the trees, I was unable to determine whether we were travelling east or west. Also the regularity with which signals appeared every two or three blocks had a deadly fascination for me. With all those 20 seconds added to the time, we had nothing to fear, I thought. But about the time a sign appeared which certified that we were within the limits of the City of Glendale, I began to have misgivings about our direction. So we pulled over and I pulled out the map. We discovered that Sunland Blvd. is coy about crossing Foothill Blvd. It gets real sneaky and joins it at what I believe is called an obtuse angle!

So we turned around and retraced our route through the glorious procession of signals, dutifully deducting 20 seconds for each one. By the time we reached the park where we should originally have turned, we owed more time than was scheduled for that leg!

After getting back on course, I instructed the driver to maintain a speed within the law and consistent with her ability. She amazed me by climbing Bear Canyon Rd. and coming down Sand Canyon like a veteran. We were 16 minutes and 19 seconds late into the first check point, but considering that we had gone an extra 11 miles and a total of 34 signals going and coming, it sounded like a pretty fair average speed.

I resolved to do better on the next leg for both of us. This leg had only eight speed changes and, since I had gotten the hang of anchoring the clipboard with an elbow, while I used both hands on the computer and shoved the denture back in with the eraser end of the pencil, it should be a cinch. An addition we had to watch for now

were boundary markers for National Forests, and then there was that Sign-----! The one at which we had to count all the Es and Fs and subtract all the As. We were fascinated and spent a full 3 minutes counting forward and backward and reaching a different answer every time. I finally took an average of the answers and arrived at 4 which proved to be the only correct box answer on our card.

Unfortunately, after the sign, the road took too many turns for the worse and we were unable to make up the time lost in fascinated gaze at the Sign. On reaching the second power plant, which is the end of paving in San Francisquito Canyon, we took a dirt road up the hump which was a duzy! Narrow, winding, climbing and with many erosion ruts which the driver tried to ease the Porsche over. She was trying to save the car she informed me, but I told her to forget the car and SAVE our AVERAGE, which was declining rapidly. The second check point surprised us at the summit, and we arrived 3 minutes and 7 seconds late. That d--d Sign.

Having gotten used to the ability of the Porsche to take it, we scrambled down the hill to Elizabeth Lake Canyon Rd. and then up the Canyon to Pine Canyon Rd. and thence left to Sandbergs and the third check point. This was an uneventful leg and a pleasure to ride. We only lost 1 minute and 2 seconds here.

Then came the dear old Ridge Route. We hadn't been over this since it was abandoned in the early thirties and the intervening time had mellowed it with large chuck holes and fair-sized rocks, loose gravel and caved banks. In addition, there were assorted deer hunters who seemed to resent our noisy presence. We managed the Ridge fairly close to schedule and then back up Elizabeth Lake Canyon. On arriving at Cottonwood Campground, we turned off and startled several picnickers by charging through the creek. The underwater Super exhaust note sounds not unlike a Motorboat. Back to Elizabeth Canyon Rd. and in a few miles, the fourth checkpoint and a welcome one-hour stop for our own picnic lunch.

My driver had begun to tire, and the long lunch stop gave me a chance to work out the ETA's for the balance of the Rallye. So I took over the wheel and all she had to do was call out the turns and ETA's for each item on the route sheet. We headed up the Canyon again and this time turned right toward Palmdale and at Victor, the summit of Mint Canyon, the 5th check point, where we arrived only 13 seconds late. Thence by Angeles Forest Hwy to Angeles Crest Hwy and shortly the 6th checkpoint and a 39 second tardiness.

By this time the Sunday traffic was fairly dense, and after a leisurely descent down to Foothill Blvd. we rendezvoused at the Chef's Inn and quenched a well-developed thirst.

This was a well-planned and well-executed Rallye and though I feel the Navigator was kept a bit too busy at the start, it was a lot of fun, and if you take your rallies seriously, quite interesting.

Our congratulations to Jack Nicholas and his crew on a well-run event, and I'm sorry that more of the Club Members didn't participate. They missed a good event, and we missed them.

BOB PIERCE

THE RRTA MEETING by Dave McGrath

The course was a ball for me to drive on and offers a close resemblance to a regular course for one to have the thrills plus problems of a regular course. I managed to attain 85 mph on the back straight, so I had a chance to come into a turn at a fairly high speed. I find that I have a lot to learn about roaring through turns in a Porsche.

In the course of the day, I found I greatly improved from either going so fast that the car was practically broadside with the rear wheel spinning like mad, the motor roaring, or the car crawling to getting through with a minimum of wheel spin. One thing of interest I found regarding acceleration of the Porsche 1500 standard as opposed to the MG-TF 1500 and the MG-A was that I could stay even with the TF until about 60 mph and then slowly pull away, but with the "A", I didn't begin to pull away until I hit around 70 mph and then just barely. I would say that the Porsche standard and the "A" are evenly matched.

The R.R.T.A. is a great place to learn to drive in a race without the worry of making stupid mistakes in front of 10,000 people, but it is nearly as expensive and then there are no trophies to receive for your efforts. I had to get 3 tires after the race, although in all fairness, I must say I already had 10,000 miles on them. I made the mistake of putting masking tape on the whole front end thinking it would spare damage. When I removed the tape, my paint came also. It cost me \$30.00 to repaint. And then the so-called water color paint I used for numbering bled through. One thing I found out - - Road racing is for me !!

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FOR SALE - 1956 COUPE 1600 - BLUE EXTERIOR - GRAY & CORDUROY INTERIOR
CALL OR WRITE: STUART DIXON - 200 Horton St., Fullerton, Calif., LAmbert 5-7838

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As a gesture of appreciation for the support given him by the club during the recent Porsche distribution affray, John von Neumann has announced that your membership card is good for a 10% discount on parts at Competition Motors. If your card is verified "competition" by the Board of Directors, it is good for 20%. He is suggesting to his dealers that they grant the same courtesies. Thanks, John -- very sporting of you.