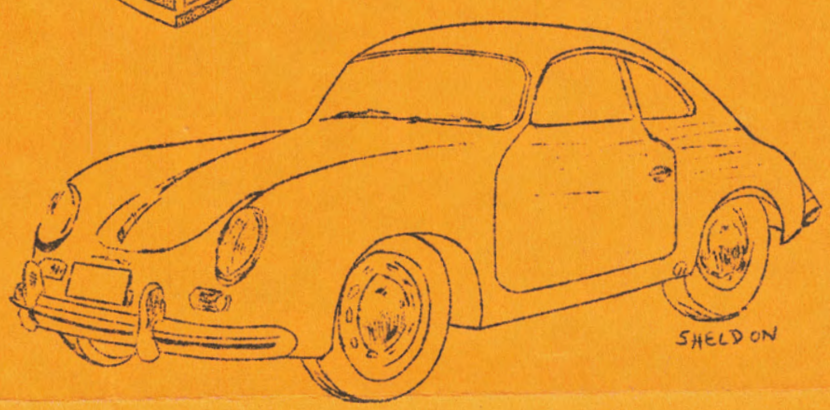
PORSCHE OWNERS' CLUB NEWS LETTER

EDITED BY
JEFF
COOPER

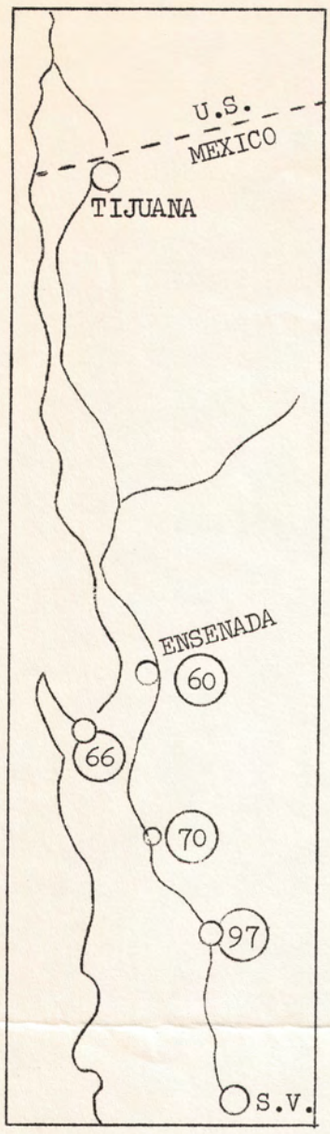


NEXT MEETING: April 15, 1957
8:00 P.M.
Blarney Castle, 623 So. Western

REMINDER: Don't forget to bring those decks of cards to the April meeting. Only stipulation - must be complete.

APRIL EVENT: Driver Instruction - April 14
El Mirage Lake Air Strip

THE SECOND ANNUAL CARRERA DE LA AMISTAD



Miles

0-TIJUANA.....Official start.
Policed area.
Direccion de
Turismo.

60-Ensenada.....Headquarters.

66-Estero Beach

70-Maneadero....Migration Sta.,
southbound turista
cards checked.

97-Santo Tomas..Ruins of Sto.
Tomas Mission, 1791,
by Dominicans.
Sto. Tomas Winery
vineyards. BARBECUE.

San Vicente.....End of First Trophy
Run.

The Carrera is rolling at true Porsche pace. Already the Club members' entries have doubled those of last year and the guest entries greater too with more each day.

Two new surprise plans have been added to make this the friendliest, most-fun event we have had.

If you have not sent in your application, HURRY. We have been allotted more rooms in Ensenada, and we want to hold these good rooms.

AT THE APRIL MEETING, WE PLAN TO GIVE THE CARRERA MEMBERS THE BUMPER STRIPS AND THE OFFICIAL TURISTA GUEST CARDS ISSUED BY THE MEXICAN GOVERNMENT TO PASS SOUTH OF MANEADERO WITHOUT CHARGE. DO COME.

P.O.C. DRIVERS STAR AT KIWANIS SLALOM

The Studio City Kiwanis Club Slalom at The May Co., North Hollywood last month proved to be nothing more than a showcase for some of the Porsche Owner's Club drivers. The complete domination of the event for the classes that Porsche could run in was eminant from the outset as Lew Bracker posted what was at that time the fastest time of the day. Bill Newman came in just slightly behind Lew, and Ken Lind beat them both as far as the team itself was concerned. Later Lew posted the second fastest time over-all in D.D. Michelmore's Super Speedster. The results:

Team Trophy Winner: P.O.C.

Lew Bracker - Porsche Carrera	1:16
Ken Lind - Porsche 1500 Speedster	1:15
Bill Newman - 1500 Speedster	1:16.4

Class E:

1. Lew Bracker - 1600 SS	1:14.5
3. Ron Hart - 1600 SS	1:17.1

Class F:

1. Ken Lind - 1500	1:15
2. Lew Bracker - 1500 Carrera	1:16
4. Bill Newman - 1500	1:16.4

Incidentally, a second P.O.C. team was the next fastest team, but only one trophy was given. The team members and their times:

Ron Hart	1:17.1
D.D. Michelmore	1:19.4
Gary Nelson	1:16.5

Our complete Sebring report will have to wait for the next issue; meanwhile, see the official release below:

(Presse-Mitteilung)

Porsche is showing no interest in Formula II. We think this is just as well--a small firm could jeopardize its reputation by spreading itself too thin.

* * * * * *

Le Mans acceptances now include:

1 Ace-Bristol
1 Alfa Giulietta
3 Aston-Martins
2 Coopers (1100)
3 "Corvette" SS
1 Cunningham (Jag powered)
4 DB's
1 DKW
6 Ferraris
1 Frazer Nash
2 Gordinos
4 Jaguars
3 Lotuses (one 1500, two 1100)
4 Maseratis
2 MG's
2 OSCA's (one 1100, one 750)
3 Panhards
5 Porsches
2 Stanguellinis
1 Talbot
2 Thunderbirds (!!)

* * * * * *

Ecurie Ecosse, the Scottish Jaguar team which won last year's Le Mans, is entered in the Mille Miglia. This is the first time Jags have taken a serious swipe at the world's greatest race. Their rather primitive suspension is against them on Italian country roads, but we wish them luck.

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Apparently AWE, our fierce rival marque from East Germany, is going out of print. How they ever got started in the first place is a mystery -- sports motoring can have no meaning to the commies!

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Porsche took a crack at the world 48-hour speed record at Monza last month, but we haven't yet heard how it came out.

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The new, low-center-pivot swing-axle of the '57 SL's (both coupe and convertible) carries its differential as unsprung weight. Tsk, tsk!

PARAMOUNT ROAD RACES

Saturday, March 9

Upon arriving early this morning for the third running of the races at the old movie ranch, I was pleasantly surprised to see the parking area and the surrounding hills mantled in green. Not only was this refreshing to the eye, but more important, it produced a wonderful absence of dust.

Rain was predicted for this slate-grey day, and rain it did. Fortunately, the downpour was not an all-day affair, and the sun did peep through about a third of the time. The course was well drained--quite the opposite of Pomona.

Production 1300-1500cc

In the front row were the white Super Speedsters of Ed Barker and Jim Moore and the MG-A of Robbie Robinson. Behind them waited the bright red Carrera Speedster of Jay Hills. As the green flag dropped, Barker popped out his clutch and accelerated his car first into turn one followed by Moore, Robinson and Hills.

By the end of the first lap, Barker was playing the "Lone Ranger" by riding alone well in front of Hills who, driving his best race to date, had slipped into second. Behind him Robinson tagged along with Moore nipping at his tailpipes. The order remained

the same until the last lap wereupon Moore with some very deft handling of his Porsche outcornered first Robinson then Hills to earn second. Barker, having a large lead through his expert driving, stroked his Porsche to an easy first. Hills took third with his vastly improved control of his Porsche. Robinson ended up a poor fourth. In fact, his showing was poor enough so that I wondered if he was finally driving a stock MG-A or if the "old fox" didn't have something up his sleeve. Let's see--by not placing in this race he would be in the consolation race (now called the semi-main) on Sunday with virtually no competition, and then if he placed in that he would have a crack at the main event. This would make it 3 races instead of 2 and a chance to look good in the "big race". Well, we shall see!

1.	Barker	Porsche Super Speedster	Ave: 62.2
2.	Moore	" " "	
3.	Hills	" Carrera "	
4.	Robinson	MG-A	

Production 1500-2000cc

Porsche's lone representation in this go was in the hands of George Spears, who is fairly new to the racing game. Lew Bracker, whose steady driving usually places him, was unable to compete since the front end of Morey Kasler's black Super Speedster was pretty well pushed in due to a Jaguar stopping right in front of Lew in practice earlier without signaling. Fortunately, Lew received only minor injuries.

As usual, Bob Oker in the terrifically fast Ace-Bristol disappeared from the pack almost at the start. Needless to say, he led from start to finish.

The battle behind him was fast and furious. Bill Dixon in a Siata-Fiat and George Spears tooling a Super Speedster were fighting it out for 2nd for two laps until a very fast and well-driven Arnolt Bristol moved up and passed them both. This was the order at the finish.

Spears did a fine job of driving and is of the material we like to see wheeling Porsches. He is steadily improving in a very smooth manner.

1.	Oker	Ace-Bristol	Ave: 66.5
2.	Hulete	Arnolt Bristol	
3.	Dixon	Siata-Fiat	
4.	Spears	Super Speedster	

Modified 1100-1500cc

Ken Miles, as of late seen behind the wheel of the hybrid Porsche-Cooper, changed back to the Porsche Spyder of John von Neumann. I guess the factory realized that although it was nice that Ken could go faster in his Porsche-powered Cooper, this was not a great selling point for the production models of the marque.

Bob Drake, piloting a Cooper-Climax, zoomed into turn one slightly ahead of Miles, and although Ken closed the gap between them steadily, he just couldn't make it and had to settle for second spot.

The Cooper-Climax's greatest asset seems to lie in its terrific, instantaneous acceleration, for it would invariably pull away from the Spyder upon leaving a turn. Through the turns, it is very squirrelly. It just whips all over the place. However, this is evidently not as detrimental as it looks because Drake manages to control it enough to be on the winning side of the ledger more than the losing side.

Going into the turns, the brakes of the Porsche proved far superior with Miles applying them much later than Drake did in the Cooper, and this was where Miles was able to catch up to Drake.

The Cooper-Climax is extremely well suited to the sprint races we have here. In a long race like LeMans for instance, the Cooper-Climax would not be able to keep the same fast pace as a Porsche Spyder and stay glued together.

1.	Drake	Cooper-Climax	Ave: 67.1
2.	Miles	Porsche Spyder	
3.	Hanford	MG-Special	

Sunday, March 10

Weatherwise, today bore no resemblance to yesterday, for it was clear, sunny and warm.

Semi-Main Production Under 1500cc

Well, you guessed it. Robinson, looking somewhat different than he did yesterday, garnered an easy first in this consolation go. Directly behind him was J. E. Lumkin in another MG-A. The lone Porsche was driven by a young newcomer to racing by the name of Gary Nelson. He pushed a Carrera Speedster around with promise.

1.	Robinson	MG-A	Ave: 66.4
2.	Lumkin	MG-A	
3.	Nelson	Porsche Carrera Speedster	

Semi-Main Production Over 1500cc

The front row consisted of a Super Speedster, driven by George Spears, a Jaguar XK-120M and an Austin-Healey 100S. Both cars potentially had an edge on the Porsche in acceleration, but Spears left them easily at the start, and by the end of the first lap, had a large lead.

A couple of laps later an Ace-Bristol, with John Haggerty up, began gaining and pulled Spears on the straight without too much trouble. Spears stayed on his tail and would do a better job of cornering, but the superior acceleration of the Ace-Bristol enabled Haggerty to pull away upon leaving the turns.

1.	Haggerty	Ace-Bristol	Ave: 67.15
2.	Spears	Porsche Super Speedster	
3.	Von Kaesborg	Mercedes 300 SL	

Semi-Main Modified

A Porsche Spyder with a modified body and driven by Joe Playan started in the last row. By the end of the first lap, it was in the number one position. An accident at this point brought out the yellow flag. The Porsche driver promptly obeyed the flagmen by slowing down. A certain TR-2 driver, whom I shan't name, using this occurance to his advantage,for he failed to slow down thus knocking off all the distance between him and Playan. This is good sportsmanship???

Shortly after this the Eliminator, a hot-rod, and a Cooper 500cc slipped by Playan. Actually, I should say that the Eliminator streaked by all the other cars in the race. With a highly modified engine of 4720cc and no body to speak of, it has startling acceleration. It is a far cry from being a "sports car", and I can see no reason for its being allowed to race against sports cars. The officials probably let it run for its spectacular appeal and not for sport's sake. If this is what road racing is coming to, then I suggest all-out dragsters should run also. Enough said!

1.	Livingston	Eliminator	Ave: 67.90
2.	Ormsby	Cooper XI	
3.	Playan	Porsche Spyder	

Ladies Race

Ruth Levy, performing in John Edgar's Porsche Spyder, scored an effortless win over her far-less potent competitors.

Betty Shutes, Super Speedster, was holding down second nicely until she went into a lovely spin and was passed by Mary Davis in a much-modified TR-2 and a few others. This did not seem to discourage her, for she soon made up the lost ground with some fine driving.

1.	Levy	Porsche Spyder	Ave: 67.10
2.	Davis	Triumph TR-2	
3.	Shutes	Porsche Super Speedster	

Modified Main Under 1500cc

Miles and Drake had a terrific drag at the start down to turn one with Miles the victor in the Porsche Spyder. It was strictly a nip-and-tuck battle all the way for the two, with the lead changing hands several times. Drake led when it counted the most--across the finish line.

Back in the pack at turn one, our Porsches had their worst luck of the day. Jay Hills, Carrera Speedster, had to swerve sharply to avoid a clumsily driven Lotus thus getting out of shape. Jim Moore, Super Speedster, was hot on Jay's heels and couldn't avoid him, so the two bashed fenders. This collision set Jim up for a good solid crash with Joe Playan close behind in a Porsche Spyder. The Spyder went out for good, and poor Jim was left madly trying to bend his fender away from the tire. When he finally succeeded, he had been lapped.

Ed Barker led the production category from start to finish in a smooth display of controlled driving.

Robbie Robinson, who was all set to be the big hero in this race, lost a wheel from his MG-A after about twenty minutes and dropped out. Another MG-A left the race for the same reason.

Jay Hills went tearing around the course making up for the mishap with some very deft cornering.

Gary Nelson, Carrera Speedster, was well acquainted with the course by now and greatly improved his driving technique.

Modified			Production	
1. Drake	Cooper-Climax	Ave: 74.	1. Barker	8th overall
2. Miles	Porsche Spyder		2. Hills	9th "
			3. Nelson	10th "

Modified Main Over 1500cc

In the production part of the race, George Spears, driving his Super Speedster with finesse, left the Ace-Bristol that had previously beaten him far behind. He then set out after a Corvette that was running third and finally edged him in the turns. Once by the Corvette, he steadily pulled away, but was unable to catch the front two cars.

Modified			Production	
1. Austin	D-Jaguar	Ave: 73.	1. Oker	Ace-Bristol
2. Daigh	T-B Special		2. Hulette	Arnolt Bristol
			3. Spears	Super Speedster

* * * * * *

S E B R I N G, 1957

PORSCHE WINS INDEX OF PERFORMANCE AND CLASS UP TO 1500cc

at

THE FLORIDA INTERNATIONAL 12-HOUR GRAND PRIX OF ENDURANCE

37 out of 65 competing cars passed the finish line at the only international sports car event in the US, the "International 12-Hour Grand Prix of Endurance" at Sebring/Fla., which became a great success for PORSCHE.

The American teams Bunker (Kansas City)/Wallace (Wash. D.C.) and Kunstle (Kamel/Calif.) /Miles (Los Angeles) drove their new Porsche Spyders RS Type "Targa Florio" to an overwhelming INDEX OF PERFORMANCE-victory as well as to the first and second places in the class up to 1500cc. Thus for the second consecutive time, the index of performance as well as the Class F victory go to the palmares of PORSCHE.

The Gran Tourismo class up to 1600cc saw a production model Porsche Carrera piloted by von Hanstein/Linge on 3rd position in spite of engine trouble.

In the overall classification, the 1-1/2 l "Targa Florio" Spyders range among the big 3 - 5 litres cars on 8th and 9th position.

Results

Index of Performance:	1.	Bunker/Wallace, Porsche RS Spyder	1360 points
	2.	Kunstle/Miles, " " "	1352 "
	3.	Chapman/Sheppard, Lotus	1344 "
	4.	Moss/Shell, Maserati	1326 "
	5.	Fangio/Behra, Maserati	1306 "
Class F up to 1500cc:	1.	Bunker/Wallace, Porsche RS Spyder	
	2.	Kunstle/Miles, Porsche RD Spyder	

At the National 3-Hour Race on the Sebring Circuit, a 1500cc production Spyder was driven to class victory by Cochron followed by Miss Denise McLuggage, sports writer of New York Herald Tribune, on a production model Porsche Carrera. In the overall classification, Cochron and Miss McLuggage hold second and third position behind the overall winning Ferrari in a field of 60 competing cars.

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fast Porsches out of their proper places, and though both were running for long afterwards (Miles-Kunstle finished 2nd in Class & Index), they were not where they should have been.

In a distance race, it's a fast but easy pace that earns the money, and Charlie Wallace and Art Bunker (the latter vastly improved since you saw him at Torrey Pines) were steaming along in the middle of the pack with victory on their minds. So, also, were the staccato boys, Scott & Bott.

While Miles and McAfee were having it out, another contest developed between a couple of West Coast heroes in two-liter cars. Ginther in a Testa Rossa, and Pollock in Lance Reventlow's Maserati, got into a fascinating ding-dong which showed off their comparable but different mounts very well. The Ferrari had the edge in top speed, but the Maserati had more at the bottom. It made a fine show, which Richie finally won.

The Carrera popped a valve along about the tenth hour. It was replaced and the car finished, but the hour or so it was off the course put it behind the MG's. Don't let this trouble you -- it's potential was well illustrated.

Both of the fading lead Porsches were caught by the more conservative cars, but Scott & Bott went out before the curtain fell, leaving Miles & Kunstle in contention. The factory car spun and hurt itself enough so that it didn't finish, but it couldn't have placed well anyway with a ruined clutch.

But the thing we found fascinating was the fact that a sick Spyder was still able to clobber all the two-liter cars and finish 9th overall. Good show!

In case you haven't heard, this is the way they finished:

Laps			Overall	Class	Index
197	Maserati 4.5	Fangio-Behra	1st	C - 1st	5th
195	Maserati 3.0	Moss-Schell	2nd	D - 1st	4th
193	Jaguar-D 3.8	Hawthorne-Bueb	3rd	C - 2nd	
193	Ferrari 3.5 (2c)	Gregory-Hively	4th	C - 3rd	
188	Jaguar-D 3.8	Hansgen-Boss	5th	C - 4th	
187	Ferrari 3.5 (4c)	Collins-Trintignant	6th	C - 5th	
186	Ferrari 3.5 (4c)	Portago-Musso	7th	C - 6th	
185	Porsche 1.5	Wallace-Bunker	8th	F - 1st	1st
184	Porsche 1.5	Kunstle-Miles	9th	F - 2nd	2nd
179	Ferrari 2.0	Ginther-Brero	10th	E - 1st	

A production Corvette, driven by Dick Thompson and Gaston Andre, won the G. T. race in 12th place overall.

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