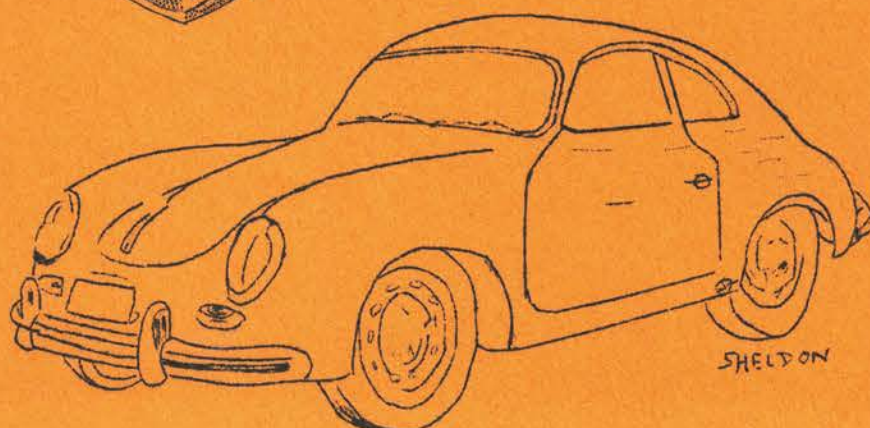


PORSCHE
OWNERS
CLUB

NEWS
LETTER



EDITED BY
JEFF
COOPER



THE OFFICIAL PUBLICATION OF THE PORSCHE OWNERS CLUB

ANNUAL INSTALLATION DINNER: Monday, June 17, 1957

Make reservations now. Deadline is June 10. Call Morrie Crawford, Entertainment Chairman.

NEXT EVENT: June 30th

RALLYMASTER: Glad Ellis

Market at Hollywood Way and
Glenoaks Blvd., Sun Valley

1st car out at 8:00 a.m.

Food available at lunch stop. You
can bring your lunch, but if you want
to go "inside", there will be \$1.00
service charge per car.

Thanks to:-

ALLRED BROS. and
UNIVERSAL MOTORS

for contributing toward trophies.

NEW BOARD OF DIRECTORS

Dave McGrath
Bill Newman
Bob Stevens

Joe Thielmann
Jack Nicholas
Howard Knox

Tie between Don Roberts and Walt Glassett for seventh member of the Board will be broken by method decided on by Board of Directors.

Lew Bracker,
Chairman

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A FAREWELL MESSAGE

Since we are entering the final days of my term of office as Chairman of the Porsche Owners' Club, I want to take the opportunity our Newsletter affords to direct a message to each Member and Associate Member.

Needless to say, protocol demands that I thank each member of the Board of Directors, each member who volunteered to put on an event, and each member who helped the club in some other capacity. Yes! Protocol demands that I do tender these thank-yous and kudos, and I gratefully respond. No one knows better than I the value of the help and cooperation I have received this past year. At the same time my conscience demands something of me also. It demands that I admonish those who could have responded but didn't. Those who failed to volunteer for a committee job or some other such job as the case might have been though they had nothing better to do. At most, these jobs required but a few hours out of a few nights and were temporary in every sense of the word. The membership is the life blood of any organization, and as in the case of all living things, the blood must do its work if we are to survive.

A point that has always bothered me is the curious situation of having a membership of some 200 persons, yet having only 30-40 of these people show up for our events. And it is usually the same people all the time. My particular character make-up makes it difficult for me to comprehend a situation of this type. I, for one, love to drive and take almost every opportunity to do so. Furthermore, I cannot see why anyone would buy a Porsche in the first place unless they loved the thrill of driving and wanted to acquire a measure of the skill required in the handling of the Porsche. After all, it is not the least critical of engines nor the most economical of operation. It is not the most practical auto nor the least expensive. It is, however, the most fun to drive and the finest all-around performance automobile yet conceived. It does take skill to handle it well and to extricate the hidden qualities embedded in its chassis. The better acquainted you become with these qualities and the more proficient you become in handling the Porsche, the more fun you are going to have in driving this car. You can achieve these goals only by practice and more important, practice while performing certain exercises which will test the car to a fuller extent than ordinary street driving. You can obtain this most necessary practice in Club events and more specifically, Porsche Club Events, which are designed for the Porsche Auto. If you try to test the car on our streets, you stand an excellent chance of becoming an ex-living person. Worse than that, you might take someone along with you. Do the easy thing; learn where it is fun and safe to learn. Support your club and help yourself to get more dollar value out of your investment. The type of driving many of our members are doing can be done in a Ford.

Going along to another subject, I want to say that I remain firm in the conviction that an organization elects its Board to carry out the business of that organization. I think that this applies in a particular sense to the Porsche Owners' Club where we are primarily interested in learning and hearing about our Automobile than we are in business. Our club will have the nucleus of a very fine Board with Dave McGrath, Bill Newman and Bob Stevens returning. I, for one, will lend them my full support in every way I am able, and under no circumstances will I use the prestige, that of the position of an ex-club officer loans to itself, to carry a fight from the floor for an action taken in good faith. I feel that this is unjust and uncalled for. I have always felt that if we elect a fellow member to our Board, we should be prepared to stand behind him. It is quite easy to sit back and take "pot-shots" at so-called "public figures." It is quite a bit more difficult to pitch in and help them carry out their program. Unfortunately, it only takes one or two people to create the impression that they are the majority in thought. Those who agree with you as a rule say nothing, those who disagree say too much. I certainly defend the right of all members to disagree with policy and to voice their opinion. I also think that good taste should limit the degree of that disagreement, at least from a vocal standpoint. And oh how I wish that those who agree with policy would make themselves as vocal as those who do not.

In closing, I would like to thank all of you for the opportunity you gave me. I enjoyed it very much, and I feel that I grew almost as much as the Club this past year. I know that my term was a controversial one, but you must know that I gave it all I had and always acted in good faith with but one thought. I wish the P.O.C. no less than I wish for myself and towards + the Club. I wish the more than happy to offer my help.

- THANK YOU

To Mary and Joe Thielmann for their indefatigable efforts. To Fred Lutz who stood unprotected in the rain flagging cars into the area at San Ysidro. To Bob Stevens and Jack Nicholas who acted as starters and timekeepers. To the boys who gave up their opportunity for a dice to act as Marshals. To those who run to Ensenada. To those who either served or were willing to serve as "deacons" on the Poker Rally.

To Herm and Pat Stein who tried hard to keep us all in booziness Saturday night. To the boys (and girls) who helped set up, time and otherwise officiate at the imprcmptu substitute driving event on Sunday morning.

To Ferdie Hannig, who hauled the club pylons to Ensenada in the Hannig & Olbrich bus, then delayed his departure until after Sunday's event, so he could bring them back again.

Lastly, to the officials of Tijuana, Ensenada and Baja California for their extreme cooperation.

For myself, and unofficially on behalf of the entire club, I take this means of publicly thanking all these people. If you had a good time on our 2nd Annual Carrera de la Amistad (and we certainly hope you did despite vestiges of dampness and some unforeseen plan-changing), it is due solely to the combined efforts of all those I mentioned and any I didn't mention who gave so unselfishly, in whatever measure, of their time and cheerful cooperation.

Bill Newman
Activities Chairman

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MY ADOBE PORSCHE

(To be hummed in a muddy monotone)

I really didn't mind the rain
Or the dismal time of day,
The cattle or the mongrel hounds
That craved my right of way.

I truly didn't mind the road,
That mighty mass of mud,
Nor yet the coating on my paint
Of mire and other crud.

I didn't mind the time it took
To get my share of food,
Or the road crew's frantic gestures,
Which appeared a trifle rude.

And now I wouldn't mind a bit
If "MIGRACION" has us pinched --
So long as all the Club Big Wheels
Were just as promptly lynched!

--Samuel Weill, Jr.

* * * * *

2ND ANNUAL CARRERA DE LA AMISTAD Results of Slalom - Sunday, May 12, 1957

MEMBERS

Pos.	Car #	Name	Type Car	Time
1	22	Bob Greenland *	1500	1:15.0
2	44	Lew Bracker *	1600S	1:17.0
3	2	Herm Stein *	1500	1:18.1
4	40	Vernon Gray	1600S	1:19.0
5	37	Bob Piolatto	1600	1:20.8
6	23	Al Cadrobby	1500	1:21.0
7	32	Morris Crawford	1500	1:22.0
8	49	W. C. Done	1600	1:22.0
9	27	Pete Zari	1500	1:22.2
10	31	Walt Glassett	1500	1:22.5

LADY MEMBERS

1	12	Leota Stevens *	1600	1:31.2
2	43X	Maxine Kopp *	1600	1:32.0
3	28	Sally McKenzie	1600	1:32.5

GUESTS Under 100" Wheelbase

Pos.	Car #	Name	Type	Cor. Time
1	45	C. E. Hallum *	Por. 1600	1:21.4
2	6	L.R. McCracken *	TF 1500	1:24.0
3	33	Clay Blaha *	TR 2	1:24.5

GUESTS Small Sedans

1	47	Dave Bracken *	Karm. Ghia	1:23.0
2	52	Otto Van Buren	Volvo 444	1:37.0
3	1	Lee Huntling	VW	1:48.0

GUESTS Over 100" Wheelbase

1	19	J. R. Smith *	Citroen	1:30.6
2	24	Sam Ewing	Jag. Cp 140	1:31.6
3	5	Nelson Carnes	Corvette	1:36.8

* Denotes trophy Penalties - :05 per pylon
:15 for misrun

In 1956 Porsche automobiles won one hundred ninety-one first places in formal road races. That ought to settle any arguments!

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The sad accident in the Mille Miglia rather obscured the fact that the old fox, Pierro Taruffi, was able to close his splendid racing career with a magnificent victory. It may be claimed that he won by default when Collins' car failed, but Taruffi has had so many major races sewed up, only to be trapped by atrociously bad luck, that he certainly deserved a break at last.

Now he has retired on his laurels as one of the two or three greatest open-road drivers of all time. Bravo, maestro!

* * * * *

Gregor Grant, editor of Autosport and one of the handful of authoritative motoring journalists, named some West Coast drivers as good enough for the major leagues, after observing them at Palm Springs. Lo, who should appear on the list but hero chairman, Lew Bracker. High praise indeed!

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It seems the SS Chevrolet isn't going to appear at Le Mans after all. The factory withdrew as of mid-April.

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How about Stirling Moss' getting engaged! Can't say we feel he is a good prospect for the role of family man, but amor apparently omnia vincit. Congratulations!

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Gordon Martin, West Coast correspondent for Autosport, goes into print about the "unfairness" of "one marque" clubs' restricting membership to owners of the marque. Specious, Gordon, old boy! Ours is called the Porsche Owners' (not "Fanciers") Club. Personally, we can't see why the driver of another marque would want to belong.

* * * * *

Ken Lind took second Ftd at the Rose Bowl Slalom on 28 April. Nosed out by a Healey, tsK! tsK! However, he took Ftd in the Studio City Slalom, ahead of Chairman Bracker. Ken has been showing up well in the parking lot Grand Prixes. It's time he and Dave McGrath got out on the course.

* * * * *

The Lockheed 24-Hour Rally, on the same weekend as the Rose Bowl Slalom, had 203 entries. Walt Glassett took a third, and there were two Porsches in the first five places. U.S. rallying doesn't ask much of the car, but this is a good show just the same.

Rally specialist Glassett also took sixth in the 250-entry Don Diego Rally and a seventh in the "First Niter". A mean man with a slide-rule!

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Apparently the next development from Stuttgart is the 1600cc production Carrera. We may have to go to Germany yet, as we sure can't afford one on this side!

FLASH!

FLASH!

FLASH!

Just got the Mille Miglia results, obscured up to now by the accident. Porsches were 1st, 2nd, & 3rd in small sports, ahead of all two-liter cars. Porsches were 1st, 2nd, & 3rd in the touring category up to 1600cc, and ahead of the winner of two-liter touring class. Strahle and Linge finished 14th overall in a Carrera, behind only a couple of 250 Europa Ferrari in the dual-purpose cars. And Maglioli was fifth overall in the leading Targa Florio Spyder, behind only Taruffi (4-liter Ferrari), von Trips (3.7 Ferrari), Gendebian (Europa Ferrari) and Scarlatti (3-liter Maserati).

If this actually was the last Mille Miglia, as has been suggested, we sure finished it off in grand style!

Please send all articles, pictures, etc. from magazines or papers concerning the Porsche Club or Porsche owners, also any photos that members have taken that they would care to contribute to LEOTA STEVENS, 2421 Military Ave., Los Angeles 64, to be added to the Porsche Owners Club scrapbook.

John Bolster, noted English motoring writer, says this in the 3 May issue of Auto-sport:

"It is unlikely that any serious designer will again lay down a chassis with the power unit at one end and the driven wheels at the other. A few re-hashes will appear, to use up existing components, but the propeller shaft tunnel would no more be tolerated by the discerning motorist of the future than the rigid rear axle. For rear-engined rear-drive, or front-engined front-drive cars, a very short cylinder block is desirable. The long bonnet is no longer a styling feature, and good riddance to it."

SAN DIEGO ROAD RACES

By Dave McGrath

Saturday, May 4

The newly acquired 1.8-mile course is located about 2 miles south and 8 miles east of the old Torrey Pines circuit at the Miramar Naval Air Station. It is short, full of turns, and on the narrow side. All this adds up to a fine course on which to run a Porsche. The racing was limited to cars with a displacement of under 2 liters, thus cutting down the number of entrants to around 50. All the races were 5-lap qualifiers for Sunday's go.

Production Class E & F

Johnny Von Neumann returned to racing behind the wheel of a Porsche again with a fine display of skill. He led from start to finish in the new GT Porsche Carrera Coupe which is a fantastically fast machine. The main differences between this factory special car and the standard Carrera Coupe are these: it has no heating system, plexiglas windows, aluminum doors, hood, and deck, weighs over 200 lbs. less, is bored out over 1500cc, the distributor is connected directly to the drive shaft instead of to each cam shaft, thus resulting in about 18 more horsepower.

Lew Bracker, tooling Morley Kasler's black Carrera Speedster, chased Von Neumann through all the corners closing several times. However, as soon as they reached a straight, the more potent Coupe just blasted away. The difference in acceleration between the two cars was most noticeable on the main straight of 2000 feet.

Gordon Crowder, who seems to have found a car in which he can now place (he couldn't in his 1600SS), pushed his Ace-Bristol, that is set up similar to the one Bob Oker drives, into third spot.

Jimmy Moore looked like he would lead all the 1600SS over the line in his red-stripped 1500SS, but Jim spun on the last half lap and had to wait for the traffic to clear before returning to the fray.

Ronnie Bucknum, close on Moore's tailpipes, slipped into fourth.

<u>Ave: 59.75</u>		<u>Sec. behind</u>	<u>Class</u>	
			E	F
1. Von Neumann	Porsche Carrera Cp.		1	
2. Bracker	" " Sp.	1.5		1
3. Crowder	Ace-Bristol	2	2	
4. Bucknum	Porsche 1600SS	16		2
5. Shillam	" "	32		3
6. Shutes	" "	37		4
7. Micheltmore	" "	39		5

Modified

Once again Porsche Spyders seemed to have the situation well in hand as the "old mumbler" Ken Miles, piloting the Targa Florio model sprinted to an easy first. Trailing him was Mr. Drake in the once unbeatable (for two races that is) Cooper-Climax.

<u>Ave: 61.7</u>		<u>Sec. behind</u>	<u>Class</u>		
			E	F	G
1. Miles	Porsche Spyder TF			1	
2. Drake	Cooper-Climax	3		2	
3. Monise	Lotus Mark XI	4			1

SUNDAY, MAY 5

The day dawned grey and gloomy, but as the hours went by, the sun managed to burn first one hole then many more through the layer of cloud. A group of bag-pipe players was on hand to entertain and lent a foreign flavor to the day's events. The crowd at the races was the smallest that I have ever seen in two years of race attendance. Of course, this was fine in a couple of ways; there was no problem with crowd control and no problem with trying to obtain an unobstructed view of the circuit from any point.

Ladies Race

With the absence of Ruth Levy and the Porsche Spyder, Betty Shutes saw her chance to finally take top honors with her 1600SS. She displayed all of her fine driving abilities by holding off Mary Davis in the fully modified TR-2. They had a very close battle for the 14½ miles. Ave: 56.2

SAN DIEGO ROAD RACES

Sunday (Cont'd)

		<u>Sec. behind</u>	<u>Class</u>	
			E	F
1. Shutes	Porsche 1600SS			1
2. Davis	TR-2 Modified	1	1	
3. Baker	Porsche 1500SS	15		2

Production Class E & F

Lew Bracker got a little quicker start than Johnny Von Neumann and led into turn one. With a clear field ahead, Lew began to pull away from the pack; but about halfway through the go, Johnny gave full rein to those 128 hairy German horses and closed on Lew quite fast, finally nipping him going into turn 8. Shortly after this, Lew developed engine trouble and dropped way back.

Meanwhile, back in the herd, Jimmy Moore, who had one of the last starting positions on the grid, was making up for that like crazy. He was passing cars at a very fast pace and was about to get within sight of the leading cars when he over extended himself, clipping a hay bale and lost all that lovely ground. Tough break.

Ronnie Bucknum, the young leadfoot who has come along fast, was doing well until he over-revved and "pow" went the engine. Too bad, especially after he had spent most of the night before putting in a new clutch. Ave: 60.1

		<u>Sec. behind</u>	<u>Class</u>	
			E	F
1. Von Neumann	Porsche Carrera GT Cp.		1	
2. Crowder	Ace-Bristol	16	2	
3. Bracker	Porsche Carrera Sp.	39		1

Modified

With virtually no competition, Ken Miles gave the car just enough throttle to stay a respectable distance in front of the other drivers.

The interesting thing about this race was the great performance of the Porsche Carrera GT Coupe with Johnny Von Neumann up. He out-drove other more potent machinery to garner third.

		<u>Sec. behind</u>	<u>Class</u>	
			E	F
1. Miles	Porsche Spyder TF			1
2. Oker	Fraser Nash	40	1	
3. Von Neumann	Porsche Carrera GT Cp.	63	2	

A closing note in case you are wondering why Porsche is listed as having won Class F when it is a 1600cc automobile--the class has been moved up 100cc by the SCCA effective with this race.

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Maglioli drives production PORSCHE 550 RS to second place in the Formula II race at the "Grand Prix of Naples".

At the "Grand Prix of Naples" for Formula I and II race cars in Naples/Italy on April 28 the Italian Umberto Maglioli, last year's winner of the TARGA FLORIO, took part with a production model 550 RS sport car. Behind winning Musso on the new Formula II Ferrari, Maglioli drove his RS to a very fine second place in the Formula II class. The overall classification saw Maglioli with the production model PORSCHE 550 RS on 8th position among the Formula I and Formula II racers. Results:

<u>Overall:</u>		Formula II race cars
1. Collins, Ferrari F I		1. Musso, Ferrari F II
2. Hawthorn, Ferrari F I		2. Maglioli, PORSCHE 550 RS
3. Musso, Ferrari F II		3. Nagella, OSCA
8. Maglioli, PORSCHE 550 RS		

FOR SALE--FOR ANY REASONABLE OFFER

Porsche shop manual and parts manual--two 500-16 wheels (25 mi), Firestone tubes (25 mi). Dunlop tires (13,000 mi), mounted and balanced (25 mi) - Clutch cable (new).

FRED CUNNINGHAM, WE 3-5601 or DU 2-0864

FOR SALE

Complete Porsche Tool Kit - Excellent Condition
DAVE McGRATH, 16022 SUNSET BLVD., PACIFIC PALISADES - GL 4-5287