

NEWSLETTER

PORSCHE OWNERS' CLUB, INC.

NEW BOARD OF DIRECTORS

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PORSCHE OWNERS' CLUB
2856 NICHOLS CANYON ROAD
LOS ANGELES 46, CALIFORNIA

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728 WHITNAL HIGHWAY
BURBANK, CALIFORNIA

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16022 SUNSET BOULEVARD
PACIFIC PALISADES, CALIFORNIA

VOL. III NO. 1 JULY 1957

PORSCHE OWNERS' CLUB NEWSLETTER - 3335 HERMIT'S GLEN, LOS ANGELES 46, CALIF.
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PUBLISHED ON THE SECOND MONDAY EACH MONTH BY THE PORSCHE OWNERS' CLUB, INC. 2856 NICHOLS CANYON ROAD, LOS ANGELES 46, CALIFORNIA.



EDITOR

THIS IS THE PORSCHE OWNERS' CLUB NEW NEWSLETTER.
TWO YEARS AGO THE PORSCHE OWNERS' CLUB WAS FORMED BY A VERY SMALL GROUP OF PORSCHE OWNERS AND ENTHUSIASTS. THIS MONTH WITH THE BEGINNING OF THE THIRD YEAR THE CLUB HAS GROWN TO OVER 200 ACTIVE MEMBERS. FOLLOWING THE INCORPORATION OF THE P.O.C. THE NEWSLETTER'S FIRST ISSUE WAS EXCEEDED. THIS DATE WAS JULY 8, 1955. THIS FIRST NEWSLETTER CONSISTED OF EIGHT 6 FORBID PAGES OF DITTO COPY.

SINCE THAT TIME THE CLUB HAS GROWN IN PIER DISQ, STATURE AND MEMBERS. THE BOARD OF DIRECTORS NOW FEELS THAT THE NEWSLETTER "LIT. AND SHOULD KEEP PACE WITH THE CLUB. THE POLICY OF THE NEWSLETTER IS TO GRRERS THE MEMBERSHIP GROWS AND TO INCLUDE THE ITEMS OF NEWS THAT, YOU, THE MEMBERS WANT. THE ONLY WAY AN EDITOR CAN GIVE THE MAJORITY OF THE P.O.C. MEMBERS THE NEWS THEY WANT IS FOR THE MEMBERS TO GIVE TO THE EDITOR.

THIS EDITOR WOULD LIKE TO THANK OUR PAST EDITORS, JEFF COOPER AND GORDIE SHELDON FOR THE SUPREME JOB THEY HAVE DONE TO KEEP ALL OF US INFORMED OF PORSCHE THROUGHOUT THE WORLD. THIS IS INFORMATION WE ALL WANT.

I WOULD NOW PERSONALLY LIKE TO REQUEST THAT BOTH JEFF AND GORDIE CONTINUE TO CONTRIBUTE AS THEY HAVE SO GENEROUSLY IN THE PAST.

THIS NEWSLETTER HAS NO SINGLE ASSOCIATE EDITOR. THIS IS BECAUSE PART OF YOUR DUES IS SPENT IN PUBLISHING THIS PAPER SO YOU, THE MEMBERS OF THE P.O.C., ARE THE ASSOCIATE EDITORS.

IF AT ANY TIME YOU THINK THE COVERAGE OF CERTAIN TYPES OF EVENTS IS NOT COMPLETE ENOUGH OR OTHER EVENTS ARE COVERED TO EXCESS PLEASE ADVISE THE NEWSLETTER, YOUR COMMENT AND CRITICISM IS WELCOME.



VOX POP

THE FOLLOWING IS A REWRITTEN VERSION OF A LETTER RECEIVED SOME TIME AGO.

SIR:
"THE SHOWING OF PORSCHE'S AT CONCOURS D'ELEGANCE CERTAINLY BRINGS THE MARQUE BEFORE THE PUBLIC AND OUR CLUB SHOULD NOT UNDERESTIMATE THE VALUE OF BRINGING THE CAR TO THE ATTENTION OF OTHERS. IT WILL HELP US GAIN NEW MEMBERS AND WILL WIN PLAUDITS FOR THE CAR FROM ALL WHO SEE ITS BEAUTY AND DESIGN. THERE ARE AT LEAST FOUR PEOPLE WHO HAVE OR WILL BECOME MEMBERS THRU MY PARTICIPATION IN CONCOURS AND A GREAT MANY PEOPLE HAVE BECOME REALLY INTERESTED IN OWNING PORSCHE'S. I WOULD LIKE TO SEE MORE PORSCHE CLUB MEMBERS PARTICIPATE."

CHARLES STOCKHAM #64

ED. NOTE: CHUCK HAS PARTICIPATED IN FIVE SHOWS. HE WON THREE FIRSTS AND ONE THIRD IN CLASS.



OFFICIAL

ALL INQUIRIES REGARDING CLUB MEMBERSHIP, ACTIVITIES, ETC., SHOULD BE ADDRESSED TO:

PORSCHE OWNERS' CLUB, INC.
2856 NICHOLS CANYON ROAD
LOS ANGELES 46, CALIFORNIA

NEXT MEETING: JULY 15, 1957 8:00 P.M.
BLARNEY CASTLE RESTAURANT
623 SOUTH WESTERN AVENUE
LOS ANGELES, CALIFORNIA



MEETINGS

THE LOCATION: INGLEWOOD COUNTRY CLUB
 THE DATE: JUNE 17, 1957
 THE EVENT: ANNUAL PORSCHE OWNERS' CLUB DINNER.

SPIRITS WERE SOARING HIGH DURING THE COCKTAIL SLALOM, FOLLOWED BY THE GYMKHANA DINNER COURSE WITH THE STARTING GREEN FLAG, CAUTIONED THROUGH THE YELLOW FLAG (ADHERED TO ONLY BY WILLARD DONE) AND FLOURISHED WITH A CHECKERED FLAG FINISH.

DOOR PRIZES WERE DONATED BY JACK MC AFEE, BOB STEVENS, RALPH CUTRIGHT AND VILEM HAAN. RALLEYMASTER MORRIE CRAWFORD PRESENTED THE PRIZES TO LUCKY WINNERS: THE BOB PIERCES, BEN CAPLAN, HERBERT GOLD, DESMOND MARQUETTE, BOB PENCE, JANE KNOX, HARRIET CRAWFORD, BOB STEVENS, BOB GREENLAND, ALLEN WEEKS, "MITCH" MICHELMORE AND A PROSPECTIVE MEMBER GUEST.

HERM STEIN, VICE CHAIRMAN, PRESIDED AT THE BUSINESS MEETING IN THE ABSENCE OF HONEYMOONING IN HAWAII LEW BRACKER. MARY AND JOE THIELMANN WERE SURPRISED WITH A SPECIAL AWARD TROPHY (TWO BURROS ATOP MARBLE PEDESTALS) IN APPRECIATION FOR THEIR UNTIRING EFFORTS FOR THE CARRERA DE LA AMISTAD. OTHER CARRERA TROPHIES WENT TO BOB GREENLAND, LEW BRACKER, HERM STEIN, LEOTA STEVENS, MAXINE KOPP; GUESTS: C. HAL-LUM, L. MC CRACKEN, D. BRACKEN AND J. SMITH.

ANNUAL POINTS AWARD TROPHIES WERE GIVEN TO BILL NEWMAN - FIRST PLACE; HOWARD KNOX - SECOND PLACE; UNKNOWN - THIRD PLACE; LEW BRACKER - OUTSIDE POINTS AND LEOTA STEVENS - FIRST ASSOCIATE MEMBER.

AS NEW CHAIRMAN, BILL NEWMAN RECEIVED THE P.O.C. GAVEL FROM HERM AND, COMPLETE WITH NOTES SAVED FOR 29 YEARS FOR AN UNUSED HIGH SCHOOL ACCEPTANCE SPEECH, BILL INTRODUCED THE NEWLY ELECTED BOARD MEMBERS. JACK NICHOLAS - VICE CHAIRMAN: HOWARD KNOX - ACTIVITIES; BOB STEVENS - TREASURER; WALT GLASSETT - TECHNICAL; DAVE MC GRATH; JOE THIELMANN; JANE KNOX - SECRETARY; AND ILSE NEWMAN - MEMBERSHIP RECORDS.

CONGRATULATIONS NEW BOARD MEMBERS, AND LOTS OF GOOD LUCK!

THANK YOU BUNNY MAILANDER, LEOTA STEVENS AND HARRIET CRAWFORD FOR THE TABLE DECORATIONS. A SPECIAL THANK YOU TO HARRIET AND MORRIE CRAWFORD FOR MAKING OUR ANNUAL PORSCHE OWNERS' CLUB DINNER A GREAT SUCCESS.



OFFICIAL

FINANCIAL STATEMENT, JUNE 30, 1957 PORSCHE OWNERS' CLUB A CALIFORNIA CORPORATION

ASSETS

CURRENT ASSETS

CASH ON DEPOSIT	582.72	
PETTY CASH	7.50	
SUPPLIES	58.00	
MERCHANDISE INVENTORY:		
BADGES 100 AT 8.50	850.00	
PINS 300 AT 1.50	450.00	
DECALS 225 AT .25	63.75	
TOTAL MERCHANDISE INV.	1,363.75	
TOTAL CURRENT ASSETS		2,012.44

FIXED ASSETS

MIMEOGRAPH MACHINE	50.00	
PYLONS	115.47	
FILES	8.00	
FLAGS	5.00	
TOTAL FIXED ASSETS	178.47	
TOTAL ASSETS		2,190.91

LIABILITIES & NET WORTH

NET WORTH - JUNE 30, 1957	2,190.91
TOTAL LIABILITIES & NET WORTH	2,190.91

Car Badges and Pins available now. See or call Bob Stevens. GR 33227.



RACING

SANTA BARBARA ROAD RACES — SATURDAY, MAY 19, 1957

A HINT OF WET WEATHER WAS FOUND IN THE OMINOUS DARK CLOUD LAYER WHICH HUNG OVER THE GOLETA AIRPORT AS A VERY LARGE ENTRY LIST OF CLOSE TO 250 CARS AND DRIVERS PREPARED TO TEST THEIR RESPECTIVE ABILITIES.

PRODUCTION 1300 CC TO 1500 CC

IN THIS 10 LAP QUALIFYING GO GARY NELSON, CARRERA SPEEDSTER, LEPT INTO THE LEAD WITH LEW BRACKER, CARRERA SPEEDSTER, ED BARKER, SUPER SPEEDSTER, AND JIMMY MOORE, SUPER SPEEDSTER, CLOSE ON HIS TAILPIPER. GOING INTO THE BACK STRAIGHT, BRACKER WAS FOUND TO BE IN FRONT OF NELSON AND GRADUALLY EXTENDED HIS LEAD TO GARNER ANOTHER OVERALL FIRST.

JAY HILLS, WHO HAD A POOR STARTING POSITION, WAS MAKING UP FOR IT LIKE MAD BY WHIPPING HIS RED CARRERA SPEEDSTER BY CAR AFTER CAR. IN PRACTICE JAY MENTIONED TO ME THAT HE WAS HAVING BRAKE PROBLEMS. HE WAS STILL USING THE ORIGINAL FACTORY LININGS AND DIDN'T STOP TO THINK THAT "EVEN" PORSCHE BRAKES NEED ATTENTION ONCE IN A WHILE.

A MILD DRIZZLE HAD BEGUN WITH THIS RACE AND WAS BEGINNING TO MAKE THE 2.2 MILE CIRCUIT A LITTLE SLIPPERY.

IT LOOKS NOW AS IF THE CARRERA HAS DEFINITELY REPLACED THE SUPER AS TOP DOG IN THE UNDER 1500 CC RACE. TO HAVE A POTENTIAL WINNER GETS MORE EXPENSIVE ALL THE TIME.

SEC. BEHIND

68.2 MPH

1. BRACKER	PORSCHE CARRERA SPEEDSTER	6
2. NELSON	PORSCHE CARRERA SPEEDSTER	16
3. BARKER	PORSCHE SUPER SPEEDSTER	27
4. HILLS	PORSCHE CARRERA SPEEDSTER	30
5. PARKINSON	MGA	49
6. OKER	MG	50
7. MOORE	PORSCHE SUPER SPEEDSTER	

PRODUCTION 1500 CC TO 2000 CC

RON HART WAS OUT FOR HIS FIRST RACE IN HIS SUPER SPEEDSTER AND I THINK IT MIGHT BE OF INTEREST TO TELL OF THE EXTENT TO WHICH HIS CAR WAS PREPARED. RON DECIDED TO ENTER THE DAY BEFORE THE DEADLINE AND THUS HAD NO TIME FOR ANY TUNE-UP AT ALL. HE NEEDED A COUPLE OF TIRES, BUT HAVING LIMITED FUNDS HE WAS FORCED TO BE RESOURCEFUL. A QUICK TRIP TO HIS STORE IN RESEDA PRODUCED A CASE OF SCOTCH WHICH HE WAVED UNDER THE NOSE OF "MITCH" MICHELMORE WHO PROMPTLY PRODUCED TWO ENGLEBERT RACING SKINS. BEING ON RON'S PIT CREW (I WAS THE WHOLE CREW) I THOUGHT IT WISE TO FOLLOW HIM UP TO SANTA BARBARA IN CASE HE BROKE DOWN ON THE WAY. WE ARRIVED ABOUT 9 O'CLOCK AND PROCEEDED TO DO THE ULTIMATE IN PREPARATIONS — I TAPED THE FRONT END WITH MASKING TAPE.

ON THE STARTING GRID RON HAD THE POLE POSITION (WHERE ELSE FOR A BEGINNER?) NEXT TO BOB OKER, WHO WAS TOOLING A MORGAN. GOING INTO TURN ONE RON WAS HOLDING FOURTH WHEN A TR WENT SQUIRRELLY IN FRONT OF HIM, CAUSING HIM TO DROP BACK QUITE A FEW PLACES.

ALTHOUGH RON COULD OUT-CORNER THE MORGAN AND THE TR IN FRONT OF HIM, THE LACK OF GOOD TUNE-UP (WHICH IS SO, SO NECESSARY IN RACING) PERMITTED THE OTHER CARS TO HOLD HIM OFF ON THE STRAIGHTS. HE COULDN'T BREAK 85 MPH ON THE MAIN STRAIGHT, WHEREAS THE OTHER PORSCHE'S SURPASSED 95 MPH EASILY. THIS INCLUDES PORSCHE'S THAT WERE NOT LAPPING AS FAST AS RON.

ALL IN ALL I BELIEVE RON THOROUGHLY ENJOYED THE WEEKEND AND I'M SURE HE'LL RECOMMEND RACING AS THE ONLY THING FOR THOSE WHO REALLY LIKE TO DRIVE THEIR PORSCHE'S.

WELL, GETTING BACK TO THE OTHERS IN THE RACE, IT SEEMS THAT GORDON CROWDER HAD NO TROUBLE IN LEAVING OKER'S MORGAN WITH THE SUPERIOR HANDLING AND ACCELERATION OF HIS ACE-BRISTOL. BEHIND THEM, A TIGHT BATTLE WAS BEING WAGED BETWEEN BILL DIXON, SIATA-FIAT, AND AMICABLE GEORGE SPEARS PILOTING HIS NEW SUPER SPEEDSTER, WITH DIXON MANAGING TO HOLD A SMALL EDGE.

AVE: 64.9 MPH

SEC. BEHIND

SEC. BEHIND

1. CROWDER	ACE-BRISTOL	6
2. OKER	MORGAN	33
3. DIXON	SIATA-FIAT	35
4. SPEARS	PORSCHE SS	

5. MAGRUDER	TR-2	61
6. BOWERS	TR-3	74
7. DOUTZCHER	TR-3	83
8. EVIDON	MORGAN TR-3	84
9. HART	PORSCHE SS	85

All contributions to the NEWSLETTER must be submitted to the Editor before the first Monday of each Month to appear in the next NEWSLETTER.

MODIFIED UNDER 1500 CC

JEAN PIERRE KUNSTLE, THE "CARMEL COMET", WAS FORTUNATE ENOUGH TO BE IN THE FRONT ROW OF THE STARTING GRID. THIS TURNED OUT TO BE A GOOD THING FOR HIM, FOR BY NOW THE MILD DRIZZLE THAT PLAGUED EARLIER RACES HAD TURNED INTO A HEAVY DOWNPOUR AND HAD FLOODED CERTAIN PARTS OF THE COURSE., PARTICULARLY TURN TWO. THE FIRST CAR THROUGH THE TURN WOULD NATURALLY SPLASH THE WATER BACKWARDS, THUS MAKING IT ROUGH FOR THE DRIVERS BEHIND TO EVEN SEE THE COURSE.

SO, WHEN THE GREEN FLAG FLIPPED DOWNWARD, KUNSTLE WAS OFF LIKE A SCARED RABBIT IN HIS PORSCHE RS SPYDER. THE WATER WENT ALL OVER THE PLACE AND SO DID THE CARS BEHIND HIM. I COUNTED SIX CARS FOR SURE THAT WENT "SOUTH". THE ONES WHO DIDN'T PROCEEDED WITH SUCH CAUTION THAT THEY FELL FAR BEHIND. J.P. JUST STROKED HIS MOUNT TO AN EASY FIRST ON A VERY SLICK COURSE. OUR OTHER HERO DRIVER, KEN MILES, DROPPED FAR BACK AT THE START AND COULDN'T SEEM TO STAY ON THE COURSE.

AVE: 58.2 MPH		SEC. BEHIND	F	CLASS	G
1. KUNSTLE	PORSCHE RS SPYDER		1		
2. CHAMBERLAIN	LOTUS CLIMAX MK XI	6			1
3. MADIERA	DENZEL SPYDER	73	2		
4. GINTHER	PORSCHE SPYDER	77	3		

SUNDAY, MAY 19, 1957

SEMI-MAIN PRODUCTION UNDER 1500 CC

TODAY WAS JAY HILLS' DAY TO HOWL, FOR HE DISPLAYED HIS FINEST DRIVING TO DATE BY NABBING THE LEAD AND STAYING IN FRONT EVERY LAP BUT ONE. IN THE ONE LAP MENTIONED IT WAS JUM PARKINSON IN AN MGA WHO TOOK ADVANTAGE AND SLIPPED BY WHEN JAY SHIFTED TO THIRD INSTEAD OF LOW. HILLS REMEDIED THE SITUATION SHORTLY BY PUSHING HIS "OLD TYPE" CARRERA SPEEDSTER INTO THE LEAD AGAIN.

FOR ALMOST ALL OF THE 20 LAPS OF THIS GO, THE MARQUE OF PORSCHE HAD THIRD PLACE SEWED UP WITH JIMMY MORE GOING LIKE CRAZY. BUT ALAS, ON THE VERY LAST TURN WITH THE CHECKERED FLAG IN SIGHT, JIM LET THE PRESSURE GET THE BETTER OF HIM AND EXECUTED A BEAUTIFUL THREE-SIXTY.

AVE: 66.0 MPH		SEC. BEHIND
1. HILLS	PORSCHE CARRERA SP.	
2. PARKINSON	MGA	4
3. BRIGHAM	MGA	
4. PICKERING	MGA	26
5. SCHULMAN	MGA	35
6. MOORE	PORSCHE SS	44

SEMI-MAIN PRODUCTION OVER 1500 CC

GEORGE SPEARS STARTED IN THE FRONT ROW AND LED INTO TURN ONE, BUT HIS LEAD WAS SHORT LIVED AS SEVERAL OF THE MORE POWERFUL MACHINES - MERCEDES 300SL AND SEVERAL CORVETTES - LET LOOSE WITH THEIR GREATER CUBIC INCHES AND SUPERIOR ACCELERATION. GEORGE DROVE EXCEPTIONALLY WELL, CONSIDERING THAT HIS NEW CAR WAS JUST BARELY BROKEN IN AND WAS VERY TIGHT. HE EARNED A FIRST IN CLASS.

RON HART DID FAIRLY WELL WITH HIS COMPLETELY "UNTUNED" SUPER SPEEDSTER BY PLACING 20TH OUT OF 41 FINISHERS. I THINK RON NOW FINALLY REALIZES THAT VALUE OF A TOP-NOTCH TUNE-UP, SINCE HE WAS UNABLE TO PULL EVEN THE TR'S WHICH IS A THING THAT JUST SHOULDN'T BE.

AVE: 68.0 MPH		SEC. BEHIND	C	D	E	CLASS
1. DRAKE	CORVETTE		1			
2. ELLICO	MERCEDES 300SL	6		1		
3. MC GEE	CORVETTE	29	2			
4. HALL	CORVETTE	36	3			
5. SHIPMAN	AUSTIN-HEALEY	40		2		
6. HAWTHORN	AUSTIN-HEALEY	41		3		
7. WELLER	JAG XK 140 MC	42	4			
8. SPEARS	PORSCHE SS	48			1	

MAIN EVENT UNDER 1500 CC

JEAN PIERRE KUNSTLE, RUNNING WITH A 4-SPEED GEARBOX INSTEAD OF HIS 5-SPEED BOX WHICH HAD BEEN DAMAGED, GRABBED THE LEAD BUT WAS CAUGHT AND PASSED ON THE BACK STRAIGHT BY THE "OLD MUMBLER", KEN MILES. THE SUPERIOR GEARING OF MILES'S TARGA FLORIO MODEL MADE THE DIFFERENCE IN THE RACE, FOR THOUGH KUNSTLE WAS OUT-DRIVING HIM BY GOING THROUGH THE CORNERS SECONDS FASTER, MILES WOULD EASILY OUT-PULL HIM ONCE A STRAIGHT WAS REACHED.

THE SPYDER THAT KEN TOOLS FOR VON NEUMAN IS BASICALLY A FASTER MODEL THAN THE LE MANS ONE THAT J.P. OWNS. HOWEVER, KUNSTLE HAS A MECHANIC BY THE NAME OF CLYDE JONES WHO HAS DONE SOME EXCEPTIONAL WORK ON THE ENGINE, ESPECIALLY WITH THE VALVES, THAT ALLOWS A REV LIMIT OF 9100! LIFE IS TOUGH WHEN YOUR PORSCHE IS "LIMITED" TO 9100 RPM! THE FACTORY HAS HEARD OF JONES'S ACCOMPLISHMENTS AND IS NEGOTIATING FOR THE SECRET DATA. KUNSTLE STATED THAT THERE WAS STILL A LOT OF ROOM FOR IMPROVEMENT IN THE ENGINE OF OUR LITTLE JEWEL. THIS IS ALWAYS AN ENCOURAGING THING TO HEAR.

RICHIE GINTHER WAS LEFT IN THE DUST IN ONE OF THE OLDER SPYDER MODELS, BUT STILL MADE THE WINNER'S CIRCLE.

IN THE PRODUCTION PART OF THE COMPETITION, LEW BRACKER ON MORLEY KASLER'S CARRERA SPEEDSTER SET A TORRID PACE AND DISPLAYED HIS EXTREMELY SMOOTH STYLE OF DRIVING TO GARNER THE HONOR OF FIRST PRODUCTION CAR ACROSS THE FINISH LINE. IN DOING THIS LEW DUSTED OFF THE MASERATI THAT HAD HUMBLING THE PORSCHE SPYDERS AT PALM SPRINGS A LITTLE OVER A YEAR AGO. THIS WAS THE CAR THAT WAS SUPPOSED TO END THE SPYDER'S SUPREMACY IN UNDER 1500 CC EVENTS AND NOW IT IS BEING BEATEN BY A SPEEDSTER.

THERE HAVE BEEN MANY CARS THAT WERE CONSIDERED A CINCH TO MAKE OUR SPYDERS SEEM LIKE MODEL A'S — OSCA, EMW, MASERATI, COOPER-CLIMAX, LOTUS — BUT FOR SOME REASON OR ANOTHER THEY HAVE ALL BEEN A FLASH-IN-THE-PAN SO FAR.

GARY NELSON CAME UP WITH THE TOP PERFORMANCE OF HIS SHORT RACING CAREER, AND SHOWED HE HAS A LOT OF REAL DEPTH TO HIS DRIVING TALENT BY ROARING INTO SECOND PRODUCTION SPOT.

MISFORTUNE STRUCK DOWN TWO OF OUR PORSCHE PILOTS. ED BARKER HAD SOMEBODY GOOF RIGHT IN FRONT OF HIM AT THE START THUS CAUSING HIM TO SWERVE SHARPLY, STRIKE A HAY BALE, AND SMASH A FENDER BADLY. JAY HILLS WAS DICING WITH GARY WHEN A FINGER ON THE CAMSHAFT LET FLY AND BROKE A ROD.

AVE: 74.7 MPH		SEC. BEHIND	F	G	CLASS
1. MILES	PORSCHE TF SPYDER		1		
2. KUNSTLE	PORSCHE LM SPYDER	10	2		
3. GINTHER	PORSCHE SPYDER	3 1L	3		
4. E. FORBES ROBINSON	LOTUS CLIMAX	39	4		
5. MOORE	COOPER CLIMAX	108		1	
6. PORTER	PORSCHE SPYDER	63 2L	5		
7. MILLER, L.	LOTUS MK XII	43 3L		2	
8. BRACKER	PORSCHE CARRERA SP.	81	6P		
9. MILLER	MASERATI	100	7		
10. NELSON	PORSCHE CARRERA SP.	116	8P		

LADIES RACE

ONCE AGAIN RUTH LEVY, WITH VIRTUALLY NO COMPETITION, BREEZED TO AN EASY FIRST. BETTY SHUTES DID WELL FOR HERSELF IN EARNING TWO FIRSTS — ONE IN CLASS AND THE OTHER IN THE PRODUCTION CATEGORY.

AVE: 68.2 MPH		SEC. BEHIND	D	E	F	CLASS
1. LEVY	PORSCHE SPYDER				1	
2. DAVIS	ASTON MARTIN	35	1			
3. SCOTT	MODIFIED MG TD	57			2	
4. SHUTES	PORSCHE SS	77		1P		

MAIN EVENT OVER 1500 CC

STARTING SEVERAL ROWS BACK FROM THE FRONT WAS JEAN PIERRE KUNSTLE — PORSCHE PILOT FANTASTIC. J.P. PROCEEDED TO FLY BY MANY OF THE MORE POWERFUL EQUIPMENT IN A MANNER THAT MUST HAVE DELIGHTED ALL THE OWNERS OF PORSCHE AUTOMOBILES.

FIRST A 300SL, THEN A COUPLE OF FERRARI MONZAS WERE KNOCKED OFF. NEXT AN ASTON MARTIN ABLY DRIVEN BY RICHIE GINTHER BOWED TO THE LITTLE PORSCHE SPYDER BEDECKED IN THE SWISS RACING COLORS — RED WITH TWO WHITE STRIPES DOWN THE MIDDLE. BUT THE CROWNING GLORY WAS THE PERSECUTION AND FINAL HUMBLING OF THE D JAGUAR WITH JERRY AUSTIN UP. NOT THAT IT WAS EXACTLY THE SAME AS BEATING HAWTHORN, BUT A D JAGUAR HAS A SLIGHT EDGE (TO PUT IT MILDLY) IN SHEER POWER AND ACCELERATION. THIS WAS A REAL ACCOMPLISHMENT!

1. HAUSER	BALCHOWSKY BUICK	3. HILL	FERRARI 2.5
2. VON NEUMAN	FERRARI 2.5	4. KUNSTLE	PORSCHE LM SPYDER
			1ST CL F

1954 Black 1500N Coupe. Red interior, very clean, good tires. Very best of care.
Ren Foutz #37. PO 23028 Eve. CR 63704 Days.

5 Racing Englebert tires, 5.00 - 16 with tubes and wheels. Like new.
Gary Nelson #232. PO 12952.

PARAMOUNT RANCH ROAD RACES — SATURDAY, JUNE 15, 1957

IN PRACTICE "MITCH" MICHELMORE WAS ON HIS FINAL LAP WHEN AN AUSTIN HEALEY DRIVER CUT SHARPLY IN FRONT OF HIM, AND CAUSED MITCH TO SWERVE OFF THE ROAD, ROLL OVER TWICE, AND LAND IN A GULLY. FORTUNATELY HE WAS NOT INJURED, BUT THE CAR HAS SOME VERY CRUMPLED BODY PANELS AND A FANTASTIC POSTIVE CAMBER TO THE REAR WHEELS.

PRODUCTION 1300CC TO 1500CC

WITH LEW BRACKER HONEYMOONING IN HAWAII, THE JOB OF PILOTING MORLEY KASLER'S BLACK CARRERA SPEEDSTER WAS GIVEN TO THE OLD MGA FOX, E. FORBES ROBINSON. LEW CAN HAVE NO QUALMS ABOUT HOW ROBBIE PERFORMED IN HIS ABSENCE, FOR HE EARNED FIRST PLACE RIGHT FROM THE START AND WAS NEVER PRESSED. THIS WAS ROBBIE'S FIRST OUTING IN A CARRERA AND IN A PORSCHE WITH THE NEW SUSPENSION. HE WAS THOROUGHLY IMPRESSED WITH THE LITTLE JEWEL, ESPECIALLY IN THE "EASE" WITH WHICH THE CAR IS HANDLED.

GARY NELSON PUSHED HIS CARRERA SPEEDSTER INTO SECOND SPOT WITH FINESSE, ALTHOUGH HE WAS UNABLE TO STAY WITH ROBINSON.

JIMMY MOORE WAS HAVING A CLOSE BATTLE WITH JIM PARKINSON IN AN MGA. MOORE WAS FINALLY OVERTAKEN AND PASSED IF HE WERE STANDING STILL AT A SPOT WHERE A MGA SHOULD NEVER FLY BY A WELL-TUNED SUPER — THE MAIN STRAIGHT. MOORE COULDN'T ACCEPT THIS AND PROTESTED PARKINSON'S CAR. WHEN DISMANTLED AT MICHELMORE MOTORS LATER, THE CAR WAS FOUND TO HAVE PISTONS AND STROKE NOT MEETING STOCK REQUIREMENTS, AND IT WAS EQUIPPED WITH A LEMANS TYPE GEAR BOX. PARKINSON WAS DISQUALIFIED AND RIGHTFULLY SO. JIM MOORE DESERVES A LOT OF CREDIT FOR BUCKING THE SYSTEM. OF COURSE NOW GOUGH INDUSTRIES WILL JUST PRINT THOSE PARTS IN THE FACTORY CATALOG AND THUS MAKE THEM STOCK, BUT JUST YOU (THE MAN ON THE STREET) TRY AND BUY THOSE PARTS.



P.O.C. CHAIRMAN BILL NEWMAN SETTING INSTRUCTION FROM "MITCH" ON HOW TO PULL IN YOUR NECK.

AVE: 68.6 MPH

1. ROBINSON
2. NELSON
3. MOORE

SEC. BEHIND

PORSCHE CARRERA SPEEDSTER	
PORSCHE CARRERA SPEEDSTER	9
PORSCHE SUPER SPEEDSTER	30

MODIFIED 1000CC TO 1500CC

THE FIRST TWO LAPS WERE FIERCELY NEGOTIATED BY KEN MILES ON VON NEUMAN'S TARGA FLORIO SPYDER, FRANK MONISE, LOTUS AND JACK MC AFEE SPYDER. AFTER THAT HOWEVER, IT WAS NO CONTEST AS MILES LEFT EVERYONE FAR BEHIND.

IT WAS RATHER HUMOROUS TO SEE ALL THE OTHER DRIVERS MADLY SAWING ON THEIR STEERING WHEELS, FACES TENSE AS THEY ROARED THROUGH THE TURNS, WHILE MILES BARELY MOVED HIS WHEEL AND CONTINUALLY SPORTED AN EAR-TO-EAR GRIN.

MC AFEE WAS PRESSING FOR SECOND WHEN HE WAS FORCED TO TAKE IT EASY AND DROP BACK DUE TO A LEAK IN THE CAMSHAFT.

1. MILES
2. MONISE
3. MC AFEE

PORSCHE TF SPYDER
LOTUS MK XI
PORSCHE SPYDER

SEC. BEHIND

24
32

F G CLASS

1
1
2

SUNDAY, JUNE 16, 1957

SEMI-MAIN PRODUCTION UNDER 1500CC

E. FORBES ROBINSON LIVED UP TO THE PRE-RACE PREDICTIONS AND SEPARATED HIMSELF FROM THE PACK AS IF THEY HAD THE BLACK PLAGUE. WHEN HE HAD PUT A SAFE DISTANCE BETWEEN ECURIE KASLER'S CARRERA AND HIS COMPETITORS HE MERELY STROKED THOSE LOVELY GERMAN HORSES INTO FIRST PLACE.

GARY NELSON DROVE WELL EXCEPT WHEN HE FOLLOWED AN MG'S LINE THROUGH THE CORNERS. A PORSCHE IS NOT SUITED TO THE SAME LINE WHEN TAKEN AT SPEED. GARY LEARNED A LOT THOUGH BY HIS EXPERIMENTS.

THE THIRD PORSCHE IN THE MONEY WAS DIRECTED BY JIMMY MOORE IN A VERY SMOOTH AND CONSISTANT MANNER. I THINK JIMMY HAS FINALLY DISCOVERED THE "RAGGED EDGE" FOR HIMSELF AND THUS DROVE WITHOUT A SINGLE BOBBLE.

AVE: 67.5 MPH

1. ROBINSON
2. NELSON
3. MOORE
4. BRIGMAN

PORSCHE CARRERA SPEEDSTER
PORSCHE CARRERA SPEEDSTER
PORSCHE SUPER SP
MGA

SEC. BEHIND

14
28
57

LADIES RACE

THE OLD, OLD, OLD, STORY — RUTH LEVY + PORSCHE SPYDER = FIRST PLACE. BEHIND HER BETTY SHUTES, SUPER SPEEDSTER, WAS OUT DRIVING MARY DAVIS, MODIFIED TR-2. THIS WAS A SITUATION MARY COULD NOT OVERCOME ON DRIVING SKILL ALONE SO SHE RESTORED TO A RATHER UNACCEPTABLE MANEUVER. SHE TURNED HER CAR INTO THE REAR OF BETTY'S AND SENT HER SLIDING OFF THE COURSE. DAVIS THEREBY CROSSED THE FINISH LINE IN SECOND WELL AHEAD OF SHUTES. HOWEVER, DAVIS WAS PROTESTED, FOUND GUILTY, AND THUS SHUTES REGAINED HER RIGHTFUL SECOND PLACE. USING SUCH TACTICS TO WIN IS MOST UNWORTHY OF A DRIVER OF HIGH CALIBER.

AVE: 64.85 MPH

SEC. BEHIND

- | | | | |
|-----------|----------------------|----------|---------------|
| 1. LEVY | PORSCHE SPYDER | 3. DAVIS | MODIFIED TR-2 |
| 2. SHUTES | PORSCHE SUPER SPEED. | 19 | |

MAIN UNDER 1500 CC

FRANK MONISE, LOTUS, GOT THE JUMP ON KEN MILES, TARGA FLORIO SPYDER, BUT THE STRAIN OF SEEING THE GREEN HELMETED HEAD WITH LEERING FACE BENEATH IT, ALWAYS A COUPLE OF FEET BEHIND, PROVED TOO MUCH. MILES SPED BY SHOWING A HEARTY SMILE. THE SUN WAS BLAZING AND THE HEAT WAS ALMOST UNBEARABLE. MILES WAS SO FAR IN FRONT THAT HE DECIDED TO STOP FOR A DRINK. THIS WAS FINE EXCEPT FOR THE FACT THAT HE STOPPED ON THE STRAIGHT OUTSIDE OF THE PIT AREA. THIS IS FORBIDDEN. KEN WENT ON TO WIN BY A HUGE MARGIN, LAPPING EVERYONE, BUT WAS LATER DISQUALIFIED. FOR ONCE THE RULES WERE MADE TO APPLY TO THE "WHEELS" AS WELL AS THE "LITTLE" MAN.

ROBBIE ROBINSON'S DEFT HANDLING OF THE CARRERA ENABLED HIM TO FORGE AHEAD OF A FAIR AMOUNT OF THE MODIFIED CARS IN THIS HOUR EVENT. EXCEPT FOR GARY NELSON, HE EVEN LAPPED EVERY PRODUCTION ENTRANT TWICE.

THE INTENSE HEAT DIDN'T SEEM TO BOTHER ROBBIE, GARY ON THE OTHER HAND LOOKED LIKE HIS RED POLO SHIRT WHEN HE FINISHED THE RACE.

JIMMY MOORE SUFFERED THE MOST AS HE RESEMBLED A BAKED HAM AT THE END OF THE HOUR'S TUSSELE.

I MISSED SEEING ED BARKER TOOL HIS FAMILIAR WHITE SUPER SPEEDSTER. NOW THAT ED IS DRIVING THE CARRERA-COOPER FOR RIVIERA MOTORS, HE FEELS THAT THAT IS ALL HE WANTS TO HANDLE AT PRESENT.

AVE: 72.7 MPH

		SEC. BEHIND	CLASS F G
1. MC AFEE	PORSCHE SPYDER		1
2. MONISE	LOTUS MK XI	65	1
3. HANFORD	LOTUS MK XI	69	2
4. LOZANIO	LOTUS MK XI	2L 13	3
5. ROBINSON	PORSCHE CARRERA SP.	2L 33	2P
6. ODDOUS	LOTUS MK VI	2L 66	4
7. NEWMAN	LOTUS CLIMAX	2L 77	5
8. NELSON	PORSCHE CARRERA SP.	3L 34	3P
9. MOORE	PORSCHE SUPER	4L 49	4P



NOW NEWMAN TELLS JIMMY MOORE HOW TO DO IT!



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