

NEWSLETTER PORSCHE OWNERS CLUB, INC.

POMONA ROAD RACES

SATURDAY AND SUNDAY, JULY 27 - 28, 1957

The direction in which the cars usually go was reversed to provide a safer course and give higher average speeds.

PRODUCTION 1300cc to 1500cc. Lew Bracker, in Kasler's Carrera Speedster, got the jump on everyone, and looked like he was off to another win; but first impressions can be misleading, for at turn 3 he bobbled, and Jimmy Moore slipped by. Lew stated later that he had trouble with the car popping out of gear.

For the next few laps, Jimmy went like one who was possessed. With some expert handling of his well running mount, he steadily pulled away from the field. Ferdie Hannig tuned his car so well that the word was that Jim was able to turn 12,000 RPM! However, I was rather skeptical, and upon investigating found it would only turn 11,500 RPM (Ed: not bad for a 1500 SS)

Suddenly, a silver coupe began to gobble up all the other machines on the straight. Behind the wheel of this extremely fast Gran Turismo Porsche just purchased from John von Neuman, was its broke but happy owner, Al Cadrobbi. Al made quite an impression upon everyone with the car's blistering acceleration and his talented handling in the turns. This combination was good enough to give him first. The engine of this Porsche bears more resemblance to a spyder than to a Carrera, and is the same car that the factory entered in the last go at Sebring. This Coupe does not have any aluminum panels as previously reported.

Gary Nelson, piloting his Carrera Speedster for the last time, was moving up fast. He passed Bracker and diced with Lew for a few laps before Lew managed to regain his position. (Please turn to page 7)



Pictures of POMONA by Leota Stevens

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PORSCHE OWNERS CLUB NEWSLETTER
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Los Angeles 46, California

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EDITOR

Seventy percent of the July NEWSLETTER was about two races. The coverage of both of these races was by our RACING EDITOR. But who could find out from the NEWSLETTER this RACING EDITOR? We tried but this guy won't stay in anonymity. So with waving flags - flashing headlights and clattering valves - we proudly announce DAVID MC GRATH - RACING EDITOR - P.O.C. NEWSLETTER.

The POC is again indebted to MOTORACING. Mainly for the coverage given by Editor Gus V. Vignolle to our Carrera de la Amistad. Now to MOTORACING, July 12 & 19, 1957. Thanks MOTORACING - Anytime we can help.....call us.

Why do so many members come to meetings and yet so few come to events? Only SIXTEEN made the Map Reading Rallye of July!...Why do most clubs, including POC, give decorative trophies instead of functional trophies, as mugs, etc., or merchandise awards which could be donated by dealers....I need new safety belts....Who has connections for a permanent Slalom and Gymkhana course?.....Why is it possible to BUY trophies in Slaloms and Gymkhanas?...never heard of a second chance in a Rallye or Race.....Leta Stevens is doing a fine and unsung job as Historian....Save your NEWSLETTER - we have a BINDER in process....POC Ron Hart #123 has worked it out....should have sample by next membership meeting....What's new on a larger meeting place?....If you have a good idea for an event or want to help on one, call Howard Knox, DI 26325....Next month we plan to cover OIL, engine, that is.....ASSOCIATES, you're doing fine.....



VOX POP

Dear Herm,

Sure enjoy the new NEWSLETTER - Sure looks official - and loads of success with it.

Two items: Our Semana Nautica Rallye - open-Council sanctioned was run last week end, July 6 - 7. Six Porsches in the first ten positions, Walt Glassett Second - and also we had one extra trophy - so we put on a concourse - unbeknown to the drivers. Of course that old concourse winner himself Walt Glassett won. Hope he doesn't change from Rallies to concourses.

Much luck

Bev Alexander #191

(Ed: See article by Walt Glassett under ACTIVITIES, OUTSIDE, RALLYE.)

Dear Herm,

.....PS:.....My wife and I both object to the type face which after giving a favorable impression for section headings, becomes more and more difficult to read with each line. We think part of the trouble comes from wide character spacing which makes words run together. How about trying one simple expedient: double space between paragraphs--this might at least help differentiate vertically...the half tone screen on the photos is very good in rendering the grey scale...hope you don't have to economize with a larger screen in the future alla the usual newspapers.

Keep up the fresh pace!

J.P.Davis #231

(Ed. Pictures to remain the same. Is this type better? The first part of John's letter covered an article in the July 22 Issue of AVIATION WEEK, concerning the installation of the Porsche engine in the XRON-1, a one-man rotorcycle helicopter. There wasn't time to get a release from AVIATION WEEK to reprint.)



OFFICIAL

HOWARD KNOX

NEW COMPETITION AWARD SYSTEM

In order to make competing for the annual trophies more of a challenge to everyone, your B of D has adopted the following system of trophy and points awards. There are several added features, a NOVICE award for instance, and the grading is much more liberal than in the past.

E V E N T S

Trophies awarded at monthly events will go to members on this basis: Three deep for entries of 39 or less. 40 to 49, four trophies and so on.

Ladies: Entries of four or less, 1 trophy, five to nine, two trophies; ten to 14, 3 trophies, etc.

Novice: There will be one trophy at each event for the member who has not won a previous trophy in a POC event. This will of course go to the novice placing highest. No one person will win more than one trophy at one event.

P O I N T S C O M P E T I T I O N

Points will be awarded to first place winner equal to the number of entries. Points awarded in sliding scale down to ONE for last place.

Working points: Person putting on an event, such as Rallymaster, will earn 80% of total points. All other members working event to get 60% of total. Where possible to work and to compete at the same event, such as a slalom, that person will receive whichever points are higher.

Both competition and working points add together for first, second and third annual awards. There will be one additional annual award for the person with the highest working points for the year. No one person to receive two awards.

Outside points: Three trophies will be awarded annually for outside points on the same basis as for events. These are to be for (1) Racing, (2) Rallies, and (3) Slaloms and Gymkhanas. In each case, points will be allowed only if car is entered as from the PORSCHE OWNERS CLUB. Members

will be required to submit result sheet of outside event as proof of the points due to him.

Below is a sample score card that can be made by each member so that he can keep a tally of his own results.

EVENT	WORKING	OUTSIDE

LEW'S COLUMN

BY Lew Bracker #13

This being my first column since my college journalism days please allow for any slight signs of being swept exuberantly away with the power of the pen. I am quite certain that once the novelty wears a little thin I will come floating not so softly down to earth and my words will have that realistic approach that takes the fun out of everything. I hope to deal with items of interest to everyone although I will lean towards certain racing subjects throughout the year. Let's take first things first in our first column together by talking about something we all are vitally interested in....Tires.

I have had to purchase tires from four different viewpoints. That of non-racing with and without price in mind and of racing with and without price in mind. Naturally, all I can give you is my personal viewpoint based upon my own experience. I feel that if price is of the primary importance, your best bet is to recap as long as the carcass is in good condition. Otherwise try and get as good a deal as you can among the brands I will mention or your own particular favorite. As for racing I have only one opinion....My neck is worth more than the \$80.00 extra I would have to pay for new rubber, although Jim Moore likes recaps very much. My experience with the Perelli has not been favorable. I get too much sliding and not enough bite. I have had experience with both the Englebert

#70 and the Englebert #80 racing tire. I like them both very much. The #70 is softer rubber and while the bite is slightly better, they do not last as long. The #80 has fine lasting quality and it does a good job on adhesion while being slightly cheaper. The road tires put out by this firm are also good. The wet weather experience here has been superb as my Pomona race last year will bear out. The Continental "Record" and "Super Record" are being highly touted by the Porsche factory. I intend to try the "Super Record" at Pomona this month (July) and will report on them next month. (September). Jeff Cooper has had favorable experience with his road type Fellda tires. I have had good experience with my Firestone Phoenix road type tires, which leads me to conclude that as far as road tires are concerned, any good brand is certainly more than adequate. Racing is another story and driver preference has a lot to do with the choice of tire as does the make of car. Speaking from the Porsche angle only, I cannot see any tire doing a better job for me on the road and on the track than did the Englebert products. The price was not too unreasonable, they held where others did not and they lasted through many races.

Next Month.....Oil for your crankcase.



MEETINGS

July 15, 1957 Report based upon the minutes as recorded by Betty Boutell #24

Bill Newman brought his first meeting to order and felt lonely, so called for moral support and got Jack Nicholas VC and Bob Stevens Treas. to sit near him. Bob reported approximately a thousand bucks in the bank and in the same breath wanted us all to run to the back of the room to see and buy all the goodies Leota was selling. (see ad elsewhere) These are real fine goodies.

The present Chair gave the past Chair - Lew Bracker (Hero #13) a gavel which was said to be "suitably inscribed"! (Ed. "by whom")

Bill also got rid of a few trophies which Ilse had been dusting off daily at their Nichols Canyon Grand Prix.

Christopher Magazine is available through Jack McAfee, Sherman Oaks or Hoffman Service Stations, NYC.....\$ 3.60 year, 6 issues - every member should subscribe!

The Sports Car Council question popped it's head up as expected and as expected there were many differences of opinion. Final outcome "table the matter until the next membership meeting"

Harman Price #215, Entertainment Chairman had some fine films of the Hawaiian Races..Film was narrated by John Davis #231. Sam Weill #153 (the member who sold his Porsche because of the mud from Mexico) introduced John von Neuman #150 (he sells Porsches too) who commented on the races and course from a drivers point of view.

Real fine meeting. Should be there next time. August 19, 1957, Blarney Castle.

NO HEADING AVAILABLE

This note was found on a Porsche coupe awaiting service. ...and I quote "Directional signal has a short - trouble with right front lite. Note also ammeter (discharge) red lite is on or partially on most of the time altho seem to always have plenty of battery. When discharge lite is on, and directional lites is used the "pulses" show on discharge lite. Have also a short in horn system

Note Rube Goldberg wiring used as a substitute. Steering column plug for connecting same is in driver- door pocket. (Only one horn functions, part of the time) Have noted from time to time a very faint ticking or clicking sound when switch is first turned on. No one can explain this but timing ticks prove them to be identical with directional lite clicks. In addition, if horn wire is grounded on directional arm; Direc. lite blinks in sequence with the ticks. Confusing; No? Me too!

Haven't tested lately but turn on parking lites and put car in reverse. Head lites used to lite up; tho not full power. Left rear tail lite has habit of burning out. Cig. liter has short - was apart and was reassembled by yours truly; probably not assem. properly. Fuse out on this at present. Some fuses in driver- door pocket. The no-oil-pressure lite does not function- discovered when changing oil. If necessary call and you think you have troubles?



ACTIVITIES

"TIP'S STOPS" Rallye June 30, 1957
By WILLARD DONE #188

It was our first - if ever there was a pair of raw beginners, we were it. Having started out at 6:00 AM, we were still a bit foggy upon arriving at the starting point shortly before eight. Ilse Newman looked suspiciously bright and cheerful for that hour on Sunday morning as she relieved me of a buck and a half and gave me my instructions. Before I knew it, there I was, signed up for the game of chance - at least in my case, that's what it was.

We began looking around at our competitors and what a shock! They appeared formidable with their multiple odometer counters, form sheets, clip boards, batteries of expensive-looking stop watches and the wicked-looking computers. Wife said, "Don't be scared - you can do it without all those gadgets." She should talk - she was the driver. I was the one who had to figure out all the things navigators figure out. Wasn't quite sure what the things were that were supposed to get figured out, but, well, there was only one way to learn - do it. And it could be fun, who knows?

Bill Newman must have noticed my shook look; he came over and said, "Don't get too serious about running a perfect rallye your first time out, just read the instructions and do as well as you can. Try to learn what it's all about and have fun - That's what we are all here for." That made me feel a bit better.

Well, off we went, presumably in the right direction - wife having a ball and me trying to figure out what I was supposed to be doing. Soon we were on a mountain road - I could tell, because my ears kept popping, and the car kept changing direction. Very hard to write and one tends to become slightly seasick. Tasio (my wife) tells me it was a beautiful road to drive. I'll have to take her word for it - I was trying to subtract minutes from tenths of miles and divide by average speed, or something.

You know, that Newman is a real sneaky type. There we were whooping along at 54.2 MPH (I believe) on the straight-as-a-string roads somewhere west of Lancaster, when we were instructed to turn south and start averaging 37.1 MPH. I got real foxy and decided we'd better get some time in hand because it looked like mountain roads ahead where we might have to go slower than the required average. So I told Tapsio (that's my wife) to keep it at about 50, then settled back to look at the mountains. We rip around a curve in the road and....yep, you guessed it - a Check Point! Those troops at the Check Point must have 'got clued' in by Newman, because they were smiling like fiends when we arrived amid hot brakes and red faces. I wonder how many others dropped into that trap? It taught me a lesson, though - you do what the instructions say - trying to outguess the Rallymaster just won't work.

About this time, I guess I got the feel of this game. Figuring out how we were doing with respect to how we should be doing became easier and I decided we had it made. I even sat back and looked at the scenery. In fact, the scenery

was so darn nice, I missed two real nice speed change points in a row - Lesson number two, got to keep my mind on what I'm supposed to be doing.

I haven't tried to describe the rallye (should there be an e on the end?) (Ed: Yes, and I've been adding them.) point by point - just the things that impressed me on my first time out. And while I'm at it, I'd like to mention a couple of three more impressions. Got a kick out of seeing friends at the rest stops, all puzzling over their worksheets, looking at their watches, and describing mistakes they had made, or thought they had made. Incidentally, those rest stops are the greatest - gave us a chance to get up-confused, have coffee, talk, and compare equipment and techniques. (Ed: I think Mr. Done missed the prime purpose of a rest stop). It was real interesting when we'd arrive at an intersection and see one contestant coming toward us and another from our right. The Check Point types were sharp no pileups or incoming cars, and we knew just when we were checked in - only my name isn't "Mark" like they all kept hollering at me (maybe they were saying "Mac", like in the Army when they didn't know your name).

All in all, I've decided that rallyes are great fun: Now wife and I don't have to make a project out of deciding where to drive on a nice Sunday morning - some nice people have already worked hard to figure it out for us. They choose nice cafes for rest stops, too.

Well, got to get busy now - getting some hot ideas for a real crazy computer for the next rallye.....

1st Bob Greenland :28 error, 2nd Don Lerch 7:29 error, 3rd Stu Salot 7:42 error, 1st Guest Red Stoik 2:11 error.

SPARE PARTS - ANYONE? Disassembling 1956 Speedster. Parts including Glasspar fibreglass top & fittings, Nearly new cloth top & boot. BOB NORTON #11, After 6pm, Lambert 5-4319. 1410 E Sudane Ave., Fullerton, Calif.
FOR SALE - Two Speedster seats. Black with white trim. PERFECT. \$80.00 pair. W.T.RIBAL #243, EXmont 8-9918. 4932 W.Slauson, Culver City, Calif.

AIRSEARCH PHOTO BY LEOTA STEVENS

BELOW: Map Readers Rallye
Photo by Editor





ACTIVITIES

MAP READERS RALLYE July 21, 1957

By PAT STEIN

"A straight line is the shortest distance between two points." This is swell, but when you're wandering around the foothills, a straight line is hard to manage. So the next best thing is to make your own fairly straight line.

All this leads to the MAP READERS RALLYE staged by Howard and Jane Knox on Sunday, July 21, 1957 at 8:00 AM. The only tool needed for this event was a Map. I don't know how to navigate, but reading a map is no strain. I could sit back and enjoy the ride, and check off the places as we came to them.

In order to answer the question blanks, certain areas had to be covered. How you arrived at the areas, or when, was of no concern - Just get the answers. Time didn't matter, but mileage did. Who could cover the various places with the lowest mileage?

It was a challenge - whether to stay on the main roads, or be a daredevil and take a chance on the short cuts dimly charted on the map. Needless to say, we played like pioneers! Around and around in the oil fields we wandered, somewhere - most interesting territory. And up through Tick canyon we chugged, coming out at an unknown point, but still carrying on in the best Porsche tradition! We were making all kinds of short cuts, we hoped.

Finding an elusive oak of the Golden Dream, sign boards, street names and numbers, historic dates, an old refinery, rifle club signs, and various other items, all added up to about four hours of challenging fun. It was exciting to meet Porsches travelling in all directions, our hands waving as we whipped along. Eventually we all met at the finish line, Hansen Dam Park, to picnic and chat.

Jack and Harriett Nicholas came up with all the right answers and the lowest mileage - 129.25 to earn first spot. And what lucky people we were, Herm and Pat Stein. Our short cuts proved to have been dandies and earned us a second place with 134.00 miles. Not far behind came Sally McKenzie and Jane Rich with 134.5 miles (corrected) for third place.

Ably assisting the Knoxes were the Willard Dones and the Charles Stockhams.

And here is how the rest of you did...

4th	Bob and Leota Stevens	135.2 *
5th	Geo. and Ruth Baldwin	134.5 #
5th	Bob and Dot Pierce	134.5 #
7th	Karl and Betty Boutell	137.5 #
8th	Don and Mary Lou Justice	136.5 #
9th	Ray Overton & Liz Wicker	141.0 *
10th	Bill and Ilse Newman	141.6 *
11th	Harmon and Jo Price	147.0 *
12th	Don Gorgas & Bill Dodge	155.0 *
13th	B.V. and Mike Terry	159.0 #
14th	Elmer Klein	231.8 ?
15th	Herb Gold and John Stern	D.N.F.
GUEST		
1st	Alan Marks & Beverly Brown	135.00*

* Answered all questions

Did not answer all questions

1/2 mile was added to those who used "Muzzle loading range". Other changes due to calibration changes for those with Tenths.



ACTIVITIES

AIRESEARCH SPORTS CAR CLUB

SLALOM TYPE GYMKHANA, PAN PACIFIC AUDITORIUM

BY Bob Greenland #207

One hundred and seventy three cars took part in a very challenging drivers event at the Pan Pacific Auditorium parking lot.

Slaloms are usually run in a forward direction, but this event had a "back out of a garage, around a pylon and stop straddle a line" type finish. This last backing section, along with a very tight figure eight seemed to have an equalizing effect on the various makes of cars. The smaller cars negotiated the tight eight with ease. The larger cars with more power could gain seconds in the large circle turn, while, still others had difficulty with reverse driving. As a result, the seven trophy winners in the under and over 1500cc sports class were separated by only 2 seconds! Porsches, of course, taking four of these seven trophies.

POC members who were present or participating included, Des Marquett #178, Willard Done #188, Russ Tahtinen #91, Ken Lind #177, Dave McGrath #73, Donna and Dan Harf #252, Howard and Jane Knox #144 and Bob and Leota Stevens #40.

Ken Lind, in his white Porsche speedster, came out on top in the under 1500cc class after a real battle with George Duncan in what seemed to be a very hot MGA. These two drivers are masters of the Parking Lot Grand Prix.



Ken Lind starting his winning run of 1:17.0

In the over 1500cc class, it was Dave McGrath in his white 1600 SS with a time of 1:19.5, in front of a very well handled Jag driven by Jim Greenfield. Can't understand how a Jag could... ..Oh! Well.

Bob Cottam, driving a beautiful gold Porsche Speedster earned the "Best Driver" award for his superb handling of this car, along with third place with a time of 1:19.0 in the under 1500cc class.



Bob Greenland getting ready for a 1:19.3 run which earned 4th in under 1500cc.



OFFICIAL

For Club Members and their wives, sweethearts, husbands, sisters et al here is a list of available Porsche Club jewelry, badges, emblems, with prices, including sales tax. All items are available from Bob or Leota Stevens. (Stevens Engineering of the Computer fame)

MEN

#10-3	Rayon cord lariat	RP	\$2.55
25-1	Lapel Pin - Tie Tack	"	2.00
18-5	Cuff Links	SS	4.85
18-6	Cuff Links	RP	3.75
23-13	Tie Clip	"	1.85
23-32	Tie Clip w/beaver tail	"	2.05

WOMEN

#2-4	Pierced Earring w/beaver tail	RP	\$3.35 pr
3-3	Screw Earrings	SS	3.60 "
4-4	No pinch earrings	RP	3.50 "
1-11	Screw Earring w/beaver tail	"	3.45 "
4-1	Clamp Earring w/beaver tail	"	3.50 "
2511C	Chain w/beaver tail	"	2.15

RP Rhodium Plate SS Sterling Silver

Emblems only	\$ 1.50
Car Badges	8.50
Name Badges	.35
Decal	.25



REGIONS

The Northern California Region, Porsche Owners Club, to be known in this article as the NCR, POC, has a potent 23 members and an unnamed Newsheet with Ted Livingston #240 doing the work. This Newsheet was started exactly two years after our NEWSLETTER.

President up north is Eugene H. Longuevan #233, he is assisted by Marsh Gibbs #268 as VP and Al Gilliland #259 who carries the money and keeps the written word. Otto Peterson #261 is the lucky one with the thankless job as Activities Chairman and R. Carl Block #266 is the representative to the Northern California Sports Car Council.

Quotes from NCR, POC "Otto Peterson, our activities chairman, was asked why he put so many events run by other clubs, on our calendar. He said he had picked out some of the better ones and we can learn a lot and get some experience - so when we have one it will be properly run". "UND DON'T FORGET YET !! SONTAG DER 4 of AUGUST. Our own - Northern California Region Porsche Owners Club First Annual AUGUST AUTOCROSS. Ford Plant Parking Lot at Milpitas. 9:00 AM - First Car Out. 2:00 PM. Run off for first place. More details later" What's an Autocross? If any LA members intend to be north that week-end, keep this address. "Sunday - August 18 - tentatively - Hill Climb for our club and guests only - Porsches only - of course. Carmel Highlands 2.3 miles up and up. Bring your own picnic lunch and sand box." "Again - Don't

Forget ! Reno Rally - September 14-15 (If you really can't go - Don't feel too bad - POC plans to put on their own private one sometime in December or January)" "Also unt weiter, yetz! Sept- 28-29 - Fresno Nite Watch Rally. Think you've got Stamina - this one is a doozy - a must - a schweinerei ! maybe we'll meet the Los Angeles Group here too? "



TECHNICAL

Probably the most critical bit of information we can pass on is on the proper care and treatment of the crankshaft, especially on the Super. Recently we heard a new Super owner boasting he was getting 38 MPG around town! Questioned, he said he just kept it in fourth gear to achieve this! Obviously he will soon be buying a new crank. It is absolutely essential to keep the RPM up on the Super and desirable on the Standard. Bearing loads are tremendous when lugging any engine and the Porsche engine design demands that the Rev's be kept up in the GREEN ZONE. We have heard comments that Porsches are not good rallye cars as Rallyes are hard on the crankshaft. This is absolutely not true, but as in any other type of driving the Rev's must be kept up. Mountain driving at any speed is where the Porsche really shines. The RPM however should be kept at 3000 to 4000. This provides a greater margin of safety on fast curves. Of course occasionally it can be below this on a down grade or flat but this should be the exception rather than the rule. Don't be afraid to use the lower gears, that's what they are for.

Speedster visibilty with the top up can be greatly improved by putting in a larger window in the rear and making side curtains of 3/16 or 1/4 thick plexiglas. Use care in washing the plexiglas. It scratches easily.

If you have been having oil pressure switch problems, this item can be replaced with a better grade switch of the same type (German) or a Nash oil pressure switch. Either can be obtained at Continental Motor Sales for \$2.10. The German switch is similar to the factory switch in appearance except that the factory switch retails for \$1.80 and has VW stamped on it.

The problem of water in the fuel and carburetors can be prevented by keeping the gas tank full. When there is a large volume of air in the tank the moisture condenses with temperature changes. Some people have installed Carter ceramic filters and say it will help while others claim this causes vapor lock problems.

The general policy of the Technical column will be to avoid recommending any particular product, dealer or service organization, as it is to our advantage to have numerous service organizations. However, certain products or services which are difficult to locate or exclusively handled, will be mentioned. The primary purpose of this column, we feel, should be to assist Porsche owners in maintaining and improving their cars.



ACTIVITIES

SEMANA NAUTICA RALLYE BY Walt Glassett #138

Bev and Roz Alexander #191 of the POC put on one of the best rallies to date at Santa Barbara on July 6 -7. Six of the 10 trophy winners were Porsches and a Porsche won a special post rallye concours trophy! The event was a rugged all night run and this one required considerable driving skill. Instructions were difficult but absolutely correct and the layout was accurate. Congratulations Bev and Roz, this must have required months of work.

Four of the first seven trophy winners in the Great Western Championship Rallye were Porsches, including first place!

The Over the Hill championship rallye was won by a Porsche coupe competing against 164 other cars!

Ilse and Bill Newman #78 won the Midnight to noon rallye at Bakersfield with Howard and Jane Knox #144 taking third. Three of the first four cars were Porsches.

Two of the first four cars in the Sierra IV championship rallye were Porsches and the top two cars in the Southern California Council of Sports Car Club Rallye championship standings are Porsches.



RACING

Gary has received one of those little "notes of joy" from Uncle Sam, and will enter the Army in August. His constant fine efforts for the furthering of Porsche's glory in racing and his quiet friendliness will be missed.

I was surprised to see Ed Barker back in the fray with his Super Speedster. The Carrera special he was racing proved to have too many bugs, so it has been abandoned for now. Ed, like Lew, was having trouble with his gear shift popping out of third.

POC didn't do badly, Moore #159 SS took 2nd, Bracker #13 took 3rd, Nelson #232 took 4th and Barker took 6th. Average speed 73.6 MPH.

PRODUCTION 1500cc to 2000cc

Ecurie Kasler assigned the Super Speedster to E. Forbes Robinson, who did his best with the "old suspension" and overly inflated tires. Robbie popped into the lead with the Ace-Bristol of Crowder breathing down his neck. By the end of the first lap the order had changed with Dixon's Siata leading, Crowder's Ace-Bristol still holding 2nd, Love's Ace-Bristol 3rd, and George Spears, Super Speedster, now in 4th.

By the 4th lap Love had powered his way into the front. Following him to the finish line were Spears, Robinson, Winhorst - Austin-Healy, Shillam Porsche and then good old Mitchelmore #147 sporting a brand new, gleaming red Super Speedster.

The person who drove the best race I think was George Spears. His cornering was done to perfection even while passing cars.

Average speed 75.4 MPH.

MODIFIED 1000cc to 1500cc

Jean Pierre Kunstle #76 on his Le Mans model Spyder appeared briefly in the lead, but the gear ratios on his 4-speed box wouldn't produce acceleration equal to the newer Targa Florio RS's of Miles and Sam Weiss #201. Both were able to leave him on the straights with ease. Miles effortlessly took first, followed by Weiss, Kunstle, and Drake in the Cooper-Climax that just doesn't have it anymore.

Joe Playan, proudly wheeling a two week old RS, took it easy but still managed to garner 5th.

Average speed, a hot 82.3 MPH.

Sunday, July 28, 1957

SEMI-MAIN PRODUCTION UNDER 2000cc

Bill Love, Ace-Bristol, out-dragged everyone into turn one and never surrendered the lead; although he was hounded by Robbie, Carrera Speedster, from start to finish and was barely one second in front when the checkered flag fell. Robbie could take the Porsche through the turns faster and brake later, but couldn't match the Ace-Bristol's acceleration.

Spears, 1600 SS, drove beautifully to nab 3rd overall and 2nd in class.

Ten seconds behind George came Gary Nelson roaring into 4th after he executed some of the most perfect drifts through turn one, a high speed turn.

Jimmy Moore was one of the front runners until he got clobbered on the right rear fender. The metal was crushed into the tire so badly that by the time Jim stopped and Lee got the fender pulled away 2 laps had gone by. So ended a very great try.

Al Cadrobbi was once again rocketing by everyone until he over did it coming into a turn and his Coupe whipped off the course in a circle. Back on the road, he let loose the 128 horses and galloped into 5th.

Doc Shillam, who drove quite well on Saturday, entered turn one a little too fast and began to slide sideways towards the grassy slope near the bridge. I was sitting up there with Jay Hills when this happened. We both assumed that the car was going to slow to climb the hill. Well, we found out differently a few seconds later, when the car slid to a stop a few feet away.

Average speed; 76.2 MPH

LADIES RACE

I don't feel it is necessary anymore to state who took first so I won't. Second place was also uncontested with Mary Davis on Aston-Martin. However, behind these two a close struggle ensued between Janet Anderson—TR-2, Betty Shutes#208-1600 SS, and newcomer to the ranks of Porsche—Linda Scott. This was the order in which they finished. Linda did rather well and when she learns to handle the Porsche like a Porsche instead of like the MG Special that she has driven exceptionally well, she might be the one to watch. (ED; Ruth won)

Average speed; 76.8 MPH

MODIFIED UNDER 1500cc

In this event there were no less than 6 RS's,

a very depressing sight to the other competitors.

Sam Weiss, a real friendly guy to talk to, shot into the lead chased by Kunstle, Playan, and McAfee, who had just won the Semi-Main Modified. Miles got a very poor start, but failed to let this deter him from his assignment—to win.

Joe Playan worked his way up to the lead and set a blazing pace with Weiss and McAfee fighting tooth-and-nail for 2nd. In a few laps Ken, driving like the champion he is, out foxed them all and took the lead never to relinquish it. Jack McAfee tried so hard to stay with him that he broke something in his engine. Kunstle also had troubles and dropped out.

Meanwhile Playan and Weiss headed into turn 11 a hair to close together. They bumped each other and Joe whirled around into a big wood turn marker. Joe wasn't hurt, but Oh! that new silver Spyder! Sam went on to take 2nd. Morgensen, also in an RS, trailed him into 3rd.

Miles turned the fastest lap of the weekend at 1:23.6, and averaged a faster winning speed than the large bore cars.

Average 84.4 MPH

In closing I would like to state that I am curious as to whether or not anyone besides me reads my race coverages? I would welcome any mail pro or con.—Dave McGrath.



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AUGUST MEETING
AUGUST 19, 1957
BLARNEY CASTLE RESTAURANT 8:00 PM
623 SOUTH WESTERN AVE., L.A.

AUGUST SLALOM
SUNDAY THE 25th. PLACE TO BE ANN-
OUNCED...KEEP DATE OPEN.....