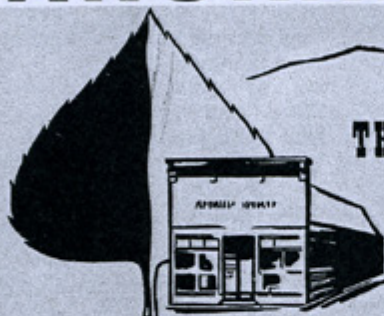




THE ASPEN TIMES

Volume 79 * No. 28 * Aspen, Colorado * July 8, 1960 * Ten Cents

Porsches Invade Aspen

Over 200 sleek and colorful Porsche sports cars decorated the streets of Aspen today, July 8, as the fifth annual Porsche Parade moved into its second day.

Sponsored by the Porsche Club of America, the annual convention of owners of the sleek German cars started yesterday with a costume elegance in the City Park.

Drivers from both coasts and most states between have brought their cars to Aspen for the five day session. According to club officials this is the best-attended parade ever held.

It was organized by the Rocky Mountain Region of the PCA with Jim Stubbbs and Will Grant, Denver, serving as co-chairmen. Also in attendance are Earl L. Kirschbaum, president of the PCA and

Dr. Porsche, head of the factory which manufactures the car in Germany.

Highlights of the series of meetings and sporting events on the schedule is the day-long technical session being held today at the Aspen Highlands.

Here six mechanics from the Porsche factory are on hand to explain to the assembled car owners intricate technical details of their cars.

The meeting will be followed by

a beer party sponsored by the Lowenbrau brewery.

On Saturday the club members will participate in a rally to Glenwood Springs and return in the morning. They will spend the afternoon at Toklat.

During the afternoon Stuart Mace, owner of the Toklat Hotky Kennels will give a demonstration by having one of his teams pull one or two of the little cars.

Sunday morning the paraders are scheduled to visit the Sundek

for lunch before participating in a Gymkhana at the Aspen Highlands.

Monday, under the direction of Bob Donner and Mike Collins, two of the west's best race drivers, there will be a driving school. This will last until the 4:30 PM cocktail party.

Conclusion of the parade will be a victory barbecue and trophy presentation at the Duffield Creek Campgrounds. Trophies will be awarded for the first five places in each of the competitive events.

H₂O district vote moved to Aug. 9

Originally scheduled for Tuesday, July 12, an election to create a suburban water district was postponed by court order yesterday, until Tuesday, Aug. 9.

The action was taken by District Judge Clifford Dannew after several residents from the upper Red Mountain Bench petitioned him to be left out of the proposed district.

Their petition was not contested by the district organizers. The judge approved their petition and rescheduled the election to permit the boundaries of the proposed district to be altered.

Court logs heavy traffic over Fourth

Ignoring forecasts of holiday car tragedies, some motorists in the Aspen area had a field day in reckless driving Monday, July 4 and as a result, local police logged their heaviest day of ticketing for the year.

According to policeman Ray Ba-



Some call them buglike, others call them beautiful, but all agree that the German-made Porsche is one of the fastest, sturdiest, best handling cars on the road today. It has one of the best racing records of any sportscar and consistently outperforms cars with a larger displacement. This week

more than 200 were brought to Aspen for the 5th Annual Porsche Parade and now brighten the streets in every direction. An early arrival at the Parade, Dorothy Kusler, secretary of the local club, catches the view from the Marble Gardens at the Aspen Meadows in her gray beauty.

Berko Photo

ker, about 30 summons were given for offenses which included neglecting stop signs, speeding and careless driving. Fines ranging from \$5 to \$20 were levied in the court of City Magistrate Guido

Mayer.

Baker said the total take for the city was well over \$100.

Anticipating heavy traffic, patrolmen Haglund, Lyman and Baker and Police Chief Kralick

saw duty during the evening. Two officers covered the town until midnight and three were in service until 3 AM, July 5.

One speeding offender was chased for more than a mile before he

was stopped. He told Baker that he was unaware that the officer had been blowing his horn and siren and had his red light flashing during the pursuit.



HAVING A WONDERFUL TIME!



Earl Kirschbaum and Phil Liataud look on as Ferry Porsche greets a PCAer



Ferry Porsche talks to Earl Kirschbaum, President PCA, and Charlie Beidler, Editor of Panorama



Lots of Talk at Cocktail Party

Paul Madigan, President PCA San Diego and Herb Dramm talk thing over



Having a Ball at the Steak Pit!

Wolfgang Raether, General Sales Manager of Porsche, holds his PCA audience spellbound



The Jimmy Dyes, Hawaii Region



STORY OF A CONCOURS WINNER

We ordered our Porsche in September, 1958 and then began the long wait for the ship to arrive. Finally, the end of January, 1959, we picked the car up at the boat ourselves. Haven't figured out why the car came in locked with the keys in the ignition and the extra set in the glove box. The little men were all set to break a window! Somehow, the back window was not screwed down and with some prying, it opened enough to get a long wire in there to hook the keys. The car came off the ship in pretty good shape. One dent in the front fender and that was all that amounted to anything. We brought the car home and cleaned it up ourselves. What a job.

You may be interested to know that the coupe has Speedster gears in it. It really moves out! More speed in lower gears, a little less on the top end.

We have been fond of going to concours and someday we wanted a car to show ourselves. This 1959 Black Coupe was to be the car. Last July, 1959 when the San Diego Region put on their Porsche weekend, we decided to try our chances at a Concours. The first cleanup for a concours is quite a job. We got it ready to go and then you start all over again when you get there. It takes between 1/2 to a whole day to get that dirt off picked up while driving over. We had arrived in San Diego on Friday afternoon and got to work. The concours was not until Sunday. Saturday, they had a driving school, an autocross and so on, which we just had to watch. We were mainly interested in that concours and were just about set for it, so had to be content to watch the others run. After much worrying over the car and endless hours of cleaning and dusting, we took first place in the Novice Class.

They sure are pretty.



Home again and we began to think of the Pebble Beach Concours the end of October. We started in again to work on the car. This time, Max Day, who placed second in the Parade Concours, was to show, too. When you take into consideration Max uses his car everyday for work and may put on 30 miles a day, he had a real job on his hands. We arrived for the concours a day ahead, taking an extra car. Max's wife took the station wagon and the back end was loaded . . . jack stands, a floor pack, boxes of rags, those precious soft diapers that have been washed so much there isn't any lint left in them, spot lights in case we didn't finish by daylight, polishes, waxes, solvent, and so on. Max has his secret products and we have ours, so we had boxes and boxes. Oh! They had creepers too, easier and faster to move around underneath. Max entered Class B (\$4000 to \$4500) and we entered Class C—those knock-off wheels put us in this class (\$4500 to \$10,000). We were lucky enough to come home with a first place in Class C, the lowest priced car in the class.

At the Sacramento Concours, we really met our match, a 1957 300 SL Gull Wing Red Coupe, a beautiful car. We were anxious to see what we could do with it. This probably won't happen again, but we tied for first place. The judges wouldn't rejudge the two cars, so some new judges rejudged them. It truly was an even match. We tied again.

Stockton and Hillsborough Concours followed with the winning streak still holding up for us.

Next event—the Parade in Aspen. We arrived on Tuesday night and were out bright and early Wednesday to work. It took all day to clean the bottom of the car. The tires were scrubbed inside and out and then were stripped and let-

Dramm finds a 10-mm wrench.



The Jack Browns from California and their Concours Winner.

tered. Thursday we had the engine to do and all the interior and detailing. This is where keeping the car up all the time paid off. It was in pretty good shape from the Hillsborough Concours and the engine had been cleaned up some each night on the drive to Aspen. The bugs had been cleaned up each day, so the outside was in good shape. Even at that, we were working at 1:00 the day of the concours and still hadn't had lunch. We rushed for lunch and got to the concours about 1:45. There are always things that have to be done when you get there. There is no end, as you can see—but it's fun and it's a hobby.

We have a system now, after 7 shows and 7 first places. Jack does the underside and the engine. It is a time consuming job. I polish brake drums, wash and strip wheels, polish chrome. Then clean interior—scrub mats and floor with solvent, clean seats with cleaner, wash windows, etc. We touch up the wax, if necessary (it is waxed at home). By that time Jack is through and we look over each other's work and criticize. This criticizing is the most important because you can go blind on something like that. You get to the point where it looks good. Someone else looking at it can spot something you hadn't even seen. When we agree it's clean, it's clean. You have to have the attitude you want to find something wrong. A judge is looking to find something you missed, and then at the kind of job you did while you were at it. This is the thought we keep in mind as we work over our "Pride and Joy." Black is a hard color to keep up and still worse to see things on. We are extremely critical of each other's job; but when you get right down to

it, in the end if we both agree it's clean, it's the best we could both do, no matter who's job it was.

Right now, we are over 18,000 miles and are looking to many, many more. We have met many new friends since our Porsche arrived January, 1959. We do have a dream to fulfill yet, that is to go on the tour to Germany and get another car, one we can really enjoy and drive without worrying what might happen. Concours cars are a continual worry. This one will be for tours and concours, and the new one will be also for touring and rallying, etc. Not for concours! We have three children, age 2, 4, and 6 and they sure do grow. The new car will be white, a convertible and I'm afraid a bench front seat will soon be a necessity. Three in the back in a couple of years will be tight going.

Labor Day will find us at Santa Barbara for the Concours and then in November we will be at Pebble Beach again.

Wonderful meeting you all at the Parade in Aspen. Hope to make another one!

*Jack and Marge Brown
Fresno Region*



THE SIXTH PARADE

The Sixth Annual Porsche Parade is headed for the Berkshire Mountains, with the Northeast Region as hosts. Tentative plans have the last week in June as the big week for PCAers in '61.

Mrs. Porsche and the Schweighofers, with some of the Silver they won at the Parade.

SILVER LEAVES A PARADE



Loads and loads of trophies and awards left the Fifth Parade headed for homes of PCAers far and near.

... How They Worked

Elsewhere in this issue you can read the story of this year's Concours winner. Wow! ... It's obvious Concours d'Elegance preparing and showing is an art practiced by a hard core of enthusiasts for this type of competition.

This year's Parade Concours judges were Herr Dramm and the "boys" from his field service department. Dramm was the most surprised man in Aspen when he found a 10 mm wrench behind PCAer Bill Newman's engine fan housing. Newman, with a big grin, denied it was a "plant."

The judges decided a 1959 Black Coupe was the outstanding show car for the V Parade.

Concours

Place	Name	Points
1	Jack T. Brown, Calif.	94
2	Max Day, Calif.	93
3	Ted Melshelmer, Missouri	86
4	Ted Rinker, Colorado	84
5	Wallace M. Cole, Calif.	83
6	Al Citro, Colorado	81
7	J. P. Thompson, Washington	79
8	Dedi Kent, Conn.	78
9	Harry Mersheimer, Ohio	76
10	H. M. Schweighofer, Iowa	75

... Man, Was It Dusty

Off they went, Saturday morning, on Dr. Ben Mayer's "Gold Rush" Rally. Independence Pass was either seen for the first or second time, de-

pending on whether you had been adventurous on your way to the Parade. Timing was accurate, checkpoint personnel on the ball, and dust separated the men from the armchair rallyist type. This was an excellent example of a Rocky Mountain rally, where rallying is more than a Curta and a paved 4-lane highway.

When results were in, it seemed that the "flatlanders" had adapted very well to the mountainous terrain, winning nine of the first ten places.

Rally

Place	Name	Error Points
1	Schoening—Olsen, Minn.	93
2	Schweighofers, Iowa	165
3	Broadhead—Dow, Mass.	219
4	Burgesses, Arizona	228
5	Robbins—Indiana	321
6	Russler—Syze, Colo.-Mich.	366
7	Cases—Calif.	384
8	Kents, Conn.	395
9	Gladish—Sloan, Illinois	396
10	Pfeffers, Minn.	423

... They Had the Most Water

Will Grant and his "Roaring Fork" Gymkhana were a ball. Balance two containers of water on a pole across the front of your Porsche and then go off through a maze of flags, garages, over a gravel surface and come back to the finish with plenty of water left. Easy? Many didn't find it so. The angle boys looked over the circuit and came up with all sorts of methods.

The raspberries were many and loud when Werner Vogeli, Chicago Region, had his 1600

GS Carrera Coupe load up and stall in the middle of a garage. Werner, a fine competitor, restarted the engine and finished with a tongue stuck out at his many tormentors.

The winners were a potent mother and son team, who were doing an excellent job in all the parade events.

Gymkhana

Place	Name	Points
1	H. M. Schweighofer, Iowa	61
2	P. J. Liautaud, Illinois	60
3	Walter Wanger, Illinois	59
4	Mike Robbins, Indiana	58
5	Art True, Washington	57
6	Gerald Tannenbaum, Wisconsin	56
7	Bill McKaig, California	55
8	Jerry Kirschbaum, Michigan	54
9	Larry Weintrob, New Jersey	53
10	E. F. Bussian, Illinois	51 1/2
10	Edgar Broadhead, Mass.	51 1/2

... Happy and Loaded With Silver

This was Horst Schweighofer and his mother, 80 year old Martha Schweighofer, from Cedar Rapids, Iowa, when they received the Porsche Memorial Trophy as the Champions of the Fifth Annual Porsche Parade from Mrs. Porsche.

Someone from the back remarked, during a period of silence while photos were being taken of the winners, "Next time I'm going to bring my Mother." If you do, she better be a wonderful competitor to come close to the amazing Martha Schweighofer. She can't help but go into your mind as one of the most interesting people you have met.

Hail, then to the Schweighofers, our Parade Champs.

The Chicago Region showed a fine competition record with three members in the first ten overall placings.

Overall

Place	Name	Points
1	H. M. Schweighofer, Iowa	204.3
2	Michael M. Robbins, Indiana	198.3
3	Edgar Broadhead, Mass.	165.75
4	Gene Bussian, Illinois	163
5	Dedi Kent, Conn.	151
6	Max Day, Calif.	149
7	Jack Cooper, Illinois	148.5
8	Wallace Cole, Calif.	138.5
9	James Gladish, Illinois	131
10	Roger Bond, Mass.	130

... They Had the Most

The Chicago Region, with a 22 car caravan into Aspen and the Parade, won the President's trophy which is given to the region having the most cars at the Parade. This region must be called PCA's

Parade Region, after hosting the Fourth Parade and winning the President's trophy at the Fifth Parade.

... Age and Miles

Harry Mersheimer and Roger Bond owned the Parade Porsches with the most miles and age on them. Mr. Porsche awarded watches to the two "oldsters."

... How Far?

Dr. "Powerhouse Jack" Jowett and his vivacious wife, Marilyn, drove the longest distance to the Parade. They call Orlando, Florida, where they belong to the new Central Florida Region, home.

The PCAers to travel the farthest distance to the Parade with their Porsche, were a most enthusiastic PCA couple from Honolulu, Hawaii, Jimmy Dye and wife, Gladys. The Dyes had their Porsche flown to California and then drove the remainder to the Parade. Jimmy has already checked the plane schedules for the Berkshire Mountains and the Sixth Parade.

FOR SALE

1954 1300 Super Cabriolet, silver, blue interior, plain bearing crank. Third place overall winner 1960 Parade. E. I. Broadhead, Jr., 4 Blackhorse Terrace, Winchester, Mass.

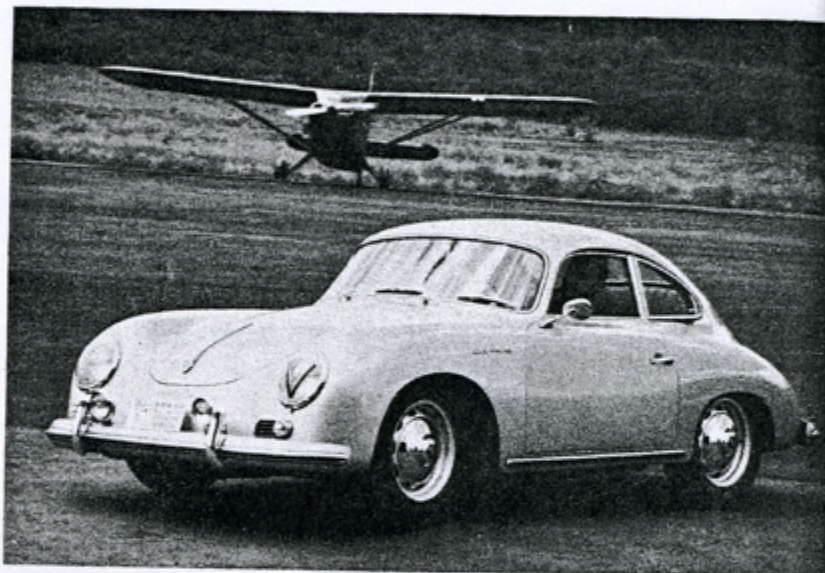
1956 Carrera Coupe, blue with red leather seats, Michelin X's, Blaupunkt radio and completely set up for rallying. Has 35,000 total miles, 500 miles on rebuilt engine inc. new valves, rings, factory rebuilt crankshaft. No races or crackup, in concours condition. Rally equip. includes dual electric odometer, large Curta, compass, and clipboard. Price \$3495. Price without rally equipment \$3250. Arthur F. Jones, 5120 Morningside Dr., Kalamazoo, Mich.

The Cases get their 5th Consecutive Parade Trophy. Charlie Beidler, Ginny Case, Mrs. Ferry Porsche and Jack Case.





Ferry Porsche, son Hans Peter and nephew, Michael Piech watch the Driver's School at the Airport.



Werner Voegeli wheels his GS round the Airport.



Beautiful Rally country!

Herr Dramm tried to drive an old "Olds" out to the Drivers' School. Here's what happened.

Hey, Wolfgang, what's with this thing? Maybe it's the crank! Here comes a Porsche. They make fine Tow-cars!



Jack Jowett's Badge Bar



Rallye Starting Line at Hotel Jerome.

