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June and July 2020



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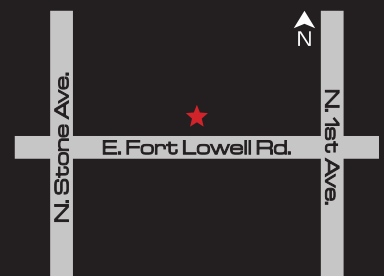
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### THIS MONTH'S CONTRIBUTORS

Kathleen Kendler, Hal Tretbar, Pat Norris



#### ON THE COVER:

*Red Porsche Wheel*

*Photo by Barb Crowley*

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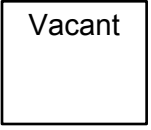
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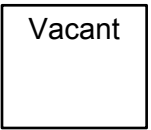
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## President's Corner

By Pat Norris



This has been a tough couple of months. I have to admit that all this stress is starting to get to me. I even let down my wonderful editor by getting this column in late! But, like they tell you on the track: keep your eyes focused ahead. Eventually this will all be behind us.

While we continue to wait for things to open up, I have plenty of projects to keep me occupied. We are not driving as much as usual so I have several vehicles hooked up to battery tenders. We even found one bad battery to replace. I'm also going to get that brake job done on the Cayenne! When we get a chance to get out, I will be ready, and it will be time for a drive.

And with a little luck, I'll have more of the racecar complete. I have been focusing on safety systems lately so check out this month's Project Corner to see my progress.

Keeping our eyes focused ahead will help make whatever lies in the future as smooth as possible. Hope to see you all online and, someday, out at events again.



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## Editor's Column

By Debi Norris

You may have noticed that this issue is a combined June/July issue.

Originally, I had planned to have the June issue a printed issue with all

our beautiful cars from the Cinco Concours. Then, I was planning to combine the July and August issues into one since things usually slow down here in Tucson once the summer heat settles in. Well, 2020 is definitely the year where nothing goes as planned! Since Cinco was cancelled and we have had no events since March, I decided to combine June and July instead. Hopefully, by the time August rolls around we will have some events to promote!

I am thrilled that Hal Tretbar's column, *Speed Bump*, has returned this month. As usual, Hal has given us an entertaining read full of good information. We also get the next installment of *Project Corner*.

We are planning a Virtual Membership Meeting in July. Keep a close eye on your email for information on how to attend this unique, fun event!

In the meantime, hang in there!



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# Upcoming Events



## July

06 - Virtual Membership Meeting

## September

26 - Driver's Education at Musselman

## October

17 - Tucson Classics Car Show

23 - Carrera Region - OctoberFiesta

## December

12 - Concours - Omni Tucson National Golf Resort - More info to come but save the date!

12 - Holiday Party

All events subject to cancellation or postponement due to COVID-19 restrictions. Check our website at [pcasar.com](http://pcasar.com) for up-to-date information.



## Speed Bump

### Slow Down For Some Automotive Tales - By Hal Tretbar

## Remembering Sir Sterling Moss



An icon from the glory days of Formula One racing died recently. After a long illness, Sir Sterling Moss passed away

at age 90 on April 12, 2020. I would like to commemorate the 60<sup>th</sup> anniversary of his winning the Monaco Grand Prix on May 31, 1960. Dorothy and I were there.

According to a *New York Times* article, “Sterling Crauford Moss was born in London on Sept. 17, 1929. Both his father, Alfred, and his mother, Aileen, had raced cars. His father competed twice in the Indianapolis 500, finishing 16<sup>th</sup> in 1924, while studying dentistry in Indiana...”

“As a boy Sterling was allowed to sit on his father’s lap and steer the family car. When he was 10 he begged for and received a very old and dilapidated Austin ... at 18 he got his first driver’s license and bought into a Cooper 500 racing car, winning 11 of the first 15 races he entered.”

“Within two years, he was racing across Europe in numerous classes of cars. In 1953, he became a full-time driver on the Grand Prix circuit. His first Grand Prix vehicle was his own Maserati.”

So began an illustrious career that included driving for the Mercedes Benz team in 1953. It was led by his idol Juan Manuel Fangio, a World Champion.

“He raced for 14 years, won 212 of his 529 races in events that included Grand Prix, sports cars and long-distance rallying, in 107 different types of cars.”

Wikipedia notes that in 1954 he became the first non-American to win the 12 hours of Sebring, sharing the Cunningham team’s 1.5-liter O.S.C.A. MT4 with American Bill Lloyd.

The *New York Times* continued, “He set the Class F land

speed record on the salt flats of Utah in 1957... He won more than 40 percent of the races he entered, including 16 Grand Prix. For four consecutive years, 1955-58, he finished second in the world Grand Prix championship. And in each of the next three years he placed second.”

Moss set a record in the 1955 Mille Miglia that still stands. An article in *historicracingnews.com* states, “Sterling Moss and Denis Jenkinson won the Mille Miglia in a record time, covering the 992 mile route in ten hours, seven minutes and 48 seconds – at an average speed of 98.5 mph. Driving a potent Mercedes-Benz 300SLR, the duo developed one of the first pacenote systems to navigate the public roads from Brescia in Northern Italy to Rome and back, leading home teammate Manuel Fangio by half an hour and the third place Ferrari of Umberto Maglioli by 45 minutes.”

Again, quoting the *Times*, “Moss said courage and stupidity were pretty much synonymous, and may have proved it in a succession of spectacular accidents: seven times his wheels came off, eight times his brakes failed. He was a racer, he insisted, not a driver...”

In 1960, Moss won the United States Grand Prix five months after breaking both legs and his back at a Grand Prix in Belgium.”



*Sterling Moss and Innes Ireland at the 1961 Dutch Grand Prix - Photo Credit: Pinterest*



Wikipedia described his career-ending accident: “In 1962, he crashed his Lotus heavily during the Grover Trophy at Goodwood held on Monday, April 23<sup>rd</sup>. The accident put him in a coma for a month, and for six months the left side of his body was partially paralyzed. He recovered, but retired from professional racing after a private test session in a Lotus 19 the following year, when he lapped a few seconds slower than before. He felt he had not regained his previously instinctive command of the car.”

Following many years of business investments, public appearances and driving in charity events he was knighted. In 1999, while Queen Elizabeth was touring Australia, Prince Philip bestowed upon Sterling Moss the title of OBE (Order of the British Empire).

As noted in his website, Moss led the changeover to rear engined Formula 1 cars with the Cooper-Climax, achieving the first victory in such a car at the 1958 Argentine Grand Prix. His victories in the 1960 and '61 Monaco Grand Prix ... racing a Lotus 18 against the more powerful Ferraris ... are still regarded as some of the best Formula 1 races ever.



*Dorothy was an enthusiastic fan and wrote notes in the Program during the race.*

I have told this story many times but it is worth repeating. Dorothy and I were driving our new 1959 Porsche 356 A from Germany to Rome. We decided to stop in Monaco several days before the 1960 Grand Prix on May 29th to see if we could get tickets.

No problem. We walked out of the L'Automobile Club de Monaco office with two in the lower grandstand at the start-finish line. There were no restrictions. We visited the pits. We stood on the sidelines during practice and photographed the crews. American Lance Reventlow



As the 1960 Grand Prix of Monaco: 1Louis Chiron 2Rob Walker 3Brace McLaren 4Jack Brabham 5Tony Brooks 6Sterling Moss 7John Surtees 8Roy Salvadori 9Phil Hill 10Jo Bonnier 11Dan Gurney 12Irene Ireland 13Maurice Tringnant 14Graham Hill 15Wolfgang von Trips 16Riechie Ginther

*My pre-race instruction image is a Who's Who in 1960 Formula One. McLaren, Brabham, Moss, Surtees, Salvadori, P. Hill, Bonnier, Gurney, Ireland, Tringnant, G. Hill, von Trips, and Ginther. Moss is number 6 with the balding head.*

*Photographs by Hal Treubar using a Rolleiflex with Kodacolor film and a Leica M3 with 50 and 135 mm lenses on Kodachrome.*



*Moss and his crew move the Number 28 Lotus-Climax to the starting line.*

was there with his front engine Scarab. It was an omen of the future when it failed to qualify. Ferrari had Richie Ginther in a rear engine Dino, Phil Hill in a 2.2 liter front engine and Wolfgang von Trips in a front engine car.



*Starting grid with Moss, No. 28 Lotus-Climax, first. Second, No. 8 Jack Brabham in a Cooper- Climax. Third is Tony Brooks No. 18 in a Cooper-Climax. Second row, No.16 Chris Bristow in a Cooper-Climax and No.2 Jo Bonnier in a BRM.*

Sterling Moss drove Rob Walker's light-weight, rear-engined Lotus-Climax 18 in Scotland's dark blue with white nose band rather than British Green.

We had excellent seats in the grandstand next to the Royal stand with Princess Grace and Prince Rainier. I was able to stand next to the hay bale barriers to photograph. The day started clear but rain showers moved in towards the end of the race.

Wikipedia reported, "The pattern of the race was turned upside down when the rain came. Brabham passed

Bonnier and Moss to take the lead while Brooks spun back down the order, leaving McLaren in fourth place battling Phil Hill. After six laps in the lead Brabham spun into the wall and Moss was back in the lead but he had to pit to replace a plug-lead and so Bonnier was back ahead until Moss caught him. Bonnier went out soon afterwards with a broken suspension and Graham Hill crashed."



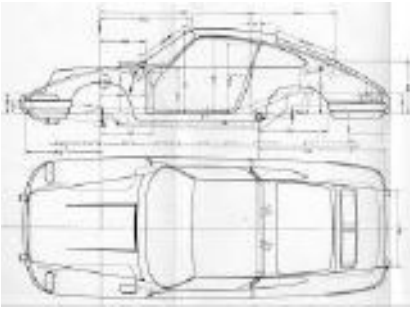
*Phil Hill in the Ferrari kicks up a rooster tail in the rain to finish third.*

Of the 16 starters only four cars were running at the finish. Sterling Moss with the Lotus Climax 18 won his second Monaco Grand Prix. Bruce McLaren finished second in a Cooper-Climax, with Phil Hill third in a Ferrari. Tony Brooks, the only other survivor, was fourth in a Cooper-Climax."



This is the 60th Anniversary of Sir Sterling Moss winning the XVIII Grand Prix Automobile de Monaco, May 29, 1960. He will be remembered as the greatest Grand Prix driver to have never won a World Championship.





# Project Corner

Photos and Article By Pat Norris

*Follow along as Pat restores a 1972 911 that raced at the 24 Hours at Daytona back to racing form.*

As the project continues, safety is a key focus while rebuilding the FrankenPorsche. Even more than being reliable, everything must be safe. When I last drove the 911, some things weren't "right" and some things have just suffered from time. The main safety systems all needed to be inspected and addressed. This is my plan for those systems.

## Fuel System - more than expected

Knowing that the foam insert inside some fuel cells can disintegrate, I opened the fuel cell and found that the foam was reasonably intact, but the bladder itself had deteriorated and was severely cracked. To retain the safety of the fuel cell, and fit into the limited space at the front of the car, I plan to replace the bladder with a new unit. I had considered replacing it with a larger cell to add some extra range, but the battery and fuel cell along with the front differential and drive axles take up too much space to allow for a larger cell.



## Fire Extinguisher - best to replace

The fire extinguisher bottle has lost its charge. There is already an extinguisher button installed, and there are the required nozzles in the fuel cell area, the engine compartment, and the cockpit. While I would



look to have the bottle tested and recharged, the opportunity to upgrade to newer fire extinguisher technology is hard to resist. Upgrading might require installing new lines and nozzles. Additional research is needed, but following the rules for PCA Club Racing and SCCA could lead to a safer system than was previously in place.

## Kill Switch - turning everything off

The big requirement for a kill switch is to stop the motor and fuel pumps when turned off. The existing kill switch is wired up so that it does exactly that - the motor stops when the switch is turned off. Having tested this before, it should only require a re-inspection of the wiring and a fresh identification decal.



## Inertia Kill Switch - something new

An upgrade that I plan to install is an inertial kill switch. The idea is that the special switch is wired into the system, and if the car stops hard enough, or turns upside down, the switch will break the connection and cut off the power, same as the traditional style kill switch. These switches can be installed in the cockpit, and can be reset with the press of a button. With an electric fuel pump, this is a nice addition - it makes sure that the fuel is not pumping out just in case the driver cannot attend to shutting down everything properly. With the reset feature in mind, a location within reach while strapped in is called for.



### **Seat - where I hope to spend a lot of time**

The seat suffered greatly when the pack rats took over. The material and padding was mostly destroyed and cholla cacti were stored on what remained. On top of all that, the seat is a very old fiberglass shell. While everything had been in reasonable shape before the pack rat invasion, afterwards, a replacement was clearly necessary. After reading the rulebooks from multiple organizations, I chose to replace the seat with an aluminum shell. After test-sitting in many seats, and looking into the mounting options, I selected a seat that is snug, but comfortable.



### **Harness - dates are important**

The safety harness that came with the 911 was replaced before I did more than drive on/off the trailer. Originally, the shoulder harness was a “Y” design, which is no longer legal for most sanctioning organizations. I located mounting hardware that would far exceed any forces that might be experienced in a crash, and converted to a standard 5-point safety system. Keeping in mind that belts age and must be updated to stay legal and safe, a new harness will be sourced before the 911 returns to the track.

### **Window Net - needs to be upgraded**

The original window net had degraded in the weather. The red dust that came off it did not inspire confidence. That was replaced at the same time as the original safety harness. However, times change and new rules require that the window net be mounted to the fixed structure of the vehicle, not to the door, which could open in a crash. This seems to make perfect sense, but putting up the window net once seated can be harder than doing it on the door and closing the door. To make putting up the window net easier, I plan to use a fixed rear pivot, so the support bar can swing up into place and use a single buckle/latch point at the front of the window. At the bottom, the net will be attached to the door bars of the safety cage.

### **Brakes - go is good, but stop is a must**

The brakes were my biggest concern when I last drove the 911 on the track. They did not feel “right” and I wasn’t sure there were enough brakes to handle the potential speed. After inspection, there was nothing mechanically wrong with the system. The front brakes are from an early Carrera 4, which also match the 944 Turbo - a good sized 4-piston caliper with an easy to service quick release retaining spring. The rear calipers are rebuilt late ‘70s units that seem small for the task. There are no leak problems, and there is already an adjustment for front/rear bias. With all this in mind, the plan is to upgrade the rear calipers to match the fronts, taking advantage of the bias adjustment to keep things balanced, and get them properly bled.

### **Window washers? - something cooler**

One of the more interesting features on the 911 was a holdover from its years of ice racing - a large window washer system, with multiple redundant pumps. While some of the features for ice racing - like the all wheel drive - are ones I plan to keep, I don’t see as much need for the window washer. After removing the tank, I do still have a solid base to mount something that holds a container filled with liquid, and the switches and wiring to control pumps to said liquid. The new plan is to use the mounting location to add the main cooler for a cool suit system. I anticipate using the cool suit more than the window washers now that the 911 is in Arizona instead of Alaska!

There is still much to do on the 911, but now I have a plan to keep things safe when I get back on the track. Some of my plan is already in motion - I already have the new seat in-hand - other parts still need to be gathered to put things in place. Now, it’s summertime - when we keep indoors and work on our projects while waiting for cooler weather. Other folks must have a project - share what you are working on and maybe we can all get some inspiration!





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Since we still can't get together in person, let's have a  
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Tuesday, July 7<sup>th</sup>

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# Willkommen, Bonjour, Glad to Meet You

## By Kathleen Kendler – Membership Chair

These are unprecedented times. We haven't had a general meeting since March, we are social distancing, and many of us do not venture out too far. Not out of fear but out of respect for one another. I would like to see you all on the other side of this COVID-19 pandemic.

As of May 20<sup>th</sup>, we haven't had any new members and one transferred out of the region, to South Carolina. That brings us to 160 primary members.

I'll keep this short but want to remind you that as a Porsche National member, you are permitted to name either a relative or other interested person to become an affiliate member, at no additional cost. The family or affiliate member also must be 18 years of age or older. I mention this as I notice many of you have no affiliate member on record.

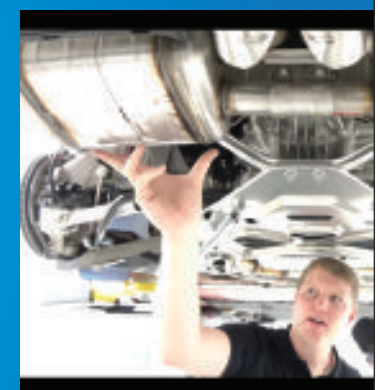
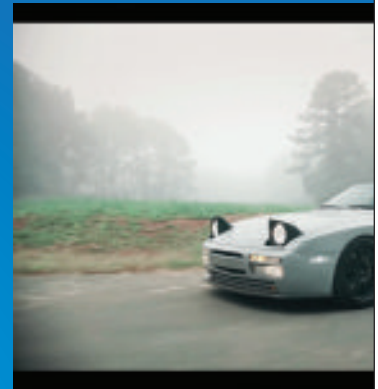
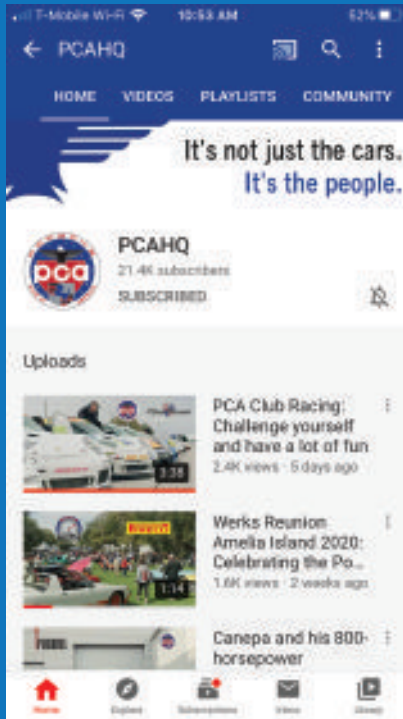
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I miss my Porsche family. I hope to see you in the near future. In the meantime please stay safe and healthy.

I can be reached at: [membership@pcasar.com](mailto:membership@pcasar.com)



We were sad to hear of the passing of Robert Dearing. We send our heartfelt condolences to his friends and family during this difficult time. Robert will be missed by many in the Porsche community.



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