

goes too far. Once the point of no return has been passed—and it does come quickly after breakaway—there is nothing to do but hope.

Resistance to wear? The 13,000 miles on my set have produced very little wear. Apparently, they will go on forever.

Dynamometer tests have shown conclusively that different brands of tires greatly affect the horsepower actually transmitted to the road. One group in California ran an extensive series of dynamometer tests using various tires on the same car. Results showed that Michelin X tires are among the most efficient available in this respect. That is, more energy is transmitted from the axle to the road without being used up as heat in the tire itself. Switching to Michelins is as good as adding a few extra horsepower to your engine. In addition, SCCA has approved Michelin X tires for sustained racing speeds beyond the capability of a stock Normal or Super. What could be a better testimonial?

Arthur H. Frederick  
Hudson-Champlain Region

## MORE ON SHOCKS

There are four makes of shock absorbers available: stock Porsche, Koni, Monroe and Gabriel. There are other makes but our understanding is that for various reasons, they are not as suitable as the four we have mentioned. The stock shock is satisfactory, except for price and that it is not adjustable. The Koni is excellent but considerably more expensive than Monroe or Gabriel (maybe overrated, too). The domestic Monromatics and Gabriel adjustomatics are also excellent shocks and are listed in their catalog for Porsche and at \$8.30 each (approx.) the price is right. The fact (as near as we can discover) that a one year guarantee is about par, would seem to indicate that any car a year or more old, could have a bad shock or shocks.

We installed Gabriel (more readily available at the time than Monroe) on a 1957 Coupe with only 20,000 miles, because the car seemed to have too much rock and roll. Since everything else appeared to be o.k., we decided it must be the shocks. The actual installation is comparatively simple. First, lift the car enough to remove the wheel. Block the brake drum at this

height, then lower the car. (This puts the shock in position to eliminate bind.) Remove the old shock, install the new one. One bolt on each end of each shock, except the top end of the rear shocks, which is mounted with a nut.

One modification we found necessary was to grind about 1/2" off the end of the stud at the top of the rear shocks to prevent it from coming in contact with the body.

If you get these shocks, be sure to get the sleeves as listed with the shocks in the Gabriel catalog. Don't forget to set them at the firmness you prefer: normal, firm or extra firm. Our choice was at firm and for the first 1000 miles, the shocks seemed too rigid; but then they softened up to a very satisfactory ride.

Bud Sutherland  
Golden Gate Region Newsletter

## L. A. REVS

Welcome to the Mob and the Job, new West Coast Coordinator, Phil Troth . . . The Mob can be seen from George Brokaw's list of Porsche registrations in July Pano . . . with 40% of the Porsches residing in the west coast states of Alaska, Washington, Oregon, California; there sure is a lot of coordinating to do. We claim Hawaii, which was not on the list, as west coast, too . . . How many Porsches are there? . . . Had to have the speedo repaired . . . it was originally 2mph faster than the tach at 65 mph . . . It came back 5 mph slower than the tach . . . Paul Sullivan (SCI, Aug. 1959) said to take my complaint to the Auto Club and check it out . . . Found the speedo was still 2 mph fast—a total of 9 mph off at 65! No wonder the new model seemed faster than the old Speedster . . . will keep you posted on the speeding tickets . . . But why does the factory deliver a tach 11% fast when they want us American types to remember to keep the revs up? . . . L. A. Region Get Acquainted Rally had Bill Collier and daughter first, just keeping the guests from taking all the trophies . . . Morry Stillwell went out to get new plugs for his old Coupe and it cost him \$2,000—just could not forget the new ones at the Treffen and bought a 1960 white Roadster off the showroom floor . . . All Cabriolet and Roadster owners join the KSVLWW . . . "Keep Sun Visors Level With Windshields" . . . Keeps the bugs off them when the top is down,  
Jack Case Los Angeles Region

Northeast Plans Now for Your Vacation in June.

VIPs Join Northeast Planning VI Parade

