

CHICAGO SCENE

MARCH 1974

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NEWSLETTER

Dan Gallagher 312/775-5944
6710 N. Edgebrook Terrace, Chicago, Illinois

DATES:

March 24 - Bacchus Bash II

April 7 - Rallye

April 21 - Gymkhana

May 5 - Gymkhana School



The **Chicago Scene** is the official publication of the Porsche Club of America, Chicago Region, and is published monthly. PCA dues are \$18.00 annually.

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THE REAR VIEW MIRROR

GLADISH'S GUARANTEE RALLYE

Our first "slide" rallye and rallye school went off better than anyone could have guessted. The Meyers and the Gladish's did an excellent job of setting the thing up. What they did was take "slides" of the rallye route and off-course situations, then they added picturesque slides of the 1st 10 years of Porsche excursions through the U.S. and Germany. The rallye was laid as a straight TSD. The timing started when the correct slide left the screen and continued until the next correct slide left the screen.

The "Gasser Rallye" was primarily intended as a rallye school. This method of presentation was the best way we have seen to actually show the beginning rallyist some of the "traps" or "pitfalls" to be aware of while on an actual rallye. After the rallye was over, the slides were run again and the correct method was shown, while off-course deviations were explained as to why they were incorrect.

The Meyers and Gladish's could not have picked a better day to run an indoor rallye. Not only did we not use any gas, or receive any traffic citations, but as a blizzard was going on at the time, no one had got their Porsche dirty or full of salt.

The CHICAGO TRIBUNE was so impressed by the Club's attempts to live with the "energy crisis" that they sent a reporter, Mr. Bob Gross, from their Sunday magazine to

cover the story. We all hope the story was good enough to print. Mike Vanderwerff, Bob White (socks), Jerry Meyer, Bonnie Gladish and Dan Gallagher gave Mr. Gross enough facts about Porsches, the energy crisis, and situations to fill a book. It would make interesting reading.

This was the only rallye known where it was possible to have a few bloody Mary's along the rallye route and still have plenty of time for necessary "pit stops". It was also an opportunity for O. J. Meyer to force everyone to see all the excellent slides he had been saving for years. The slides were very good, wish we could say the same about Jerry's narrative of his trips. Oh well! You cannot have everything.

We spent the whole time at the Glenview Country House, therefore, it was impossible to get lost. Dinner was as expected, very enjoyable and quite good.

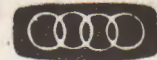
Our thanks to Jim and Bonnie Gladish, Jerry and Helga Meyer, and Black Bart who worked so hard on this event. Where else could you do 120 M.P.H. average speed, have a few beers, see old friends and still save gas? Much thanks.

Chicagoland's

1ST



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RESULTS

UNEQUIPPED CLASS

| | | |
|---------------------------------|----------|-----|
| 1) Earl Horwitz & Son | 41 | APP |
| 2) Lee Kramer | 114 | T |
| 3) Joe Ratschan & Darlett Husum | 140 | T |
| 4) Harry & Betty Muellich | 146 | T |
| 5) Gene & Gaby Coburn | 176 | APP |
| 6) Steve Scott | 256 | T |
| 7) Robert White (Other) | 352 | T |
| 8) Curt Wachata | 353 | APP |
| 9) Ed & Debby Leed | 399 | T |
| 10) Shelly Granzin | 448 | APP |
| 11) Jack Kettlestrings | 448 | T |
| 12) Gene & Ray Urban | 483 | T |
| 13) Anita & Wally Ryback | 537 | T |
| 14) John & Diane Welda | 586 | APP |
| 15) Tom Grutzmacher | 697 | T |
| 16) Fred & Sue Hoppenwasser | 764 | |
| 17) Pete & Eve Hackman | 929 | APP |
| 18) Bruce & Jean Janecek | 1041 | |
| 19) Richard & Marie Miller | 2442 | |
| 20) Dawn & Windy White | DNF | |
| 21) Robert Buckthal | Got Lost | |

EQUIPPED

| | | |
|---------------------------|-----|---|
| 1) George & Linda Gutmann | 2 | T |
| 2) Norm & Mike Studier | 2 | T |
| 3) Bob & Sylvia Babbin | 4 | T |
| 4) Roger Shapiro | 77 | T |
| 5) Dan Gallagher | 164 | T |
| 6) Bob & Wilma White | 246 | T |
| 7) Ron & Scott Bobinet | 247 | |
| 8) Dick & Joyce Gunther | 265 | |
| 9) Rip & Linda Patterson | 267 | |
| 10) Bob & Helen Hubert | 557 | |
| 11) Gerry Ridgeway | 642 | |
| 12) Harold & Doris Beach | 684 | |

Once you buy a Porsche, there is no other kind of car.



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Bavarian Motor Works



The club's permanent registrar -
Bonnie Gladish

(4)



The event chairman - ever see one
without the other?



Bob Cross of the Chicago Tribune
interviewing O.J.



Helga and the goodie store
make another sale.



Bob White, Ph.D. making calculations.
Notice how interested Willie is. By the
way the arch villain beat him.



Don't look now, but Meyer is in his glory.
He has not had this much fun since the
Dinner Dance.



Jeannette Gerk and youngest navigator,
Jennifer. Fortunately they did not have to
slow down to make a diaper change.



Need we say more.



Zero Mostel and girl friend.



This is the only rallye we have ever been on where we drink beer while driving through the German countryside at 120 MPH.



I may be a super shoe but I sure am not a super rallyist!



Pam brings her friend along so she could see the big city. Was she ever impressed.



The Miller kids.



I tell you Kent if I had you as a navigator I may have won something.



Doris Beach and her parents.



John Walda asks Black Bart the secret to rallying. Bart told him to eat plenty of brown licorice so he had to drive fast.



(6)

Sue, 'according to your calculation I think you crossed the wall into East Germany.



You are right I do not care if I win, I only came to see Jerry & Jim's slides of Germany.



Yep, we followed the white Porsche down the mountain at 120 MPH.



My stupid brother is finally getting back into my good graces.



There is absolutely no truth to the rumor that our 356 rusted away to nothing. Most of him is still left.



Earl Horwitz & son, best unequipped time. Earl was very proud of his son, - as he should be. Keep up the good work.



Snappy Tom can beat your hot Speedster any time. I'll bet a kiss on it.



Applicants Pete & Eve Hackman wonder what they are doing here.



Gallagher wouldn't dare crop this picture!

(7)



Applicants Steve Coburn and daughter, Elizabeth.



Shelly, I predict you will be accepted for membership much sooner than I was.



Please take my picture so I can prove to Julie that I was really here.



Betty, tell me that we did not drive all the way from Dubuque to see Meyer's home movies.



Wait until we tell you about our Caribbean cruise. On second thought, maybe we had better not.



Ray, Harold, I think the quality of membership is going down hill.
Harold, Are you kidding, look at old line members at the next table.



Hear no evil, speak no evil, see no evil!



Applicant Sam Melinck and friend.

(8)



We were so embarrassed over our results we did not even turn them in. In fact we got lost at the fourth castle.



Yes, that is right, Anita is busy redoing the bottom of the '55 Coupe. You see that is too hard work for me.



Bob White (other) and friend got lost at the third available castle.



And I thought we were doing so well. Next time I will listen to my wife. I promise.



8th, 9th, & 10th - Unequipped.



7th & Sixth - Unequipped.



5th & 1st - Unequipped.



2nd - Unequipped.

(9)



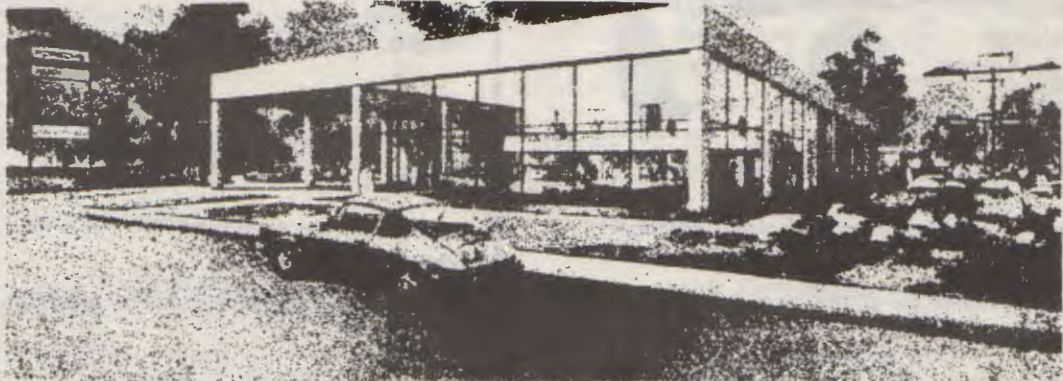
6th & 5th Equipped. (Note the smile on Dan's face as he again smeared White).



4th & 3rd - Equipped.



2nd - Equipped.



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COMING EVENTS

MARCH EVENT - BACCHUS BASH II & SWAPFEST

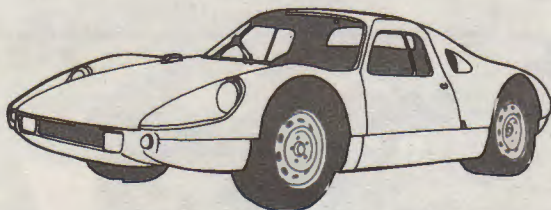
DATE: Sunday, March 24, 1974
PLACE: Shoreline Porsche Audi
80 Greenbay Road, Winnetka
TIME: Concours judging 1 P.M.
Beer Tasting 2 P.M.

Last year's wine tasting and concours was so successful that this year we are going to do it again. This year the law firm of Gallagher and Novoselsky will bring you the best beers from Germany, Holland, Denmark, Czechoslovakia, Japan, Mexico and the United States for you to sample.

Here also is your opportunity to clean the winter's slop and salt off of the old Porsche and enter the concours. Our now standard four class concours will be used so there is no excuse not to enter.

If all of this is not enough to make you happy, you will also have the opportunity to get rid of all your old Porsche parts and accessories. A separate area will be set off where you may sell these items. Tag each item with your name and the price. Who knows, you may even sell it so you can buy something else?

After the event, dinner will be held at the famous Hackney's Restaurant on Lake Street in Glenview.



APRIL EVENT - VAN-GEROW RALLYE

DATE: Sunday, April 7, 1974
PLACE: River Oaks Shopping Center
Calumet City, Illinois
(Torrence Ave. & 162 Street, Exit I 80
or Tri-State North on Torrence Avenue)
South East Parking Lot
TIME: Registration 12 P.M. to 1 P.M.
First Car Off - 1 P.M.

The time has come Rallye Fans. Time to dust off the old Curta, clean up your machine and come out for some of the finest roads Indiana and Illinois have to offer.

The team of Vanderwerff and Gerow has been pressured into putting on the "Van-Gerow I". This event will be a straight forward TSD with no gimmicks. The rallye route has been cut to 100 miles, in keeping with the President's wishes. However, old buddy Black Bart has arranged for as much gasoline as your Porsche can hold at the end of the rallye.

This rallye will not only feature the finest roads available but also the maximum speed allowed by law.

Two classes will be run: unequipped and equipped. Unequipped is seat-of-the-pants, plus paper and pencil and up to two stop watches. Equipped consists of any mechanical device, tables, slide rules, calculators or what have you.

Dinner will be held afterwards at one of the club's favorite places - the Log Restaurant. The Log is located at Route 30 and the Illinois-Indiana State Line in Chicago Heights. Dinner will be served at 5:00 P.M.

Dear Diane:

Would not miss this event for all the foam in Milwaukee. I will attend.

NAME _____
MEMBER APPLICANT GUEST

Reserve _____ places @ \$3.00 an adult \$5.00 a couple
\$5.00 at line \$7.00 a couple at line
(children free)

I plan to enter the Concours
CLASS A B C D

Reserve _____ adult dinners @ \$4.25 (\$5.25 at line)
_____ children dinners @ \$2.50 (\$3.50 at line)

To qualify for discount reservation, it must be received or called in by Thursday the 21st. Make check payable to PCA/Chicago and mail to: DIANE GALLAGHER, 6710 N. Edgebrook Terrace, Chicago Illinois 60646 (312/775-5944).

Dear Sandy:

Wow, great roads and gasoline. How can I go wrong?

Driver _____ Navigator _____

MEMBER APPLICANT GUEST
EQUIPPED UNEQUIPPED

\$5.00 pre-registered - \$7.00 at line

*To qualify for pre-registration discount, reservation must be received or called in by Thursday, April 4th. This is the only notice you will receive.

Reserve _____ adult dinners at \$5.50 (\$7.50 at line, same pre-registration discount rules apply)

Reserve _____ Children's dinners at \$4.00 (\$6.00 at line)

Mail to: SANDY GEROW, 15411 Michaela, Oak Forest, Illinois 60452 (312/687-3964)

APRIL EVENT – ROSEN'S WRY RUNAROUND

DATE: Sunday, April 21, 1974

Not much is known about this event at the present time. However, it is known that there is only two weeks in between "Van-Gerow Rallye" and this event. The newsletter will probably be out after this gymkhana is run. You will receive a post card in the mail announcing the time and location. However, the pre-registration discount must be received or called in by Thursday the 18th of April to qualify for the discount.

Merv Rosen
5056 Stearns School Road
Gurnee, Illinois 60031
Home Phone: 312/336-2336
Office: 312/623-5915
(Ask for Pat or Carol)

CAR CLASSES FOR SPEED EVENTS

- CLASS NO. 1 ALL 356, EXCEPT CARRERA
- CLASS NO. 2 All 912
- CLASS NO. 3 914 1.7 LITER
- CLASS NO. 4 914-2 LITER - 911-2 LITER
(except 2.0 E & S) 356 CARRERA
- CLASS NO. 5 914-6 CYL. - 911 2.0 E -
911 2.4 T.E.S.
- CLASS NO. 6 911 2.2, T, E, S. - 911 2.0 S
- CLASS NO. 7 ALL 2.7 911
- CLASS NO. 8 MODIFIED 4 CYL.
- CLASS NO. 9 MODIFIED 6 CYL.
- CLASS NO. 10 ALL FACTORY BUILT COMPETITION
CARS

THREE CARS NEEDED TO MAKE A CLASS –

THESE CLASSES APPLY TO BOTH MEN AND WOMEN –
MEN AND WOMEN WILL BE RUN SEPARATELY.

BOARD DECISIONS – FEBRUARY

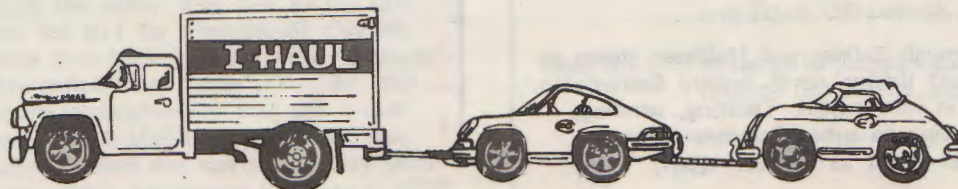
DATE: February 15, 1974 at the residence of Dick and Joyce Gunther

In attendnace – N. Holleb, R. White, E. Urban, H. Beach, B. Gladish, D. Gunther, M. Rosen, D. Gerow, R. Curry, J. Meyer, M. Vanderwerff, and D. Gallagher.

- 1) Minutes of January meeting accepted.
- 2) Accepted report by newsletter editor on new format and costs.
- 3) Approved new accounting and inventory policies for Goodie Store.
- 4) Heard reports on upcoming events. Decided to cut entrance fee for beer tasting and lower to \$3.00 a person or \$5.00 per couple.
- 5) Accepted treasurers report and review of events from last several years.
- 6) Stingers will be barred from all speed events.
- 7) Limited overall points to one car during year. In other words, if you are a multi Porsche owner, you may enter any car you want in any event and win trophies, but overall points go only to one car. For example, if you win a Gymkhana in your 356 and a Concours in your 911 you cannot add the points together. You may sell your old car, buy and add those points to your new Porsche however. This is designed to stop these lucky people with a Gymkhana car and a Concours car.
- 8) Approved the contracts with Blackhawk Farms for our events.
- 9) Accepted Jack Kettlestrings for membership.

Jack Kettlestrings
1600 East Roosevelt Road
Wheaton, Illinois 60187
682-1180
58 Red Coupe

THE SHAPIRO'S ARE GOING TO THE PARADE



HOW TO DRIVE A SPEEDSTER FROM MONTEREY, CALIFORNIA TO CHICAGO, ILL.

Question: What's the difference between a person who is insane and a true blue Porsche freak?

Answer: A person who is insane can be cured!

At the last Parade in Monterey, California, there was this Guy (Steve Kirby, West Coast Porsche Pusher) who had a little black Speedster with a "For Sale" sign sitting quite quietly in the Paddock Area at Laguna Seca, the scene of the Parade Autocross. At first sight, my heart pounded, my eyes blurred, and my wife said we couldn't afford it. What the hell, you're only young once, enjoy it before you lose it, and all that irrational rationalization. We needed another Porsche like a bowler needed another finger-hole. We shook hands on the deal and I told Steve that I would arrange payment in a day or two.

So, the next day, I called my bank back in Chicago and this is how it went:

Me: Hi! This is Roger Shapiro, and I'm calling long distance from California, and I've just bought a car, and I need some money.

Bank: One moment, I'll connect you with car loan department.

Me: Hi! This is Roger Shapiro, and I'm calling long distance from California, and I've just bought a car, and I need some money.

Bank: What kind of car is it and how much do you need?

Me: It's a Porsche and I need \$4200.

Bank: A who?

Me: A Porsche, P-O-R-S-C-H-E, Poor-sha.

Bank: Is it a new car?

Me: No, it's a 1957.

Bank: And you want \$4200, Gee, how much did it cost new?

Me: \$2800.

Bank: (long pause)

Me: Hello, Hello, are you still there?

Bank: I don't think we can make an auto loan on a 15-year-old car. I think I'd better switch you to the Personal Loan department.

Me: Hi! This is Roger Shapiro, and I'm calling long distance from California, and I've just bought a car, and I need some money.

It went on like that for about half an hour. Finally some nice person wired me the necessary funds and the next day the deal was closed.

We decided that I would drive the Speedster and Bonnie would drive the 911. We mapped out the route and figured that we could make it back to Chicago in three days.

On the day of departure, we checked out of the hotel, said our good-byes, packed the cars, gassed up and set off for the rising sun.

Over the mountains, through Salinas and Hollister, down to the valley below and start driving north toward Sacramento. Wow, this car is really in its element. Twisting, winding, uphill, and downhill, waving to other Porsches going the other way. Just as I was about to say to myself, "Boy,

am I going to enjoy this trip back", the first mishap mishapped.

At that point we were traveling along this nice clear major road somewhere in the vicinity of the earth's boiler room. This is where all of the earth's natural heat is generated. Nothing on the right of me, nothing on the left of me, nothing in front of me, and a sweaty 911 to my rear. Suddenly, I was losing power. As a matter of fact, it was as if someone had turned off the gas. A quick check of all the gauges in front of me, and the only thing that was wrong, was that the needle on the speedometer was dropping rapidly.

Off to the side of the road, I peeled myself from the seat, popped the engine lid, and looked inside. I suddenly felt a kinship with all those motorists standing beside their cars, looking vacantly into their engine compartments as if a voice from the carburetor would tell them the solution to their malady.

So, I checked the electrics. Voltage at the points — O.K. High voltage at the coil — O.K. Pulled the plugs — they looked O.K. Everything seemed all right in the electrics department.

Meanwhile, all these Porsches were passing by and waving. See, they thought that that nice little 911 behind me had stopped to help, one more cook would only spoil the broth. Anyway, to get out of the air conditioning would mean sudden death due to thermal shock. By now, the sun was overhead and I was overheated.

Check to gas supply. Supply up to the gas pump is fine, but there was nothing coming out of the discharge side. Suddenly, the shock wave hit me — a broken

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fuel pump diaphragm — in the middle of nowhere — a long hot walk from anywhere. Don't rattle, Roger, I said to myself, maybe there's a simple solution. Right then and there I decided to rebuild my fuel pump. Once apart, I discovered that the only thing wrong with the fuel pump was that due to infrequent use, pieces of varnish residue had prevented those little check valves from doing the proper amount of checking. The net result was the the pump didn't pump. There I was sitting cross-legged on the hot asphalt, with a towel spread out in front of me and all those little springs, and other little parts sitting on the towel. I felt like a fine watch maker. Actually, I felt like a sweaty watch maker, with sweat dripping off my brow. Within a half hour, the fuel pump had been rebuilt and replaced in the car.

We jump back into our cars and take off. By now we were a little bit behind and we had to make up some time. In no time flat, I was to encounter a problem that I still have yet to cure. Whenever traveling at high speed (65 mph) for any length of time (1/2 hour) the oil temperature needle would seem to wrap itself around the axis. We slowed down, for that matter, we were very rarely over 55 mph for the rest of the trip back.

Our plan was to make it to Elko, Nevada for dinner and sleep. We had called ahead and had a room reserved for a late arrival. When we finally woke up the hotel clerk at 2:00 A.M., we really were beat. It wasn't that we were on the road for over 16 hours, actually, it was the snow/sleet/rain storm we encountered in the Sierras.

Ah, yes, those wonderful Sierras. I'm sure they're quite beautiful. Unfortunately, we passed through them very late at night and in some sort of precipitation. It never really snowed, but the next day we heard that certain portions of the Sierras did have snow. Now, you've got to remember, that during that day, we were in the valley, and it was a very hot valley.

Climbing the mountains in my little Speedster, I started to put on clothes, layer by layer. It was also at this time, that I found out that certain mechanical functions on the Speedster were not working — like the heater. I have subsequently found out that the heater doesn't work because that little black knob isn't connected to anything but air. It was also at this time that I was firmly reminded that I had bought the car without side curtains. Who needed side curtains in Monterey, anyway.

By the time we had crested the mountains, I had two pairs of socks on my hands, a couple of T-shirts, two shirts, two sweaters, a jacket, a hat, and a large towel wrapped around my neck. I felt like a two-year-old in one of those snow suits; I was absolutely immobile.

About that time, it started to rain. Not drizzle mind you, rain with a little hail thrown in for good measure. I would estimate that the temperature was in the low 30's. Now, without the aid of side curtains, water is whipped around the windscreen pillar, whereupon, it dribbles down the inside of your door, and gently splashes in your face. I could have used it about 5 hours prior to that, when we were driving through the valley. Pull over to the side of the road, jump into the 911 for a couple of minutes, just to warm up a little then back into the little "bathtub". Now I know why they called them "tubs". You see, the early Porsches were quite waterproof, in that like a real tub, no water was leaking out. Unfortunately, a lot was leaking in. This Porsche problem was not to go away until the final demise of removeable windscreen Porsches in 1963.

I placed one of the buckets I had brought out to the coast (for cleaning the 911) in the passenger side of the Speedster. I was able to set it just so that the water coming in that side would dribble/pour into the bucket. I collected some 2 gallons in that manner. On the driver side, I stuffed towels into every nook and cranny. The inside of the car looked like the locker room just after the team finished their showers.

I tried hard to enjoy my trip through the Sierras, With all that beautiful scenery, and Porsche roads, it should have been perfect. But no matter how hard I tried, I couldn't.

We finally did make it to Elko that night or, should I say very early the next morning. And a warm shower, clean sheets, and a good night's sleep certainly felt good. The one thing Bonnie couldn't figure out was why I wasn't enjoying my new car, after all, it was what I have always wanted.

". . . TO BE CONTINUED . . . 'CAUSE THIS WAS NOT THE LAST OF IT!!!!!!

MISCELLANEOUS RAMBLINGS

Well driving fans, it is here. Yes sir, now we are limited to 55 M.P.H. Our friend Black Bart thought the whole thing was stupid so he received two tickets during the first week. Both warnings (luckily) were handed out on interstates. Our friend argued that his Porsche got much better gas mileage at 70 M.P.H. than at 55. He even had all the graphs to prove it. All this was to no avail. By the way, Bart just purchased a new Black Bart mobile. You guessed it, an all black Targa.

Almost three years ago, this column predicted that a fine Irish driver, Mark Donahue and a great German car, the turbo 917, would be unbeatable. They were. So much so that Turbo's were restricted from the Can Am Series. All of this caused Porsche to drop the Can Am; and concentrate on further development of the turbo on the 911 series. Because they believe that the future lies in turbocharging, Porsche has been testing a Turbo Carrera. With 550 H.P., it should go very well.

This column failed to mention that in the SCCA Solo II Series, Chuck Regan was first last year in A Stock, Jim Gladish second, and Dave Redszus third. Also, Ben Hursh was 2nd in C Stock, while Dolly was 6th. Congratulations.

The Editor apologizes to Frank and Lyne Isaacson for calling their son Eric, a daughter in last month's issue.

Finally thanks to Dave Redszus for loaning me his secretary Donna, to type this issue.

Concours Classes

- | | |
|-----------|---|
| Class A - | Areas to be judged, Undercarriage (100 points) Engine (50 points), Trunk (50 points), Exterior (50 points), and Interior (50 points). |
| Class B - | Areas to be judged, Undercarriage (50 points), Engine (50 points), Trunk (50 points), Exterior (50 points), and Interior (50 points). |
| Class C - | Areas to be judged - Engine (50 points), Exterior (50 points), Interior (50 points), and Trunk (50 points). |
| Class D - | Areas to be judged - Exterior (50 points), Interior (50 points), and Trunk (50 points). |

TRANSLATED FROM TEKNIKENS VÄRLD, NR. 1 2/1, 1974

By Bob White (Socks)

New Porsche with V8!

There has long been speculation that Porsche would come out with a new model. With a V8 motor! Now we can give the latest details about this new Porsche that will come on the market in about a year. America will get them first.

A Black Mercedes-Benz drives back and forth over the German Autobahns. Day and night, week after week.

To the eye there appears to be nothing special about it. It looks completely normal and that is the idea.

For under this well known body are hidden details and construction that Porsche in Zuffenhausen will do all it can to prevent being discovered.

What Porsche is doing is testing a completely new model series. It has a modern V8 with a displacement of three liters. Not only that, the motor is front mounted and watercooled.

However, the black M-B holds a number of other secrets also, for example, the transmission is built together with the differential in the same manner as in the modern Alfa Romeo Alfetta and the great but older Lancia Flaminia.

The V8 motor and the rear mounted transmission is the basis of a completely new 2 + 2 coupe model with the same cross country performance and handling as the Marque's famous 911 series, if not better.

New Safety – New Form.

The reason that one chooses to think about this motor's location is that one must fit the car to the American market where the safety demands are stone hard. With this motor forward it is fairly easy in the end to pass the intricate crash test. •

The demands for front collisions are harder than for those from the rear. Thus the front located motor helps fill an important requirement.

To pass the tough exhaust gas rules, they have gone to greater displacement. Power losses are not so noticeable when there is so much to take off from. But the Porsche technicians have thought about many other things besides: the motor for example is water-cooled.

The background to this is that air cooling has its limits. An air-cooled engine cannot be made too large because the air channels cannot be too large if they are to function.

That has been the motivation for Porsches who have in the new 2+2 coupe striven after a small exterior size, a streamlined body for low air resistance, and good outward vision.

The new motor is of the most interest. If one examines

closely the sparse data that seeps out from the factory's experimental department, it is obvious the motor has a future. From this three liters they are developing approximately 280 din hp. that is already an impressive figure but there are clear indications that more is available when needed.

The standard motor has, for example, only one overhead cam per cylinder row. In the meantime, somewhere in the secret section there are already heads with double overhead cams! This leads us to suspect that this Porsche will one day appear on the race tracks. Not a completely unusual development for Porsches. If nothing else, the factory will allow some rich amateurs to work hard as test drivers without them knowing about it.

When it comes to the transmission, the standard model is already quite advanced. That the transmission has 5 gears can be taken as quite normal for a car of this calibre. But limited slip differential as original equipment is unusual even among luxury cars. This is also true of the location. Transmission, differential, and the back axle all in one is an expensive arrangement but gives good weight distribution.

It is details as these that separate Porsches and similar constructors from ordinary car manufacturers.

How does the car look which the Americans will be the first in the world to be able to buy in the latter part of 1974? You can see in Carleric Göranson's drawing: A low coupé model with a high penthouse with lots of glass. The back end is suddenly truncated according to Prof. Kamm's theory that a flat surface gives reduced air drag at high speeds.

The Porsche V8 will be fast. The Carrera RS already gives acceleration of 0-62 mph in 5.9 seconds and top speed of 150 M.P.H. with far less hp. What then will the stronger and aerodynamic V8 give for performance?!

The body is so unusually non-german that one almost mistakenly takes it for an Italian design. A number of writers who have seen the renderings of the car are reminded of two Alfa Romeo models, the Tubolare and Alfasud.

The headlights are, on the so called GT-Model, set under covers which are raisable but can also remain protected when one for some reason wants to drive without the dims.

At the front there is an effective spoiler which stabilizes the car at high speed.

Talking about effectiveness: the safety regulations demand bumpers which can take small bumps up to 5 M.P.H. without damage to the headlights, or parking signals.

Porsche has solved this with what one calls a super bumper that sticks out a long way from the body sheet metal. It can be pressed back over hydraulic shock absorbers and return to the usual position when the body contact is removed.

A V8 is a large motor which requires room. Porsche has solved the problem of a low hood and V8 by giving the engine a forward leaning angle. Another problem has been to find a place for the Kardan Axles and transmission at the back axle. This has not been completely solved: The Porsche V8 is a smallish car, not much larger dimension-wise than today's 911 model. Even less interior space is in the future. Porsche is working on an exclusive model of this car with the motor turned sideways behind the front seats as in the Lamborghini Miura.

Luxury Car — Not Sport Car.

The Porsche V8 is not designed to take over the customers with sporting ambitions that Porsche has today. It is too luxurious and heavy for that. The V8 will appear to the continually increasing market that is seeking a fast, road car where one has a place for children and baggage.

That this group of buyers is a lucrative market is illustrated by, for example, Ferrari who only a short time ago introduced an ordinary 4 place model.

There is also a reason to think of the V8 as a luxury family car in the fact that Porsche at the same time is working on a smaller, lighter model. The final point on this direction is the contract that Porsche has made with Volkswagen that the two giants in their areas have divided up the market.

Volkswagen will in the future build cars up to a price of \$10,000 but Porsche will take everything over that level!

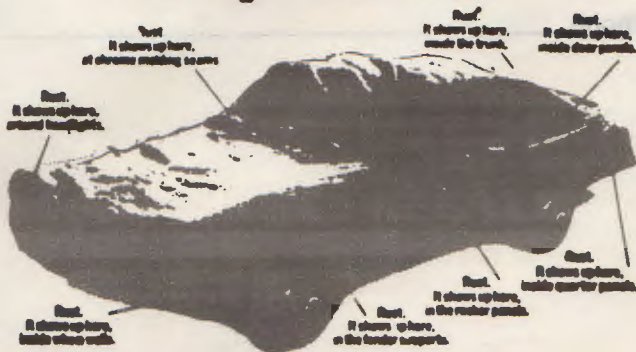
Thus we come to the question of cost. The Porsche V8 is no cheap car but is not particularly expensive either when one considers the market it is built for. Estimates today, and they are quite definitive — introduction, will be within a year — point to a price in Germany of about \$17,500 at the most.

All cars have become more expensive recently so in some way that is not impossible. The question is only if some will want to put up that much. Energy crisis or not — those that have money to spend tend to use it for more permanent values than cars. On the other side, Porsche has never made a wrong speculation on what's coming in model choices and with Volkswagen pressing them from behind they can't afford to be wrong this time either. It won't be long before we will have the answer.

Quick Facts.

- a) Model: Porsche V8
- b) Motor: 8 cylinder V-motor of 3 liters displacement. Water cooled. Single overhead cams. Approximately 280 hp. din.
- c) Transmission: Rear drive. Five speeds with floor shift, transmission built together with the back axle. Limited slip differential standard.
- d) Body: Streamlined with abruptly terminated tail. Spoiler front but none in rear. Place for 4 persons. Top speed approximately 155 mph in standard form.

They still haven't unveiled the rustproof car.



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