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No. 105/June 1973



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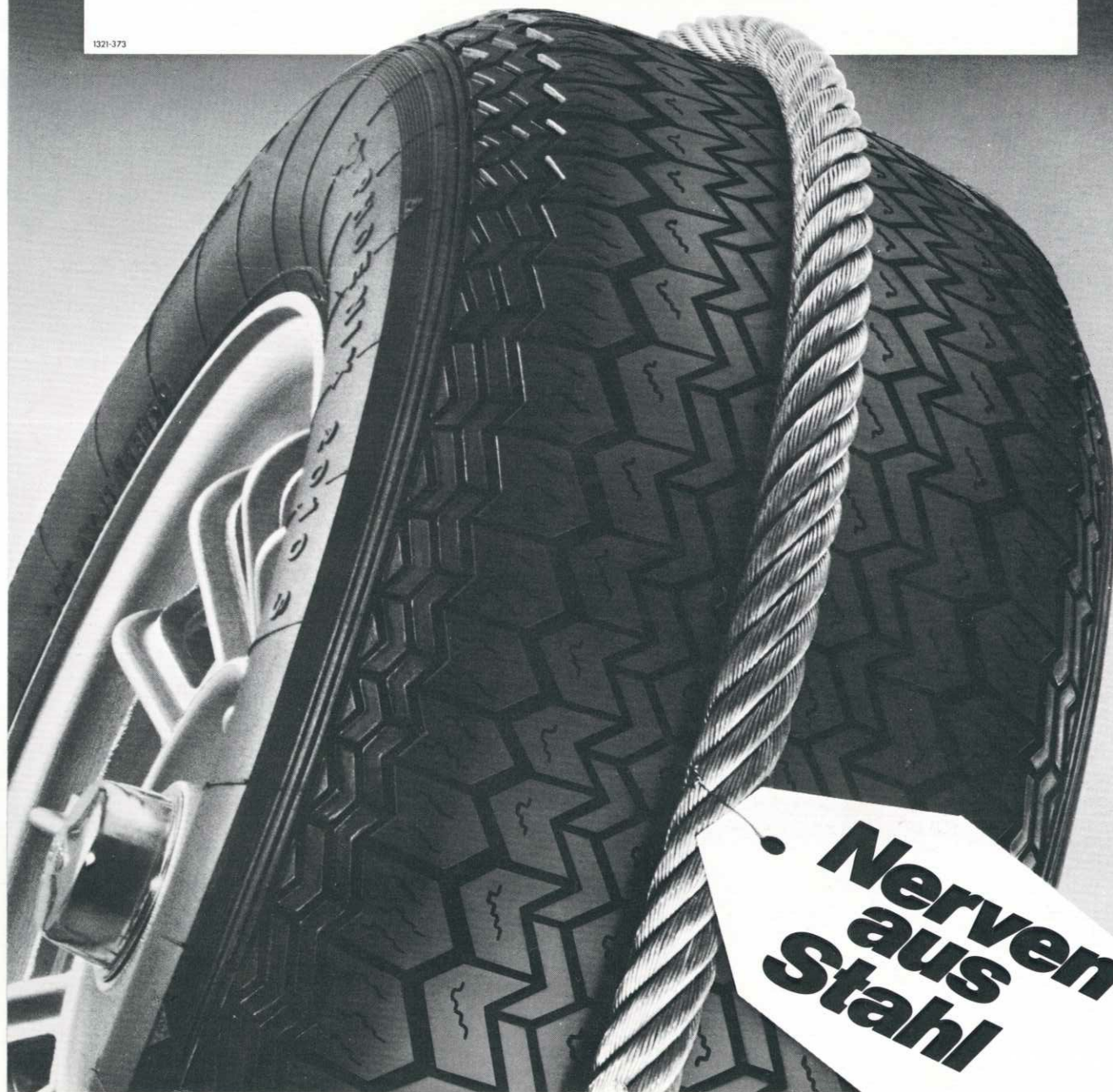
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Zeitschrift für die Freunde des Hauses Porsche

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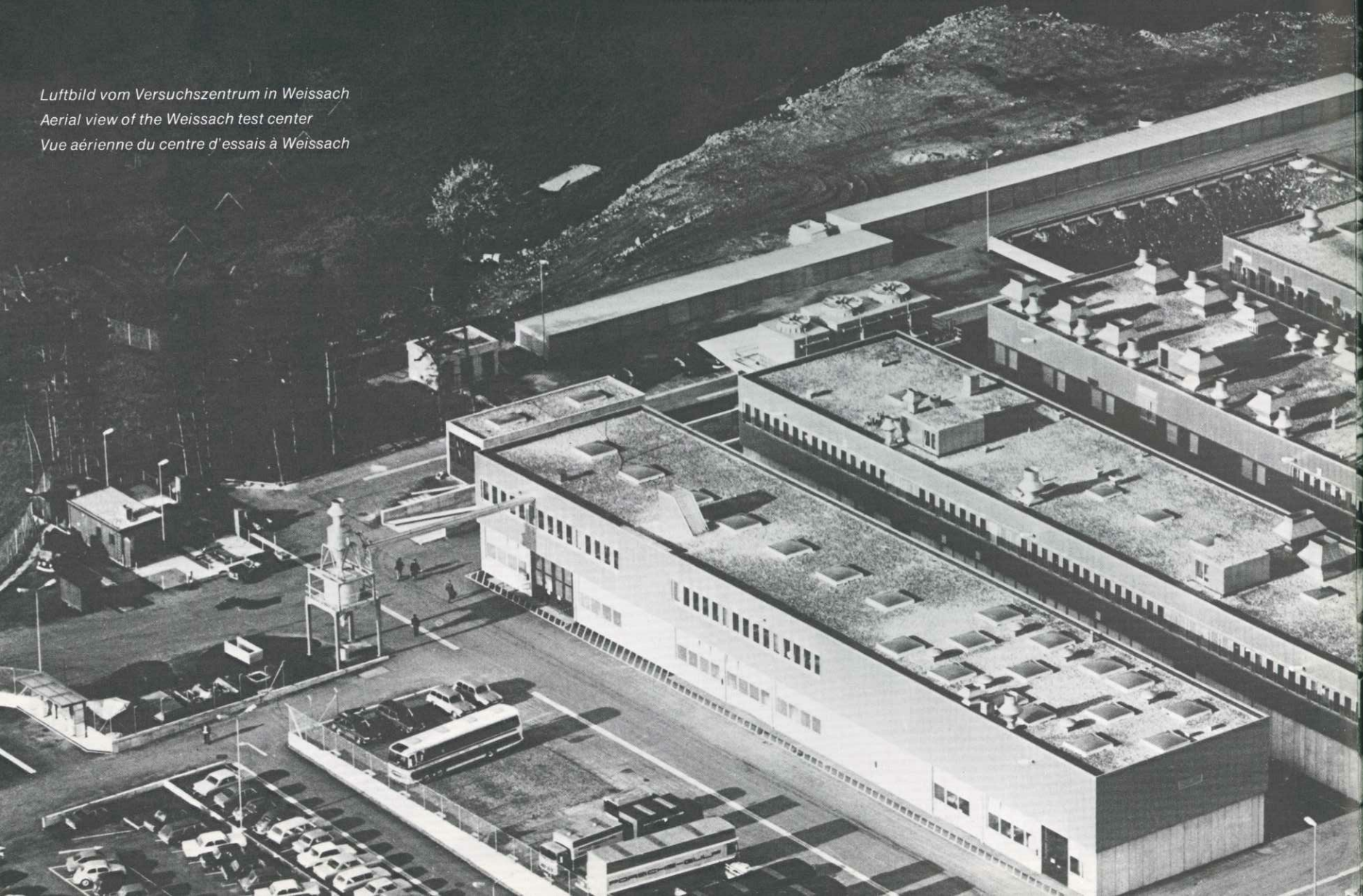
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Luftbild vom Versuchszentrum in Weissach

Aerial view of the Weissach test center

Vue aérienne du centre d'essais à Weissach



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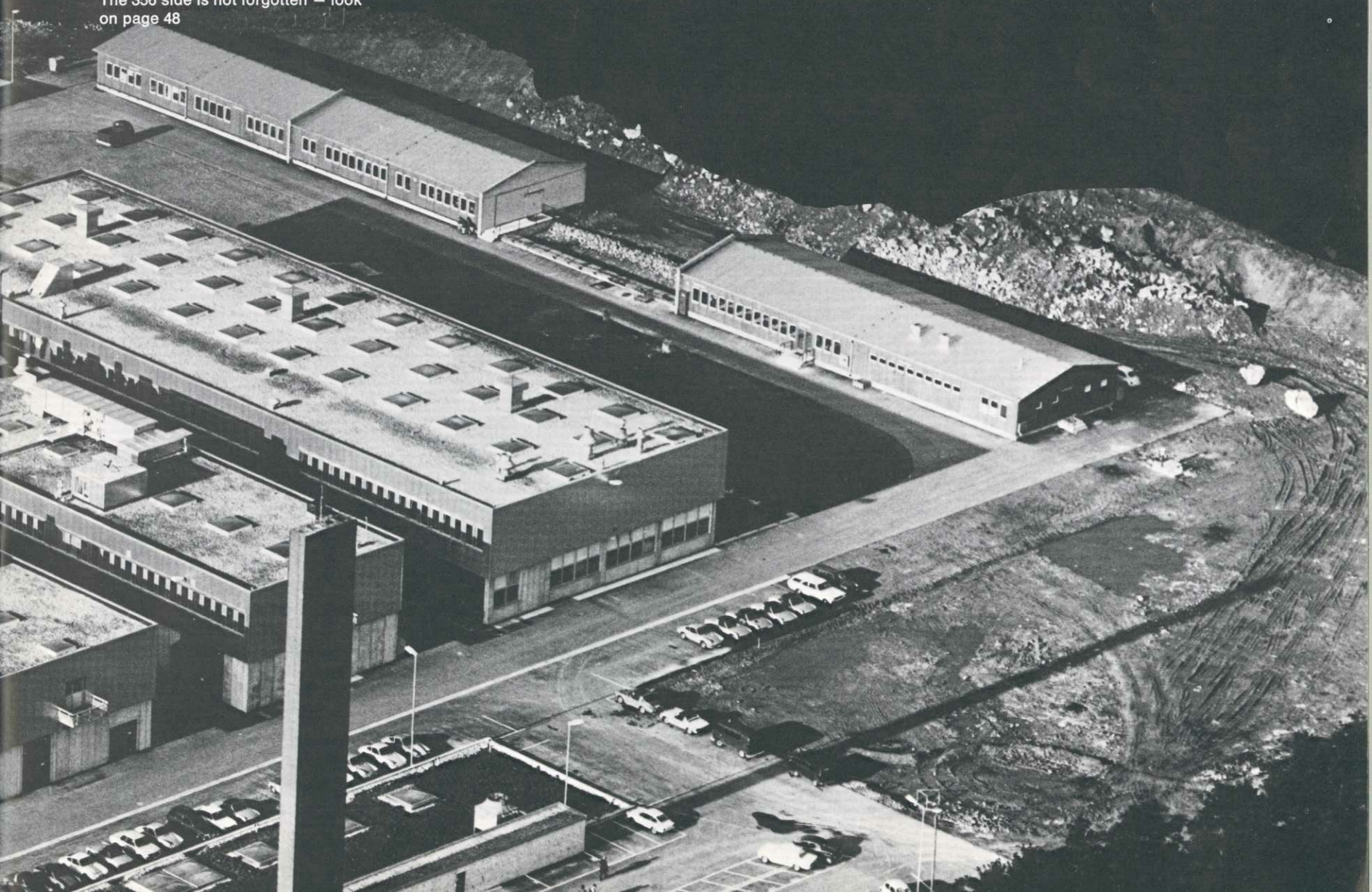
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Photo Credits

Front and back covers were provided by Erich Strenger who took the color photo on page 23 as well. The two photos on the inside back cover came from Betty Haig. Center spread: John E. Rollins; page 26 Bill Wegeng, bottom Dr. Roland Bucher.

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LADIES AND GENTLEMEN

When you litter the street—with paper, cigarette ashes or tin cans—you pollute the environment. The rivers are dirty and have become so smelly nobody can swim in the Neckar or Rhine any more. That too is environmental pollution. The steadily increasing number of airplanes with ever larger powerplants are polluting the environment (not to mention noise, another part of the problem). New plants spring up like mushrooms, even in the country—and then we have automobiles which put forth pollutants; carbon monoxide, hydrocarbons and oxides of nitrogen.

Since the California law appeared—and it is not a one-time requirement of industry after all but a screw which continues to tighten—and since European norms have also been developed to limit auto exhausts two things have happened. First, there is far more said about environmental pollution in general. And second, the automobile and its exhaust is being pushed more and more to the center of this discussion. The auto is scapegoat number one. Don't misunderstand me: pollutants found in car exhausts are indeed harmful and on the increase because there are ever more cars. But we sometimes get the feeling that the car must be far ahead of all other polluting influences. It would be difficult to establish norms for the various types of factory making smoke or fumes. And how would you establish a pollutant norm for rivers? It is simpler for the car. You publish certain requirements which designers must meet or they can no longer build automobiles.

The fact that Los Angeles is covered by an envelope of gases like no other metropolis in the world (not there because the town is surrounded by hills but due to climate and atmospheric influ-

ences—if location mattered Stuttgart and Zurich would be far worse off than Los Angeles) has not only lifted the justifiable specter of environmental pollution by the motor vehicle in every conversation but it has also given the impetus for various norms and limits.

Now, such limits for 1973 fall within a frame which car firms can fill without major additional costs. Research has been intensified due to the inspiration of such regulations and good results achieved. A decisive step was taken. However the American rules for 1975 and 1976 go far beyond present limits. Apart from the question of whether cars are being made the sole scapegoats with no regulations introduced into other fields, we must also consider constantly the expense of some useful measure. There must always be a healthy relationship between the two.

Technicians can certainly meet these demands—there is little a technician can't do if given enough money and sufficient development time. But it seems that the 1975/76 American exhaust regulations can only be met now by extra catalyzers containing platinum, palladium and similar precious components. Decontaminators of this type would increase the price of each automobile by 400 or 500 dollars. In addition performance must drop and fuel consumption increase.

Oil companies in the US speak—often even in ads—of a 66 billion dollar mistake the government is making because this giant sum will be swallowed up if projected exhaust standards are enforced to the last comma. First of all car firms argue that current engines could not be used with available means. They would probably have to design wholly new engines

which could take much longer, even if economically feasible. Thus they want the rules eased.

We face here that famous kink in the efficiency curve and I would like to apply the kink theory to the safety field as well. If you can achieve a relatively good effect with relatively limited financial means than this graph bounded on one side by efficiency, on the other by costs, will maintain a defendable plane. But there comes a point where we demand a certain degree of achievement (= exhaust purification) which can no longer be reached with an additional 3, 5 or even 30 dollars per car. To achieve a small plus in usefulness, to drive with pollutants reduced by one degree, you must suddenly spend 300 extra dollars—the curve climbs rapidly after this kink.

And here the whole business becomes questionable. We admit that extensive research into new materials and new test projects could gradually push the kink upwards slightly but the kink formation itself is unavoidable. Physics cannot be overcome by brute force. To come to the subject of safety, if we can guarantee the survival of passengers in a frontal collision at 30 mph with a considerable but still acceptable expense for construction elements such as effective belts, a safety steering system which can't spear the body, a padded dash, the removal of sharp edges and addition of the right safety glass, then mount favorable bumpers on the car which is designed with a crush zone—the designer welcomes such demands.

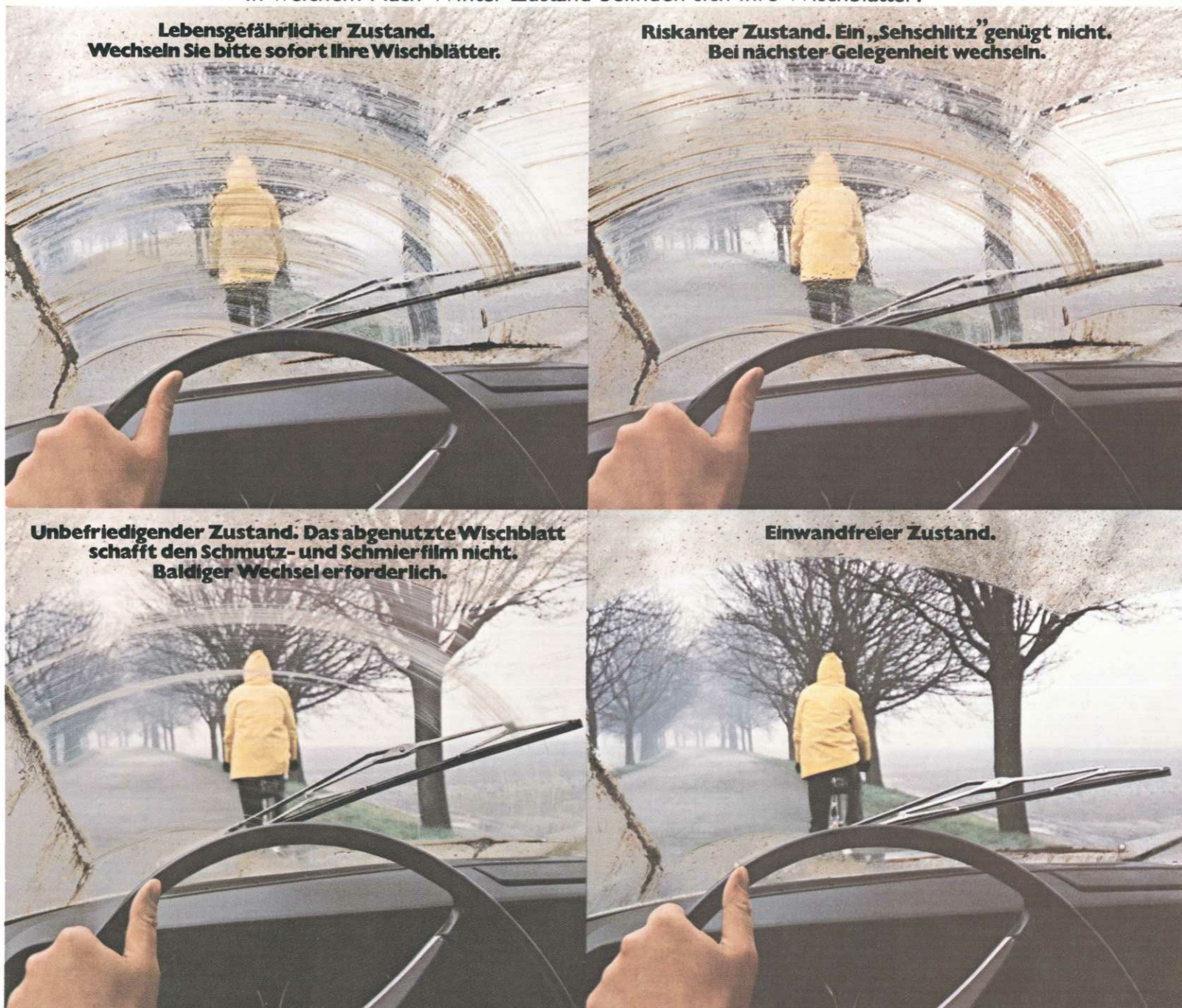
But we then try to intensify the demands—to a 35 or 40 mph frontal crash. Somewhere comes the point where a very obvious kink appears in our curve. If America demands that the safety car must still be safe in a frontal collision

There are two fields connected with the automobile about which talk has become more and more intensive in the past weeks and months: the subjects of pollution and safety.

Pollution is a wide field. The smoking chimneys of heavy industry pollute our environment.

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WS 173

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BOSCH

(against a wall) at 50 mph, remaining its integrity while simultaneously deforming so properly that passengers remain uninjured we know that this too can be met by engineers but our 1600 lbs car will weigh 2400 lbs and a 2500 dollar car will cost perhaps 4000. And to achieve the same performance in this 2400 lb car there must naturally be a much stronger engine which is still more expensive. In other words, to build safe cars to meet these standards is not a true technical problem but the expense has no proper relationship to use, the curve has long since passed the kink, climbing steeply to astronomical heights.

On the whole, the more we discuss safety and the automobile, we forget that the safe driver as a principle should be the main factor, even today. A car which might survive any collision does not exist but drivers who would not instigate an accident are conceivable.

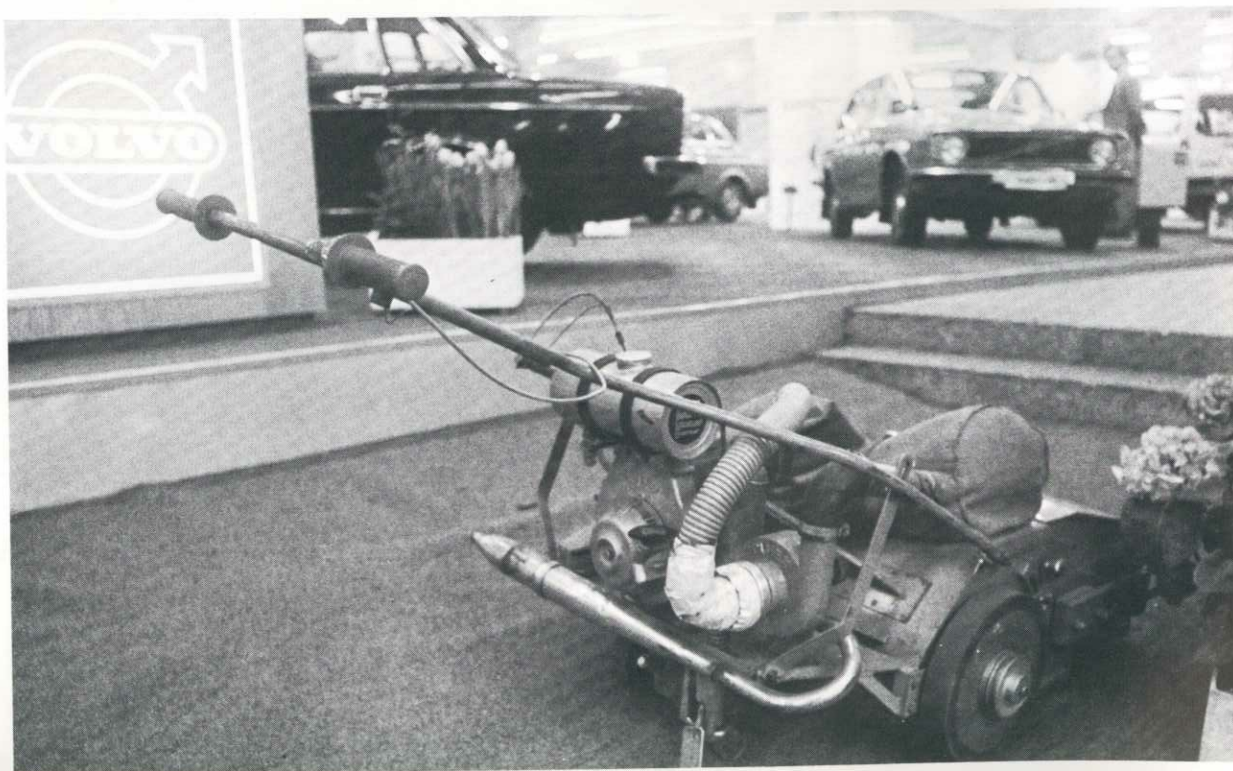
Again the car has been made scapegoat number one. The traffic death toll is shockingly high, particularly in Germany. But who mentions job accidents? How many know there are nearly 10,000 deaths in our factories yearly (30 people a day...)? How many realize that the household kills another 10,000 or so every year—in those laughable home accidents like putting a wet finger into the wall socket or falling down the basement steps. How many realize there are over 5000 suicides a year, not to mention those who die far too young from excessive smoking, drinking and eating. Safety for the automobile must be written in capital letters but officials shouldn't lose sight of the kink problem either. We must become safer every year—for a reasonable outlay but not at any price.



GENEVA

Der Genfer Automobil-Salon nimmt eine Sonderstellung ein: Als einzige unter den „großen“ Automobilausstellungen in Europa (Frankfurt, Paris, London, Turin, Genf) findet Genf im Frühjahr statt. Man muß auch sagen, daß Genf noch weitgehend einen „Salon“-Charakter hat, während Frankfurt (im Herbst wird ja

wieder eine Frankfurter Ausstellung sein) mehr den Messe- und Ausstellungs-Charakter besitzt. Der ACS, der Automobil-Club der Schweiz, hatte, wie wir auf dem ersten Bild sehen, den Turbo-Porsche – den Siegerwagen der CanAm-Serie – ausgestellt (rechts erkennen wir Ing. Kurt Schild vom ACS). Die Fotos



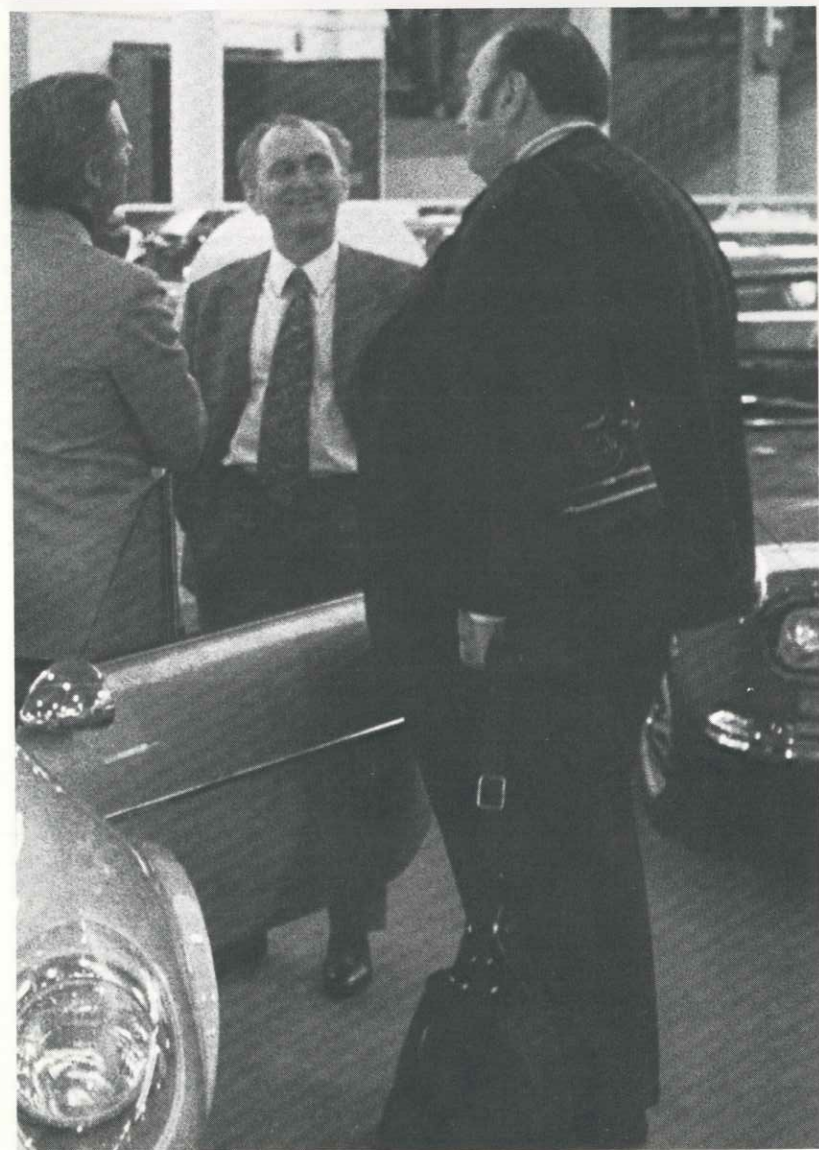


sind am Pressetag gemacht, 24 Stunden vor der offiziellen Eröffnung. Die Maschine, die wir auf dem zweiten Bild sehen, ist keine geheime Neukonstruktion einer Automobilfabrik, sondern ganz einfach ein Staubsauger, der noch stehengeblieben ist. Wie überall bei Ausstellungen, wird alles erst in der letzten Minute fertig, und solche Stillleben sind an der Tagesordnung. Es gab in Genf, das muß man offen sagen, keine Neukonstruktionen zu sehen, die man nicht schon von Presse-Veröffent-

lichungen her kannte, abgesehen vielleicht vom „hai 450“, dem Super-Auto des Schweizers Peter Monteverdi, das 295 km/h schnell ist, aber auch fast 100000 Franken kosten wird. Und es gab einige Kuriosa – das Bild auf Seite 7 zeigt ein solches Kuriosum, einen Stadtwagen von Zagato. Es steckt sicherlich eine richtige und gut gemeinte Idee dahinter. Mit einem solchen Auto werden viele Park- und Raumprobleme in der Großstadt gelöst werden können – nur wird sich niemand ein solches Auto

kaufen. Das Projekt Stadtwagen ist schon von vielen Firmen ventiliert worden, und es hat schon viele Versuchswagen gegeben. In Serie produziert hat ihn noch niemand. Nicht aus technischen Gründen, sondern weil der Kunde nicht mit einem solchen Mini-Fahrzeug gesehen werden möchte. Der kompakte viersitzige Kleinwagen, das ist die Lösung, auch wenn diese Stadtautos noch weniger Raum beanspruchen. Auf Seite 8 sieht man oben ein Modell aus der Zeit vor dem ersten Weltkrieg, eine

längst vergessene französische Marke namens Le Zebre. Dieser Wagen stand auf dem Genfer Salon, weil die englische Auktionsfirma Christies dort eine Veteranen-Auktion veranstaltete, die auf großes Interesse stieß. Die beiden führenden englischen Auktionshäuser Sotheby und Christies haben ja schon seit einiger Zeit die Veteranen-Fahrzeuge in ihr Programm aufgenommen. Unten auf Seite 8, das ist auch ein typisches Bild für den Genfer Salon: Man kommt, um sich hier mit Kollegen, mit



Fachleuten, mit Interessierten zu treffen. Die Chefs der Firmen kommen, die Konstrukteure, die Presseleute. Porsche-Vorstands-sprecher Dr. Fuhrmann unterhält sich hier gerade mit dem „ge-wichtigen“ österreichischen Fachjournalisten Hans Patleich, dem Chef des Motorteils der „Kronenzeitung“, Wien.

The Geneva Auto Salon occupies a special niche: it is the only “ma-jor” automobile show in Europe (including Frankfurt, Paris, Lon-don and Turin) which is held in the spring. We must add that Geneva has largely kept its “salon” character, whereas Frankfurt (there will be a Frank-furt show again this fall) is more of a trade fair and display. The ACS—Swiss Automobile Club—put a Turbo Porsche on display as you can see in the first photo—it was the CanAm winner. (To the right we recognize engineer Kurt Schild of ACS.) The photos were taken on press day, 24 hours be-fore the show opened officially. The machine which we see in the second photo is not some secret car company project but simply a vacuum cleaner which had come to rest. Typically for shows every-where all work is left to the last minute and such still lifes are part of the everyday scene. We must admit quite freely that there were no car premieres in Geneva, no machines not already seen at press presentations—apart, per-haps, from the Hai 450 SS, the super car of Swiss builder Peter Monteverdi which achieves 180-odd mph and will cost some 100,000 francs or roughly \$ 35,000. There were various curiosities of course. The picture on page 7 shows such an oddity, a Zagato city car. There must have been an original and well-meant idea be-hind it. With such cars many park-ing and spatial problems of a me-tropolis would be solved—except that nobody would buy such an automobile. The city car project has been aired by many firms before this and there have been

plenty of test machines. But no-body has put one into production. Not for technical reasons but simply because the customers wouldn't be seen in such miniature vehicles. The compact four-seat small car is the answer, even though city cars take up less vital space. On page 8 we see a car from the era before the first war, a long-since forgotten French marque called Le Zebre. This car was dis-played at the Geneva salon because the English auction firm Christies was holding a veteran car auction there which aroused widespread interest. Sotheby and Christies, the two leading English auction houses have included veteran cars in their programs for some time now. Below, on page 8, is another typical picture of the Geneva Sa-lon: visitors come to meet col-leagues, other motor journalists and the fans. The heads of firms come, the designers and press people. Porsche Speaker for the Board Dr. Fuhrmann is caught in discussion with one of the “weight-iest” Austrian motor journalists, Hans Patleich, head of the auto division of the “Kronenzeitung”.

Le Salon automobile de Genève occupe une position privilégiée. Parmi les «grandes» expositions automobiles européennes (Franc-fort, Paris, Londres, Turin, Ge-nève), celle de Genève est la seule ayant lieu au printemps. On doit également dire que Genève possède un profond caractère de «Salon», pendant que Francfort (la prochaine exposition aura lieu en automne) accuse plus fort-ement un caractère de foire et d'exposition. L'ACS, l'automobile Club de Suisse, avait, comme nous le voyons sur la première photo, présenté la Turbo Porsche — la voiture victorieuse de la série CanAm (à droite, nous reconnais-sions l'ingénieur Kurt Schild de l'ACS). Les photos ont été prises à la journée de la Presse, 24 heures avant l'inauguration offi-cielle. L'engin que nous voyons sur la seconde photo n'est null-ement une nouvelle construction secrète d'une usine d'auto-

biles, mais tout simplement un aspirateur, resté là. Comme à toutes les expositions, tout n'est terminé qu'à la dernière minute, et ces sortes de nature morte font partie de l'actualité. On ne découvre à Genève aucune construction non encore publiée par la presse, sauf peut-être le «hai 450», l'extraordinaire automobile du Suisse Monteverdi, pouvant atteindre 295 km/h, mais coûtant également près de 100.000 francs suisses. Il existait quelques curiosités – la photo à la page 7 en montre une, une voiture urbaine de Zagato. Il existe à coup sûr une judicieuse et excellente idée là-dessous. Les problèmes de parking et d'encombrement dans les grandes villes seraient certainement résolus – mais personne n'achètera une telle voiture. Le problème voiture urbaine a été ébauché par de nombreuses maisons et beaucoup de voitures d'essai furent construites. Personne ne l'a encore produite en série. Non au point de vue technique, mais parce que le client ne désirerait pas se faire voir avec un tel véhicule mini. La petite voiture compacte à quatre places, voilà la solution, même si cette voiture ne revendique que peu de place. A la page 8 on voit, en haut, un modèle de l'époque précédant la Première Guerre, une marque française depuis longtemps oubliée, du nom de Le Zèbre.

Cette voiture figurait au Salon de Genève, la maison anglaise de ventes aux enchères Christie ayant organisé une mise aux enchères d'anciennes voitures qui convoitèrent un vif intérêt. Les deux principales maisons anglaises de ventes aux enchères ont, depuis quelque temps déjà, pris les voitures anciennes dans leur programme. En bas, à la page 8, ceci est également une photo typique du Salon de Genève: On vient pour se rencontrer ici avec des collègues, des spécialistes et des personnes intéressées. Le porte-parole du Comité Directeur de Porsche, le Dr Fuhrmann s'entretient ici précisément avec le journaliste autrichien spécialisé «de poids» Hans Patleich, chef du ressort moteurs du Kronenzeitung.



Wer auf dem Weg nach Genf von Lausanne aus die Autobahn benutzt, kommt nie zu dieser kleinen Kirche, die zu den ältesten im Lande gehört: Ende des 11. Jahrhunderts, mit schöner Wandmalerei im Chor, Restbestand des ehemaligen Cluniazenser Priorats. Sie steht etwas außerhalb des 1500 Einwohner-Städtchens St. Sulpice, gegen den See zu

Those who take the freeway from Lausanne to Geneva won't see this tiny church, one of the oldest in the land: stemming from the end of the 11th century it has beautiful wall paintings in the choir and represents the remnants of a one-time Cluny priory. It stands just outside the 1500-inhabitant village of St. Sulpice, towards the lake

Celui qui, sur le chemin de Genève à Lausanne utilise l'autoroute, n'arrive jamais à cette petite église appartenant aux plus anciennes du pays: Fin du 11ème siècle, avec une belle peinture murale dans le chœur, héritage restant de l'ancien priorat clunisien. Elle se trouve aux abords de la petite ville de St Sulpice de 1500 habitants, en face du lac



Heinz Schiller hat in Genf schon mehr als 600 Porsche verkauft – seit 1953 tut er das. Er ist heute 43 Jahre alt, er kommt aus Frauenfeld. Schon 1953 hat er angefangen, Rennen zu fahren, Bergrennen mit einem VW, der einen Porsche-Motor besaß. 1961 war er mit dem Abarth Carrera Europabergmeister in der GT-Kategorie – dann kaufte er sich den Vierzylinder Porsche-Rennwagen und fuhr fünfmal bei Formel 1-Rennen mit: Solitude, Brüssel, Neapel, Enna, zweimal Pau. Sein dritter Platz 1963 in Pau (hinter Jim Clark und Trevor Taylor) war sicherlich sein größter Erfolg – er ist aber auch dreimal hintereinander (1962–64) die 24 Stunden von Le Mans gefahren, teils auf Werkswagen, war einmal in der Gesamtwertung Elfter, einmal Zwölfter. Sein Spyder steht nicht umsonst in seinen Verkaufsräumen. 1967 verunglückte er bei einem Bergrennen schwer, ging mehr als zwei Jahre an Krücken.

Heinz Schiller has already sold more than 600 Porsches in Geneva—he's been busy at it since 1953 and is 43 years old today, coming from Frauenfeld. He started driving races back in 1953—hillclimbs in a VW with Porsche engine. In 1961 he was European Hillclimb Champion in the GT category with an Abarth Carrera—then he bought a four-cylinder Porsche race car and entered five formula 1 races: Solitude, Brussels, Naples, Enna and Pau twice. His third at Pau in 1963 (behind Jim Clark and Trevor Taylor) was certainly his greatest success—although he drove the 24 hours of Le Mans three times in a row (1962-64), on occasion in a works car, and finished eleventh once, twelfth once. There is good reason for his Spyder to be on display in the show room. In 1967 he had a bad accident at a hillclimb and used crutches for two years. Today he supports the Schiller Racing Team, giving a chance to talented up and coming drivers. This year they will enter two Carreras.



SUCCESSFUL TEAM IN A NEW VERSION

The president of Martini Racing is Count Gregorio Rossi di Montelera, a man who has been closely tied to racing for several years.

The alliance of Martini & Rossi and Porsche recalls memories of 1970 and 1971 when the Martini Racing Team entered its own Porsches in the Manufacturer's World Championship. Their three overall victories played a considerable part in Porsche's winning the 1971 World Championship. Crowning event for the previous Martini Racing Team was an unforgettable overall win for the Martini 917 at Le Mans (Helmut Marko and Gijs van Lennep).

In 1973 Martini Racing and Porsche again enter the fray, run-

ning GT cars against the far more powerful prototypes. It was abundantly clear that there can be surprises in this David versus Goliath battle at Daytona in the first world Championship event when a Porsche Carrera RS took an overall victory from the prototypes in its test debut so to speak. Their primary goal in major long distance races is a win in the GT class.

Porsche chose the terrain of the Manufacturer's title events to develop the Carrera during endurance races—apart from confronting the giants—to make it a perfect GT vehicle which private drivers can enter successfully in the European GT Championship or drive for national titles. Furthermore Porsche men consider the projected change in world championship regulations a very sensible one. To improve this title chase in the future race prototypes are to be replaced by vehicles related to production cars. Thus the Martini & Rossi alliance with Porsche was established for three years, through 1975.

Porsche signed two drivers as factory pilots for 1973: Dutchman Gijs van Lennep and Swiss driver Herbert Müller. The plan is an

entry of at least two cars. The second won't have a permanent crew but be driven in each race by different men including American George Follmer, 1972 CanAm winner with a Porsche, as well as German Willibald Kauhsen, one of the top Turbo Porsche drivers in the Interserie. In addition rookie drivers will have a chance in the factory car for selected races.

This is the Martini Porsche calendar:

- 15-4-1973
1000 km of Dijon (France)
- 24-4-1973
1000 km of Monza (Italy)
- 6-5-1973
1000 km of Spa (Belgium)
- 13-5-1973
Targa Florio (Italy)
- 27-5-1973
1000 km of Nürburg Ring (Germany)
- 9/10-6-1973
24 Hours of Le Mans (France)
- 24-6-1973
1000 km of Austria Ring (Austria)

The team receives aid in the form of support and products from Shell (fuel and oil), Bosch (electronics), Dunlop (tires) and Bilstein (shock absorbers).



GIJS VAN LENNEP

Gijs van Lennep, born on 16 March 1942 and married, was a moving company agent. He drove his first race, a club event, in 1958 in a tuned Fiat 600 belonging to his mother. With the aid of Holland's race-oriented Porsche-VW importer Ben Pon, he advanced via Formula Vee and a Porsche Carrera 6 to soon rank among the quickest of his land.

His baptism of fire in major racing came at the wheel of a Porsche 917 which he drove for the Wihuri

Racing Team of Finland in 1970. That same year he won the Porsche Cup the first time it was offered. He proved his speed and dependability as a member of the Martini Racing Team during 1971, culminating in a victory in the 24 Hours of Le Mans (with Dr. Helmut Marko). A side trip into Formula 5000 last year brought him the European Championship and confirmed his class in monospotos as well.

Gijs van Lennep is considered one of the most dependable and experienced drivers in the Manufacturer's World Championship series.



HERBERT MÜLLER

Herbert Müller, born on 11 May 1940 and married, is a galvanizer by profession. He began his racing career—as so many Swiss do—in hillclimbs. His circuit talents were demonstrated during a 1964 debut in the Targa Florio where he finished fourth in class with a Porsche 904.

The breakthrough to international levels came in 1966 when he and Willi Mairesse (driving for Filipinetti) won the Targa Florio in a Porsche Carrera 6. Then the death of his father interrupted this rising

career. Work in the family metal plating business left time for only sporadic entries with Porsches, Matras and Lolas.

He often lacked that touch of luck for spectacular successes in the following years as at Le Mans in 1971 when the Porsche 917 of Müller/Attwood was within sight of victory when a gearbox failure set them back. His continuing ambition was shown in Interserie racing last year where he drove an inferior Ferrari 512. At the start of the Nürburg Ring race he had—through not guilty—a spectacular accident before the pits when his Ferrari caught fire and burned vividly. He was fortunate to escape with median burns.

Zu Gast in aller Welt



Auf Shakespeares Spuren

Stratford upon Avon könnte man als das Weimar Englands bezeichnen. Mit mehr Recht sogar, denn der englische Dichterkönig wurde in „seiner“ Stadt auch geboren. Kein Wunder also, daß man in Stratford, das etwa 100 Meilen nordwestlich Londons in der Grafschaft Warwick liegt, nahezu auf Schritt und Tritt den Spuren William Shakespeares begegnet: sein Geburtshaus, seit 1847 National-Eigentum, steht dem interessierten Besucher offen; die Bibliothek der Shakespeare-Memorial-Stiftung enthält eine einzigartige Sammlung von Shakespeare-Ausgaben und von Werken über den Dichter; das Königliche Shakespeare Theater, 1932 nach einem Brand neu erbaut, bietet dem Freund der Museen Shakespeare-Aufführungen besonderen Reizes.

Einen Steinwurf vom Theater entfernt liegt das Alveston Manor, ein Herrensitz aus dem 16. Jahrhundert, in dessen Park der „Sommernachtstraum“ zum ersten Male aufgeführt worden sein soll. Heute ist dieses Schmuckstück elisabethanischer Baukunst ein gepflegtes, äußerst komfortables Hotel, das, ohne seinen Stil zu verleugnen, den Ansprüchen seiner internationalen Gäste vollauf genügt. Und – mit ein wenig Stolz darf auch darauf hingewiesen werden – der Asbach Uralt steht in der Cocktail-Bar mit ihrer schönen alten Täfelung für einen jeden bereit: als würdiger Abschluß eines Theaterabends oder als der gute Freund für eine Besinnungspause untertags . . . ganz „Wie es Euch gefällt“.

Asbach
Uralt.

Im Asbach Uralt ist der Geist des Weines!



LIKE THE OLD DAYS

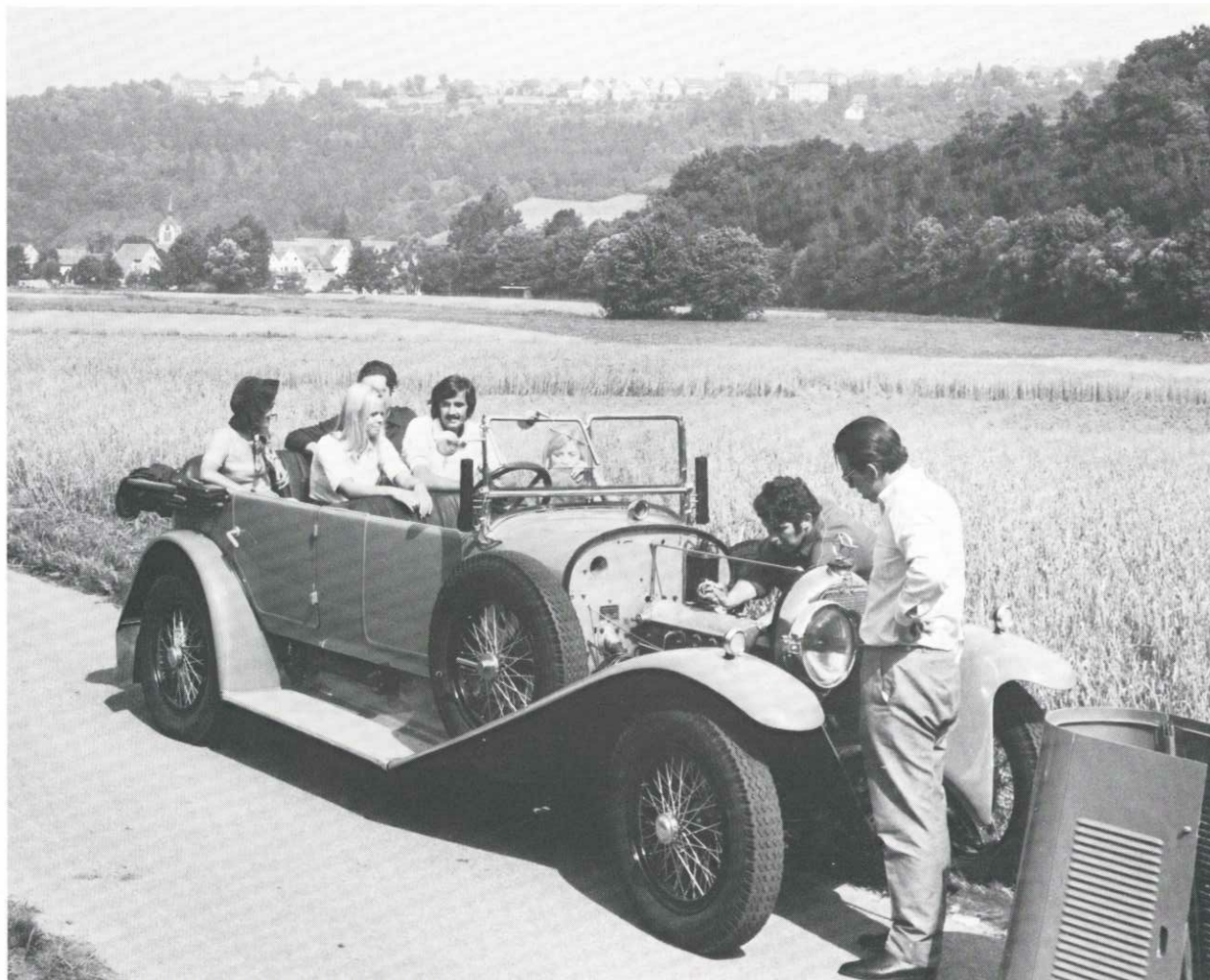
You might think that the modern photographer worries about nothing but his handy little camera –and suddenly you are confronted by a man under a big black cloth, behind a massiv apparatus mounted on a bulky tripod such as they used in grandfather's day. What state of affairs is this? This factory photographer from Kodak was producing a photo which hung in the Stuttgart train station hall for some months as the largest color slide in Germany: over 35 feet wide. In the slide you saw –as in our black and white photo– the Austro Daimler domiciled at the German Auto Museum, Langenburg Castle. In the background for this Porsche design from 1923 was Langenburg Castle and one naturally needed some young people to catch the eye and enliven the scene. Naturally a whole series of photos was

made. First somebody had the idea of doing a charming bathing scene along with the old Austro Daimler–something like the photo left below–but then they said, bathing scenes and playful nymphets are found everywhere but there is only one Langenburg Castle.

On s'imagine toujours qu'un photographe moderne doit se servir d'un petit appareil photographique maniable – et, tout à coup, nous en voyons un sous un drap noir et derrière un appareil énorme, fixé sur un pied comme à l'époque de grand-père, qu'est-ce que cela peut signifier? Ce photographe d'usine de Kodak fabrique là précisément une prise de vue, laquelle, suspendue dans le hall de la gare de Stuttgart

pendant plusieurs mois, était la plus grande diapositive d'Allemagne – 11 mètres de largeur! Sur la photo figurait – comme sur les nôtres en noir et blanc – l'Austro Daimler domiciliée au musée automobile allemand du château de Langenburg, cette construction Porsche de 1923; à l'arrière-plan, le château de Langenburg, oui, et comme fonds et avivage de couleurs, on avait naturellement besoin de quelques jeunes gens. Il va sans dire qu'on effectua toute une série de photos. On eut tout d'abord l'idée de photographier une scène de baignade en liaison avec la vieille Austro Daimler, comme sur la photo inférieure gauche, et on s'est dit ensuite: Des nymphes se baignant et s'amusant, on en trouve partout, mais le château de Langenburg n'existe lui qu'une seule fois!

Man denkt, ein moderner Fotograf muß immer mit einer handlichen kleinen Kamera agieren – und plötzlich sehen wir einen unter einem großen schwarzen Tuch und hinter einem gewaltigen Apparat, der auf einem massiven Stativ steht, wie zu Großvaters Zeiten, was das für eine Bewandnis hat? Dieser Werksfotograf von Kodak fabriziert da gerade ein Bild, das einige Monate lang als das größte Dia Deutschlands in der Halle des Stuttgarter Hauptbahnhofs hing – 11 Meter breit! Auf dem Bild war – so ähnlich wie auf unserem schwarzweißen – der im Deutschen Auto Museum Schloß Langenburg domizilierte Austro Daimler, diese Porsche Konstruktion von 1923, zu sehen, im Hintergrund das Schloß Langenburg, ja, und man brauchte natürlich zur Staffage und Belebung ein paar junge Leute. Natürlich wurden eine ganze Reihe von Fotos gemacht, und erst hatte man die Idee, eine hübsche Bade-Szene in Verbindung mit dem alten Austro Daimler zu nehmen, so ähnlich wie das Foto unten links, aber dann sagte man sich: Badende und spielende Nymphen gibt es überall, aber das Schloß Langenburg gibt's nur einmal.



Wolfgang Eyb:

HARD WORDS ON A TOUGH SUBJECT



Wolfgang Eyb, 48, is now chief engineer of the Porsche KG. He joined Porsche's construction offices in Gmünd, Carinthia, in 1945.

Automobile safety is a subject which engineers have been discussing for quite some time while it is now finding more and more interest in buyer circles as well.

Porsche cars have always had a high degree of interior safety though there was never much said about the many improvements made in this direction. For instance the early Porsche interest in serious safety is indicated by the introduction of safety steering in 1964, or even more generally by the use of laminated glass in Porsches since 1952. Both measures have since proved outstanding.

To write about safety means first speaking of the various types of accidents, accident possibilities and accident outcomes. Numbers and statistics might seem sober and theoretical but they often furnish valuable information. We also want to show how statistics can provide valuable guidelines for car builders. A design can be well aimed as to alterations so that the means applied can bring the maximum degree of effective customer safety.

Before dealing with a few results from accident statistics published to date we want to take note of traffic accident death totals as a portion of accident totals. We have these death percentages:

Motor vehicles	36 %
Falls	22.1%
Drowning	8.6%
Non-motorized traffic	6.2%
Fires and explosions	4.6%
Poisons	3.8%
Firearms	1.3%
Various causes	17.4%

As this compilation covering 19 lands shows, more than a third of all accidental deaths are caused by motor vehicles, a shockingly high percentage. Within the traffic sector West Germany has the following breakdown:

Motor vehicle fatalities	46.8%
Pedestrians	33.5%
Motorcyclists	8.1%
Cyclists	9.6%
Other	2.0%

To judge traffic accidents we must know where they occurred and with what results.

Studying this chart one is astonished at the high percentage occurring within built-up areas. However accidents outside town are more serious, with more fatalities. From half as many accidents outside towns there are about the same total of deaths. Pedestrians and cyclists are particularly vulnerable within the city limits.

Here is a comparison of accidents among motorists of the various western lands.

We note in particular that the ratio of deaths per thousand passenger cars gives Germany a sad lead indeed, particularly in relation to England where road net and traffic density are approximately the same even if their road network has not quite reached the saturation of Germany's. From this table we can certainly gain pointers for studies on personal traffic behavior, traffic education and control.

An important study for the designer is the compilation of crash directions and the injuries suffered thereby.

We note that frontal and left-front collisions—caused by oncoming traffic—are particularly frequent and grave. Lateral accidents are rarer but cause relatively more serious injuries.

Place and type of accident	Traffic accidents 1968			1971		
	total	inside city limits	outside	total	inside city limits	outside
<i>I. Accidents by road type</i>						
Accidents on						
Freeways	13,459	—	13,459	15,972	—	15,972
National roads	98,093	54,998	43,095	101,971	56,794	45,177
State roads	68,255	34,658	33,597	72,409	35,795	36,614
Local roads	22,622	11,268	11,354	25,476	12,207	13,269
Other roads	137,304	128,170	9,134	153,276	142,294	10,982
I. total	339,733	229,094	110,639	369,104	247,090	122,014
<i>II. Accidents by results</i>						
Fatal accidents	15,279	7,002	8,277	17,069	7,576	9,493
Accidents with serious injury	117,537	73,840	43,697	126,787	77,825	48,962
Accidents with light injury	206,917	148,252	58,665	225,248	161,689	63,559
II. total	339,733	229,094	110,639	369,104	247,090	122,014
of these:						
<i>Fatal accidents on</i>						
Freeways	714	—	714	866	—	866
National roads	5,866	2,110	3,756	6,146	2,204	3,942
State roads	3,795	1,393	2,402	4,249	1,389	2,860
Local roads	1,281	460	821	1,738	600	1,138
Other roads	3,623	3,039	584	4,070	3,383	687
Total	15,279	7,002	8,277	17,069	7,576	9,493

1970	Germany	France	England	Italy	USA
Traffic deaths	19,177	15,340	7,499	10,208	54,800
Automobile	8,987 46.9%	7,522 49%	2,877 38.4%	3,931 38.5%	34,820 63.5%
Bicycle, motorcycle	3,782 19.7%	4,044 26.4%	1,134 15.1%	3,200 31.3%	3,920 7.2%
Pedestrians	6,043 31.5%	3,202 20.9%	2,925 39.0%	2,651 26.0%	10,400 19.0%
Total automobiles	12,763,700	11,670,000	11,505,000	9,028,400	86,560,000
Deaths/1000 Autos	1.5	1.32	0.65	1.15	0.63
Vehicle deaths/1000 Autos	0.7	0.65	0.25	0.44	0.40

An important though also difficult problem is determination of collision speed at the moment of impact. According to insurance investigations and despite all variables in means of evaluation it can be said that collision speeds above 35 mph occur in few accidents, perhaps 7%.

These results show the importance of crush zones with pre-defined energy absorption and car noses among others demanded by American and Common Market safety laws. They are found on our cars.

In the discussion so far we have spoken of accident frequency and passengers concerned—about exterior conditions in short.

Apart from such "external safety" we must also speak of interior safety, meaning the design of interiors and additional equip-

ment such as safety belts, head rests etc.

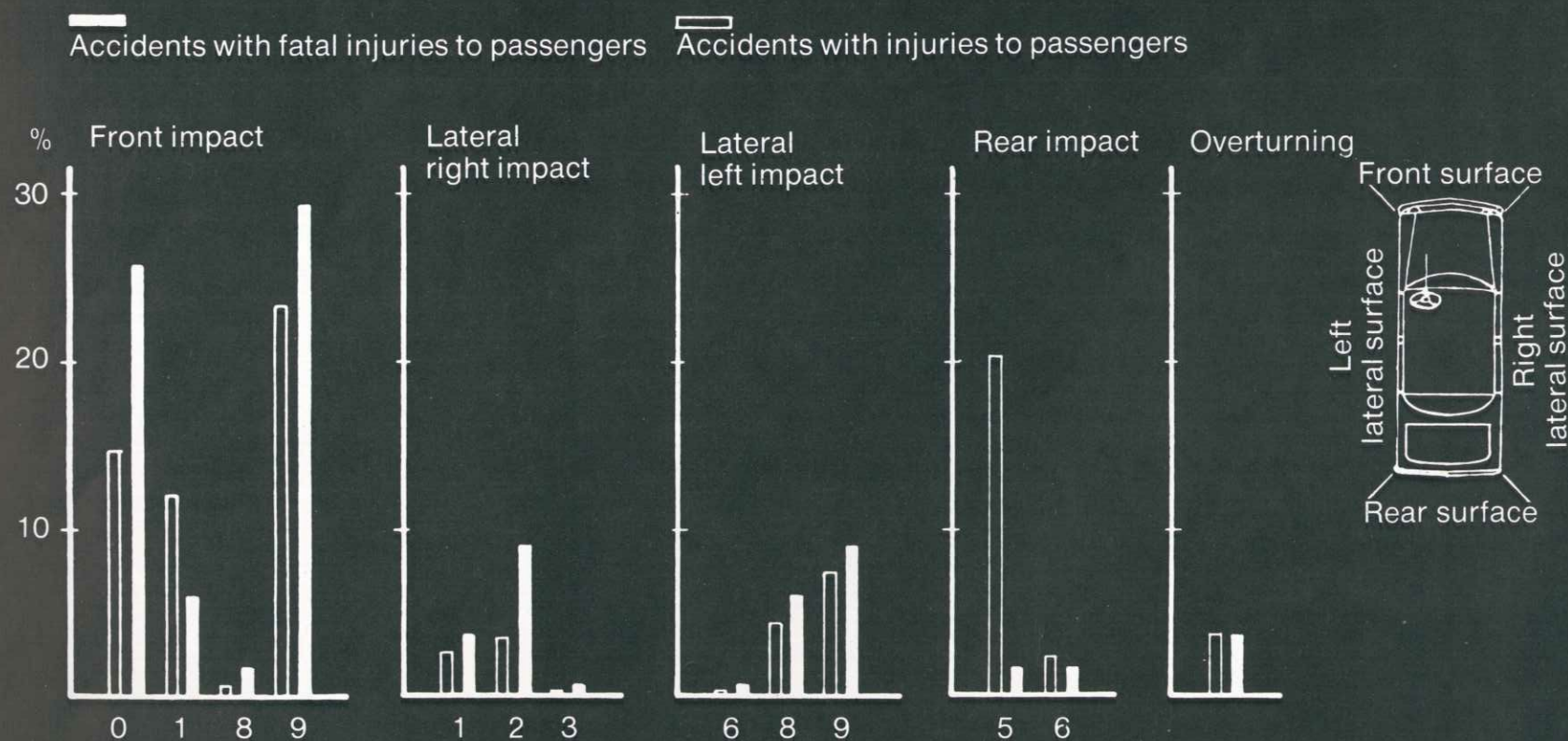
Here we come to the most effective protection for car users known at the moment—the safety belt. We don't want to inject emotion here so let statistics speak.

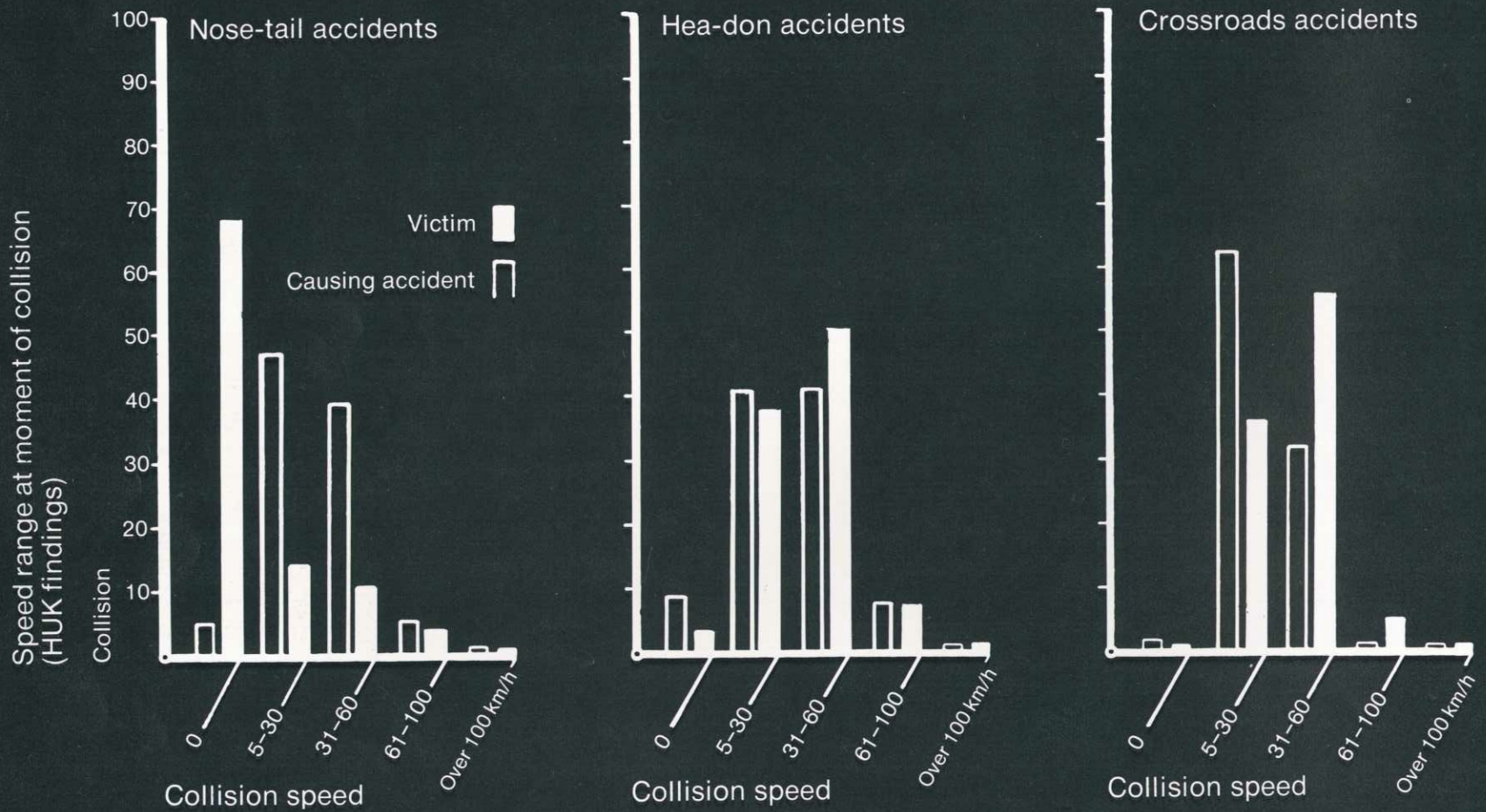
To the credit of Volvo they pointed out the decisive value of belts some years ago. Investigation showed:

The illustrations show that in 28,000 accidents investigated fatal injuries only occurred above 60 mph for passengers wearing belts while unbelted passengers suffered fatalities right across the speed range.

The German insurance association investigated a larger number of accidents in 1969 which showed clearly that safety is increased markedly by the wearing of a three-point belt.

Impact surface and impact direction for accidents with fatal injuries to automobile passengers





The three-point belt not only distributes deceleration forces better over the body but also prevents one slipping out the bottom which can even lead to strangulation in extreme cases.

The discomforts of seat belt wear were justly criticized, particularly when belts were tangled and dirty from entry and exit. This caused considerable annoyance. Also adjustment to proper position

and body size was criticized. All this meant that belts were used far too seldom.

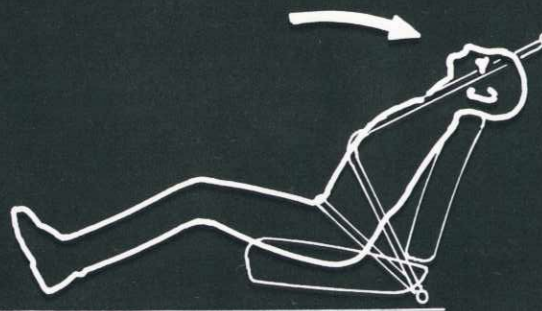
We have thus given particular attention to the automatic belt.

When not in use it is always stored away and it adjusts itself easily to all bodies. You can even dig into the glove box without releasing the belt.

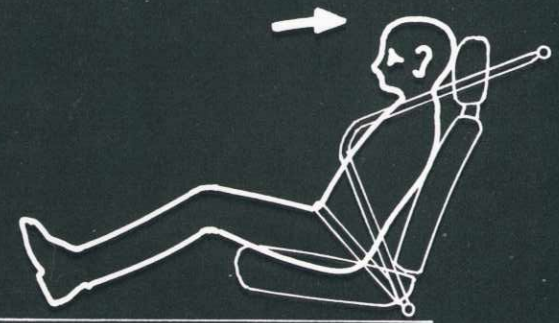
Following page 20



during impact



without headrest



with headrest

Neuer Stahlgürtel-Reifen Dunlop SP:

Das Ass

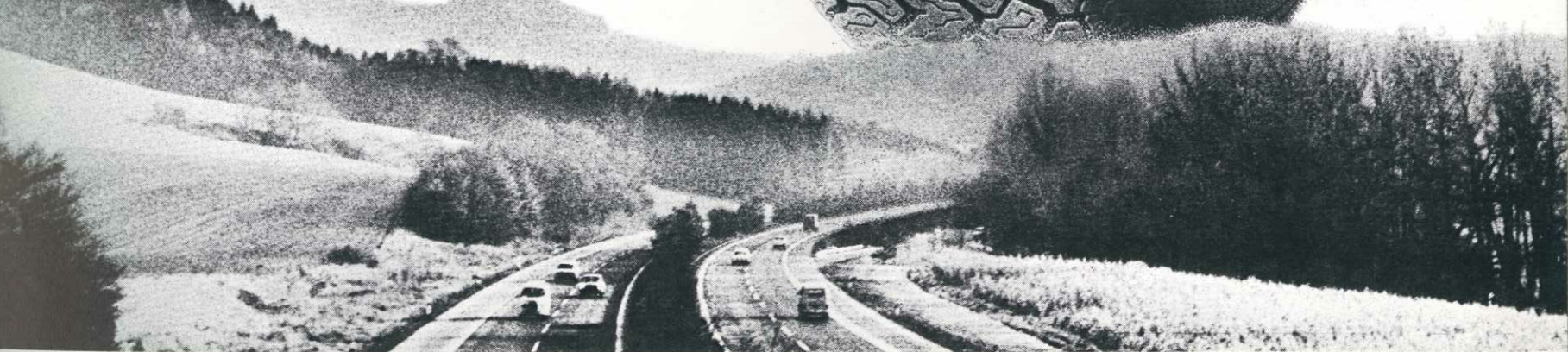
für Porsche- Fahrer

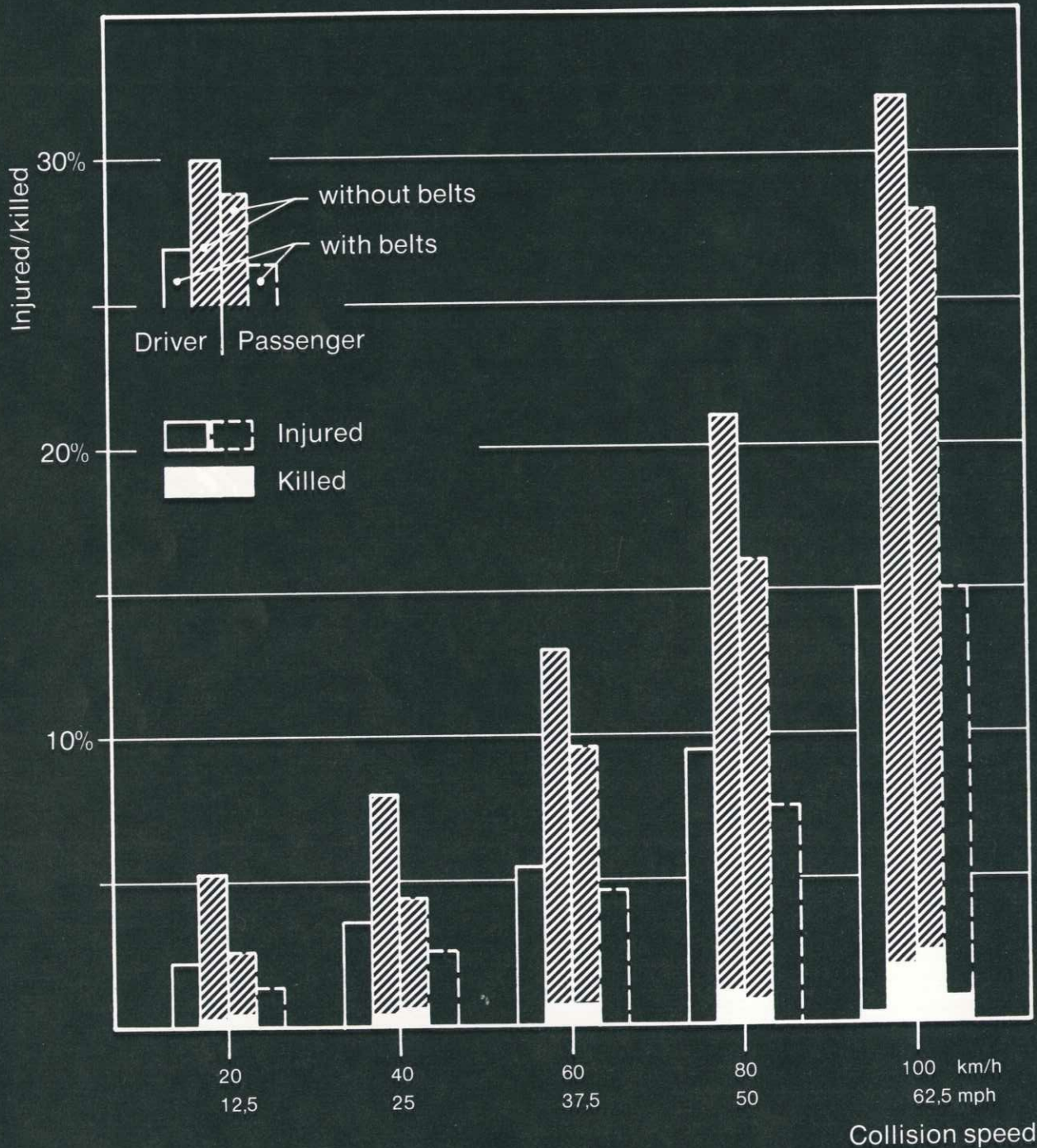
Jetzt bei Ihrem Reifenfachhändler.
In Ihrer Werkstatt. Das Ass.
Stahlgürtel-Reifen.
Er schafft die Kilometer.
DUNLOP SP. Das Ass.
Macht Autofahren rentabler.
Zäh-elastischer Stahl,
neue Gummimischung,
raffiniertes Profil. Sicherheit.
DUNLOP SP.
Das Ass. Zu ganz normalem Preis.



DUNLOP SP

STAHLGÜRTEL





Injury reduction through the use of safety belts in percentages (Volvo findings)

A French investigation of accident causes shows that around half the deaths are caused by fixed objects:

Post	8%	Tree	21.9%	Wall	12.0%	Other fixed obstacles	11.7%
53.6% Accidents with fixed obstacles							
<hr/>							
Autos	23.5%	Trucks	21%	Other vehicles			
46.4% Accidents with vehicles							

One important factor: always use a head rest please, when wearing a belt. The belt which prevents collision with dash or windshield also has elasticity which has the effect of snapping the body back against its seat right after the collision. Without rests the head finds no support, often leading to cervical vertebrae damage.

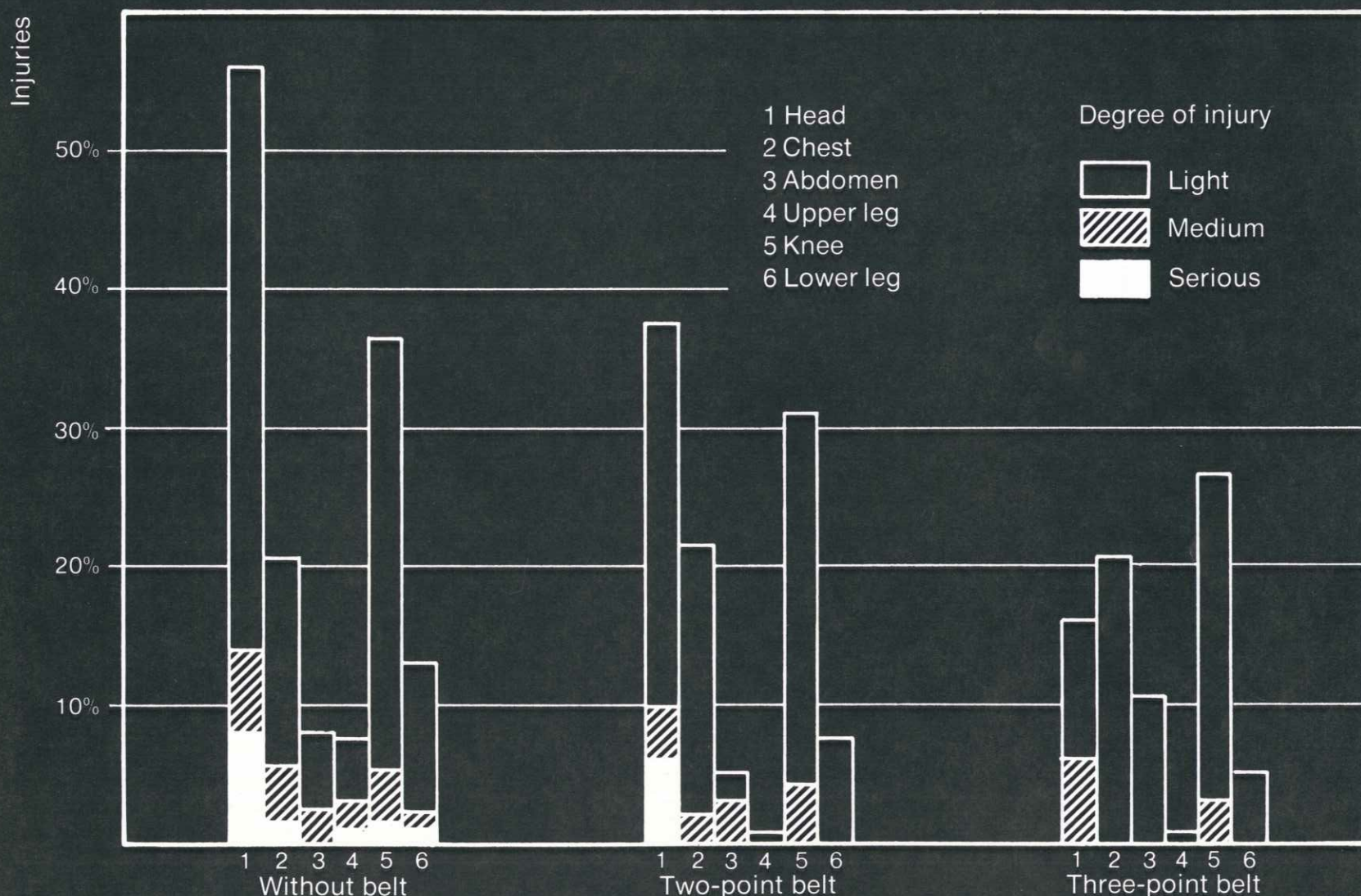
The safety belt is only one safety element designed to keep passengers from injury of course but it is the most effective, cheapest and most easily installed after purchase.

From information introduced so far we can make the following summary: in addition to safety installations in our vehicles there are further effective measures which decrease traffic injuries and fatalities.

More than half of all accident victims die from firm objects such as trees, walls or posts. Along with a demand for a favorable road layout (avoiding trick curves, blind spots etc.) we must also insist that trees be planted far enough back from the road and that telephone or light poles and walls not be erected at dangerous spots.

Clearly marked pedestrian crossings, barriers and underpasses can also reduce the traffic fatality tally within city limits considerably.

The favorable traffic figures for England with its relatively unfavorable road net should make Germans stop and think. The English are certainly not better at the mechanics of driving but they are certainly far more tolerant, relaxed and polite in their traffic behavior—they are simply less aggressive.



Wearing safety belts—Influence on frequency and severity of injuries (HUK findings)

NEW VICTORIES

Willi Kauhsen of Aachen won the first Interserie event of the year with his Turbo Porsche 917-10 in superior style. Driving before some 70,000 on Nürburg Ring he beat marquee comrade and permanent rival Leo Kinnunen of Finland. The eagerly awaited confrontation with American CanAm Champion George Follmer, also in a Turbo Porsche 917-10, ended

in the opening laps of both heats when the American was halted by a defective tire and then a start-line collision. Also luckless was another favorite Helmut Kelleners who missed his chance with engine failure in his McLaren M20. Another demonstration of dependability and speed was provided by Reinhold Jöst in his aging Porsche 908.03 which finished third overall, ahead of Teddy Pilette (McLaren), Ernst Kraus (917-10) and Georg Loos (917 Turbo). Kauhsen posted the fastest lap of 7:31.4 = 113.2 mph. A successful debut was celebrated by the Porsche Carrera RSR in

the first run for the European GT Championship on Nürburg Ring. The Carreras, all privately-entered by Porsche customers, had the race to themselves, lowering the Ring lap record for GT cars to 8:40.2. Title defender John Fitzpatrick of England managed to take the new record but victory, after two heats of seven laps each, fell to Claude Ballot-Lena of France.

Overall victory went to the Porsche Carrera RSR of the Martini Racing Team in the 4 Hours of Le Mans, held on the test-week-end some time prior to the 24 hour event on the Sarthe course.

Starting from pole position Gijs van Lennep/Herbert Müller in the Martini Porsche had a short duel with Gerard Larrousse in a Lola T282 before driving to an undamaged win.

A comparison of the Carrera RSR with the factory Capri RS from Ford Cologne, eagerly anticipated for some time ended shortly after half distance when the Capri driven by Gerry Birrell/Hans Heyer, then lying second, dropped out with engine trouble. The second works Carrera piloted by rookies Manfred Schurti/Helmut Koinigg (Liechtenstein/Austria) finished fourth after a steady race.

THE WILLI KAUHCEN RACING TEAM

When a touring car, sport and prototype pilot like Willi Kauhsen builds a one-man "racing team" with a car alone on his books for some \$120,000 and that at a time when everybody bemoans the high cost of motor sport and complains at the lack of interest among German sponsors, it is at least a bit unusual.

Lothar Boschen, editor of the German auto magazine Sport Auto has spotlighted the Willi Kauhsen Racing Team.

"One can't leave an Aachen boy hanging in the air," said tire maker Uniroyal from the German-Dutch-Belgian border area when Kauhsen went "begging" at the end of 1971, visiting relevant industries for financial support of his idea of a race team all his own. He was successful with Uniroyal. The firm made no charge for the—not cheap—safety tanks for a Porsche 917/10 and also donated roughly \$12,000. Nearly half this sum came spontaneously from the newspaper Aachener Nachrichten. Years of private and business connections between Kauhsen and the privately-owned paper must have helped pave the way for Willi.

In addition there was a main sponsor surprising to all who know their way around this business—Bosch, the electrical concern. Talks were held about some \$14,000-plus which the Swabians found in their budget. Shell promised to deliver fuel for the racing car free—a considerable financial factor when you realize that a Turbo Porsche manages a mere 2.5 mpg. And the shock-absorber firm of Bilstein promised to deliver expensive aluminum shocks—costing some \$350 each after all—free to the Aachen driver.

For the rest of the necessary capital to establish a team—the W. K. Racing Team is a registered firm now, sole owner Willibald Kauhsen—the one-time hobby driver had to use his private means. True to his motto, "what's worth doing ist worth doing well," Willi went to the limits of his resources and purchased the 917/10 Porsche of Jo Siffert who was killed in the fall of 1971. It cost roughly \$71,000. Even in this business deal his connections paid off because Willi got the car although a Porsche-Audi dealer in America had offered ten thousand more. It was knocked down to the Aachen driver who thus owned the first

917/10 Spider with 5.4 liter, 12-cylinder Porsche induction engine.

A short side trip into the business career of 33 year old Willibald Kauhsen might be permitted to understand him better. A steep business career permitted him to follow the auto racing hobby early on. The choice of profession was made easy for Willi. In his father's business he learned what you need to run a transport firm from scratch. When Willi thought he had learned enough he went on his own—at not quite eighteen. He bought a truck and trailer and moved it between Belgium and the Ruhr himself in a day and night heavy hauling business.

Mother Kauhsen's hopes of seeing her Willi behind the counter of a super-conservative money institution one day drifted away en toto when her son bought two more truck rigs barely 18 months later. Supplying the three trucks with loads left Willi little time to do his own steering. He sat behind the telephones in his office, running the show from that time onwards.

After five years of intensive success a good chance came to get out of the long-distance transport business. Willi Kauhsen sold all his rigs but one, purchased fourteen VW transporters and took over distribution of the two Aachen daily papers. Thus delivery of breakfast literature around greater Aachen is firmly in Willi's hands. Along the way he became part owner of a Fiat dealership in Aachen, with his brother.

The annual turnover now permitted "W. K." to follow rarer hobbies in his spare time. First he became interested in bicycle racing and immediately dove in with enthusiasm for this new task, true to his motto of what's doing is worth doing right. His engagement as an active cycle racer even brought a district championship

but the speeds reached through his own muscles couldn't enthrall Willi in the long run and a jump to car racing seemed only logical. Even there the start was a good one. At 28 he was European Touring Car Champion with a Fiat Abarth 1000.

An invitation from Carlo Abarth for test runs unfortunately didn't bring the hoped-for factory contract. Still, Willi had made his name as a driver and occasional entries in Zuffenhausen prototypes and sports-racing cars also qualified him as a test driver. Since December 1969 he has been signed with Porsche for this sideline.

In barely one year—during development of the Porsche turbo engine—Kauhsen made more than fifty trips to Weissach for tests and adjustment work. Often his visit with the breeders of ideas and innovations lasted only a quarter hour. "When the turbo engine was put into a 917 Spyder chassis the problems had only begun. When I sat in the car and warmed the engine windows flew open in surrounding factory buildings and people waited tensely for the turbo to appear but I rarely drove more than 500 yards on the first few trips."

"The engine barely became reliable before the response problem of turbos appeared but within half a year solutions had been found for perfection even there."

But back to the Kauhsen Racing Team. At the beginning of 1972 they were still building and it began to look critical because a new season was on the doorstep. By coincidence Willi received ideal reinforcement. It was Armin Mennicken an Aachen textile merchant and owner of two boutiques in the old imperial city who had enjoyed years of association with Willi whose wife Gerda had worked in one of these shops





DAYTONA

Porsche opened the 1973 racing season with a bang: their victory at Daytona. Not even the strongest optimists had dreamed that the reliability of the new Carrera would have so much more value than the overwhelming power of the sport cars. These fascinating photos of the finish of the winning Carrera were taken by college student John E. Rollins from Ormond Beach, Florida. Typical for America: the way the flag is dropped. In Europe the responsible functionary—usually the Club Sports President—stands at the finish line and jerks the flag through the air. In the US—at Watkins Glen for instance—this functionary leaps into the air as if bitten by a hornet, dragging the flag up as he goes. In Daytona the flag waver stands on a crane-like pedestal to wave his flag. (And it is really incidental how the flag is waved or where—so long as Porsche crosses the line as winner ...)

The 12 hours race of Sebring was held for proper GT cars this year (no sport cars). Americans Peter Gregg, Hurley Haywood and Dave Helmick won in a Porsche Carrera, beating Milt Minter/Mike Keyser (US) in another Carrera. The best Chevrolet Corvette (7 liter capacity), driven by Ron Grable/John Greenwood, only managed third, followed by yet another Porsche with pilots Gray Egerton/Elliott Forbes



"Dear Sir: I enjoy your Christophorus Magazine and Calendar publications immensely and am submitting a color slide taken at the Porsche Parade (1972). The boat scene was taken early morning at Lake Geneva, Wisconsin, on the way to drivers school, hence the rear window number."

Bill Wegeng, Pres.
28 Lakeside Lane
R R No 1
Mahomet, IL 61853

Below: Dr. Roland Bucher from Chêne-Bougeries in western Switzerland has owned a Porsche for a year (a 2.4 Liter E: "I honestly love the car and never miss the many ponies of the Ferrari which I had before this one. The Porsche is a wonderful car, practical and rapid as well as robust and precisely attuned to my style of living") and now his son has recieved, naturally, a Porsche Garage ...

En haut: Pourquoi le 333 sur la lunette arrière de la 911? Elle arrive tout juste du Concours d'Élégance et autres compétitions à la parade Porsche de l'année dernière en Amérique «Ayant réalisé pour mon fils un garage (agence Porsche – pour la voiture de Papa et agence Alfa-Romeo – pour la voiture de Maman ...) je me suis amusé à faire quelques photographies dont certaines sont amusantes. Par la même occasion, je me permets de vous dire tout le bien que je pense des voitures Porsche. J'ai surtout pendant assez longtemps roulé sur des voitures italiennes: Alfa-Romeo et Ferrari et finalement en janvier 1972 j'ai acheté ma première Porsche en hésitant un peu ... peur et envie d'un autre genre de voiture. Comme je la voulais sur le champ et blanche j'ai pris la seule que Monsieur Schiller l'agent de votre marque à Genève pouvait me proposer immédiatement, une 911 E 2.4 L. Je suis enchanté et je ne regrette pas les nombreux chevaux des Ferrari. Cette Porsche est une voiture merveilleuse, pratique, rapide et robuste qui convient particulièrement à mon mode de vie. Je suis tellement content de ma Porsche que je pense déjà à la prochaine en 1974, une Carrera blanche pourquoi pas? et du même coup une Audi pour ma femme ...»
Dr. Roland Bucher

before their marriage. As a wedding present so to speak Mrs. Kauhsen received a similar fashion shop of which Mennicken is half owner: La Boutique. These business and private ties became even closer when Willi Kauhsen asked Armin Mennicken to take over some of his business dealings and it wasn't long before he managed the W. K. Racing Team.

Mennicken's honorary duties as manager developed in the course of last season into a full-time job. As an outstanding expert in the field of modern bookkeeping he collaborated with a tax bureau and bookkeeping computer so that within ten days of the end of a month, at the latest, all changing figures and capital data are available. Expenditures and team income appear in firm columns. In the future a percentage figure behind each sum will give precise information on what portion of the total turnover it represents. This will make necessary projections much easier.

Only this method it would seem makes it possible for manager Mennicken to say of the '72 season: "after closing last year's racing books and by utilizing all possible tax breaks, the W. K. Team will probably come out ahead or at least break even."

In addition it should be noted that mathematically the "racing company" had a debit of nearly \$90,000 at the end of 1972 (table) but this loss can eventually be balanced by other income from Willi's firm so that he will have to add only a small portion of that minus from his own pocket.

Among these sums the figures from manager Mennicken for costs of Interserie racing are surprising: the Nürburg Ring entry on 24 September 1972 cost (approximately in dollars) \$290, the Noris Ring race some \$690,

Imola \$1225 and the most expensive single event, Keimola Finland ran just over \$3200. These sums include overnights, drinks and food for the whole team, food in the paddocks, fuel for passenger cars and transporter, telephone bills, entertaining and trips from Aachen to various race sites.

A trip overseas to two CanAm races was a little more expensive. Air freight alone for the Turbo Porsche and various spares went on the books at nearly \$4300 while hotels for a month and five people were nearly as expensive at close to \$3600. Flights over the Atlantic and inside America cost another \$1800 or so. Though the turbocharger of the Porsche twelve faded away only 500 yards from the start in Laguna Seca for some mysterious reason and the fuel ran out an equal distance from the finish at Riverside when he was running sixth Willi Kauhsen considers this detour from Interserie to CanAm races a success. The contracts with sponsors, organizers, teams and drivers helped prepare the ground properly for an eventual new start in CanAm events this year.

Meanwhile Mennicken—who remained in Aachen—handled the paper work. A summary of the three Willi Kauhsen accidents during '72 had come to hand, to enter the debit column. Silverstone cost around \$14,000, the Ring accident \$25,000 and the Zeltweg breakdown went onto his books at a mere \$715 but that doesn't count the money lost by not winning or placing. "W. K." pays the first ten percent of such accident costs from his own pocket with the rest covered by race car accident insurance issued by Lloyds of London. The fee collected by the famous English agency runs 3% of the vehicle's value which amounts to roughly \$3600 per race.

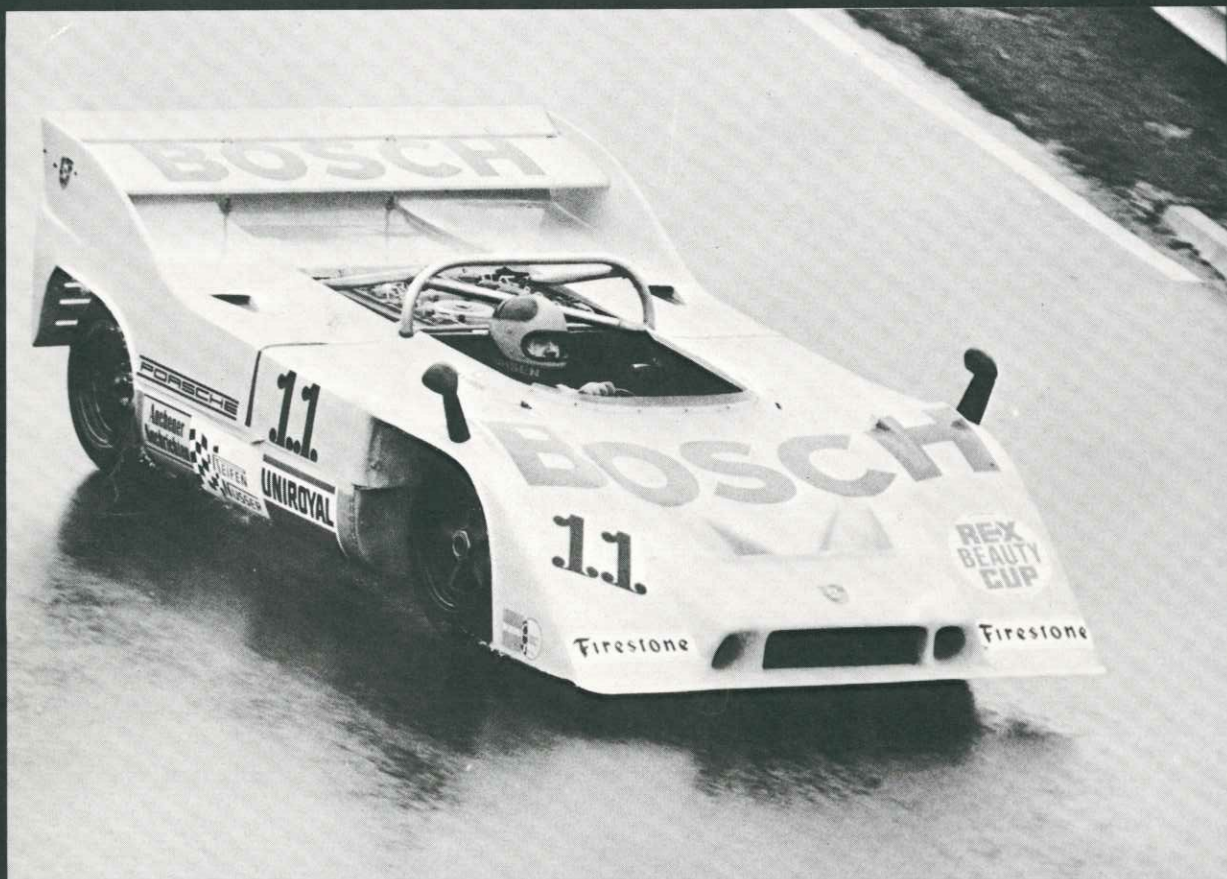
Kauhsen also carries driver disability insurance with the same firm which costs around \$1800 per year and goes into effect if he is unable to make a planned start for some reason. Lloyds then pays Kauhsen round \$18,000 per week for up to five months as disability compensation.

Then there were tire bills to be paid: over \$70 for each front tire and \$125 for a rear. In Willi's home, a fabulously decorated maisonette apartment on the top floor of a building dating from 1876 plans for this season are already fixed and largely backed. Bosch, encouraged by good publicity during the '72 season and the cooperation of their partner is again the main sponsor of the Kauhsen Racing Team with a multiple of last year's sum.

Willi would like to run a second Porsche 917/10 Turbo this year, eventually even in the CanAm if sponsors of the necessary dimensions could be found. For smaller races they added a Porsche Carrera which he might drive with Jürgen Barth of Bietigheim in long distance runs.

In his spare time Kauhsen knows how to make his popularity pay off. Opening stores and autograph hours are figured at \$180-2000 each. His superstition—not openly admitted as it isn't by most drivers—makes him a benefactor after a tricky situation has been overcome: Aachen social institutions profit from this small "weakness" of Willibald Kauhsen.

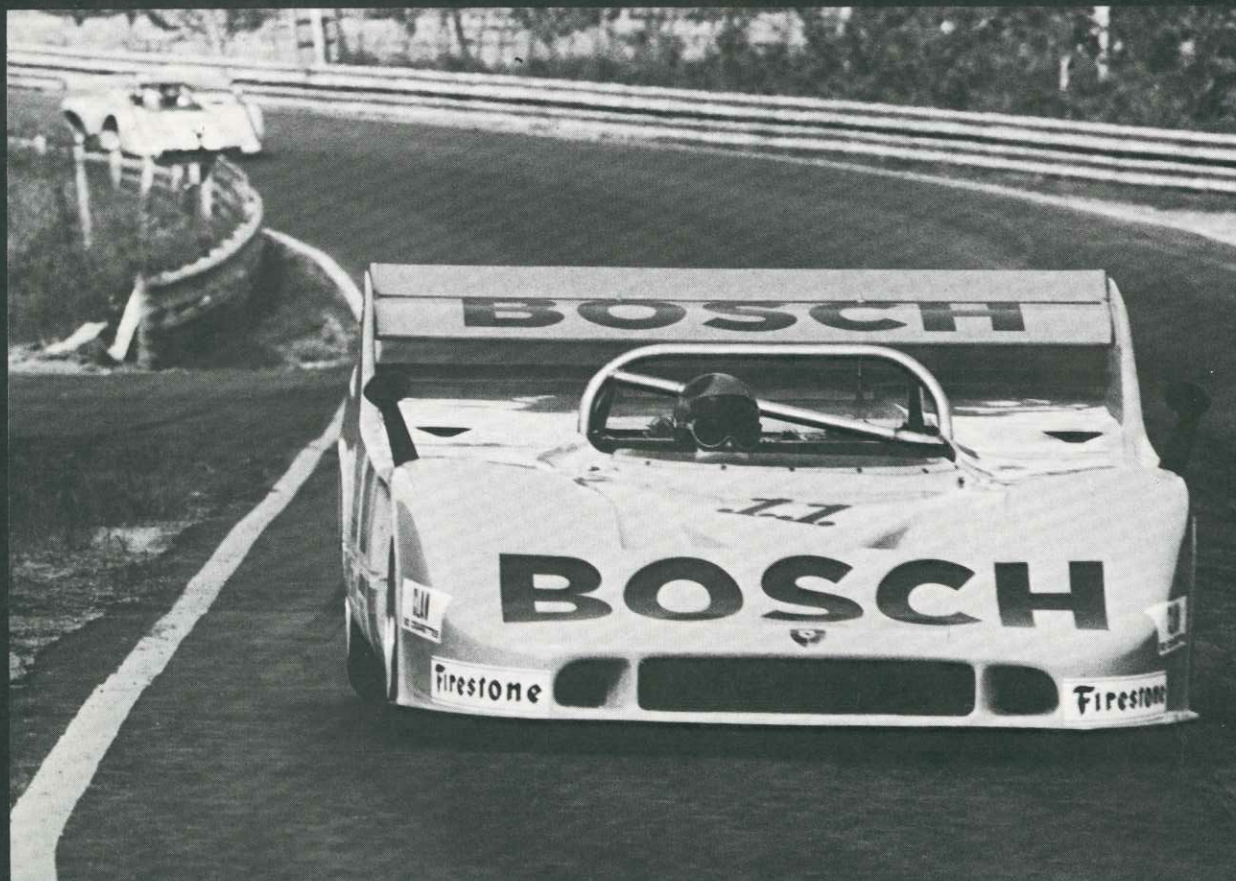
Mrs. Kauhsen shows great understanding for the hobby of her husband. "I could never take away my husband's favorite toy even if his baby (read: racing) cost a million". She insists on sitting in the pits as a time keeper at every race whenever is possible. Sitting at home in total uncertainty, waiting for the phone to ring, would be too much for her nerves.



Links: Willibald Kauhsen mit seinem 917 bei den Rennen zur Interserie – mal mit, mal ohne Beauty Cup. Die Reklame-Aufschriften deuten natürlich auf die Firmen hin, die sich als „sponsors“ für ihn eingesetzt und ihm diese aufwendige, aber publicity bringende Art des Rennsports ermöglicht haben. Er trug bei der Interserie immer die Startnummer 11. Wer das rechts auf der Farbaufnahme ist, vor dem Ferrari? Wenn Sie ganz genau hinsehen: Es sind nur Modellautos!

Left: Willibald Kauhsen and his 917 in the Interserie events with and without Beauty Cup. The advertising copy refers to a variety of firms of course, which engaged to sponsor him and brought to life an expensive but publicity-rich style of motor racing. He always carried number 11 in Interserie races. And who is that to the right of the color photo, in front of the Ferrari? If you look very closely—they are only model cars!

A gauche: Willibald Kauhsen avec sa 917 aux courses comptant pour l'Intersérie de temps à autre sans «Beauty Cup». Les étiquettes de réclame se réfèrent naturellement aux maisons lui ayant accordé l'assistance matérielle et facilité ce genre de course de sport de prix élevé mais très publicitaire. A l'Intersérie, il porta toujours le No de départ 11. Qui est, à droite, sur la photo en couleur, devant la Ferrari? Si vous regardez mieux: Ce ne sont que des automobiles en miniature!



During Christmas and New Years of 1972 the Kauhsens were again busy with racing. Willi intended to drive four races for the Brazil Cup but the series ended in chaos. Highlight of the debate between drivers and Brazilian organizers: the races were not FIA-approved (the promotor



probably wanted to save the registration fees) and thus all participants were taking a risky path because the FIA banned all of them until further notice. Only dealings with their national auto clubs will bring final clarity. FIA fines for license holders who start in unauthorized events can run to several thousand dollars and licenses can be lost for around half a year.

Willi Kauhsen played for very high stakes at the beginning of the last racing season and at least didn't lose his shirt. (Apart from the Brazilian adventure.) But he has raised his stake again for this season. If his aces in the hole—meaning a second Porsche 917/10, eventually the CanAm and Carrera entries—take the trick all might be well again in 1973.

911 **THE NUMBER WHICH MAY SAVE YOUR LIFE!**

QUICK! What's the number of your police department? Fire department? Ambulance? When disaster strikes, **WHAT NUMBER WILL YOU CALL?**

South Central Bell has provided Huntsville, Gurley and Madison with one number for any emergency service.

The number 911 is a common number to call for police, fire department, ambulance and similar services in emergency situations. When this special number is dialed, the call is automatically routed to the dispatcher's desk at the Huntsville FIRE Department. The dispatcher will then be in immediate contact with the appropriate emergency agency.

911 is a number which may save your life.

We hope you'll never have to use it.



South Central Bell

Dear Editor,

I felt this "handout" for the emergency telephone number for the space capital of America would interest you and the readers of Christophorus. The dependability, reliability and inherent safety of your 911 series automobiles certainly has saved my family's lives on three occasions.

911 is indeed the number for lifesaving.

Wm. S. Littlefield
(Major, Ordnance Corps, US Army)
and family
472 A Tripp Drive,
Huntsville, Ala.

BOOKS

The author of a book called simply but descriptively,

Porsche,

is on Shotaro Kobayashi. He is not only of Japanese ancestry but lives in that land and the book was printed there, where Porsches are admittedly few but greatly admired.

No credit is given to the translator of a version issued for America by Motorbooks International (3501 Hennepin Ave. South, Minneapolis, Minnesota 55408). So we really can't say whether the various small errors, misnomers and slips in terminology are the fault of the author or merely poor proofreading in the English.

"Porsche" is a frankly popular rundown of the famous marque holding little material which might be new to Christophorus readers although a full table of road car technical data at the end could be handy for quick reference if you didn't have one of the earlier

source books with similar compilations.

Despite the 1973 copyright date for this US edition the text ends where it presumably did in Japanese—with early material from 1970 at best.

The last production cars noted are 2.2 liter 911 versions and the first 914 series. "CanAm" in the context of this book means the special one-off Spyder driven so well by Jo Siffert in 1969 events. It is always hard to stay current in publishing but we might have expected a little more relevancy in a soft-cover volume.

In short: the cover photos of a 908 longtail and a 356 indicate the scope.

Mr. Kobayashi is a true admirer of the marque who tries with some success to prove that the entire Porsche range of successes, on and off the track, may be credited to engineering. Porsche, in his view, is not a factory which lives

on successful promotion, perhaps a surprise to the sales department.

Incidentally, the delay in producing this book in English also dates the material on complete family control of all phases and family members working with Porsche, one of his basic points.

When it comes to illustrations "Porsche" is richly served with a higher proportion of pictures to text than most such efforts even if a great many of them were factory and/or sales promotion (sic) pictures. Captions may be a little simplistic but they cover all necessary bases. Photo credits do not match the US-edition page numbering.

At \$5.95 Porsche is probably too much a job of "coals to Zuffenhausen" to really attract those already converted to the Porsche way of life. It will doubtless do better with those "laymen" who might not know about the cars.

J. E. S.

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2. Information
3. Leistung, auf die man sich verlassen kann.

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3. Genauso einleuchtend ist es, daß man dafür ein absolut zuverlässiges Autoradio braucht. Das ist der »Ludwigshafen«, ein ganz erstaunliches Gerät, das kleinste von Blaupunkt. Robust, geradlinig im Aufbau, und gekonnt in der Technik. Mit nur 183 Teilen erreicht es eine hervorragende Empfangs-Qualität. 4 Jahre Entwicklung wurden investiert. Interessante Patente und Gebrauchsmuster sind hier eingearbeitet. Das Ergebnis all dieser Bemühungen:

Der »Ludwigshafen« mit UKW kostet unter 150,— DM.

In 103 Testreihen hat er seine Zuverlässigkeit bewiesen.

- Er spielt bei +60°C und bei -40°C
- Er spielt bei feuchter Tropenluft
- Er spielt bei allen im Auto möglichen Schüttelfrequenzen

- Er spielt bei Stößen vom 6fachen der Erdbeschleunigung
- Er spielt praktisch ohne Verschleiß

Hinzu kommt: Blaupunkt bietet als einziger Autoradio-Hersteller in Zusammenarbeit mit BOSCH ein komplettes System von der Antenne bis zur Entstörung, alles elektronisch aufeinander abgestimmt — und zwar für praktisch alle Wagentypen. Hinzu kommt das dichteste Autoradio-Service-Netz in Europa.

Ein weiterer Beitrag zur Verkehrssicherheit

Der Verkehrsrundfunk-Dekoder. Blaupunkt hat ihn in Zusammenarbeit mit dem ADAC und den Rundfunkanstalten entwickelt, damit man den Verkehrsrundfunk leichter finden kann: Eine Kontrolllampe zeigt automatisch an, ob der eingeschaltete Sender Verkehrsnachrichten bringen wird. Dieses kleine Gerät in Verbindung mit einem UKW Autoradio, z. B. dem »Ludwigshafen«, ist ein wohldurchdachtes System für die Sicherheit.

Blaupunkt. Geprüfte Präzision — Technik für uns Menschen

Blaupunkt Patent
Nr. 1225465
Technologie exakt
gedruckter Schaltungen.
Saubere Kanten,
Weniger Fehlerquellen

Blaupunkt Patent
Nr. 1811394
Wellenbereichs-
Schalter mit 10facher
Funktion, schaltet
50 000 mal ohne Fehler

Blaupunkt DBGM
Nr. 7020460
spezielles Filter-
konzept für höchste
Trennschärfe

Blaupunkt DAS
Nr. 2002951
Abstimmblock in
Miniatur-Technik,
verschleißfest



BLAUPUNKT

BOSCH Gruppe

Helmut Flegl:

**A Few Professional Comments
On The Much-Discussed Subject:**

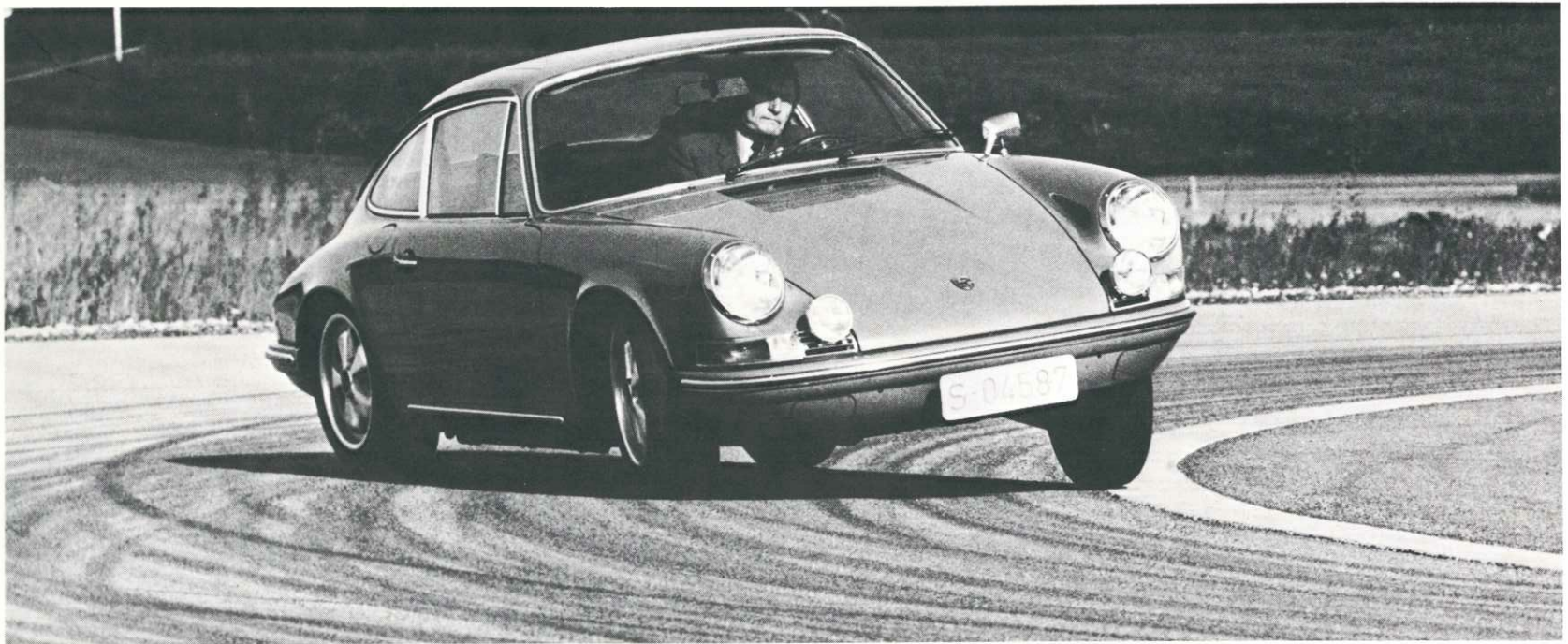
OVER-AND UNDERSTEER

Illustrations one and two demonstrate the conditions called over- and understeer in cars on a test pad at maximum corner speeds. The understeering vehicle pushes over its front wheels towards the outside of the curve so that you must use a large angle of lock to keep it on the chosen path. The angle of lock is greater than the

curve radius would require. An oversteering vehicle on the other hand breaks away at the rear—so you have to counter-steer with the front wheels. The angle of lock is thus smaller than the radius line of the curve. You might even have to steer slightly right in a left curve. In "neutral" behavior the vehicle pushes sideways towards

the outside of a curve with front wheels at moderate lock angle towards the direction of travel.

In general one speaks of such qualities as inherent behavior since a road vehicle does not run on tracks but is fitted with air-filled and thus soft tires. Lateral forces occur in a corner which



must be absorbed as the so-called lateral moments by the tires. A pneumatic tire has a tendency, however, to wander somewhat off its path when lateral forces are applied. It thus runs at the so-called oblique angle, at a tangent to the direction prescribed by rim and tire. This oblique course is greater the larger the force (meaning cornering speed) as in illustration 3, until a point where the lateral force decreases again while the oblique angle increases sharply. The car breaks away.

Tire characteristics are dependent on many parameters such as wheel load, tire dimensions, mixture, design, pressure, rim width, camber, temperature, road conditions, wear and others. Yet it is just the quality of a tire in conjunction with vehicle design which is decisive for driving behavior. Thus it is understandable when we consider the tire not an accessory but a design ele-

ment. Rear-engined cars were formerly considered to be tail-happy while front-drive cars were strong understeerers. This is easily understood. To simplify we can imagine the vehicle with both front or rear wheels considered to be a single wheel (illustration 4) upon which relevant axle pressures apply. Since the rear-engined car with engine as its heaviest component has more load on the rear axle than the front lateral force in a curve will be greater in back. In illustration 5 tire characteristics for corresponding wheel loads are noted qualitatively alongside lateral forces. This gives a greater oblique angle for the rear axle. With even greater lateral force the rear axle will break away and the vehicle oversteer. We see this in illustration 4 showing on oversteering car.

In a front-drive car with engine in the nose front wheels carry the greater load. In this case the

oblique angle will be greater in front and the car will want to push outward over its front wheels.

In addition there is the fact that a portion of the absorptive power of a tire goes into forward motion rather than lateral moments—taking on the forces which hold a car at speed or accelerate it.

The designer thus attempts to keep axle load differential small. This led to the idea of the mid-engined car (Porsche 914 and modern racers).

However we noted above that tire characteristics can be influenced. To diminish potential over- or understeer, depending on axle load distribution the task becomes one of giving the axle with the greater load improved lateral control. This may be done through tire pressures, negative wheel camber, wider rims or tires, softer rubber mixtures and in other ways. Some of these meas-

ures are not possible in production cars of course though customary for racing cars.

In illustration 4 the car was visualized with single wheels front and rear for clarity. Due to the fact cars normally have four wheels there are other means of influencing the inherent steering qualities available.

Outside wheels are additionally loaded in a corner and those on the inside somewhat unweighted. Since the tire characteristic line is a curve not a straight line, oblique axle angles increase as a function of wheel load distribution. At the same time part of the potential lateral control of the whole axle is lost. Basically wheel loading redistribution will be small when the center of gravity of a vehicle is low and the track widened. Thus we recognize further points of view which the engineer must keep in mind when

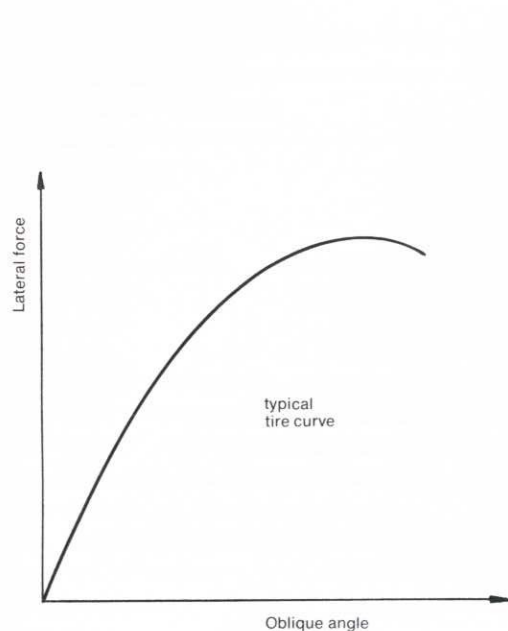


Fig. 3

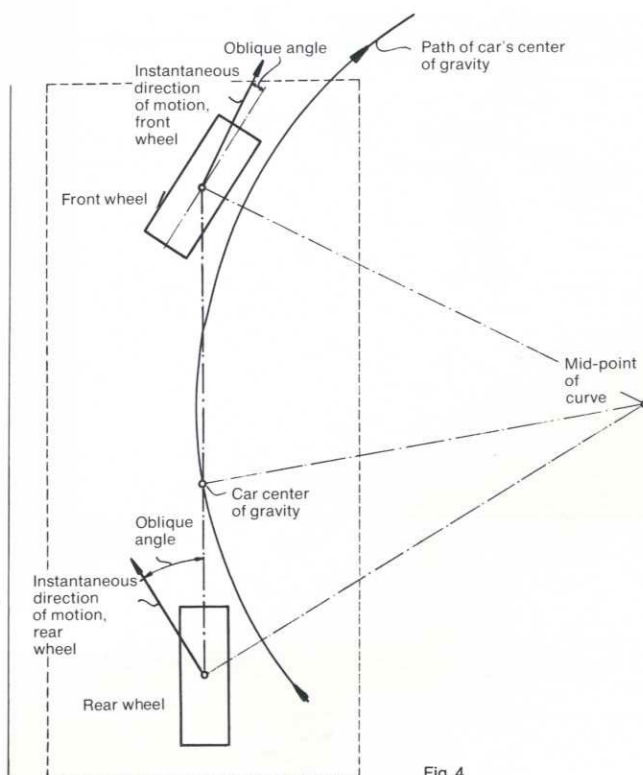


Fig. 4

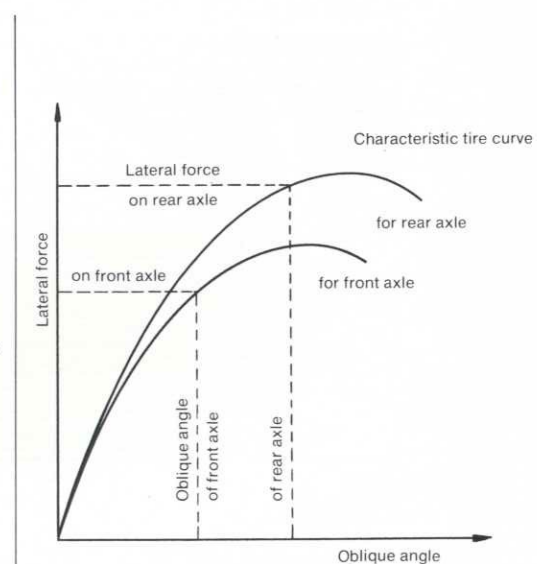
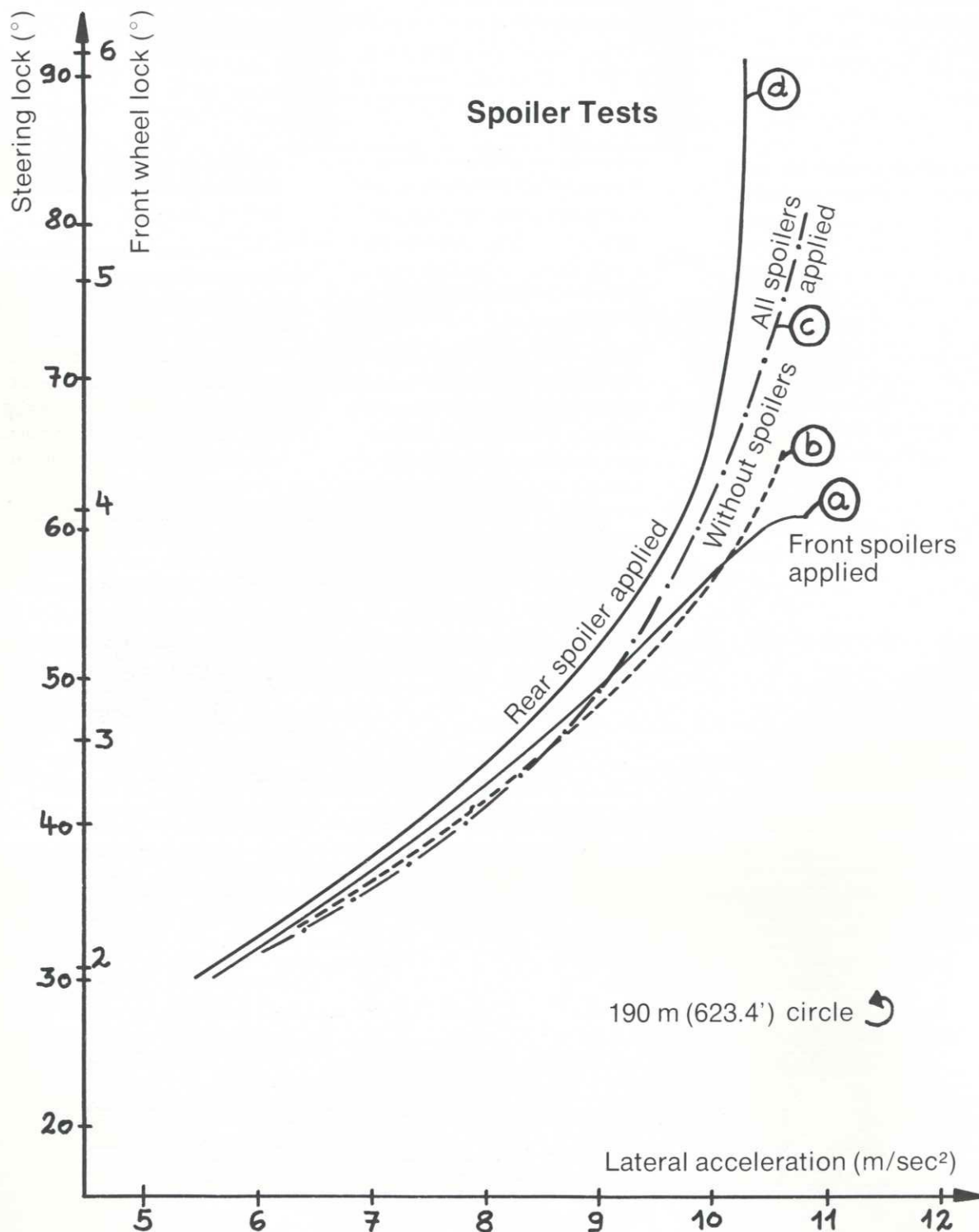


Fig. 5



Vehicle: 906
 Tires: Dunlop 5.50M 15, R7, Mark II, yellow
 6.00M 15, R7, Mark II, yellow
 Tire pressures: 26/29 psi
 Weather: dry, 77° F

Fig. 6

building a car with high cornering speed potential. Through appropriate distribution of wheel loads we have another means for influencing inherent steering behavior.

The transverse stabilizer should be mentioned as one example. It not only reduces lean but also increases wheel load distribution and thus oblique angle of the axle to which it is attached with a corresponding diminution at the other axle. The same effect may be produced through the springs.

Thus we know the means for turning an oversteering vehicle into an understeering one.

Rear Axle:

Wider track

No stabilizer or a soft one

Softer springs

Equalizing spring

Toe-in or toe-in changes

And/Or at the Front Axle:

Stiffer stabilizer

Stiffer springs

Toe-in, toe-in changes

While the stabilizer is a U-shaped rod in principle, one twisted by wheel bounce and rebound, the equalizing spring (used at times in the Porsche 910 Hillclimb Spyder, Porsche 356 and VW beetle) is either a Z-shaped rod or a leaf spring pivoted in the middle. The effect of an equalizing spring is opposite to that of a stabilizer.

By toe-in we mean adjustment of the wheels at a small angle to the car's axis. Since main car guidance in a corner is taken over by the outside wheels toe-in has the effect at the rear axle of making the outside rear wheel try to steer the tail inwards, counteracting oversteer tendency. This effect is reinforced by toe-in change (increase of outside wheel toe-in due to car lean in the curve).

Toe-in changes at the front axle in particular are a simple means of inducing docile curve manners. In this case front wheel toe-in is reduced as the wheel moves upward and may in cases even pass zero to the opposite setting. This increases the angle of the outside front wheel relative to the angle created by turning the steering wheel, and dependent on car lean which, in turn, depends on cornering speed. The reaction of a car to steering movements is diminished. The car becomes docile.

The task of the suspension is to keep the wheels as close as possible to suitable camber and toe-in angles without introducing

major disruptive forces of its own. A suitable height of the instantaneous center which can also influence the magnitude of wheel load distribution brings effects described.

It would be going too far for us to examine advantages and disadvantages of various suspension systems here. But we should mention that independent suspension is generally superior to the rigid axle. It is also true that angled trailing arm rear suspension as in a Porsche 911 is far more suitable for wheel guidance in a fast vehicle than the swing axles of an older 356. When selecting the type of suspension technical points must give

consideration to economic viewpoints and spatial demands as well.

In a production car precision of wheel guidance has limits set by comfort and noise considerations.

One must install rubber dampening elements which deform elastically under forces met. It is the engineer's task to distribute this elasticity so it won't have a negative influence on driving behavior and if possible even a favorable effect. We can see there is considerable "under cover" detail work to be done.

Normally our cars display just the opposite: namely understeer in tight and oversteer in fast corners.

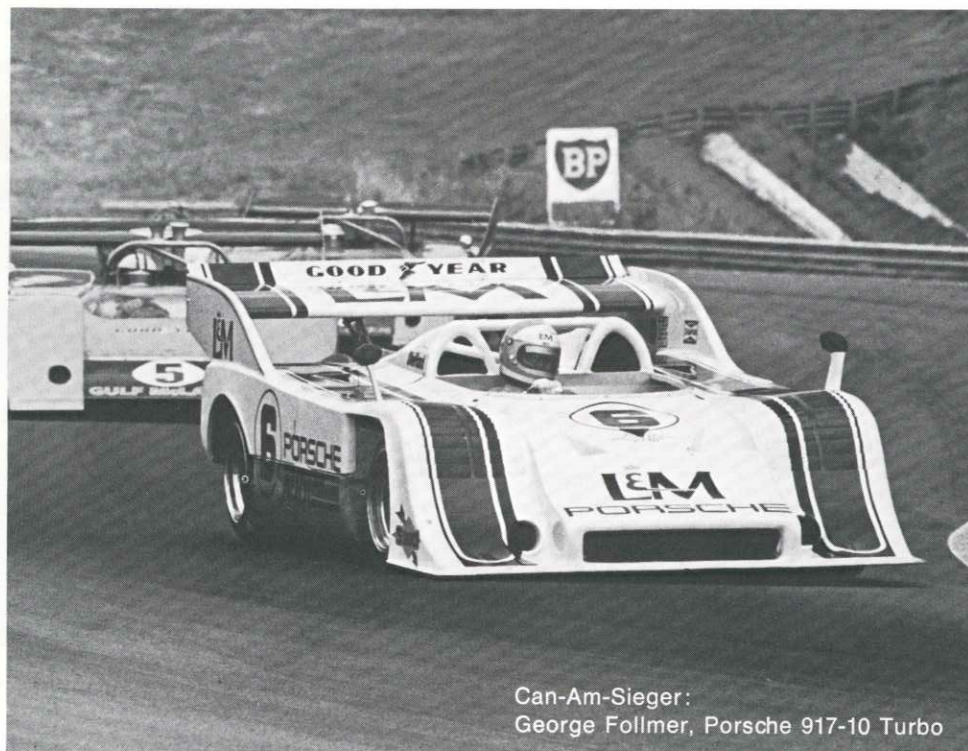
The basic reason for this lies in the fact that the lock angle with customary axle geometry tends to lift the car at one side in front and lower it at the other. This redistributes wheel loads more the greater the lock angle, i. e. the tighter the corner. The effects of this load redistribution were studied thoroughly above.

Since the desired change of behavior depends on speed it is obvious to use aerodynamic aids which create down forces, as we know, for additional ground pressure. Thus we endeavor to distribute such down forces so that the rear axle receives extra adhesion with increasing speed, reducing oversteer (Carrera tail

Unsere Glückwünsche...

an
PORSCHE -
den Gewinner
der Can-Am 1972

mit
BILSTEIN -
Gasdruck-Stoßdämpfer
(System de Carbon) -
das Hochleistungsaggregat
auf den Rennstrecken
und Straßen der Welt!



Can-Am-Sieger:
George Follmer, Porsche 917-10 Turbo



AUGUST BILSTEIN

Fabrik für Autozubehör 5828 Ennepetal 13, Zweigwerk Mandern 5508 Hermeskeil

spoiler, wing on the 917 Turbo). Forerunners of these were the Carrera 6 tests where the so-called flap car was fitted with movable bow and tail spoilers which could be run up and down individually. Test results from the skid pad are shown in illustration 6.

Curve a): applying nose spoilers for additional front axle adhesion via air pressure—oversteer tendency since the angle of lock at border speeds is reduced.

Curve b): without flap use—neutral behavior.

Curve c): Flaps extended front and rear—understeer since rear flap effect was stronger than that in front.

Curve d): rear flaps only—strong understeer as angle of lock becomes very great.

Despite the small curve radius and relatively low speed (around 75 mph) the influence is clearly visible. Just as surprising was the difference achieved in lateral acceleration values at relatively low speeds. Without flaps this was 109%, with front and rear flaps 111.3%.

Curve speed was increased by means of additional down forces produced. Thus there are several means for giving a car the driving qualities it should have. How close we come to the goal becomes a question of expense in time and money.

Chinese proverb ...

“A Chinese proverb offers three paths to wisdom: imitation is the most comfortable, thinking the noblest and experience the bitterest. If the seat belt use by German motorists is any standard, the comfortable and noble paths are not very popular. There are many reasons for this: lack of intelligence or ability to analyze, carelessness, strict refusal due to imagined discomforts, a subjective restriction of mobility or possible ill effects.” (Prof. Karl Luff MD, Institute for Legal Medicine, Frankfurt University).

In Israel safety belt wear has been obligatory since November '72 for all drivers in government service. An appeal from the traffic minister stressed that belt wear must serve as an example to all other drivers.

“Though it can hardly be seriously denied any more that seat belts are one of the most effective and proven means for preventing injuries or reducing their intensity—only a bare 17% of all German drivers fastened their belts on cross-country trips in 1972 while hardly more than 5% used belts for city driving.” (“Faktor Mensch im Verkehr”).



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HURTH 

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RARE CHRISTOPHORUS

Occasionally you find amazing art objects in out of the way village churches. This Christophorus is found in the village church of Zainingen, some 7–8 miles east of Urach on the Swabian Alb at an altitude of 2600 feet. The presentation is very rare since the life-size Christ child stands on the right arm of Christophorus who wears a very curious short coat. What's more there is a tree of life atop the patron saint's staff. We haven't found such a combination of elements in any other statue. It dates from the 15th century.

Seltener Christophorus

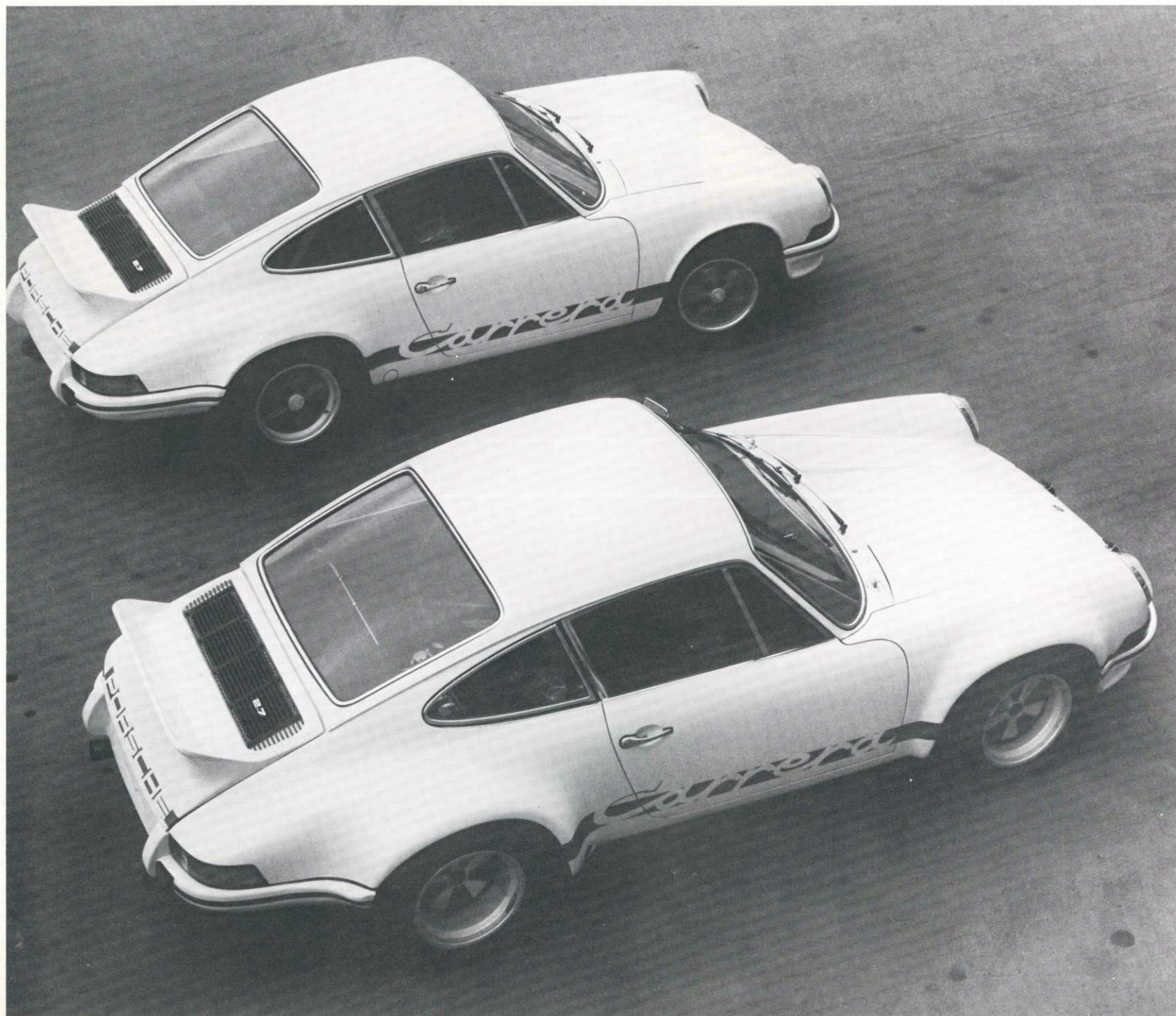
Manchmal findet man in abgelegenen Dorfkirchen erstaunliche Kunstwerke. Dieser Christophorus befindet sich in der Dorfkirche von Zainingen, das 12 km östlich von Urach auf der Schwäbischen Alb liegt, 800 m hoch. Die Darstellung ist deshalb ganz selten, weil das Jesuskind in voller Größe auf dem rechten Arm des Christophorus steht, der einen ganz eigenartigen kurzen Rock anhat, außerdem befindet sich oben am Stab des Schutzpatrons ein Lebensbaum. Die Kombination dieser Elemente haben wir noch nirgendwo anders gefunden. Man datiert ihn auf das 15. Jahrhundert.

St Christophe rare

On trouve parfois des chefs-d'œuvre étonnants dans des églises de villages isolés. Ce St Christophe se trouve dans l'église du village de Zainingen, à 12 km à l'est d'Urach, dans le Jura souabe, 800 mètres d'altitude. Reproduction de ce fait très rare, l'Enfant Jésus se trouvant en toute grandeur sur le bras droit de St Christophe. Celui-ci a une robe particulièrement courte, en outre, un arbre de vie figure en haut, sur la crosse du saint. Nous n'avons encore jamais rencontré une combinaison de ces éléments. On le situe à la date du 15^{ème} siècle.



Carrera R5R



TECHNICAL DATA

Chassis

Frame	Body welded to floor pan
Suspension	Independent front suspension with wishbones and shock legs Independent rear suspension on trailing arms
Springs and Shocks	Longitudinal torsion bars, shock legs in front, transverse rear torsion bars. Double-action telescopic shock-absorbers
Stabilizers	Front and rear, adjustable and interchangeable
Steering	Rack and pinion, ratio 1:17.8 at mid-point, 2 ³ / ₄ turns lock to lock
Brakes	Hydraulic disc brakes on all four wheels, dual circuits, front and rear circuits divided, sports brake pads and racing brake fluid, aluminium brake saddles, vented discs, brake balance adjustable
Wheels	Forged light metal wheels, 15"Ø Rim widths Front 9" Rear 11"
Tires	Racing tires Front 230/600-15 CR 88 D 15 "356" Rear 260/600-15 CR 88 D 15 "356"

Gearbox and Rear Axle

Construction	5 speed gearbox with differential in same housing, all gear sets exchangeable
Number of gears	5 forwards, 1 reverse
Synchronization	Porsche ring synchronizers
Differential	Spiral-toothed gear wheels, locking differential
Final drive	Double-jointed drive shafts with length adjustment

Bodywork

Body like production 911, widened fenders, bucket seats, simplified interior fittings

Engine type	911/72
Cylinders	6
Bore (mm)	92
Stroke (mm)	70.4
Capacity (cm ³)	2806
Output (DIN hp) at (rpm)	300 8000
Construction	4-stroke, opposed, Otto
Cooling	Air
Crankcase	Light metal, pressure or chill casting
Cylinder heads	Light metal
Valve layout	Overhead vee, 1 intake, 1 exhaust per cylinder
Valve control	1 overhead camshaft per bank
Camshaft drive	Chain
Crankshaft	Steel, forged
Crankshaft bearings	8 plain
Lubrication	Dry sump
Fuel delivery	2 electric fuel pumps
Mixture control	Bosch 6-piston, twin-row injector pump
Generator	850 W alternator
Ignition	Twin ignition

Dimensions

Wheelbase	89.41"	Ground Clearance	5.12"
Track	front 55.20" rear 55.94"	Turning Circle	35.2"
Length	163.30"		
Width	63.38"		
Height	51.18"	Weight	900 kg
Fuel tank	28 gal		
Oil tank	8.4 qts		
Gearbox	3.2 qts		
Brake fluid	0.32 qts		

Top speed

Approx. 160 mph depending on ratios





Richard von Frankenberg:

IN MEMORIAM JEAN BEHRA

Jean Behra wurde am 16. Februar 1921 in Nizza geboren und starb am 1. August 1959 auf der Avus, als er mit einem privat gemeldeten Porsche Spyder in der Verfolgung von Graf Trips und Joakim Bonnier mit den beiden Werks-RSK auf der durch Regen überaus glatt gewordenen Nordkurve mit ihrem Klinkerbelag ins Schleudern kam: Der Wagen drehte sich in voller Geschwindigkeit und schlug oben auf der Kante der Steilkurve gegen einen aus dem Krieg zurückgebliebenen Flak-Sockel. Jean Behra gehörte zu den Grand Prix-Fahrern, die ihren Aufstieg vom Motorrad aus begonnen hatten. Er war auf einer Moto Guzzi viermal französischer Meister gewesen, ehe er 1950 – im Alter von 29 Jahren also – die ersten Versuche mit Sport- und Rennwagen unternahm. Er erwies sich als sehr talentiert und wurde 1951 bereits Mitglied der Werksmannschaft von Gordini. Gordini war damals ein begabter, aber verhältnismäßig armer Konstrukteur, der mit Leichtbau wettzumachen versuchte, was Motorleistung und Zuverlässigkeit nicht brachten. Selten konnten die Sport- und Rennwagen von Gordini mehr als ehrenhafte Statistenrollen spielen. Auf dem ersten Rennfoto sehen wir Behra 1952 mit einem Gordini Sportwagen bei der Carrera Panamericana in Mexiko, wo er eine

Zeitlang führte, aber durch einen Unfall ausfiel. Mit ihm zusammen fuhren in den Jahren 1951–53 Trintignant und Manzon für Gordini. Trintignant ging dann 1954 zu Ferrari, und einmal gelang es Behra, in Pau mit dem Formel 1-Gordini die Ferrari zu schlagen, Trintignant wurde Zweiter. 1955 kam dann Behra zu Maserati, wo er bis 1957 fuhr, 1958 sah man ihn bei BRM, und 1959 holte ihn sich Ferrari – auf dem zweiten Bild sehen wir ihn im Ferrari-Sportwagen bei den 1000 km auf dem Nürburgring. Da er 1958 bei BRM nur ein Formel 1-Engagement hatte, holte ihn sich Porsche für Sportwageneinsätze, und er brachte dem Zuffenhausener Werk in einer Zeit, wo man noch mit Davids gegen Goliaths kämpfte, großartige Erfolge. Mehr noch: Er baute selbst einen Formel 2-Rennwagen mit Porsche-Vierzylindermotor, den Behra-Porsche, mit dem Masten Gregory beim Großen Preis von Argentinien unter 24 Formel 1-Boliden 12. werden konnte (im Bild Gregory knapp vor Bonnier auf BRM und Moss auf Cooper, 1958 Buenos Aires). Auf dem nächsten Bild sehen wir Jean Behra mit Vasek Polak zusammen: In den USA fuhr Behra einige Sportwagenrennen mit einem Porsche-Spyder aus dem Vasek Polak-Stall. Das nächste Foto ist in Reims beim Formel 2-Rennen aufgenommen. Hier setzte Porsche erstmals diesen „Mittelenker“ ein, den Vorläufer des Formel-Rennwagens mit 1500 ccm. Behra gewann mit ihm 1958 in Reims das Formel 2-Rennen gegen schärfste Konkurrenz. Das nächste Foto zeigt ihn in der Avus-Steilkurve mit dem Behra-Porsche trainierend, einen Tag vor seinem Tod. Er fuhr diesen Wagen nicht im Rennen, sondern startete bei den Sportwagen mit einem Spyder. Beim Weiterblättern entdecken wir ihn mit ausgestreckten Armen bei einem Bergrennen: Er fuhr für Porsche einige Läufe zur Europabergmeisterschaft mit, gewann das Gesamtklassement am Mont Ventoux und wurde am Schau-

insland Zweiter (hinter Bonnier). Ein Bild weiter sehen wir ihn bei seinem großartigen Kampf gegen die überlegenen Aston Martin 3 Liter bei der Tourist Trophy in Goodwood, wo er gerade die Schikane knapp vor Tony Brooks passiert. Auf den beiden letzten Fotos sehen wir ihn kurz vor seinem Start auf der Avus, als sich Richard von Frankenberg gerade mit ihm unterhält – das letzte Bild ist die einzige Aufnahme (ein Amateurbild), die es von seinem verhängnisvollen Unfall gibt: Als der Wagen gerade nach oben schießt, Richtung Kante und Flaksocket. Jean Behra hatte 1958 für Porsche in Le Mans (mit dem kleinen 1600er) den dritten Platz erringen können (mit Hans Herrmann zusammen), mit Moss zusammen war er auch bei den 1000 km von Buenos Aires im Porsche Dritter geworden (hinter zwei Ferrari 3 Liter), und er hatte sich auf der Targa Florio mit dem Spyder brillant geschlagen. Jean Behra war insgesamt siebenmal den Großen Preis von Frankreich gefahren, sechsmal den Großen Preis von Deutschland, viermal Monaco (1955 und 1956 war er hier Dritter), achtmal war er in Le Mans gestartet. Jean Behra galt als ein harter, aber sehr kameradschaftlicher Fahrer. Er war ein „Kumpel“ ohne Starallüren, und sein Verhältnis zum Hause Porsche war von Herzlichkeit erfüllt.

Jean Behra was born on 16 February 1921 in Nice and died on 1 August 1959 at the Avus as he pushed his private Porsche Spyder in pursuit of the two factory RSKs of Count Trips and Joakim Bonnier through the rain-slick North Curve with its brick surface where he went into a skid. The car spun at top speed and smashed into a socket along the top edge of the steeply banked turn, a socket left from the war. Jean Behra was one of the Grand Prix drivers who began their careers on motorcycles. He was French Champion four times on a Moto Guzzi before trying sport and race cars for the first time in 1950—at the age of 29. He

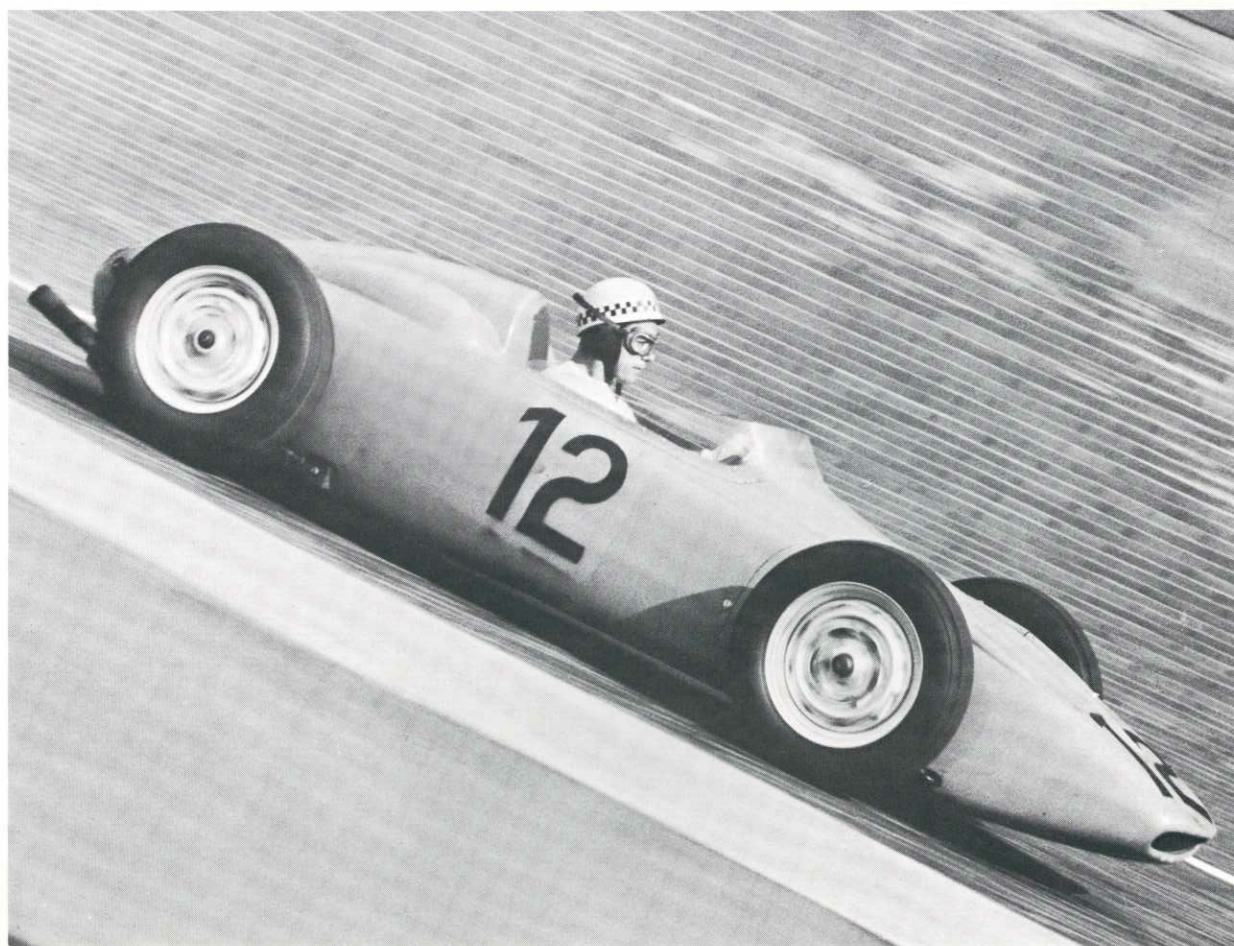
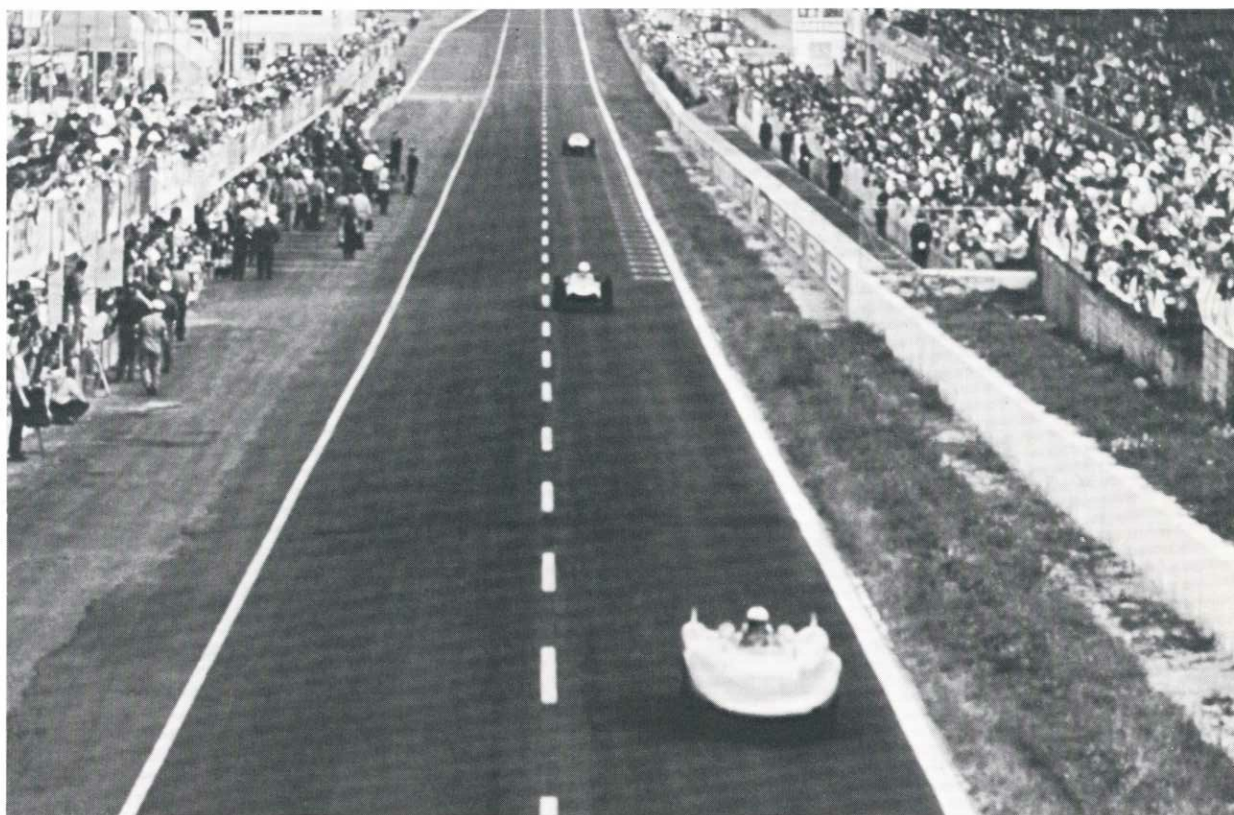


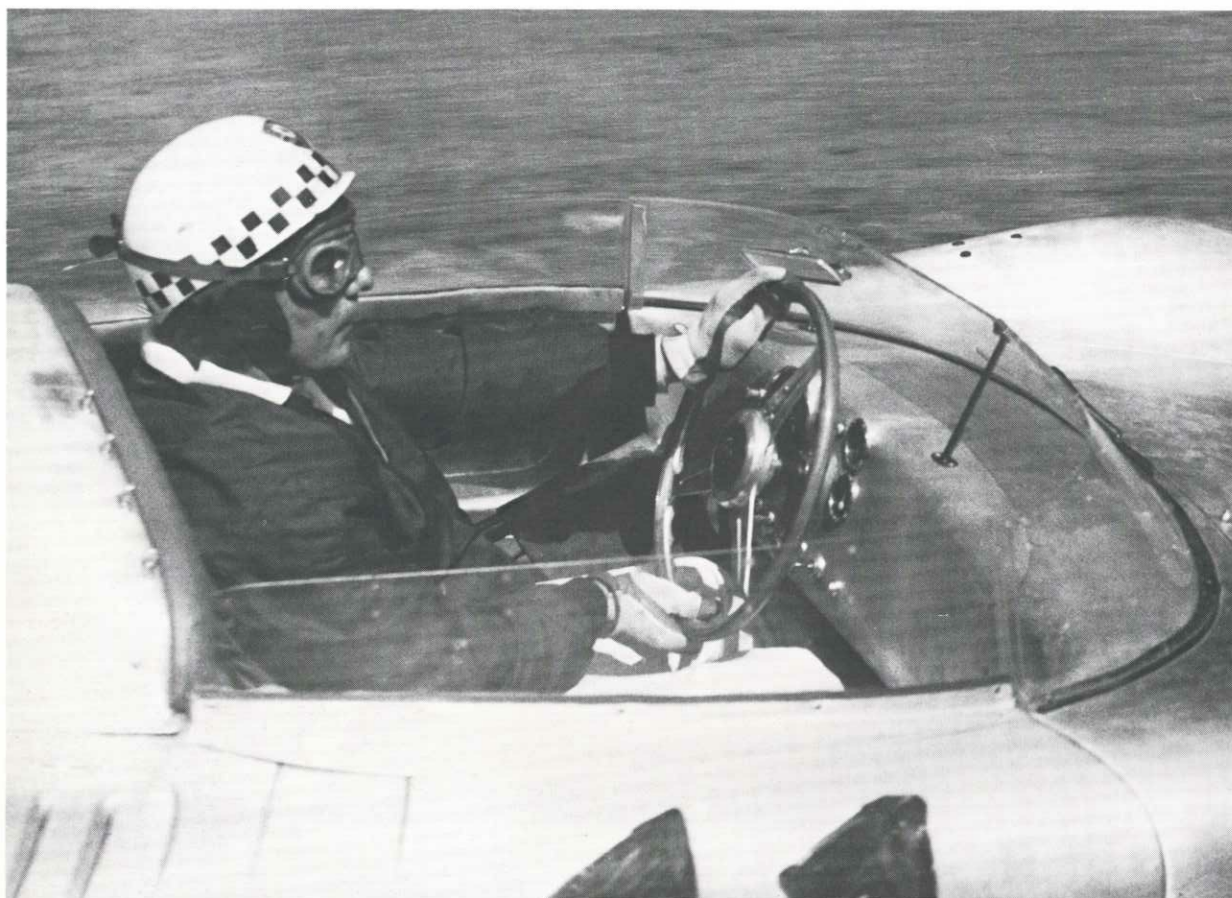


proved very talented and became a member of the Gordini factory team as early as 1951. Gordini was then a talented but relatively poor designer who attempted to use lightweight construction to equalize the lack of performance and reliability. It was seldom that the sport and race cars from Gordini could play more than a spear-carrying role. In the first racing photo we see Behra in 1952 with a Gordini sport car in the Mexican Carrera Panamericana where he led for some time but retired after an accident. During 1951-53 Trintignant and Manzon drove with him for Gordini. In 1954 Trintignant moved on to Ferrari and just once Behra was able to beat the Ferrari with a Formula 1 Gordini: at Pau where Trintignant was second. In 1955 Behra joined Maserati where he drove until 1957. In 1958 we saw him in a BRM and in 1959 he was hired by Ferrari—in the second photo we see him in the Ferrari sport car during the Nürburg Ring 1000 km race. Since he had only a F1 contract with BRM during 1958 Porsche used him in sport car events and he produced fabulous successes for Zuffenhausen at a time where it was still David against Goliath. What's more he built his own Formula 2 racer with Porsche four-cylinder engine. This was the Behra-Porsche used by Maston Gregory in the Grand Prix of Argentina to finish 12th among 24 Formula 1 bolides (in the photo Gregory just ahead of Bonnier in a BRM and the Moss Cooper at Buenos Aires, 1958). In the next photo we see Jean Behra with Vasek Polak—Behra drove several American sport car races with a Porsche Spyder from the Vasek Polak stable. The next picture was taken at a Formula 2 race in Reims. It was the first appearance for Porsche's "central-seater", a forerunner of the 1500 cc formula car. Behra won the 1958 F2 race at Reims with this car against the stiffest opposition. The next photo shows him training in the Behra-Porsche on the Avus bank, a day before his death. He didn't drive this car in the race, starting instead

in the sport car event with a Spyder. Browsing further we find him in a hillclimb with arms outstretched—he drove several runs in the European Hillclimb Championship for Porsche, winning overall on Mont Ventoux with a second at Schauinsland (behind Bonnier). A picture further we find him in a memorable battle against the more powerful Aston Martin 3 liter cars during the Tourist Trophy at Goodwood—he is negotiating the chicane just ahead of Tony Brooks. In the last two photos we see him just before his Avus start as he chatted with Richard von Frankenberg—and the last picture is the only photo (by an amateur) of his fateful accident. The car is shooting upwards—towards the edge and socket. Jean Behra had even managed a third at Le Mans (with Hans Herrmann) for Porsche in 1958 with the small 1600. He was third in the 1000 km of Buenos Aires as well, driving with Moss to finish behind a pair of 3 liter Ferraris and he was brilliant with the Spyder in the Targa Florio. Jean Behra drove the Grand Prix of France seven times in all, the German GP six times and Monaco four times (he was third there in 1955 and 1956). He started at Le Mans eight times. Jean Behra was one of the toughest fighters but always a good opponent. He was a “regular” without star allure and his relationship with the Porsche firm was filled with sincerity.

Jean Behra naquit le 16 février 1921 à Nice et mourut le 1er août 1959 sur l'Avus, au moment où, avec une Porsche Spyder inscrite au départ à titre privé, il dérapa au virage nord devenu glissant par la pluie, à la poursuite du Comte Trips et de Joakim Bonnier au volant des deux RSK d'usine: La voiture se retourna en pleine vitesse et percuta en haut du virage en oblique sur le socle d'une batterie de D. C. A. datant de la guerre. Jean Behra appartenait aux pilotes de Grands Prix ayant débuté leur carrière sur motocyclette. Il fut quatre fois champion de France sur Moto Guzzi, avant d'effectuer, en 1950,





à l'âge de 29 ans, ses premiers essais sur voitures de sport et de course. Il manifesta avoir beaucoup de talent et fut, en 1951, déjà membre de l'équipe d'usine de Gordini. Gordini était à ce moment-là un constructeur très doué, mais relativement pauvre, qui tentait, à l'aide de construction légère, de compenser ce que la puissance moteur et l'endurance ne pouvaient apporter. Les voitures de sport et de course de Gordini ne purent rarement jouer que des rôles honorables de figurants. Sur la première photo de course, nous voyons Behra en 1952 avec une voiture de sport Gordini à la course panaméricaine au Mexique, où il fut un moment en tête, mais dut abandonner pour cause d'accident. Avec lui coururent dans les années de 1951 à 53 Trintignant et Manzon pour Gordini.

Trintignant relia ensuite Ferrari en 1954, et, à Pau, Behra réussit une fois à battre les Ferrari au volant d'une Gordini de formule 1; Trintignant se classa deuxième. Behra se rendit en 1955 chez Maserati, où il resta jusqu'à 1957; en 1958, on le vit chez BRM et, en 1959, il fut appelé par Ferrari – sur la seconde photo nous le voyons au volant de la voiture de sport Ferrari aux 1000 km du Nürburgring. Ne possédant en 1958 qu'un engagement sur formule 1 chez BRM, Porsche l'engagea sur voiture de sport et il attribua à l'usine de Zuffenhausen de magnifiques succès à une époque où l'on se battait encore comme des David contre des Goliath. Plus encore: Il construisit lui-même une voiture de course de formule 1 avec un moteur Porsche 4 cylindres, la Behra Porsche avec laquelle Masten Gregory, au Grand Prix d'Argentine, se classa 12ème parmi 24 bolides de formule 1 (sur la photo, Gregory juste devant Bonnier sur BRM et Moss sur Cooper, Buenos Aires, 1958). Sur la photo suivante, nous voyons Jean Behra conjointement avec Vasek Polak. Behra prit part à quelques courses de voitures de sport sur une Porsche Spyder de l'écurie Vasek Polak. La photo suivante a été prise à Reims à la

course de formule 2. Porsche engagea pour la première fois cette voiture «à pilotage central», le précurseur de la voiture de course de formule 1500 cm³.

Behra fut vainqueur au volant de celle-ci en 1958 à Reims contre une concurrence des plus acharnées. La photo suivante le montre dans le virage en oblique de l'Avus à l'entraînement avec la Behra Porsche, un jour avant sa mort. Il ne pilota pas cette voiture en course, mais prit le départ sur une Spyder. En feuilletant plus loin, nous le découvrons à une course de côte, bras tendus: Il pilota à plusieurs manches sur Porsche au Championnat d'Europe de courses de côtes et fut vainqueur au classement général au Mont Ventoux et se classa second au Schauinsland (derrière Bonnier). Une photo plus loin nous le voyons lors de son magnifique combat contre les Aston Martin supérieures de 3 litres bien supérieures au Tourist Trophy à Goodwood, au moment où il passe précisément la chicane juste devant Tony Brooks. Sur les deux dernières photos nous le voyons, peu avant son départ sur l'Avus, en conversation avec Richard von Frankenberg et la dernière photo est la seule prise de vue (photo d'amateur) ayant capté son fatal accident: Au moment où la voiture file vers le haut, en direction du rebord et du socle de batterie de D. C. A. Jean Behra obtint (sur la petite 1600 cm³) la troisième place en 1958 au Mans pour Porsche (conjointement avec Herrmann); aux 1000 km de Buenos Aires, il fut également troisième dans une Porsche avec Moss (derrière deux Ferrari 3 litres) et il se battit brillamment avec une Spyder à la Targa Florio. Il courut au total sept fois au championnat de France, six fois au Grand Prix d'Allemagne, quatre fois à Monaco (il fut ici troisième en 1955 et 1956), il prit huit fois le départ au Mans. Jean Behra était réputé d'être un pilote rude mais très camarade. Il était un «pote», sans allures de star, et ses relations avec la maison Porsche étaient des plus cordiales.



...TRIP TO HONG KONG

The "Dreiländereck/Lörrach Porsche Club" places particular emphasis on international contact. For instance, cordial friendship has tied us to the St. Gallen Porsche Club in Switzerland for over ten years and our relations with the Zürich Porsche Club are equally friendly, as are our contacts with the Dutch Porsche Club while members of the Austrian Porsche Club are in regular contact.

The PCD is a travel-happy club. It supports a travel department, among others, which visited Bangkok, Bali and Burma last year, and a Hong Kong trip was already planned in 1972. Mr. Trefzer, PCD Secretary, had the idea of writing to the Hong Kong Porsche Club listed in our club register, telling them Porsche friends would like to visit Hong Kong. Could we make contact and establish friendly ties? Not a week passed before President Schlaikier telephoned from Hong Kong.

Our trip began at the end of January 1973 with a Lufthansa flight to Hong Kong via Teheran and Bangkok. We were on the way some 16 hours; not an easy trip as you might imagine but it was soon forgotten in our fascination with the city of Hong Kong.

H. B. Schlaikier, president of the Hong Kong Porsche Club has been a manager for the firm Ibsen & Co/Import-Export for nearly ten years. Since he speaks fine German he got together with Mr. Dörr, a German, through Jepsen Motors, the VW-Porsche importers. Dörr is service manager there and visits Zuffenhausen at least once a year as a contact man. Of course he knew about the German and foreign Porsche clubs so he founded the Hong Kong Porsche Club in Asia. As Mr. Dörr explained, many interested people turned up and Mr. Schlaikier, a Porsche driver himself, became president.

The Porsche Club of Hong Kong draws some forty members from the surrounding area including Macao. They are well-to-do Europeans and Chinese who can afford to drive a Porsche in Hong Kong. The Porsche is more of a prestige car there since drivers lack opportunities to use the potential in a European manner. Some members, curiously enough, even use chauffeured Porsches—being driven to and from the office—simply because there is no place to park in Hong Kong. On that subject—when we complain about traffic density in our cities or about poor parking, we can't imagine the catastrophic conditions in Hong Kong. Yet there are good roads too, wide and divided, crisscrossing the city. Each side will hold six or eight cars, however, all driving on the left.

Traffic is permanently blocked in the small side streets. In conjunction with this, city air is polluted, hardly news to Europeans though humidity is an additional factor in the east. After all this runs 90 to 98% in the summer. Temperatures during our stay ran from 75 to 85 degrees—still bearable.

Of course the question arises—what use is a Porsche in such traffic. As mentioned before it is the pure joy of this beautiful car which moves them to keep one. There is only one possibility—as Mr. Dörr explained it—for driving a little faster and that is illegal: using the longest underwater tunnel in the world, completed in 1972 to connect the city of Hong Kong with Kowloon peninsula.

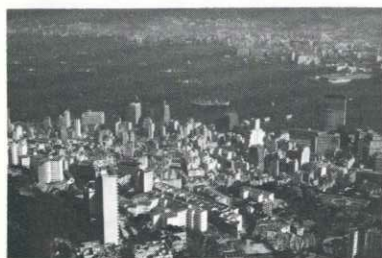
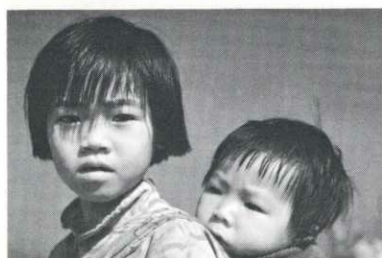
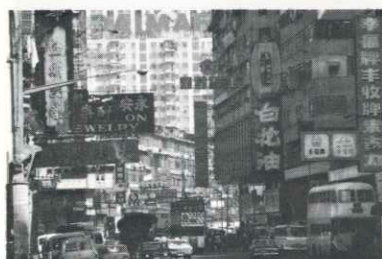
It is surprising how much sporting activity touches the Hong Kong Porsche Club. Races and rallies are held—in Macao and the Philippines—with events planned for the New Territories soon as well. These are sponsored by various motor clubs in southeast Asia as well as by the Porsche club.

Mr. Schlaikier showed us a story on the Hong Kong Porsche Club which reached the world's press some eight years ago and might be remembered by many readers.

At that time Jepsen outfitted a specially-prepared VW Cabriolet with sun umbrella etc. and then emulated the famous Hong Kong Ferry, sending it on a swim of some 2200 yards from Victoria to Kowloon.

There are a few "B" and "C" models in the club but most drive the 911.

The speed limit in built up areas lies between 15 and 25 mph with 35 allowed on the highways. This is naturally impossible for Porsche drivers so our friends winked when we asked if they kept to the limits. "Oh, we find a way around," Mr. Dörr replied, "just as you do in Europe."



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HOMMAGE à la 356

Betty Haig drove many races just before and after the war, piloting a BMW 328, and she was one of the few women to start at Le Mans (before that was forbidden in 1952). In 1952 she achieved a 15th in a two liter Ferrari sport car shared with the French lady, Mme. Simon. For many years her private car has been a Porsche which she writes about and which we show before and after restoration. She sent the following tale.

"... You may remember that in the summer of 1970 I wrote and told you of the rather surprising discovery of my little early 1951 Porsche, still with its original 1086 cc. engine? Now, after two years, it is about time that you had some of the rest of the story, so here it is -pictorially!

No subsequent history on this car has ever come to light, its use after importation into England in October 1957 is still a mystery; we do know that it never appeared at AFN (Porsche GB) which is surprising, as most Porsches usually find their way there! The Workshop there had never seen a 1086 cc engine—not even George Sneath who used to work on my 328 BMW engine a good many years ago! As the car still had on an old 16" Continental German tyre, it may not have been in circulation much in England, this could be the reason why it is the only pre-1956 Porsche that I have seen which had escaped "modernisation" of components, with the sole exception of a 356A steering wheel. So, all the instruments are original, as is the back bumper, flasher bowls, etc. The front bumper had, however, to be fabricated with much labour, from a very decayed one from a late 1951 Porsche, which was completely different in the fitting shape. The polished alloy top strip to it, which is a perfect match to the original rear one, I bought (and made up,) from an Oxford caravan builders firm!

So, after two years work, with much help and advice from

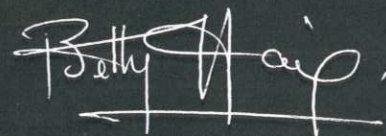
several kind friends in the Porsche world, the car is at last finished—almost! The original little engine we hope to have running very soon now; all is ready except the cylinder heads, the damage to which has been the main mechanical problem, but at last it seems to be solved. In view of the unreplacability of some components in this early engine, it is necessary to have a suitable type of spare engine for the non-synchro gearbox. I have quite a nice early 1956 1582 N type which is propelling the car at present.

This car was the "guest of honour" at the Porsche Club of GB's 1972 "Weekend of the Year". This year it was based at a delightful hotel near the Welsh mountains; on arrival the little Porsche was carefully wangled up through the front door by several strong men, into the entrance hall where it sat for the duration of the weekend, shining silver cellulose polished to a blaze!

In the pictures you will no doubt notice the original black rubber mouldings that formed the rear quarter-lights on these early cars; also the narrow type petrol tank with clamp fastenings at each side, instead of straps. Also of course the carved wooden sills to doors and rear windows and the original early door catches—different from even those of the 1953 cars. This restoration sometimes had its daunting moments, but with such an original find, it just had to be done!

Last summer I bought from Dawson Sellar the 1955 Speedster that he had, (he is as you may know, at present working at Porsche-Zuffenhausen and had the car out there for a time.) It was registered in this country and we are glad to keep as many early Porsches as possible for our Historic Register, which is now growing surprisingly fast! The Chassis No. of the Speedster is 80514; it obviously started life as a French owned competition car, Dawson told me that he believed that it had competed in the 1955 Mille Miglia; I don't know if you would have any knowledge of this one? It is so useful if we can trace any Histories for the Register.

It had got into a fairly bad state, so much welding is being done this winter by a good man. It will be restored to original French blue colour, but probably not such a deluxe restoration as the Coupe as I have plans to use it next summer. (I seem to have suddenly become a three Porsche owner at the moment, with the 911!)"



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