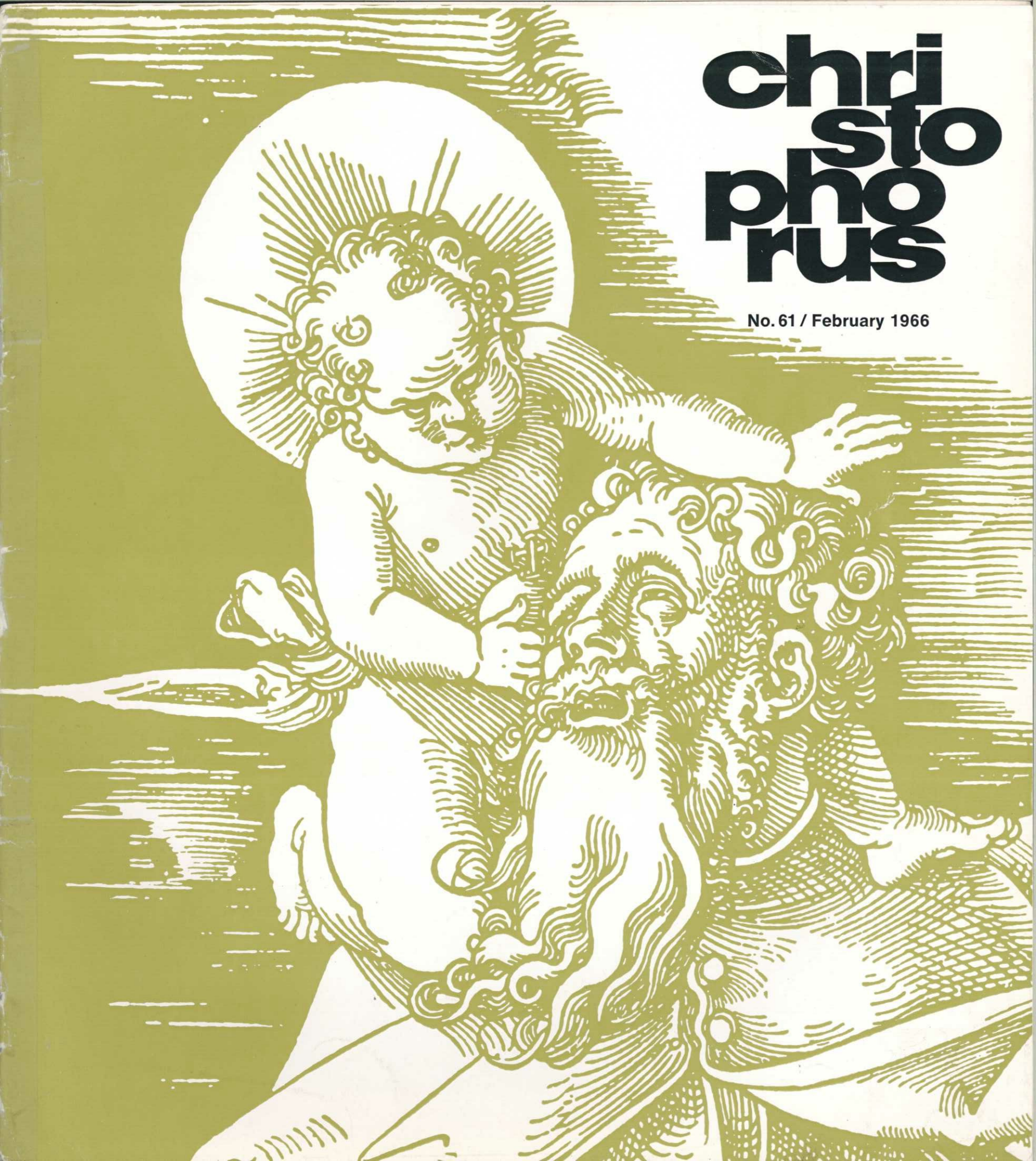


chri sto pho rus

No. 61 / February 1966





This almost unknown, colorful Christophorus
(from the side panel of an altar)
is found in Zagreb.

J. E. Schuler of the Schuler Publishing House, Stuttgart,
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Zeitschrift für die Freunde des Hauses Porsche

**chri
sto
pho
rus**

This edition features

Wulf Gaertner drove his 356 from Los Angeles to El Salvador, the length
of Mexico and report on his trip
on page 4

The General Secretary of the ADAC has one of the most interesting
Christophorus collections. More about it (and many photos)
on page 16

Dieter Korp looks into the question of whether it makes sense to double-clutch
when shifting a synchronized gearbox
on page 27

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pictures of Formula V, you'll find "family news"
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"Customers around the World"—and among them are Lord and Lady Casey:
It was a sensation when the Governor General of Australia chose a 911 for his
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Ladies and Gentlemen

A few weeks ago I read an article in an American magazine, Newsweek if I'm not mistaken, dealing with the psychology of car buying, or rather with that of the car buyer.

Why, they asked, will one group lean to sport cars, drink cognac and spend its holidays on the Italian Riviera while another segment with the same income level likes to travel in a station wagon, drink beer on vacation and spend it at the Grand Canyon—staying on home ground?

Well, you can't simply use American choices in drink and locale without certain reservations for Germany of course. The Italian Riviera is pretty extravagant for Americans while few Germans even mention it any more. They'd have to visit Beirut or Yalta to form a comparable discussion basis and instead of Grand Canyon you could say Black Forest or the Rhine. And there is considerable difference between an American in a German car and a German driving an American vehicle.

Despite this we can easily understand what they mean with these classes. Certain human instincts will lead to reactions having no basis in income or intellectual pretensions. Certain mannerisms run through all levels while you can find certain major contrasts within one social level.

The Americans are very methodical about such things, using a great deal of statistical research. The almost legendary Kinsey report is noth-

ing but a sober statistical compilation really. In our case ("who buys what for a given income") a university has spend three years asking specific questions of 25,000 people. They were asked, among other things, whether they classify certain automobiles for instance as "something for the rich", "something for my income level", or "something I don't really need".

The survey found that even within one income group there are two paths. One sub-group says immediately that the more or less luxurious sports car "is nothing for us", while the other sees it as something for the rich but they would like to have one and would buy one if they could manage on their income.

Questioned more closely the surveying team found this second group generally very optimistic in nature. These people believed a certain level of luxury was within the reach of their group and said in particular that new shapes and types of products are highly welcome to them. They yearn for access to higher social spheres.

On the other hand representatives of the first type said they would be criticized by friends for surrounding themselves with new or unusual items. You could almost see a fear of anything strange and a certain pessimism about their financial status.

When asked what car they would have if entirely independent financial-

ly and beyond the need for saving, the one set did say they would certainly buy a Rolls-Royce or at least a big Cadillac while the others stated they would stick to a normal Ford or Chevrolet class.

The professor running this poll named the two so obviously different groups the passive and creative consumers and found that this grouping runs vertically through all levels of race, religion, national background, education and income. Members of the creative consumer group have considerably better understanding among themselves than two people of equal social rank from opposite sides of the vertical line.

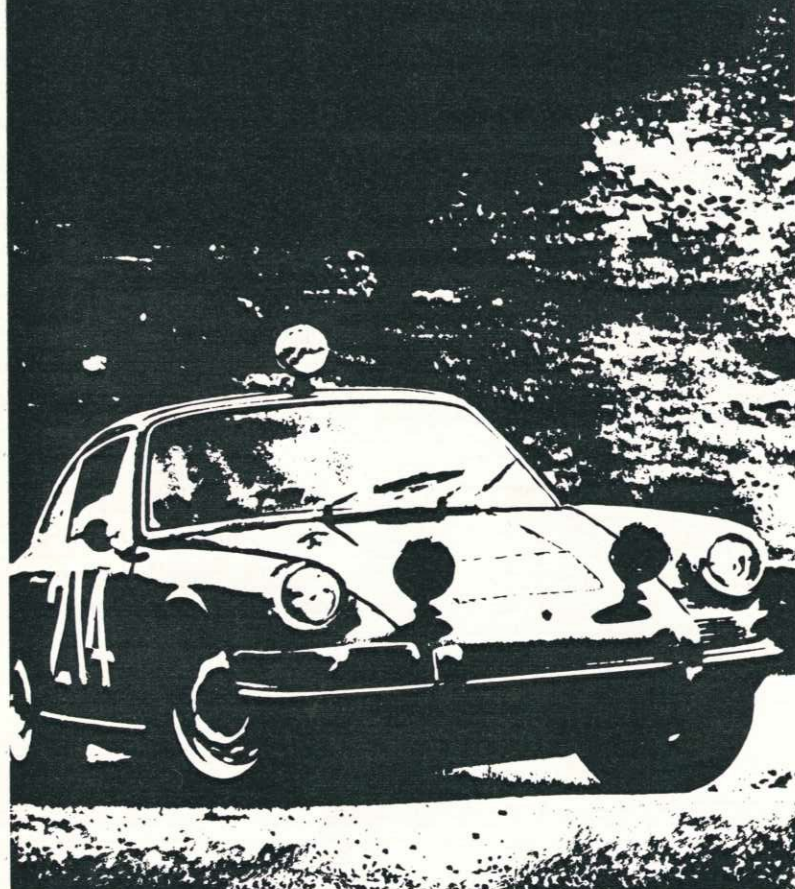
I realize you must be very careful of giving your vote to the creative consumer side without further testing of course. There is always the danger there of the vulgar display of wealth, of social presumption.

But I would like to think a German pollster would rank the Porsche as aimed at the creative consumers. It favors that optimism and inclination to recognize innovation, to find new shapes interesting. These people have a tendency to measure themselves against the peak performance and then deliver the goods—in short have inner activity. I believe such qualities are closely reflected in the purchase of an automobile and would almost insist that we can see clearly to which group you belong from the automobile you drive. I have nothing against passive con-

sumers and would refuse to turn this into a quasi-moral evaluation. Most people are certainly passive consumers. You count on them when running a business, going into politics or driving on the German highways. I am only annoyed when the passive group lables the creative one "playboys" from secret envy.

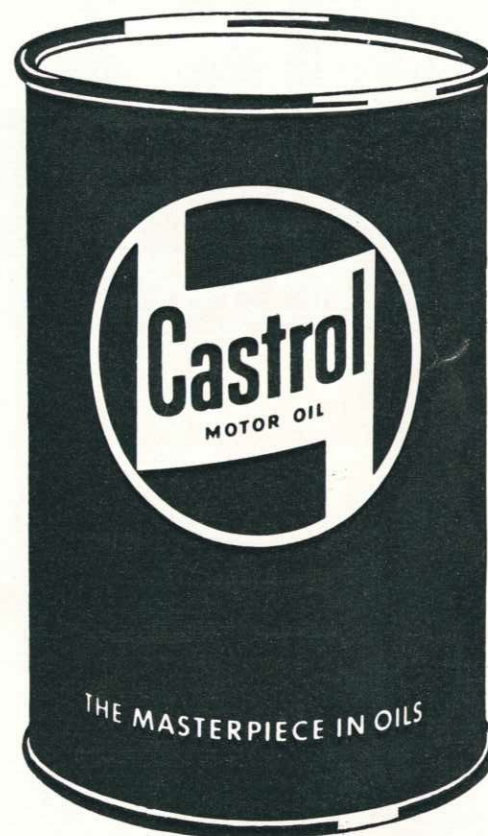
It is such a small step from the automobile you drive to your mannerisms.

PORSCHE-FAHRER...



Porsche und CASTROL – zwei weltbekannte Unternehmen mit verschiedenen Produkten. Aber zwei Marken, die vieles gemeinsam haben. Weltmeisterschaften und nationale Meisterschaften, Gesamt- und Klassensiege in Rennen und Rallies, Erfolge ohne Zahl sind mit diesen Namen verbunden. Siege, die unter härtesten Bedingungen erkämpft wurden. Leistungen, die beiden Marken Vertrauen und Hochachtung in aller Welt einbrachten. Porsche-Fahrer wissen, warum sie CASTROL wählen.

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CASTROL MOTOR OIL

THREE YEARS BEFORE THE OLYMPICS

TO MEXICO

A report from Wulf Gaertner,
who drove from Los Angeles to El Salvador
through Mexico and Guatemala

My story of this trip begins not with my Porsche at all but with a plain black Volkswagen in Los Angeles. If you've ever been in LA you'll know you can't get around there without a car and I was stuck. I had put the Porsche on a boat in Hamburg but when my plane landed in Los Angeles the car had not yet arrived. And though I like walking that form of locomotion was out of the question because it must be at least 60 miles from one suburb of Los Angeles to another and there isn't a streetcar, railroad or bus in our sense. People simply have cars. Those without do no business and visit no friends.

Fortunately I did have a Porsche-friendly acquaintance in Los Angeles, a Porsche driver who is VW/Porsche dealer Jack McAfee. He helped me through the drought with a VW until my Porsche finally appeared at San Pedro harbor, almost undamaged. (Jack McAfee was a very well-known race driver with many Spyder wins.)

Even those who've never visited the US can easily imagine that with such distances and traffic density within one city they can't live without freeways: eight lanes and very impressive when you see interchanges of up to five layers crossing over and under one another.

Boulevards worth mentioning—Hollywood Boulevard where they have golden stars in the sidewalks with the names of famous movie stars and where the action, especially on weekends, reminds you of the Reeperbahn of Hamburg. So many people who want to see or experience something.

Far more impressive is a ride down Sunset Boulevard at dusk. Hollywood is built on hills and you have a fabulous view of the city lights.

After spending a few days in LA I prepared myself spiritually and morally for the 3000 mile tour through Mexico and Guatemala while my

friend Jack McAfee gave the Porsche his tender care.

The freeways of California and America in general, are beyond all criticism but every foot naturally itches to step down. You are only allowed 65 mph and sometimes average no more than 60, within the reach of a VW 1200 after all.

The further south we got the sparser the vegetation and around Indio/California we crossed a piece of desert with occasional date palm groves, reaching the Arizona border in the evening. With little traffic we pushed brashly and prayerfully on the pedal and touched 80 though the Americans have excellent signs reading 60/55 for day/night use. Your headlights cause the 55 to glow with the 60 almost invisible. A very good system. We were equally impressed as German tax payers by a sign on a construction zone which said something like, "friend, your taxes go for road building." I don't know whether they have heard of side-tracking traffic income in the US, but they always seem to have the means to build really generously and with the long-term view.

As I cruised along at 80, thinking no evil, a red light suddenly appeared in the mirror. Since this has special meaning on the Reeperbahn I was thinking that the Americans had managed another very special service and was greatly disappointed to find it was a traffic policeman but immediately shoved my car papers under his nose. He informed me at some length that I had exceeded the speed limit and the costs to which this might lead. I already saw myself paying 50 bucks when he said: "Now your wife thinks I'm giving you a ticket but you get a free warning." I thought this particularly noble and then he told me his grandfather had emigrated from Germany. We parted friends.

Wieviel Reifen braucht Ihr Auto?

Im Sommer? vier – klarer Fall. Und im Winter? acht? Oder zwölf? Oder sechzehn? Im Winter gibt's nicht nur Schnee. Es gibt Eis. Tückisches, glattes, gefährliches Eis.

Und Matsch. Und nasse Straßen. Und trockene Straßen. Mehr als man glaubt. Aber nicht mit Voranmeldung. Nicht fein sortiert. Sondern durcheinander und unverhofft. Wieviel „Beine“ also? Wie-

viel Reifen für Ihr Auto? Antwort: Vier, mit den Vorteilen von sechzehn. Auf jedes Rad einen. Dieser Reifen heißt Cortina von VEITH-PIRELLI. Er hat Spikes für das Glatteis, Stollen und Führungsrillen für den Schnee. Feinprofil für

die trockene Straße; und er ist asymmetrisch. Das ist wichtig für die nasse Kurve. Der ideale Reifen für den ganzen langen Winter und für jeden Straßenzustand.



VEITHPIRELLI (Cortina asymmetrisch M+S Eis)



Großartige steinerne Dokumente weisen auf jene Zeit zurück, ehe Cortez in den Jahren 1519 bis 1521 das Reich der Azteken zerstörte . . .

Fabulous stone documents recall a time before Cortez razed the Aztec kingdom between 1519 and 1521 . . .

Imposants témoins du passé, des pierres ancestrales évoquent ce que fut l'Empire des Aztèques avant d'être dévasté par Cortez pendant les années 1519 à 1521

The trip through Arizona to the Mexican border was not particularly varied and the next noon we reached the border at Nogales where we filled up with American gas since even super in Mexico has built-in ping. Will it be better by the Olympics?

My wife and I had lived some years in Mexico, Guatemala and El Salvador and when we met our first Spanish-speaking Mexicans we felt more or less at home. Their customs and habits are very formal, particularly in the case of traffic accidents (in some circumstances you can be locked up on the spot and held some time), so I bought additional liability insurance at the border. When I took out my wallet to pay for the policy and said, now the most important item, your money, the Mexican replied spontaneously: "Oh no there are far more important things in life." To the question of what, he said, friendship and love. . . . Such a remark is characteristic of these people. Of course they will do you in and see they get their share from every tourist but on the other hand are capable of doing the most amazing things out of pure friendship and even accept material sacrifices which would astound you.

As we reached the customs I was already wondering about the very prompt handling, with no luggage control. In previous years you had to wait a considerable time and pass out considerable propinas before you were finally cleared. I was about to Porsche on when the customs official asked: "I wonder if you won't give me a tip now, as I haven't even opened your bags." Since this made sense I gave him a dollar but had the misfortune to see his boss arrive. So as a saving he got a dollar too and having spent two bucks for something you get free at any border in our country we drove on south in good spirits and decided they are all crooks but the graceful kind so you

can't be annoyed. Incidentally, all control officials were pleased when we tried to speak Spanish.

There are five main asphalt roads from the US to Mexico City, roughly up to the standards of a German highway, but since the country runs for over 2000 miles traffic spreads out and we even touched 100 on some stretches. The only—but very acute—danger were donkeys, horses and cows which cross your path and from time to time we'd seen a donkey or cow which had been hit, as well as many run-over dogs. The carrion vultures were usually at work already, absorbing these animals until only neatly gnawed bones remained. If you rush along too fast it is possible that one of these birds rising lazily from dinner will hit the roof or even windshield of your car.

Our first evening in Mexico was spent in Guaymas on the Pacific coast opposite the Baja California peninsula. It is a small, idyllic fishing and bathing resort with little tourist business, located in a charming little bay. Our motel with a big yard was right on the bay and it seemed more than unreal that only a short time before we'd been in chilly Germany but now relaxed under palm trees to Mexican music under the tropical sky, drinking Mexican wine and could even swim in the ocean afterwards. We'd gladly have spent a few days in this mood away from everything.

The next morning we left for Mazatlan, along on Mexico's Pacific coast. It is a harbor and bathing resort, becoming more and more popular since Acapulco further south gets ever more overrun. On our ride to Mazatlan we noted particularly the immaculate road markings with warnings about animals, pot holes and what have you. Despite very sparse population you keep seeing school signs but there is really a strong movement in this respect and the number of illiterates is relatively low.

We spent a weekend at Mazatlan in a charming "house" right on the beach. It was more properly an apartment hotel with kitchenette, bath and other comforts for ten dollars a couple.

It is quite an experience in Latin American countries to visit the market not only for the many wares but particularly for the types you see from all stratae of population. Incidentally I noticed, not only in the market but generally, that every second or third woman was pregnant and you can easily imagine that the Mexicans will soon have sufficient population.

Since Mazatlan is located on the Pacific we looked forward to a swim in the ocean but unfortunately the temperature must have been some 80–85 degrees and so unrefreshing that despite the ocean we preferred the hotel pool. On our trip a few days later we reached the state of Jalisco and found much richer vegetation than in northern Mexico, with agriculture to match. They plant wheat, sugar-cane and agaves in particular. Guadalajara, the capital of Jalisco, radiates a special atmosphere as the home of the Mariachis. Any evening around the plaza or in a restaurant you find groups of strolling musicians fiddling and singing and the music reaches everyone for its rhythm and their playing with heart and soul.

In Guadalajara I found our route would pass near Parícutin a volcano which erupted fifteen or twenty years ago burying a whole village until literally only the church steeple-tip peeked out.

The way was called very adventurous and unsuitable for a Porsche and besides you have to do the last part on a mule.

Since we thought our trip too civilized up to then anyway we learned the details and then tried to give our

friendly guide the usual dollar but he refused it much to my surprise and told us that the Mexicans are very pro-German and particularly interested in our east-west problem. We parted with a grand abrazo and started for Parícutin. For some 12 miles the road was good but it changed then to corduroy with pot holes and serpentines. We'd been told that at a certain point we'd have to leave the car and rent mules. So when we met a man with enormous beard and piratical face who was named Jesus to top it all, we weren't surprised that he intended to join us in the Porsche. It was hard to convince him it was a two-seater because in Central America almost any car is overloaded by 100%. The nine-seat VW bus for example often serves 18 or 20 people.

Since Jesus couldn't go with us he recommended in the next village a Señor del Cruz but before we arrived there to rent mules a young man stopped us at the entrance to show his license and offer to take us on mules to the buried town. The "road" had since deteriorated to lava dust anyway and I wondered after a look under the engine lid that you could find the engine at all or that it ran because this dust gets into every pore.

Meanwhile it was only an hour to dusk and when our guide brought five dubious looking types and the mules we didn't feel too gullible since these characters spoke only some Indian dialect and no Spanish and we knew of course that tourists used to "get lost . . .".

We had to leave the Porsche in the hands of these brigands and ride with our guide Jorge some three-quarters of an hour over stick and stone before seeing in the distance an enormous grey-black mass with the tip of a steeple peeking out. Coming closer the picture was unique and almost ghostly with this



buried town in the evening sun and not a speck of life—just lava and a steeple-tip. After another 45 minutes we were very relieved to find our Porsche in fine fettle, carefully watched by the five dangerous-looking types. After distributing proper tips we started back in the dark, missed a turn and got stuck deep and firmly in the lava dust. With the jack and a few banana leaves under the wheels we got rolling again to overnight in a motel in Uruapan near Parícutin.

There we fell into a chat with a very nice Mexican over breakfast the next morning. He travelled for General Motors and insisted on showing us the fabulous park of Uruapan which we didn't regret. It isn't artificial but a wild park with every kind of tropical vegetation.

Our friend displayed Mexican hospitality again and not only invited us to his house but also gave us a bottle of tequila, the agave brandy with a life all its own.

Meanwhile we had driven some 1500 miles since Los Angeles and were still some 600 from our next goal, Mexico City. The whole route is about the same as Hamburg to Casablanca while Mexico stretches over 2000 miles from north to south.

So we pressed on southwards. They had told us something of the Mariposa fishermen on a lake near Patzcuaro where they catch a fabulous fish like sole but far more tender with butterfly nets. The morning view is wonderful as hundreds of these men ply their nets. In the afternoon we took a motorboat to an island in the middle of this Patzcuaro lake and there found some of the native life which you only find unspoiled in such places. Most people live fairly well on fishing and hardly speak any Spanish. There is one of the Indian dialects of which Mexico has over 60 basic ones.

Links: Eine Sandstraße, die bis auf 4000 Meter Höhe führt, am Fuß des berühmten Popocatepetl. Darunter: Herrliche Seen in mexikanischen Hochland. Hier ein Fischerboot auf dem See von Patzcuaro

Left: A dirt road leading up to an altitude of 13,000 feet, from the foot of famous Popocatepetl. Below: Dazzling lakes in the Mexican uplands. Here a fishing boat on Lake Patzcuaro

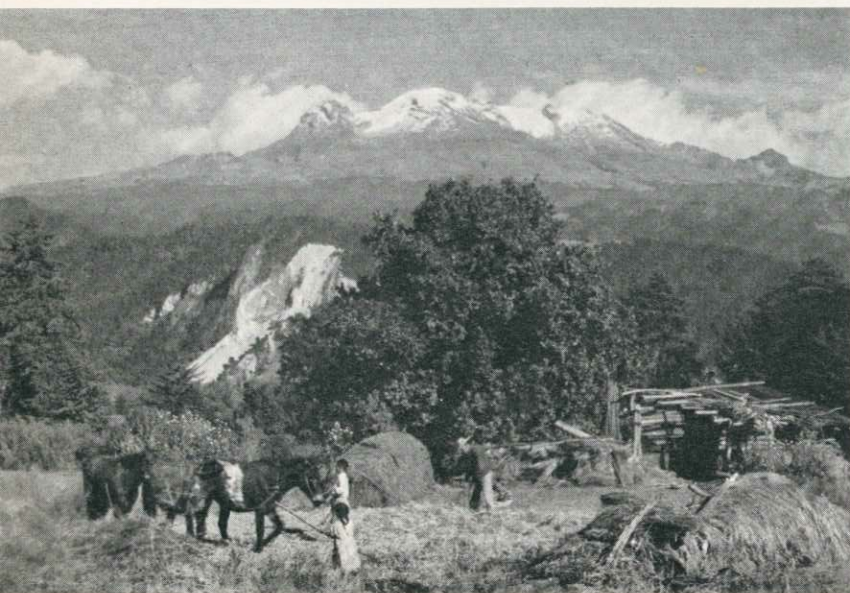
A gauche — Une route de sable, qui s'élève jusqu'à 4000 mètres d'altitude, au pied du célèbre Popocatepetl. Au-dessous — Des lacs magnifiques dans la région des hauts plateaux mexicains. Ici, un bateau de pêche sur le lac de Patzcuaro



Das Bild rechts ist ganz typisch für Mexiko . . . typisch ist nicht nur der Hut dieses Mexikaners, sondern auch die „Patio“, der Innenhof seines Hauses, typisch sind die Ziegel, typisch ist die grelle Sonne auf den Steinen

The right picture is typical of Mexico . . . not only the hat on the Mexican is typical but the patio as well, the inner courtyard of his house. The bricks are typical, and the burning sun on the stones

La vue de droite est tout à fait typique pour le Mexique . . . non seulement le chapeau de ce Mexicain est typique, mais aussi le «patio», la cour intérieure de sa maison, typiques sont également les tuiles, typique le soleil éblouissant sur les pierres



Unten links: Neben dem Popocatepetl ist der Ixtaxiuhatl nicht nur der höchste, sondern auch der bekannteste Berg Mexikos. Vorne mexikanische Bauern, die ihr Feld bestellen

Below left: Next to Popocatepetl you find Ixtaxiuhatl, not only the highest mountain in Mexico but also the best known. In the foreground Mexican farmers working their fields

En bas, à gauche — A côté du Popocatepetl, l'Ixtaxiuhatl, la montagne la plus haute est aussi la plus connue du Mexique. En avant, des paysans mexicains cultivent leur champ



The last stretch ran from Patzcuaro to Mexico City, and much of it was famous a dozen or so years ago as part of the Carrera Pan Americana. You drive well-built curves and serpentine up to ten thousand feet and down again to barely 3000. We hardly got the SC 95 out of second but it was made to order for that course and want to or not you catch yourself "racing" because the roads and car are so tempting. Some 30 miles outside Mexico City we found a fine freeway just past Toluca. Incidentally you notice the power loss strongly at that altitude.

Mexico City is for drivers who are used to living in the thickest city traffic with a brash mood and a prayer. Accelerator, horn and brakes are the principles and when the brakes fail the horn must be louder though almost every car, down to the oldest, has good brakes because they drive so snappily, passing left or right and giving side roads precedence over main ones.

The city is laid out a little like Paris with very wide boulevards and avenidas, the longest of which is over 13 miles long, crossing the city from north to south. By the way the arbitrariness and corruptibility of the police is legendary. I heard this from all sides despite of my own love of the land, and once experienced it myself when one front wheel climbed the curb momentarily as I parked. Two policemen of the traffic patrol saw this and while one discretely held back the other approached and told me this was forbidden in Mexico and cost 200 pesos, about 15 dollars. It did no good to explain I was a foreigner and didn't know the local customs. 200 pesos was his final word or I'd have to visit the station. My Mexican friends told me this can take hours so you will agree to pay. Since I was in a hurry I gave him 2 dollars which he refused brusquely

with the remark "I say 200 pesos señor and you offer me 25". But since he wanted to drag me to the station I finally gave him 50 but this didn't make him happy either and he said that he wouldn't take it but as a favor would cut the fine to 75 pesos. Since I considered even that too much and he wouldn't take less I said: "You are a high officer and can't accept 50 pesos so I donate them to your children. Adios, good-bye"—and I simply drove off, followed by "pleasant trip señor". Though you are usually taken in by these exchanges in Mexico it is done graciously and I always enjoy it there.

From Mexico City south to Pueblo there is an unbelievable freeway which sometimes tops 10,000 feet with really unique views of Popocatepetl all the way, its peak always covered in snow while you never see snow otherwise.

That evening we arrived in Oaxaca a small town surrounded by the old Toltec, Olmec, Zapotec and Maya cultural centers. Monte Albán in particular is very impressive as a former settlement of these people with many ruins of earlier temples, sacrificial grounds, observatories and such nearby. I had studied a little Mexican history and we found a guide who took part in excavations there for 17 years and could talk with great vividness. It would be too much to go into detail here but in this connection we learned that the Mayas calculated a calendar far more accurate than our Gregorian.

Human sacrifice was common to all the tribes noted above and they not only sacrificed prisoners but even the nobles found no higher honor than self-sacrifice to make the tribe's peace with the gods.

One ruin reminded us of a sort of grandstand the size of a tennis court with spectator seats up each side.



They explained that two teams played there with a ball which could only be touched by shoulders, knees or elbows. The game often lasted several days and the leader of the losing team lost completely—he was sacrificed on the altar.

From Oaxaca we moved on to Tehuantepec on the isthmus of the same name. This is the narrowest spot between the Atlantic and Pacific coasts and many pointed out the unpredictable winds to us, the cause of numerous accidents. Indeed we saw two or three vehicles in the ditch along a straight stretch near Ventosa (windy), in particular a truck and trailer which had been simply overturned by this wind. We were happy to drive under it in our Porsche and late that afternoon arrived at Huixtla, the valley station of coffee finca Hamburgo to which

we were invited. From Huixtla at some 5000 feet there is a corduroy road to the finca and it was arranged that we would call for a Jeep by radio from the valley. The road ran for some 25 miles and we were eager to surprise our friends so asked if you couldn't make it in a normal car and were told the finca owner had taken his 220 S up which made it even more of a challenge and we set off.

But they had forgotten a small fact, namely that the finquero had done it before the rainy season when the path was immaculate while we came after the rains. It wasn't too bad at first and when the first large stone hit the bottom of our car I stopped to see if it had gotten the sump but we were okay. Then the path got worse. Big trucks had made such deep ruts in the already narrow road

during the coffee harvest that we were riding with one wheel on the center hump and the other of necessity on the edge. Even this wouldn't have been so bad if not for the head-size stones left by the rain and sometimes we could literally move only with slipping clutch over rubble and soaked clay.

Meantime our course went through the deepest bush land and we had to go on, like it or not, though we'd gladly have given up because it was obvious only Jeeps or Unimogs could move there. It hurt every time the car skidded over the rubble instead of rolling along and I can honestly say I silently thanked Stuttgart for building a car dependable on nearly impassible paths, over high mountains or down long straights.

After two or three hours and just when our friends were about to radio

the valley from their finca to see if we had been spotted we honked and these people who knew the path only too well couldn't believe a Porsche had made it.

The finca and manor house have everything without exception, a small principality in itself. We could relax from the strenuous ride with a tall, cool whisky and soda.

The next day we examined the finca. The father of current owner Harald Edelmann came to this land several decades ago and as a true pioneer laid the cornerstone of what we admired, starting from scratch. With an annual coffee harvest of 12,000 hundredweight it is one of the largest in the country. They first made the land accessible with homemade roads, then built a first-class school and athletic field and housing for the workers. An enormous kitchen auto-



Links: Die schwimmenden Gärten nennt man das, zu finden bei Xochimilco in Mexiko. Das merkwürdige Zelt Dach der Boote dient dem Sonnenschutz

Left: They are called the floating gardens, at Xochimilco, Mexico. The fascinating boat roof serves as a sun shade

A gauche — Les jardins flottants, comme on les appelle, se trouvent près de Xochimilco, au Mexique. La curieuse tente des bateaux sert à se protéger du soleil

Rechts: Der Strand von Acapulco ist inzwischen international bekanntgeworden. Wer von uns möchte nicht in diesen Hängematten liegen?

Right: The beach of Acapulco has become internationally famous. Who wouldn't like to lounge in one of these hammocks?

A droite — La plage d'Acapulco est maintenant connue à l'échelon international. Lequel d'entre-nous ne voudrait pas s'allonger dans ces hamacs?

matically turns out the flat corn-cakes or tortillas which every Central American eats in such quantities and a large storehouse near the kitchen is filled with supplies so that the finca is self-sufficient in the rainy season for as long as three months.

With one or two exceptions our friends employ only Mexicans and what these people learn of business from our countrymen seems far more valuable to me than any development aid.

There was a very reasonable road from the finca to the Guatemalan border and when we arrived at Mexican customs it was to learn that the official in charge had unfortunately just left for lunch and wouldn't be back for two hours. The same old game. We said we were in a hurry and wanted nothing free. Surprise, surprise, the official we needed ap-

peared after making sure in a quiet chat with his assistant that there was a tip coming. I gave some 10 pesos but was informed coldly that the rate was at least 25 pesos. At the Guatemalan customs we had to pay again but this time got a receipt for it. Still it was twice as expensive as the voluntary contribution leaving Mexico.

After the border we had to climb some 10,000 feet, some of it on near-impassible roads and to my disgust the engine sputtered and finally went onto three cylinders. Despite this it was a surprise to find that at this altitude and on three we moved ahead faster than a jeep we passed. But we weren't too happy and thus glad to arrive in one piece that evening in Quezaltenango, the second-largest town of Guatemala.

Guatemala's population is about 60% pure Indian (Maya), 30% mes-



Straßen in Mexiko, könnte man als Überschrift nehmen: Die Haupt-Durchgangs-Straßen befinden sich zumeist in vorzüglichem Zustand, so wie hier die autobahnartige Strecke Mexiko-Puebla (mit dem Popocatepetl fern im Hintergrund), – während man zur Kaffee-Finca Hamburgo im Innern des Landes nur auf „Buschwegen“ gelangen kann

You could title this, roads in Mexico: the main thoroughfares are generally in first-class shape, like this freeway-type stretch from Mexico to Puebla (with Popocatepetl in the background) – while you have to resort to forest tracks to reach coffee-finca Hamburgo in the interior

«Routes du Mexique» pourrait-on intituler cela. Les routes de grande communication se trouvent généralement en excellent état, comme celle-ci, semblable à une autoroute, reliant Mexico à Puebla (avec le Popocatepetl au loin, à l'arrière-plan) alors qu'on ne peut accéder à la Kaffee-Finca Hamburgo que par des «chemins de brousse»



tizo and about ten percent white and there are settlements where you really feel like an intruder though there are highways leading to them. The best known village is Chichicastenango of some 3000 people where we got on partially first-class road, partially dirt. There was a great to-do among the Indians because it happened to be the feast of the dead and Catholic missionaries have devoted considerable time, with more or less success, to converting these Indians to Christianity.

The center of Chichicastenango is a market where you can find anything but particularly the beautiful handmade textiles such as blankets, shirts, skirts etc. There is a church on the market square in typical colonial style with outside staircase and though the market with its thousands of Indians was very colorful it became really interesting before the church. We saw this picture: the stairs were covered with Indians who mumbled before themselves, bent over, and swung an incense pot with one hand. Before the entrance and in the church were hundreds of burning candles and next to them knelt entire families but only the head of each family prayed. It was explained that they didn't ask forgiveness but that God should bring wrath to bear on their enemies.

This seemed a new and fresh perspective on Christianity and we used the occasion to speak to two Spanish missionaries of perhaps 35 who stood further down the stairs and watched the religious devotions of their flock from a distance.

Of great interest was a further spectacle illustrating how the heathen and Christian beliefs are still mixed in these Indians. There was a wire cable from church tower to the ground to symbolize the ascension to heaven—a figure moved along it from the earth. This figure however was a

mounted man because when Cortez and a handful of men reached Mexico to subdue the natives in 1521 the belief was current that Cortez riders were gods and this image of the mounted man is still used today to symbolize the ascension to heaven.

Obviously quite impressed with Chichicastenango we drove to Lake Atitlan in the afternoon. It is surrounded by volcanoes and considered one of the most beautiful lakes in the world. At our hotel we found a foreigner with daughter who barely spoke Spanish and turned out to be a German tax advisor, convincing us again it must be a vital and world-wide profession.

During our trip on to Guatemala City we suddenly found ourselves and Porsche in the midst of an Indian procession. They admired the car greatly which allowed me to take some pictures which would certainly have been quite something if somebody hadn't later stolen camera and film.

I particularly liked Guatemala City this time because I could jump right from the hotel room into the pool in November, far from the miseries of a German fall. Guatemala City is found at nearly 5000 feet and claims to be the land of eternal spring as you can read on every postage stamp in four languages. The temperature rarely falls below 60 or climbs over 85 so you can really give their climate top marks. In landscape this small land of some 33,000 square miles has much to offer. After friends in the Porsche/VW distributorship gave us a proper service and the owner, Dr. Quevedo showed me his car park of three Porsches including a Spyder, we left for small neighboring El Salvador. There is a new coast road and we were soon down to sea level from

5000 feet. The sun was so vicious at 11 a.m. we closed our cabriolet and praised the zipper which made it possible to open the back window and have a little air. We saw a lot of cane sugar, some cotton and banana plants in particular along the coast. The border station between Guatemala and El Salvador was a shack surrounded by a lot of people and the only bright spot—their hope for a new customs house under construction. Still the border formalities didn't take long, thank god, since it was Sunday noon, but we had to pay extra of course for Sunday service and then rode along the so-called Carretera del Litoral which has a fine surface, down the El Salvador coast.

I must devote a special chapter to this small country the size of Schleswig-Holstein with over 2 million inhabitants, though I can't illustrate it with my camera gone. El Salvador, incidentally, is the most densely populated country of the Americas next to Puerto Rico, with nearly 300 per square mile and the saying "small but oh so big" fits their activity. Since I lived in Guatemala and El Salvador in 1955–57 I follow their development with special interest. Unlike Guatemala 70% of the ground is agricultural and given over mostly to coffee since that constitutes around 85% of the exports.

Population-wise El Salvador is very different, with almost no Indians.

It is surprising that these Central American lands, so close geographically, can differ so markedly in population and somebody once told me the lands differ more dramatically than say Norway and Italy. Whereas you find 60% or more pure Indians in Guatemala there are none in El Salvador, and Costa Rica is all white—supposedly because the Span-

iards killed off all the rest upon arrival.

Economically money is easy in El Salvador. Compared to Guatemala where anybody with ten thousand dollars sends eight to the US for safety in the face of government changes, we had the feeling that those in El Salvador with ten thousand would borrow another ten and start a business.

As we breezed pleasantly along the new coast road I noticed our fuel was running out and friend Hans revealed to my surprise that the next station was 50 miles away—in such a densely populated land. So at the next chance I stopped a truck and asked for gas but he unfortunately didn't have any either but thought this less tragic than we did. Looking at our car he said in Spanish that such a little creature barely needs any and we'd make La Libertad easily. And indeed we made the edge of town on our last drop and could at least tank 80 octane.

Evening drives in those latitudes are sheer joy in a cabriolet. The temperature holds around 70–75 and the breeze of your passage is what you longed for all day in the hot sun.

Since there are only two Porsches in El Salvador friend Hans immediately got many people together and arranged for us to run the 95 SC with some other sport cars on a roughly 1.2 mile race course in the Parque de Balboa. There are many motor enthusiasts in El Salvador and they regularly sponsor motor races. I used to enter a 1500 Lady.

Fortunately we managed best time with the 95 SC to again defend the honor of the house. Since many sports enthusiasts showed up for the occasion there was much discussion on the fate of my Porsche

which I couldn't take back overland to Germany. With heavy heart we bid adios to our staunch companion who had carried us so faithfully and without complaint from the US, through Mexico and Guatemala, to El Salvador. We had no choice but to continue our trip by DC 8.



Zum Schluß unseres Mexiko-Berichtes noch ein Traumbild: die Bucht von Acapulco am Abend. Man kann verstehen, daß dies ein bevorzugtes Reiseziel der Manager, der Filmstars und der Industriellen ist ...

To round out our Mexican report, a picture of paradise: the bay of Acapulco in the evening. You can understand why it heads the travel lists of executives, film stars and captains of industry ...

Pour terminer la reportage sur le Mexique, une image de rêve: la baie d'Acapulco le soir. On peut comprendre la vogue que connaît cet endroit parmi les managers, les vedettes de cinéma, les industriels ...

MY HAIRDO

A Targa In The Eyes Of A Woman

A man needs a new car occasionally. If he drives a marque which doesn't change outwardly every year just for prestige the order is quite simple: please reserve one white cabrio as usual, with black hardtop and electric sliding roof for winter use.

When this Adam is provided with wife his Eve is usually less interested in overhead camshafts than the look of their new car. I am this ignorant wedded wife and I was honestly shocked when I saw my first picture of the car to be our Wittigo III; a Targa, the first safety cabrio in the world with built-in roll bar.

Women, they say, are more for safety but the sight of that stainless steel arch gave my aesthetic sense quite a shock. What had happened to my smart white summer cabrio? Where is our closed winter car easily suitable for theatre visits? It seemed even my husband had lost his favorite toy. At night he dreamt of our steel arch, poor guy. Once he mumbled in his sleep, "what's that thing," and certainly not about a rival but the Targa.

A major family conference for two. One thing was sure, I didn't want this car and my mate didn't want a coupé. That far we were in agreement even if the new car couldn't be a Porsche, and thus not Wittigo III. So we took another out for a test run. One freeway access curve later and our decision was accelerated—it had to be another Porsche.

Perhaps the Targa would look better in person? We must have a look. We couldn't make the IAA so what to do? Then the nice Mr. Wagner of Zuffenhausen offered us a look between Frankfurt and Paris (auto salons). We could visit a Targa at the factory.

On the entire trip to Zuffenhausen there was only one thing in our minds. No matter how often we whispered the beautiful Italian word

to the fine starry night around us the proper spirit for buying didn't occur. I must admit we were making cracks about that steel span—do you clean it with silver polish or brillo pads?

With the breathlessness of children picking their own Christmas present we reached Porsche—and saw one, red with silver arch and black seats. It was a total he standing there and we knew immediately the name of Wittigo would fit its masculine sex appeal. The name suited him but did he suit us?

We are no longer young enough to be enthusiastic over something just because it is new. We have to be convinced but didn't even dare ask if we could drive it. Yet, just as he had the very first time ten years ago, Mr. Wagner solved our problem with the same question in his friendliest Swabian dialect—want a run? Did we!

And now came the moment for us which can convince even those who don't get enthusiastic over the car's unusual look. Driving a Targa Voyage (roof open but rear panel closed) at high speed there are no drafts. You miss the customary swirl around the back of your neck—a wholly new cabrio feeling. Imagine ladies, get-

ting out under the same perfect hairdo you started with. It's hard to believe but from now on we needn't be swathed in kerchiefs and mufflers. The crack of your beloved husband as he justifies the crushed hairdo with the comment that cabrio people can't have everything, is a thing of the past.

Yet if it is very hot and you don't mind a draft down your neck you simply turn the Targa Voyage into a Targa Spyder by unzipping and have the true old cabrio feeling. They proudly showed us the large luggage space where the solid roof of a closed car rests. Just the "in" thing for a trip to southern climes. And yet so light that even a delicate female can mount or dismount it alone.

Gentlemen picking up new coupés to the right and left of us deserted the objects of their weeks of anticipation to have a look at the new one too—with that suspicious gleam you usually see in a man's eye when he spots a pretty girl.

In short (and really not just because so many admiring looks follow you in his company) I was enthused, my man was enthused and we ordered one—Wittigo III, our Targa.

Anne Marie Flachmeier



RICHARD VON FRANKENBERG:

A MAN WHO COLLECTS



The Jaegers live in one of those large Munich houses which are no longer splendid on the outside, having survived two world wars, out near the Prinzregenten stadium. You are a little amused by the old-fashioned elevator which lifts you "and comes right out of the Prince Henry Trial era" but soon forget all this upon entering the apartment which is so spacious, high-ceilinged, civilized and respectable.

Hermann Jaeger, who will be 54 on 6 February, was born in Strasbourg, studied law and practiced it, and had a passion for sports. He was a pilot before the war and even won a stunt flying certificate. During the war he was in the motor side, took all the driving licenses they had including large tanks, and naturally the instructor's tickets as well. He was wounded in the upper arm and is still slightly lame.

After the war he took over the legal center of the ADAC and since 1962 has been Secretary General of the third-largest automobile club in the world. His wife comes from an old Munich jewelry family and the Jaegers have three daughters. One is married already and as I write these lines they await the first Jaeger grandchild.

Every man has his hobby—and should have one. But Hermann Jaeger's is very unusual to begin with, requires a fine artistic feeling and

lastly is of great interest to us. Of course he could also list photography and amateur films or digging in the garden of his weekend house among hobbies but these are only side issues for the Secretary. Those are obvious ones.

His chief hobby is only revealed to friends and visitors who ask because they see the same motif repeated so often in wall sculptures around the beautiful apartment.

Hermann Jaeger has a Christophorus collection, such a beautiful, extensive and carefully arranged one as we have never seen before. We don't want to hold a lecture on art history here, nor even give you a cross section of the collection because that would take an entire issue.

Christophorus on old coins, on china and in ivory, in wood sculptures, baroque travel cases, wood cuts, paintings, prints, and photos of almost every famous Christophorus figure: through the decades the Jaegers have put together a fabulous collection.

There are a few pieces from it we want to show our readers and then quote parts of a small booklet Hermann Jaeger gave us. It is titled "Hol über," the traditional German call to a ferry man, and written by Josef Kunstmann with the sub-title: life, pictures and cult of St. Christophorus. This well-informed Catholic publication was published by the

Der Heilige Christophorus in einem „Reisekästchen“, das man mitnahm, um ihn immer dabei zu haben. Spanisches Barock

The sainted Christophorus in an old "travel case", so you could always take him along too. Spanish baroque

Saint Christophe, qu'on a pris avec soi dans un «coffret de voyage» pour ne pas s'en séparer. Baroque espagnol





book and art publishing house of Ettal.

The life of St. Christophorus was very strange, the story of this giant Canaanite who was called Reprobus before his baptism. Yet the history of his worship and cult seems even stranger at first, particularly since it is the cult of a saint with no fixed seat. Our knowledge of a Christophorus church in Asia Minor never seems to have entirely fitted the legend of our saint. There is no pilgrimage place there to honor this saint.

Furthermore it is conspicuous that in the early Middle Ages there were virtually no Christophorus churches in the Occident. A feast day dedicated to him was the exception, and Christianity couldn't even agree on his saint's day. In the Orient this was celebrated on 8 May, by the Armenians on 14 July, the Copts on 3 August, the Jacobites and Melchites on 9 and 27 April respectively and the Roman church has made 25 July the customary St. Christophorus day. From all this we are forced to conclude that church regimes in both east and west were always a little reluctant to foster the cult of this saint.

Yet the lower clergy and common people were particularly eager to pursue their devotions of this wondrous and strange saint. Especially since the appearance of the Christ-carrying legend. In the second half of the Middle Ages along every pilgrimage road of Europe, all river crossings and on the pass summits hostels and brotherhoods arose in honor of this giant among the medieval saints. They are the ones who had his picture painted on walls and spread the Christophorus prayer giving protection against plagues of all kinds, against unkind elements, evil attacks and unexpected or unrepentant death. The brotherhoods were soon joined by the guilds of seamen, raftsmen, porters and gardeners who worshipped Christophorus as one of their own. Thus he became the saint of the common man and we shouldn't



Links: Ein Entwurf von Prof. Lorch für die Nymphenburger Porzellan-Manufaktur 1963 . . . rechts außen eine Christophorus-Figur aus Nürnberg, Ende des 15. Jahrhunderts. Beide Male sitzt das Kind, im Gegensatz zu der spanischen Darstellung und zu den Münzen, auf der linken Schulter

Left: A design by Prof. Lorch for the Nymphenburg porcelain factory, 1963 . . . right outside, a Christophorus figure from Nürnberg, at the end of the 15th century. In both the Christophorus sits on the left shoulder, unlike the Spanish figure or the coins

Die obere Münze, Barockstil, Bronze, feuervergoldet, in einer leicht ovalen Form (Original 4,4 mal 4,0 cm), ist vermutlich im Auftrag des Frh. Franz Christoph von Hutten geschlagen worden. Die untere ist eine Südtiroler Christophorus-Münze (eigenartige Schreibweise: Cristoff)

The top coin, baroque style, bronze, hot gold plated, slightly oval (original 1.7 x 1.6 inches) was apparently struck on the behest of Franz Christoph of Hutten. The lower is a South Tirolese Christophorus coin (curious spelling: Cristoff)

be surprised that his worship at the end of the Middle Ages had more breadth than depth. The Christophorus prayer and blessing were also invoked when you dug for hidden treasures or got tired of your wife and wished the saint would carry her to eternity on his back.

Thus we can understand that responsible guardians of religion—including the self-styled ones—raised an eyebrow over this saint without a background, church or intellectual and spiritual pretensions. The name "Stoffel" for a rough-hewn or slow person reflects the disadvantages of his broad popularity. Around the middle of the 15th century there was even official opposition to his worship. Pope Pius II (1458–64) wanted to remove from breviary and mass any mention of this saint. He didn't quite succeed. Nonetheless since that time there has been only mention—commemoration—of this man in the mass. One of the first printed books—Th. Billicanus, *Perconata eademque verissima Divi Christophori descriptio*—deals with doubts over the legend and existence of the saint. At the same time Erasmus of Rotterdam used his *Encomium moriae* to attack sharply the supersti-

tion connected to Christophorus and Holbein made an appropriate woodcut.

Protection for the saint came from a wholly unexpected source. In his table speeches Martin Luther often mentions him but doesn't discuss the importance or the legend and life story at all. He suggests a new form of Christophorus devotion, saying more or less: the belief in his divine mission alone helped this pious man to overcome the temptations and obstacles of life on earth. Take him as an example and all be good Christoffels, building on the gospel. Thus he lifts the legendary figure to the realm of moral example, allegorizes the legend and transposes a cult into ethical and moral endeavor. Mathesius and Hans Sachs worked in the same direction. In this manner the men of words made it possible for men of the wood chisel and graving tool to develop a new picture of St. Christophorus: the model of a saint was given. And while Protestantism shortly thereafter forswore saintly worship as papistry, worship of this giant who crossed the wild waters of life with faith in his mission was preserved for all Christians.

A decisive change was brought by the Age of Enlightenment when too-clever men of reason purged religion of all superstition, finding all too much of it in worship of the giant. At the same time they were afraid of the boundless and wild reaches of this fabled creature. Therefore in the later 18th century such fabulous Christophorus frescoes as that on the Garmisch-Partenkirchen parish church or Augsburg Cathedral were whitewashed. But the saint didn't fade with his pictures and towards the end of the 19th century Christophorus worship reappears, at first in pilgrimage goals like St. Christoph-de-Rocquigny in the Ardennes or St. Christoph-le-Jajolet in northern Normandy. The Christophorus brotherhoods formed anew and draymen in particular put themselves under the protection of the patron. With the appearance and spread of the automobile the protection of the saint spread to drivers of these new vehicles and St. Christophorus became the protector of modern traffic. Pope Pius XI added a special benediction of the automobile to Roman ritual, celebrated on his feast day. The same pope, incidentally, also had a Christophorus medal included

in Vatican pagentry at the Damasus Court and blessed it himself. In France and Germany new Christophorus brotherhoods arose (one in 1933 near St. Max in Munich) and on Christophorus day motor gatherings are held at his pilgrimage shrines where the cars are blessed.

Moderne Christophorus-Darstellung: Ein Holzschnitt, der die ganze Geschichte des Heiligen zeigen will, von Professor Zacharias 1953

Modern Christophorus portrayal: a woodcut which tries to show the whole history of the saint, by Prof. Zacharias, 1953

Représentation moderne de Saint-Christophe: toute l'histoire du Saint sur une gravure sur bois du Professeur Zacharias, 1953





Walter F. Andres aus Oaklyn, New Jersey, war mit seinem Porsche im Süden des Staates Arizona und im nördlichen Mexiko, – und nur dort gibt es diese größten Kakteen der Welt, 100–150 Jahre alt, bis zu 15 Meter hoch und 15 Tonnen schwer. Man nennt sie Saguaro

Walter F. Andres of Oaklyn, New Jersey, took his Porsche to southern Arizona and northern Mexico – and only there can you find the largest cacti in the world, 100 to 150 years old, up to 50 feet high and weighing 15 tons. They are called saguaros



Dieses Bild und die drei folgenden Fotos hat uns ein bekannter schwedischer Fotograf geschickt. Ich war, schreibt er, mit meiner neuesten Liebe, einem roten 912, in Spanien und Portugal, nein, nicht beruflich, sondern ganz einfach auf einer Ferienreise. Aber natürlich habe ich Aufnahmen gemacht, und hier sind einige davon, von der Fahrt durch die spanischen Berge, von den Hotels mit den herrlichen Palmen und . . .



This photograph and the three following ones were sent by a well-known Swedish photographer, Bob Dahlin. He writes, I took my newest love, a red 912 coupé, to Spain and Portugal. Not in the line of duty but simply on holiday. Naturally I took pictures too, and here are some of them, from a trip through the Spanish mountains, of hotels with the fascinating palms and . . .

Cette vue et les trois suivantes nous ont été adressées par un photographe suédois réputé. Avec ma plus récente passion, une 912 rouge — écrit-il — j'ai été en Espagne et au Portugal, non pas pour des raisons professionnelles mais tout simplement en vacances. Ce qui ne m'a naturellement pas empêché de prendre des photos, dont voici quelques unes, de ma randonnée à travers les montagnes d'Espagne





... von Lissabon, dieser großartigen Stadt, die vor einem liegt mit dem Hafen und dem Meer wie auf einem großen Gemälde. Wenn man aber dann ins Landesinnere kommt, ist man (bitte zur nächsten Seite umschlagen) noch mehr fasziniert von den Motiven, die man da findet

... of Lisbon, this fabulous city which spreads itself before you with bay and ocean like a giant painting. But when you drive into the interior (please turn the page) you are even more fascinated by the photo possibilities you find there

... de Lisbonne, cette ville splendide, qui se présente à vous avec le port et la mer comme sur un immense tableau. Mais en pénétrant dans l'intérieur du pays, (comme vous le verrez à la page suivante) on y trouve des motifs encore plus fascinants



Dipl.-Ing. Dieter Korp:

DOES DOUBLE CLUTCHING

SAVE GEARBOXES ?

Do you have the strange feeling people aren't paying enough attention to you and your car? I can give you a proven tip: double clutch on all downshifts. It will bring you considerable attention and perhaps even admiration, provided you pick the proper audience.

Of course there may be one man standing at the corner smiling.

But let's assume that the driver is a man entirely free of showmanship—certainly a difficult thing to imagine—but assume this paragon exists, concerned only about the subject which in this case is to save his gearbox. He has heard somewhere about synchronization devices and from the complicated term assumes that they are technically sensitive parts which must be helped along as much as possible. He may even have watched a race at some time and stood at a corner to notice that the fast drivers in racers never engage the next lower gear without that certain (acoustically so impressive) dose of gas between two clutch actions. Thus he believes double clutching must be justified.

Unfortunately we have now arrived at the point where thought is necessary. Do you know what we mean by synchronization?

Synchronization simply means bringing gearbox parts to a common speed. Driveshaft power from the engine and driven main gearbox shaft should display equal rpms. The latter takes drive to the wheels. If you downshift at a given speed, thus effectively enlarging the transmission ratio the engine must turn faster. Something has to give. Engine parts are speeded up on downshifts and slowed by upshifts.

But our proper man declutches before shifting. Before a downshift he need

only accelerate first the gearbox input shaft (drive shaft extension) or decelerate it on upshifts. With this precision we need add only this: since the clutch disk is part of the input shaft complex it too must be accelerated for shifting. We shall see why this is important.

This acceleration or deceleration of revs is naturally not up to the driver with synchromesh box. It is handled by small friction clutches inside the box. You must realize that the cogwheels are in constant mesh—they don't move about on their shafts as they did in olden days. For reasons of quiet running they are bevel cut these days, which is why they are kept in constant mesh. One of the two cogwheels in each set is firmly keyed to its shaft, the other turns freely on its shaft. In synchronizing the latter is more or less brutally accelerated or slowed by friction of the synchronizing clutch. When the free-turning wheel has achieved a speed equal to its own shaft there is fixed contact with same as the culmination of the procedure.

In the Porsche synchromesh gearbox the procedure goes like this: When shifting a rotating collar moved by the gear lever and rods is moved axially along the drive shaft. The interior diameter of this collar moves over the outside of a synchronization ring so that friction from the collar can speed the ring or slow it down, depending on whether you are shifting up or down. The collar tries to pass the ring to reach the cogwheel flank but the ring, anticipating this, first locks it away through its diameter. And you can immediately proceed with the shift. Therefore we have the name of balk-ring Porsche gearbox. This diameter difference thanks to a system of considerable intricacy, also gives increased friction and thus a servo effect. It speeds up synchronization and makes it easier.

In synchronization therefore metal simply and shockingly rubs on metal. This happens in any such system, incidentally, like the Borg Warner (American) method used in a great many passenger cars. The Porsche system is used by BMW, Glas, Auto Union, Alfa Romeo, Fiat, Ferrari and Simca, to name only a few outside the home team. But that is by the way. What interests us here: the

Neu BOSCH Autostaubsauger zum Anschluß an die Autobatterie



Der BOSCH Autostaubsauger hilft, Ihren Wagen innen rasch und mühelos sauber zu halten. Darauf kommt es an: hohe Saugkraft • handlich • eingebaute Arbeitslampe. Der BOSCH Autostaubsauger ist auch ein ideales Geschenk für Autofahrer. Vorführung und Verkauf in Ihrer Werkstätte, Ihrer Tankstelle oder beim Fachhandel.



KM 565

BOSCH Raumpflege im Auto leichtgemacht

balk ring outer surface is especially provided for this friction effect with an extraordinarily hard alloy surface. The friction moments can be mathematically calculated since revs and rotating mass weights are known. The friction surfaces can be dimensioned accordingly to match the life of other parts.

Double clutching could speed up free-turning cogwheels on downshifts. This would give the balk ring a burst of revs too so it wouldn't have to be picked up by "forced" friction from the collar. But this outside acceleration is not at all necessary, not even on downshifts when high rpm spreads are to be expected. Synchromesh parts are designed with a built-in safety factor and the heat of friction they create absorbed by gearbox oil. It is not even debatable to shorten the shift procedure by double clutching—particularly with the extra-fast synchronization inherent in the Porsche system.

A few points must be excluded however. When downshifting very early so that the engine must then rev relatively high your clutch disk must equalize a rev spread between gearbox input and engine after engaging the gear, since the clutch and shafts in the box have only been brought to equal revs before engaging the clutch. The difference in revolutions between gearbox input and engine must of necessity pass through the clutch. With very wide rev spreads as found in sporting driving the clutch is more or less severely slipped in some cases to the same extent as a very hard standing start. This slippage can be avoided at the disk by a dose of gas between shift maneuvers if you apply throttle at the proper moment when engaging the clutch.

Before that, two further points which could seem to speak for double clutching. When the gearbox is cold and still stiff, as it is for the first miles on a winter morning, synchronization

is certainly made easier by double clutching but this side of the whole business is not so critical in a Porsche gearbox compared to other synchromesh systems.

And finally we should mention that with early downshifts in sporting driving, without double clutching and following an overly-sudden clutch engagement, you could spin the drive wheels with excess power. This moment of tire spin can break the tail loose on wet or slippery roads. And the sudden friction contact in the clutch which this brings with it of course strains all power train parts. Here too double clutching and soft clutch engagement with simultaneous application of gas could ease the effect. But—here is the counter argument: When we noted above that the clutch could be saved by double clutching on early downshifts we indicated a reservation. The point is that in double clutching you can also add a negative—even though it is done to save the material and with best intentions for your clutch disk, gearbox oil or even synchronizers.

Double clutching outside the race course is only sensible—or at least not harmful—when your clutch action is absolutely right. In practice this happens rarely, sad to say. After all the gas pedal isn't depressed with great care between shift maneuvers and neither is the clutch pedal when double clutching, since all must be done very rapidly. To begin with slow motion would be ridiculous—the accelerated masses would simply slow down again—and secondly, this usually occurs in the course of hard driving. Under these circumstance the clutch pedal is almost never depressed fully, particularly the second time as a gear is selected, which is important to synchronization—and we shouldn't really expect it to be.

But if the clutch isn't disengaged neatly the clutch plates don't separate fully, causing drag. Result: the friction moment of the synchronizing parts is considerably increased if the proper engagement revs aren't obtained by a dosed throttle. The rotating masses of the gearbox shaft are not the only ones to be mastered by this friction after all. The driven

clutch disk is also noticeably slowed by slippage. Wear in synchronization parts is even increased in this way. After all the synchromesh gearbox was specifically invented to make shifts possible without double clutching and that extra dose of fuel. Those who still downshift with double clutching and don't do it properly must accept a shorter life span in their synchronizers.

We can summarize by saying downshifts with double clutching but improper clutch action and false rpm control is more harmful to the gearbox than downshifts with proper disengagement but no double clutching.

At this point, my friendly Porsche driver, you should be sufficiently curious to check yourself on the next drive to see if you disengage the clutch neatly or not—no matter whether you downshift with or without double clutching. In any case it is recommended that you push the clutch pedal to its stop to allow full disengagement.

Now we can devote ourselves to the question which was burning on many tongues. Why do they downshift in races with the aid of double clutching since we know all modern race cars are fitted with fully synchronized gearboxes?

Well, the competition driver is not primarily concerned with saving his gearbox or clutch—or at least any longer than the end of the race and a bit. These parts are almost always renewed before the next race—certainly in GP cars. The race driver is primarily concerned with keeping his engine always in the most favorable torque realm and this can be quite high in the rev band in a highly tuned engine as you know. If they didn't double clutch the revs would fall too low on shifts, leading to a sharp jerk when the clutch is engaged.

Primarily then the reason is to hold within the proper rev band on downshifts for optimum acceleration but they also do so to interrupt engine braking as briefly as possible since it aids the brakes. That's why the

race driver lets his engine roar with such a satisfying noise during downshifts. The great artists among fast drivers can even do without a clutch by dosing their accelerator precisely, gaining another vital fraction. Stirling Moss, for instance, was such a man and a very rational driver though he never really mentioned it. Gearbox experts however heard the difference from the edge of the track.

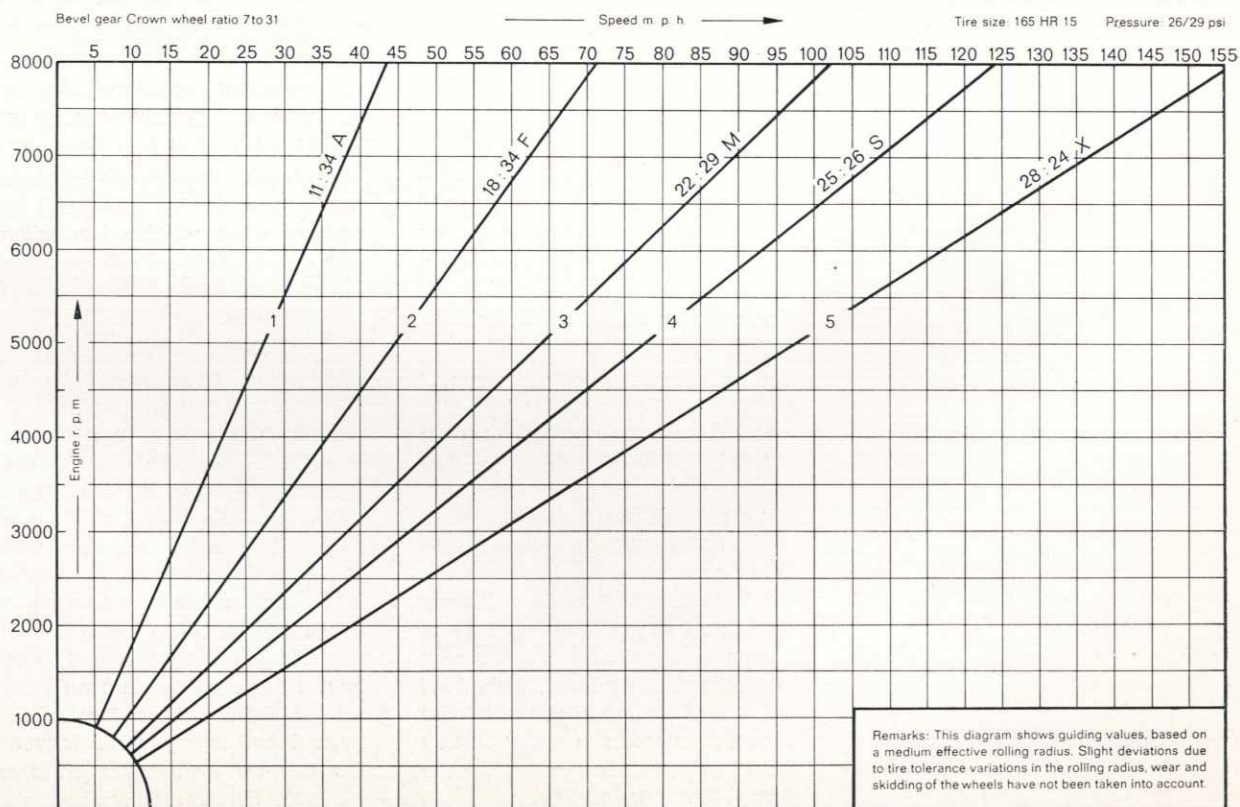
There is also the story of a GP driver who had a car roll over his left foot in training and had to get into his car the next day with it in a cast. The experts knew he was partially hindered in his driving, since he couldn't work the clutch, but he finished the race.

But it takes considerable skill, feel and concentration to shift without the clutch in a road car since the gear ratios are more widely spaced and the gate less compact. Basically only when taking the car out of gear upon decelerating without power or under light braking, can this be done easily. Lazy people save themselves

PORSCHE

Type 911

Transmission Diagram



one move per stop this way at each light in city traffic.

But to return to race drivers. They are not so concerned with precisely dosed double clutching since they are stirring about in very good synchromesh boxes. The main point is holding engine revs up as we noted. Therefore they generally use unbalanced synchromesh boxes in race cars or at best boxes with so-to-speak a mild balk effect. Thus the driver can reach the next gear in any case even without absolute rpm equivalency. For durability reasons the synchromesh balk effect in passenger and production sport cars is very justified.

Finally, we'd like to point out a special case. You can achieve a very high braking effect when downshifting from relatively extreme speeds into too low a gear, should your hydraulic brakes fail for instance. This is possible with the Porsche system box and without double clutching but naturally leads to emergency damage to engine and clutch—probably cheaper than an accident however.

But let's not think of such unpleasantnesses. If you disengage the clutch correctly and fully and can do the leg work quickly, double clutching is sensible in preserving power train parts at high revs but not a must.

A closing comment from your editor. Try to down-shift once without your clutch. It only works without a racket in the gearbox when you have provided the correct amount of throttle between clutch maneuvers and when the gear lever is operated at precisely the right moment and with the right force and speed.

Not until you can manage this are you perfect on down-shifts with double clutching.

Our Gearbox

The Types 911 and 912 now have the same gearbox with the same ratios, the five-speed unit (designated type 902/1). The table gives the relationship between revolutions and speed in the various gears. The ratios (gear sets) for these are:

- 1st Gear 11:34 (A)
- 2nd Gear 18:34 (F)
- 3rd Gear 22:29 (M)
- 4th Gear 25:26 (S)
- 5th Gear 28:24 (X)

CARRERA 6

Porsche is currently building 50 cars of a new run of production sport machines to fit the rules of the 1966 season. These will appear this spring as the Carrera 6. The factory will sell the cars to a circle of selected drivers only.

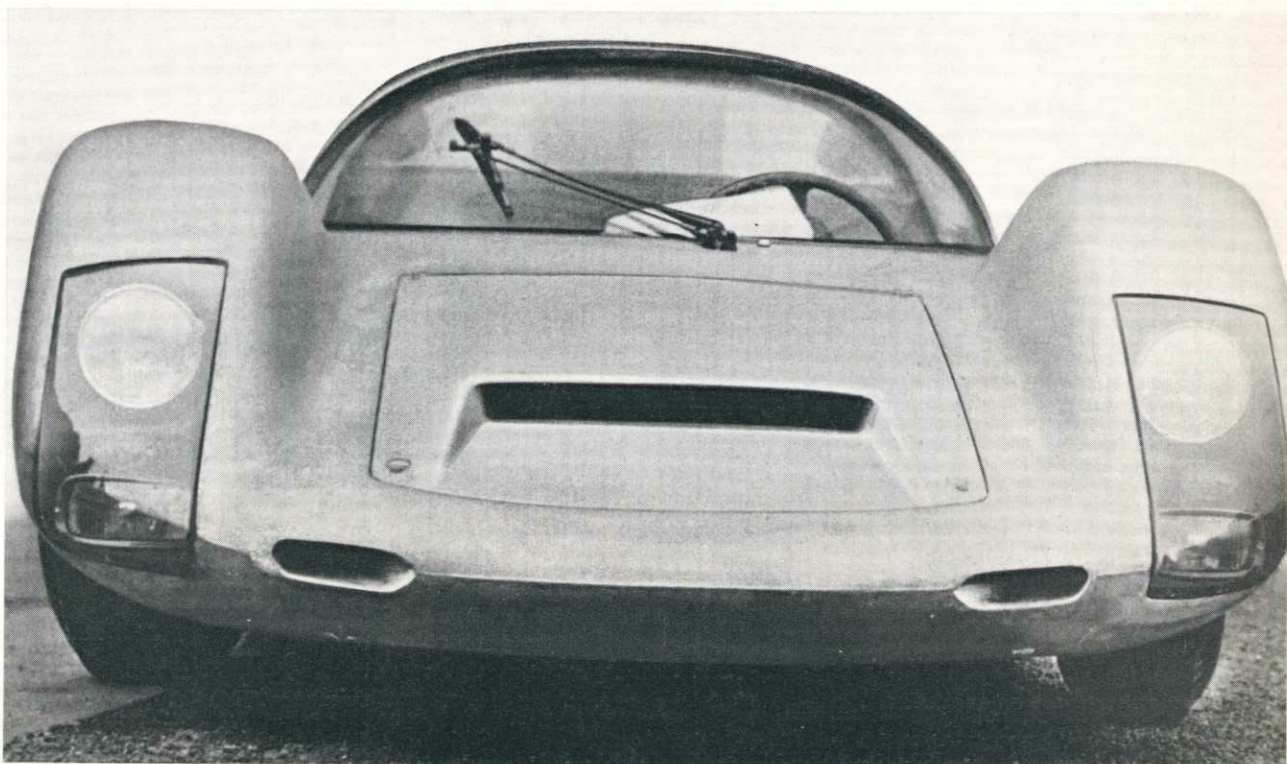
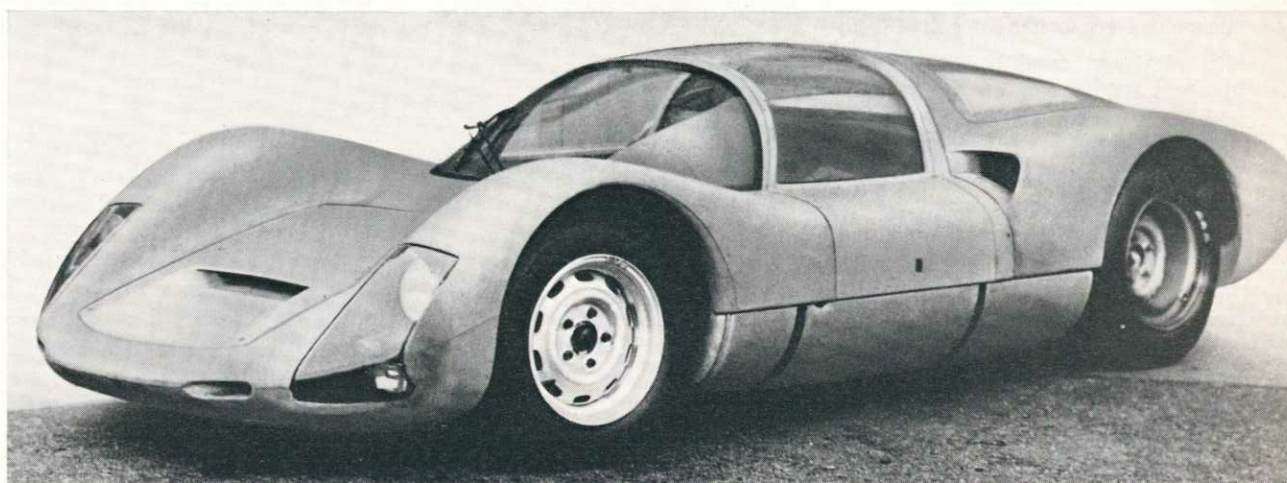
As the name indicates the new car

has a six-cylinder engine of 1991 cc with a compression of 10.3:1 and peak rpm of 8000, giving 210 hp. This machine is thus developed from the 911 and matches the 1965 works engines.

The engine carries titanium con rods and two Weber triple carburetors, model 46 IDA 3 C. There are five available ratio sets for the five-speed gearbox. Tire sizes (Dunlop B 7 yellow spot racing rubber) are 5.50 L x

15 in front and 5.50 M x 15 in back. The chassis follows the lines of their 1965 prototype: a tubular space frame with coil springs front and rear and the shock absorbers inside the coils. It will weigh some 1270 pounds empty, stand 38.6" high and have a wheelbase of 90.5" with a front/rear track of 52.8/55.1".

Top speed (with the longest final drive available) should be around 175 mph.



TECHNICAL TIPS

The following types of spark plug are currently approved for engines of the 1600, 1600 S, 1600 S-90, 1600 C, 1600 SC and 912 series:

Plug type	Electrode gap/mm
Bosch W 225 T 1	0.6 - 0.7
Bosch W 225 T 7	0.6 - 0.7
Beru P 225/14	0.6 - 0.7

Maximum Revs for the 911

The maximum crankshaft revs for the type 2000 engine come at 6800 rpm. This limit is red-lined on the tachometer.

Although an engine with overhead camshafts is less sensitive to "over-revving" thanks to reduced reciprocating masses, it can still be damaged that way. The acoustic symptoms—valve bounce for instance—are similar to those of a pushrod engine. "Overrevving" can have the following results:

1. Bent valve stems from overstressing or contact with the piston crown.
2. Chewed rocker arms from excess stress.
3. Camshaft damage from overstressing.

Even when the eventual damage is not immediately apparent, a look at the valve stem face will show whether the engine was overrevved. With flutter of the valve springs in excess rev ranges play between rocker arms and valves is so large, for brief moments, that the ball sockets can twist in their galleries at the adjustment point. The edge of the socket then hits the face of the valve stem upon closing and leaves marks, of varying depth half-moon cuts in fact.

The maximum rev limit for a 2000 type engine without load (car at a standstill) is 6000 rpm—and this mustn't be exceeded. Higher rpms can also damage your engine.

Battery charging (do it yourself...)

The cold months are on our doorstep and we can only think of last winter's unpleasantness with reluctance.

But our shiver in the fact of Jack Frost is lessened if we know our car is properly prepared for winter weather. The electrical system can be a big help here because a quick start in icy weather reduces some of the pain in winter driving.

Unfortunately nature and technology—electricians in particular—are at special cross purposes in the winter. Engine oil thickens causing more friction inside the engine and the starter must work far harder to turn your engine fast enough to fire. At the same time battery capacity sinks rapidly in very cold weather and when its charge is poor you can find that after a few slow turns of the starter all motion ceases. It is absolutely necessary, therefore, to have a well-charged battery in the winter, particularly since current consumption is higher than normal anyway due to more frequent use of lights in the gloomy months.

A small battery recharger such as you find in accessory shops in various forms can be a great help here. If you keep your car in a garage the battery can be kept charged without removing it and if you want to be wholly easy-going it is entirely possible to recharge it through the cigar lighter socket in a 911/912 or via the hand lamp socket in other Porsches. (Cigar lighter plug for 911/912, spare part number 901.613.801.00: proprietary plug for the hand lamp socket for Porsche models 356 B and 356 C).

Your workshop will be happy to fit the proper plug onto the charging cables.

When you buy such a charger please be sure that it has an overload cutout and that the cables are fused so that there is no danger of fire or instrument blow-out in case of a short.

The price for such a charger runs \$10–20 in Germany, depending on the model. The capacity of such small chargers is so low there is no need to fear overcharge. Should

you buy a bigger charger, however, with regulation for the load see to it that you never charge more than about 3 amps.

Don't forget to check the electrolyte level in your battery occasionally and add distilled water in time. It is unhappy to be stuck on the road just because the battery was neglected, isn't it?

Another tip: Don't forget to turn off current draws when you turn off the engine. In the 911/912 range the battery can discharge through the holding current relay when the ignition key is in radio position without any other item turned on. It is best to turn the ignition key to zero and withdraw it.

G. R.

Discharged Battery

Experience leads us to note that the battery of a 911 or 912 can discharge through the holding current relay when the key is left in the "radio" position. For this reason never leave the key in that position for longer periods while standing still.

New Dunlop Tires

Dunlop has improved the 165 HR 15 SP tire with CB 57 profile. The new tire may be identified by the letter C next to the type number. Following positive test results this tire is authorized for our 356 B, 356 C, 912 and 911 models. When changing we recommend that you only select those Dunlop 165 HR 15 SP profile CB 57 tires which carry the C.

Tires of this new series can also be paired with the earlier Dunlop 165 HR 15 SP profile CB 57 type for the 912, 356 C and 356 B.

Webasto Heater

It is possible to install the Webasto auxiliary heater, model P 1018 without major body changes in 912 Porsches dating from chassis number 351 110 (KW-Porsche) or 453 174 (KW-Karmann). Our dealers have full information on the installation.

High-performance. A Book

When two experts get together to write a book the probability is great that the tally of mistakes will be small and even more knowledge, facts and atmosphere will be put together than

one author could manage alone. (J. Sloniger/H. H. von Fersen: German High-performance Cars, from B. T. Batsford, London, or R. Bentley, Cambridge, Mass.)

Concerning those facts: this book is a mine of information. I have a fine historical archive but here I found pictures I had only dreamed of (particularly those of the highly unusual Czech sport cars from 1920–35) while some facts—no, a great number of facts, were new even to me.

The subject really seems obvious: writing about cars with more horsepower than their contemporaries, about cars which somewhere or somehow were not "normal" because they had a special sporting flavor or their very "own" character.

It is right and proper that High-performance Cars deals with not only pure sports models but also—to give just one example—with the Maybach models, with luxury cars of prestige character which excelled for high-performance or unusual design.

Let me state it broadly: This is the book for learning about the "German line" in automobile construction, that line which begins with a Daimler engine winning the first long-distance race Paris–Rouen in 1894 and going all the way to the Porsche 904, a line which was always noted for high performance. (Do you know why they built such small high-revving engines so early in Germany? Because a tax formula was introduced in the early 20s which weighed heavily on large-capacity cars—thus the state as an involuntary helper towards high-performance engines.)

Minor corrections: The first name of von Röhr who built such progressive eights with swing axles in his own factory in 1928–30 before going to Adler and finally Daimler Benz was Gustav (not Hans Georg, page 173) and the 3.3 liter Röhr eight had 75 hp or 100 supercharged (not 140). On page 209; of the 3.3 liter Wanderer with blower which Porsche designed there was one built, the private car of old Prof. Porsche for a long time.

These are small points. I don't know of any book in this field which presents a better overall picture. One with knowledge, facts and a slice of that "atmosphere" which did and does surround all high-performance cars—in 1910, 1930 and today, which is why we are so attracted to them.



恭賀新禧

SEASON'S GREETINGS
MEILLEURS VŒUX
C HOBLM TOAOM
FELIZ AÑO NUEVO

GOTT NYTT ÅR
GELUKKIG NIEUWJAAR
BUON ANNO
GUTES NEUES JAHR

BUT NOTHING IS IMPOSSIBLE

A few remarks on a book written about a very strange race

It was simultaneously the craziest and most sensible motor race in the world, this run from Peking to Paris in 1907.

You see, Le Matin of Paris, the newspaper which instigated and organized it all—had commented in those days that people were very busy organizing motor events and races on small pistes. These are

highly entertaining but they are races within a very small framework which limits their practical applications. After all the greatest advantage of the automobile is that it makes long trips possible... Its importance lies in the fact that it makes man the master of vast distances. Its attraction is to permit travels of which we've never dreamed

before. And what do they do with such automobiles? Drive them around in circles.

These were prophetic and clever thoughts for 1907. Le Matin had nothing against track races but believed long-distance runs were more useful in developing the utility car.

In that sense a long-distance run from Peking to Paris was the most sensible race you could imagine—a really stiff long-range test which only the most dependable cars could survive.

On the other hand it was crazy of course, demanding that a number of automobiles of that day cover roughly 10,000 miles on those roads (if you could even apply that word to Mongolia and eastern Russia), crossing an area barely discovered

by Europeans. Just imagine that this race crossed the Gobi Desert where a few years before Sven Hedin nearly died of thirst with his caravan. An automobile race there? "Would somebody undertake to drive from Paris to Peking this summer?"—that was the challenge to Europe's auto-

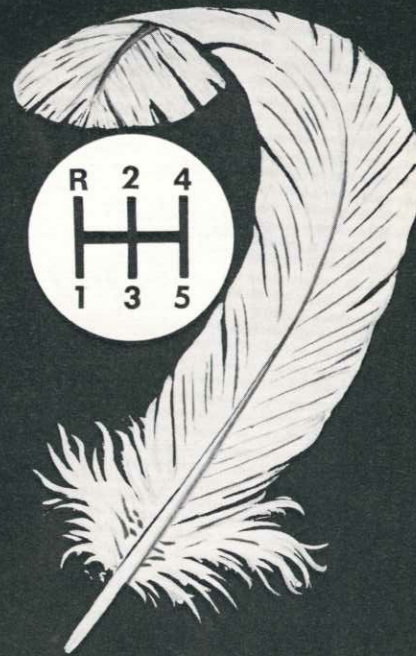
Der legendäre Itala-Wagen, mit dem der Fürst Borghese von Peking nach Paris fuhr, als Modell im Maßstab 1:43 (wird von der italienischen Firma Rio hergestellt)

The legendary Itala which Prince Borghese drove from Peking to Paris, as a model in 1:43 scale (produced by the Italian Rio company)

La légendaire voiture Itala, avec laquelle le Prince Borghese effectua le parcours Pékin-Paris, en modèle réduit à l'échelle 1:43, une production de la maison italienne Rio

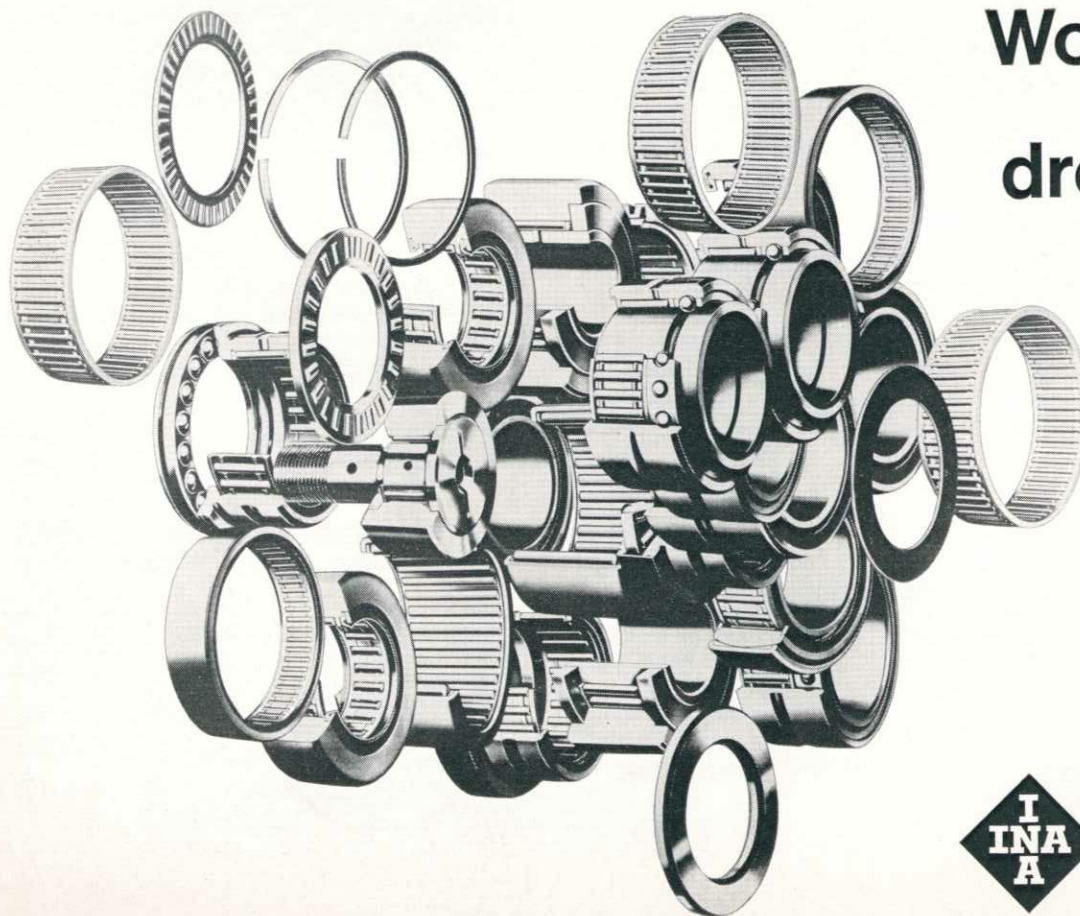
FEDERLEICHT und ELEGANT

lassen sich Porsche-Wagen schalten, denn das von der GETRAG gefertigte vollsynchronisierte 5-Gang-Getriebe besitzt alle guten Eigenschaften, die man von einem Spezialgetriebe für dieses individuelle Fahrzeug erwartet



GETRAG

GETRIEBE- UND ZAHNRADFABRIK HERMANN HAGENMEYER · LUDWIGSBURG/WÜRTT



Wo sich Wellen drehen INA-Nadellager

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Industriewerk Schaeffler
INA-Nadellager
Herzogenaurach bei Nürnberg

Dieses Bild, das der bekannte französische Modefotograf Jean Pierre Ronzel aufgenommen hat, steht hier, weil wir 911 GT 75 für die originellste Pariser Polizeinummer halten, die man einem Porsche 911 geben kann (75 ist die Kennzahl für Paris), weil wir außerdem den Schnee, die Tannen und die Mädchen hübsch fanden, weil wir ein Winterbild bringen wollten. Sonst aus keinem Grund.

This picture, taken by the well-known French fashion photographer Jean Pierre Ronzel, appears here; because we think 911 GT 75 is the most original Paris license number possible for a Porsche 911 (75 is the code for Paris), and besides because we find the snow, the pines and the girls quite pretty, because we wanted to include a winter picture, and just because.

Cette vue, prise par le photographe de mode français bien connu Jean Pierre Ronzel, figure ici, parce que nous tenons 911 GT 75 pour le plus original des numéros de police parisiens qu'on puisse attribuer à une Porsche 911 (le nombre 75 signifie Paris), parce que, en outre, nous avons trouvé jolis la neige, les sapins et les jeunes personnes, parce que nous voulions publier une photo d'hiver. Sans autres raisons.



mobile industry printed in Le Matin on 31 January, 1907.

The first to register was the Marquis De Dion, founder of the automobile Club of France and maker of De Dion Boutons, inventor of the De Dion axle. He immediately wrote Le Matin he would go. The whole thing is an undertaking in Jules Verne style but nothing is impossible, he noted in closing his letter. Some two-dozen cars and 68 drivers, passengers and mechanics registered initially but many entered their names solely for the glory yearning for adventure. When it came time to play the entrance fee and really go there weren't many left. And the trip didn't go from Paris to Peking but the other way around—an early change in plans—because they were afraid that no vehicle could cross the Chinese mountains during the summer rains—with some justice. The cars traveled to Peking by ship—the five actual starters.

The smallest was a 6 hp tricycle made by Contal in France. There then were two cars from the Marquis De Dion, a pair of 10 hp De Dion Bouton relatively small but picked because they thought light cars would do better in the marshy areas of the east. There was also a 15 hp Spyker from the Dutch Spijker brothers (who spelled the firm name with a y for reasons of international publicity) and an Italian 40 hp Itala which Prince Borghese drove, accompanied by the Italian journalist Barzini and a mechanic.

The English and German builders thus took no part in the run, nor did the (then still-blossoming) Belgians though Metallurgique had registered two cars at first.

There was a book written about this marathon in 1908 by the Italian journalist Luigi Barzini. It also appeared at the time in a German edition. For 56 years this was considered the standard work on the crazy-sensible event and we all drew our facts from it. After all Barzini had been co-driver to Prince Borghese and they won very handily in the Itala.

Then an Englishman named Allan Andrews came out in 1964 with a book titled The Mad Motorists.

And Mr. Andrews insists very boldly that his book tells the truth for the first time about an adventure which even today is considered the greatest achievement in motor sport. He asks in the preface why it took 50 years for the truth to be finally told in his book. Four writers of various qualities made the Peking Paris trip, all wrote large volumes on the race in French or Italian—but each was partisan. Not only were their reports biased, which is understandable, but Andrews claims they simply lied from the first, either in their own interests or that of their employers, or covered over matters which were unflattering to them.

Allan Andrews dug up a man who went in one of the cars—the Dutch Spyker—and at the age of 78 still remembers clearly what happened, and who has his notes. He also found a sport journalist of the day who reported the run in 1907 and also saved his notes. He is still alive too and was thoroughly interviewed by Andrews.

This led to a book which might have been written by Agatha Christie it is so thrilling—thrilling because the whole race was such a mad adventure with so many side intrigues and affairs—both personal and political—and once you begin reading in Peking you can't stop until Paris.

At first you may be a bit skeptical about an author who states in the opening pages that back in the winter of 1906/07 Paris could see young Sascha Guitry or hear Maurice Chevalier sing... Could that be true? After all Chevalier is still living and singing. In 1907? It must be impossible for Chevalier to be known that early.

I looked it up. Maurice Chevalier was born in 1889 and began his career in Paris cabarets at the age of 12. In 1907 he was barely 18 but everybody knew him. And Sascha Guitry who later made such wonderful movies was born in 1885 and at

Leder beweist Individualität

Der noble Charakter, der herbe Duft
sind typische Merkmale echten Leders.



Rosanil

Rosanil ist echtes Leder.
Es ist abwaschbar, unempfindlich
gegen Regen und sehr strapazierfähig.
Man sitzt behaglich auf echtem Leder.
Es gibt
keine unangenehme Wärmestauung
kein Kleben
keine Unruhe
kein unsympathisches Gefühl.



C. F. Roser GmbH
Lederfabrik
7 Stuttgart-Feuerbach

21 was considered one of the great and promising talents of the Paris stage. How far away is this world of 1907?

In the rules it said clearly that the journey would be made in convoy with the drivers promising to help one-another as far as the German border. This isn't mentioned in Barzini's book about Borghese's victory run because after only six days and as they approached the Gobi Desert Prince Borghese broke this promise and drove on alone, leaving the others behind his stronger and faster car which was also favored by circumstances of which he took quick advantage. To be accurate he should have been disqualified at the finish but nobody asked embarrassing questions when he drove into Paris in triumph. He started on 10 June and arrived on 10 August.

Of five starters it is surprising to find four at the finish with only the small Contal abandoned in the Gobi Desert. The two De Dion Boutons and the Spyker reached Paris just 20 days after the Itala, together as the rules intended. And their drivers were also received with great enthusiasm, far more than any modern sportsman would expect. In 1907 they still lived in the pioneer era of technology.

The Spyker crew and that of the small Contal survived the Gobi Desert after running out of fuel and water—only by surmounting incredible pain, torture and fever. They were saved by natives. It is hard to imagine what drivers of that era managed. And you must include Prince Borghese and his team even if better organization and a few tricks did give them some advantage and allow them to win through with fewer delays.

The Itala of these Italians and the two De Dions were an attraction of the 1908 London motor show. Then the Itala was to be shipped from Italy to the US for exhibitions but while being loaded it fell into Genoa harbor and sank. After many vain attempts it was finally raised and

repaired and now stands in the Turin motor museum.

Prince Borghese, who was in the Italian diplomatic service, died in 1927 while Barzini who became one of the better-known journalists lived until 1947. His son is a member of the Italian parliament today. The mechanic lived until 1963, dying in Rome at the age of 83. Perhaps I should also mention that Auguste Pons, the run-in driver for the Contal who had to abandon so early with the miniature car and almost died of thirst, started a year later with a Sizaire Naudin on the other gigantic race of the era, that from New York to Paris across the American and Asiatic continents (by ship from Seattle to Vladivostok) but had to give up while still in the US. He stayed in America, married there and was the father of famous Metropolitan singer Lily Pons.

Spyker, the Dutch firm, built vehicles until 1927, including a Spyker in 1922 which was the first to use a Maybach engine in a car, until Maybach themselves turned to automobile production. Oh yes, Alan Andrews' informant, the co-driver of this Spyker in 1907, is named Bruno Stephan. He became a professor in Delft, director of the Fokker aviation factory and then advisor to the Turkish defense ministry. Today he is active as a consulting engineer in The Hague. Age? He will soon be 79. Car? He drives a Volkswagen. Peking—Moscow—Paris. A race. Another world.

R. v. F.

Ernst Graf:

HERBERT MULLER



Born: 11. 5. 1940
Profession: Galvanizer
Height: 5'5"
Weight: 152 lbs
Hobbies: Swimming, skiing,
repairing old cars

Honors: Twice European Hillclimb Champion in the Gran Turismo class, twice second in the Swiss automobile championship (1961 in the race car class, 1962 in sport cars) and second in the 1964 European Hillclimb championship.

"Herbert Müller? Oh you mean the automobile race driver? He lives right around the corner to your left, the first street past the school" answered the kid in Reinach, Aargau, Switzerland, when I asked the address of Heini Walter's successor in the European GT Hill championship. The boy with a scooter wouldn't let me go right away though. He obviously doubted that the fastest inhabitant of Reinach was at home. "You know, this weekend there is a big meet and Herbert Müller is very busy with technical inspection for the soap-box derby for Reinach." There is solid proof of Müller's popularity at home.

Foreign experts are surprised to learn that all our top Swiss pilots—including Siffert—have a profession outside racing and are really amateurs. Herbert Müller who is privileged to belong to the private stable of Geneva patron Filipinetti, has both feet in the business world between races and has taken over the metal plating plant in Reinach built up by his late father. This leaves relatively little time for racing.

I found the European champion checking materials awaiting delivery

to his customers. Here—just as in racing—he is concerned with quality. He says very little about the new title, one he held before in 1963. He doesn't bask in glory but mentions it soberly, almost factually. He loves the sport and finds a valuable balance in it for his very busy professional life. On the side there is somehow time to rebuild wrecked cars to such standards that they seldom remain with him very long.

Was it the grandfather who gave him the motor sport bug, a man who drove trucks, or his father who was a race enthusiast? Though he never admitted it, he liked to see his son tame the horses of tuned engines so easily and cleverly from earliest youth.

A pure coincidence brought Herbert to automobile racing. He was crazy about motorcycles and rode everything from a 50 cc motorized bicycle to a 1000 cc HRD Vincent. Searching for a suitable engine to use in motocross races he stumbled over a Norton 500, mounted in a homemade race car. The challenge of making the outwardly unpromising wreck mobile again was great. In 1960 at the Swiss race on Hockenheim he rolled the car to the start of its first race, in the old F III division. It went beautifully for 350 yards before a pinion gave up the ghost and the engine stopped.

But on his second effort at Ollon-Villars he had a fine time and at the beginning of 1961 moved to a Cooper Norton F III car which gave him several title wins around Switzerland.

Sentimentally Herbert Müller thinks back in particular to his Porsche

RSK 1600 which came from Hermann Müller a rally team-mate. This brought him to the attention of international experts when he gave pilots of larger cars a run for it and despite bad luck was 5th in the 1962 European mountain championship. With this Porsche RSK which he learned to know early in the season at the Montlhéry school session Herbert Müller even tried Nurburg Ring for the first time.

He gladly accepted an offer from Filipinetti at the end of 1962 and was finally free of those financial worries which took so much valuable sleep between races.

One of his first efforts for the new team came in the Formula 1 GP at Pau, with Siffert and Schiller. The old four-cylinder Lotus entrusted to Müller was given little chance

but nobody counted on his stubbornness. When a fuel lack halted him abruptly in the 83rd round he lay third to Clark and Taylor.

Porsche gave him various cars for the 1963 European hill series, including the famous "ice scraper" with which Herbert secured his first title as European GT mountain king.

In 1964 he learned the madness that is 24 hours at Le Mans, sharing a Porsche 904 GTS with Claude Sage for the Filipinetti team and finishing 11th overall. He considered the Targa Florio and 1000 km race which followed far more demanding.

The tragic death of friend Tommy Spychiger with whom he was to contest this year's GT world title with a Ferrari 365 P temporarily limited his activities.

His second Le Mans start came in 1965, sharing a Ford GT 4.7 with the American Bucknum but Müller didn't get past the third hour. The Reinach driver had posted third fastest training time with a 3:39.2 (137.37 mph) though the Ford GT had only five laps of breaking in and he didn't know the car at all. Even the blasé were surprised.

In 1964 Herbert Müller was entered by Porsche for the European hill events in an eight, alongside Edgar Barth. Sometimes he drove the Elva Porsche (not entirely sorted for handling) and sometimes a 904 with eight-cylinder powerplant. He finished second to Barth three times and at the final run, Sierra-Montana-Crans, when Barth was stopped by a faulty fuel pump took the victory

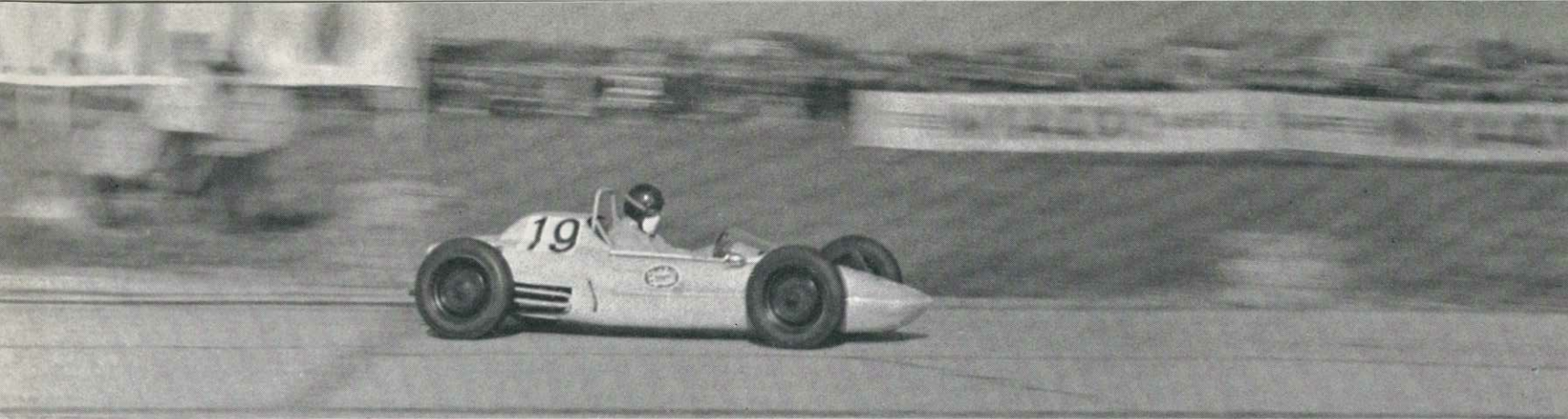
for Porsche, ahead of two factory Abarths.

In the title standings he was a clear second to Barth, ahead of Patria and Hans Herrmann.

In 1965 Porsche again entered him in European mountain championship events with a GT car as in 1963, but now with a factory 904. He was so successful in the early races (best GT man every time) that they could already put him in a sport car for Freiburg (only the 5th event) because the GT title was already his. In trying to match the times of Mitter (and Scarfiotti in the Dino) with a new 8-cylinder prototype he left the road. Still the overall picture proves him one of the best mountain drivers and as Le Mans showed his excellence on closed circuits is undiminished as well.

Schenken Sie noch mehr Freude an Ihrem Fahrzeug -
schenken Sie **MARCHAL - NEBELSCHEINWERFER!**





AUSTRIA

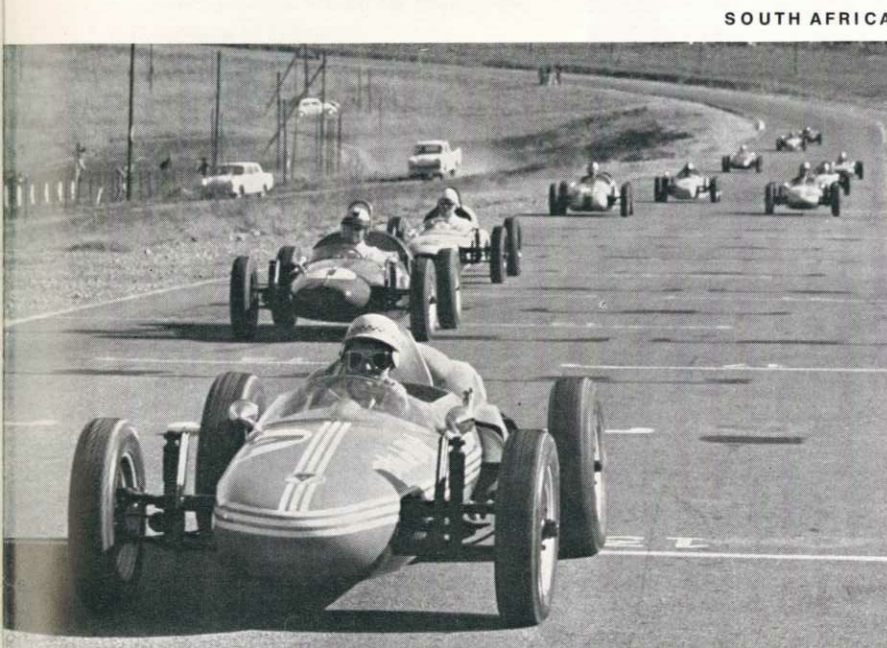
FORMULA VEE

HOLLAND





GERMANY



SOUTH AFRICA

Die Formel V, die in den USA schon vor rund drei Jahren „erfunden“ wurde, jene Rennformel, die den VW-Motor, das VW-Getriebe, die VW-Vorderachse und die VW-Bremsen vorschreibt, hat sich inzwischen auf der ganzen Welt verbreitet. In Deutschland darf man jetzt selbstverständlich statt dem 1134 ccm auch den neuen 1300 ccm VW-Motor dafür verwenden. Links oben der Schwede Sven Gunnarson auf einem Beach Car als Sieger beim Flugplatzrennen von Aspern bei Wien; links unten Spitzenkampf in Zandvoort (Nr. 1 Gijs van Lennep, Nr. 3 David van Lennep); rechts oben Rolf Wütherich schleudernd auf der Solitude, darunter ein Foto, das uns P. Weihrauch aus Südafrika schickte, vom Kyalimi-Rennen (Pretoria)

Formula V, "discovered" in America some three years ago, is the race formula with VW engines and VW gearboxes, VW front axles and VW brakes which has since spread around the world. In Germany you are naturally allowed to use the new 1300 cc VW engine in place of the 1134 version. Left above the Swede Sven Gunnarson in a

Beach Car, winning the airport race of Aspern, near Vienna. Left below, a fight for the lead at Zandvoort (No. 1 Gijs van Lennep, No. 3 David van Lennep), right above, Rolf Wütherich skids on Solitude, below, a picture sent by P. Weihrauch from South Afrika and the Kyalimi race (Pretoria)



La formule V, «inventée» aux USA il y a déjà environ trois ans, cette formule de course qui prescrit le moteur VW, la boîte de vitesses VW, l'essieu avant VW et les freins VW, s'est entre-temps étendue au monde entier. En Allemagne, on peut maintenant bien entendu utiliser aussi à cet effet, au lieu de celui de 1134 ccm, le nouveau moteur VW de 1300 ccm. En haut à gauche — Le Suédois Sven Gunnarson, sur une Beach Car, vainqueur de la course d'aérodrome d'Aspern, près de Vienne. En bas à gauche — La lutte pour la première place à Zandvoort (n° 1 Gijs van Lennep, n° 3 David van Lennep). En haut à droite — Dérapage de Rolf Wütherich sur le circuit de Solitude. Au-dessous — Une photo, que nous a adressée P. Weihrauch d'Afrique du Sud, de la course de Kyalimi (Pretoria)

Der LM-EURO TEST 1965 beweist: Motoren laufen schneller temperamentvoller länger wirtschaftlicher mit LM

4 Testfahrzeuge legten gemeinsam eine Strecke zurück, die dem halben Erdumfang entspricht. Durch 10 Länder Europas. Unter gleichen Fahrbedingungen für alle Wagen. Zwei Fahrzeuge fuhren mit, zwei ohne LM.

Die Auswertung durch ein neutrales technisches Institut hat bewiesen: Die mit LM gefahrenen Wagen sind schneller, beschleunigen temperamentvoller, brauchen weniger Benzin und Öl, haben eine bessere Kompression, weisen bei vielen hochbeanspruchten Gleitstellen einen weitaus geringeren Verschleiß auf.

Interessante Durchschnittswerte der 4 LM-Testfahrzeuge:

	mit LM	ohne LM
		
Beschleunigung von 0 auf 80 km/h	17,5 sec	18,7 sec
Beschleunigung von 0 auf 105 km/h	44,5 sec	49,5 sec
dazu benötigter Weg	995 m	1145 m
Benzinverbrauch auf 100 km	8,77 l	8,92 l
Ölverbrauch auf 1000 km (Einsparung ca. 32 %!)	0,21 l	0,31 l



LM EURO TEST 1965

Weiter wurde festgestellt, daß LM das Einfahren neuer Fahrzeuge begünstigt, die Höchstgeschwindigkeit steigert, die Lebensdauer des Motors verlängert, die Reparaturanfälligkeit vermindert, an Benzin und Öl mehr einspart, als es selbst kostet.

Besonders in der kalten Jahreszeit sorgt LM durch seinen schützenden Gleitfilm für einen verschleißarmen, zügigen Start. Und Sie wissen ja, ein Kaltstart entspricht dem Verschleiß von ca. 60 Fahrkilometern!

Also beim nächsten Ölwechsel LM ins Motor- und Getriebeöl. Ihrem Wagen zuliebe!

Liqui-Moly sendet Ihnen auf Wunsch die LM-Testergebnisse. Bitte schreiben Sie uns, oder schicken den folgenden Abschnitt.

Ich bitte um die Ergebnisse des LM EURO-TESTS 1965

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MIGHT WE CALL THIS:

FAMILY NEWS

Karl Rabe

HONORARY DOCTORATE FOR FERRY PORSCHE

On the occasion of its 150th anniversary the Technical College of Vienna awarded Ferry Porsche, head of the Porsche KG, the honorary degree of doctor for his contributions to the development of the automobile.

With this distinction, festively celebrated, the Vienna technical school noted before the world the success

with which newly-made Dr. Ing. h. c. Ferry Porsche, has continued the life work of his father, Prof. Dr. Ing. h. c. Ferdinand Porsche who was given his honorary doctor's hat by the same college in 1917.

Our photo—taken at a Porsche meeting—shows him next to his likable wife Dorothea.



70th Birthday for Karl Rabe

The former head designer of the Dr. Ing. h. c. F. Porsche KG, senior engineer Karl Rabe, oldest co-worker of the late Prof. Porsche and a member of the research society for combustion engines in Frankfurt celebrated his 70th birthday on 29 October, 1965. Karl Rabe, who was made an honorary senator of the Stuttgart technical college in 1957, made a name for himself with many designs—including his collaboration in the development of the VW and Auto Union race cars—as well as for many patents, known far beyond the borders of Germany.

Born on 29 October, 1895, in Potten-dorf (Austria) he graduated, after high school, from the Vienna industrial school. He joined the Austro Daimler design staff in Wiener Neustadt on 13 October, 1913, coming under the wing of Director Porsche, who soon recognized the ability of his young assistant and furthered him. Karl Rabe advanced quickly and stayed with Austro Daimler as head designer when Porsche left in 1922.

When Ferdinand Porsche took over technical direction of the Steyr works in 1929 their paths crossed again since Rabe was also working there at the time.

When Porsche founded his own design bureau in Stuttgart in 1930 Karl Rabe joined the new team and became the closest co-worker of Ferdinand Porsche. After the war Rabe was named public administrator of the Porsche plant in Gmünd, Carinthia.

After the death of Prof. Porsche on 30 January, 1951, he entered the Dr. Ing. h. c. F. Porsche KG as member of the management board with power of attorney and today is personal advisor to Ferdinand Porsche on technical questions.

Karl Rabe whose special loves, apart from technology, are classical music, piano playing, painting and sculpture as well as medicine, has been married since 1927 and has three sons.



Hans Kern

65th Birthday for Hans Kern

On 21 November, Hans Kern, business manager with power of attorney for the Dr. Ing. h. c. F. Porsche KG, celebrated his 65th birthday. Born in Vienna he worked for eight years in the textile trade after military service and business apprenticeship and five more years as financial manager of a Viennese car body firm.

He joined the Porsche design bureau in Stuttgart in 1933 where he took over the bookkeeping and personnel departments. In 1942 he received power of attorney and assumed financial management and the general business leadership. Since 1950 he has been a member of the management board.

The continuous increase in production and quick upwards development connected with the Porsche house in an era of tough business competition are due too to the decisive role played by Hans Kern whose farsighted financial policies led the house to its present flowering in world importance.



65th Birthday for Franz Xaver Reimspiess

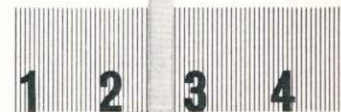
Anniversaries and birthdays have piled up at Porsche in recent weeks and months but we can't forget Franz Xaver Reimspiess, an engineer from the team of twelve original men who founded the Porsche bureau in the winter of 1930/31 in Stuttgart. He was 65 on 28 November. His special merit: he played a decisive part in the design of the four-cylinder boxer engine for the Volkswagen.



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noch
wirtschaftlicher
fahren...**



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THE AUSTRALIAN

NUMBER 378

THURSDAY SEPTEMBER 30 1965

PRICE SIXPENCE

Registered in Australia for transmission by post as a newspaper.

REPORT: MILITARY ADVENTURES BY NORTH VIETNAM MUST END

STOP VIET BOMBING — UK

For truce
removal
troops

TO CABLE SERVICE:
WEDNESDAY

Foreign Secretary, Mr
called today for an im-
merican bombing of
for North Vietnam
adventures.

admission of China to the
commended a reappraisal
eping operations. "It is
UN merely as a police-

Party's conference in Hanoi
S. suggestions that Britain
S. intervention in Vietnam
nists would open the door
to peaceful nego-
tiation.

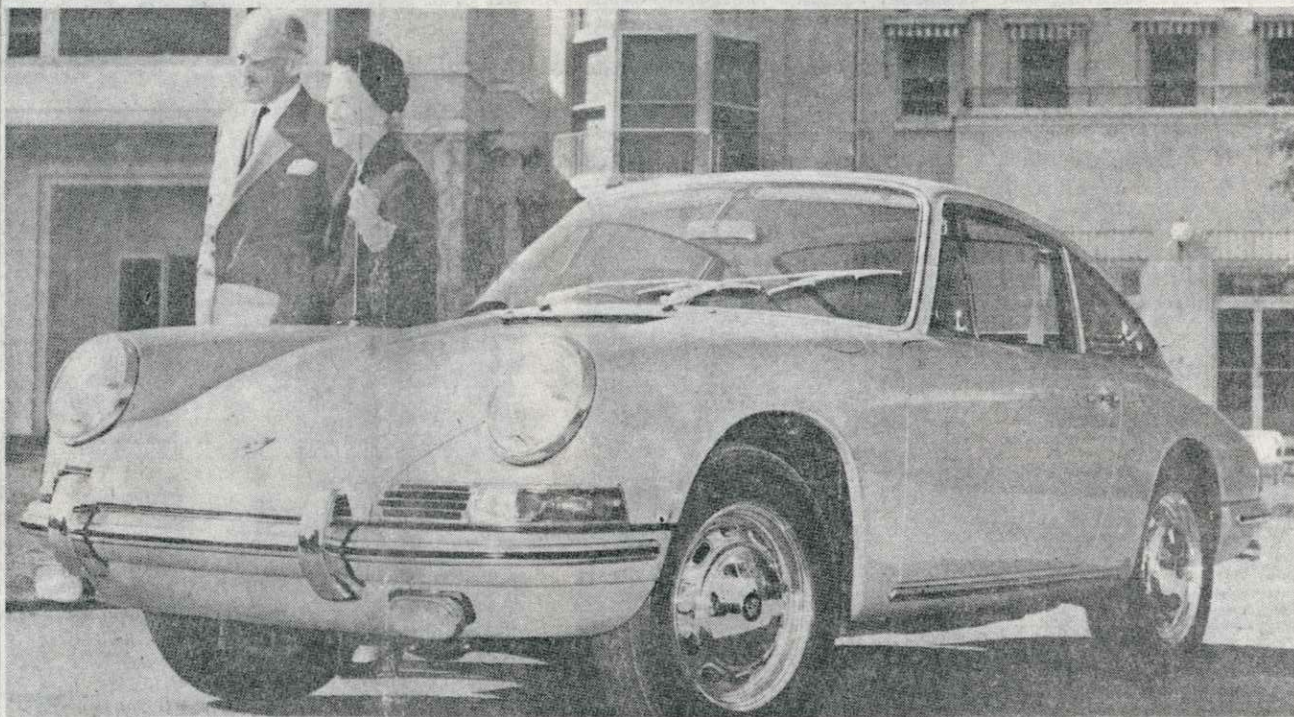
The idea was un-
realistic, he said, be-
cause Hanoi and
Peking had kept the
door closed every
quarter.

Mr Stewart called for a
peace conference, cease-
fire, removal of foreign
troops and bases and
United Nations interven-
tion leading to free elec-
tions in Vietnam.

"Let us have a confer-
ence, whether it be the
Geneva Conference recalled
or under any other
auspices, and let us either
before or at the confer-
ence have a cessation of
the fighting," he said.

Britain was still ready
to take any move which
would lead to a solution
of the Vietnam problem.

Once both sides in
Vietnam felt guaranteed
against assault there could
be massive rehabilitation



LORD AND LADY CASEY and their yellow, 140 mph car

LORD CASEY — A FAST 75

Dignified is just the
word for Australia's new
Governor-General and his
lady, but dull—never.
Now they've moved
into a 140 mph world
with the purchase of a
rich yellow German
sports car with a price
tag of £4875.

In the Government
House garage it joins a
Rolls-Royce (too big for
running about in) and a
Mini (too small some-
times).
Both Lord and Lady
Casey intend to keep up
their flying too, of
course.

At 75 years young,
Lord Casey may soon tell
his wife they are old
enough now to take up
something fast and excit-
ing. Like inter-planetary
travel?
See Martin Collins —
Back Page.



READY TO TAKE-OFF . . . Lady Casey behind the wheel.

Food
prices:
State
acts

Complaints about in-
creased food prices
will be investigated by
the New South Wales
Government.

This undertaking was
given yesterday by the
Chief Secretary, Mr E. A.
Willis.

He said the Government
had power to investigate
prices of a large range of
foods.

Already, he said, some
complaints had been re-
ceived and officers of his
department had been
authorised to make in-
quiries.

Charges by the Leader
of the Opposition, Mr J.
Renshaw, of substantial
increases in food costs
were substantiated by
Government officials yes-
terday.

Since June, 200 grocery
items have risen by up to
30 per cent.

NEW RISES

These include soap, soap
powders, breakfast foods,
floor cleaners, margarine,
some jams, some tinned
food, powdered milk,
batches and flour.

Further increases in
other grocery lines are
expected next week.

Mr Willis, in a written
reply to Mr Renshaw,
said that the percentage
increase on the consumer
price index from March
to June was: Sydney 4.57,
Melbourne 5.74, Brisbane
5.03, Adelaide 5.18, Perth
4.10, Hobart 4.16.

Expressed in monetary
terms the percentage in-
crease for Sydney was
about 14/- a week.

Food and miscellaneous
items were the dominant
factors in the increase,
especially the high prices
for meat and potatoes.

Mr Willis said that
people on fixed incomes
had been "regrettably"
affected by the increases.

However, the Govern-
ment believed that price
control would not be prac-
tical.

£9m a year
for U.S. art

WASHINGTON,
WEDNESDAY

President Johnson today
signed a bill that could
provide up to \$9 million

HOPES FOR LIFT IN CAR SALES

The present slump in car sales was a flash in the pan,
the president of the Federal Chamber of Automotive
Industries of Australia, Mr D. I. Donaldson, said last
night.

"We expect sales
will pick up in October
and November; there
is no cause for alarm,"
he said in Sydney.

Less optimistically, the
secretary of the Motor
Traders' Association of
NSW, Mr N. A. Neal, ap-
pealed for a reduction in
sales tax on new cars
from 22½ per cent to the
1958 level of 16.2-3 per
cent.

"Some dealers are mak-
ing only half their normal
sales," he said.

"The pronounced de-
cline is very serious and
some action will have to

Killer volcano — toll now 300

MANILA, WEDNESDAY

At least 300 bodies have been recovered
in the aftermath of yesterday's Taal volcano
eruption. More eruptions are expected in
the next 48 hours.

The volcano, in Tanuan,
continued to belch black
smoke late today as re-
fugees sought higher
ground in the wake of
warnings that further

Salvage bid
for ship

CUSTOMERS AROUND THE WORLD

If you, dear reader, buy a new car it doesn't usually make the front pages of every major paper in your land but when the Governor General of Australia buys a "sporty car from the European continent" at the age of 73, a Porsche 911 to be more precise, it is big news.

Australia is part of the British Commonwealth. In agreement with her federal government Britain names a Governor General for the Australian states. Of late he has been Lord Ca-

sey. He is dignified as an Australian paper notes, but they added it doesn't mean he is dull. Quite the contrary. For instance he is an enthusiastic pilot and loves beautiful, racy automobiles. Lady Casey shares these enthusiasms.

The Government House Garage in Canberra, capital of Australia, housed only a large Rolls Royce and a saucy Mini Cooper up to now. The Rolls Lord Casey said, is a little large for daily use and the Mini a little too cute.

This car, with five speeds, six carburetors and a 130 mph top speed fascinated him. He said of course he doesn't really intend to use the top speed. He bought the car chiefly because he feels very safe in it, with the excellent acceleration, four disc brakes and safety steering. Lord Casey uses seat belts, incidentally.

Why a yellow 911? Lady Casey who also drives the car explained to a reporter: Many accidents are probably to be traced to the fact that a car's color isn't sufficiently separated from its surroundings so that people don't see it.

She defended the choice of such a small car thusly: I find it really very egoistical to drive to town alone in a mammoth car when parking is so hard to find. She says she likes driving the new Porsche. What is it like?

It is like flying very low, she said with a smile.

And afterwards, the reporter writes, Lord and Lady Casey looked almost sad as they entered the large Rolls Royce to make an official appearance in the Canberra area.

Norman Hamilton, head of Norman Hamilton & Co. Pty. Ltd. of St. Kilda, Victoria (near Melbourne), the Australian Porsche importer took the 911 to Lord and Lady Casey in Canberra personally. And his excellency Lord Casey, PC, G. CMG, CH, DSO, MC, Governor General of Australia, to use his full title (PC means Privy Councillor, private advisor to Her Majesty the Queen, the rest are abbreviations for high awards which always appear behind the name in England) will now be receiving Christophorus regularly as well. R. v. F.

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DETA



BATTERIEN

immer an der Spitze...



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delighted with good DETA-battery



Links oben: Neuerdings fährt auch die schwedische Polizei („Polis“ ist das schwedische Wort für Polizei) Porsche – genau wie die Polizei in der Schweiz, in Holland, bei uns in Nordrhein-Westfalen und Baden-Württemberg, und die Gendarmerie in Österreich

Left above: Latest converts to Porsche are the Swedish police (polis is the Swedish word for them) – just like their police brethren of Switzerland, Holland, at home in North Rhine Westphalia and Baden-Württemberg and the Austrian gendarmerie



Zu dem mittleren Bild schrieb uns kürzlich Adam-Joachim von Kalckreuth: „Diesen Zwischenfall – Unfall kann man es ja kaum nennen – sah ich bei Varese in Oberitalien. Hat sich dort ein fast neuer, grüner 356 C aus Belgien mit wieselartiger Geschicklichkeit in einen 3 Meter tiefen Graben gefädelt, hat seine beiden Insassen sicher geschützt und aus einer mehr als brenzlichen Situation (in die sie unschuldig geraten waren) gerettet. Von einer Hauswand wurde der Wagen in diesen Graben abgelenkt, und es bedurfte großen Sachverstandes der Abschlepper, den Porsche da wieder herauszuholen! Das junge Ehepaar verbrachte anschließend noch schöne Ferientage in Lugano ...“

Adam-Joachim von Kalckreuth recently wrote about the middle photo: I saw this incident – you could hardly call it an accident – near Varese in Upper Italy. An almost new, green 356 C from Belgium fitted itself into a 10 foot ditch with the agility of a weasel, fully protecting its two passengers from a more than critical situation (in which they were blameless). The car was „directed“ into the ditch from a house wall and it took all the tow-truck’s cunning to remove the Porsche again. The young couple went on for a pleasant vacation in Lugano

Unten: Wenn man es genau nimmt, ist es kein Kunde, sondern ein Mann, der für die Kunden die Wagen überführt, und zwar für das Autohaus Rossel in Wiesbaden. Kürzlich war er in Stuttgart, um seinen 300. Porsche

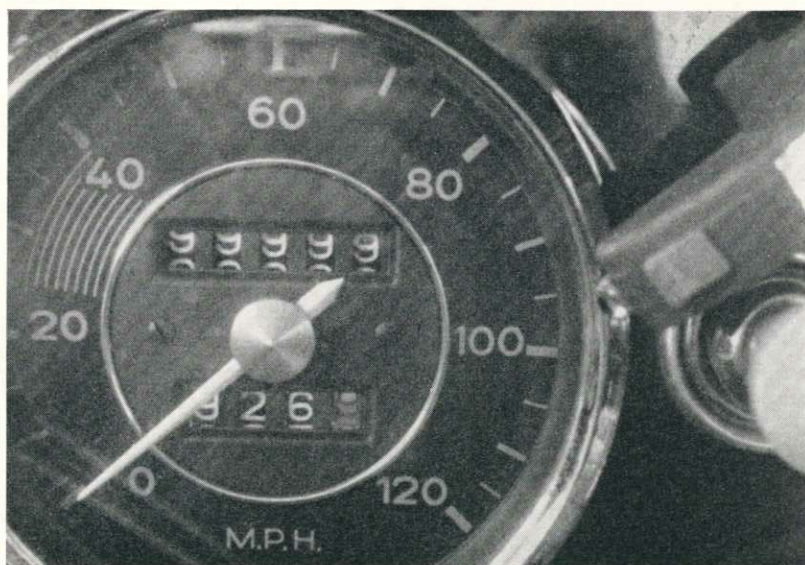
nach Wiesbaden zu fahren, Karl Gattung, der seit 1957 bei Rossel arbeitet, seit 1914 in der Autobranche, der am 18. Dezember 75 Jahre alt geworden ist und seit mehr als 50 Jahren unfallfrei fährt! Neben ihm Inlands-Verkaufsleiter Harald Wagner

Below: Literally speaking this is not a customer but a man who picks up cars for the customers, for Autohaus Rossel of Wiesbaden. He was recently in Stuttgart to collect his 300th Porsche for Wiesbaden: Karl Gattung has worked for Rossel since 1957, been in the motoring business since 1914 and was 75 years old on 18 December. He has driven over 50 years without an accident. Next to him is German sales chief Harald Wagner

Rechts oben: „1958 kaufte ich einen 1600 Super. Ich habe ihn jetzt 100 950 Meilen gefahren, und er läuft eher noch besser als am Anfang. Kurz vor der 100 000 Meilen (160 000 km)-Grenze habe ich zum ersten Male den Motor nachsehen lassen. Zwei Kolbenringe waren gebrochen, aber die Zylinder selbst waren noch in perfektem Zustand. Allerdings brauche ich inzwischen 1 Liter Öl auf 800 Kilometer. Hier mein Tachometer, als er auf 99 999 stand“ schrieb uns H. C. Frantz aus Terrace Park, Ohio

... I want to take this opportunity to report to you the great pleasure which has come my way during recent years from being a Porsche driver. In 1958 I bought a 1958 Super. It now has 100,950 miles on it and, believe me, runs as well as, if not better than, when it was new. Engine No 182144*; Body No 103842. At about 100,000 miles, I had them take the engine down for a look-see. Two rings were, alas, broken; but the insides of the cylinders were in perfect shape – no scoring or wearing at all on the chromium. My mechanic thought this was a pretty happy situation, even when the car involved was a Porsche; and he is a Porsche-VW specialist and very emotionally involved in favor of same. Now, I’ll use about a quart of oil every 450 miles or so. I enclose a snapshot of the odometer when it “flipped its lid” at 100,000 miles.

To you all, then, sincere greetings and the Porsche Salute. Sincerely yours H. C. Frantz, Terrace Park, Ohio



Die schicke Nummer und der neue 911 gehören dem Sportpräsidenten des AvD, Dr. Leo Frh. von Diergardt, der gerade seinen Wagen abholt

The modish number and the new 911 belong to the Sports President of AvD, Dr. Leo von Diergardt, collecting his car in Zuffenhausen



**Können Sie es
verantworten, weiterhin
ohne Feuerlöscher
zu fahren?**



Der neue
GLORIA-
Autolöscher



GLORIA
Feuerlöscher

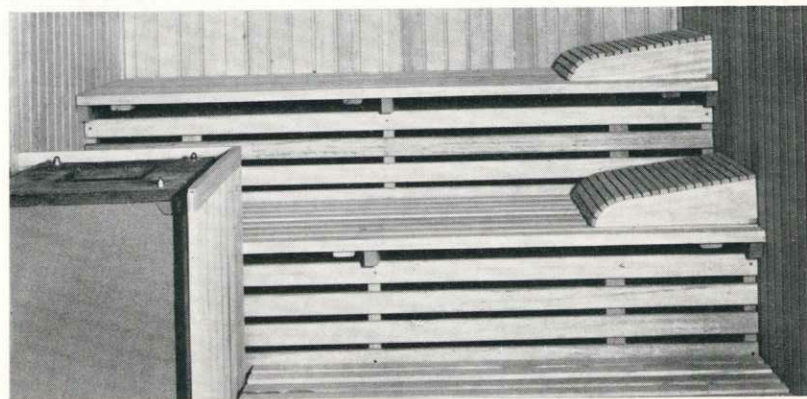
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Klafs

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Ing. Erich Klafs VDI Med. Technik - Saunabau KG
717 Schwäbisch Hall
Am Markt 79 - Telefon 6719



Links:

Auch in Japan laufen zahlreiche Porsche. Im Sommer 1965 wurden die Modelle 911 und 912 bei einer Cocktail-Party im Prince Hotel in Tokyo offiziell vorgestellt. Auf dem oberen Bild sehen wir in der Mitte den Präsidenten der Tokyoer Porsche-Vertretung „Mitsuwa Motors“, Mr. Okumura, rechts von ihm Porsche-Exportleiter Hirsch, der eigens nach Tokyo gekommen war, links eine Geisha. Auf dem untersten Bild: Ausflug einiger Mitglieder des Porsche-Clubs von Japan zum Fujiyama

There are a good many Porsches in Japan too. In the summer of 1965 the 911 and 912 models were officially presented at a cocktail party at the Prince Hotel, Tokyo. In the top picture we see the President of the Tokyo importers, Mitsuwa Motors, Mr. Okumura in the middle, with Porsche export director Hirsch, in Tokyo for the event to the right and a geisha to the left. In the bottom picture: visit by various members of the Porsche Club of Japan to Mount Fujiyama



Au Japon aussi, de nombreuses Porsche sont en circulation. En été 1965, les modèles 911 et 912 ont été présentés officiellement à Tokyo au cours d'un cocktail donné au Prince Hotel. Sur la photo du haut, nous voyons au centre Mr. Okumura, Président de la «Mitsuwa Motors», représentation Porsche à Tokyo, à sa droite M. Hirsch, chef des exportations de Porsche venu tout exprès à Tokyo, à gauche une geisha. Sur la photo figurant tout en bas: Excursion au Fujiyama de quelques membres du Club Porsche du Japon

Rechts:

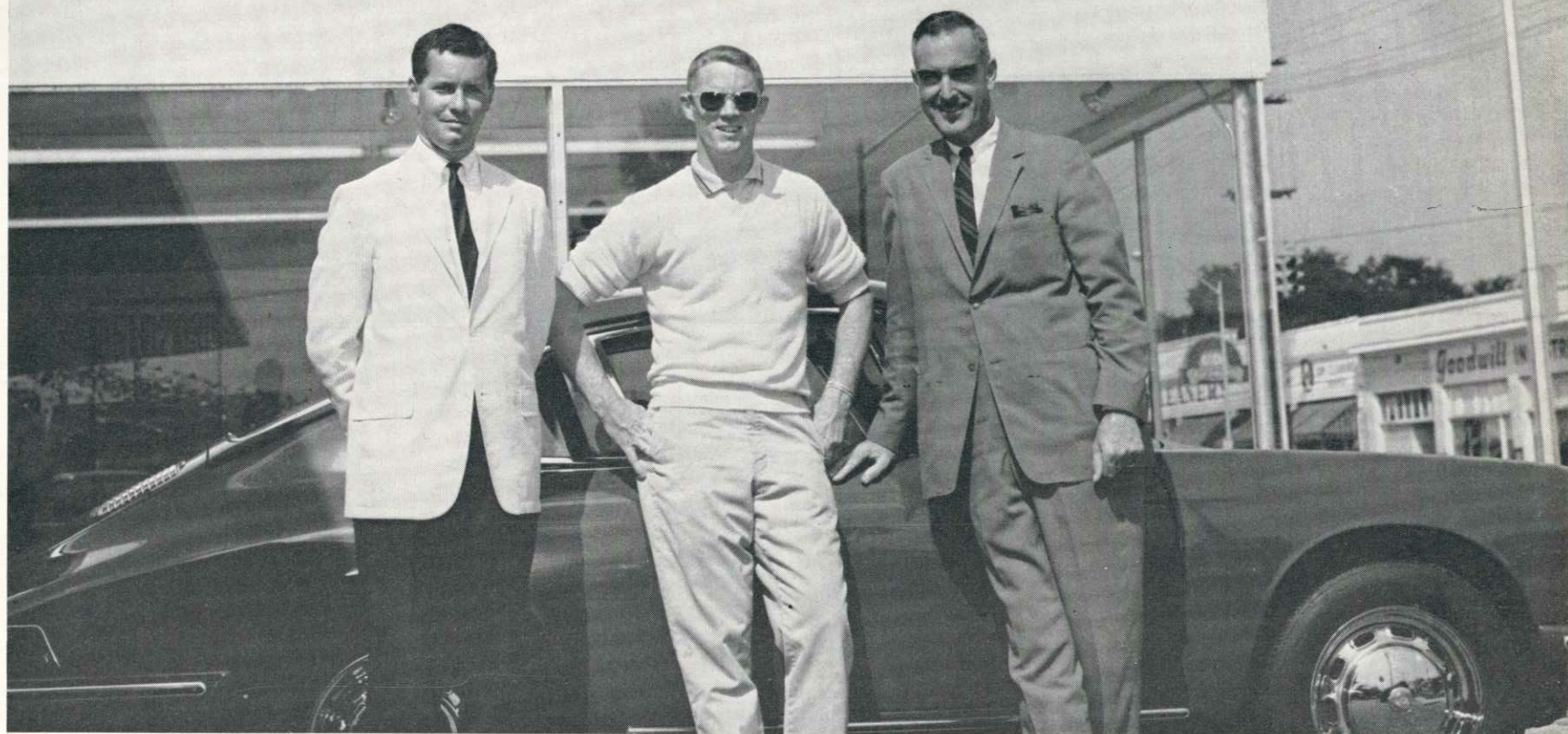
Mit einem der neuesten, besten Düsenjäger vom Typ T 33 flog er vom Astronautenzentrum in Houston (Texas) herüber nach Jacksonville (Florida), wo er den neuesten 911 in Empfang nahm, der eigens für ihn nach Amerika kam: Russel L. Schweickart, einer der amerikanischen Weltraumpiloten. Links und rechts von ihm die Chefs der Porsche-Vertretungen in Florida

C'est avec un des plus récents chasseurs à réaction type T 33 qu'il vola du centre d'astronautique de Houston (Texas) jusqu'à Jacksonville (Floride) où il prit possession de la première 911 envoyée en Amérique spécialement pour lui: Russell L. Schweickart, l'un des pilotes interplanétaires américains. A gauche et à droite de lui, les dirigeants de la représentation Porsche en Floride



BRUMOS PORSCHE

ROVER LAND-ROVER



Astronaut gets 911

Jacksonville, Fla., U.S.A. — Astronaut Russell L. Schweickart, one of NASA's space men, took delivery of a new model 911 Porsche coupé in Jacksonville, Florida, recently where the car was shipped especially for him from Stuttgart. Left to right in this photograph are Peter H. Gregg (new owner

and manager of Brumos Porsche, the exclusive Porsche dealership in Jacksonville which Gregg recently purchased from the estate of the late H. L. Brundage, the company's founder), "Rusty" Schweickart (who flew in by T-33 jet from the space center in Houston, Texas to take delivery of his

new Porsche), and Stan McFarlane (vice-president and general manager of Porsche Car Southeast, Inc., Porsche importer-distributor for the southeastern United States). The Jacksonville dealership made delivery of the 911 for the factory, which shipped the car to Porsche Car Southeast

by special arrangement made for the astronaut. After a checkout briefing on his new car by Gregg and McFarlane, astronaut Schweickart left immediately on his return trip to the Houston space center, where he is assigned — this time not in a jet, but driving his own personal Porsche 911



... THE SAME HIGH CALIBER AS THE CAR ITSELF

Portland, Oregon: Porsche distributor's sales manager talks service to pacific Northwest dealers

Guenther Knapp, sales manager of Porsche Car Northwest, Inc., Beaverton, Oregon, tells 33 Porsche dealers and sales managers that service on the famed sports car must be of the same high caliber as the car, itself. The one-day meeting (Nov. 18) was held at the Cosmopolitan Motel,

Portland, and attended by representatives of Porsche dealerships from Idaho, Montana, Oregon and Washington—all of which are in Porsche Car Northwest's distribution area. Following the all-day talks was a dinner and a mass-driveaway of new Porsche 911 and 912 models.

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