



Top Secret Stable

Photo Story By BOB ROLOFSON

THE Porsche racing section is not unlike any of the other large, well lighted, very clean sections of this modern factory. Three quarters of the working space is given up to racing and experimental work, while the other third is devoted to prototype work on the long awaited Porsche jeep, called "The Hunter."

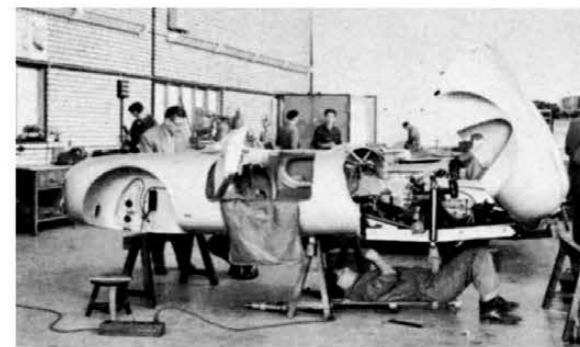
Actually, the racing section of the Porsche plant is a hot rod shop, where extra push is injected by experimenting with engine components, lightening frames and streamlining bodies. The instruments are simplified for quick readings at high speed, and seating and driving equipment are carefully "fitted" to the individual team drivers.

Beyond these well-known methods of making a series production car go faster is the point where the automotive engineers take over. Pet suspension theories come to life and are built, tested, adjusted, retested and then either incorporated into a chassis for further competition testing, or discarded for one reason or another. Frame modifications, readjustments of weight distribution and steering are tested along with anything which will speed up the car safely.

The result of this attention to detail is that the Porsche factory teams have been virtually unbeatable in class since 1952 in every race of any importance anywhere in the world. The list of events entered and events won would fill a good sized and very boring book. Porsche teams enter upwards of 400 events a year and have taken home enough hardware to load a box car in the process.

These victories are not mere show, either. Porsche's sales curve has risen rapidly the world over, a point which is due in large part to the company's racing activities. It is for this reason that European racing shops are guarded as jealously as Detroit styling sections. Although the pictures here show much of the activity, sharp-eyed readers will notice that not one really new engine is on view. They were there all right but it would have been worth my neck had I made a move

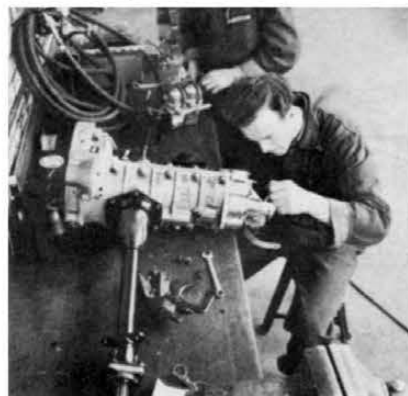
A Porsche Spyder in the process of being assembled. Here, mechanic tends to detail-work prior to engine installation.



Porsche's racing section is out of bounds and with good reason. Winning races means winning sales in a world market.



Rear view of Porsche jeep, better known as "The Hunter," features same engine as famous Porsche.



Skilled German mechanic assembles drive unit of Porsche before installation. Tolerances within housing must be critical for maximum performance. Note ratios.



Front view of the Porsche Spyder. Battery and spare are carried here. Bulge on left fender is rear-view mirror.

toward the camera. In one stall was an engine purring away smoothly on a test bed and one of the engineers remarked that it was being developed for an independent Detroit manufacturer—"but no pictures; so sorry." No details either. That was the way it went throughout the experimental section; I felt like a kid in a candy store—look but don't touch. "And don't ask so many questions."

It's obvious that these people mean business and they mean it for the '56 season. Throughout the entire racing section there is the feeling that no one—but nobody—is going to cut short that list of racing and sales wins. Maybe Maserati or EMW could do it but it won't be easy; the Porsche Volk are experts at winning. #



Assembling famed air-cooled Porsche engine, mechanics discuss details of work. Plant also handles production models scheduled for competition.