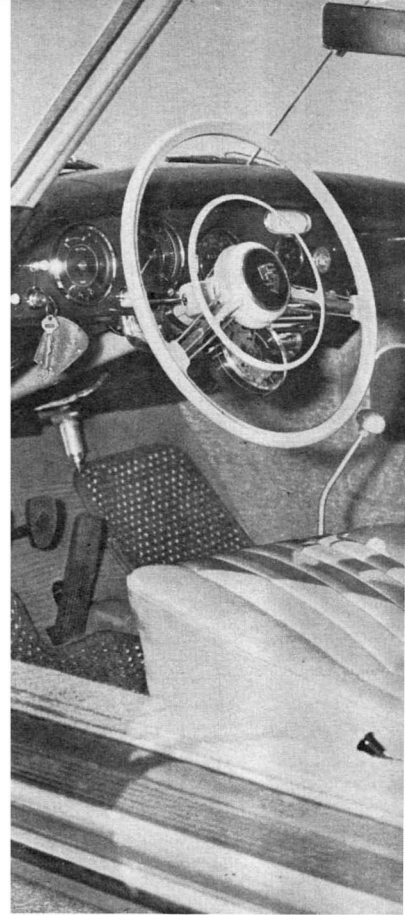


SCI ROAD TEST:



Going or coming, on concrete or dirt, the Porsche is stable yet nimble and always a delight to drive. One of the reasons is, perhaps, the well laid out cockpit. But oh, that map light! It shines right in your eyes.



# SUPER 1600

# PORSCHE

## HARDTOP



The Porsche Hardtop, an open and shut case.

**H**AVING PUT A NEW 1600 "normal" Porsche coupe through its paces in May, SCI thought it might be a good idea to put some test miles on the latest Super, not only to assess the improved performance but also to draw some additional comparisons between this and earlier Supers.

Accordingly, we prevailed upon Huschke von Hanstein to turn loose one of the factory's own test cars. The car he lent us was a striking two-tone Hardtop, Porsche's latest body option, fitted with the new 1600S engine.

To the Porsche purist, the new hardtop may not digest well but it does have advantages. First of all, as soon as you and your neighborhood mechanic have mastered the intricacies of removing and fitting the detachable lid, you definitely have two cars in one. Rearward vision is better than in the coupe and in a solid color, the Hardtop is a real beauty. Based on the Cabriolet rather than the Speedster, the Hardtop may be ordered with the padded soft top as well. Ferry

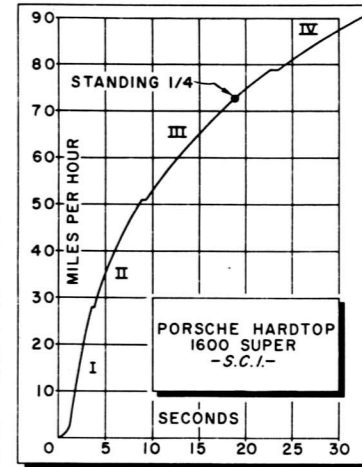
Porsche drives such a Hardtop himself these days. If you have space in the garage to hang up the metal top, well, what more could you want?

Ventilation in the Hardtop is improved by two wind wings — optional on coupes and cabriolets but standard here. However, they are not as solid as they might be, just asking to be pried open by enterprising thieves. When cracked open to allow the heater-ventilation system to operate efficiently, the wind noise is considerably louder than with the regular coupe's trailing quarter windows. On the Hardtop, the latter are fixed shut; they lift off with the top.

Those are the major differences between the coupe and the hardtop; now let's have a look at the car's performance. You've probably already scanned the performance table and said to yourself, "I thought Porsche Supers did an honest 110 mph!"

We thought so too until we had completed our top speed runs on the Munich-Ingolstadt autobahn. We came up with

(Continued on page 54)



### PORSCHE 1600S SUPER "HARDTOP"

Price at East Coast POE ..... \$4280.  
 Price at West Coast POE ..... about \$4400.  
 U.S. Importer: ..... Hoffman-Porsche Car Corp.  
 443 Park Ave.  
 New York 22, N.Y.

### PERFORMANCE

**TOP SPEED:**  
 Two-way average ..... 105 mph  
 Fastest one-way run ..... 107 mph

**ACCELERATION:**

From zero to	Seconds
30 mph	4.1
40 mph	6.0
50 mph	8.6
60 mph	12.7
70 mph	17.3
80 mph	24.3
90 mph	32.3
Standing ¼ mile	18.8
Speed at end of quarter	73 mph

### SPEED RANGES IN GEARS: (3000-5500 rpm)

I	15-28
II	28-51
III	43-79
IV	60-top

### SPEEDOMETER CORRECTION:

Indicated Speed	Timed Speed
30	27
40	37
50	47
60	57
70	67
80	77

### FUEL CONSUMPTION:

at 100 mph ..... 23.8 mpg  
 at 60 mph ..... 40.6 mpg

### BRAKING EFFICIENCY

(10 successive emergency stops from 60 mph, just short of locking wheels)

1st stop	63
2nd	63
3rd	63
4th	67
5th	60
6th	56
7th	63
8th	63
9th	63
10th	61

### SPECIFICATIONS

#### POWER UNIT:

Type	Air-cooled, flat four
Valve Operation	Pushrod ohv, inclined exhausts
Bore & Stroke	3.25 x 2.91 in (82.5 x 74 mm)
Stroke/Bore Ratio	0.90/1
Displacement	96½ cu in (1582cc)
Compression Ratio	8.5/1
Carburetion by	Two Zenith 32 NDIX twin chokes
Max. Power	75 DIN PS (88 SAE bhp) @ 5000 rpm
Max. Torque	86 lbs-ft @ 3700 rpm (DIN)
Idle Speed	6-800 rpm

#### DRIVE TRAIN:

Transmission ratios	test car	(relative to IV)	optional ratios
I	3.18	(3.90)	(309-std.)
II	1.76	(2.16)	(1.94)
III	1.13	(1.39)	(1.23, 1.47)
IV	0.815	(1.00)	(0.885, 0.96, 1.13)
Final drive ratio	4.43		(5.17)

Axle torque taken by ..... gearbox case

#### CHASSIS:

Frame	Pressed steel panels welded into box sections, integral with body panels
Wheelbase	83 in
Tread, front and rear	51/49 in
Front Suspension	Trailing arms, laminated torsion bars, anti-roll bar.
Rear Suspension	Swing axles, flexible trailing arm, adjustable torsion bars.
Shock absorbers	Telescopic
Steering type	2F made, Ross-type worm and roller, steering damper.
Steering wheel turns L to L	2.7
Turning diameter, curb to curb	36 ft
Brakes	2LS front, 1LS rear, fanned aluminum drums
Brake lining area	124 sq in
Tire size	"155 x 15" or 5.60 x 15
Rim size	4.5J x 15

#### GENERAL

Length	156 in
Width	66 in
Height	51½ in
Weight, as tested	2310 lbs
Weight distribution, F/R as tested	43/57
Fuel capacity	13.7 U.S. Gallons

#### RATING FACTORS (SAE):

Specific Power Output	0.91 bhp/cu in
Power to Weight Ratio	26.3 lbs/hp
Piston speed @ 60 mph	1455 ft/min
Braking Area	103 sq in/ton
Speed @ 1000 rpm in top gear	20.0 mph

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## Le Mans

### The Cars (Continued from page 50)

cially bothersome this year. Ferrari's rearward-facing carb opening must effectively keep water out of the gasworks, and in the hood scoop of the AC Prototype one could see a deflector which served the same purpose. Some other makes risked an uncontrollable amount of water injection.

In view of the fact that it used the notoriously high Bristol engine, the hood line of the AC Prototype was sweepingly low. Inspection showed that this was done by slinging the vulnerable sump about three inches off the asphalt, a stunt which can be pulled off only at Le Mans — certainly not, say, for the Targa Florio. The Peerless' exhaust system meandered about under the bodywork, giving it a similar ground clearance.

The noise prize this year? Downshifts just in front of the pits for the Dunlop bend were very impressive, and there's real pressure on the eardrums when the DBR1/300's tap is turned on after a corner. Well, as two years ago, that's one that Aston-Martin did take home.

—Karl E. Ludvigsen

## Porsche 1600S

(Continued from page 25)

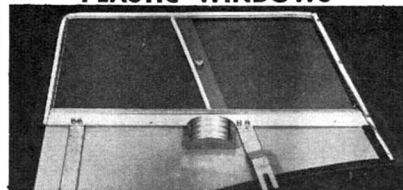
In Germany, the most docile model of the line has long been known as the Porsche *Damen*, literally, the Ladies' Porsche. While the earlier Supers have surely exhibited *certain* feminine characteristics, they could hardly have been called ladies at any time. But since the Carreras are now available for racing purposes, the formerly quixotic, temperamental Supers have been taught their manners and are now thoroughly at home in any road situation — race, rally or even thick traffic.

The flexibility of the latest 1600S engine is astonishing to say the least. It is mainly the twin-choke Zenith carburetors that have taken the sharp, unruly edge off of the old Super and with the substitution of a plain bearing unit for the complex Hirth roller bearing crank, the other major headache of owning a Porsche Super has been eliminated, too. These much less expensive cranks are rugged indeed, so much so that the new 1600 Carrera will also have a plain bearing one. The carbs are the same as on the "normal", but to suit the wilder cam grind considerably larger venturis (28 instead of 24 mm) are used with appropriately changed jets, as well as bigger valves and higher compression ratio.

The green area on the tach (2500 to 5000 rpm on the Super) indicates the range of engine speed suitable for continuous full throttle work; the red area (5000 to 5500) is OK for brief moments, such as accelerating through the gears on level roads. Hanging the tach needle above it for any length of time is needless over-revving, while to open the throttle sharply below the green is lugging it, though that's no longer as serious as it was with the Hirth crank.

We obtained two surprising fuel con-

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## Porsche 1600S

sumption figures which bear mention. On the German autobahn we cruised at a steady 100 mph with the rev counter riding the 5000 rpm mark. Checking our figures, we found that we averaged 23.8 mpg for an hour at this speed. Not bad indeed. Checking again at 60 mph, the consumption dropped to an almost unbelievable 40.6 mpg. We double-checked our figures and the answers came out the same. This gives you an idea of what to expect under perfect driving conditions with a reasonably light foot; light, yes, but not so light that you can't still enjoy the car's performance. You may not get 40 mpg, but 30-plus should be obtained easily on U.S. turnpikes.

The latest Porsche steering is a real improvement over the first 356A's. Considerably lighter and with quicker return, we found the Ross box to be most satisfactory. From the standpoint of wear on a high speed touring car such as the Porsche, the Michelin X's fitted all around are hard to beat. Handling is satisfactory and though the factory doesn't use the X's, some owners will use nothing else. For competition, drivers will profit by experimentation with various makes and pressures till they find what they themselves like best. No matter what your tastes in handling, the new Porsche allows greater latitude in choice of tires than earlier models ever did.

There are many small but pleasant changes to the latest Porsche, such as rubber stops to keep the doors open when parked on a hill and a smaller, more convenient inside door handle. The seats are outstanding with respect to both the support given the small of the back and the lateral hip-grip. We liked the new gear lever despite the disappearance of the "melted butter" change of the 356's and early 356A's. The lever is more convenient and has a crisper, more solid feel to it. The clutch on the test car was not too happy when getting the car away from rest during acceleration runs. We had recently driven a works 1500 Carrera for a brief spell, and the difference in the two clutches was conspicuous. The Carrera's clutch takes a solid bite right now, unlike the mildly slipping, indecisive unit encountered on the test car. The latter is driven every week by different drivers, we should add, so some wear and tear with perhaps some inadvertent abuse is surely involved.

Brakes are more than adequate for high speed touring, but if you should contemplate competition, keep a watchful eye on them. Dutch-made "Koni" shock absorbers at each corner make a useful substitution, too. They're well thought of in Europe.

In summary, the new 1600 Super Porsche has more steam and is three times smoother than the earlier Supers. With the new engine in the lighter Speedster, well tuned and well driven, we wouldn't be too surprised to see Carreras given a bad time on certain shorter circuits. The Hardtop is an eye-catching model that obviously has a market in colder climes where open cars are practical only in the summer months. The only drawback to each option seems to be a rather hefty price increment. "Best buy" of the line is still the normal Speedster.

Jesse Alexander

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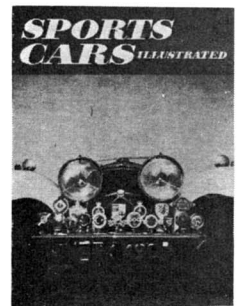
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