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1966: A glimpse into Panorama's past

Pablo Deferrari

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I won't use the trendy word "throwback" because it's a tired word to describe a moment in time revisited for nostalgic reasons. Besides, I can't be nostalgic about 1966 anyway because I was never there; I suspect many of you reading this weren't either. So, I simply borrowed it.

There's no particular reason I chose the year 1966, completely coincidental. You see, fellow PCA member and friend John Nitz recently gave me a box full of *Panorama* magazines to add to my already bulging collection that pre-dates me, and it just so happens that I was missing large chunks of this decade's issues, volume XI. So, I sparked up a cigar and belly flopped into No. 1, January 1966 resurfacing hours later with No. 12.

It had been ages since I looked at any of these old issues of *Panorama*, but a lapse in time is a good thing; a greater appreciation of the content tends to happen with maturity. Something else occurred; I came away with a new found respect for our club's rich history.

This tends to happen when digging down to the roots, a deeper connection is felt because you "get it," something quite difficult to do when the train was hopped in the middle or toward the back.



What was club like back then? And *Panorama*, what was *that* like, how was it put together? How many pages? What sorts of topics did editors write about?

These are the kinds of questions that flashed in my head the moment I opened the cover page, and because I've no firsthand recollection of what PCA was like, these old issues are the next best thing.

To put things into perspective, let me give you an idea of how much the club had grown since September 1955. From the initial 12 members admitted at the first business meeting at Blackie's House of Beef in Washington, D.C., the reported number in the January '66 issue rose to 3,508.

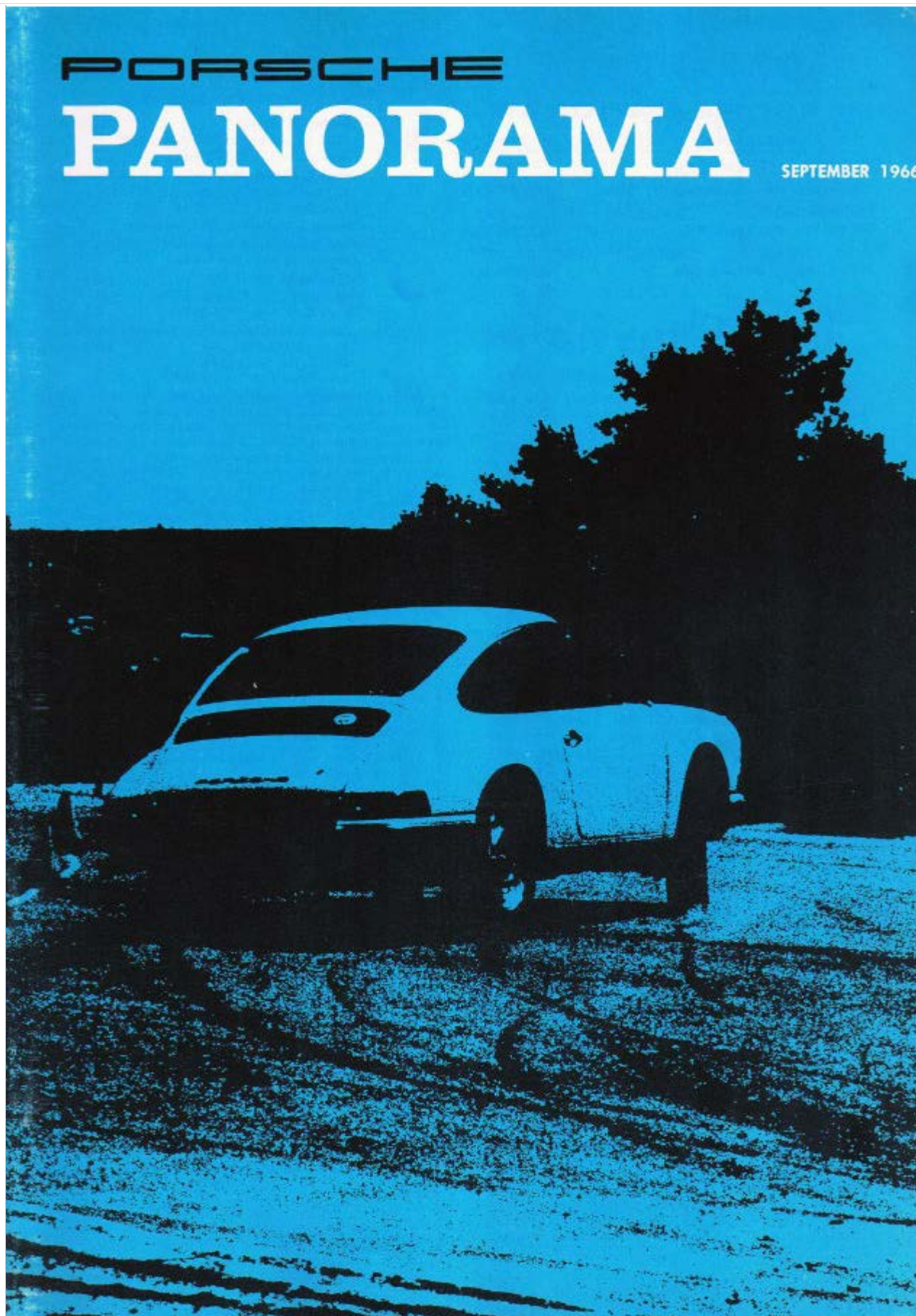
There were a total of 59 chartered regions stretching from the founder's region of Potomac at the top of the list with 151 members, down to the "charter pending" New Orleans (now Mardi Gras) Region at the very bottom with seven members. Interestingly, Golden Gate Region had the most members at 309.

It wasn't a cheap membership; \$15 with inflation figured in comes out to \$109 today. Nevertheless, the club was a self-contained unit that reported nearly \$43,100 in the first quarter statement of receipts and disbursements (just north of \$312,000 today). A demand for more advertising not only promised a healthier bottom line, but it resulted in the magazine growing from 24 to 28 pages in order to preserve a nice balance of editorial content and ad space.

What a few members didn't realize, including one from the Carolinas Region who wrote a letter to the editor complaining of getting his issues a month late, was that a good portion of the writing, rewriting, editing, laying the thing out, and production was done voluntarily, as the staff had primary jobs that paid the bills and fed the Porsche habit which had to come first.

Panorama had one editor, Paul R. Heinmiller, who also played vice president, and one associate editor, Bonnie Goetz. The contents page was broken down into news, features, technical, a special section, and departments section wrapped in a quaint 7-by-10 format with either black and white photos or Porsche-themed art gracing the front cover and ads, like Valvoline High Performance Racing Oil, or the 11th Porsche Parade in Colorado Springs July 3rd of '66/Chartered Regions adorning the back.

Had a submission? Great; send the text on 8.5-by-11 white bond paper, typewritten double/triple spaced on one side...with wide margins. Didn't have a typewriter? Send it in legible longhand. Any graphs, tables or drawings were to be drawn with black ink on illustration board or heavy bond paper; photographs were to be a set of glossy prints (Polaroids or snapshots OK, 5-by-7 or 8-by-10 were preferable) with clear and good contrast, no writing on the backs as they bled through rendering inferior engravings...oh, and no color pictures or transparencies.



September 1966's *Panorama* cover.

We've got a fairly good idea behind the nuts and bolts of the endeavor, but what was the scene like?

Beginning with the New Year, the Carrera 6 (906), destined for the "production sports car category," was to be homologated that spring with 50 units. A prototype was being shaken down in November 1965; technical information like the 220-hp 2-liter six placed amidships and the fiberglass bodied/tubular space framed chassis was disclosed in the January issue.

Preventing interior rear view mirror vibration in the so-called "C series," Porsches blowing up, breaking, or running on three cylinders at the American Road Race of Champions, a psychiatrist advocating an enthusiast to dump his wife in order to pursue his love of Porsches, and Bonnie Goetz encouraging the women of Porsche-driving husbands to make good, modern, capitalistic, and sybaritic New Year's resolutions centered around club involvement with crafts, gourmet meals and dinner parties, wine tastings, renting dynameters for the weekend, and fashion shows makes up the first half of the issue.

Tarting up your Porsche with gadgetry-like radar sentry detector, arm rests, head rests, map/trunk/glove box lights, wooden steering wheels, and Spyder mirrors, followed by a brief history lesson on the Connecticut Valley Region (formerly the Connecticut Westchester region and one of the original first chartered PCA regions along with Potomac, Eastern Penn., Northern NJ, Central NY, and Gulf Coast Florida), and transplanting 4-Cammer out of a basket-case '58 Carrera Speedster into a '57 Normal Speedster then buying the basket-case '58 to reunite it with its 4-Cammer.

What, you may be anticipating, was in the market section? Wait until you see this, it's incredible...

(Just note that the equivalent 2015 approximate dollar amount is in parenthesis)

1961 S90 Roadster — fully prepped for competition by Heinz Blade with Spyder brakes, bucket seats, new engine with roller crank: \$2,700 (\$19,560)

1957 Speedster — very good condition: \$2,000 (\$14,490)

904 GS — fresh engine. Holds Willow Springs Track record; includes an extra set of wheels, tools, and a trailer: \$6,500 (\$47,089)

RS-61 Spyder № 718-073 — with '64 SC engine and less than 7,000 miles on it. 5-speed, limited slip, set up for street: \$3,000 (\$21,734)

1956 1500 Carrera Convertible SN: 61307 Engine №: P90835 GT-465. excellent condition, driven to work daily, valve job two months ago: \$1,500 (\$10,865)

Issue No. 2 from February 1966 opens up with a letter from Huschke von Hanstein, Porsche's competition director recapping Porsche's racing successes in 1965 and upcoming schedule for 1966. Porsche reports a gross income of \$50 million (\$362 million), investing \$1.3 million (\$9.4 million) into plants, machinery, and tooling; hired 300 more hands for a total of 2,717 employees; 11,300 cars were produced and sold; 1,700 Typ 356, 6,400 Typ 912, and 3,200 Typ 911 with the U.S. having 42 percent share.

A reprint of Autocar's 912 road test is published where the "new car" is described as possessing "a sleek appearance" and "being smoothed out, rather like troweling a clay model, resulting with an even lower drag coefficient than its hunch-backed predecessor." The "*Special Section*" reported how 10 PCA members-at-large hosted a cocktail party on November 19, 1960, for all known Porsche owners in both North and South Carolina where 18 owners showed up to petition PCA for establishment of the Carolinas Region, which was granted six days later. This special report made that month's cover of *Panorama*.

The club, like Porsche, was not only steadily growing in size it was also evolving — ever so quietly. Those with an eye for detail would notice little things blooming in *Panorama* like a new department called "*Any Questions?*" that appeared in February's issue No. 2, providing contact information that members were free to use for questions pertaining to insurance, technical, activities, competition, or publications centered around PCA activities.

In the June issue, No. 6, another department appeared in the contents section called "*What's Happening...?*" a section with reports from the regions which has become "*From the Regions*" today. *Panorama* also gained a few more pages; from 28 in January's issue No. 1, to 30 by May, and then 32 in June's issue, where it leveled off at that number up to the last issue in 1966, December, No. 12.

These sorts of changes weren't formally announced; they just sort of appeared and became part of the landscape...until August. *Panorama* would officially announce a new editor, Judy Anthony. She became the associate editor — West adding a voice from the left coast to compliment associate editor — East, Bonnie Goetz's, on the right. She, along with Bonnie, would take turns writing a column entitled "*From the Passenger Seat*" discussing a woman's point a view either as a Porsche driver, or the devoted wife of a man with this incurable disease borne of Stuttgart.

These columns were among my favorites. As much as I live and breathe all things technical and mechanical, I found their voice to be a bouquet of Gerbera daisies on a workbench, strewn with pistons, roller cranks, and con rods. It added a much needed balance to *Panorama*, one that reminded a man possessed that the topic needn't always revolve around Le Mans, decambering a '58 Speedster, rallying with graph paper, or modifying the overspeed governor on a 911; having nothing else to talk about save for topics of an esoteric nature tend to make one a trifle boring and cautioned to avoid at cocktail parties.

Such articles include "*Is this fashion's new frontier?*" (March 1966), where Bonnie talks about opening up a boutique where she'd hand pick the decade's best fashion designers to create a look for your Porsche; a Carrera 6 with seats of silk twill by Emilio Pucci, Britain's Mary Quant would cover your Speedster's exterior in white vinyl over a coffee-colored suede interior, and Coco Chanel would drape your 911's interior paneling in a nubby wool boucle, seats in white and navy plaid, and the dash in shiny black patent leather.

Yet another of Bonnie's columns in July 1966 "*A Pants Suit in every Porsche*" has her raving about this period fashion ensemble that's perfectly practical for touring or attending races and meetings; she ends beautifully by mentioning a pants-suited woman driving a Carrera 6 as the most *in* thing going — oooooeee! Judy's piece in October '66 "*Want to make a great big hit with your husband?*" instructs how to do a concours detail job on your

spouse's Porsche to become part of the passion in his life, while guest columnist Ann Ross from PCA Germany writes about the outerwear, tents, rainwear, portable radios, beer, schnitzel, Kleenex, air mattresses, and toilet paper needed when "*Camping at the Nurburgring*," August 1966.

FROM THE PASSENGER SEAT

A Pants Suit in every Porsche

By **BONNIE GOETZ**
Associate Editor

Pants Suits are what's happening for lady Porsche Pushers.

The Pants Suit thing started in England and sailed across the Atlantic to capture the wardrobes of Young New Yorkers via the Discotheque scene. Pants Suits quickly started making entrances at all the right places to eat and socialize. They became *de rigueur* at gallery openings and previews. After that Pants Suits became the *in* thing to wear anywhere. I even wore a yellow brocade one to the St. Regis, one of the stodgier places of Manhattan.

Pants Suits styles range from Safari and military lines to astronaut silver space suits. Lines are heavily borrowed from riding habits and fencing jackets. One thing they all seem to share — they bear virtually no relation to men's suits. Pants



Suits are tailored, but tailored for women and suited to women's active but feminine roles. One can imagine how comfortable they are. Cut in everything from cotton to gold lame, they mean the maximum in ungirded freedom of movement. The kind of freedom one needs getting in and out of a Porsche.

Pants Suits have a modernity about them that make girdles and skirts look like Queen Victoria's whalebone waist cincher (never wear a girdle with pants). I'm not saying skirts are going to disappear but their use, although conventional, is not always practical. Example: numb knees in winter, hot shopping days, driving a car.

Pants Suits are fun, and they are a well tailored suit suitable for shopping or dinner or anyplace where a good suit goes. That includes theatre suits and cocktail suits as well. And what could be more practical for touring or attending races and meetings? The fact that pants replace the skirt in no way affects the effect, especially since the pants are usually cut in elegant thirties' styling.

Heeled shoes are worn with Pants Suits and the

new blocky heels are best. Tights replace stockings for added comfort, and all other suit accessories such as handbags, scarves, hats, etc. should be worn, just as you would with any suit. Unlike slacks and a top—it looks like you bothered to dress and *dress up* at that.

The best Pants Suits I've seen are those designed by Diana Leslie, an English designer, for her boutique, Count Down in New York's Greenwich Village, and Uptown on East 62nd St. She is an experienced designer who hails hot from London's hub of Mod designers and shops. Her suits are feminine, even sexy, and have the easy elegance of the thirties' and forties' era. The fabrics range from cotton and linen to crepes and lush tie silks. These suits are going to Beverly Hills soon in the Little Women boutique and Dayton's department store in Minneapolis as well as Diana's own Count Down, so look for the Count Down label. If you want a Pants Suit and can't get one, write me and I'll help you.

The *in-est* thing going is a pants-suited female driving a Carrera 6.

Switch seats for longer life

By **WILL MACK**
Northeast Region

After 2 or 3 years use the driver's seat tends to sag and show signs of wear, while less-used passenger's seat looks comparatively new.

Why not switch seats? Merely remove both seats and the rail that they slide on. Reverse and reinstall the rails, putting the left driver's rail where the left passenger's rail was and so on, with all 4 rails.

The seat backs must also be removed and switched so that the seat reclining levers remain to the outside of the car. Total time required is approximately 45 minutes.

SEAT RAKE: Several Porsche pushers have complained that they cannot set their seat back at a comfortable angle. Either it is a notch too far back or a notch too far forward. To provide an intermediate position, merely raise or lower, by about 1/4 in., the small rubber block that the seat back base comes to rest on. The block can be raised by putting a couple of cross sections of bicycle inner-tube around the block, and can be lowered by cutting down the block's thickness.

Commercial seat cleaners do more than clean, they help keep the car's leatherette (or leather) supple. If mere soap and water is used for cleaning, the upholstery will soon dry out and become brittle. Any good automotive upholstery cleaner, used 3 or 4 times a year over all upholstered surfaces, will lengthen their life.

NOTICE TO ALL REGIONS

Check your mailing list to make sure that every issue of your Regional newsletter is being sent to the Panorama Editorial Office. Although we receive the majority of newsletters, some Regions aren't getting copies to us. Send 1 copy of each issue of your Regional newsletter to: Editorial Office, Porsche Panorama, 323 Oakridge Drive, Schenectady 6, NY.

The *Special Parade Section* in *Panorama* April 1966 has a section entitled "*Femme und Frau*" reports that "over half of our membership in the Porsche Club of America is composed of women." I'll digress and declare the need for more of their voices in *today's Panorama*; the ratio of men to women contributors needs to be closer to that of a 944's weight distribution than a 911's with no gas in the tank.

What I've been holding in my hands, these 39-year-old *Panoramas*, and reading intently is like an archaeological dig. These journals transported me to a time I never knew because I wasn't born yet. I came to this world when the 911 had an oil tank flap on her right flank. Nevertheless, they documented the times in this club's young life making me feel as if I were dropped into their world by a time machine...there was this frothing energy, this maverick vibrancy of a time I regret not being a part of.

For anyone with a profound interest in Porsche history, these early *Panoramas* are absolutely priceless and packed with juicy nuggets to entertain the palette of even the most jaded historians.

The 911's 1-2-3-4 sweep of the Grand Touring category of the 1966 Monte Carlo Rallye report, the analyzation of the new 911 Targa by three designers David Bache from Rover, Count Albrecht Goertz designer of the BMW Typ 503 and 507, and Ferdinand Porsche III, "Butzi," designer of the 904, 911/912 in the March issue. A report of the first 6,000 miles in a 912, and the 11th Annual Porsche Parade held in the Rocky Mountain Region makes up April, followed by PCAer Joe Buzzeta bringing the Carrera 6 in fourth place while the Follmer/Gregg 904 placed first in class, seventh overall in the Sebring 1966 report, what it costs to operate a new 911, and Linda Cole's (SE Michigan Region) report on PCAer Audre Kennedy and Teddy McLaughlin's south of the border trip in "*On the Pan American Highway*" makes up May's Pano.



A look at a Carrera from 1966

June 1966 brings the 50th Targa Florio that featured two fuel-injected Carrera 6 prototypes and a Carrera 8 (2,200 cc, 8 cylinder) where the Mueller/Mairesse Carrera 6 wins first overall, another Carrera 6 1-2-3 win at Monza, an in-depth pictorial of the Carrera 6, and Keith Congdon of the Maverick Region reporting on a road trip to Mexico. Peter Taylor writes about what it's like to live with a Super 90 356 in Uganda, Africa, and the birth of the Carrera Region is announced in July's issue.

Porsche in Uganda, Africa (Part 2)

By PETER W. TAYLOR
(Continued from July issue)

In hillclimbs we have found better than at races. These are almost always on dirt roads, a mile or so long, and for us the trouble is to get to the top. One year I took the trouble to go to all the East African hillclimbs, from the Mochless one, and won the Championship. Since then we haven't needed quite so far ahead, but always do well in Uganda, where opposition isn't quite so hot as in Kenya. There are two adjacent tracks, one for hillclimbing and one for sprint—same type of surface and bends, less climbing—near Kampala, and the Porsche has put up FTD in every event I have entered there since the car came age 12 in all. And just has been the fastest lady every time. We have been lucky, of course. Apart from the 711 and 1 or 2 other Porsches, the only serious opposition has been a Cooper-Jag, the owner of which didn't quite have enough practice to get the best out of his car, and I beat him by a comfortable 3:07. Luckily, he hasn't been back.

Engineering of the car for these events consists of taking off the hub caps, bumper, rear seats, and those seats, and letting down the tires. The lowest it goes is 22 all round, when I tried 18 at the back it nearly rolled out of them. The idea is to get maximum adhesion and try and reduce the understeer on sharp corners. On loose surfaces this is something feasible, but even on tarmac the car tries to go straight on, and I then put the front tires up higher than the rear. On dirt I have discovered that the best way across a sharp, loose corner is to break the tail away by lifting off the accelerator and steering the wheel before entering the corner. Then re-accelerate and continue the steering, and go round the corner on the throttle. That seems the only way to stop oversteering into the outer hedge or cutting round on a tight throttle.

I have never hunted the engine up for competition. One once it ran like an old spruce, but when it started and the normal Porsche fit-off, it was sound but became a tin of bolts. I took them all out again.

Earlier also the car has not been as trouble free as I had expected. It seems very development program parallel to the factory. For instance, I proved the crankshaft for main bearing had an inadequate oil flow just as they did. The car was only 3 months old, so they gave us a new bearing and odds and ends like a crankshaft to put it right, so per new engine at that time. A fellow owner in Kenya warned me that the oil rods would bend, and the spare I ordered was the newer, stronger type. At 20,000 miles a de-color discoloration of exhaust valves with a fair crack across the face. The Shell's agents, through whom I deal for spares, said, rather naively I thought, that they had never come across this. But it just happened that the rock valve was modified and stronger.

At 33,000 one of the remaining jet nozzles fell into the water. This was at a hillclimb I won, however, when a friend and self spent half the night taking the shroud out of the cylinder. In spite of what they say in the Workshop Manual, it is possible to remove a cylinder head without taking the engine out of the car, but I don't recommend it for a novice! Getting all the shrouding off and on is a bother, and you need 8 screws on each head for holding the polished cover tubes in place at the head girt on. Design of the head and piston was slight, in any case no spares were available, so I just put it back together and drove away. A view was not very good, it is not worth while.

My relief at finding that the clatter of this jet in the works was not the engine falling apart was such that I forgave the maintenance, and after getting a new jet fabricated locally, carried on restoring. Only when a second jet fell in the following year did I start to suspect a flaw in the design, and found on obtaining new maintenance tips that the weakness had actually been up the jet pipe adjacent to the choke tube well where the breaks had occurred.

At about 40,000 miles I discovered cracks in the end of a sucker shaft, in spite of using a torque wrench for engine assembly. Buy some new shafts and what do you find but an extended end, making them stronger when the firing ball takes stress to vibrate the older ones.

See what I mean about development? Soon after was a slight problem. I bought the car through the Uganda agents, who greeted me on my return to the country with the news that they were re-equipping the agency. So I saw get everything direct from the factory, which is all very well, while I can anticipate my requirements well in advance, but gets a bit expensive when I send parts air-freight out in a hurry. Simple repairs I can manage myself, thanks to a very comprehensive Manual, things like replacing engine bearings, ring jobs, and so on.

Not unexpectedly, having had the engine out a dozen or more times, I have discovered several variables not in the Workshop Manual. Most have been dictated by lack of workshop facilities, such as "how to remove and replace the engine when the only jack available has a 4-in. lift." Removal is straightforward, you just strip it down to situ until it is light enough to lift out and down onto the floor by hand. Replacing calls for more subtlety. The unit is first rebuilt except for the fan housing, and dynamo used, and placed on a 5 ft x 6 ft x 1 in. plate behind the car. The vehicle is then jacked up at the rear with the 6 in. jack, while the engine can just be worked in under the apron, the top of the oil cooler passing through the lift



Five-foot plank acts as lever to lift engine into place — all by one person.

released out-let in the body. The fan housing is then fitted, and the job of lifting the engine put in hand. This is done by using the 3 ft plank as a lever, the operator (all single-headed, nothing up my sleeve!) standing on the end, and placing a block under the crankcase when the engine is at its highest. By alternately raising the fulcrum and the packing, the approximate height is easily reached, whereas a hefty four maintenance balance while head and shoulders are trained into the engine compartment to push the unit home (see photo).

But for the transmission, where they say all telescopes will be given to plus or minus .01 of a millimeter, I decided my tractor carpenter's rule wouldn't do, and sent the box down to the local VW agent. This was necessary when a rock, protruding glacier fashion from the road for 5 ft, in, and cracked the transmission like an egg. All the old pieces then went into the sea case, but apart from a slight widening of second gear approximately this is all that has ever gone wrong with the transmission.

At 5 years and 40,000 miles the Porsche is now due for a re-spray. Sandy ridges of bent-in hillclimbs, plus the aforementioned steel-bent body, has taken the edge off the original finish. The interior though is almost the new, thanks partly to seat covers but mainly to the use of durable materials in the first place. The most disappointing feature is the fabric, in spite of my fitting a relay in the circuit. We have a Peugeot 404 for work and rallying—in ideal conditions for this purpose incidentally—on which there are 3 ledine vapor spotlights, and they make the Porsche lights look like candles!

As to whether the Porsche has satisfied our original requirements, I would say in general yes. Apart from the engine, it has been as durable as we hoped, and has carried us far and fast to competitions where it might well misbehave well, at least on dirt surfaces. For the rest, the fact that it is such a joy to drive makes up for any shortcomings, and we are certain we would never have had the same performance and pleasure from any other car. We would like to move on to a 912, but apart from being too poor, it seems a retrograde move to bring the power of the engine down from 55 to the 50 to 50. I suspect they are after reliability. The 911 is a lovely car on paper of course, but judging by my own engine experience, I would be a bit wary of buying one for about 4 years!

So there we are. Porsche is fabulous, but not idealistic. But I don't see how anyone who has driven one for any distance could not until he owned one. Unless he was a motorist and not a driver!

COMPETITION Mitter takes round 2 in Hillclimb Championship

Porsche and Gerhard Mitter spelled "victors" at Mount Vernon, June 26, when they won the second round of the European Hillclimb Championship. The car was the same 7-cylinder Carrera prototype that won the Bonhill climb 2 weeks earlier. Mitter smashed Herrmann's 1965 record of 11 min 16.5 sec for the 33 ft low hill, setting a new one of 10 min 44.0 sec.

Second place went to Hans Herrmann in another 8-cyl Carrera. Defending Hillclimb Champion Scarbotti (Wormen) was not entered. The next 4 places in the hillclimb were also captured by Porsche.

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A Super 90 in Uganda.

August is all about the 11th Porsche Parade with loads of images including ones of the guests of honor, Dr. and Mrs. Ferry Porsche, September had Bonnie Goetz asking "Are you a 'woman driver'?" on page 3, more Parade pictures, and a Special Section on the history of the Pacific Northwest Region, and October announces the 1967 models, massive DIY on valve adjustments, and the "Operating Peculiarities of the 911 and 912."

Finishing off 1966, November's *Panorama* brings its much anticipated test of the "new" 911 S and an interview with "Butzi" who discusses the Carrera 6, the 904, and the Ferrari Dino with. December's issue, well, that one has a feature story that's not only interesting but pretty provocative...a complete report on the 8th Treffen entitled "When PCA'ers toured Russia" about 28 members in 13 cars touring Russia — three of the Porsches; one red, one white, and one blue made a rather bold statement ... you've gotta read that one.



28 PCA members ventured beyond the Iron Curtain in 1966.

Different times? Sure; but not as different as one might think. There wasn't only a greater sense of intimacy in our club that I picked up on while reading these old *Panoramas* put together nearly 40 years ago, but also a sense of adventure, a rebel spirit that I know still exists because I'm part of it.

Getting busted by the cops in Russia, using a five-foot plank as a lever to single-handedly lift an S90's engine into place in the middle of the African plains, walking across a hotel lobby with a clear plastic bag of clothes and unmentionables in one hand and cans of Castrol in the other (hey, that's what schlepping across the country in a 356 was about), makes today's reports in Pano seem, well, tame; a bit too polished. It portrayed the true Porsche spirit of fending for yourself; nothing set a better example of this when Ed Barney of the Santa Barbara Region reported how owners of the new 911/912 series dealt with fragmentary component and systems information the factory provided leaving them to improvise and experiment with problems as they arose (June 1966).

This is what *Panorama* circa 1966 was about, much like each region's magazine does today, where pages are peppered with small anecdotes written by members where personal stories are submitted involving tribulations, discoveries, and experiences centered on the sculpture of alloy, rubber, and oil from Zuffenhausen. Yes, the cars and races and the factory reports in *Panorama* were and continue to be essential for club members to read about, but so are the tales and lore.

Want a great summer reading suggestion? Do yourself a favor; scour eBay, Craigslist, or Porsche swap meets

and pick up *any* vintage *Panorama* magazine you can get your hands on, the closer to your age the better. The borrowed nostalgia will leave you with the understanding that life shouldn't be a journey to the grave with the intention of arriving safely in an attractive and well preserved body (or Porsche for that matter), but rather to skid sideways, beer in one hand, pizza in the other, body thoroughly used up and totally worn out screaming "Woooohoooo! What a RIDE!"



October 1966's *Panorama* cover.

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About the Author



A dyed-in-the wool, air-cooled 911 junkie, Pablo Deferrari doesn't discriminate against other Porsches. Want further proof? He's in love with Porsche's early water-cooled models and is dedicated to the celebration of the 924, 928, 944 and 968 series. Pablo is one car away from having all four of these models in his own collection: the 924.

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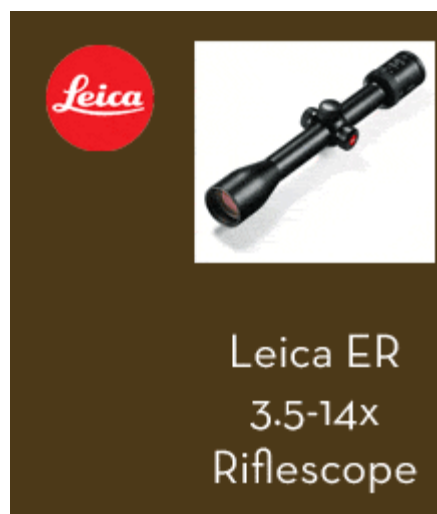
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