

Partial listing of 1970 Class C Production wins:

Phoenix National	Porsche 914/6	1st
Willow Springs National	Porsche 914/6	1st
Riverside National	Porsche 914/6	1st
Falstaff Classic	Porsche 914/6	1st
Donnybrooke Speedway National	Porsche 914/6	1st
Mid America Raceway National	Porsche 914/6	1st
Olathe National	Porsche 914/6	1st
Continental Division Raceway National	Porsche 914/6	1st
Lake Afton National	Porsche 914/6	1st
Dallas National	Porsche 914/6	1st
Alabama International	Porsche 914/6	1st
Watkins Glen	Porsche 914/6	2nd

You can't win 'em all.

The 914 with a 1.7-liter 4-cylinder engine goes 110 mph, and costs \$3,595.* The 914/6 with a 2-liter 6-cylinder engine goes 125 mph, and costs \$5,999.* But remember, they're only human.

*Prices are suggested East Coast P.O.E. (West Coast P.O.E. slightly higher.) Local taxes and other dealer delivery charges, if any, additional. Mag wheels and Porsche racing stripe optional, at extra cost. For the Porsche Audi dealer nearest you call 800-553-9550 free. In Iowa, call 319-242-1367 collect.

PORSCHE
Porsche Audi: A division of Volkswagen.



*American advertising
showing the more
successful side of the
works-supported SCCA
Class C campaign with
the 914/6.*

show SCCA racers how to prepare their cars properly, and even put up a \$10,000 prize fund for points scorers.

During 1973, the SCCA opened a new category for Showroom Stock Sports Cars, but the rules meant that the two-litre, four-cylinder 914S would not be allowed to compete. However, in an interesting comparison between eight cars of similar performance, the American magazine, *Car & Driver*, drew up a starting grid to show the fastest stock machines over the Ontario Motor Speedway road course. The Fiat 124 was the quickest with a lap time of 2:40.7 (72.5mph, or 116kph, average), with the Triumph GT6 next up, then the Opel GT. The Porsche 914 came in fourth with a 2:42.2 (71.5mph, or 114kph), and then there was a big gap before the MGB in fifth place. It's interesting to note that the slowest car was the Karmann Ghia, averaging just over 65mph (104kph).

ta. Forbes-Robinson qualified fastest and then on to win the important race by a considerable in. However, the car was later disqualified on a nicality and failed to compete in 1973. Instead, f Hoppen used it to help produce a booklet to

Despite encouragement from the Porsche+Audi organisation, and easier Class E grouping, the 914-2.0 was never destined for greatness. A few drivers made it into the field of the American Road Race of Champions in 1973 and 1974, but didn't figure in the results on either occasion.