

AMERICA ROADSTER  F1 MONACO
VILLAGER/QUEST MINIVANS

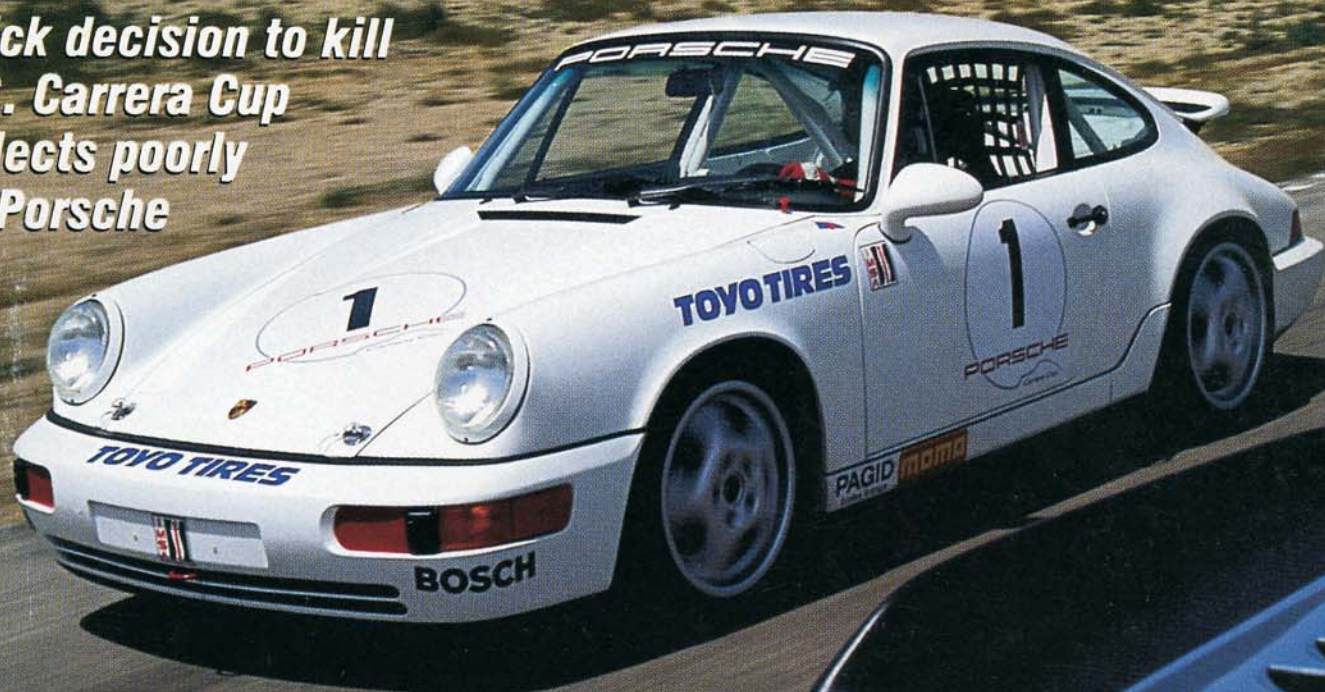


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FAST TRACK TO NOWHERE

*Quick decision to kill
U.S. Carrera Cup
reflects poorly
on Porsche*



Shortly after Charlie McCarthy, Tom McCabe and the Chatim Racing team made the decision to sell their old racing equipment and cars and commit to the Carrera Cup, Porsche made the decision NOT to have the Carrera Cup series run in the United States. This left Charlie McCarthy and Tom McCabe with no racing equipment and no series to compete in.

Charlie and Tom persisted in hounding Porsche to bring the series to America; but in the end, the closest they ever got was to be able to purchase one of the original Cup cars that Porsche now sold to collectors.

See Auto Week article on next page.



Charlie McCarthy and Tom McCabe are shown here at Lime Rock with Carrera Cup Car Serial number 002. Car number 001 went to Brumos Porsche's Hurley Haywood. Charlie's black Porsche Turbo 930 sits in the background while Tom McCabe makes final adjustments to the car.

HOLDING UP AN EMPTY CUP

Porsche planned for U.S. Carrera Cup series to replenish its reputation on both the racetrack and in the showroom, but then it pulled the plug



By Larry Edsall

Who could blame Americans if they thought "Porsche" was the German word for "racing," or even for "winning"?

It began with the original 356s that raced—and won—on the runways and racetracks in the post-war period of American sports car racing. The legend grew through RS and 900 series models and got stronger when professional sports car racing emerged to join Indycars and NASCAR as the big three of American motorsports.

There was the 917, with Mark Donohue and others dominating the Can-Am series. There was the 935, with Peter Gregg and the rest winning race after race in the early days of IMSA. Then along came the 962, which carried Al Holbert and more into the Camel GT winner's circle.

And that represented only Porsche racing in the U.S. Don't forget about LeMans. Karl Ludvigsen didn't call his Porscheography *Excellence Was Expected* without good reason.

It seemed Porsche was so good at racing it could turn

failure into success: An aborted entry into Indycar racing didn't produce the anticipated 500 winner (see page 52), but it did beget an engine that would dominate Group C and GTP. Dominate, that is, until Porsche faced more competition than even it could handle. There were Jaguar and Mercedes and Peugeot and new rules in Europe, and Nissan and Jaguar and Toyota in the United States.

Porsche's response? It couldn't, or wouldn't update the 962. It tried Indycar racing, but won only once. Then quit. There was the expense. There was the embarrassment. And there was F1. But that was an even bigger disaster.

And Porsche wasn't losing only on the racetrack. Its cars weren't winning in the showroom sales sweepstakes, either.

Something, or someone, was needed to breathe life back into the legend. So last November, Porsche Cars North America announced plans to bring the Carrera Cup racing series to North America—for at least a three-year run, and with at least \$60,000 in prize money at each race, with each race on television.