

Porsche Teens

100 YEARS AGO, THE LEGENDARY "SASCHA" CELEBRATED A ONE-TWO VICTORY IN THE TARGA FLORIO. DRAWN BY TOBIAS PAHLKE.



DO YOU HAVE ANY BRIGHT IDEAS FOR OUR PRESENTATION, SONJA? THE TOPIC IS "PIONEERING SPIRIT." IT'S A TRICKY ONE ...

I HAVE SOMETHING HERE. LOOK - YOU SHARE YOUR NAME WITH A RACE CAR.

OH, YEAH! IT SAYS "SASCHA" ON THE RADIATOR. EITHER THE MAN NEXT TO IT IS VERY TALL OR THE CAR IS VERY SMALL.

IT SAYS HERE THAT THE CAR WAS USED FOR RACING. THE COUNT EVEN GOT BEHIND THE WHEEL HIMSELF.

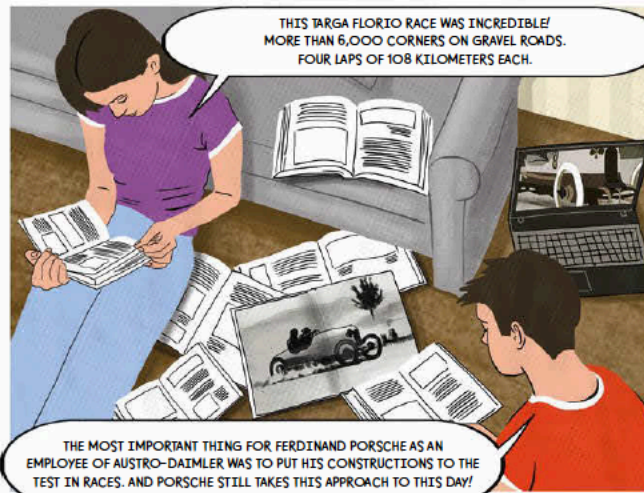


BOTH - IT'S THE FIRST SMALL CAR CONSTRUCTED BY FERDINAND PORSCHE. BUILT FOR THE COMPANY AUSTRO-DAIMLER IN AUSTRIA. IT WAS FUNDED BY THE TALL MAN. HIS NAME WAS COUNT ALEXANDER "SASCHA" KOLOWRAT.

THAT WAS IN 1922. EXACTLY 100 YEARS AGO! THE AUSTRO-DAIMLER CARS COMPETED FOR THE FIRST TIME IN THE TARGA FLORIO ENDURANCE RACE IN SICILY.



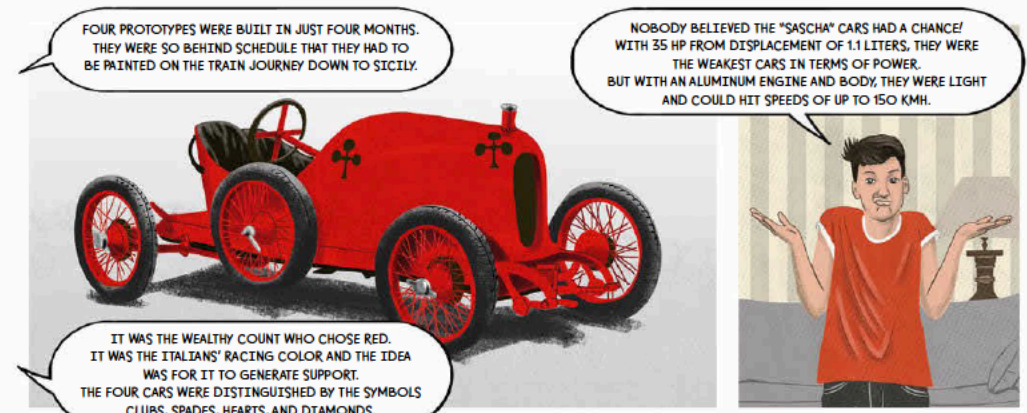
AFTER THE FIRST WORLD WAR, 1914 TO 1918, AUTOMOBILES BECAME MORE POPULAR. FERRY PORSCHE OFTEN ACCOMPANIED HIS FATHER FERDINAND TO RACES.



THIS TARGA FLORIO RACE WAS INCREDIBLE! MORE THAN 6,000 CORNERS ON GRAVEL ROADS. FOUR LAPS OF 108 KILOMETERS EACH.

THE MOST IMPORTANT THING FOR FERDINAND PORSCHE AS AN EMPLOYEE OF AUSTRO-DAIMLER WAS TO PUT HIS CONSTRUCTIONS TO THE TEST IN RACES. AND PORSCHE STILL TAKES THIS APPROACH TO THIS DAY!

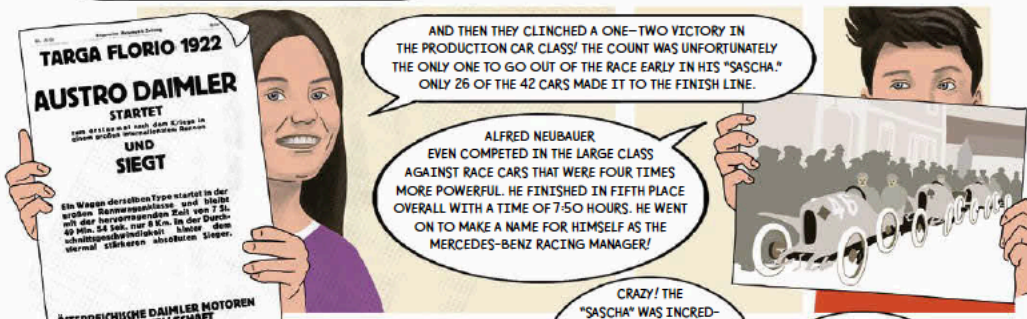
Comic



FOUR PROTOTYPES WERE BUILT IN JUST FOUR MONTHS. THEY WERE SO BEHIND SCHEDULE THAT THEY HAD TO BE PAINTED ON THE TRAIN JOURNEY DOWN TO SICILY.

NOBODY BELIEVED THE "SASCHA" CARS HAD A CHANCE! WITH 35 HP FROM DISPLACEMENT OF 1.1 LITERS, THEY WERE THE WEAKEST CARS IN TERMS OF POWER. BUT WITH AN ALUMINUM ENGINE AND BODY, THEY WERE LIGHT AND COULD HIT SPEEDS OF UP TO 150 KM/H.

IT WAS THE WEALTHY COUNT WHO CHOSE RED. IT WAS THE ITALIANS' RACING COLOR AND THE IDEA WAS FOR IT TO GENERATE SUPPORT. THE FOUR CARS WERE DISTINGUISHED BY THE SYMBOLS CLUBS, SPADES, HEARTS, AND DIAMONDS.



TARGA FLORIO 1922
AUSTRO DAIMLER
STARTET
UND
SIEGT
ÖSTERREICHISCHE DAIMLER MOTOREN AKTIEGESELLSCHAFT

AND THEN THEY CLINCHED A ONE-TWO VICTORY IN THE PRODUCTION CAR CLASS! THE COUNT WAS UNFORTUNATELY THE ONLY ONE TO GO OUT OF THE RACE EARLY IN HIS "SASCHA." ONLY 26 OF THE 42 CARS MADE IT TO THE FINISH LINE.

ALFRED NEUBAUER EVEN COMPETED IN THE LARGE CLASS AGAINST RACE CARS THAT WERE FOUR TIMES MORE POWERFUL. HE FINISHED IN FIFTH PLACE OVERALL WITH A TIME OF 7:50 HOURS. HE WENT ON TO MAKE A NAME FOR HIMSELF AS THE MERCEDES-BENZ RACING MANAGER!

CRAZY! THE "SASCHA" WAS INCREDIBLY SUCCESSFUL, ACHIEVING 22 VICTORIES IN 53 RACES IN 1922 ALONE. AND YET IT NEVER WENT INTO SERIES PRODUCTION ...

THE EXECUTIVE BOARD OF AUSTRO-DAIMLER SIMPLY DIDN'T BELIEVE A SMALL CAR WOULD SELL.



THIS AND OTHER FACTORS LED TO FERDINAND PORSCHE TRANSFERRING TO DAIMLER IN STUTTGART IN 1923, BEFORE GOING ON TO ESTABLISH HIS OWN ENGINEERING OFFICE IN 1931. THIS LAID THE FOUNDATIONS FOR WHAT PORSCHE IS TODAY ...

I CAN'T WAIT TO TELL THE OTHERS THIS INTERESTING STORY ...

JUST DON'T PLAY THE VICTORIOUS SASCHA. IT WAS ME WHO CAME UP WITH THE TOPIC!

