

All our efforts were culminated in an actual car test performed at VIR on May 18th. Paul Rembold and his VIR Corp. were very helpful, and I am most appreciative of Paul's cooperation and assistance. Dick Alexander also helped considerably by manning corner stations throughout the tests.

I drove and Bob rode shotgun during the tests. Various pressure readings were taken as well as deceleration runs to determine aerodynamic loadings and drag. These tests were made to verify the wind tunnel data and in most cases, the tunnel data was valid. In those instances where discrepancies were noted, the actual car tests indicated an improvement in performance over the tunnel tests. A secondary, and perhaps the most reassuring outcome of the tests was the lap times that were being turned with both Bob and I riding together. Our time was 2:28 which was only a few seconds off the best time I ever turned in the Elva-Porsche. After that, we all felt that the Porsche-Keil had come of age.

I'd like to take this opportunity to clarify some misconceptions already being bantered about concerning the Porsche-Keil:

- 1) The name Keil is German for wedge and is pronounced K-eye-1 (the e is silent).
- 2) The skirting around the bottom edges of the car creates a seal to maintain a highly negative pressure differential under the car. In other words, the positive air pressure on the top surface coupled with a partial vacuum under the car literally causes the car to fly itself into the ground. Bob recognized this effect early in the design phase and it is his innovation that made it a workable feature of the car. Note: It is not intended to sweep off the track!
- 3) The black colored curved airfoil at the rear of the car is a turning vane -- not a spoiler. Its function is opposite to that of a spoiler and is intended to reduce the aerodynamic drag.