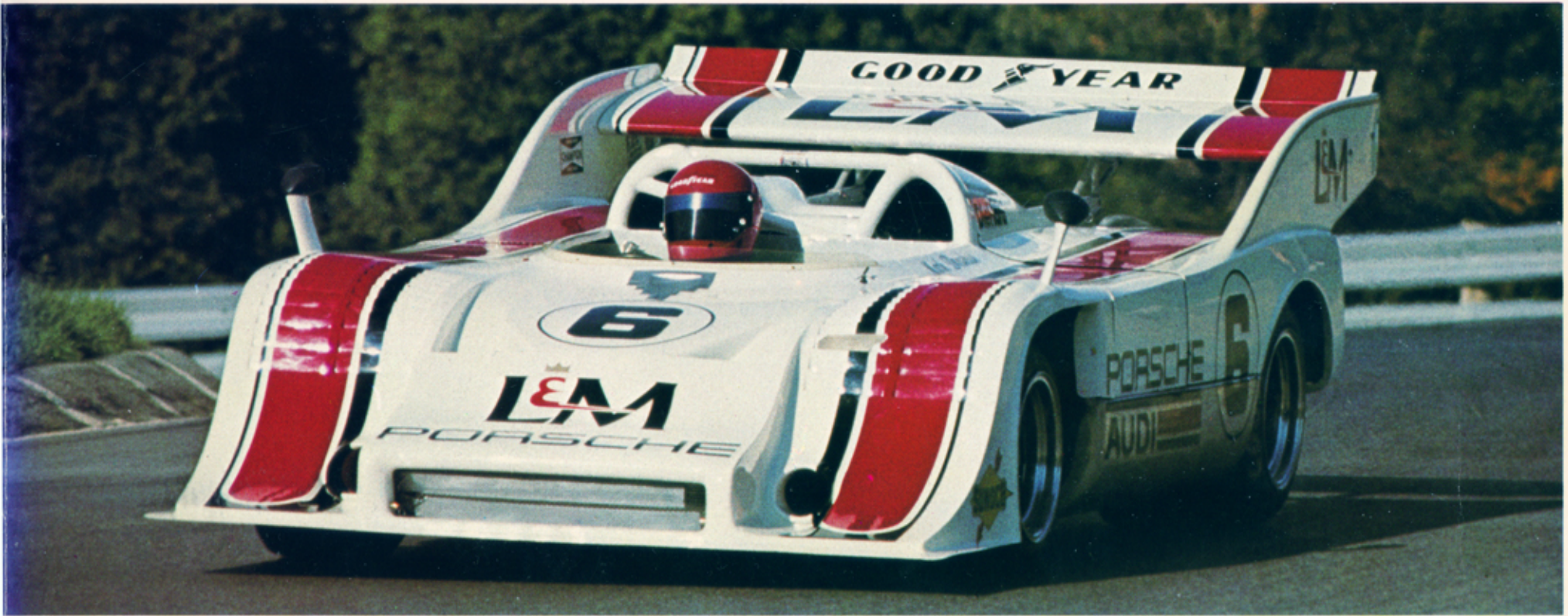


# The Fabulous PORSCHE



**PETER HINSDALE**

# 917

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JS

Jonathan Thompson / Publisher  
South Laguna, California

PETER HINSDALE

THE FABULOUS PORSCHE 917

By Peter Hinsdale

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# PREFACE

For years I have been a Ferrari fan. When the Porsches stopped being the little guys they suddenly became the Bad Guys; first the 908 beat the Ferrari 312P and then the 917 put the 512S and 512M down in race after race. My grudging respect for the Porsches gradually turned into enthusiasm as I learned more and more about the fabulous 917 in all its many guises, from the unsorted Group 4 coupes of 1969 to the 900-bhp turbocharged Can-Am spiders of 1972.

In all, about 46 of the 917s have been built. There have been at least seven distinct versions of the engine (eight, if you include the still-unraced 16-cylinder!) and nearly 20 variations on the bodywork. By my count, as this is written, 917s have competed in 90 races—everything from Le Mans to some decidedly small-time events—and have won 34 of them, in the hands of 18 racing teams—works, semi-works and independent. If you count only events in the International Championship for Makes, then Porsche 917s ran in 24 of them and won 15. Porsche 908s won four of the others, so the Stuttgart firm really only lost five races during the 917's 2½-year career in championship sports car racing. The English-based J. W. -Gulf team won eleven 917 victories for Porsche, with the factory team winning one in 1969, the Salzburg branch one in 1970, and Martini International two in 1971.

Porsche spent plenty of money to achieve these results—approximately \$5.5 million, which would make each 917 worth about \$125,000. In 1969 the cars were offered to customers at about \$39,000 each, by 1971 a race-ready 917K was \$78,000, and this year you can pay \$90,000 for a 917/10 or \$124,000 for a turbocharged 917/10K. Obviously, Porsche has recouped only a fraction of its expenses, but how much has the publicity and the reputation for engineering excellence been worth? Ferdinand Piëch, nephew of Ferry Porsche and the chief proponent of the all-out racing program, hasn't been able to say how much the 917 has helped to sell Porsche road cars, and one wonders how much of the research cost has been passed on to 911 buyers. But they should pay it willingly, for more than any other make, Porsche road cars have benefited from racing technology. The power play at Porsche has been resolved, with the Porsche and Piëch families sharing a large holding company and direction of the Porsche factory being taken over by Ernst Fuhrmann (technical) and Heinz Brantzki (commercial).

Ferrari did a Porsche-act in 1972, winning all ten of the championship sports car races it entered, but Porsche is busy in Interserie and Can-Am racing. We haven't heard the last of the 917 by a long way.

Peter Hinsdale

August 1972



# 917: CONSTRUCTION AND HOMOLOGATION

For twenty years Porsche had been the smaller contestant in many David vs. Goliath sports car battles. Competing against such makes as Ferrari, Jaguar, Mercedes-Benz, Maserati, Aston Martin, Ford and Chaparral, all with much greater displacement and power, the Porsches were extremely fast and very reliable, placing high and occasionally winning when the bigger machinery broke down.

But Porsche engine size was gradually increasing, from 1.1-liter fours in the early 1950s through 1.5, 1.6 and finally 2.0 liters by the early 1960s. The first signs that Porsche was really serious about overall victories were the six and eight-cylinder 2.0 and 2.2-liter racing engines and probably the most significant design of all was the 3.0-liter eight-cylinder 908 introduced in 1968, the year the FIA reduced the Prototype capacity limit to that size, excluding the big cars that had dominated the championship. To accommodate the numerous privately-owned Ford GT-40s, Ferrari 275 LMs and Chevrolet-powered Lolas, the FIA devised a new Group 4, for Sports Cars of which 25 units had been constructed in one year. Fords entered by J.W.-Gulf narrowly defeated Porsche, 45 to 42 points, in the 1968 championship.

Some heavy thinking in Stuttgart led to a startling new car for 1969. If money were available to build the required 25 machines, Porsche reasoned, why couldn't a "908-and-a-half"—a 12-cylinder, 4.5-liter car using existing engine and chassis technology—be built in a very short time? The result, the 917, appeared at the Geneva show in March and by April 21 the twenty-five 917s had been built and homologated in Group 4 as of May 1 by the FIA. Looking very much like a fatter 908 coupe with its cockpit moved ahead to make room for the extra four cylinders, the 917 incorporated the general layout, engine design, space-frame construction and fiberglass bodywork of the 3-liter car. The major innovation was the central power train between the front six and rear six cylinders. Its first outing was the Le Mans test session at the end of April.



Lined up outside the factory for FIA inspection, all 25 Group 4 Porsches—1125 liters and over 13,000 bhp! The front car went to Geneva, the next two to Le Mans trials.

At the Geneva show the 917 startled a public which thought the 3.0-liter Porsche was "big". The car ran only at Le Mans in the long-tailed form shown.

Thirteen of the first twenty-five 917s can be seen under construction in this view of the experimental shop. The multi-tubular aluminum frames and bonded fiberglass body panels are apparent; the cars in the background already have their 4.5-liter engines installed.



## 917: LE MANS TRIALS, DISAPPOINTING RACES

The 917's relatively quick design and construction put it on the track in a hurry but it meant that a longer than usual development (by Porsche standards) lay ahead of it. At the Le Mans test days on March 29-30, one of the two *Langheck* (long-tail) 917s which turned up had no difficulty in setting the fastest time (Rolf Stommelen, 3:30.7, 142.9 mph), but this was on a smooth, fast circuit and with 520 bhp available—about 100 more than the 3-liter Prototypes. Now Porsche played the role of Goliath! On the second

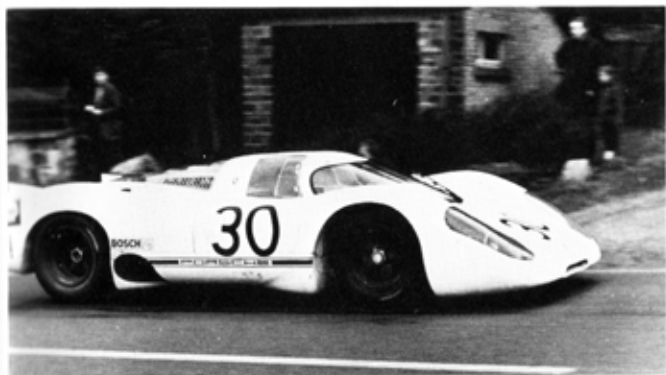
day the plastic rear window broke up and was sucked into the engine fan with expensive results but no injury to Stommelen.

The car's first race was the Spa 1000-Km, the two entries having *Kurz*, or short-tailed, bodies. It was notable that on the dangerously winding Belgian circuit none of the team drivers was eager to race the twitchy, unsorted 917, the Jo Siffert/Brian Redman entry being transferred to a more manageable 908, even after Siffert had done the fastest practice lap—working very hard—in a 917 (3:41.9, about 7 seconds better than his 908 time). Udo Schütz/Gerhard Mitter, who managed only a 4:06.1 time with their 917, ran just one lap of the race before creeping into the pits with valve-spring failure. It was not a satisfactory debut, to say the least. The Siffert/Redman 908 won the race, beating the 2nd-place Ferrari 312P of

*In the Le Mans trials the 917 Langheck was easily the fastest car. Note the lower bulges and extra fins, only experimental.*

*A single short-tailed 917, driven by Piper and Gardner, completed 1000 km at the Nürburgring but finished 8th, humbled by more agile 3.0-liter cars—and a Ford GT-40. The nose planes were used for most of the 1969 races.*

*The 917's first race was at Spa-Francorchamps, not a good place for an unsorted car. It went one lap.*



Pedro Rodriguez and David Piper—both future 917 drivers of some note—while two more 908s were 3rd and 4th. Siffert's lap record in the race was 3:37.1, so the 908 was clearly the best choice for the race. No real development had yet been done on the chassis of the 917, still basically a 908 with too much power, even though Siffert found that he could handle it reasonably well.

If the 917 was tricky at Spa, it was even less suited to the demanding Nürburgring, where it had its second race. Three 917s had been entered, but again the drivers preferred not to race them. Only one big Porsche started, shared by Frank Gardner/David Piper, who had not gone very quickly in practice during their familiarization laps, complaining about the brakes and not liking the roadholding. The car had been qualified at 8:37.8

when Hubert Hahne/Dieter Quester were trying it; this compared with Siffert's 908 time of 8:00.2 and the best Group 4 time of 8:30.1, set by Jo Bonnier's Lola.

Early in the race the 917 ran in 15th place, behind even the 2.0-liter Abarths, but the attrition of the 1000-km event allowed it to finish a reasonably honorable 8th, behind five Porsche 908s, a Ford GT-40 which won the Group 4 category, and a 2.0-liter Alfa 33. The 917 was clearly not suited to the 'Ring. It had been built with the upcoming Le Mans 24-hour race in mind; it was there that the Group 4 J. W. Ford had spoiled Porsche's championship hopes in 1968, as well as robbing the German firm of an expected victory. The new 917 was designed to dominate Le Mans; its high maximum speed would give it a great advantage.



## 917: TWENTY-ONE HOURS AT LE MANS

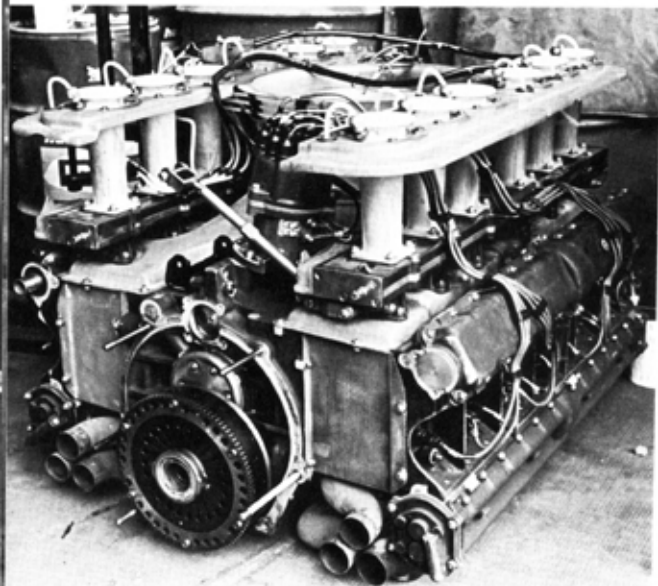
Porsche's performances at Le Mans had always been impressive; among the better finishes were 4th in 1955 with a 4-cylinder 1.5-liter Spyder, 3rd in 1958 with a 1.6 RSK and 4th places in 1965 and 1966 with 6-cylinder 2.0-liter cars, a 904 and a Carrera 6. In 1967 Porsche took 5th with a highly-streamlined 907 coupe and the next year a similar car with an 8-cylinder 2.2-liter engine was 2nd ahead of a 3.0-liter 908.

In 1969 Porsche came to Le Mans with a seemingly unbeatable team: three 908 coupes, a 908 Spyder and two of the long-tailed, 12-cylinder 4.5-liter 917s. A third 917 was privately entered by John Woolfe. There was a controversy over the legality of the 917s' tail-mounted horizontal flaps, operated by rear suspension loadings as described in the Technical Section of this book. Porsche pointed out that the cars had been homologated in this form. By the end of the practice period, after the works 917s of Rolf Stommelen/Kurt Ahrens and Vic Elford/Dick Attwood had set the two best times at 3:22.9 and 3:26.7, it was agreed that the car could run as homologated. The 917's best lap represented an average of almost 150 mph, with a maximum on the long straightaway of 236 mph. The Woolfe 917 was qualified 11th fastest, at 3:35.8, by Ahrens.

This car, driven by Woolfe, who had little experience at the speeds of which it was capable and lacked the sensitivity to its handling that had been developed by the works drivers, crashed on the first lap. The 917 was totally destroyed and Woolfe died within minutes. Stommelen and Elford held the first two positions initially, but the latter had to stop on lap 6 to close his door, which had not shut properly in the haste of the Le Mans start, and again a few laps later to replace a tire that had started to chunk.

Ahrens took over from Stommelen at the first-hour stop for fuel and tires and came right in again with an oil leak in the crankcase. This could not be cured and the car gradually dropped back as it ran at reduced rpm, putting oil on its clutch and burning up several exhaust systems. It finally retired twelve hours later.

At the two-hour point Siffert's 908 Spyder led the Elford/Attwood 917;



*The hefty 12-cylinder on a Le Mans garage floor. In 1969 the rear six pipes exited in back, the other six at the car's sides.*

*The 917's tail flaps were questioned by the scrutineers but they had been homologated and the car was safer with them.*

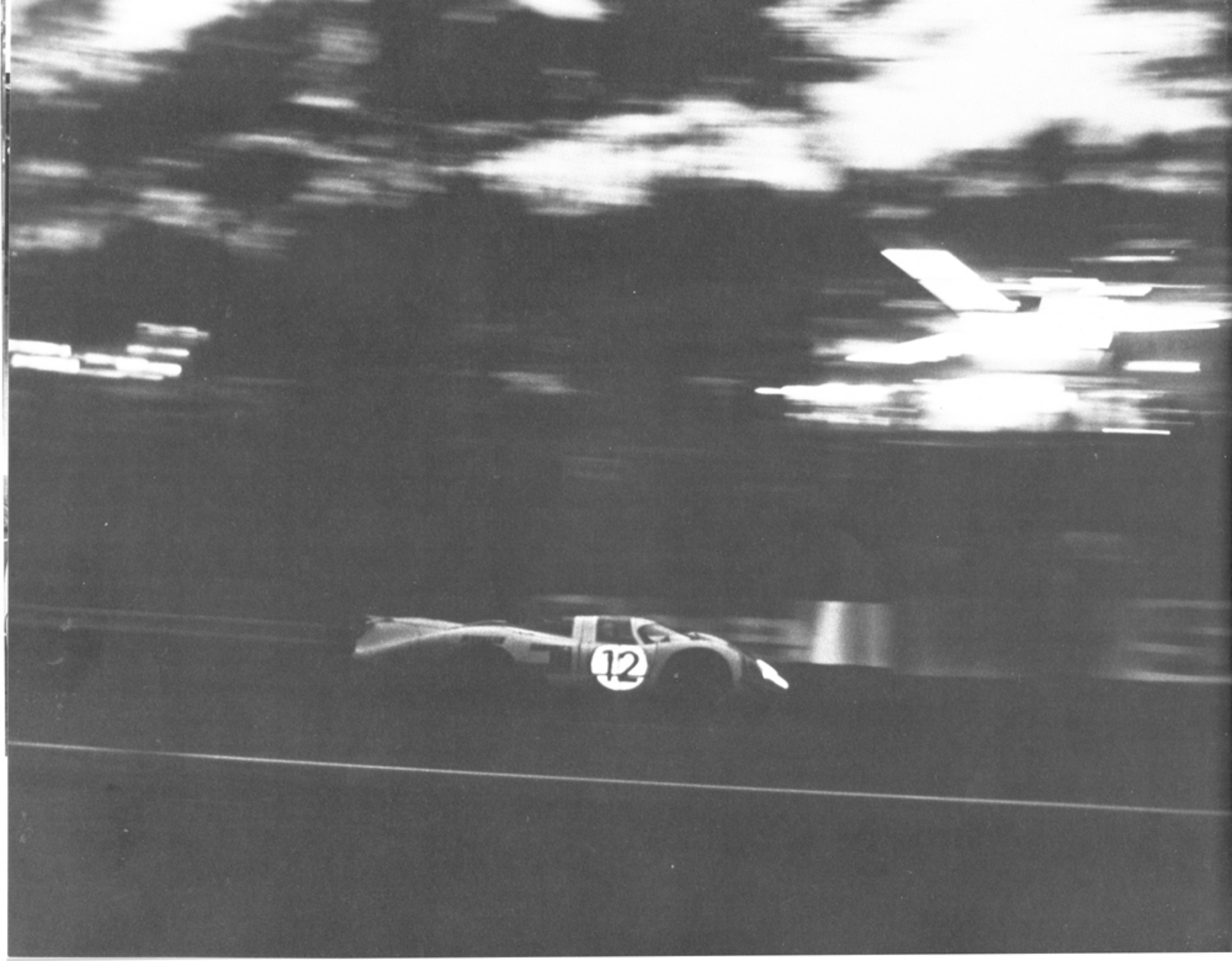




*Stommelen fishtails as he leads the pack away at the start. Just behind him are Siffert's 908 (number 20) and Eilford's 917 (12), then the other 908s and a Ford GT-40. Further back, a trio of Porsche 911s has made an excellent start:*



*At the end of the first lap (Stommelen having already gone by), Eilford, his door ajar, enters the first turn ahead of Siffert's 908 spyder. Five laps later Eilford had to come into the pits to have his door shut properly.*



at four hours the 917 was ahead after the smaller car had dropped out with a damaged gearbox. For the next sixteen hours Elford and Attwood held a firm lead, lapping at nearly 140 mph and averaging 127 mph, including stops. At the 20th hour a Porsche victory seemed a certainty—until Attwood brought the 917 into the pits with a badly slipping clutch. Oil from the split gearbox housing was leaking on to the plates and Ahrens could only be sent off again to trundle around slowly, giving up his 6-lap lead over the 2nd-place J.W. Ford GT-40 of Jacky Ickx/Jackie Oliver. At exactly the twenty-one-hour mark it was all over for the 917; the gearbox gave up and the car was pushed away.

After a long, steady run the 917 had failed in its first attempt at its primary job: winning Le Mans. Yet Porsche very nearly won the 1969 race after all. A 908 driven by Gerard Larrousse and Hans Herrmann battled Grand Prix-style with the leading Ford for the last three hours. It lost, by one second. A painfully small margin for Porsche after 24 hours and 3000 miles of racing.

Vic Elford set the fastest lap in the race at 3:27.2, equal to 145.5 mph and a new record at Le Mans. Elford, one of those fine long-distance sports car drivers like Siffert and Rodriguez who could drive anything as fast as it would go without mistreating it, now had more racing miles in the 917 than any driver. While the car still didn't take kindly to changing its line once committed to a corner, Elford was no longer critical of the handling. The main problem was now keeping the engines and gearboxes together and the oil inside, instead of on the clutches. This was the sort of problem Porsche could deal with easily, especially with two months before the next race, at the Osterreichring in Austria. But there was a financial problem—Porsche was spending too much going to races—and Le Mans was actually the last race with official works entries. From then on, the 917 would be entered by private teams receiving factory assistance.

*Going past the amusement center at dusk, Elford's leading 917 becomes ghostly, only its headlights and illuminated number glowing. All during the night and most of the following morning the car, shared by Attwood, was in firm command of the race.*

*Elford had a minor incident at the Arnage corner, going off the road without any damage. Stommelen's 917, trailing smoke as it goes by, finally retired with an oil leak.*

*By mid-morning Sunday the Elford/Attwood 917 led by six laps, but it was troubled by an oiled clutch and dropped out with gearbox damage with only three hours to go.*

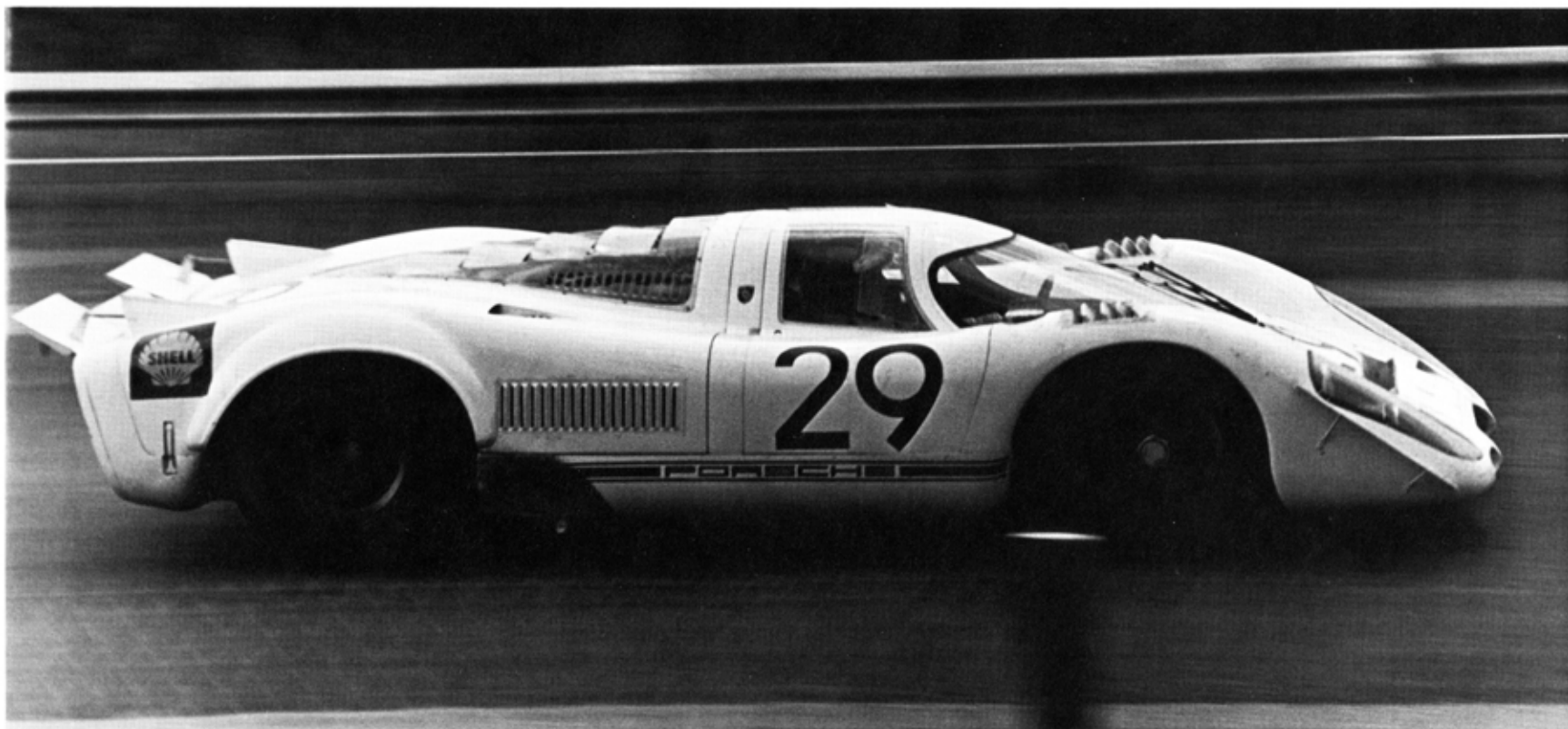


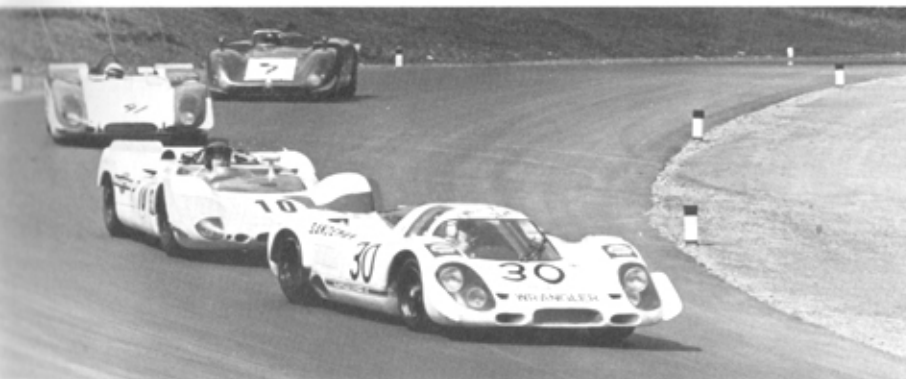
## 917: VICTORY AT OSTERREICHRING

On speed alone the 917 had deserved to win Le Mans; its reliability was being improved and so was the handling—or had the better drivers just gotten the hang of it? The 15-inch wide rear wheels for the Austrian 1000-km race were certainly an improvement over the 12-inch rims, while the brakes were enlarged and better ventilated. The 917 was faster than the Group 4 opposition but J. W.-Gulf—that team again—showed up with its Mirage-Ford 3.0-liter Group 6 Prototype and promptly set the fastest practice time; Siffert's best of 1:48.1 was a half-second slower. His car, shared

by Ahrens, was "privately" entered by Karl von Wendt; a second 917 for Attwood and Brian Redman was entered by Piper. But both cars were attended by the full Porsche staff and overseen by director Ferdinand Piëch, engineering chief Helmuth Bott and team manager Rico Steinemann.

Siffert's 917 and Ickx' Mirage fought in the early laps before the latter moved clearly ahead and stayed there until mid-race when put out by a broken steering column. A Matra then led briefly until it crashed, putting Siffert/Ahrens in front again. The Porsche had fuel-feed and restarting problems during its pit stops but it drove off from its last stop with a 1-minute lead over the 2nd-place Lola; the Attwood/Redman 917 was 3rd. So it was reliability that gave the 917 its first victory, rather than speed, but the design had become raceworthy, with much improved handling. The prospects for 1970 looked very good.



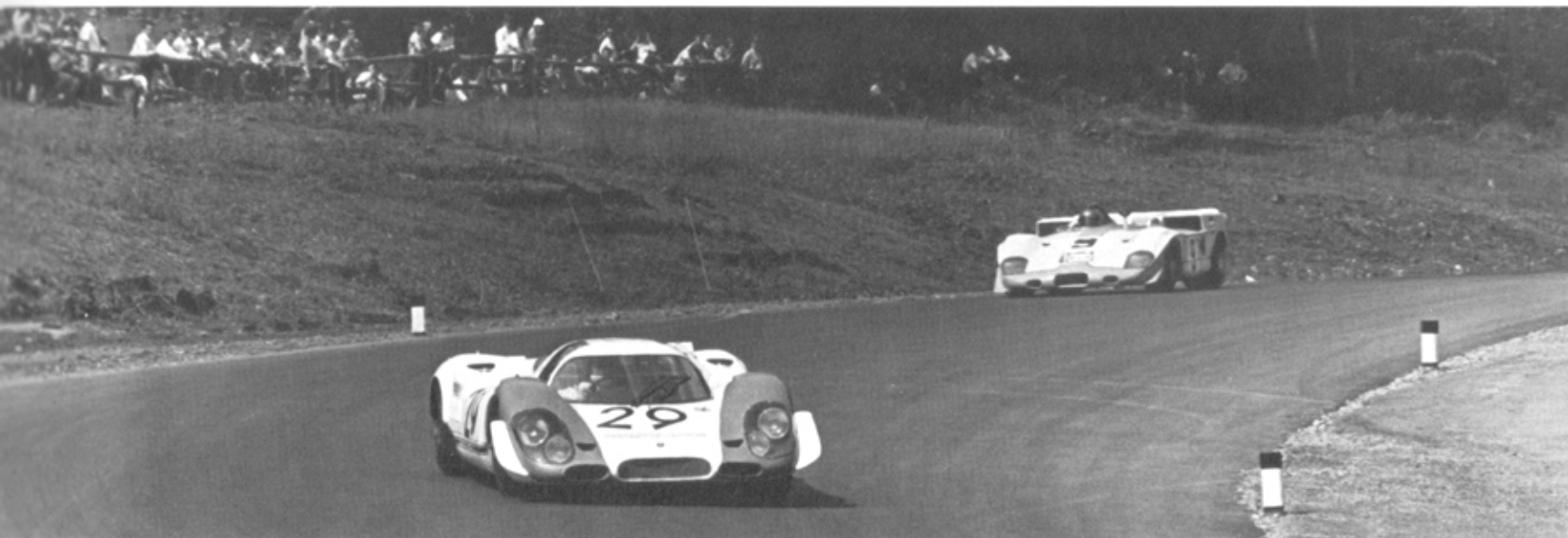


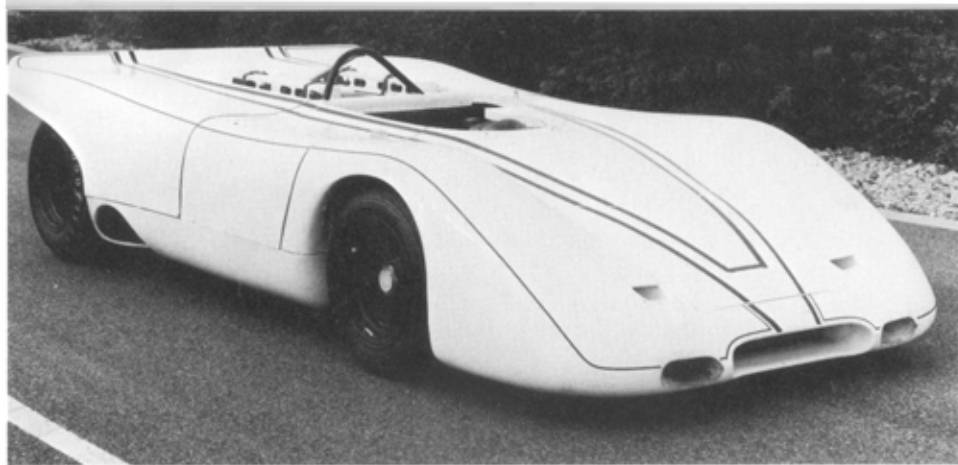
*The Attwood/Redman 917 leads two 908s and an Alfa 33.*

*The Siffert/Ahrens 917 Kurz at speed in practice, before its front fenders were painted green to aid its identification.*

*Fuel is poured in the winning car and its windshield cleaned as Ahrens tells Siffert about the condition of the car; fuel problems made restarting difficult.*

*In the opening laps Siffert battled the J.W.-Gulf Mirage of Jacky Ickx.*





*The 917PA Spyder was built in the summer of 1969; its direct conversion from a Group 4 coupe could not take much advantage of Can-Am regulations but its power output was raised to 580 bhp.*

## 917: SIFFERT'S FIRST CAN-AM SEASON

Porsche/Audi, the American distributor for the two German makes, formed an arrangement with Jo Siffert and the Porsche factory to run a mildly modified spyder version of the 1969 Group 4 car in the Can-Am series, and Richie Ginther was employed as team manager. Without building an all-new car, it was only possible to take slight advantage of the different regulations in Group 7. By omitting the roof and shortening the tail, the frontal area and weight were reduced (the latter by only 60 pounds), while the engine could be more highly tuned for the shorter

*During the series louvers were added to the engine cover and high aerodynamic tabs fitted to the tail. Here Siffert leads Amon (hidden) and Molschenbacher in the Laguna Seca race.*



events, producing 580 bhp at 8500 rpm. This was far less than the big V-8 outputs, however, so the 917PA (Porsche/Audi) would need reliability and Siffert's driving ability for good placings.

Both of these contributed to an excellent season. In the seven Can-Ams it ran, the 917PA scored a 3rd, three 4ths and a 5th place, with two retirements. The 50 points earned by the 917, plus 6 from Siffert's 6th place in the Watkins Glen Can-Am with a 908, were only exceeded by the two works McLarens and the Lola of Chuck Parsons, who had run in all eleven events. The Porsche's retirements came at Elkhart Lake (overrevved from a missed shift caused by a troublesome linkage) and Riverside (black-flagged because of excessive oil loss).

The car went steadily to a 4th-place finish in its first race at Mid-Ohio. For Bridgehampton the gearbox was converted to a 4-speed with wider ra-

tios and a better shift linkage; Siffert had his best race, finishing 3rd on the same lap with the McLarens. In the Michigan Can-Am the shaft driving the cooling fan broke, so Siffert had to watch his temperature gauge very closely for two-thirds of the race to finish 4th behind three team McLarens. The Laguna Seca Can-Am was an uneventful drive into 5th place, one lap down. Siffert was again 4th in the final Texas event.

In qualifying the Porsche was usually about seventh fastest, and its reliability made it three places better than that in most of the races and in the final standings. It was never expected to win a Can-Am, but considering its relatively heavy chassis and moderate engine power, it could hardly have done better. The handling was excellent all season and no important changes were made, although some experimentation was done with the height of the rear spoiler and with the nose shape.

*At Riverside a new nose, lower and more pointed, was used. Siffert retired, but after the final Can-Am in Texas his point total from only 8 races was 56, enough to place him 4th.*





## 917: ENTER JOHN WYER AND J.W. AUTOMOTIVE

*Rico Steinemann, a Porsche driver at Le Mans in 1968 and team manager there in 1969, talks to the man who beat him both times: John Wyer. Porsche, having had enough J.W.-Gulf opposition by the end of the 1969 season, decided that Wyer should be working with them, setting up a new, semi-independent team with Wyer management and Gulf sponsorship.*



At the end of September 1969, Porsche announced an official "withdrawal" from sports car racing, indicating that the 917 would be raced in 1970 by J. W. Automotive Engineering Ltd., wearing the colors of Gulf Oil, John Wyer's sponsors. This did not mean that factory development of the car would be lessened; as it turned out, a tremendous amount of engineering time was lavished on the 917 project in cooperation with J. W.'s race-track program. Two cars were to be raced in the Group 5 category (former Group 4) at each event in the International Championship for Makes. In all, seven 917s were handed over to J. W. for race-preparation and testing.



David Yorke was the team manager, while three experienced drivers, Siffert, Redman and Pedro Rodriguez, were joined by a relative newcomer, Leo Kinnunen of Finland.

There were good reasons for the decision. For several years Porsche had spent huge sums campaigning its cars as a works team and the small firm could not support this level of participation indefinitely, so the shifting of the actual racing costs to an independent team and its sponsor was helpful. The Stuttgart firm had also found that racing *against* J. W.-Gulf was tough work at best, especially at Le Mans. And while Wyrer's men were

busy gathering practical data on the track, Porsche engineers could concentrate on pure engineering. The process could work both ways: On the one hand, Porsche could design and fabricate the pieces J. W. needed to make the cars more raceworthy; on the other, J. W. could test under real conditions some of the theoretical improvements proposed by the factory. As an example of the former, J. W. tests at Osterreichring produced a shorter, simpler tail section which gave more downforce and transformed the 917 into a very stable car at all racing speeds. This version was known as the 917K.

*For publicity purposes Gulf painted one of the 1969 long-tailed cars in the blue and orange colors the team used, but J.W. never ran the car in that form. During tests at Osterreichring late in the year a new, flat-deck tail section was designed which much improved the roadholding and stability.*

*For a winter press showing at the Hockenheim track, Porsche lined up all its 1970 racing and rally machinery. From front to back, the 917K (new Group 5), 917PA (Group 7), 908/2 Spyder and 908LH coupe (Group 6), 914/6 (new Group 4), 911S Monte Carlo (rally), 911S racing (Group 4) and 911R (rally).*

*On the 917K (Kurz, or short) developed with Wyrer, Porsche incorporated revised nose ducting and a higher, flat-decked tail without the plastic rear window.*

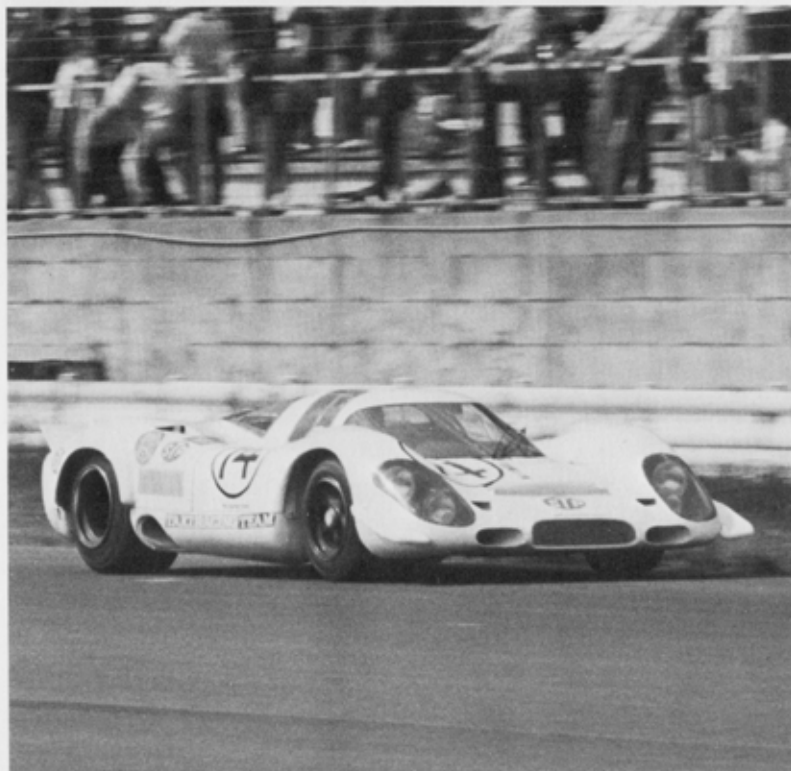




## 917: PIPER IN JAPAN, AFRICA AND ARGENTINA

David Piper was the first private entrant to race a 917 effectively and as such he enjoyed a certain amount of factory cooperation. In the Fall and Winter of 1969-70 he raced on three continents. In the Japanese GP his co-driver Jo Siffert led in the early stages, but the Group 7 cars from Nissan and Toyota captured the first five places with their 6.0-liter V-12 and 5.0-liter V-8 cars and Siffert/Piper finished 6th.

*Steinemann supervises a pit stop in the Japanese GP for the Siffert/Piper 917; Siffert hustles the car along the straight and later watches his teammate drive. They were 6th behind the Japanese Group 7 cars.*

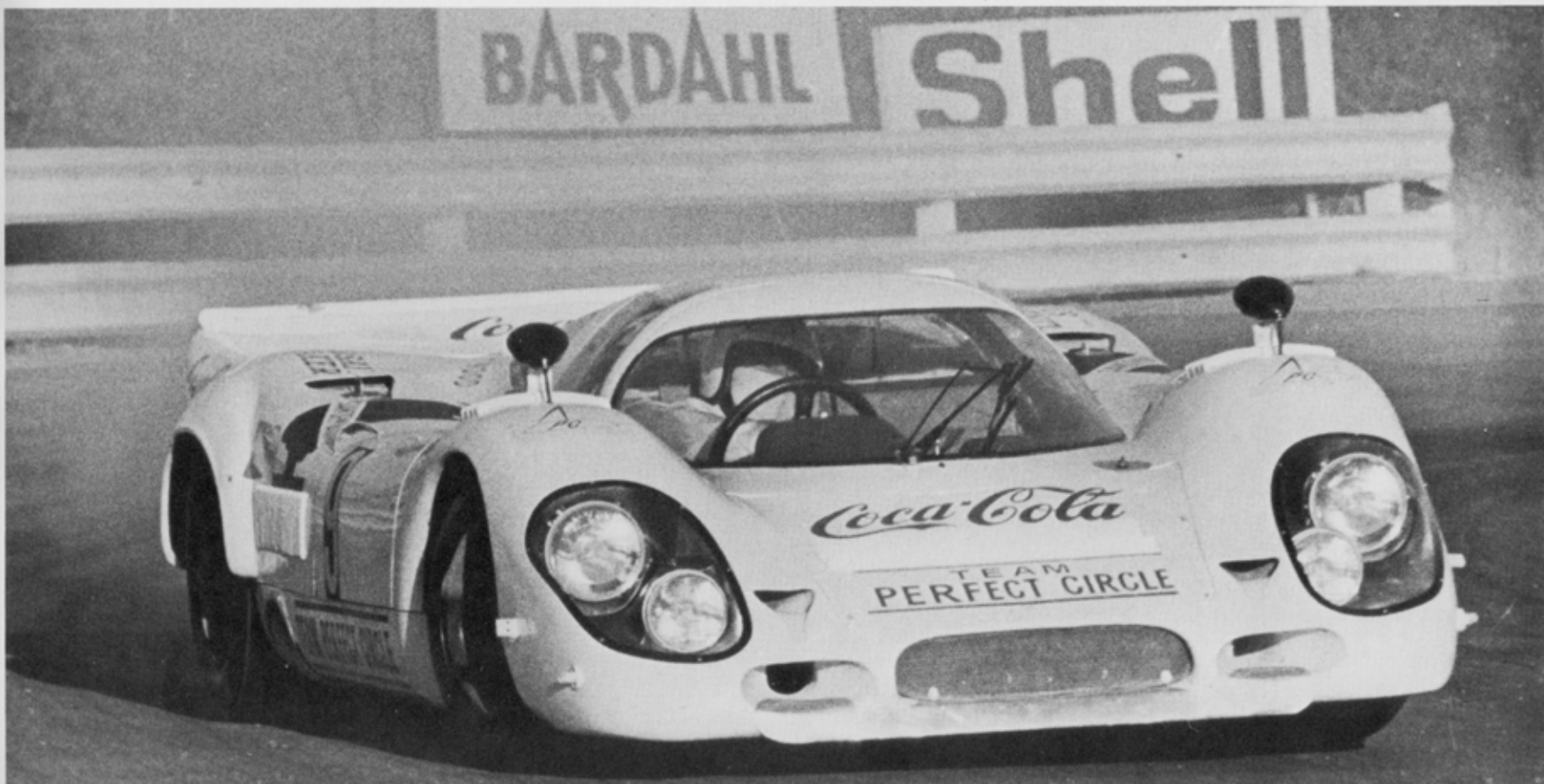


At Kyalami in South Africa, the car was distinguished from its earlier short-tailed form by a modified rear deck, a compromise anticipating the 917K configuration. Sharing the car with Attwood, Piper won despite two setbacks. In practice a cracked crankcase had to be welded twice and in the race the car was penalized two laps because Attwood had driven seven minutes more than the regulation two hours on one of his turns. But the 917 beat the 2nd-place Lola by three laps.

In Argentina in January the car, now with the 917K tail, had no luck in either the Buenos Aires 1000-Km or 200-Mile races. Co-driven by Redman, the 917 retired with tire trouble in the first event and with gear-selector failure in the second.

*At Kyalami, where it won, the Piper/Attwood 917 had a modified tail, a compromise between old and new.*

*The Piper car, with new 917K tail, was fast but retired in both Argentine races.*

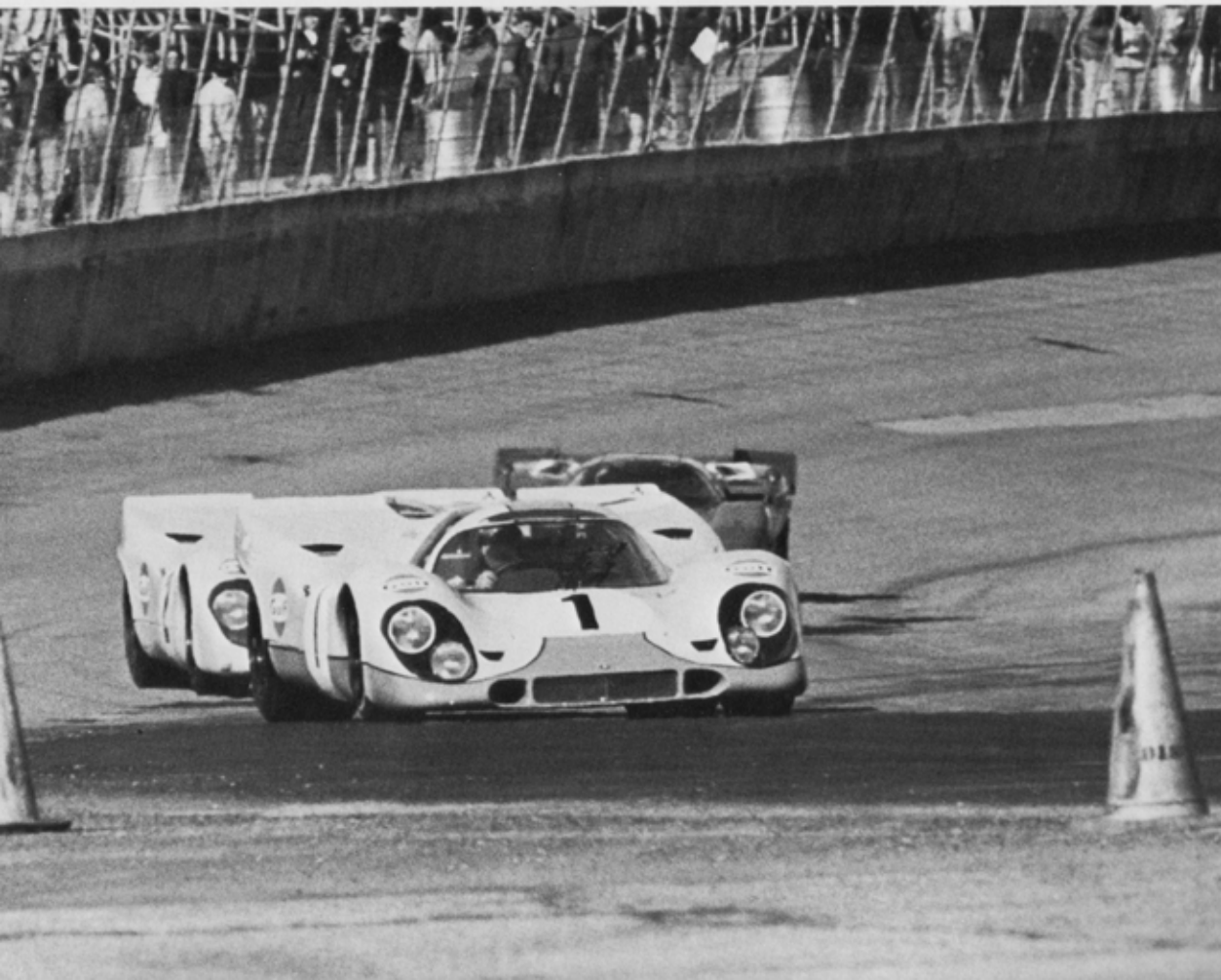


# 917: WYER PORSCHE DOMINATE DAYTONA

The J. W.-Porsche combination did exactly what it was supposed to do in the 1970 Daytona 24-hour race. In their first confrontation with Ferrari's Group 5 car, the 512S, the J. W. 917Ks took the first two places. Admittedly benefiting from nearly a season's advance development over the Ferraris, the 917s dominated the event, although Mario Andretti was able

to qualify his Ferrari fastest and to work the car up to 2nd place at the 18-hour mark.

Rodriguez/Kinnunen were the winners, with the brilliant Mexican doing the lion's share of the driving. The second Gulf car of Siffert/Redman, delayed by a long stop to repair the rear brakes (damaged when a tire burst), eventually finished 2nd ahead of the Andretti/Merzario/Ickx 512S, which also had a long delay, with rear-suspension and chassis breakage. A third 917K, entered by Porsche Salzburg, the firm's Austrian branch, had multiple troubles, including a brush with the wall when a shock absorber broke, and finally retired.



*With a Ferrari 512S just behind them, the two J. W. 917Ks of Siffert/Redman and Rodriguez/Kinnunen lead at Daytona. They finished 1-2 in reverse order; a Ferrari was 3rd.*

*In victory lane with a mechanic perched on one fender, the 917 is only slightly dirty from 24 hours of racing at a 115-mph average. Rodriguez can just be seen inside.*

*Porsche Konstruktionen KG, Salzburg, entered this white and red 917 for Elford/Ahrens; they retired.*





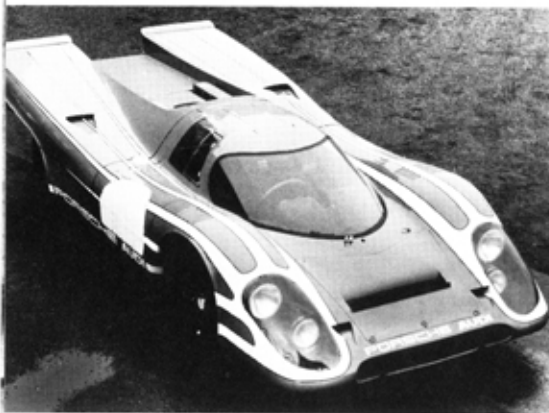
# 917: BADLY BEATEN BY FERRARI AT SEBRING

The 1970 Sebring race was one in which the car with the fewest troubles won, and it was a Ferrari 512S driven by Mario Andretti. He beat the Porsche 908 of Peter Revson/ Steve McQueen by a half-mile after the 12 hours, with the 3rd-place Alfa only a lap behind.

It was not a good race for the 917s. Four were entered, two by J. W. and two by Salzburg (in blue and white Porsche/Audi colors). Again Andretti qualified faster than the 917s and again the Porsches set the early pace, but both J. W. cars had delays (the studs holding the new-type front hub and bearing assembly stretched, causing a failure on the Siffert/Redman car), the Hans Herrmann/Rudi Lins Salzburg car was over-revved, and Vic Elford had a crash, precipitated by a Fiat, putting his Salzburg 917 out. At 6 hours three Italian cars led but by the 9-hour point Rodriguez/Kinnunen had worked up to 2nd and when the Andretti/Merzario Ferrari gave up, the J. W. car led. Ten minutes from the end the 917 had the same hub failure that delayed Siffert/Redman and the Ignazio Giunti/Nino Vaccarella Ferrari, now taken over by Andretti, won the race. Rodriguez/Kinnunen/Siffert were 4th while the Siffert/Redman/Kinnunen car retired with yet another hub failure.



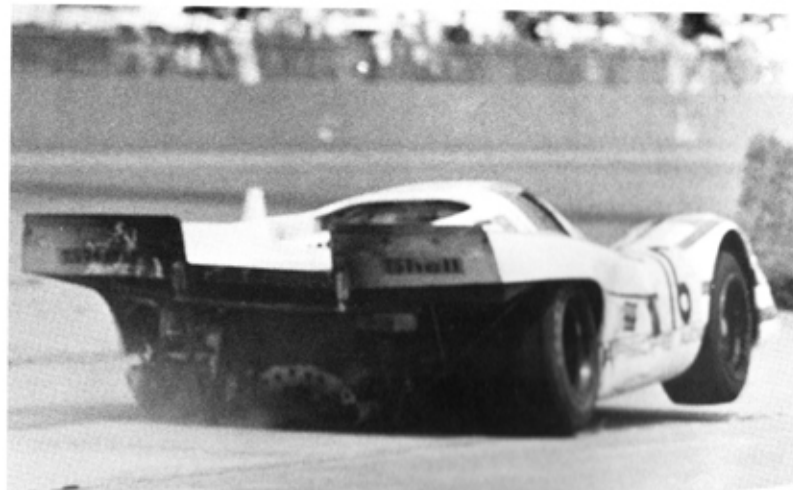
*The Austrian team brought two 917Ks, which were entered by the U.S. Porsche/Audi organization.*



*Nothing but trouble at Sebring: The 917 of Siffert/Redman/Kinnunen was delayed for replacement of the newly-designed front hub assembly and later eliminated when another failure occurred near the end of the race. It had led during the first few hours.*

*The Rodriguez/Kinnunen/Siffert 917 was also a victim of the front hub failure; it happened ten minutes from the end of the race when the car was leading and put it back to 4th place, behind a Ferrari 512S, a Porsche 908 and an Alfa Romeo 33.*

*The Porsche/Audi-entered 917 of Elford/Ahrens was eliminated before the 3-hour mark in a crash with a 911 caused by an erratically-driven Fiat. The left rear suspension and wheel were torn off; Elford limped into the pits to retire.*





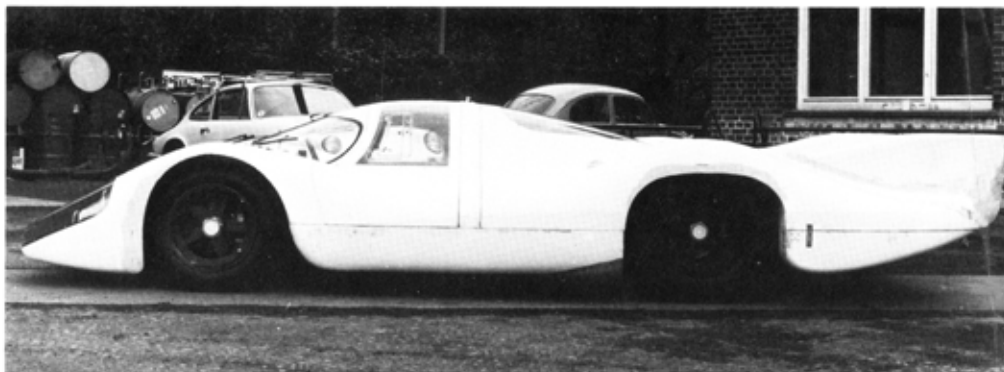
1970 Langheck from above: The new nose, the lift-measuring device beside the windshield and the hole behind the engine are apparent, as well as the test instrumentation taped to the intake.

From the side the long, finned rear fenders are notable. When these photos were taken the body surfacing was still unfinished.

## 917: A NEW LANGHECK PRACTICES FOR LE MANS

Extremely serious about winning Le Mans, Porsche sent two cars to the pre-race trials held on April 11, the day before the Brands Hatch 1000-Km race. Both were for J. W. Automotive but were obviously factory test machines, painted white overall. One car was a more or less standard 917K, which set the fastest time of the session, driven by Redman, at 3:33.5 This was a half second faster than the long-tailed Ferrari 512S driven by Jacky Ickx.

The second 917 had a completely new long-tailed aerodynamic body. The center section of the car was standard but the nose was lower with fuller headlight fairings, the oil radiator ducting was split to pass the air around the windshield (as on the original 1969 cars), and a long swooping tail with two vertical fins was fitted. A plastic rear window again enclosed the engine but a large hole just behind it was provided to let air out. The most interesting feature of the car, while only a test device, was the body-lift measuring rod which protruded vertically beside the windshield. Mounted on the suspension, it gave an indication of the amount of lift the body was subjected to at high speeds. Driven by Herbert Linge at the trials, the *Langheck* was not taken past 190 mph so its lap times were not indicative of its potential. It is interesting, however, to note the changes made to this body for the race: an uncovered engine compartment and a horizontal wing between the fins (see pages 32-37). With these modifications the 917LH was expected to be the fastest car.







## 917: REVENGE IN THE RAIN AT BRANDS HATCH

The five 917s (two regular entries each from J. W. Engineering and Porsche Salzburg, plus David Piper's newly-painted orange car) which appeared for the BOAC 1000-Km at Brands Hatch seemed little changed externally but in fact the semi-works cars had many detail modifications. By careful paring, the weight was reduced to approximately 1900 lb, while the Sebring-type hubs were understandably replaced with the previous stub-axle type. The new 4.9-liter engine was not ready but power outputs from 550-570 bhp were quoted for the 4.5 units. Because Kurt Ahrens had been slightly injured in a crash while testing a long-tailed Le Mans prototype in Germany (similar to that driven by Linge in France), his place on the Salzburg team was taken by Denis Hulme.

The Ferraris proved marginally faster in practice, the Chris Amon/Arturo Merzario and Ickx/Oliver 512S machines sharing the front row with the Elford/Hulme 917, a brand-new car still in white primer. The twisty Brands Hatch circuit favored the smaller cars, so the Siffert/Redman, Rodriguez/Kinnunen and Attwood/Herrmann 917s had to

start from second, third and fourth row positions along with the 3.0-liter cars—two Matras, the Alfa Romeo 33/3 and the well-driven AAW Porsche 908 of Gijs Van Lennep/Hans Laine. Piper's 917 broke a camshaft in practice and did not start.

Rain was falling steadily as the race began; Elford put the most power on the road to lead the Ferraris initially, but Ickx was ahead on lap 2. By lap 7 the order was Ferrari, Porsche, Ferrari, Matra, Porsche; Rodriguez (in 5th place after being black-flagged and having to stop at his pit for driving too enthusiastically during a yellow flag) seemed to ignore the treacherously wet track and charged after the leaders. The fastest Ferrari had a series of frustrating electrical and windshield-wiper troubles, Ickx lost the lead, and Rodriguez, who had already taken Brabham's Matra and Amon's Ferrari, passed Elford into a lead he was to hold throughout the race. By 50 laps, a little over one-fifth distance, 917s held four of the first five positions with the Jack Brabham/Jean-Pierre Beltoise Matra running a lap behind the front trio but ahead of Attwood's 917.

After two hours Rodriguez had lapped even Elford, and when the J. W. car made its first refueling stop, David Yorke kept Rodriguez in the car. It was obvious that Kinnunen would only take the wheel for a brief spell, which he did on the car's second stop after Rodriguez had done just under the maximum allowable 3½ hours for one driver. Kinnunen drove very sen-

Rodriguez storms uphill with his lights blazing. He drove masterfully to a convincing victory.

Elford, here lapping a slower 910, finished 2nd with Hulme in the No. 11 Salzburg-entered 917K.

Driving the other Salzburg car, Herrmann and Attwood completed the 1-2-3 sweep. They finished 3 laps behind Elford, 8 behind Rodriguez.

The Rodriguez/Kinnunen car gets fresh rear tires. In the 623-mile event Rodriguez was at the wheel over 5 hours, more than 500 miles.



sibly for an hour and a quarter (during which period the rain stopped and the track began to dry), keeping Rodriguez' one-lap lead and handing the car back in good condition. On lap 176 Redman spun off the road into a bank in an incident with Amon's Ferrari; the Porsche was too badly damaged to continue. This moved the Salzburg 917s into 2nd and 3rd positions, where they stayed, briefly challenged by Amon before he had fuel-feed problems that eventually put him back to 5th. Finishing 4th, on the same lap with Attwood/Herrmann, was the Van Lennep/Laine Porsche 908, which easily took the 3-liter class.

Both Rodriguez and Kinnunen had spun the winning car, but it was in obvious command during the entire event, finishing 5 laps ahead at an average of 92.15 mph. The Ferraris showed speed but the tremendous pace of Rodriguez under the difficult conditions and the freedom from troubles enjoyed by three of the four 917s gave Porsche satisfactory revenge for the result at Sebring. On pure performance, the Ferraris seemed to be a match for the 917s, while J.W. preparation was making a big difference in the outcome of the long-distance races.

With the Siffert/Redman 917 almost hidden by the spray of a slower competitor, the Rodriguez car gains ground on the rain-soaked track. →



## 917: RODRIGUEZ HOLDS OFF FERRARIS AT MONZA

Monza was practically home ground for the Ferrari team, so the Italians were out in force to keep the German cars from winning. But against the three works and two private Ferrari 512S entries were no less than seven 917Ks: the four usual semi-works entries from J. W. and Salzburg, plus the privately-entered cars of Piper (co-driving with Tony Adamowicz), Racing Team AAW (Van Lennep/Laine) and Gesipa Racing Team (Jürgen Neuhaus/Helmut Kelleners). Two of the semi-works cars had the new 4.9-liter engines with 580 bhp; the Siffert/Redman 917 was refitted with a 4.5 for the race after setting the fastest practice time with the 4.9, but the Eilford/Ahrens 917 started with the 4.9 and set a lap record in the race at 151.7 mph.

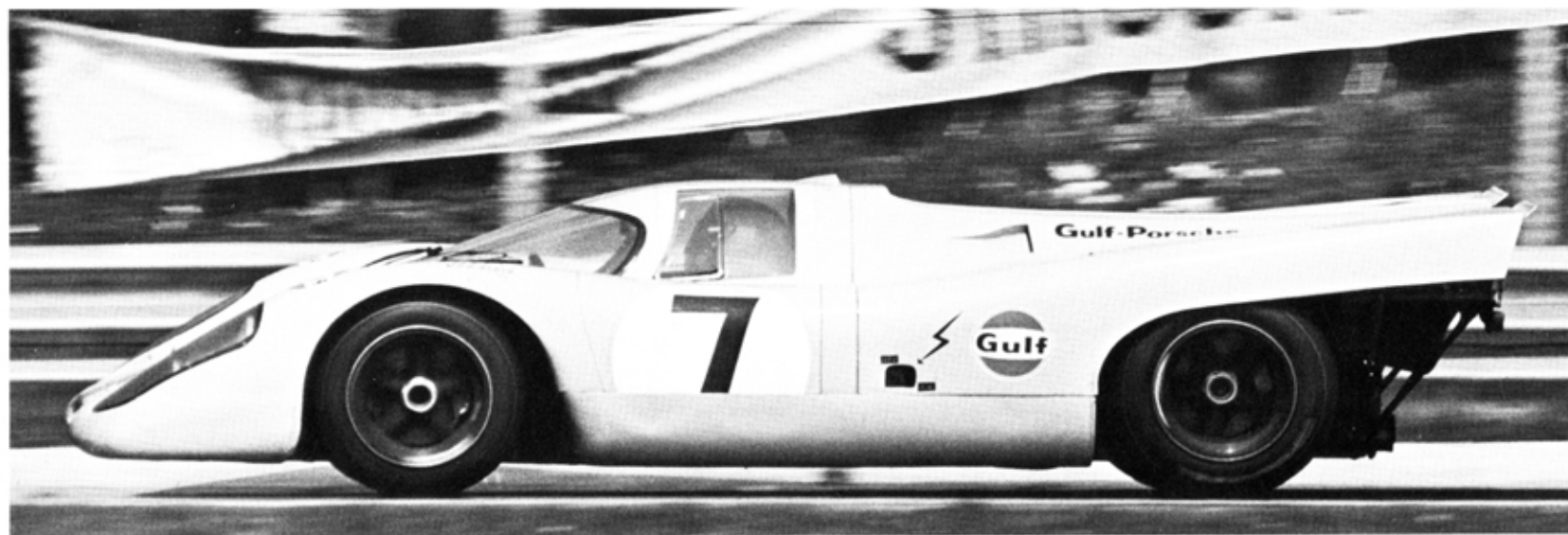
It was the 4.5 car of Rodriguez/Kinnunen which won yet again, despite the best efforts of the Ferraris, which finished 2-3-4, and the other 917s. The Gesipa and AAW cars were 10th and 11th without having been in contention, Siffert/Redman finished 12th after repairing accident damage, Eilford/Ahrens blew a tire at 150 mph and retired, Herrmann/Attwood retired with an overrevved engine and Piper/Adamowicz retired with a broken gear selector. It was fortunate for Porsche that the Rodriguez car ran like a train, because the Ferraris were competitive and Amon might have won had he not lost a full lap in the pits as a result of a fire that started when fuel was spilled beneath the car.



*Although Siffert set the fastest practice lap with the 4.9-liter J. W. car, the Salzburg 917 of Eilford / Ahrens was the only one to use the bigger engine in the race; Eilford set a new lap record of 1:24.8.*

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*Winning was getting to be a habit for the Rodriguez/Kinnunen pair. They were able to race with Eilford's 4.9-liter car and when it retired they held the lead, though challenged by Amon in the fastest Ferrari.*





## 917: FASTEST-EVER ROAD RACE AT SPA

Jo Siffert and Brian Redman won the 1970 Spa 1000-Km race in their J. W.-Gulf 917K at a speed of 149.4 mph, the fastest average ever achieved in a road race up to that time. There were only two other cars in the race with a chance for victory: the Ferrari 512S of Jacky Ickx and John Surtees, which finished 2nd, and the other J. W.-Gulf 917K of Rodriguez/Kinnunen, which set a fantastic lap record of 160.5 mph before dropping out late in the race with gearbox failure. Both the average speed and the lap record exceeded the figures achieved by Formula 1 cars on the same track.

There were six 917s entered: two J. W. 4.9s, one Salzburg 4.9 and one 4.5, and two private 4.5 entries from Gesipa and AAW. In practice the Siffert/Redman 917 had three separate tire blowouts at 190 mph, thought to be the result of the beads coming away from the rims and apparently cured by sandblasting the rims. The Elford/Ahrens 4.9 had handling problems and didn't go well in practice, but Kelleners/Neuhaus qualified 4th fastest

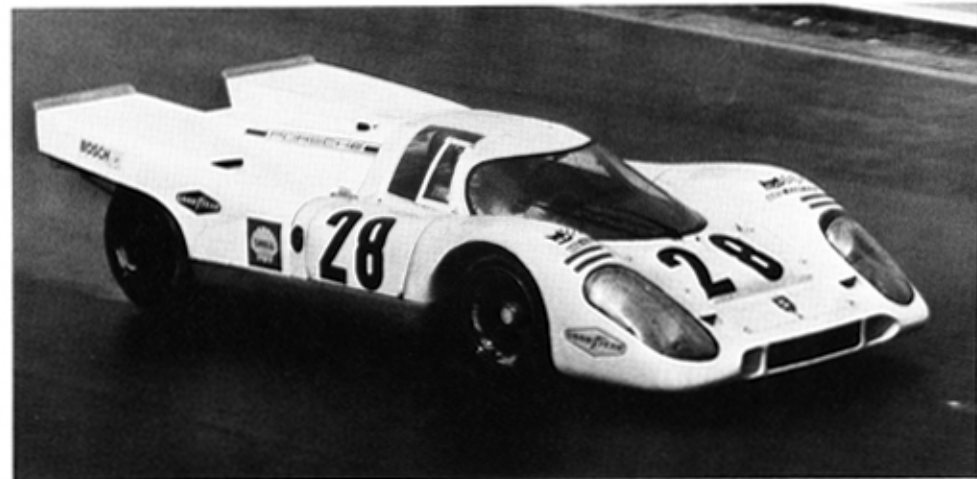


*Refuelling the winning 917: Jo Siffert and David Yorke (at right) make a walk-around inspection while John Weyer makes notes on his clipboard.*

*At Spa, for a change, Rodriguez/Kinnunen were not the first 917 drivers home; the gearbox failed but Pedro Rodriguez had the satisfaction of setting the fastest lap in 3:16.5, equal to 160.5 mph.*

*The race started on a wet track and when it dried Elford found himself with the wrong Goodyears; after changing them, he and Ahrens finished 3rd.*

behind the two J. W. cars and the Ickx/Surtees Ferrari. In the race, which started in the rain, the Ferrari fought the J. W. cars valiantly, leading on occasion, and at the end it was less than a lap behind. The Elford/Ahrens 917 started on wet-weather Goodyears (J. W. used Firestone intermediates) and as the track dried they became unsuitable and Elford had to have all four wheels changed, losing time which he never made up, finishing 3rd more than a lap back. The other Salzburg car of Attwood/Herrmann had a good battle with the AAW 917 of Laine/Van Lennep, who finished a mere 2.5 seconds ahead, in 5th place. Avoiding Andre Wicky's Porsche 911S, Kelleners went off the road in the Gesipa-entered 917 and retired.





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# 917: A LE MANS VICTORY AT LONG LAST

Porsche won Le Mans in 1970, its twentieth year in the 24-hour race. Ironically, it was neither the J.W.-Gulf team nor one of the specially-streamlined *Langheck* cars which gained the victory, but a 4.5-liter 917K of Porsche Salzburg. A psychedelically-painted 4.5 *Langheck*, entered by Martini International, finished 2nd.

The two semi-works teams had not run 917s at the Nürburgring, preferring the more suitable 908/3 spyders, and only the Gesipa 917K ran there, Kelleners/Neuhaus retiring with a damaged wheel that had been improperly tightened. The Salzburg 908 of Elford/Ahrens won in Germany and wrapped up the championship for Porsche. Le Mans was therefore a race of its own, with victory having special significance for the Stuttgart firm. The most serious long-term development of the 917 by factory engineers had been aimed at maintaining high average speeds over long distances—with reliability. At Le Mans an average of 125 mph for the 24 hours means a distance of 3000 miles; even a moderate increase in aerodynamic efficiency would be rewarding in a high-speed race of that length.

Seven works-supported entries were made. J.W. entered three cars, two 4.9s for its regular drivers and a 4.5 for David Hobbs and Mike Hailwood; all were 917Ks with small horizontal wings between their upswept rear fenders. (At Spa J.W. had used tails on which the valley between the fenders swept upward at the end, but the small wing was found to work better.) Salzburg also had three entries, a 4.9-liter *Langheck* for Elford/Ahrens, a 4.9-liter 917K for Rico Steinemann and Dieter Spoerry (later withdrawn), and a similar car (replaced by a 4.5) for Herrmann/Attwood. Also supported by the factory was a team new to the 917 ranks, Martini, which had a 4.5 *Langheck* for Gerard Larrousse and Willy Kauhsen.

The two *Langheck* (917LH) Porsches, nicknamed "Batmobiles," had the bodywork tested at Le Mans in April, but modified by the removal of the clear plastic engine cover, the filling of the large opening in the rear of the body, and the addition of large brake scoops on each rear fender and a horizontal wing between the fins. With one of these cars Elford lapped at 3:19.8 (150.8 mph) in practice, reaching 238 mph on the long straight.

The AAW team had a private 4.5-liter 917K for Van Lennep and Piper,

*On the opening lap, going into Mulsanne corner at the end of the long straight, Elford's Langheck leads the J. W.-Gulf 917Ks of Siffert and Rodriguez, the works Ferraris of Merzario and Vaccarella, Hobbs' 917K, Muller's Ferrari, Van Lennep's 917K and Kauhsen's Langheck.*



*On the Thursday after the race, the 1st- and 2nd-place Porsche 917s drove from Zuffenhausen to the center of Stuttgart, led by a police escort and followed by a band of 911s. The mayor congratulated Dr. Porsche and the four racing drivers.*





At 8:10 Saturday evening the race was four hours old, rain was falling and headlights were turned on. The Siffert/Redman Porsche 917K No. 20 was in the lead, more than a lap ahead of the Elford/Ahrens 917LH.

The Salzburg 917K of Hans Herrmann/Dick Attwood was 6th during the early part of the race, moving up as the faster cars ran into trouble and taking the lead at 2 a.m., after 10 hours' racing. It stayed in front from then on.

The Martini 917LH of Larrousse/Kauhsen was 10 seconds slower in practice than the similar Elford/Ahrens car, but it ran steadily throughout the race, repassing the Lins/Marko 908 at the 20th hour and finishing 2nd.



the latter replacing Hans Laine, unfortunately killed at the Nürburgring. Piper's own entry was withdrawn, as was Steve McQueen's Solar Productions 917, in favor of a 908 camera car for his *Le Mans* film.

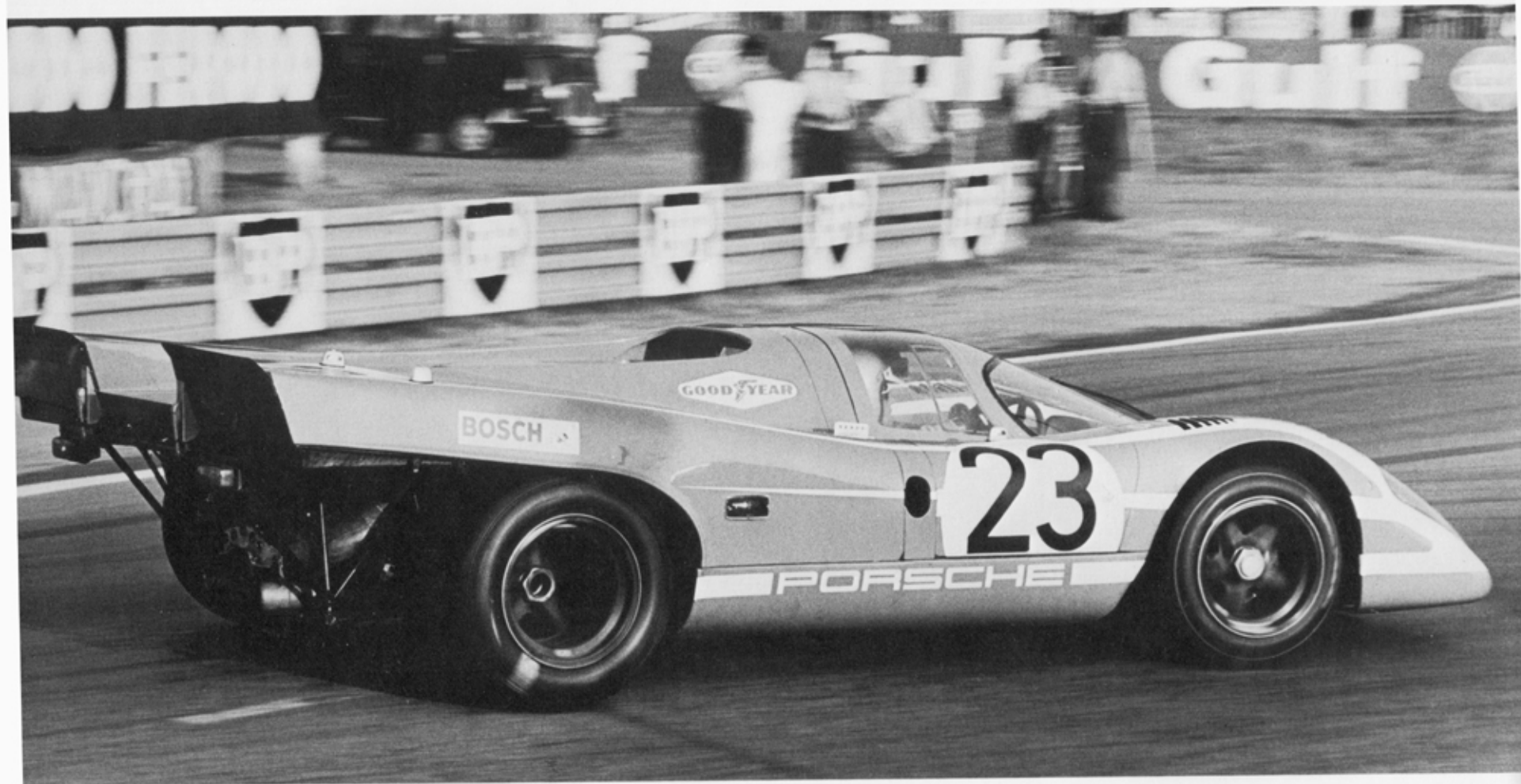
Against the Porsches were eleven 512S Ferraris, four of them works cars with 595-bhp engines, and the fastest of them was only two-tenths of a second slower in practice than Elford's 917LH. There were also twelve 3.0-liter cars with an outside chance of victory: four Alfa Romeo 33/3s, three Matra 650/660s, two Ferrari 312Ps and three Porsche 908/2s (including the Solar Productions car).

The race, much of it in heavy rain, was a fiasco for almost everybody and only seven cars out of the starting field of 51 were counted as finishers. Nine of the Ferraris were out before mid-race, seven of them as the result of accidents, including a four-car all-Ferrari incident at Indianapolis corner and a separate crash by Ickx, whose 512S spun off and killed a course marshal. The 917s suffered five retirements, and at one point a 908 held 2nd place overall.

Vic Elford went into an immediate lead at the start but was caught by Siffert, and when their co-drivers took over Redman was able to pull away from Ahrens. The Rodriguez/Kinnunen car was out at 23 laps with a broken cooling-fan and distributor drive while Hailwood, trying to avoid an Alfa, crashed and retired at the three-hour point, so J.W. chances were reduced very early. After ten hours Siffert missed a shift and overrevved, and that put J.W. completely out of the race. The Elford/Ahrens car, which had

been delayed with handling problems, also retired with a damaged engine (a broken intake valve). The Van Lennep/Piper 917 had retired when a blowout shattered its front bodywork, so only two 917s remained.

These were the Salzburg 917K of Herrmann/Attwood (both drivers had come close to victory in separate cars the year before) and the Martini Langheck of Larrousse/Kauhsen. Although the 908/2 of Rudi Lins and Helmut Marko got between them during the 18th through the 20th hours,



the two 917s ran healthily to a 1-2 finish ahead of the 908. Ferraris were 4th and 5th, a Porsche 914/6 was 6th and a 2.2-liter 911S was 7th.

It was a long-sought victory for Porsche, gained by drivers who were not stars but who had driven solidly for the Stuttgart firm in many races. Elford set the fastest race lap in 3:21.0, equal to 149.7 mph; his finned and winged *Langheck* was the fastest car in a straight line but not as stable as the J.W. 917Ks with their small wings. There was little difference in the lap

times the two types of 917 were able to maintain in the race.

Back in Stuttgart, Porsche enthusiasts turned out to welcome the two successful 917s as they drove with police escort from the Zuffenhausen district to the center of the city, where their drivers and Dr. Ferry Porsche were congratulated by the Mayor. The Le Mans race was Hans Herrmann's last; having achieved a notable victory after a long driving career, he decided to retire from competition.



*The fastest car in the race, the No.25 Salzburg 917LH led at first, was delayed with handling problems and retired after 16 hours with a broken intake valve.*

*At 11 a.m. the sun came out, the track dried and the Herrmann/Attwood car was still running smoothly and looking like it was out for a Sunday drive. It finished 1st, with a 6-lap lead.*

*The single Martini entry was a factory-prepared 917LH, painted in a fancy purple and green scheme. It never led but it made an almost trouble-free run for the new 917 entrant.*



## 917: ONE-TWO-FOUR-SIX-NINE AT WATKINS GLEN

Porsche went to Watkins Glen in a commanding position, ready to do battle with Ferrari in the 6-hour race and with McLaren in the Can-Am, for which the Group 5 cars were also eligible. J.W. and Salzburg (Porsche/Audi) had their regular two 4.9-liter 917Ks each (Hulme driving with Elford after Herrmann's retirement and Ahrens teaming with Attwood) and Martini ran a 4.5 for Van Lennep/Larrousse. The Ferraris were a near match for the J.W. 917s in practice and Andretti's 512S took the lead again, but Rodriguez reeled him in and after a half-hour the J.W. cars were 1-2, where they stayed for the next 5½ hours. Rodriguez/Kinnunen took their fourth victory of the year, the Porsche/Audi cars were 4th and 6th and the Martini car was 9th.

In the Can-Am race held on the next day the Group 5 cars embarrassed all the Group 7 machinery except Denis Hulme's winning McLaren; the Porsche 917Ks finished 2-3-4-6-7 and Andretti's Ferrari 512S was 5th. And these were cars that had run 700 miles the day before.



*A pensive Siffert in his 917; note the reclining driving position and the tiny passenger seat.*

*The winning 917 sandwiched between the 6th-place Porsche/Audi (number 32) and 9th-place Martini cars.*

*This view of Rodriguez' car shows the widened rear fenders and small tail wing to good effect. The lights are on to warn slower cars ahead.*





The J. W.-Gulf team scored yet another victory at the Osterreichring but the result did not indicate the superior performance of the new Ferrari 512M or the closeness of the finish. Siffert/Redman (number 23) were the winners in a car that barely made it to the end and Elford/Attwood (21) were 4th after fitting a new oil radiator during the race. The Austrian event was the final one in the 1970 International Championship for Makes; Porsche won every race except Sebring, with 917s scoring seven times and 908s twice, in the Targa Florio and at the Nurburgring. The final point scores were Porsche 87 (63 net), Ferrari 44 (39), Alfa Romeo 10, Matra 4 and Chevrolet 2. J. W.-Gulf won seven races and Porsche Salzburg two.



## 917: REPEAT VICTORY AT OSTERREICHRING

Siffert and Redman scored their second 1970 victory at the Osterreichring, scene of the 917's first win the year before. But it was the new Ferrari 512M of Ickx/Giunti that dominated the first third of the 1000-Km event, and when it retired with alternator failure, the Salzburg 917K of Ahrens/Marko took over. Unfortunately, a fuel-consumption miscalculation caused this car to be abandoned out on the circuit, bone-dry, and at half-distance Siffert/Redman found themselves in the lead. With 15 laps to go

their Porsche slowed with a broken camshaft (each bank has separate front and rear shafts, so three cylinders ceased to work) and an Alfa 33/3, running 2nd, looked like a winner until *its* engine failed and it was classified 2nd, two laps behind. A 908/2 was 3rd and Elford/Attwood were 4th. They might have won had not a stone pierced the oil radiator at one-third distance; three laps were lost replacing it (with one borrowed from J.W.!) and that was how far back the Salzburg car finished. Rodriguez retired very early in the race with valve trouble, while running 2nd behind the very fast Ferrari. The 512M set a new lap record at 1:40.0 (132.3 mph), faster than any of the practice times, and it looked capable of giving Porsche real competition in 1971. Just in case it did, the Porsche engineers were working on a 16-cylinder engine. But did Porsche intend to build 25 of them?



*The 1970 Interserie champion Jurgen Neuhaus on the front row at Hockenheim. Group 5 and 6 cars dominated most of the Interserie races; the few Group 7 entries had greater performance but less reliability. This grid shows the high number of Porsche 908s (and even older models), plus a Lola-Chevrolet and a Ferrari 512S. The Gesipa 917K was also raced in long-distance Group 5 events, with Kelleners and Kauhsen.*

## 917: NEUHAUS CAPTURES 1970 INTERSERIE TITLE

The Interserie championship in Europe is similar to the Can-Am, being open to Group 7 cars and just about any other sports/racing machinery that is competitive. The point standings are given according to the total Swiss Francs won, and races have been held in Germany, England, Finland, Italy and Belgium. Until 1971 very few true Group 7 cars were campaigned in Europe, so the 1970 Interserie was contested mainly by Group 5 Sports Cars and Group 6 Prototypes. Jürgen Neuhaus, racing the Ge-

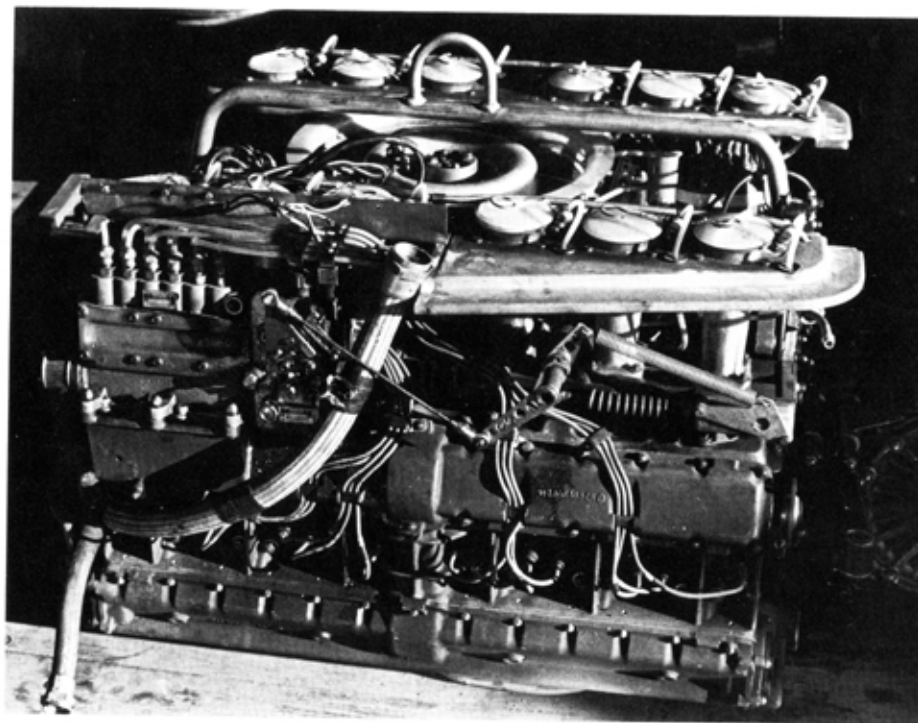
sipa team's 917K, took the title with wins at the Norisring and Thruxton, 2nd places at Croft, Keimola and Hockenheim, and a 6th place in another event at Hockenheim (there were two Interserie races at that circuit). His closest competition for the title came from the AAW 917K of Gijs van Lennep, who won the Keimola event, was 2nd at the Norisring and Hockenheim, and 3rd in the later Hockenheim race. David Piper ran his 917K only at Keimola, finishing 7th. When they ran, the Group 7 cars were faster but less likely to finish; Vic Elford won the first Hockenheim race in a McLaren-Chevrolet and Helmut Kelleners won Croft and the second Hockenheim race in his March 707-Chevrolet. For 1971, Gesipa and AAW ordered 917 spyders based on the 1969 Can-Am 917PA that Siffert had raced in North America.



A factory photo of the original 4.5-liter 917 engine. The tubular frame around it, the fuel injection pump, the twin distributors and the cooling fan can be seen.



One of the 4.9-liter engines on a garage floor at Sebring in 1971. The heads, cam covers and twin ignition leads can be seen here. The bar with loop above the fan is only for removing the engine in the car.



## ENGINES

**4.5-LITER, 1969 917 Group 4 Sports Cars, 1969 917PA Can-Am and early-1970 917K Group 5 Sports Cars.**

**Description:** Horizontally-opposed air-cooled 12-cylinder, mounted ahead of transaxle.

**Construction:** Split crankcase of magnesium alloy, individual forged Cromal (chromium-coated aluminum alloy) cylinder barrels, cast aluminum cylinder heads, 2-piece chrome-nickel steel crankshaft, forged titanium connecting rods, forged aluminum pistons. Central gear train to camshafts, auxiliary layshaft above crankshaft and transmission layshaft below. Engine weight 528 pounds.

**Bore x stroke, displacement:** 85 x 66 mm, 4494 cc.

**Maximum power output:**

520 bhp @ 8000 rpm (1969 Group 4).  
540 bhp @ 8400 rpm (early-1970 Group 5).  
580 bhp @ 8500 rpm (1969 Can-Am).

**Specific output:**

115.7 bhp/liter (1969 Group 4).  
120.3 bhp/liter (early-1970 Group 5).  
129.0 bhp/liter (1969 Can-Am).

**Maximum torque:**

336 lb-ft @ 6800 rpm (1969 Group 4).  
361 lb-ft @ 6600 rpm (early-1970 Group 5).  
376 lb-ft @ 6800 rpm (1969 Can-Am).

**Compression ratio:** 10.5:1.

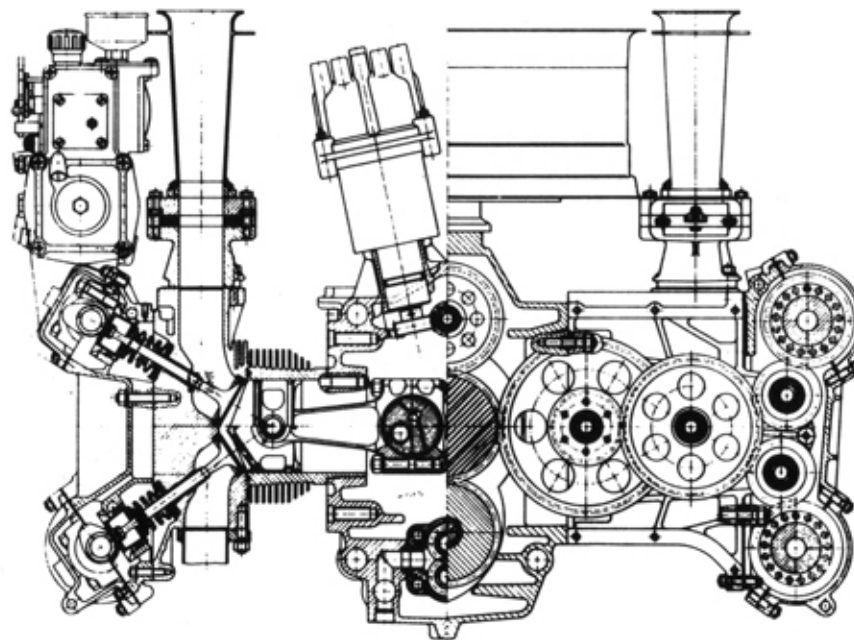
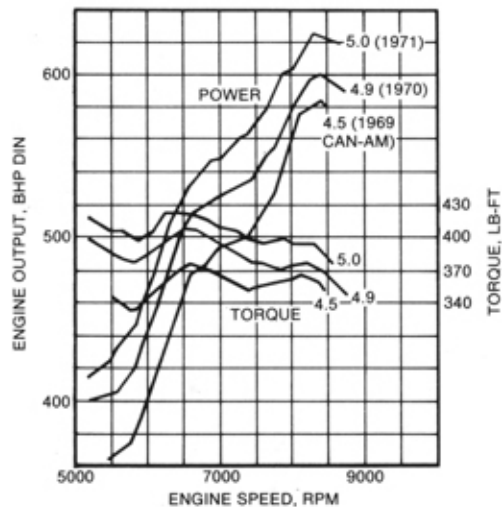
**Valve operation:** Double overhead camshafts per bank, gear-driven from center of engine. Cylindrical cam followers. Sodium-filled valves, 1 intake and 1 exhaust per cylinder, diameters 47.5 mm intake and 40.5 mm exhaust. Included angle 65 degrees (intake above at 30 degrees from horizontal, exhaust below at 35 degrees).

**Induction system:** Bosch mechanical fuel injection with 12-piston double-row pump, driven from left intake camshaft. Injection pressure 255 psi.

**Electrical system:** 12V 50 Ah. Alternator and two distributors driven from upper layshaft. Dual-circuit transistorized ignition. Two Bosch X 290 P1 spark plugs per cylinder. Firing order 1-9-5-12-3-8-6-10-2-7-4-11.

**Lubrication system:** Dry sump with 7 oil pumps—1 pressure pump, 2 scavenge pumps at front and rear of crankcase, plus 4 small scavenge pumps at ends of exhaust camshafts. Eight plain main bearings (2 in center) and 6 plain connecting-rod bearings. Front-mounted oil radiator. Oil capacity 7.9 gallons total, including 5.3-gallon tank and approximately 2.6 gallons in system. Pressure relief valve at 70 psi.

**Cooling system:** Air-cooled by 13-inch diameter fiberglass fan, horizontally located above engine and gear-driven from upper layshaft. Finned cylinder barrels. Fan speed 7000 rpm at rated power (8000 rpm crankshaft speed).



A split cross-section of the 4.5-liter unit. On the left side, the cylinder barrel and head, with camshafts, valves, piston and connecting rod; on the right, the elaborate train of gears in the center of the engine. Width is 31.5 inches.

Longitudinal section shows upper layshaft, with drive to fan and distributors, and lower shaft driving the gear-box. The front of the engine is at the left. Length is 35.4 inches.

**4.9-LITER. 1970-71 917K and 917LH Group 5 Sports Cars, 1971 917 Interserie. Specifications as 4.5 except:**

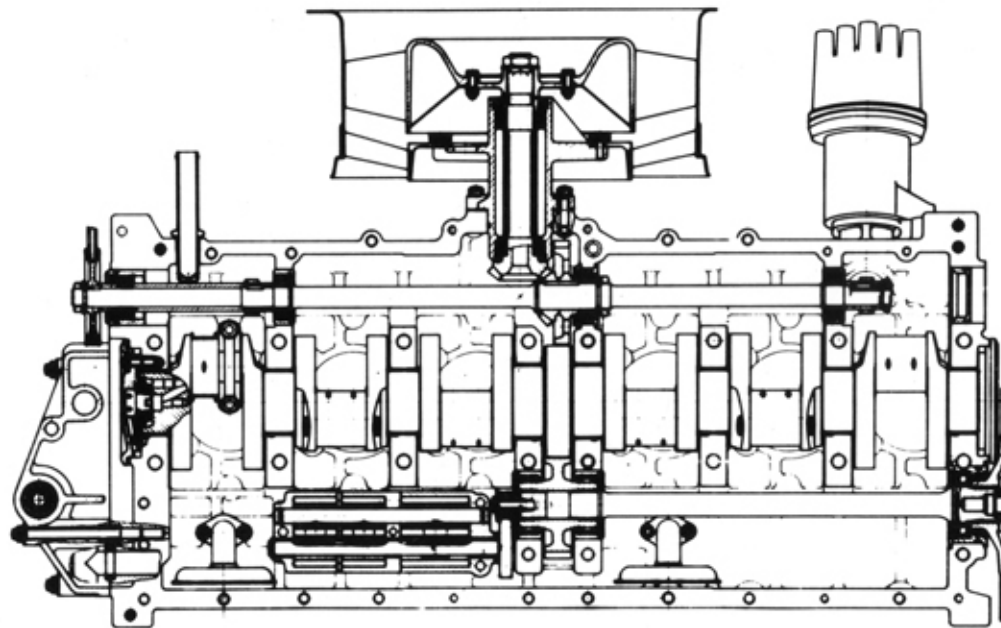
**Bore x stroke, displacement:** 86 x 70.4 mm, 4907 cc.  
**Maximum power output:** 600 @ 8400 rpm.  
**Specific output:** 122.2 bhp/liter.  
**Maximum torque:** 405 lb-ft @ 6500 rpm.

**5.0-LITER. Late-1971 917K Group 5 Sports Cars, 1971 917 Interserie and 1971 917/10 Can-Am. Specifications as 4.5 except:**

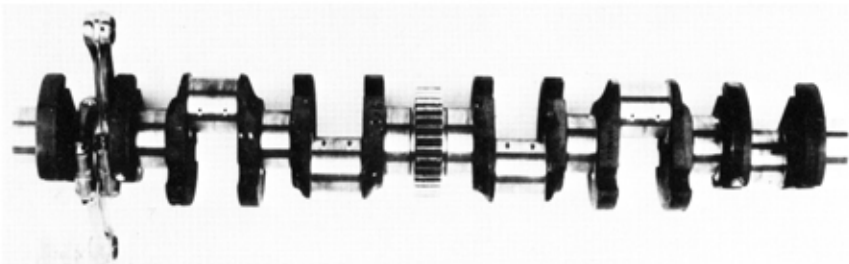
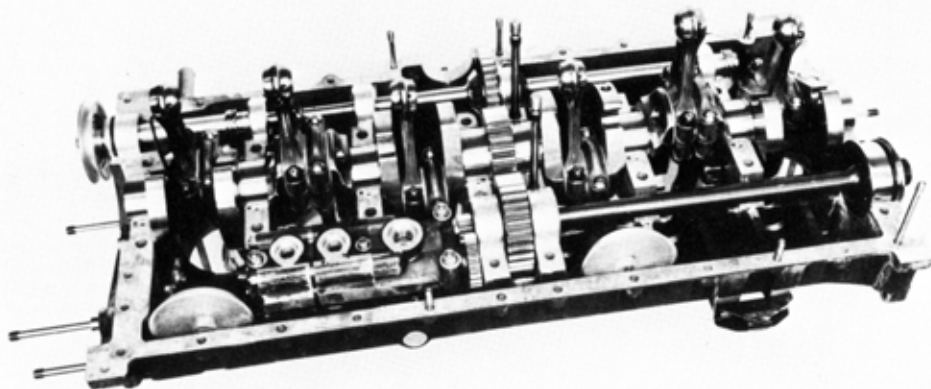
**Bore x stroke, displacement:** 86.8 x 70.4 mm, 4999 cc.  
**Maximum power output:** 630 bhp @ 8300 rpm.  
**Specific output:** 126.0 bhp/liter.  
**Maximum torque:** 427 lb-ft @ 6400 rpm.  
 (For specifications of 1972 turbocharged 917/10K Can-Am/Interserie version, see page 57.)

**5.4-LITER. 1972 917/10 Interserie and Can-Am. Specifications as 4.5 except:**

**Bore x stroke, displacement:** 90 x 70.4 mm, 5379 cc.  
**Maximum power output:** 665 bhp @ 8300 rpm.  
**Specific output:** 123.6 bhp/liter.  
**Maximum torque:** 450 lb-ft @ 6500 rpm.



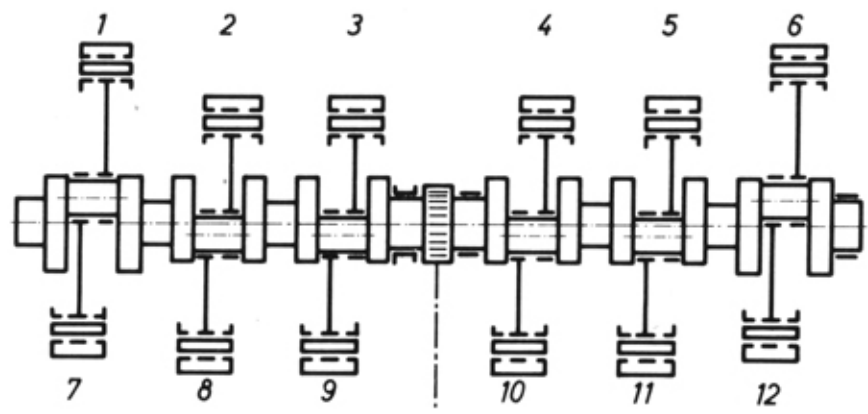
# INSIDE THE 4.5-LITER ENGINE



*Right crankcase half, with crankshaft, connecting rods, central gear train, layshafts.*

*Crankshaft (66-mm stroke) with pair of connecting rods.*

*Crankshaft and piston layout. (The front of the engine is at the left in each view).*



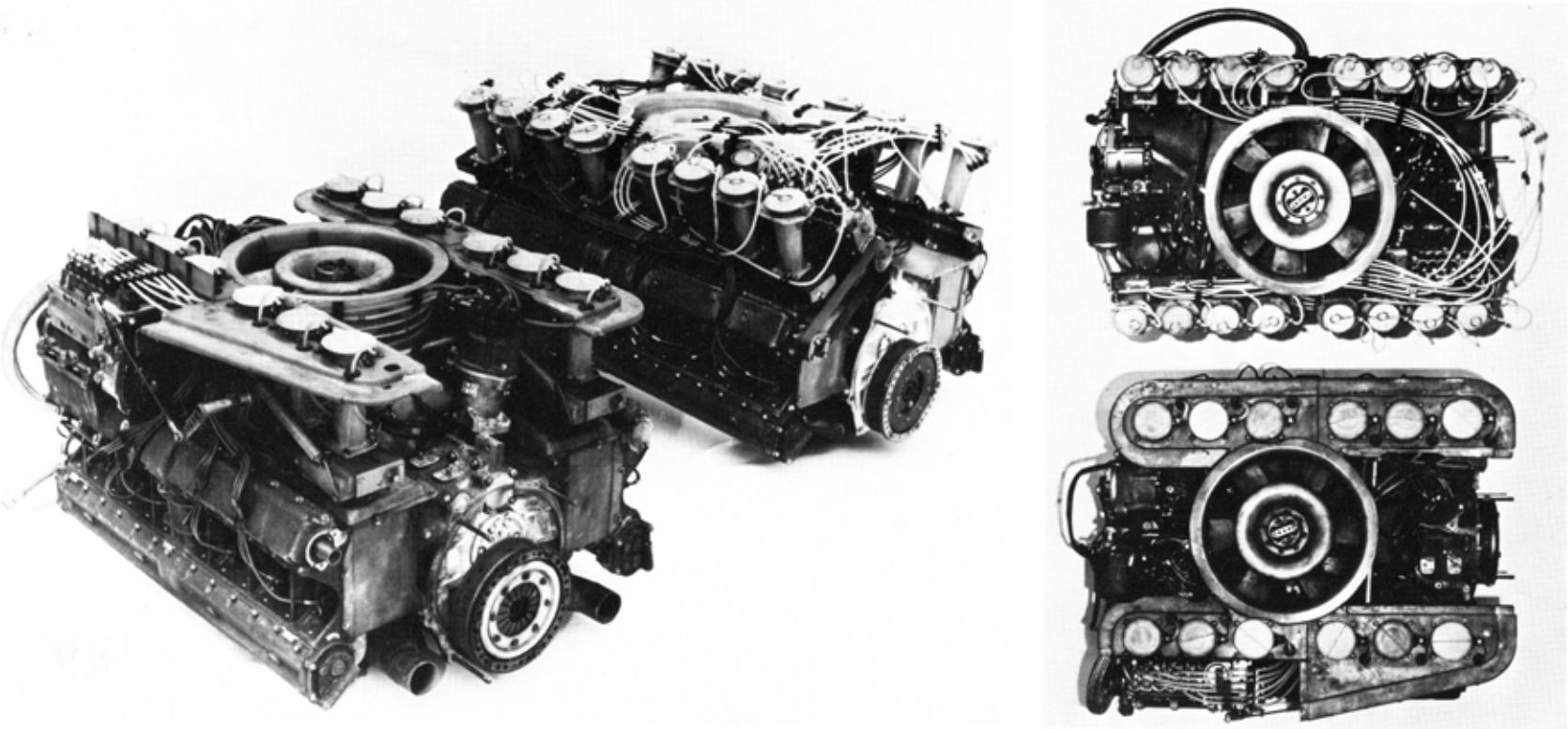
*Cromal cylinder barrel (85-mm bore).*

*Forged aluminum piston.*

*0.92-pound titanium connecting rod.*

*Rod bearing halves.*

## THE 16-CYLINDER ENGINE



*These views of the 4982-cc flat-16 engine, compared with a 4907-cc 917 unit, show its similar design and compact size. Injection-pump drive is from rear intake camshaft on sixteen.*

In 1970 Porsche developed a 5.0-liter 16-cylinder engine for use during the 1971 season, when they expected a strong challenge from the Ferrari 512M in Group 5. However, no factory 512Ms were run and Porsche's existing 12-cylinder units were effective for another championship. To a certain extent based on the 2.2-liter 8-cylinder Type 771 engine, with the number of cylinders doubled, the bore increased, and center drive employed, the 690-bhp sixteen may have a future as a Can-Am unit—if needed. Turbocharged, it could exceed 1000 bhp.

**Specifications as for 12-cylinder engines, except:**

**Description:** Horizontally-opposed air-cooled 16-cylinder.

**Bore x stroke, displacement:** 80 x 62 mm, 4982 cc.

**Maximum power output:** 690 bhp @ 9200 rpm.

**Specific output:** 138.5 bhp/liter.

**Maximum torque:** 405 lb-ft @ 7600 rpm.

**Induction system:** Bosch mechanical fuel injection with 16-piston double-row pump.

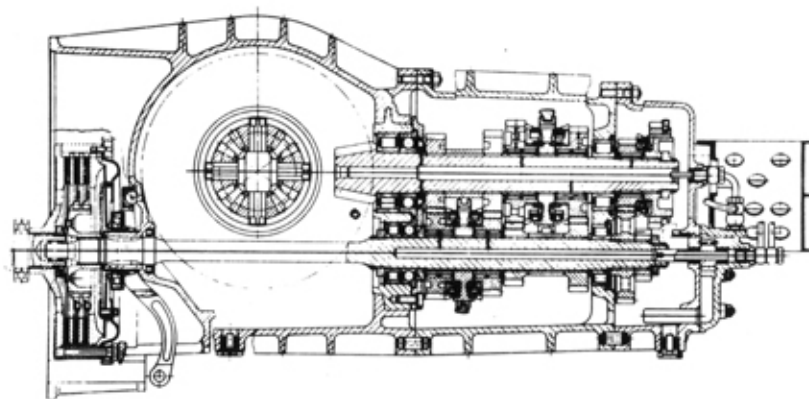
**Lubrication system:** Ten main bearings (2 in center) and 8 connecting-rod bearings.

## GEARBOX AND FINAL DRIVE

**Clutch:** Triple-plate dry, inside transaxle housing. Diameter 7.08 inches.

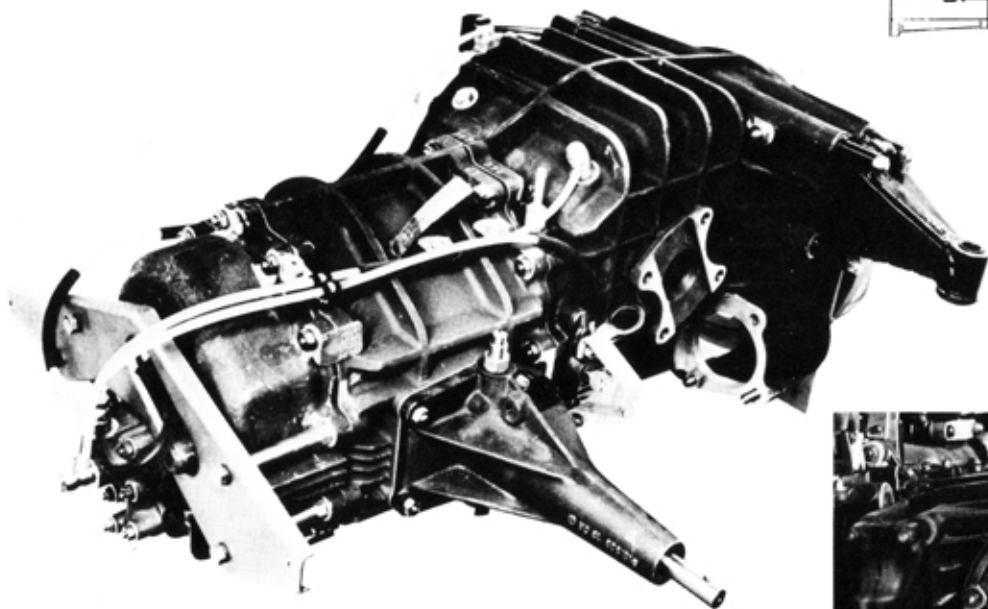
**Transaxle:** Cast magnesium casings bolted to back of crankcase and incorporating gearbox and final drive.

**Gearbox:** 4-speed or 5-speed and reverse with Porsche ring synchronization on forward speeds. Different gear sets available according to characteristics of circuits.



*Longitudinal section of 1969 transaxle. Triple-plate dry clutch drives lower gearbox shaft; upper shaft drives forward to ring and pinion. Porsche ring synchronization is used on all forward speeds. Differential is limited-slip.*

*Exterior view of the 1969 transaxle. Casings are magnesium.*

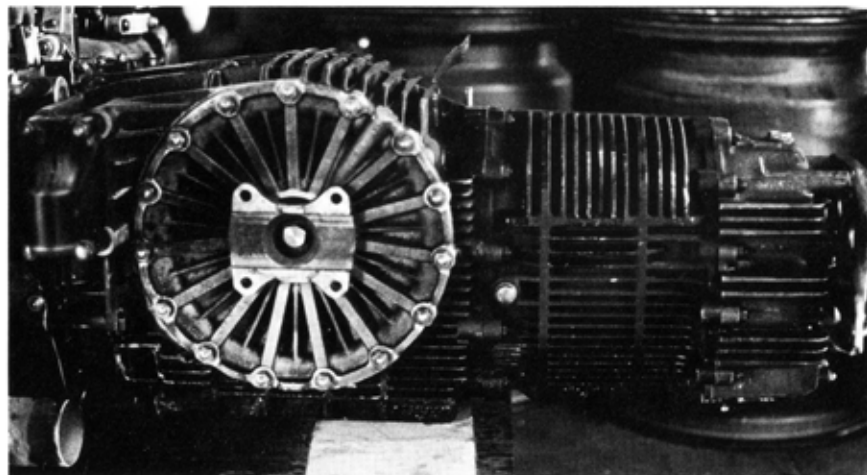


Rod linkage to gearshift lever. Gears and differential splash-lubricated. Oil from transmission cooler supplied by pump driven from primary shaft; capacity 4.23 quarts.

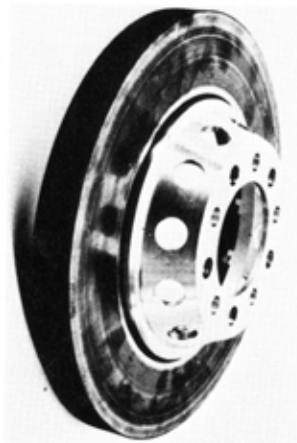
**Final drive:** Spiral bevel ring and pinion gears; limited-slip differential with 75 percent blocking. Final drive ratios available: 4.428, 4.444, 4.625, 5.285 and 5.375:1; maximum speeds between 199 and 241 mph, according to ratio, tires and aerodynamics.

**Drive shafts:** Titanium, double universal-jointed, with length compensation and rubber "donut" shock absorbers.

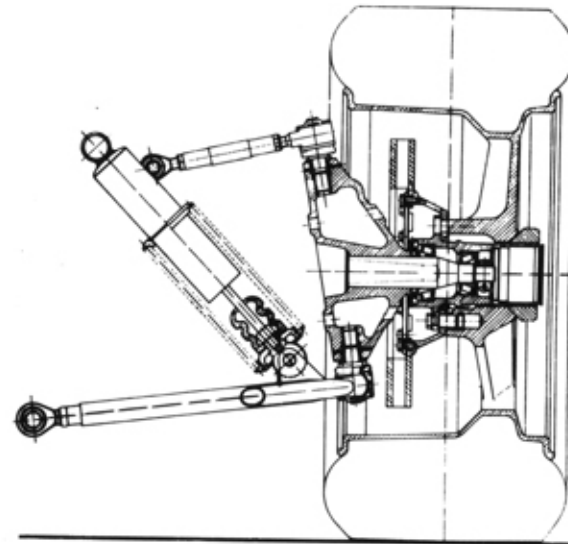
*5-speed transaxle used at Sebring in 1971. Extensive ribbing of casings is apparent.*



# SUSPENSION AND BRAKES

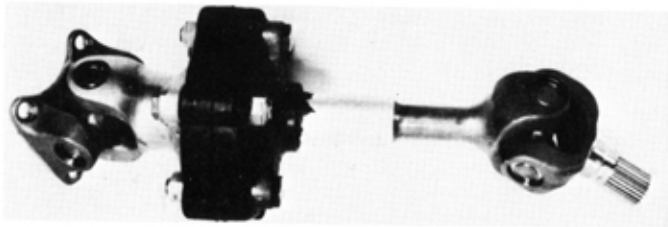


12-inch brake discs. Radial venting does not show well in 1969 photo at left; 1971 disc at right, first used at Sebring, had extensive lateral drilling to supplement radial venting.



Front suspension with 9 x 15 wheel.

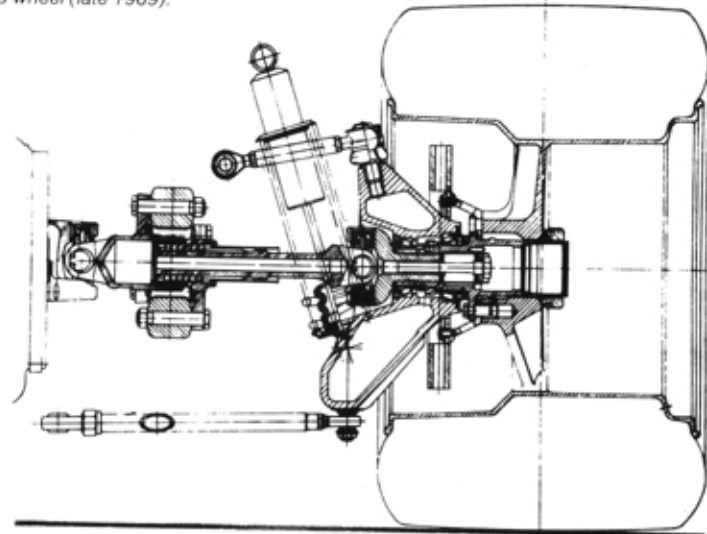
Rear suspension and halfshaft, with 15 x 15 wheel (late 1969).



Double universal-jointed titanium halfshaft with rubber shock absorber near inboard end.



Rear upright.



**Common to all models except as noted:**

**Frame:** Aluminum multi-tube space frame with 20-, 25- and 32-mm diameter tubing. Weight 104 pounds. Entire structure periodically checked for cracks by 40-pound, 4-minute air-pressure test. Main fiberglass body panels bonded to frame.

**Steering:** Rack and pinion, 2 turns lock-to-lock.

**Front suspension:** Independent by unequal-length upper (adjustable) and lower arms, radius struts, titanium coil springs, Bilstein gas/oil shock absorbers, adjustable anti-roll bar.

**Rear suspension:** Independent by unequal-length upper and lower arms (both adjustable), longitudinal control arms, titanium coil springs, Bilstein gas/oil shock absorbers, adjustable anti-roll bar.

**Brakes:** Twin-circuit Ate and later Girling hydraulic 12 x 2.06-inch radially-vented discs with 4-piston calipers. Adjustable braking distribution. Lateral venting added to discs in 1971.

**Wheels:** Cast magnesium-alloy 15-inch center-lock. Rims: 9-inch front, 12-inch rear (1969 Group 4). 9-inch front, 15-inch rear (late 1969 Group 4). 10.5-inch front, 17-inch rear (1969 Can-Am). 10.5- or 12-inch front, 15- or 17-inch rear (1970 Group 5). 9-inch front, 17-inch rear (1971 Group 5). 12-inch front, 17-inch rear (1971-72 Can-Am).

**Tires:** Dunlop, 4.75/11.30-15 front, 6.00/13.50-15 rear (1969 Group 4).

Firestone, 5.50-15 front, 10.10-15 rear (1970 Group 5); 4.25/10.20-15 front, 12.5/26.0-15 rear (1971 Group 5).

Goodyear, 9.40-15 front, 15.70-15 rear (1971 Can-Am); 9.0/24.0-15 front, 14.5/26.0-15 rear (1972 Can-Am).

(Note: Designations vary with manufacturer, indicating section height, width and/or rolling diameter.)

# GENERAL SPECIFICATIONS

*Cutaway drawing depicts a late-1970 J.W.-Gulf 917K with the 4.9-liter engine and the small horizontal wing between the ends of the fenders. In this form, J. W. 917s ran at Le Mans, Watkins Glen and the Osterreicherung, as well as most of the 1971 events.*

**Fuel tank capacity:**

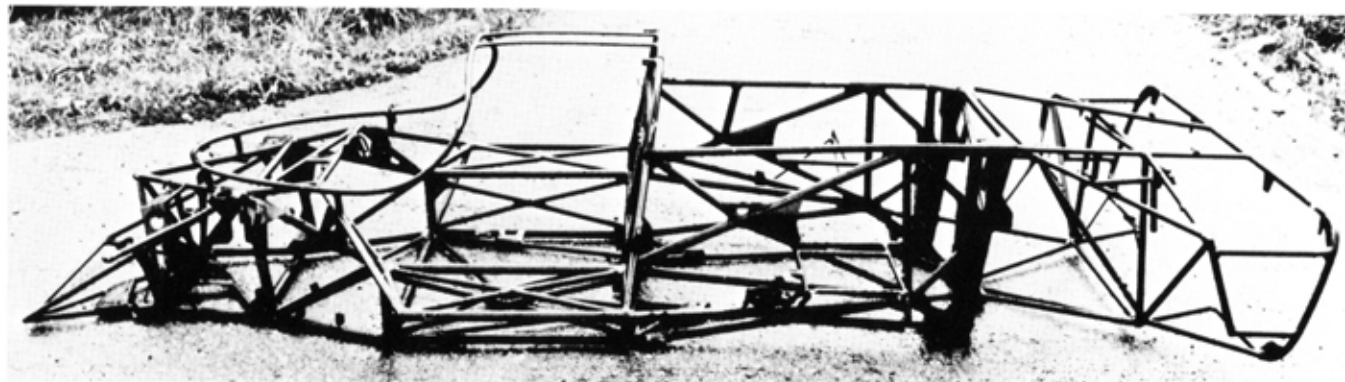
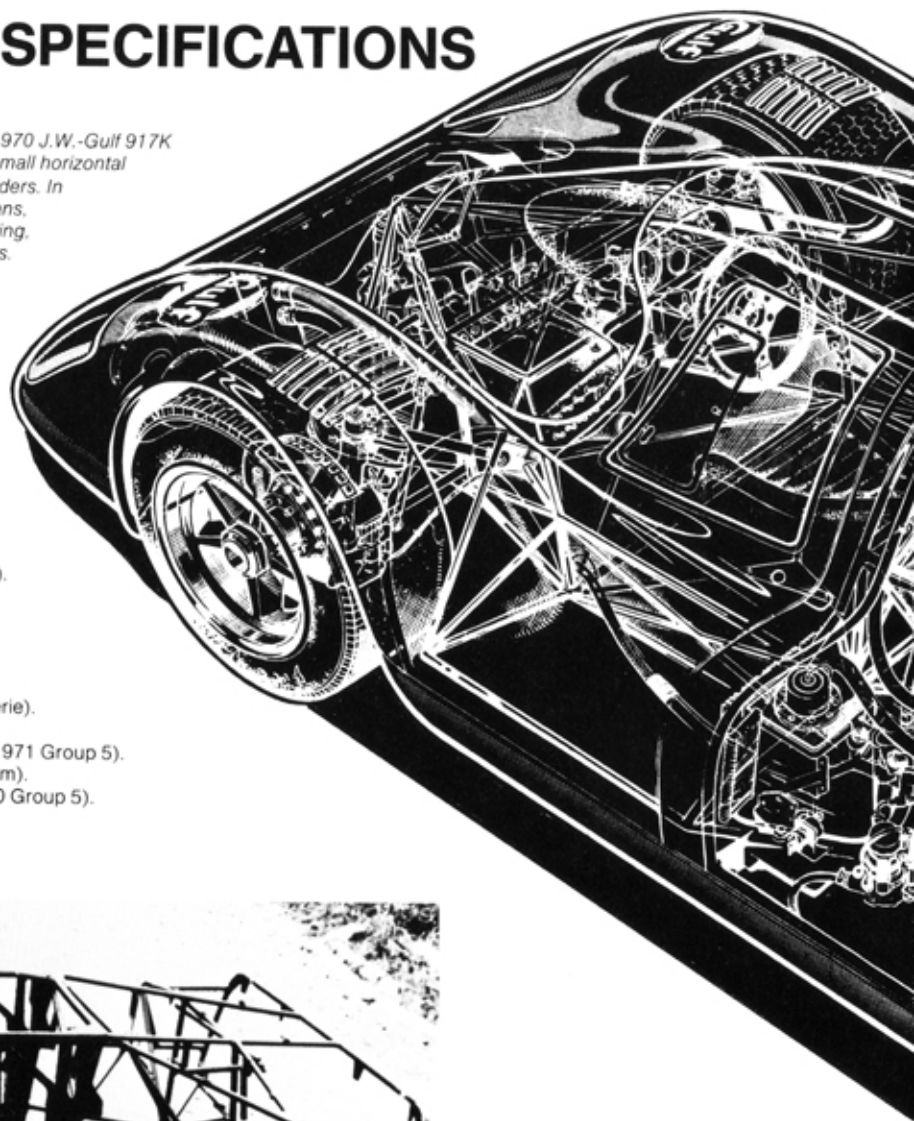
36.9 gallons (1969 Group 4).  
51.5 gallons (1969 Can-Am).  
31.6 gallons (1970-71 Group 5).  
70.0 gallons (1971 Can-Am).  
79.3 gallons (1972 Can-Am).

**Dimensions, in inches:****Wheelbase**

90.6 (1969-71).  
91.1 (1972 Can-Am and Interserie).

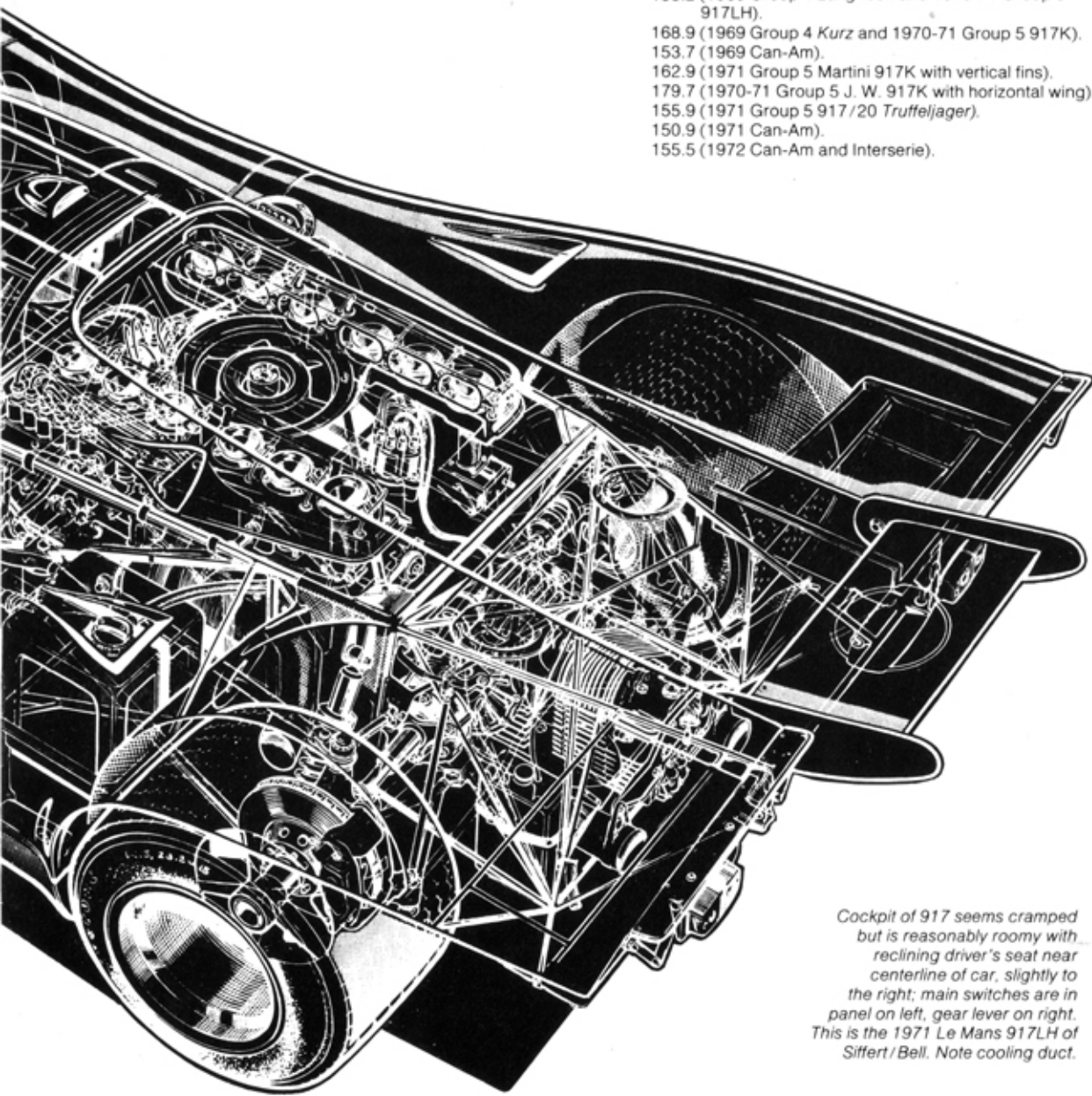
**Track, front/rear**

58.6/57.4 (1969 Group 4 and 1971 Group 5).  
60.0/60.4 or 62.4 (1969 Can-Am).  
60.0 or 61.6/60.4 or 62.4 (1970 Group 5).  
63.8/62.4 (1972 Can-Am).



*Frame shown is 1969 type used for either Langheck or Kurz bodywork. 1970-71 frames for 917Ks were simplified in back to support abbreviated rear decks. Aluminum structure weighed 104 pounds.*

BILL BENNETT DRAWING,  
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#### Length

188.2 (1969 Group 4 Langheck and 1970-71 Group 5 917LH).  
168.9 (1969 Group 4 Kurz and 1970-71 Group 5 917K).  
153.7 (1969 Can-Am).  
162.9 (1971 Group 5 Martini 917K with vertical fins).  
179.7 (1970-71 Group 5 J. W. 917K with horizontal wing).  
155.9 (1971 Group 5 917/20 Truffeljager).  
150.9 (1971 Can-Am).  
155.5 (1972 Can-Am and Interserie).

#### Width

80.0 (1969 Group 4).  
82.7 (1969 Can-Am, 1971-72 Interserie, 1972 Can-Am).  
78.0 (1970 Group 5).  
80.1 (1971 Group 5).  
84.4 (1971 Group 5 917/20 Truffeljager).  
83.4 (1971 Can-Am).

#### Height

36.2 (1969-71 Group 4 and 5, top of roof).  
36.6 (1969 Can-Am, top of rollbar).  
44.8 (1971-72 Can-Am and Interserie, top of fins).  
43.4 (1971 Group 5 917K, top of fins, if fitted).  
39.4 (1971 Group 5 917/20 Truffeljager, top of fins).

#### Weight, without fuel or driver, in pounds:

1765 (1969 Group 4 and 1970 Group 5 with 4.5 engine).  
1705 (1969 Can-Am).  
1819 (1970 Group 5 917K with 4.9 engine).  
1850 (1970-71 Group 5 917LH with 4.9 engine).  
1762 (1971 Group 5 917K with 4.9 engine).  
1813 (1971 Group 5 917/20 Truffeljager).  
1628 (1971 Can-Am).  
1650 (1972 Can-Am and Interserie).

#### Acceleration:

0-62 mph, 2.7 seconds (1971 Group 5 917K).

#### Maximum speed (only typical, as gearing varies for each circuit):

202 mph (1969 Group 4 917 Kurz).  
205 mph (1969 and 1971 Can-Am).  
211 mph (1970 Group 5 917K).  
218 mph (1971 Group 5 917K and 917/20 Truffeljager).  
239 mph (1971 Group 5 917LH).

(For specifications of 1972 turbocharged 917/10K Can-Am and Interserie cars, see page 57.)

*Cockpit of 917 seems cramped but is reasonably roomy with reclining driver's seat near centerline of car, slightly to the right; main switches are in panel on left, gear lever on right. This is the 1971 Le Mans 917LH of Siffert/Bell. Note cooling duct.*

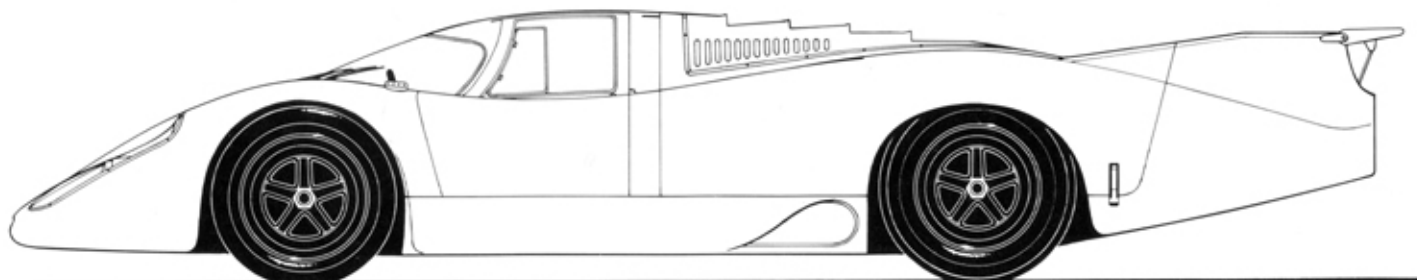




# COMPARATIVE SIDE-VIEW

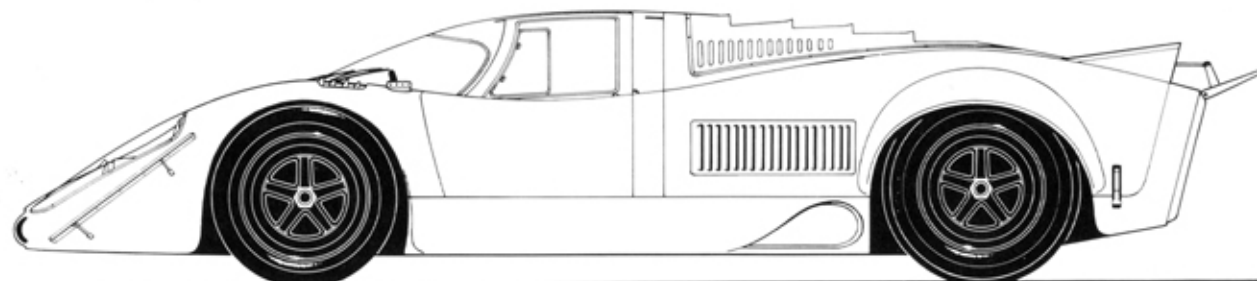
## 1969 917 LANGHECK (4.5)

As homologated May 1, 1969



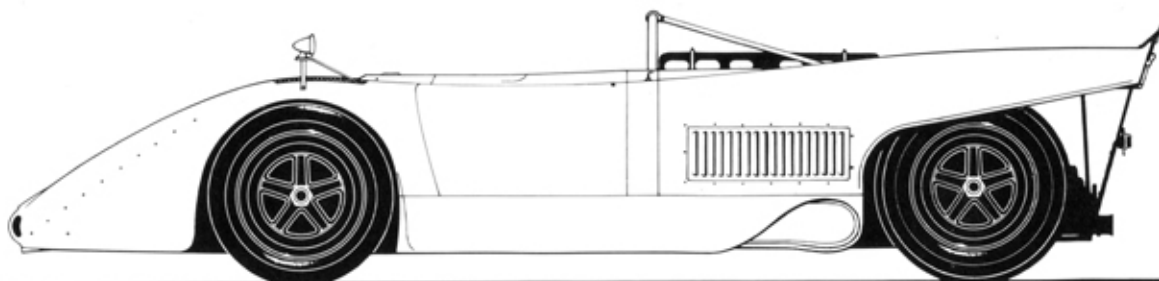
## 1969 917 KURZ (4.5)

Siffert/Ahrens, 1st, Osterreichring 1000-Km



## 1969 917PA (4.5)

Siffert, 5th, Laguna Seca Can-Am

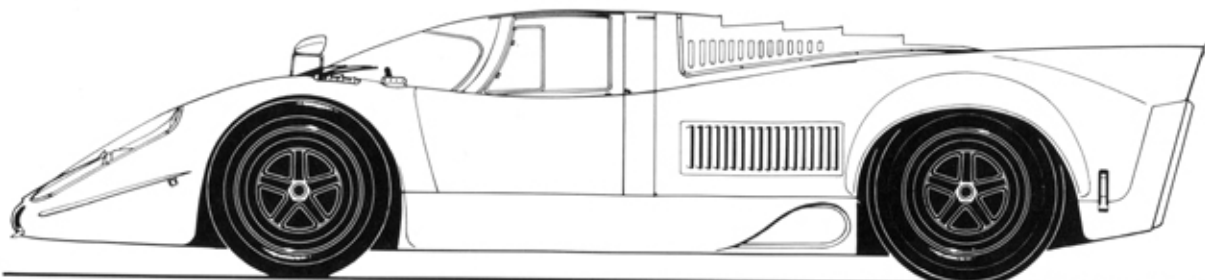


# DRAWINGS—1/24 SCALE

## 1969 917 KURZ (4.5), modified tail

Piper/Attwood, 1st, Kyalami 9-Hr

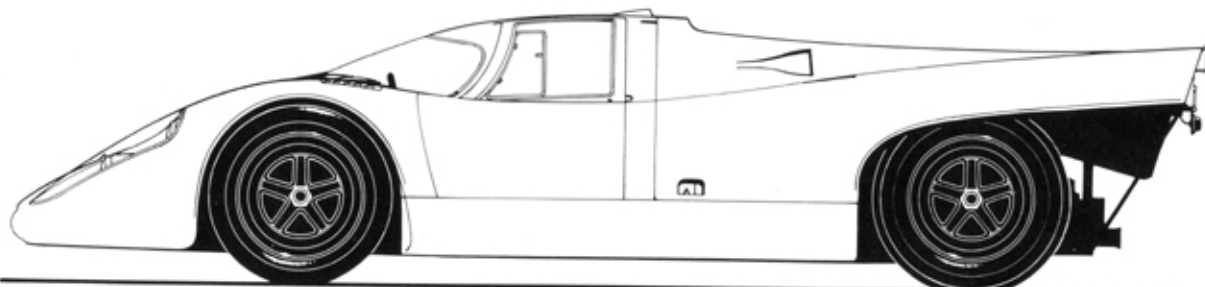
JONATHAN THOMPSON DRAWINGS



## 1970 917K (4.5)

Rodriguez/Kinnunen, 1st, Monza 1000-Km

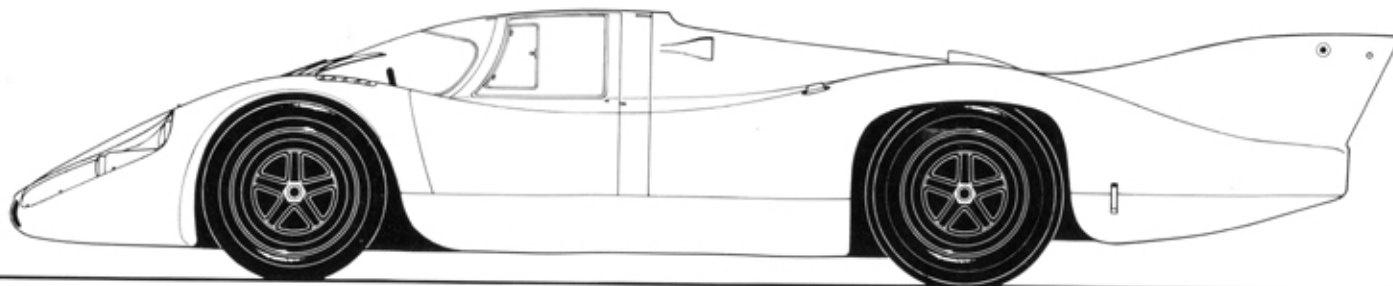
1:24,34



## 1970 917LH (4.9)

Larrousse/Kauhsen, 2nd, Le Mans 24-Hr

1:24,31

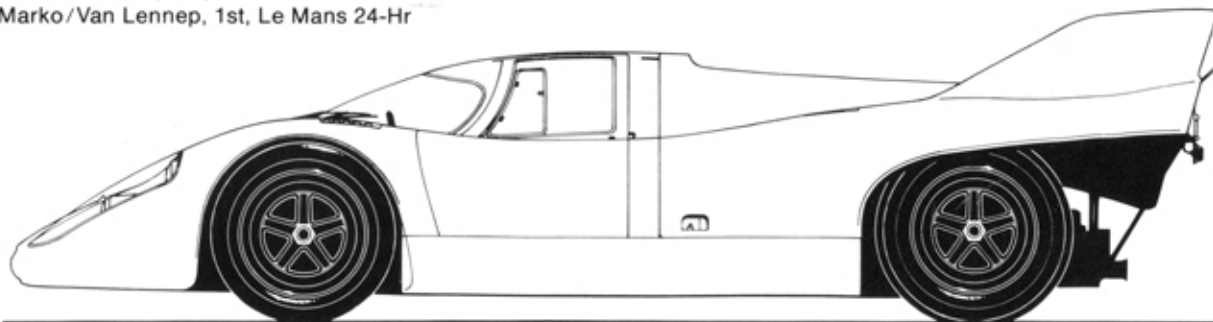


1:24,26

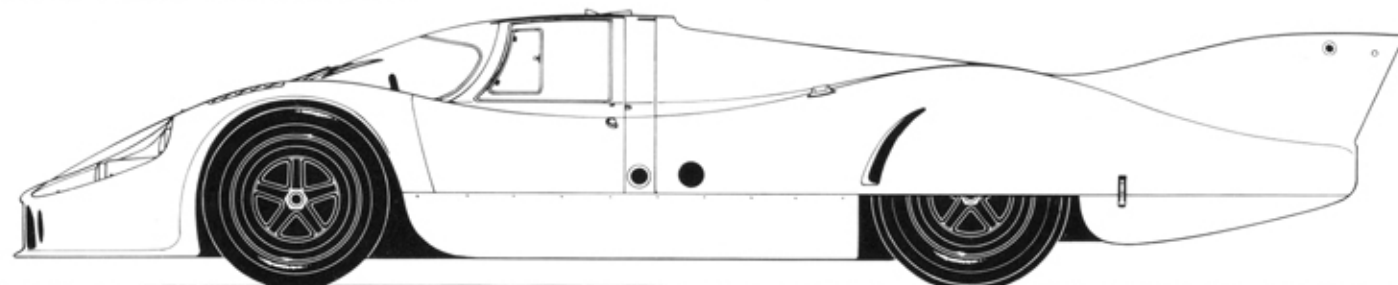
## COMPARATIVE SIDE-VIEW

**1971 917K (4.9)**

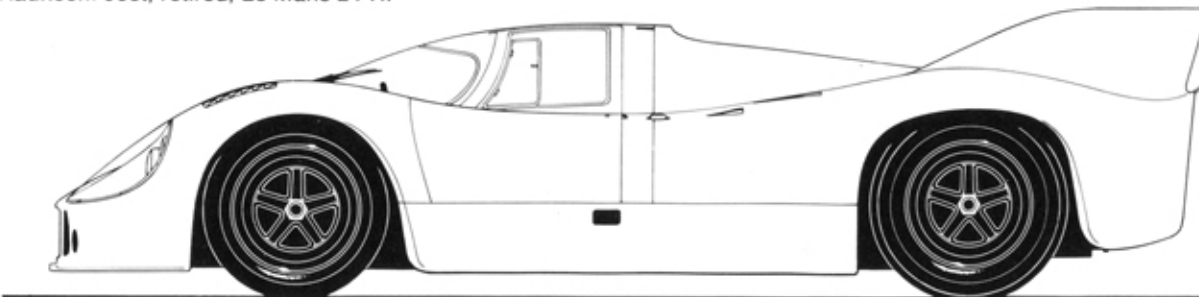
Marko/Van Lennep, 1st, Le Mans 24-Hr

**1971 917LH (4.9)**

Rodriguez/Oliver, retired, Le Mans 24-Hr

**1971 917/20 TRUFFELJAGER (4.9)**

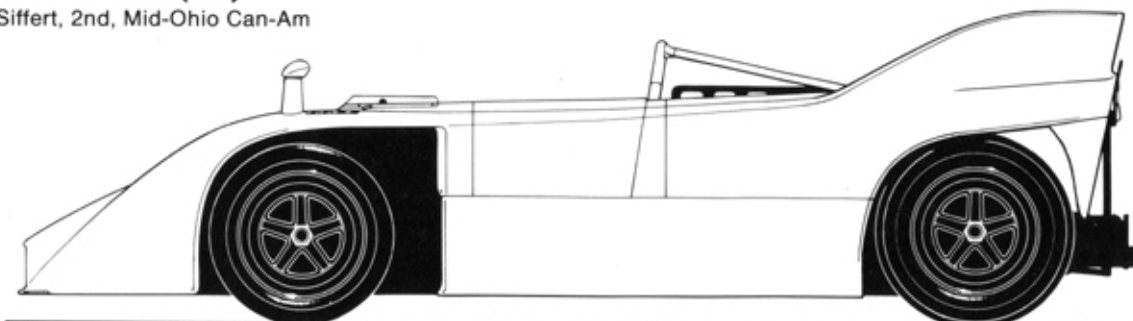
Kauhsen/Jöst, retired, Le Mans 24-Hr



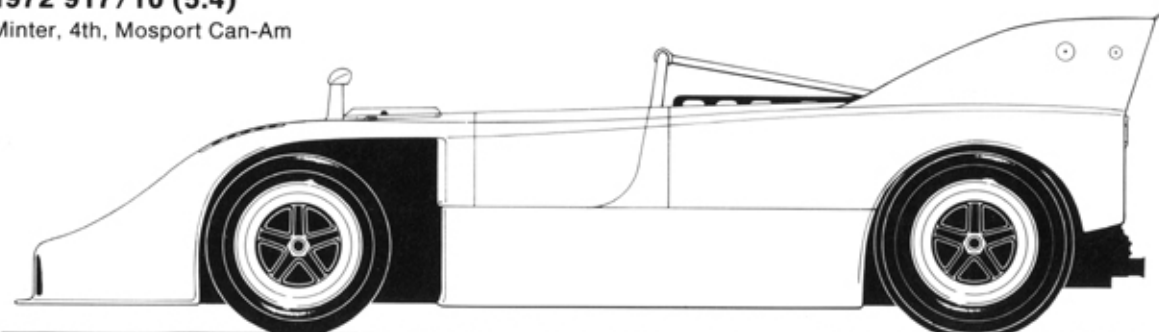
# DRAWINGS—1/24 SCALE

JONATHAN THOMPSON DRAWINGS

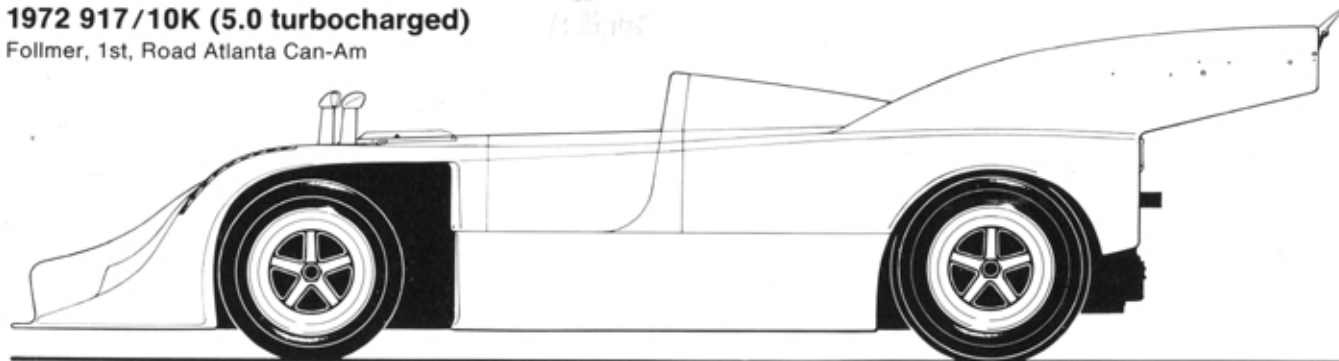
**1971 917/10 (5.0)**  
Siffert, 2nd, Mid-Ohio Can-Am



**1972 917/10 (5.4)**  
Minter, 4th, Mosport Can-Am



**1972 917/10K (5.0 turbocharged)**  
Follmer, 1st, Road Atlanta Can-Am

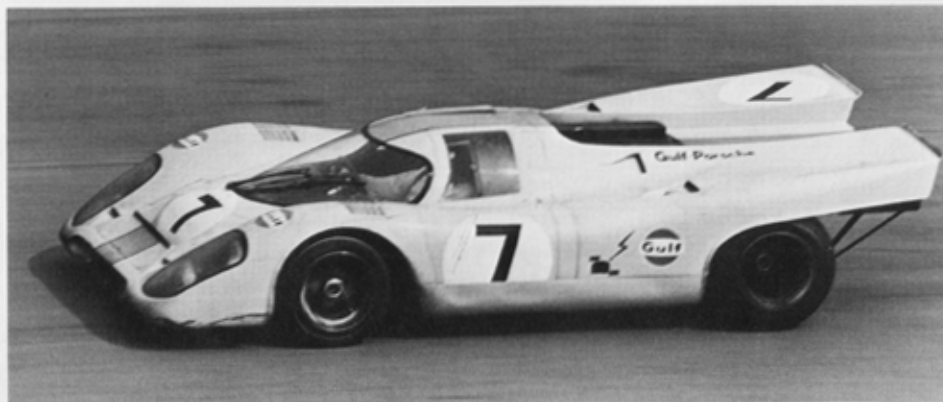
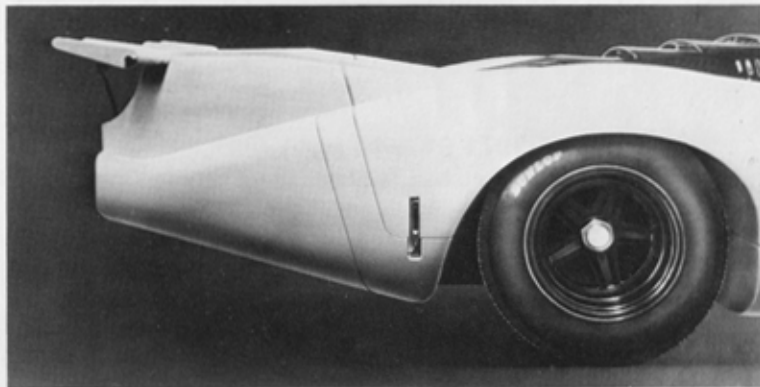


## AERODYNAMICS

The original 1969 long-tailed cars designed for Le Mans had detachable tail sections with flaps operated by suspension movement. These were used only in the 24-hour race and their legality was open to question.

The drawing shows the rod linkage from each upright to the tail flap. With a fully-loaded suspension the flaps are down, while body lift unloads the suspension and raises the flaps for downforce.

Short-tailed 1969 cars had body extensions removed and a similar flap operation. This arrangement was used at Spa, the Nurburgring and the Osterreichring. In 1970 it was replaced by 917K configuration.

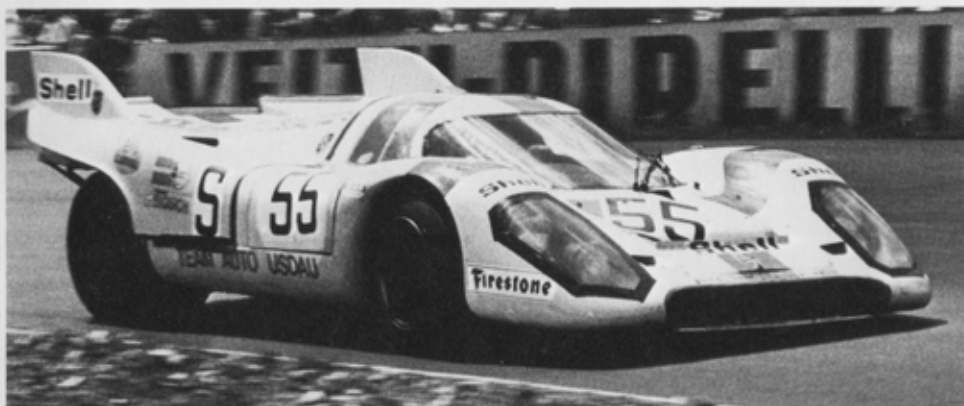
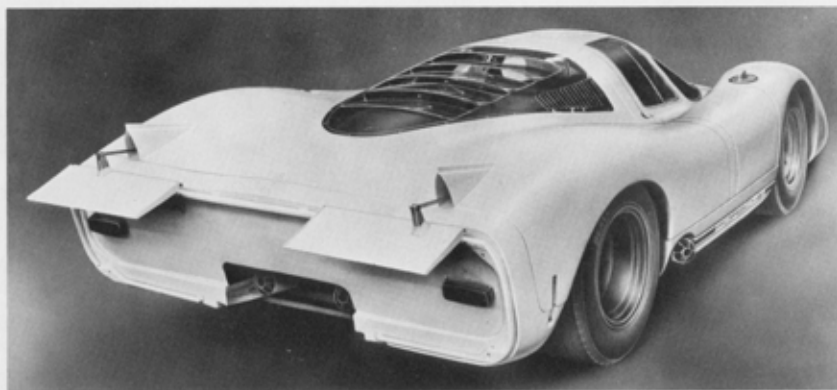
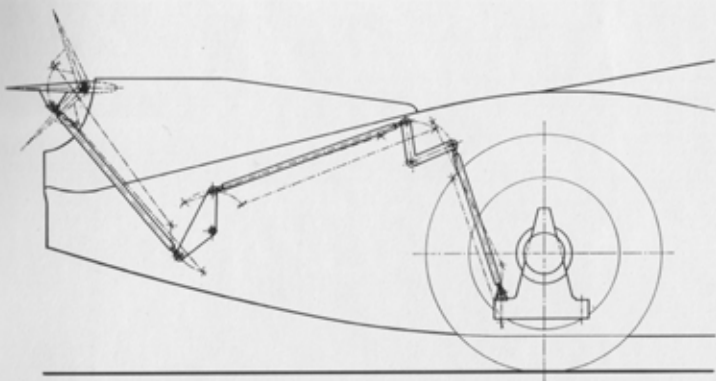


The 1970 Langheck cars were the first to use a full-width wing, mounted between tail fins. It could be set in practice but was not movable in the race. This particular car was driven by Vic Elford to a lap record of 3:21.0 at Le Mans.

The 1971 Langheck was similar to the previous version but the deck was smoother and the rear wheels were partly enclosed by the body. Again the fastest lap was gained at Le Mans, this time by Rodriguez in a J. W. 917LH at 3:18.7, or 151.8 mph.

The three tails for the 1971 J. W. Le Mans cars. The two in back are the 917LH type, used by Rodriguez/Oliver and Siffert/Bell, while the one in the foreground with simple vertical fins was used on the Attwood/Muller 917K which finished 2nd.

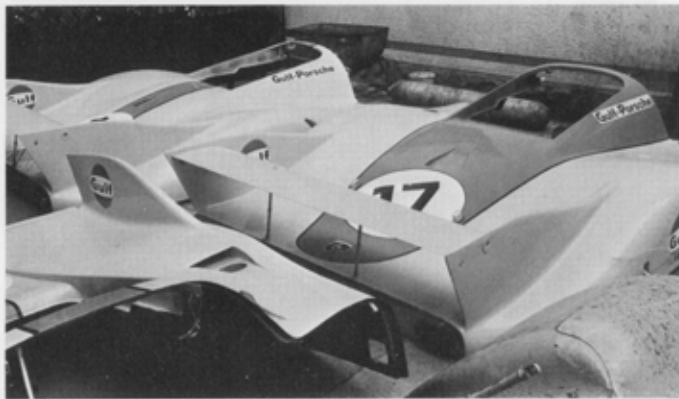




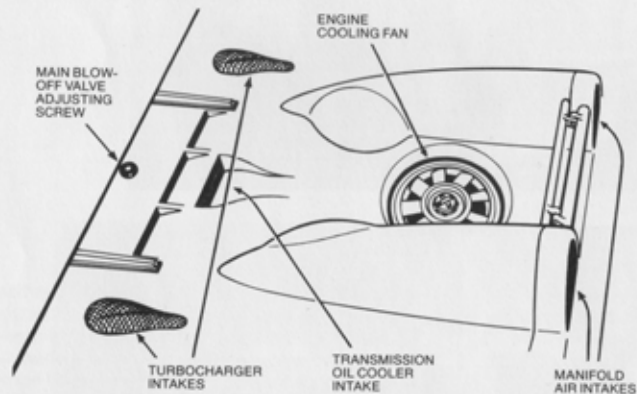
917K tail was designed from J. W. data in late 1969 and used in most 1970-71 events with no important modifications. Back fenders rose to highest point behind rear wheels and deck was opened up around engine compartment. Number 7 car won at Monza in 1970, driven by Rodriguez/Kinnunen.

A small horizontal wing was added to the J. W.-Gulf 917Ks at Le Mans in 1970 and was used in most events after that. This early example had no endplates, used from Watkins Glen on. This tail gave more stability than the Langheck type, with only a minor loss in maximum speed down the long straights.

In 1971 vertical fins were added to the 917K for some races, but J. W. generally used the small horizontal wing. The winning 1971 Le Mans car of Martini used the fins, as did the J. W. cars at Monza and this Team Auto Usdau 917K at the Nurburgring; it finished in 5th place.



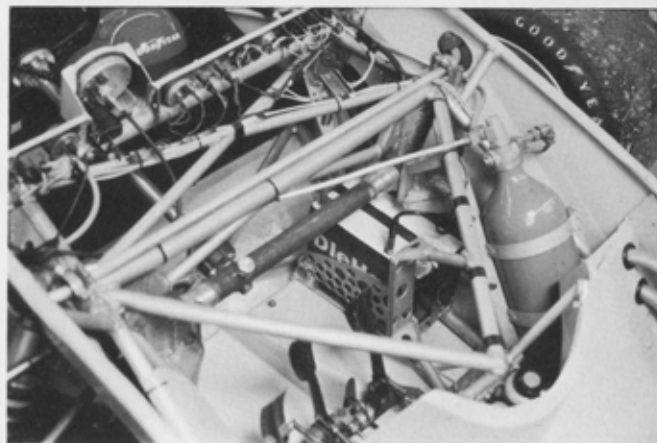
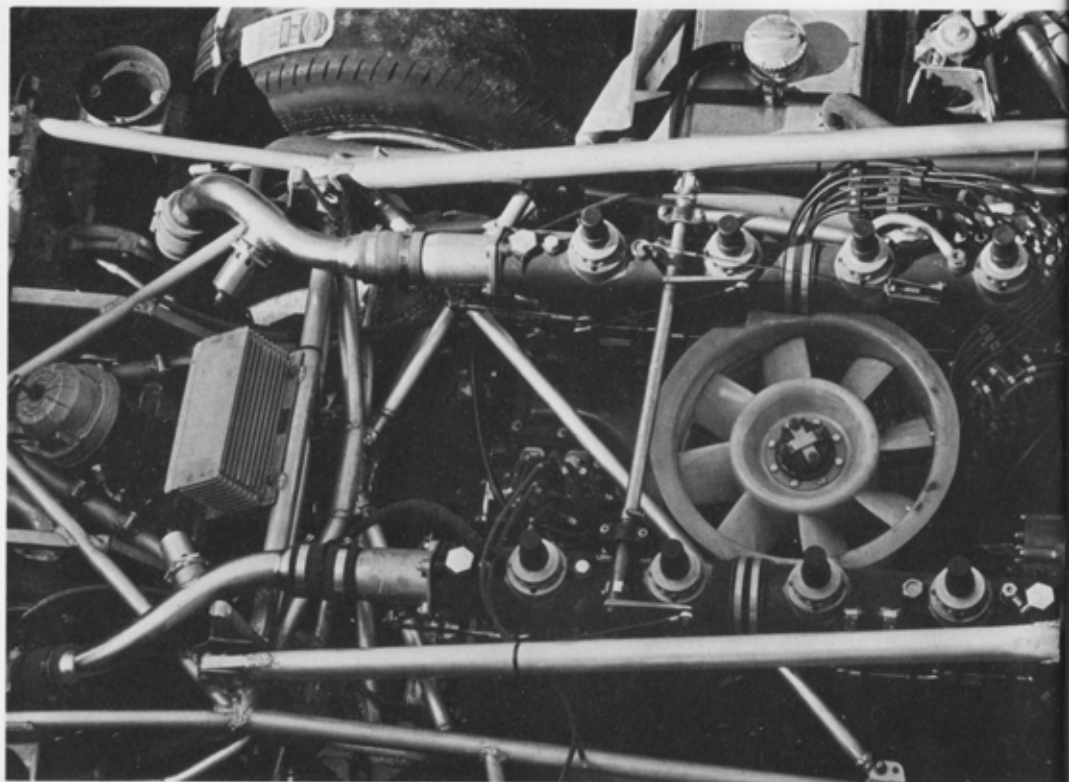
# THE 1972 917/10K TURBOCHARGED SPYDER

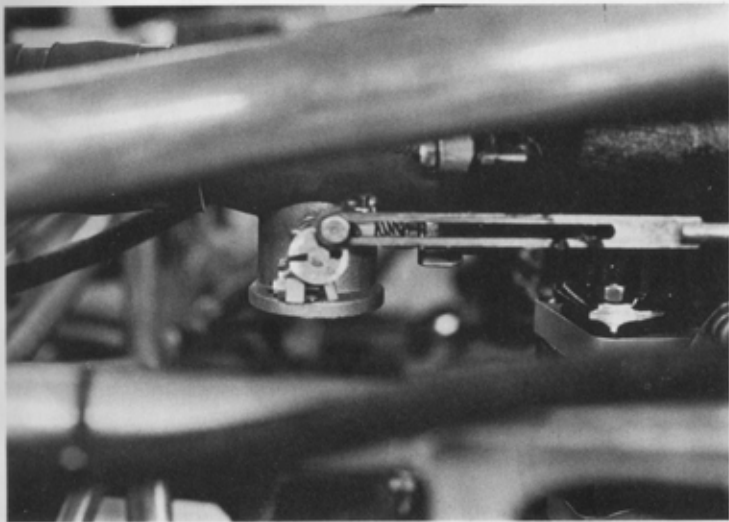


Looking down at the turbocharged engine, one can see the cooling fan and the twin distributors in their usual positions, but the twelve intake trumpets have been replaced by the two turbo-fed manifolds, each with four relief valves on top. The twin turbine wheels are at the extreme left, with an intake duct behind each rear tire, and between the turbines, just behind the transmission oil cooler, is the main adjustable blow-off valve with a screw that protrudes through a small hole in the deck.

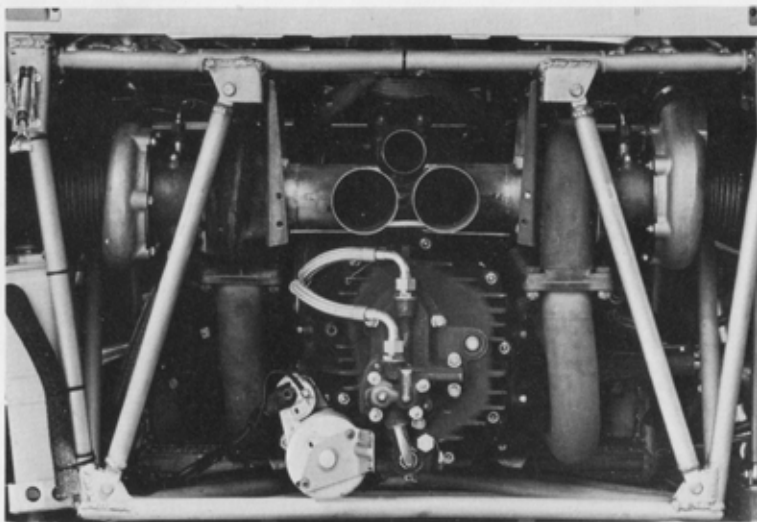
With the nose off, the front part of the magnesium multi-tubular frame is clearly seen. The anti-roll bar crosses the chassis just above the largest transverse member; below that there is just enough room for the battery and driver's feet, with fire extinguisher bomb in front.

The rear three-quarter view gives a good idea of the back part of the frame, as well as showing the position of the two turbines with three pipes in between (small one is from main blow-off valve). Connecting each turbine and manifold is curved pipe with pre-set relief valve.





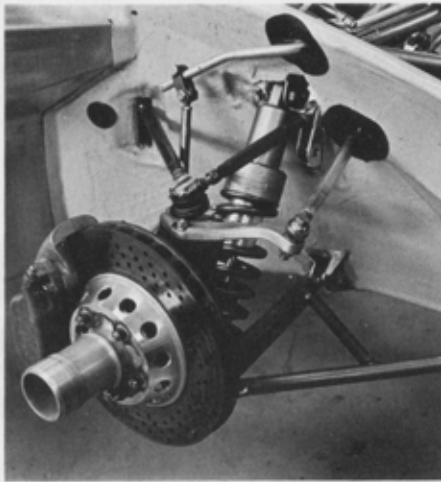
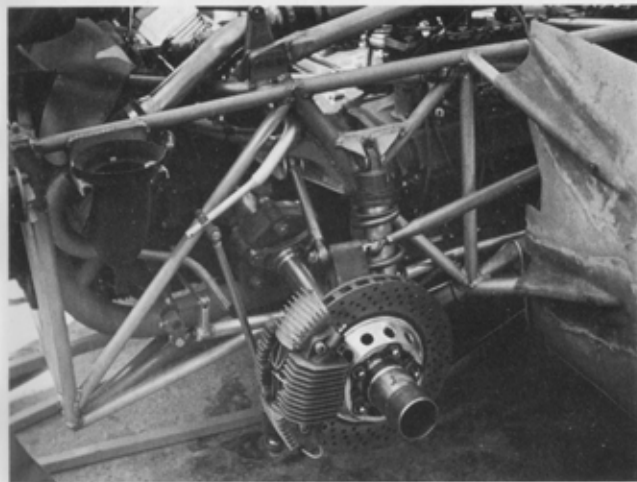
Behind each intake manifold is a spring-loaded butterfly valve which is operated by sliding links from the main throttle linkage. It was one of these valves which gave trouble at Mosport and also at Watkins Glen.



Exhaust pipes sweep upward on each side of gearbox, feed turbines and exit through crossover; note the smaller third pipe.

Rear suspension is basically unchanged from earlier Group 5 cars, with slightly different mounting points on new frame (wheelbase is 0.6-inch longer). Brakes are vented both ways; note finning on caliper bodies.

Front suspension of 917/10K has small adjustable upper A-arms, forward-angled adjustable lower arms, anti-roll bar.



**Specifications as for 5.0-liter engine and 1972 Can-Am and InterSerie 917/10, except:**

**Construction:** Engine weight 594 pounds.

**Maximum power output:** 900 bhp @ 8000 rpm.

**Specific output:** 180.0 bhp/liter.

**Maximum torque:** 615 lb-ft @ 6600 rpm.

**Compression ratio:** 8.5:1.

**Induction system:** Three electric fuel pumps, Bosch mechanical fuel injection with 12-piston double-row pump. Exhaust-driven turbo-superchargers for each bank of cylinders with Eberspacher turbine wheels and interconnected between exhausts with single adjustable blow-off valve. Pre-set relief valves in manifolding and throttle-controlled spring-loaded butterfly relief valves between turbocharger and manifolding.

**Electrical system:** Two Bosch X 310 P21 platinum spark plugs per cylinder.

**Gearbox:** 4-speed.

**Frame:** Magnesium multi-tube space frame. Fiberglass body panels attached with fasteners instead of bonded. Back-up frames of conventional aluminum construction.

**Wheels:** 17- or 19-inch rear.

**Tires:** Goodyear, 9.0/23.0-15 front, 15.0/26.0-15 rear.

**Fuel tank capacity:** 73.0 gallons.

**Dimensions, in Inches:**

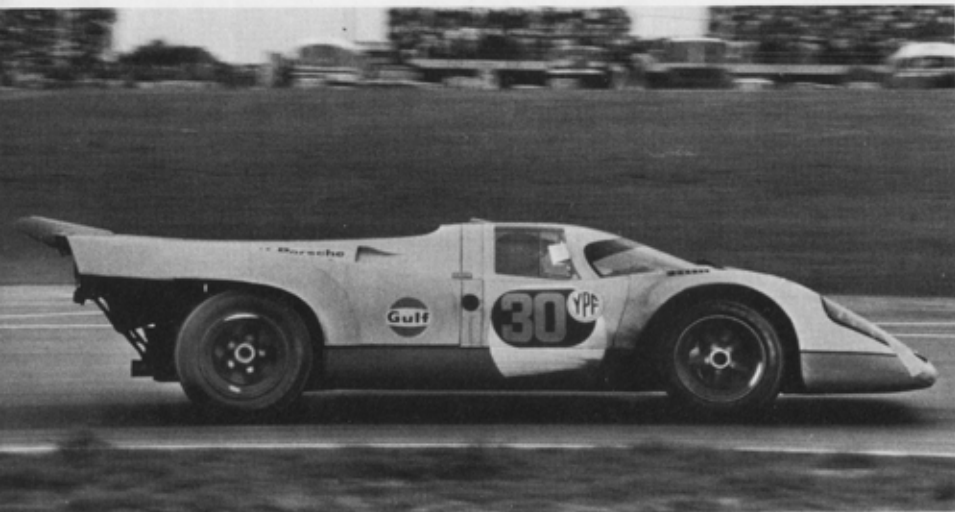
**Track, front/rear** 63.8/63.0.

**Length** 158.0 (pre-season test car).  
178.9 (as raced).

**Height** 48.3 (top of fins).

**Weight:** 1605 pounds (with magnesium frame).





*The J.W.-Gulf 917 of Siffert/Bell continued the team's winning habit, but the Buenos Aires 1000-Km race was marred by the tragic accident to Giunti in the new Ferrari 312P, which hit a Matra being pushed along the track.*

## 917: J.W. PORSCHES 1-2 AT TRAGIC BUENOS AIRES

In 1970 when Piper raced there, the Buenos Aires 1000-Km race had not been a championship event, but it was the opening race for the 1971 title and J. W.-Gulf sent two 4.9-liter 917Ks. Derek Bell took Redman's place as Siffert's co-driver and Jackie Oliver replaced Kinnunen in Rodriguez' car. Both were experienced drivers, Oliver having been on the J. W. team when it was running the Ford GT-40s. The semi-works Salzburg team had been disbanded, so Martini International took over the cars and went to Argentina with two 4.9-liter 917Ks for Elford/Larrousse and Marko/Van Lennep. There were also three privately-entered 4.5s from Alex Soler-Roig for Emerson Fittipaldi/Carlos Reutemann, Zitro Racing (with the name of wealthy sponsor Jaime Ortiz spelled backwards) for Dominique Martin/Pablo Brea, and Team Auto Usdau for Reinhold Jöst/Engel Monguzzi, the latter replacing the regular driver Willy Kauhsen, who had become ill. The Usdau 917 was the only one other than the J.W. cars to use the small horizontal wing between the ends of the fenders.

Ferrari ran no works 512Ms; instead they had the new 312P, which was a 3.0-liter flat-12 intended as a prototype for the 1972 season, when the championship would drop the 5.0-liter Group 5 category. This car was

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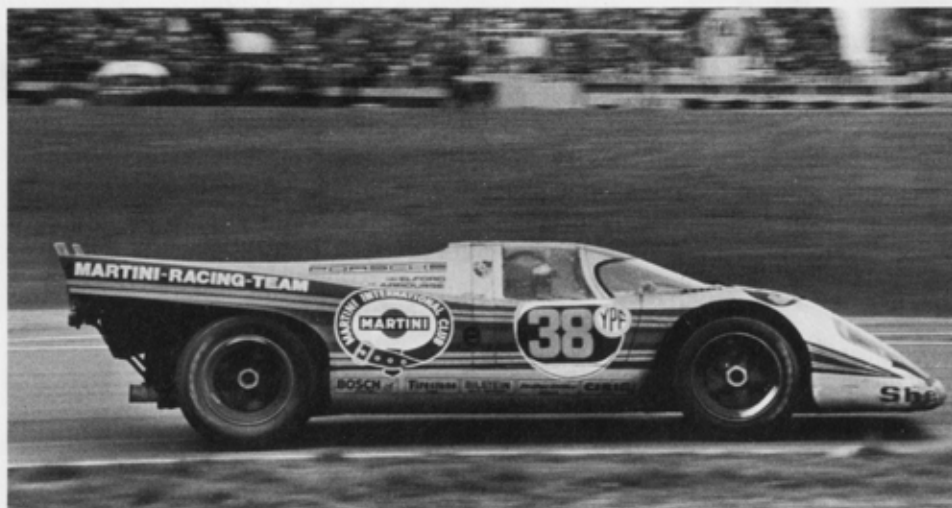
*On the first lap Rodriguez leads Giunti, Siffert, Elford, Parkes (Ferrari 512M), Beltoise (Matra 660) and Posey (Ferrari 512S). Rodriguez/Oliver stayed in front until a shredded tire and damaged bodywork dropped them back.*



very fast, being second in practice just four hundredths of a second off the best 917 time of 1:52.70 set by Rodriguez/Oliver. The Ferrari was driven by Giunti and Merzario.

In the race the 312P led away but was passed by Rodriguez and then by Siffert. Elford, whose car was handling better than the J. W. machines, passed Siffert and hounded Rodriguez until he got by on lap 21. But the Martini car soon experienced fuel starvation problems and Elford dropped out of contention, eventually being disqualified when mechanics went out to help him restart. His earlier lap record of 1:51.08 was then nullified, the official time becoming Siffert's 1:51.53. The other Martini car had gone only a lap and a half before its engine blew.

On lap 37 a tragic accident spoiled the whole race. Driving the 312P, Giunti was passing a larger Ferrari and didn't see a Matra that Jean-Pierre Beltoise was pushing—illegally—along the track until he was right up on it. The 312P hit the back of the Matra, spun twice and caught fire, and by the time Giunti was removed from the wreckage he was dead. The race was completely halted for three minutes while the track was cleared. Rodriguez continued in the lead after the restart, but a shredded tire—probably caused by a piece of the wreckage—dropped him to 9th place and the Siffert/Bell car went on to win, Rodriguez/Oliver working their way back to 2nd. The Martin/Brea 917 was a lowly 10th, Jöst/Monguzzi were disqualified for being pushed after running out of fuel, and Fittipaldi/Reutemann retired with an oil leak that seeped into the clutch.



*Vic Elford drove an excellent race, passing both J.W. 917s in his Martini car and setting a lap record; this was nullified when the car was disqualified. The car had fuel pick-up problems and mechanics gave illegal help.*

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*The Fittipaldi/Reutemann car, entered by Spaniard Alex Soler-Roig, was sidelined by clutch problems caused by seepage from an engine oil leak. The NART Ferrari 512S of Posey/Veiga/Di Palma goes by in the background.*



# 917: RODRIGUEZ WINS DAYTONA AGAIN—JUST

Rodriguez and the J.W.-Gulf 917 repeated their Daytona win of the year before despite the car being motionless for an hour and a half out of the 24 while its gearbox was rebuilt. The mechanics deserved much credit for the victory, gained by just one lap from the NART Ferrari 512S of Ronnie Bucknum/Tony Adamowicz. The Rodriguez/Oliver 917 built up a 43-lap lead by the 20th hour when the transmission stuck in top gear, and

while it was being rebuilt the Ferrari ran 46 laps and was 3 laps in the lead as Rodriguez came back on the track. In his usual style, Rodriguez made up this distance and more during the last two and a half hours of the race. His winning average was 109.2 mph.

The Penske-entered 512M of Mark Donohue and David Hobbs led for more than two hours but was held up with alternator trouble. Later it was struck from behind by a 911S which failed to slow for a yellow light that came on when the Elford/Van Lennep 917 hit the wall after blowing a tire. The Siffert/Bell 917 retired with a hole in the side of the crankcase and the Lins/Marko car blew a tire and crashed on the same part of the banking that had claimed the other Martini entry.

*The lowness of the Porsche 917 can be judged in this photo of the winner passing a 914/6 in a curve.*

*If this scene looks familiar (see page 23), it's because the same car with the same driver, same number and same mechanics won the Daytona race two years in a row.*







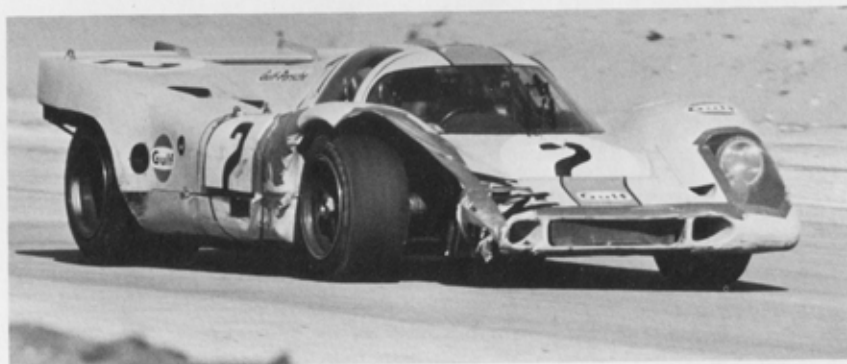
## 917: MARTINI BEATS THE ALFAS AT SEBRING

The Martini team scored its first win with the 917 at Sebring, a happy result after having both its cars heavily damaged at Daytona. The team's spare car was entered for Elford and Larrousse, who qualified it fourth fastest behind the Donohue/Hobbs Ferrari 512M, the Andretti/Ickx 312P and the Rodriguez/Oliver Porsche 917K. After the smaller Ferrari dropped out with gearbox trouble and the larger one had been involved in an incident with the Rodriguez 917, the race was led by two Alfa 33s. Elford/Larrousse had been delayed with brake trouble but were soon running 2nd and just past mid-race they went into the lead, which they held for the remaining six hours. Rodriguez/Oliver were 4th behind the Alfas and the other J.W.-Gulf car of Siffert/Bell was 5th, having lost 19 laps early in the race when it ran out of fuel, plus a 4-lap penalty incurred by Siffert for accepting a ride back to the pits. Donohue/Hobbs only made up two of the 19 laps lost having the accident damage repaired and were 6th; in two consecutive races the formidable Ferrari had lost a chance for victory as a result of a collision with a Porsche.

*Both of Martini's 917s were badly damaged at Daytona, but their one spare car enjoyed a victory at Sebring, driven by Elford/Larrousse.*

*The garlanded winners after 12 hours of racing. They led two Alfa 33s at the finish, with the J.W. Porsches far behind.*

*Rodriguez and Donohue collided in a corner and the front fender of the Mexican's 917 was torn away. He and Oliver were 4th and the other J.W. car of Siffert/Bell was 5th.*



## 917: BEATEN BY ALFA AT BRANDS HATCH

The Porsche 917s were just plain beaten at Brands Hatch, the circuit which favors lighter, nimbler cars that corner and brake better. The front row was occupied by the tremendously fast Ferrari 312P of Jacky Ickx and Gianclaudio Regazzoni and the slightly slower Alfa 33 of Rolf Stommelen and Toine Hezemans. Soon after the start the leading Ferrari smashed its nose avoiding a spinning car, and the two Gulf Porsches led, having passed the Alfa. But the Rodriguez/Oliver 917 was forced out with dirt in the fuel system and the Siffert/Bell car (which had been extensively repaired after spinning off in practice) was delayed replacing a spare tire which fell out the back and also by gearbox trouble.

The fastest Alfa led and its sister car, driven by Andrea de Adamich and Henri Pescarolo was 2nd. Ickx/Regazzoni were charging up through the pack and when the leading Alfa blew its engine with 90 minutes to go the Ferrari was 2nd behind De Adamich/Pescarolo. They finished that way, with the Siffert/Bell 917 in 3rd place, the Usdau 917 of Kauhsen/Jöst in 6th and the Martini 917 of Van Lennep/Larrousse, which had been 3rd behind the Alfas at mid-race, in 9th after experiencing severe brake problems. The Elford/Redman Martini Porsche caught fire in the pits and re-entered the race but it was called in to prevent a mechanical failure resulting from possible fire damage. On speed the Ferrari had deserved to win but the Alfa had run a good steady race and both Italian makes had out-paced the 917s. The Alfa averaged 92.2 mph and although no official fastest lap was given out, it almost certainly must have gone to the Ferrari. The 917s would be happier at Monza where their extra power could be used.

*The Martini 917 of Elford and Redman was engulfed by flames from fuel that had leaked into its undertray. The fire was quickly put out and Redman bravely went back into the race, but Martini manager Hans-Dieter Dechent decided to call him in and retire the car.*

*The rules said that churns must be used for refuelling and Porsche worked out this ingenious gravity system that was able to put 30 gallons of gasoline in the car's tanks in 9 seconds. J.W. and Martini used it.*

*Ickx' Ferrari leads Stommelen's Alfa, Rodriguez' Porsche 917, De Adamich's Alfa and Siffert's Porsche 917 at the start. The Ferrari was damaged on lap 5 when it went off the road to miss a spinning car that Ickx was already about to lap. The Porsches then led but at mid-race the Alfas were in command. Ickx and Regazzoni brought the Ferrari up to 2nd at the end.*



**CHAMPION**

**SHELL**

**DE**

**CASTROL** **CASTROL**

**ROTHMANS**  
**KING SIZE**

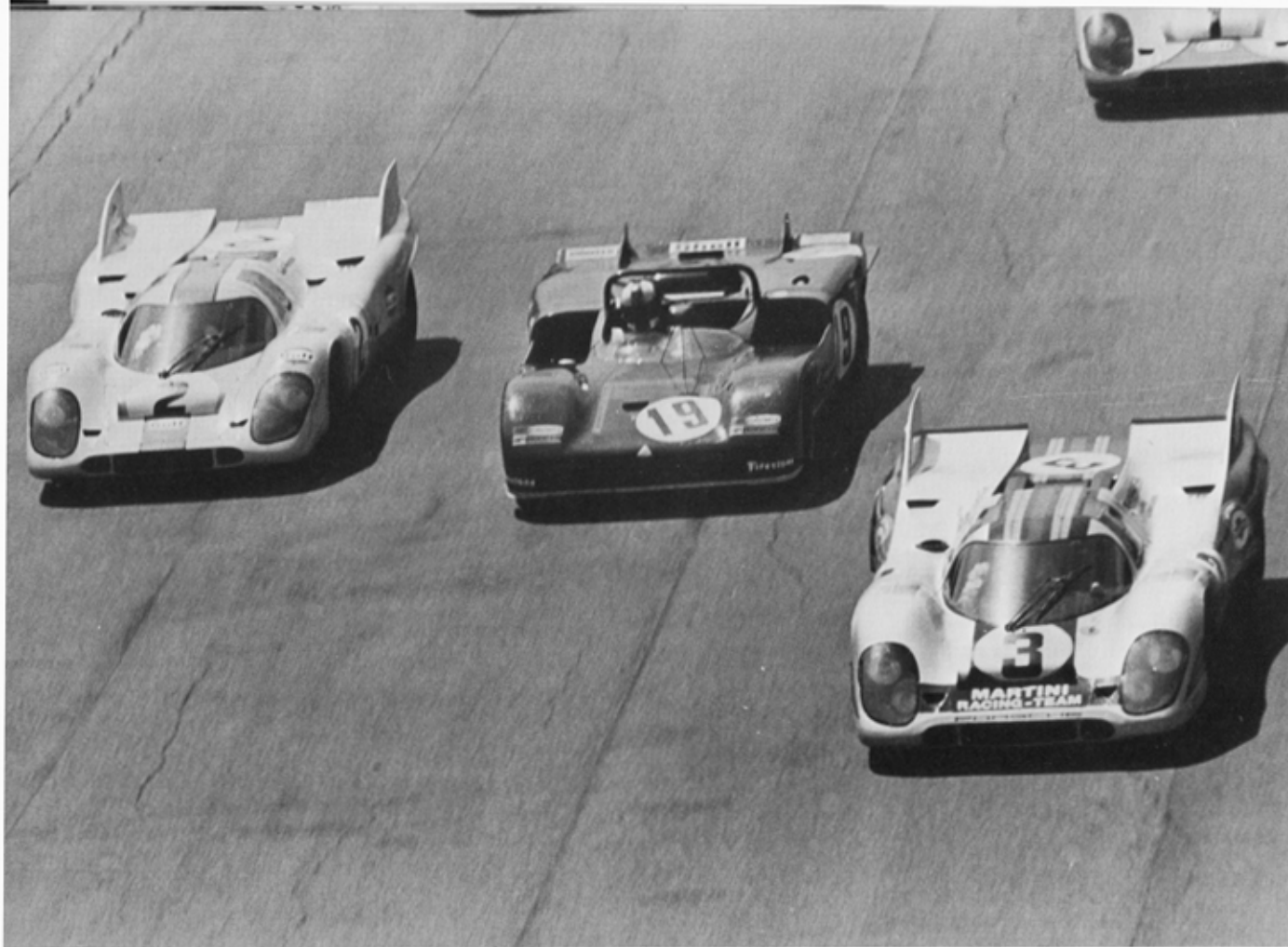
**RED X**



**CASTROL** **DUNLOP**







*The sports cars don't slipstream each other at Monza as much as the F1 cars do; the pit stops and the differences in power output separate the cars after the early closely-fought laps. This trio consists of Elford's 917 (3), Stommelen's Alfa (19) and Rodriguez' 917; running behind them is Siffert's 917 (1).*

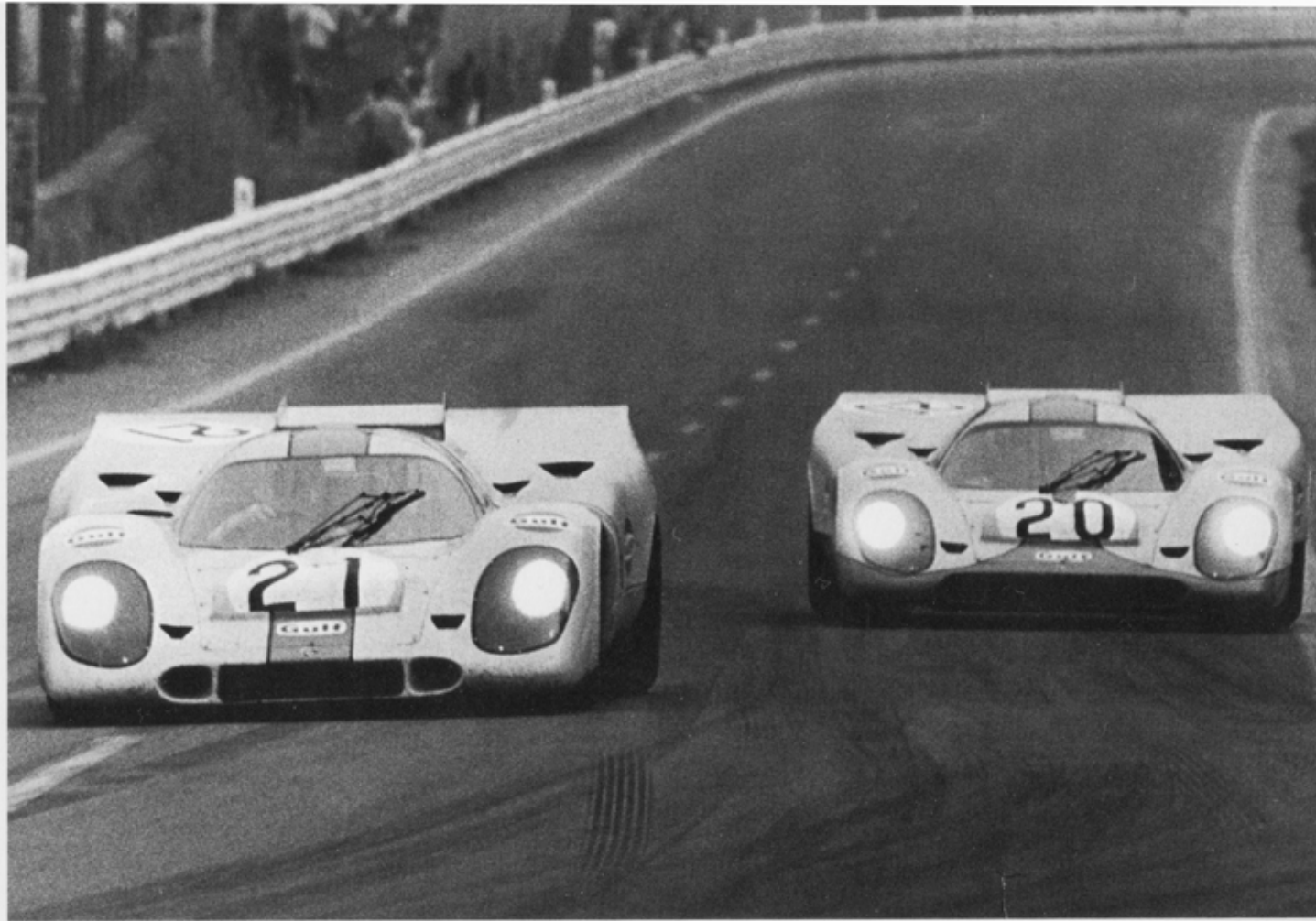
*Rodriguez won his sixth victory for the J.W. team and Porsche at Monza, sharing the car with Oliver. Once again he set the lap record. The Mexican and the 917 were ideally matched; together they made the greatest combination in the history of long-distance sports car racing.*

*At Spa Rodriguez scored his seventh 917 win. The race was almost a demonstration run by the two J.W. Porsches; most of the time Rodriguez/Oliver (21) and Siffert/Bell (20) ran close together, finishing in that order. Siffert claimed the record lap at 162.1 mph, the fastest ever in a road race.*

## 917: J.W. ONE-TWOS AT MONZA AND SPA

At Monza both the J.W. 917s had vertical tail fins (tried in practice at Daytona), as did the Martini entry for Elford/Larrousse. The two Martini cars practiced with tall air rams for the fuel injection, but these were found to cost more in fuel consumption and drag than they gained in horsepower, so they were not used. Team Usdau entered its 917 for Kauh-

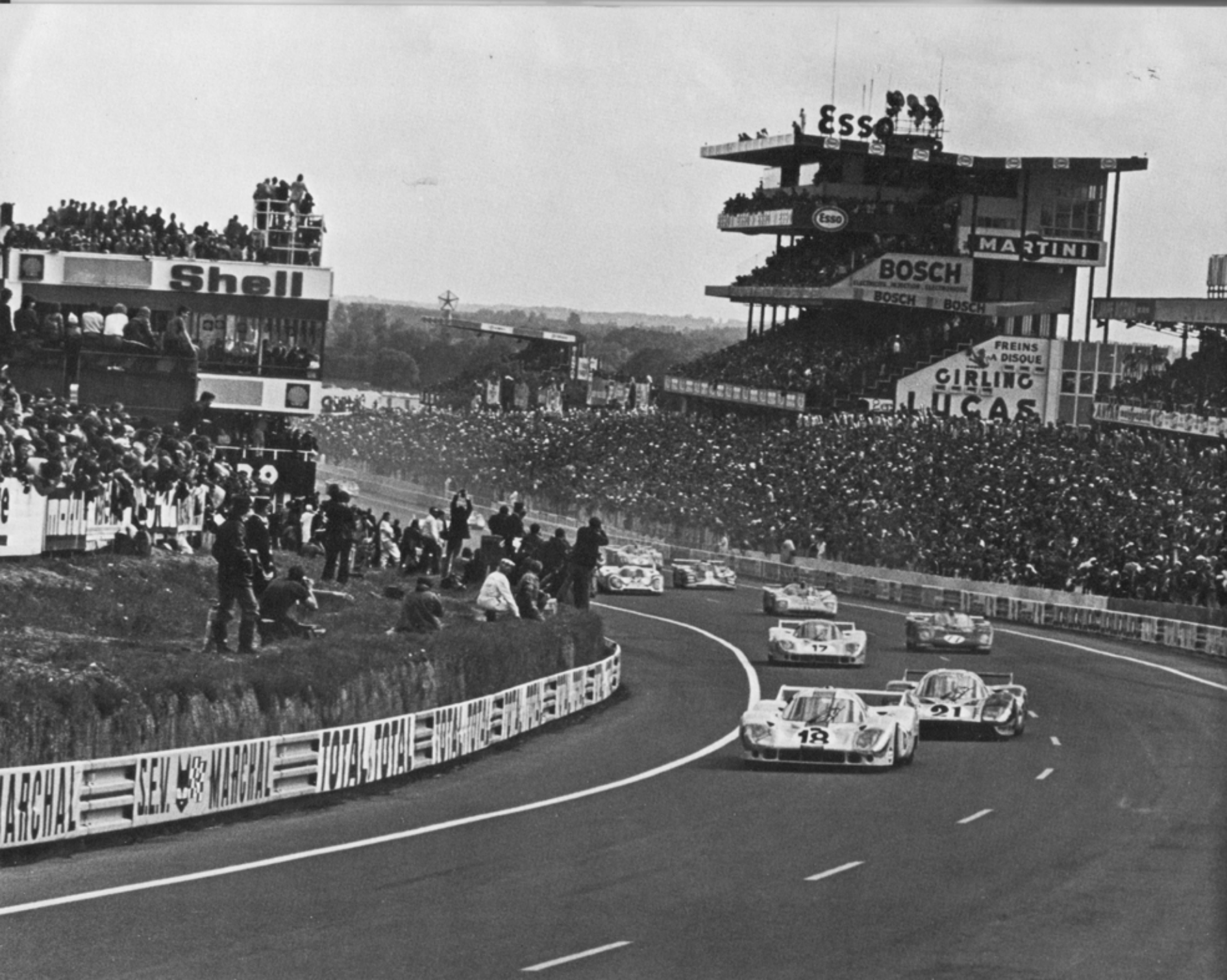
sen/Jöst and Zitro ran one for Martin and Gerard Pillon. The race was a demonstration of J.W. organization and speed; Rodriguez/Oliver and Siffert/Bell were 1st and 2nd, making up for the team's failures in the previous two events, and Rodriguez set the fastest lap at 153.1 mph. The Martini cars suffered from misfiring and eventually both of them retired. The Usdau 917 finished 7th, 10 laps behind the winner, and the Zitro car was 9th, another 10 laps back. The fact that the Ferrari 312P was involved in an accident early in the race made the J.W. task easier and at the end the two Porsches were followed at a respectful distance by three Alfas. The winning average speed was 146.5 mph.



J.W. made it look even simpler at Spa. Rodriguez/Oliver and Siffert/Bell were again 1st and 2nd, and this time the number two drivers were at the wheel for just as long as Rodriguez and Siffert, the speed of the opposition not calling for any wonder-driving from the aces. For the fourth time in five races a Ferrari 312P ran afoul of a slower competitor; this time Regazzoni was the unlucky Ferrari driver although he was fortunately not hurt. The Martini 917s were out of luck, the Elford/Larrousse car retiring with handling troubles caused by a cracked frame and the Marko/Van Lennep car dropping out with a leaking fuel tank. But the Usdau entry went well, Kauhsen/Jöst finishing 4th behind the De Adamich/Pescarolo Alfa.

The winning average of 154.8 mph and Siffert's best lap at 162.1 mph were even higher than the previous year.

It had not been an eventful race, but the result was a convincing one for the J.W.-Gulf team. With six of the eleven races in the championship run, Porsche had 49 points to Alfa Romeo's 27 and Ferrari's 15, and while it was still mathematically possible for one of the Italian teams to win, the season's form was already established. The next two events in Sicily and Germany would be contested by 3.0-liter machines, but the 917s would be back for another crack at the Le Mans 24-Hour race. Specially-streamlined cars had again been prepared for the event.



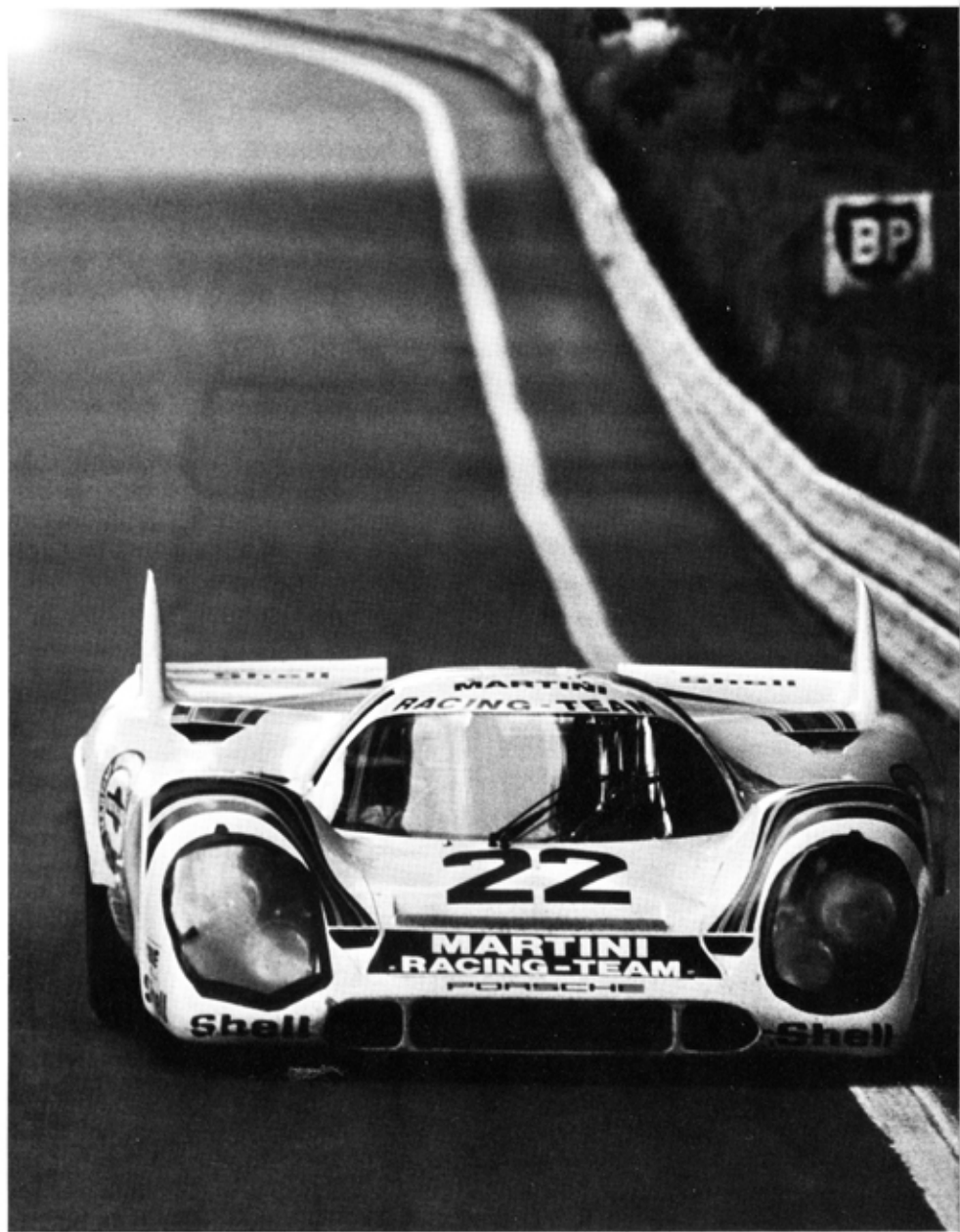
## 917: MARTINI FIRST, J.W. SECOND AT LE MANS

Porsche's 1971 attack on Le Mans was six 917s strong; a seventh entry came from Zitro Racing. J.W.-Gulf had two of the new 917LH types with smoother tails and enclosed rear wheels, plus a 917K with vertical fins for Attwood/Müller. Each of Martini's three cars was different. There was a long-tailed 917LH like J.W.'s pair, a 917K with vertical fins, and an unusual wide-bodied car which journalists had named the Pig when they saw it at the Le Mans trials in April. Officially the 917/20, this car was almost 5 inches wider than the others, with a short finned tail and very little ground clearance. The 917/20 was called *Berta-Sau* (Bertha the Sow) or *Truffeljager* (Truffle-hunter) by the factory engineers and when it appeared at Le Mans for the race it was painted pink and marked off with dotted lines and labeled like cuts of pork: *Kotlett* (cutlet), *Haxen* (hocks), *Schwanz* (tail), etc. Like the three 917LH cars, it had a new, very abrupt nose which gave more downforce and which was also intended for the Can-Am/Interserie cars.

Once again all the wonder-cars dropped out and a 917K scored the victory. Marko/Van Lennep were 1st in the Martini car and Attwood/Müller took 2nd for J.W. in their 917K. The 917LHs had been tremendously fast, setting the three best practice times ahead of the Penske Ferrari and leading at the start, but all broke down: The Elford/Larrousse car lost a cooling fan and burned a piston at five hours, Rodriguez/Oliver broke an oil pipe and had a seized engine at 13 hours, and Siffert/Bell were first stopped by a broken shock absorber and then put out by a split gearbox casing at 16 hours. Trying too hard, Jöst went off the road in the *Truffeljager* he was sharing with Kauhsen, and Martin/Pillon dropped far back with gear selector trouble in the Zitro 917. The Marko/Van Lennep car went on steadily (after having its cooling fan tightened) and the Attwood/Müller car was back to 2nd after an earlier gear-synchro failure. The winning average was 138.1 mph and the fastest lap went to Rodriguez at 3:18.7, or 151.8 mph. Having also won at the Nürburgring with a 908, Porsche had made certain of the championship, despite the brave performances of the 3.0-liter Alfas.

The three 917LH long-tailed cars of Rodriguez/Oliver, Elford/Larrousse and Siffert/Bell qualified fastest and drove right into the lead, followed by the Donohue/Hobbs Ferrari 512M and the similar car of Juncadella/Vaccarella. All three 917LHs dropped out.

The winner was the Martini 917K of Marko/Van Lennep. It went the distance without problems and had a 2-lap lead at the end.





*J.W.-Gulf had to be content with 2nd place. The Attwood/Muller 917K, which had a slightly-lengthened tail and vertical fins, was delayed by gear synchro trouble and drove hard to catch up with the Martini 917K, making up four laps of a six-lap deficit during the last hours.*

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*Just after nightfall the winning Martini car enters the turn at the end of the long Mulsanne straight, having just passed a 911. At this time Marko and Van Lennep were running in 7th place.*





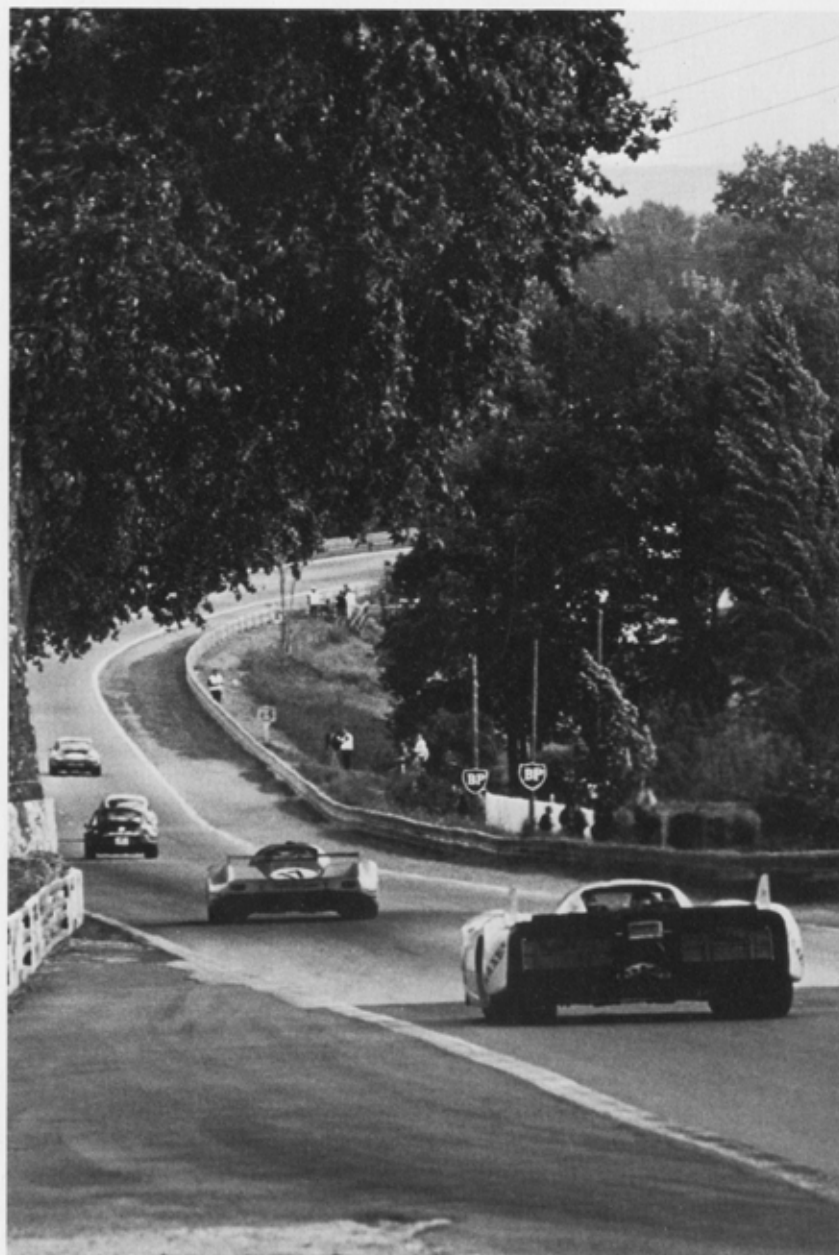


*The winning 917K was painted white, with Martini's blue, red and black markings.*

*Martini's unusual 917/20, driven by Kauhsen / Jost, was crashed by the latter driver just before the middle of the race; it had been as high as 4th. A factory experimental design, it was nicknamed Berta-Sau or Trüffeljäger by the engineers.*

*Tertre Rouge on Saturday afternoon. Trüffeljäger follows the Siffert / Bell 917LH and a trio of 911s through the downhill part.*

*The Siffert / Bell 917LH had a broken shock absorber and a damaged upright which the J.W. mechanics spent more than an hour fixing. The car dropped out of contention (it had been 2nd) and later split its gearbox casing.*





## 917: THE END OF GROUP 5 —VICTORY IN AUSTRIA, DEFEAT AT WATKINS GLEN

Only three 917s were sent to Austria, two J.W. cars for Siffert/Bell and Rodriguez/Attwood (the latter replacing Oliver, who had broken his contract in favor of Can-Am racing), and one Martini car for Marko/Larrousse. All three were 917Ks, the J.W.s having their usual small wings and the Martini having vertical fins, and all had the full 5.0-liter engines. Rodriguez charged off at the start, but the Ferrari 312P's better fuel consumption put it ahead after the Porsche stops. Rodriguez charged after it in the rain which started to fall in mid-race; 23 laps from the end Regazzoni went off the road, just before Rodriguez caught up with him. But the Porsche master had won his last race, for he was killed two weeks later in the Norisring Interserie race, driving a Ferrari. Siffert retired almost at the start of the Austrian race with clutch failure and Marko/Larrousse damaged the rear suspension in a crash.

Watkins Glen was the last race for the Group 5 cars. J.W. put Siffert/Van Lennep and Bell/Attwood in the two cars; the main opposition came from the Penske Ferrari 512M and the works 312P but both dropped out and at the end it was Andrea de Adamich and Ronnie Peterson who won in an Alfa 33 with the J.W.-Gulf 917s 2nd and 3rd. Tony Adamowicz and Mario Cabral had battery troubles in David Piper's 917 and were not counted as finishers. Despite the beating from Alfa, Porsche had won the title with 85 points to Alfa's 54 and Ferrari's 26.

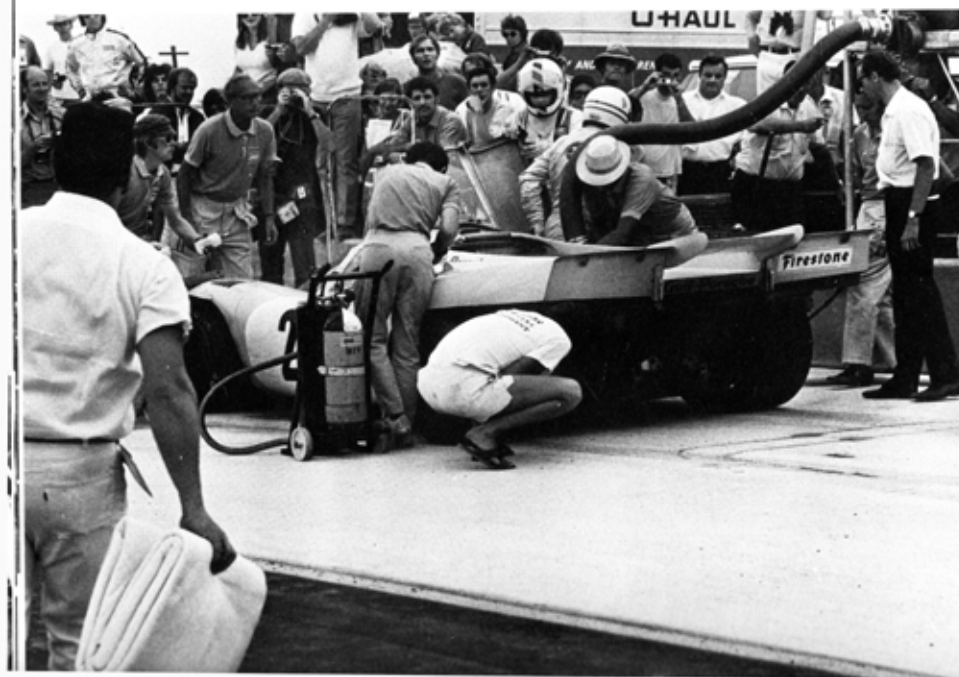
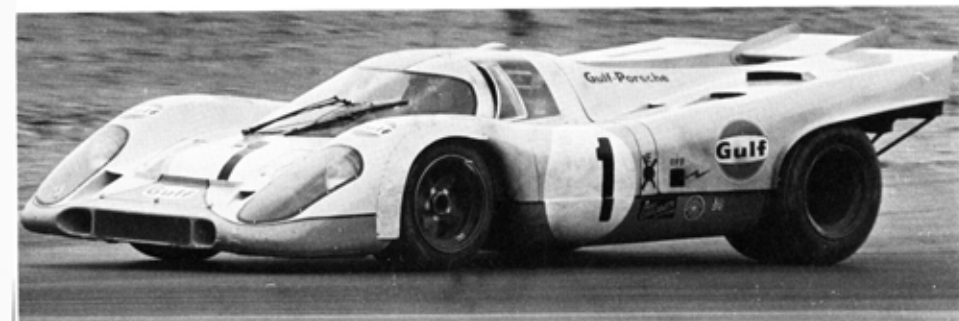
In the Glen Can-Am race J.W. ran three cars, the two 6-hour machines plus a spare. Van Lennep was 9th, Bell 11th and Attwood 13th; Cabral was 17th in the Piper car. It was nothing like 1970 in either race. But Siffert had a new 5.0-liter 917/10 Can-Am and finished 3rd.

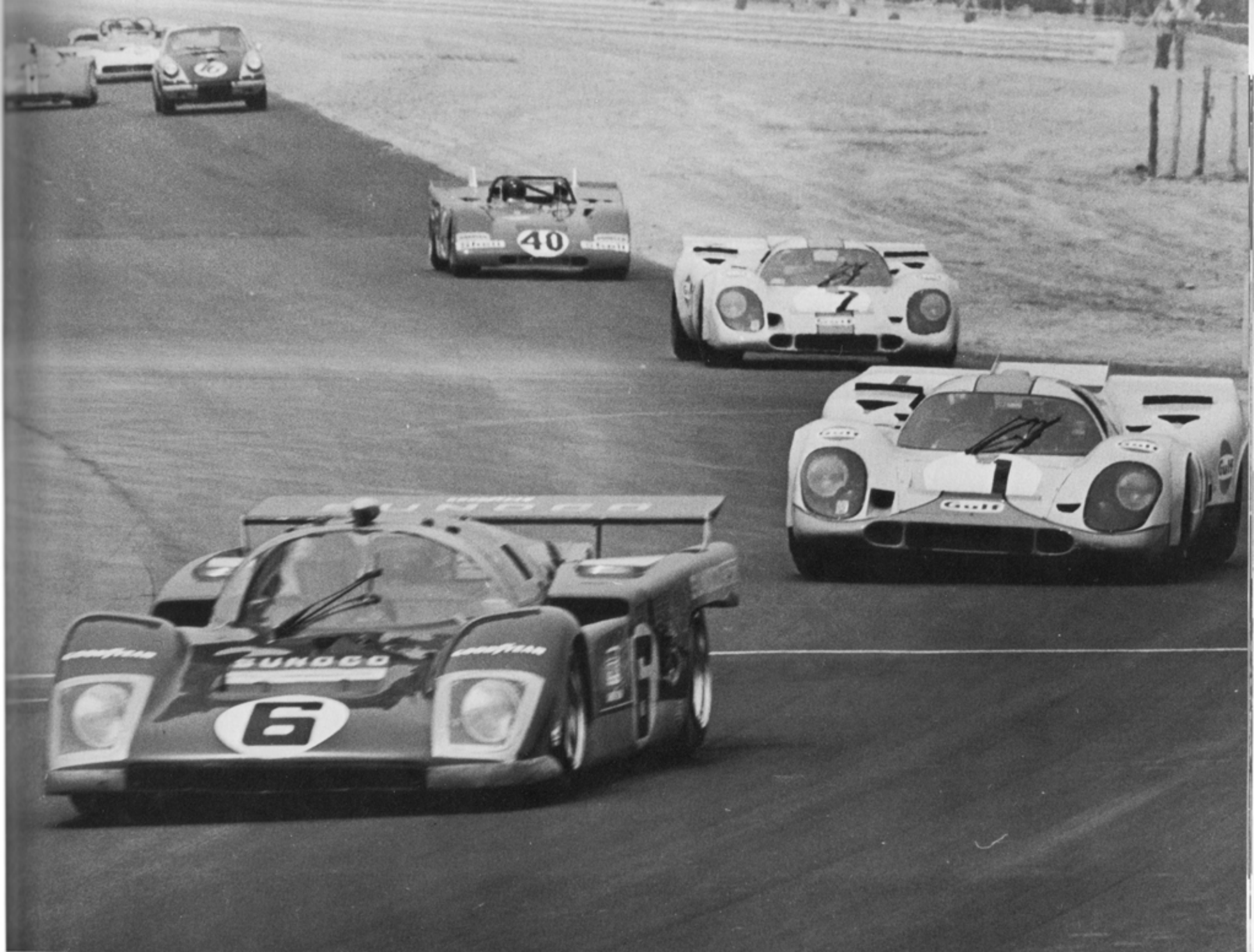
*Pedro Rodriguez won his 8th and last victory in a 917 after a superb drive in Austria.*

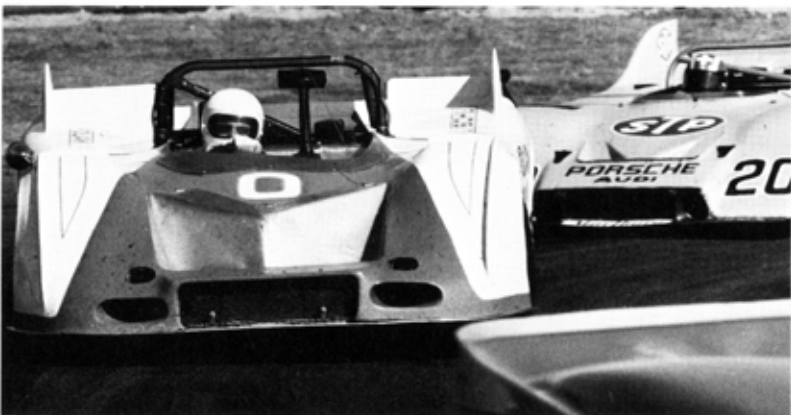
*Siffert/Van Lennep could only manage a 2nd place in the Watkins Glen 6-Hour race. Note the riveted-on front fender flares and the extra scoops above the rear tires.*

*A track worker brings an extinguisher and a blanket in case of fire, as David Yorke supervises the refuelling stop of the Bell/Attwood 917 which finished 3rd.*

*The winning Alfa is last in this photo. Donohue's Penske Ferrari 512M was fastest but broke down, as did the 312P (number 40). The J.W.-Gulf 917s were 2nd and 3rd.*







## 917: SIFFERT'S FINAL CAN-AM SEASON

The 1971 Porsche Can-Am car, again entered for Siffert by Porsche/Audi with additional sponsorship from STP, was an extensively revised design with its own frame and a weight saving of 80 pounds compared to the 917PA. Designated the 917/10, the new spyder looked much like a 908/3, especially the short, low nose and the twin tail fins. A further resemblance was the opening up of the front wheel arches behind the tires. The 917/10 had a full 5.0-liter engine and an output of 630 bhp. Vasek Polak had bought the old 917PA for his driver Milt Minter. Both cars had wider cockpit openings and body panels behind the rear tires, as required by the rules. Minter's car was further modified during the season.

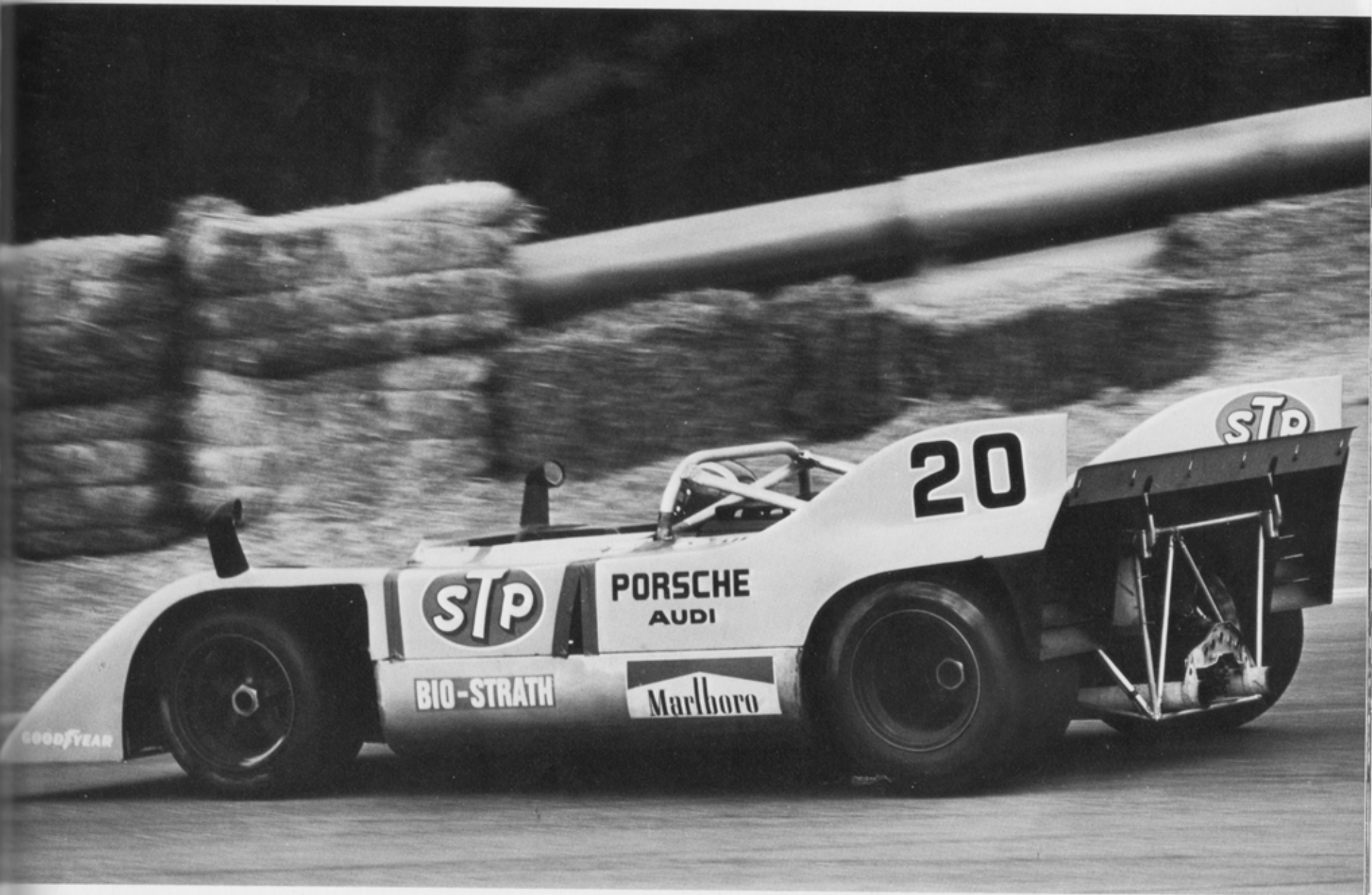
Siffert's European commitments caused him to miss the first three Can-Ams. His first race was at Watkins Glen, where he finished 3rd, behind the usual McLarens but beating Andretti's Ferrari 712 Can-Am. The next two Can-Ams were excellent races for the Porsche, Siffert finishing 2nd to Jackie Stewart's Lola at Mid-Ohio and 2nd to Peter Revson's McLaren at Road America. At Donnybrooke Siffert was running 3rd until he ran low on fuel at the end and dropped to 5th, at Edmonton he was a good 4th, and at Laguna Seca, outdriving many more powerful cars, he was 5th. This was his last drive in a Porsche 917. The great Swiss driver was killed the following weekend when his BRM crashed at Brands Hatch. In the Can-Am the 917/10 had finished every race and Siffert was 4th in the standings with 68 points, having run in only six of the ten events. Minter ran in seven of the races, finishing 8th, 5th, 6th, 7th, 5th, 9th and 6th for 37 points and 6th place in the standings. Both cars finished every race they started.

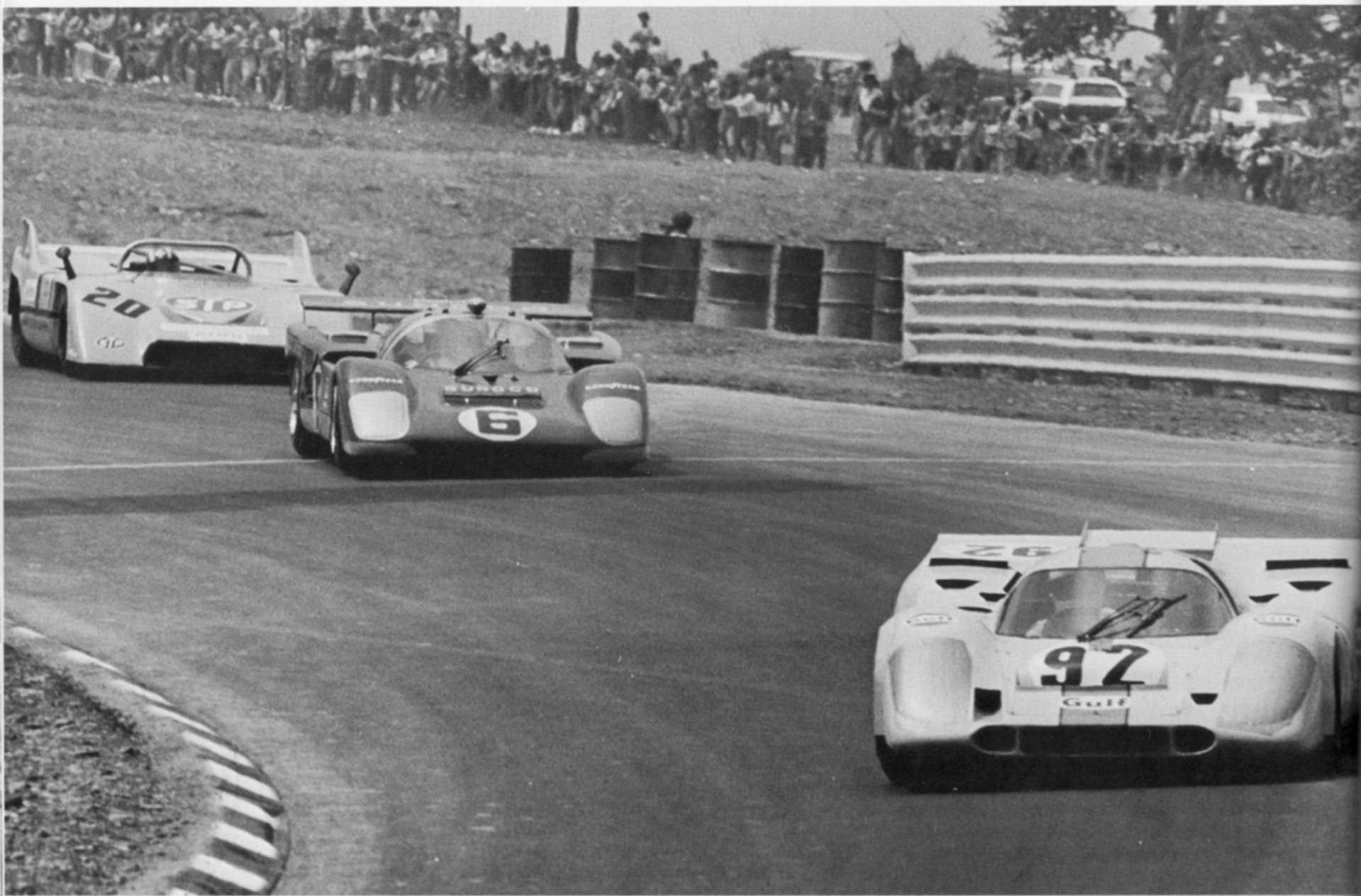
*Siffert's 917/10 Can-Am spyder was entered by Porsche/Audi but had additional STP sponsorship, large STP stickers and dayglo red paint. It finished every race.*

*Minter's car was the old 917PA with modifications to fit the current rules; note the panels behind the rear tires. Minter ran seven races, scoring 37 points.*

*Later in the season Minter's car got a new nose with ugly oil radiator ducting, plus small fins at the back. It carried number 0, as it had for Siffert in 1969.*

*The reliability of the 917/10 was 100 percent and the driving of Jo Siffert was superb. Had the combination been in every 1971 Can-Am, it could easily have passed Stewart's point total for 3rd place in the series. Siffert qualified between 4th and 9th fastest for the Can-Am grids, moving up several places in each race. Here he runs downhill out of turn 6 at Laguna Seca, where he finished 5th. It was his last race in a Porsche 917.*





As is customary every year at Watkins Glen, the survivors from Saturday's 6-hour sports car race often go after extra money in the Can-Am sprint on Sunday. Here Van Lennep's 917K and Donohue's 512M lead Siffert's brand-new Can-Am car, which passed them both to take 3rd place at the end.



These two photographs show the basic similarity of the 917/10 and the older 917PA raced by Milt Minter. The 917/10 had a larger engine, a lighter frame, lower and crisper bodywork, and improved suspension. The 917PA is shown here in its final form, with the stubbier nose and the twin tail fins. The Polak team ordered a 917/10 for 1972.





# 917: KINNUNEN TAKES 1971 INTERSERIE TITLE, BATTLES KAUSHEN IN 1972

Three Porsche 917 spyders ran in the 1971 Interserie races; all were of the earlier type based on the 917PA, although some modifications, such as the small tail fins, were made. The 1970 Interserie winner Jürgen Neuhaus had the sponsorship of a wealthy German woman, Uschi Heckersbruch, while Leo Kinnunen drove for AAW and Michel Weber for Gesipa. Kinnunen was consistently faster than the other two and although he only won

*Leo Kinnunen took the 1971 Interserie title, winning one event at Keimola and scoring consistently during the season.*

*Kinnunen retired the 5.4-liter 917/10 at Imola when running 2nd.*

*Kinnunen won the Silverstone Interserie; note the extended tail fins.*

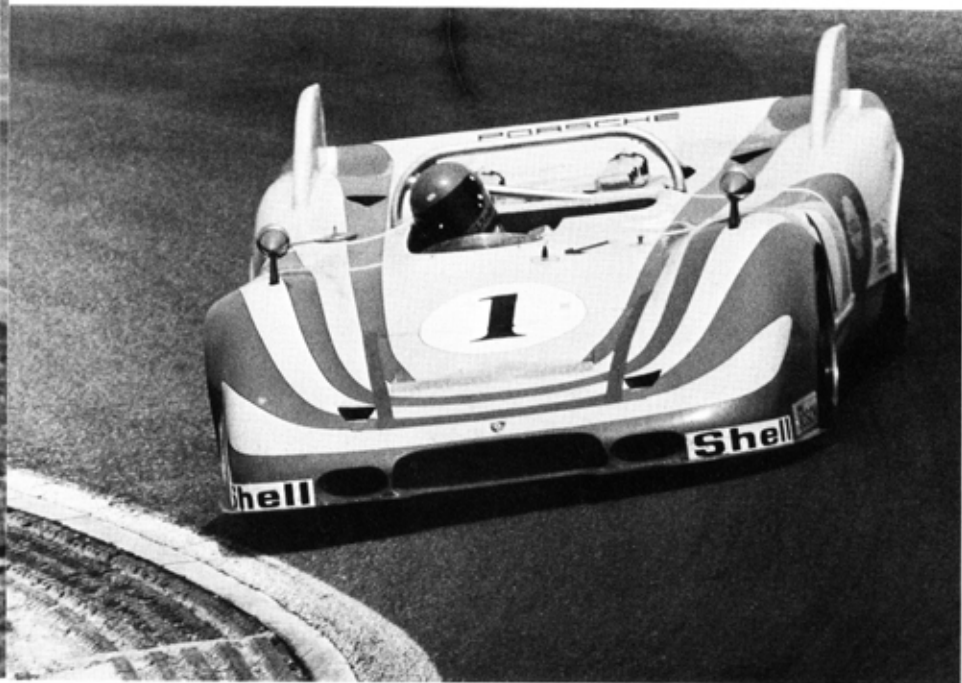
*Kinnunen won at Hockenheim in turbocharged car with new nose and tail.*

*Kauhsen, shown running at Silverstone with 5.4-liter car, led the series.*

*Jürgen Neuhaus, carrying No. 1 from his 1970 championship, finished 6th overall in 1971 with his Heckersbruch entry.*

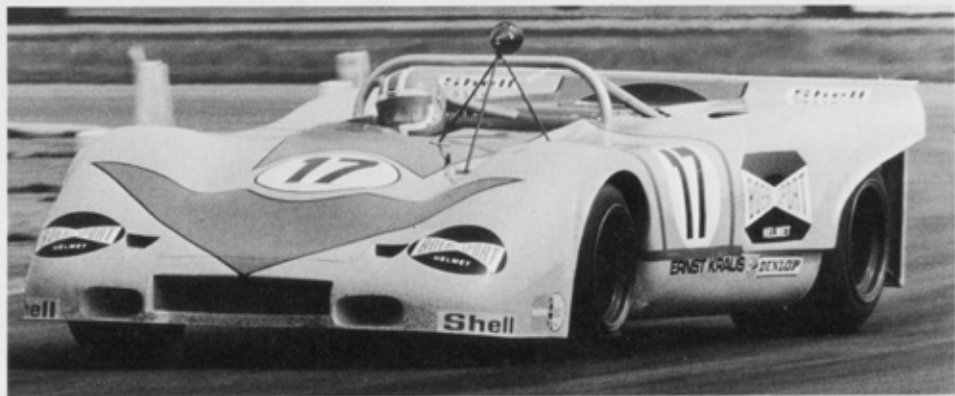
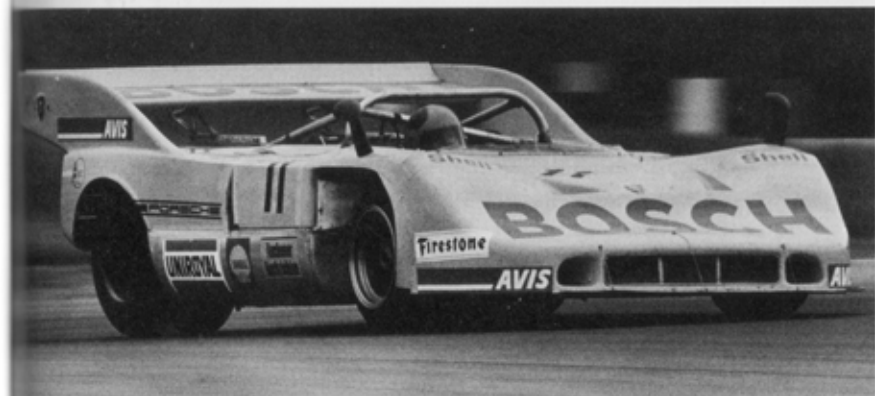
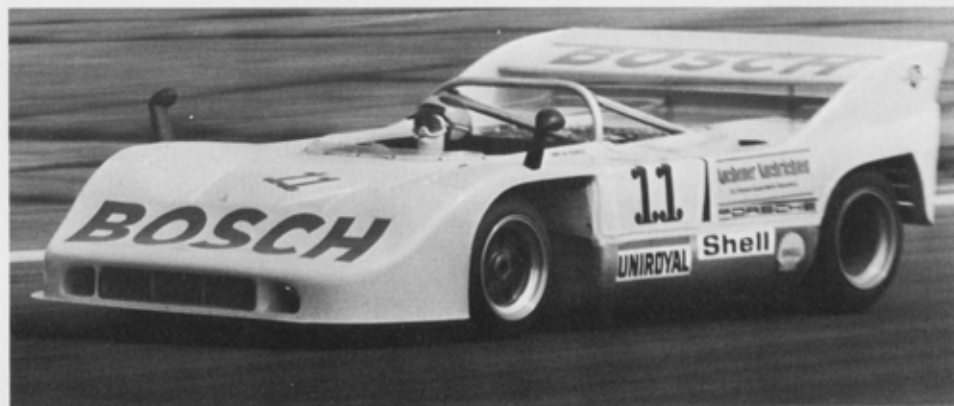
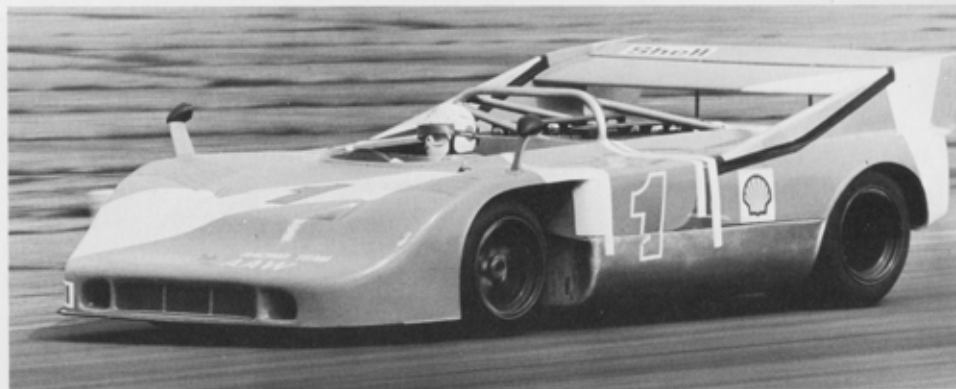
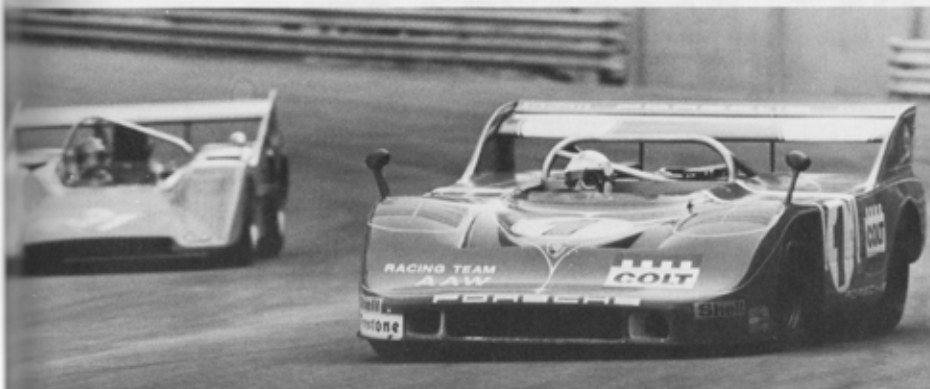
*At Hockenheim in turbocharged car with new tail, Kauhsen was 2nd.*

*Kraus, running older 917 for Boere Sport Helmet, was 4th at Silverstone.*

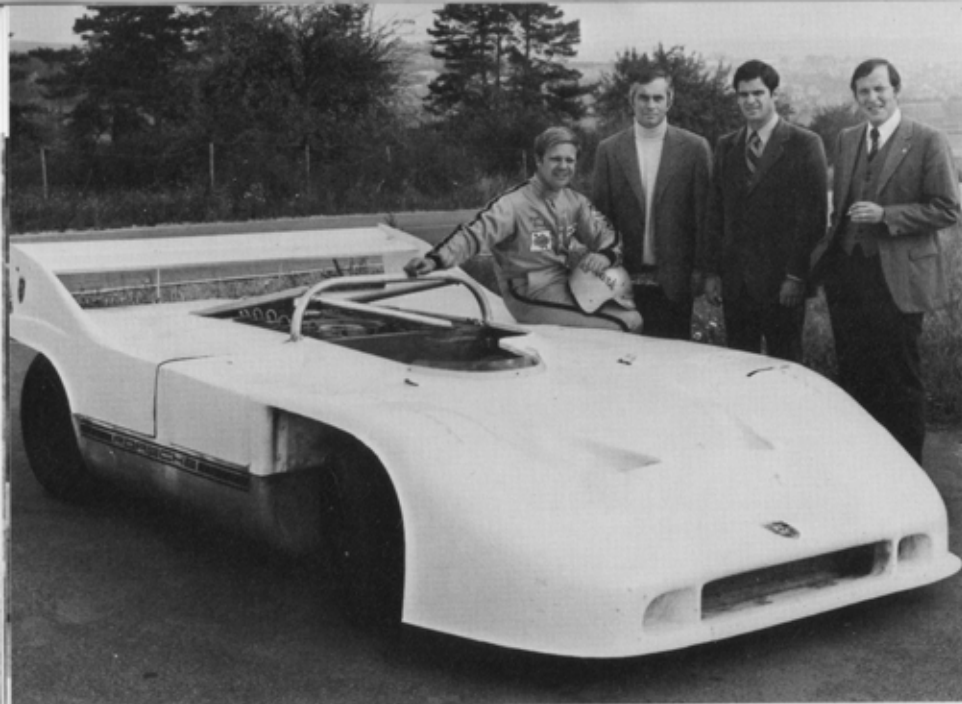


one Interserie outright (his own national race at Keimola, Finland), he scored enough points to take the 1971 title, winning 123,000 Swiss Francs. Weber was 3rd in the series and Neuhaus was 6th. Can-Am McLarens won three of the races, BRM two and Ferrari one.

For 1972 Kinnunen's AAW car was a new 917/10 with assistance from the factory; the same arrangement was made for Willy Kauhsen's Bosch Racing Team 917/10, while Ernst Kraus ran an older 917 spyder. The 1972 917/10s had 5.4-liter engines producing 665 bhp. The bodywork featured the blunt nose first tried at Le Mans on the 917LH and 917/20 cars, plus tail fins with a large horizontal wing between them. Later in the season the Kinnunen and Kauhsen cars got 5.0-liter turbocharged engines and even larger tail fins, Kinnunen's also getting the low swooping nose first used on the Penske car in the Can-Am series. Kauhsen took a lead on Kinnunen in the Interserie with a 2nd at the Nürburgring, a 1st at Imola, and 2nds at Österreichring, Hockenheim and Norisring. Kinnunen won at Silverstone, Hockenheim and Norisring and was 4th at the Nürburgring, to trail Kauhsen by only 3 points with the season half over. With their cars so closely matched, either could become Interserie champion.







## 917: PORSCHE & PENSKE TEST AN ALL-NEW SPYDER

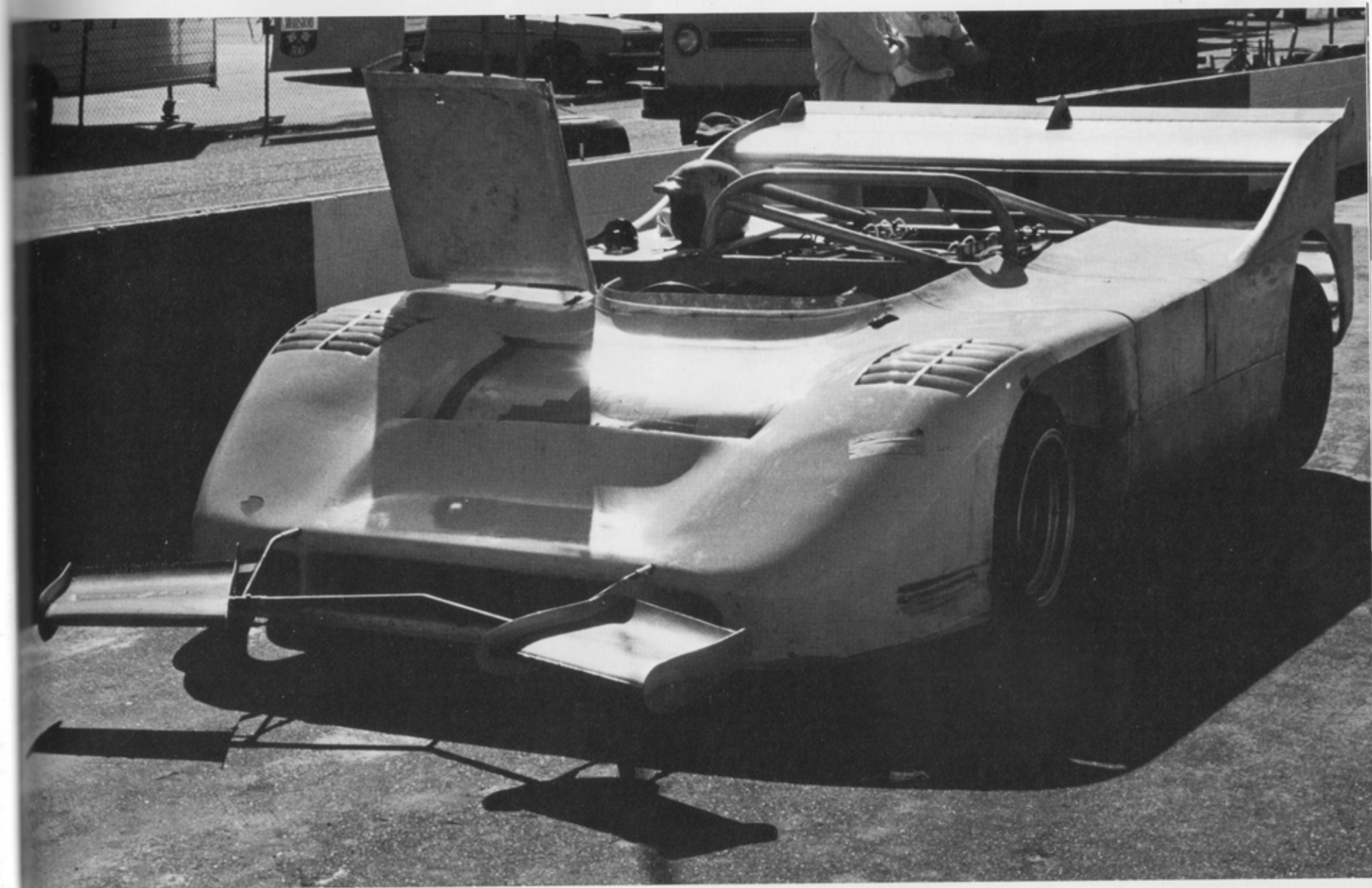
Roger Penske, who had run Lola and McLaren cars successfully in the Can-Am several years ago, concluded an arrangement with the Porsche factory to race a new turbocharged car in the 1972 series. The driver would of course be Mark Donohue, who is as good a development engineer as he is a competitor. During the winter and spring of 1972 the Penske team tested prototypes in Germany and in the United States, at Road Atlanta and Riverside. The test cars tried various aerodynamic devices and several engines, including a 4.5-liter turbocharged unit that put out about 850 bhp. Just before the series started one of the cars, still without the final nose or tail fins, was painted in the L&M white and red scheme for the sponsoring tobacco company's advertisements.

*Mark Donohue, Roger Penske, Don Cox and Porsche racing manager Rico Steinemann pose in Germany with an early 917/10 un-turbocharged prototype. Car has early 1972 nose but cockpit opening is too narrow and tail too abbreviated for Can-Am or Interserie rules. Donohue tested the car at the Porsche factory track in Stuttgart.*

*At Riverside this rough "mule" was tested. It had the wider cockpit and a legal tail; in the front, temporary vanes were attached to gather data for the ultimate nose design.*

*This car looked like a race machine, with paint and decals, but did not have latest bodywork.*





## 917: PORSCHE FIGHTS McLAREN IN THE CAN-AM

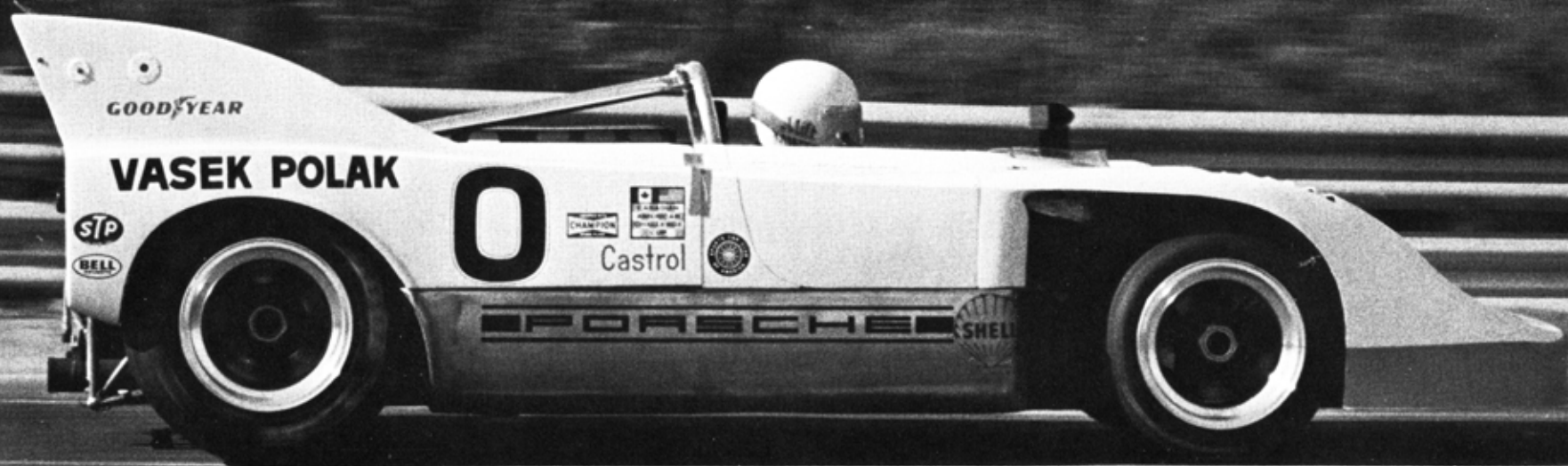
For five straight years the McLaren team cars had dominated the Can-Am series so completely that it was news when anybody else won a race. Stewart and the Lola T260 had given them the best challenge in 1971, winning two races. When the new 5.0-liter, 900-bhp turbocharged Porsche 917/10K (K for Kompressor, or supercharger) came to Mosport for the first 1972 Can-Am, its reputation had preceded it. Already the rumors of its Road Atlanta test times were making it the most serious threat McLaren had ever faced. Donohue qualified for the pole position at Mosport and led the race by 5 seconds until the 18th lap, when the engine lost power through a butterfly valve at the back of one of the manifolds sticking in the closed position. When this was fixed he came back on the track and worked up to 2nd place behind Hulme at the finish. Milt Minter and Peter Gregg were 5th and 6th in their un-turbocharged 917/10s.

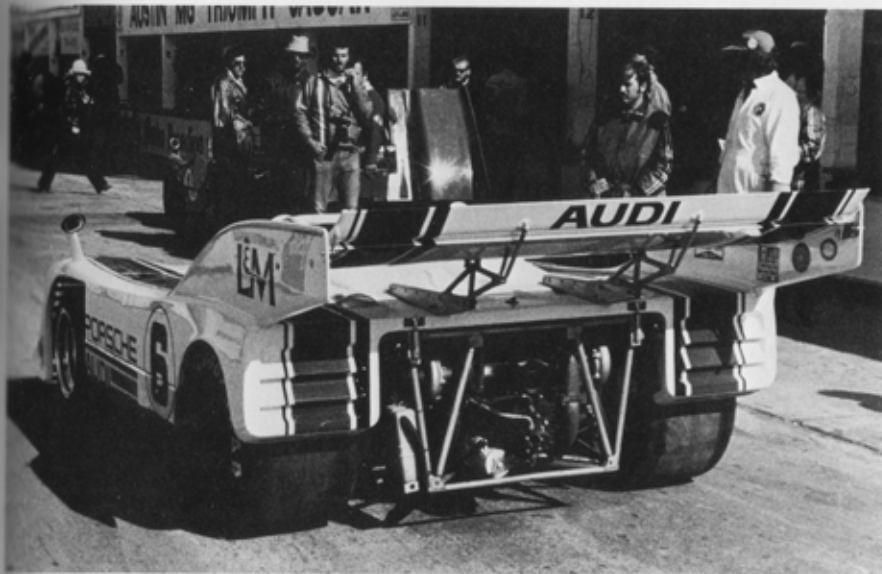
Before the Road Atlanta race Donohue had a serious crash while testing; the rear of the body came off and sent the car off the track. Donohue sustained a knee injury that would keep him out of racing for several months, so George Follmer was taken on as the driver. His debut was victorious; at Road Atlanta he qualified 2nd fastest and led from start to finish. Minter was 3rd, taking the championship lead temporarily with 22 points,



The Penske-prepared 917/10K in its finished form, with a low shovel nose and a large rear wing extending more than two feet behind the car, in the pits at Mosport. The main sponsors are Porsche/Audi and L&M, with tires from Goodyear, oil from Sunoco and battery from Sears.

Standard 917/10 of Milt Minter is not turbocharged. Minter led the standings early in the season.





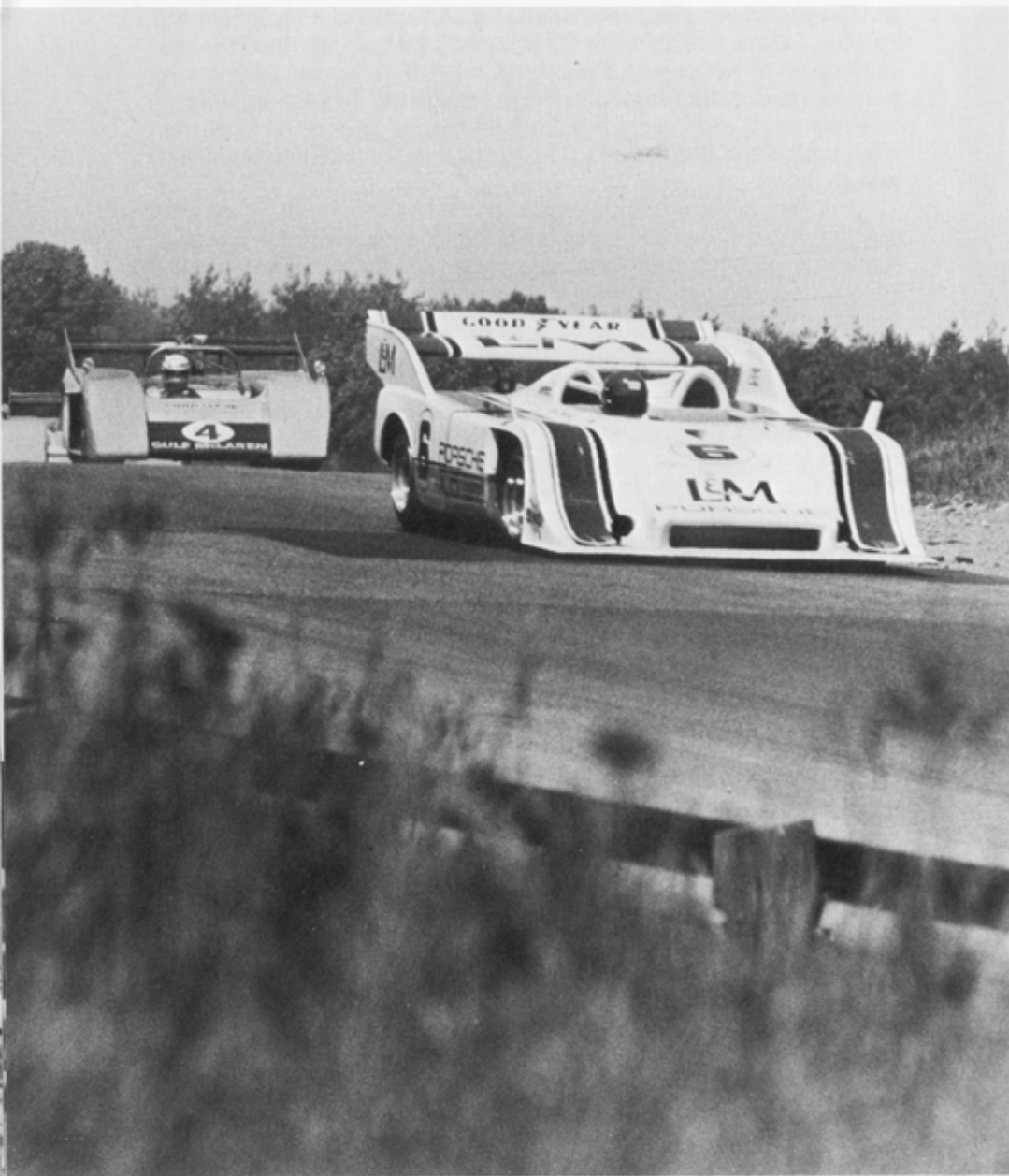
*At the back the large wing, with its bracing and adjustments, is imposing; between the rear wheels can be seen part of the turbo-supercharging system, with turbine wheels at each side of the gearbox and the exhaust pipes above it. Tubular frame is magnesium.*

*Differences in noses and wings are obvious; Porsche car also has headrest-shaped intakes.*

and Gregg was 5th. The Watkins Glen Can-Am was not a happy one for Porsche. Follmer had trouble with the butterfly valves again (this time one stuck open) as well as with a wheel that had lost its balance weight, and after a pit stop he finished a poor 5th, 2 laps behind. Minter was 6th, another lap back, and Gregg, trying a turbocharger for the first time, was never competitive and finished 11th. Hulme won the race to take a good lead on points.

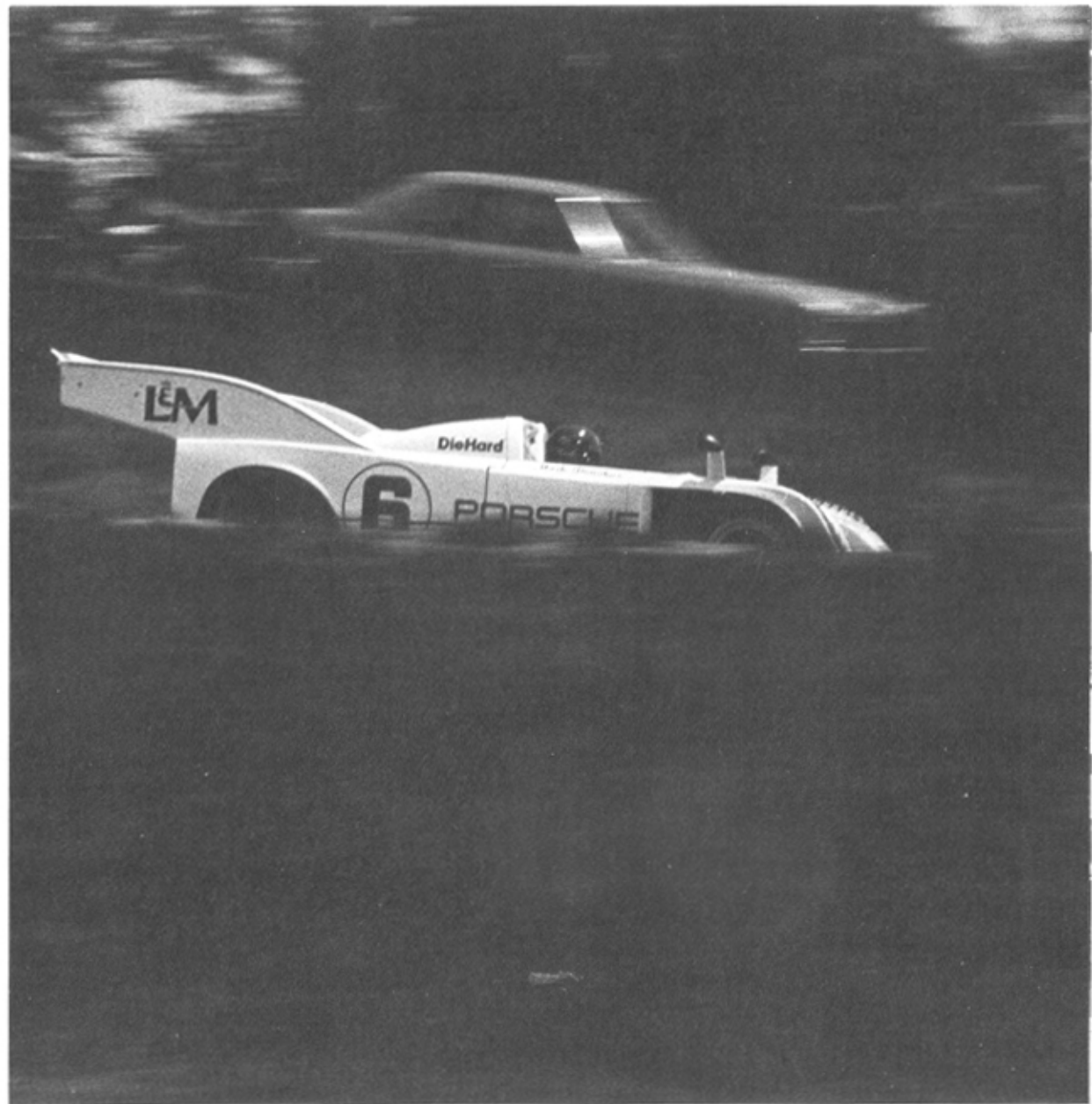
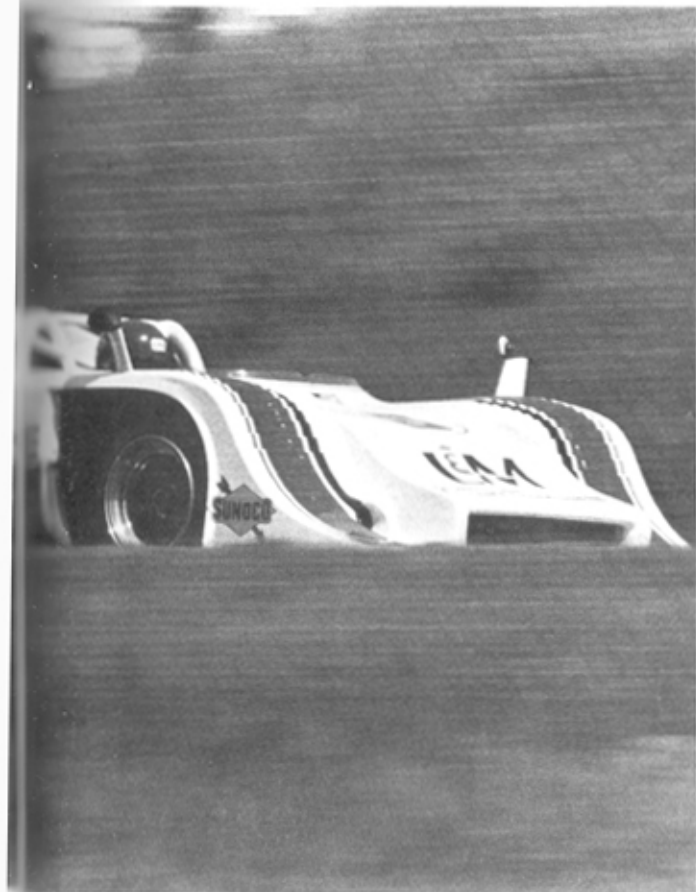
The Porsche was back on form to win the Mid-Ohio event, which was held in the rain. Oliver had a good race into 2nd place with the Shadow, Minter was 3rd in his 917/10 and Hulme was 4th in the McLaren, still holding his championship lead with 50 points, 2 more than Follmer and 10 more than Minter. Again the Penske 917/10K had led from start to finish, and if its major troubles were behind it, there was a strong probability that it would break the five-year McLaren monopoly on Can-Am titles. Certainly its technical advances were enlivening the series, although some of the teams, including McLaren, were grumbling about the cost of turbocharging. The same thing had happened over the Chaparral 2J's suction-augmented roadholding, which was banned after the 1970 season. But the Can-Am series was predicated on a free engine formula—including turbocharging—and it would be unfortunate if this were abandoned. Considering only Porsche's interests, the factory had invested tremendous time and money in order to transform a basically three-year-old Group 4 and 5 sports car design into a competitive Can-Am machine that was adding much interest to the racing.



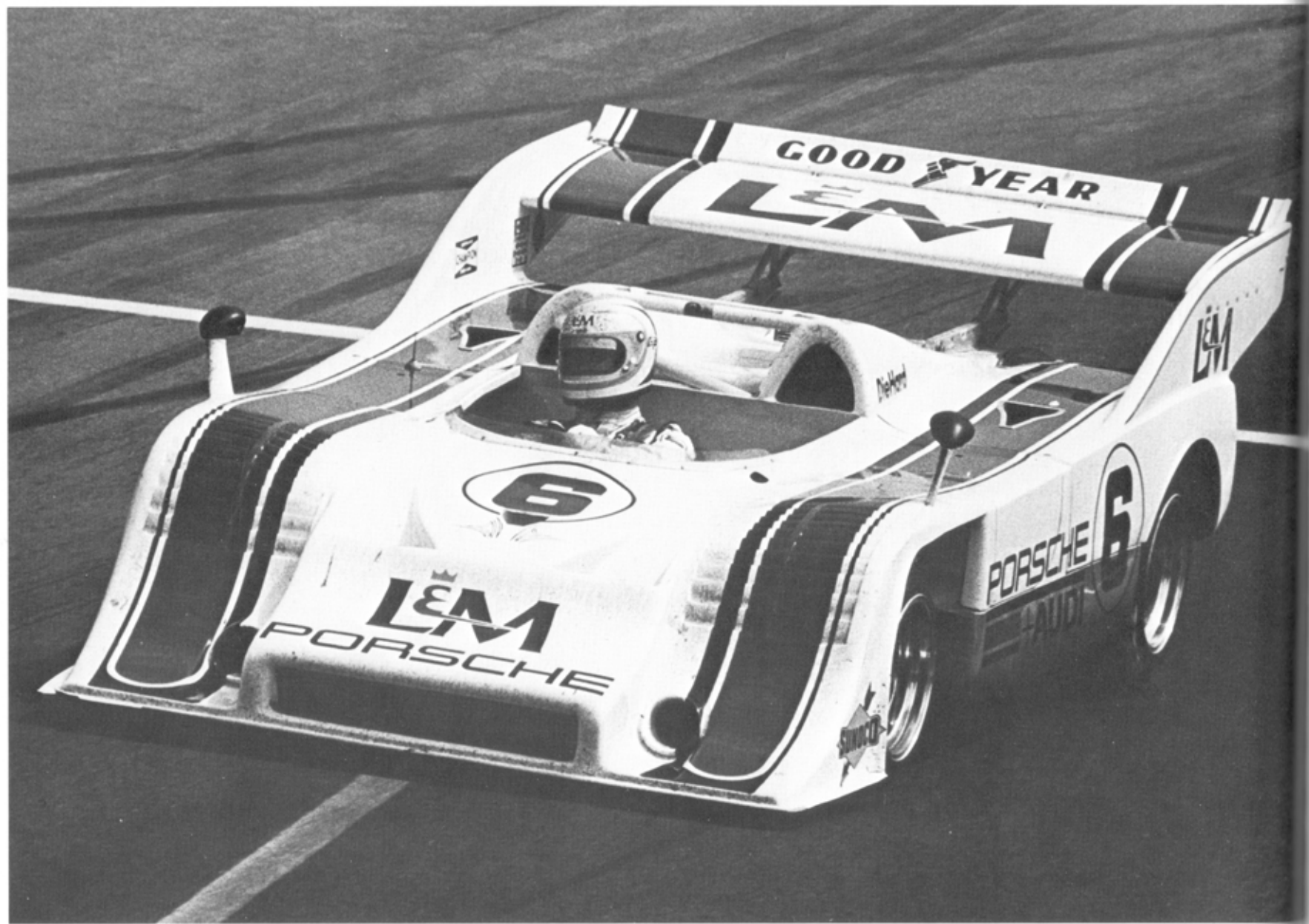


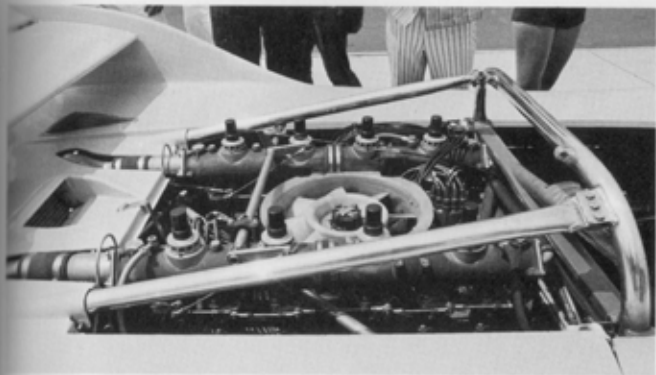
*After his pit stop with a stuck manifold butterfly valve, Donohue was 3 laps behind but came back on the track in a healthy car. Here he rushes past Motschenbacher's McLaren M8D, which finished 6th.*

*Donohue led the two works McLarens at the start of the Mosport race and soon built up a 5-second advantage. Although the 900 bhp was a big factor, the Porsche's excellent handling made the most difference. Turbo-charged engine is relatively quiet; this and the steady handling make the car seem tamer than it really is.*



*Donohue made it back on the same lap with Denis Hulme and finished 2nd behind him after Revson's leading McLaren blew its engine two laps before the end. Hulme's car was not running well either and Donohue was rapidly catching up with him. Minter's 917/10 was 2 laps back and finished 4th behind Revson, with Peter Gregg's similar 917/10 coming in 5th. All three Porsches had finished their first time out, an unusual achievement in a Can-Am race.*





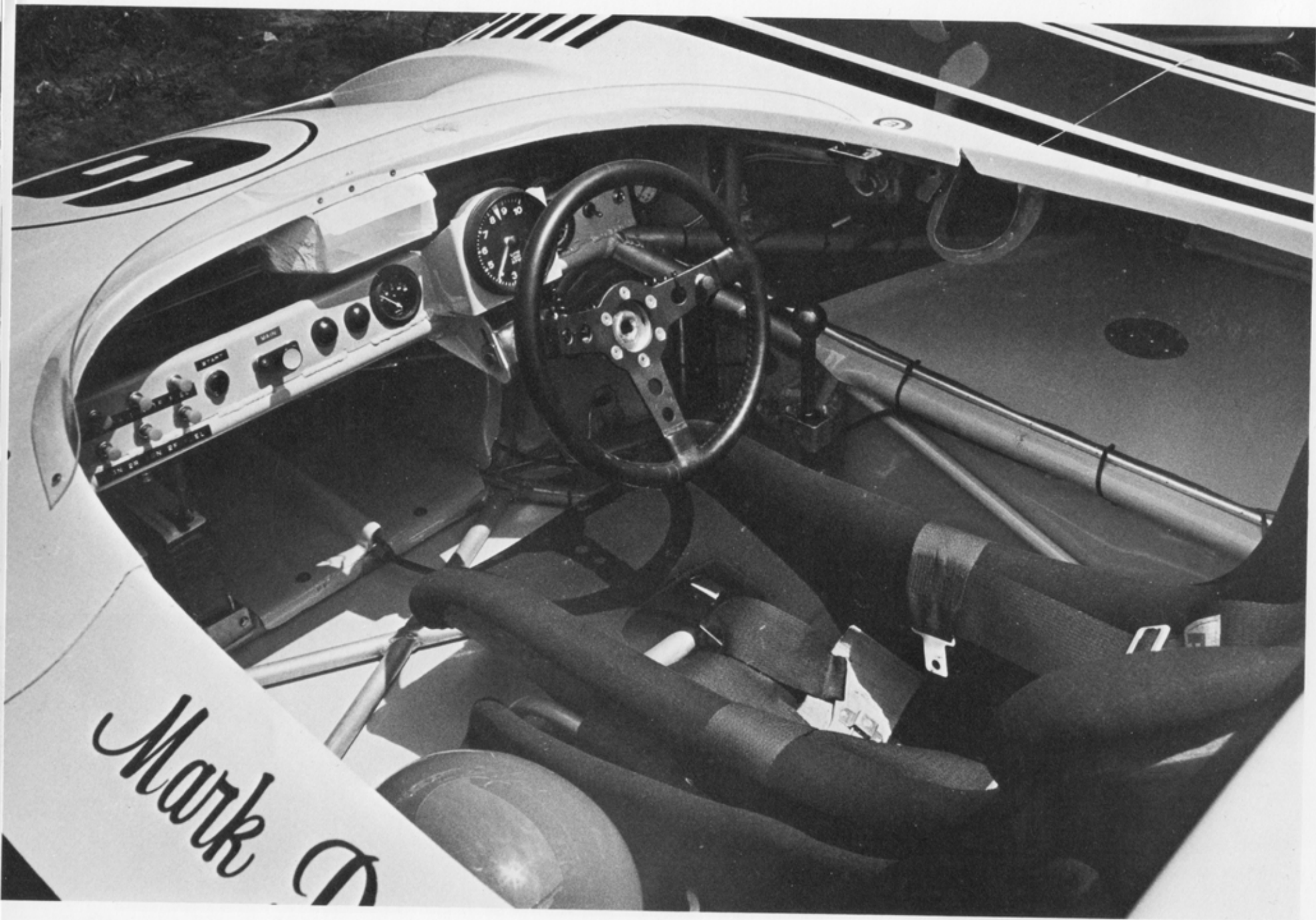
George Follmer won at Road Atlanta in the back-up Penske 917/10K. Practicing for the race, Donohue lost the rear part of the body and had a 150-mph crash that destroyed the original car and injured his knee. The back-up car was similar, with an aluminum frame.

Peter Gregg went well in the first two Can-Ams, finishing 5th at Mosport and Road Atlanta in his 5.4-liter 917/10. For Watkins Glen he installed a turbocharged engine in the otherwise standard car, but had trouble and never went fast; after four pit stops he finished 11th, 18 laps behind. In the Mid-Ohio race he ran the un-turbocharged engine but dropped out on the 11th lap when he was running 6th.

Donohue's pit stop at Mosport cost him three laps but the problem was cured and he went out again to finish a strong 2nd. Follmer's stop at Watkins Glen cost him only a lap and a half but the car didn't go really well all through the race and Follmer was 5th, two laps down. He made up for it at Mid-Ohio; the car ran perfectly and he drove well in the rain to his second convincing victory.







# 917: RACE BY RACE, 1969-1970

DATE	EVENT	ENTRANT*	TYPE**	NO.	DRIVER(S)	RESULT	DATE	EVENT	ENTRANT*	TYPE**	NO.	DRIVER(S)	RESULT		
1969:							5/31	Nürburgring 1000-Km	Gesipa	4.5	K <sub>3</sub>	54	Kelleners/Neuhaus	Ret.	
5/11	Spa 1000-Km	Porsche	4.5	K <sub>1</sub>	30	Mitter/Schütz	Ret.	6/7	Dijon Inter. Challenge	Piper	4.5	K <sub>3</sub>	—	Piper	2nd
6/1	Nürburgring 1000-Km	Porsche	4.5	K <sub>1</sub>	61	Piper/Gardner	8th	6/13	Le Mans 24-Hr	Martini	4.5	L <sub>2</sub>	3	Larrousse/Kauhsen	2nd
6/14	Le Mans 24-Hr	Woolfe	4.5	L <sub>1</sub>	10	Woolfe/Linge	Ret.	-14		AAW	4.5	K <sub>3</sub>	18	Van Lennep/Piper	Ret.
-15		Porsche	4.5	L <sub>1</sub>	12	Elford/Attwood	Ret.			J.W.	4.9	K <sub>5</sub>	20	Siffert/Redman	Ret.
		Porsche	4.5	L <sub>1</sub>	14	Stommelen/Ahrens	Ret.			J.W.	4.9	K <sub>5</sub>	21	Rodriguez/Kinnunen	Ret.
8/10	Osterreichring 1000-Km	Wendt	4.5	K <sub>1</sub>	29	Siffert/Ahrens	1st			J.W.	4.5	K <sub>5</sub>	22	Hobbs/Hailwood	Ret.
		Piper	4.5	K <sub>1</sub>	30	Attwood/Redman	3rd			Salzburg	4.5	K <sub>3</sub>	23	Herrmann/Attwood	1st
8/17	Mid-Ohio Can-Am	P/A	4.5	S <sub>1</sub>	0	Siffert	4th	6/21	Monthéry	Salzburg	4.9	L <sub>2</sub>	25	Elford/Ahrens	Ret.
8/31	Elkhart Lake Can-Am	P/A	4.5	S <sub>1</sub>	0	Siffert	Ret.	6/28	Norising Interserie	Piper	4.5	K <sub>3</sub>	—	Piper	2nd
9/14	Bridgehampton Can-Am	P/A	4.5	S <sub>1</sub>	0	Siffert	3rd			AAW	4.5	K <sub>3</sub>	8	Van Lennep	2nd
9/28	Michigan Can-Am	P/A	4.5	S <sub>1</sub>	0	Siffert	4th	7/5	Hockenheim Interserie	Gesipa	4.5	K <sub>3</sub>	12	Neuhaus	1st
10/10	Japanese GP	Porsche	4.5	K <sub>1</sub>	14	Siffert/Piper	6th			AAW	4.5	K <sub>3</sub>	12	Van Lennep	2nd
10/12	Laguna Seca Can-Am	P/A	4.5	S <sub>1</sub>	0	Siffert	5th			Gesipa	4.5	K <sub>3</sub>	—	Neuhaus	6th
10/19	Hockenheim 300	Piper	4.5	K <sub>1</sub>	—	Piper	3rd			Piper	4.5	K <sub>3</sub>	—	Piper	4th
10/26	Riverside Can-Am	P/A	4.5	S <sub>1</sub>	0	Siffert	Ret.			Zitro	4.5	K <sub>3</sub>	—	Martin	11th
11/8	Kyalami 9-Hr	Piper	4.5	K <sub>2</sub>	9	Piper/Attwood	1st	7/11	Watkins Glen 6-Hr	J.W.	4.9	K <sub>5</sub>	1	Siffert/Redman	2nd
11/9	Texas Can-Am	P/A	4.5	S <sub>1</sub>	0	Siffert	4th			J.W.	4.9	K <sub>5</sub>	2	Rodriguez/Kinnunen	1st
1970:										P/A (Salz.)	4.9	K <sub>3</sub>	31	Elford/Hulme	4th
1/11	Buenos Aires 1000-Km	Piper	4.5	K <sub>3</sub>	28	Piper/Redman	Ret.			P/A (Salz.)	4.9	K <sub>3</sub>	32	Attwood/Ahrens	6th
1/18	Buenos Aires 200-Mi	Piper	4.5	K <sub>3</sub>	28	Piper	Ret.	7/12	Watkins Glen Can-Am	Martini	4.5	K <sub>3</sub>	35	Van Lennep/Larrousse	9th
2/1	Daytona 24-Hr	J.W.	4.5	K <sub>3</sub>	1	Siffert/Redman	2nd			J.W.	4.9	K <sub>5</sub>	1	Siffert	2nd
-2		J.W.	4.5	K <sub>3</sub>	2	Rodriguez/Kinnunen	1st			J.W.	4.9	K <sub>5</sub>	2	Rodriguez	Ret.
		Salzburg	4.5	K <sub>3</sub>	3	Ahrens/Elford	Ret.			J.W.	4.5	K <sub>5</sub>	6	Redman	7th
3/21	Sebring 12-Hr	J.W.	4.5	K <sub>3</sub>	14	Siffert/Redman	Ret.			P/A (Salz.)	4.9	K <sub>3</sub>	31	Elford	4th
		J.W.	4.5	K <sub>3</sub>	15	Rodriguez/Kinnunen	4th			P/A (Salz.)	4.9	K <sub>3</sub>	32	Attwood	3rd
		P/A (Salz.)	4.5	K <sub>3</sub>	16	Elford/Ahrens	Ret.			Martini	4.5	K <sub>3</sub>	35	Van Lennep	6th
		P/A (Salz.)	4.5	K <sub>3</sub>	17	Herrmann/Lins	Ret.	7/12	Croft Interserie	Gesipa	4.5	K <sub>3</sub>	22	Neuhaus	2nd
3/22	Jarama	Esc. Nac.	4.5	K <sub>3</sub>	—	Soler-Roig	1st	7/14	Magny Cours	Piper	4.5	K <sub>3</sub>	—	Piper	3rd
3/30	Thruxton	Piper	4.5	K <sub>3</sub>	5	Siffert	1st	8/9	Swedish GP	Martini	4.5	K <sub>3</sub>	—	Van Lennep	4th
4/12	Brands Hatch 1000-Km	J.W.	4.5	K <sub>3</sub>	9	Siffert/Redman	20th			Piper	4.5	K <sub>3</sub>	—	Piper	6th
		J.W.	4.5	K <sub>3</sub>	10	Rodriguez/Kinnunen	1st			AAW	4.5	K <sub>3</sub>	3	Van Lennep	1st
		Salzburg	4.5	K <sub>3</sub>	11	Elford/Hulme	2nd	8/23	Keimola Interserie	Gesipa	4.5	K <sub>3</sub>	—	Neuhaus	2nd
		Salzburg	4.5	K <sub>3</sub>	12	Herrmann/Attwood	3rd			Piper	4.5	K <sub>3</sub>	—	Piper	7th
4/25	Monza 1000-Km	J.W.	4.5	K <sub>3</sub>	7	Rodriguez/Kinnunen	1st	9/13	Imola 500-Km	J.W.	4.9	K <sub>5</sub>	2	Rodriguez	Ret.
		J.W.	4.5	K <sub>3</sub>	8	Siffert/Redman	12th			J.W.	4.9	K <sub>5</sub>	3	Redman	1st
		Salzburg	4.5	K <sub>3</sub>	9	Herrmann/Attwood	Ret.			Zitro	4.5	K <sub>3</sub>	8	Martin/Vaccarella	Ret.
		Salzburg	4.9	K <sub>3</sub>	10	Elford/Ahrens	Ret.	9/20	Thruxton Interserie	Gesipa	4.5	K <sub>3</sub>	1	Neuhaus	1st
		Piper	4.5	K <sub>3</sub>	11	Piper/Adamowicz	Ret.	9/20	Zandvoort Trophy	AAW	4.5	K <sub>3</sub>	44	Van Lennep	1st
		AAW	4.5	K <sub>3</sub>	12	Van Lennep/Laine	11th	10/4	Monthéry Coupe Salon	Zitro	4.9	K <sub>3</sub>	—	Martin	3rd
		Gesipa	4.5	K <sub>3</sub>	14	Neuhaus/Kelleners	10th	10/11	Hockenheim Interserie	Gesipa	4.5	K <sub>3</sub>	62	Neuhaus	2nd
5/3	Jarama	Esc. Nac.	4.5	K <sub>3</sub>	—	Soler-Roig	1st			AAW	4.5	K <sub>3</sub>	63	Van Lennep	3rd
5/10	Fassberg	Piper	4.5	K <sub>3</sub>	—	Piper	Ret.	10/11	Osterreichring 1000-Km	Salzburg	4.9	K <sub>3</sub>	20	Ahrens/Marko	Ret.
5/17	Spa 1000-Km	J.W.	4.9	K <sub>4</sub>	24	Siffert/Redman	1st			Salzburg	4.9	K <sub>3</sub>	21	Elford/Attwood	4th
		J.W.	4.9	K <sub>4</sub>	25	Rodriguez/Kinnunen	Ret.			J.W.	4.9	K <sub>5</sub>	22	Rodriguez/Kinnunen	Ret.
		Salzburg	4.9	K <sub>3</sub>	28	Elford/Ahrens	3rd			J.W.	4.9	K <sub>5</sub>	23	Siffert/Redman	1st
		Salzburg	4.5	K <sub>3</sub>	29	Attwood/Herrmann	6th	10/18	Monthéry 1000-Km	Martini	4.5	K <sub>3</sub>	2	Van Lennep/Larrousse	Ret.
		Gesipa	4.5	K <sub>3</sub>	30	Kelleners/Neuhaus	17th			Gesipa	4.5	K <sub>3</sub>	3	Neuhaus/Kauhsen	Ret.
		AAW	4.5	K <sub>3</sub>	43	Laine/Van Lennep	5th	11/7	Kyalami 9-Hr	Piper	4.9	K <sub>3</sub>	1	Attwood/Love	Ret.
5/31	Jarama	Esc. Nac.	4.5	K <sub>3</sub>	—	Soler-Roig	1st			Martini	4.9	K <sub>3</sub>	2	Siffert/Ahrens	2nd

# 917: RACE BY

DATE	EVENT	ENTRANT*	TYPE**	NO.	DRIVER(S)	RESULT
1971:	1/10 Buenos Aires 1000-Km	Esc. Nac.	4.5 K <sub>3</sub>	28	Fittipaldi/Reutemann	Ret.
		J.W.	4.9 K <sub>5</sub>	30	Siffert/Bell	1st
		J.W.	4.9 K <sub>5</sub>	32	Rodriguez/Oliver	2nd
		Zitro	4.5 K <sub>3</sub>	34	Martin/Brea	10th
		Martini	4.9 K <sub>3</sub>	36	Marko/Van Lennep	Ret.
		Martini	4.9 K <sub>3</sub>	38	Elford/Larrousse	Ret.
		Usdau	4.5 K <sub>5</sub>	48	Jöst/Monguzzi	Ret.
		J.W.	4.9 K <sub>5</sub>	1	Siffert/Bell	Ret.
		J.W.	4.9 K <sub>5</sub>	2	Rodriguez/Oliver	1st
		Martini	4.9 K <sub>3</sub>	3	Marko/Lins	Ret.
1/30	Daytona 24-Hr	Martini	4.9 K <sub>3</sub>	4	Elford/Van Lennep	Ret.
		J.W.	4.9 K <sub>5</sub>	1	Siffert/Bell	5th
		J.W.	4.9 K <sub>5</sub>	2	Rodriguez/Oliver	4th
3/20	Sebring 12-Hr	Martini	4.9 K <sub>3</sub>	3	Elford/Larrousse	1st
		J.W.	4.9 K <sub>5</sub>	1	Siffert/Bell	5th
		J.W.	4.9 K <sub>5</sub>	2	Rodriguez/Oliver	4th
4/4	Brands Hatch 1000-Km	Martini	4.9 K <sub>3</sub>	3	Elford/Larrousse	1st
		J.W.	5.0 K <sub>5</sub>	6	Siffert/Bell	3rd
		J.W.	5.0 K <sub>5</sub>	7	Rodriguez/Oliver	Ret.
		Martini	4.9 K <sub>3</sub>	8	Elford/Redman	Ret.
		Martini	4.9 K <sub>6</sub>	9	Van Lennep/Larrousse	9th
4/12	Thruxton Trophy	Usdau	4.5 K <sub>3</sub>	10	Kauhsen/Jöst	6th
		Piper	4.9 K <sub>3</sub>	—	Siffert	1st
4/18	Le Mans 3-Hr	Martini	4.9 P	20	Van Lennep/Kauhsen	Ret.
4/25	Monza 1000-Km	J.W.	5.0 K <sub>7</sub>	1	Siffert/Bell	2nd
		J.W.	5.0 K <sub>7</sub>	2	Rodriguez/Oliver	1st
		Martini	4.9 K <sub>7</sub>	3	Elford/Larrousse	Ret.
		Martini	4.9 K <sub>3</sub>	4	Marko/Van Lennep	Ret.
		Usdau	4.5 K <sub>7</sub>	6	Kausen/Jöst	7th
		Zitro	4.5 K <sub>3</sub>	—	Martin/Pillon	9th
		Heckers.	4.9 S <sub>2</sub>	1	Neuhaus	21st
5/2	Imola Interserie	AAW	4.9 S <sub>2</sub>	11	Kinnunen	3rd
		Gesipa	4.5 S <sub>2</sub>	14	Weber	6th

DATE	EVENT	ENTRANT*	TYPE**	NO.	DRIVER(S)	RESULT
1971:	Imola (cont.)	Zitro	4.5 K <sub>3</sub>	—	Martin	9th
		Piper	4.5 K <sub>3</sub>	—	Casoni	18th
		J.W.	5.0 K <sub>5</sub>	20	Siffert/Bell	2nd
		J.W.	5.0 K <sub>5</sub>	21	Rodriguez/Oliver	1st
		Martini	4.9 K <sub>7</sub>	22	Elford/Larrousse	Ret.
		Martini	4.9 K <sub>7</sub>	23	Marko/Van Lennep	Ret.
		Usdau	4.5 K <sub>7</sub>	25	Kausen/Jöst	4th
		Zitro	4.5 K <sub>3</sub>	—	Martin/Pillon	Ret.
		Usdau	4.5 K <sub>7</sub>	55	Kauhsen/Jöst	6th
		5/30	Nürburgring 1000-Km	Heckers.	4.9 S <sub>3</sub>	1
AAW	4.9 S <sub>2</sub>			11	Kinnunen	2nd
6/6	Zolder Interserie	Gesipa	4.5 S <sub>2</sub>	14	Weber	5th
		J.W.	4.9 L <sub>3</sub>	17	Siffert/Bell	Ret.
		J.W.	4.9 L <sub>3</sub>	18	Rodriguez/Oliver	Ret.
		J.W.	4.9 K <sub>7</sub>	19	Attwood/Muller	2nd
		Martini	4.9 L <sub>3</sub>	21	Elford/Larrousse	Ret.
		Martini	4.9 K <sub>7</sub>	22	Marko/Van Lennep	1st
		Martini	4.9 P	23	Kauhsen/Jöst	Ret.
		Zitro	4.5 K <sub>3</sub>	57	Martin/Pillon	Ret.
		Polak	4.9 S <sub>4</sub>	0	Minter	8th
		J.W.	5.0 K <sub>5</sub>	15	Siffert/Bell	Ret.
6/27	St. Jovite Can-Am	J.W.	5.0 K <sub>5</sub>	16	Rodriguez/Attwood	1st
		Martini	5.0 K <sub>7</sub>	28	Larrousse/Marko	Ret.
		Heckers.	4.9 S <sub>3</sub>	1	Neuhaus	5th
		AAW	5.0 S <sub>2</sub>	11	Kinnunen	2nd
		Gesipa	4.9 S <sub>2</sub>	13	Weber	4th
		Piper	4.9 K <sub>3</sub>	—	Cabral	2nd
		Polak	4.9 S <sub>4</sub>	0	Minter	5th
		Heckers.	4.9 S <sub>3</sub>	1	Neuhaus	14th
		AAW	5.0 S <sub>2</sub>	11	Kinnunen	17th
		Gesipa	4.9 S <sub>2</sub>	14	Weber	7th
6/27	Osterreichring 1000-Km	J.W.	5.0 K <sub>5</sub>	16	Rodriguez/Attwood	1st
		Martini	5.0 K <sub>7</sub>	28	Larrousse/Marko	Ret.
		Heckers.	4.9 S <sub>3</sub>	1	Neuhaus	5th
		AAW	5.0 S <sub>2</sub>	11	Kinnunen	2nd
		Gesipa	4.9 S <sub>2</sub>	13	Weber	4th
		Piper	4.9 K <sub>3</sub>	—	Cabral	2nd
		Polak	4.9 S <sub>4</sub>	0	Minter	5th
		Heckers.	4.9 S <sub>3</sub>	1	Neuhaus	14th
		AAW	5.0 S <sub>2</sub>	11	Kinnunen	17th
		Gesipa	4.9 S <sub>2</sub>	14	Weber	7th
7/4	Hockenheim Interserie	Heckers.	4.9 K <sub>7</sub>	28	Larrousse/Marko	Ret.
		Heckers.	4.9 S <sub>3</sub>	1	Neuhaus	5th
		AAW	5.0 S <sub>2</sub>	11	Kinnunen	2nd
		Gesipa	4.9 S <sub>2</sub>	13	Weber	4th
		Piper	4.9 K <sub>3</sub>	—	Cabral	2nd
		Polak	4.9 S <sub>4</sub>	0	Minter	5th
		Heckers.	4.9 S <sub>3</sub>	1	Neuhaus	14th
		AAW	5.0 S <sub>2</sub>	11	Kinnunen	17th
		Gesipa	4.9 S <sub>2</sub>	14	Weber	7th

\* AAW— Racing Team AAW (Finland)  
 Boere— Boere Sport Helmet Racing Team (Germany)  
 Bosch— Bosch Racing Team (Germany)  
 Esc. Nac.— Escuderia Nacional (Spain)  
 Gesipa— Gesipa Racing Team (Germany)  
 Gregg— Peter Gregg (United States)  
 Heckers.— Uschi Heckersbruch (Germany)  
 J.W.— J.W. Automotive Engineering Ltd. (England)  
 Loos— Georg Loos (Germany)  
 Martini— International Martini Racing Team (Italy)  
 Penske— Penske L&M Porsche/Audi (United States)

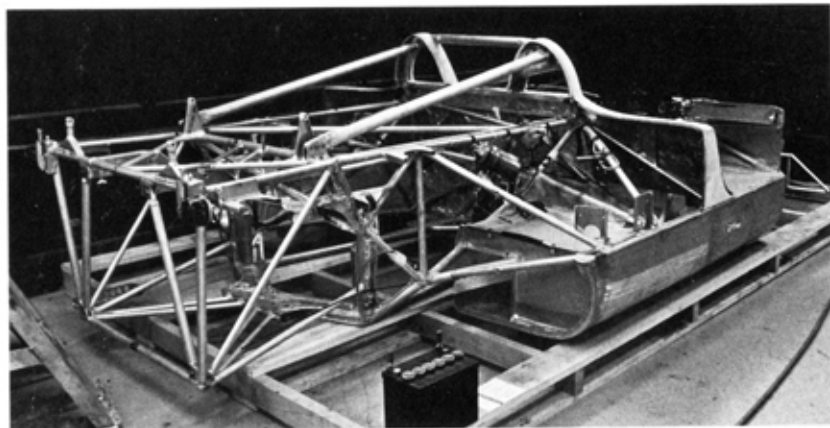
Piper— David Piper Racing (England)  
 Piper-W— Piper-White Racing (England)  
 Polak— Vasek Polak Racing Team (United States)  
 Porsche— Porsche System Engineering (Germany)  
 P/A— Porsche/Audi (United States)  
 Salzburg— Porsche Konstruktionen KG, Salzburg (Austria)  
 STP P/A— STP Porsche/Audi (United States)  
 Usdau— Team Auto Usdau (Germany)  
 Wendt— Karl Freiherr von Wendt (Germany)  
 Woolfe— Woolfe Racing Team (England)  
 Zitro— Zitro Racing (France)

\*\* K<sub>1</sub> 1969 917 Kurz with movable tail flaps.  
 K<sub>2</sub> 1969 917 Kurz with compromise high tail.  
 K<sub>3</sub> 1970-71 917K in standard form.  
 K<sub>4</sub> 1970 J.W. 917K with upswept valley between rear fenders (Spa only).  
 K<sub>5</sub> 1970-71 J.W. 917K with small adjustable wing between rear fenders.  
 K<sub>6</sub> 1971 Martini 917K with high intake scoops (Brands Hatch only).  
 K<sub>7</sub> 1971 917K with vertical tail fins.  
 L<sub>1</sub> 1969 917 Langheck with movable tail flaps (Le Mans only).  
 L<sub>2</sub> 1970 917LH with vertical fins and horizontal wing (Le Mans only).  
 L<sub>3</sub> 1971 917LH with fins, wing and enclosed rear wheels (Le Mans only).  
 P 1971 917/20 Truffeljäger (Pig) with wide body, fins (Le Mans only).  
 S<sub>1</sub> 1969 Can-Am 917PA spyder.  
 S<sub>2</sub> 1971 Interserie 917 spyder based on 917PA.  
 S<sub>3</sub> 1971 Interserie 917 spyder with vertical tail fins.  
 S<sub>4</sub> 1971 Can-Am 917 spyder modified from original 917PA.  
 S<sub>5</sub> 1971 Can-Am 917/10 spyder with vertical tail fins.  
 S<sub>6</sub> 1972 Can-Am/Interserie 917/10 spyder with fins and horizontal wing.  
 S<sub>7</sub> 1972 Can-Am/Interserie 917/10K spyder with long fins, wing and shovel nose.

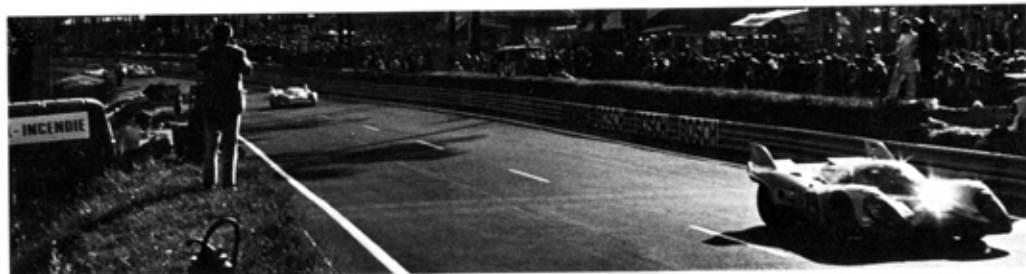
\*\* 4.5— 4494 cc, 4.9— 4907 cc, 5.0— 4999 cc, 5.4— 5379 cc; t— turbocharged

# RACE, 1971-1972

DATE	EVENT	ENTRANT*	TYPE**	NO.	DRIVER(S)	RESULT	
7/24	Watkins Glen 6-Hr.	J.W.	5.0	K <sub>5</sub>	1	Siffert/Van Lennep	2nd
		J.W.	5.0	K <sub>5</sub>	2	Bell/Attwood	3rd
		Piper	4.9	K <sub>3</sub>	43	Cabral/Adamowicz	Ret.
7/25	Watkins Glen Can-Am	STP P/A	5.0	S <sub>5</sub>	20	Siffert	3rd
		Piper	4.9	K <sub>3</sub>	43	Cabral	17th
		J.W.	5.0	K <sub>5</sub>	91	Attwood	13th
		J.W.	5.0	K <sub>5</sub>	92	Van Lennep	9th
		J.W.	4.9	K <sub>5</sub>	93	Bell	11th
8/22	Mid-Ohio Can-Am	Polak	4.9	S <sub>4</sub>	0	Minter	6th
		STP P/A	5.0	S <sub>5</sub>	20	Siffert	2nd
8/22	Keimola Interserie	Heckers.	4.9	S <sub>3</sub>	1	Neuhaus	4th
		AAW	5.0	S <sub>2</sub>	11	Kinnunen	1st
		Gesipa	4.9	S <sub>2</sub>	14	Weber	5th
8/29	Elkhart Lake Can-Am	STP P/A	5.0	S <sub>5</sub>	20	Siffert	2nd
		Polak	4.9	S <sub>4</sub>	0	Minter	7th
9/12	Donnybrooke Can-Am	STP P/A	5.0	S <sub>5</sub>	20	Siffert	5th
		Heckers.	4.9	S <sub>3</sub>	1	Neuhaus	10th
9/12	Imola Interserie	AAW	5.0	S <sub>2</sub>	11	Kinnunen	4th
		Gesipa	5.0	S <sub>2</sub>	14	Weber	6th
		Piper	5.0	K <sub>3</sub>	—	Casoni	5th
		Polak	4.9	S <sub>4</sub>	0	Minter	5th
		STP P/A	5.0	S <sub>5</sub>	20	Siffert	4th
10/3	Hockenheim Interserie	Heckers.	4.9	S <sub>3</sub>	1	Neuhaus	4th
		AAW	5.0	S <sub>2</sub>	11	Kinnunen	3rd
		Gesipa	5.0	S <sub>2</sub>	14	Weber	2nd
10/12	Barcelona 1000-Km	J.W.	5.0	K <sub>5</sub>	24	Bell/Van Lennep	2nd
10/17	Montl�ry 1000-Km	J.W.	5.0	K <sub>5</sub>	4	Bell/Van Lennep	1st
		AAW	5.0	S <sub>2</sub>	—	Larrousse/Kinnunen	2nd
		Gesipa	5.0	S <sub>2</sub>	—	Marko/Weber	Ret.
10/17	Laguna Seca Can-Am	Polak	4.9	S <sub>4</sub>	0	Minter	9th
		STP P/A	5.0	S <sub>5</sub>	20	Siffert	5th



DATE	EVENT	ENTRANT*	TYPE**	NO.	DRIVER(S)	RESULT	
10/31	Riverside Can-Am	Polak	4.9	S <sub>4</sub>	0	Minter	6th
10/31	Japanese GP	Piper	4.9	K <sub>3</sub>	—	Ikuzawa	2nd
11/6	Kyalami 9-Hr	Piper	4.5	K <sub>3</sub>	3	Charlton/Attwood	Ret.
		Piper	5.0	K <sub>5</sub>	4	Casoni/Adamowicz	4th



## 1972:

4/3	N�rburgring Interserie	AAW	5.4	S <sub>6</sub>	1	Kinnunen	4th
		Heckers.	5.0	S <sub>3</sub>	6	Neuhaus	5th
		Bosch	5.0	S <sub>6</sub>	11	Kauhsen	2nd
5/1	Imola Interserie	Boere	4.5	S <sub>2</sub>	17	Kraus	8th
		AAW	5.4	S <sub>6</sub>	1	Kinnunen	Ret.
		Bosch	5.0	S <sub>6</sub>	11	Kauhsen	1st
5/21	Silverstone Interserie	Boere	5.0	S <sub>2</sub>	17	Kraus	3rd
		AAW	5.4	S <sub>6</sub>	1	Kinnunen	1st
		Bosch	5.4	S <sub>6</sub>	11	Kauhsen	Ret.
6/11	Mosport Can-Am	Boere	5.0	S <sub>2</sub>	17	Kraus	4th
		Polak	5.4	S <sub>6</sub>	0	Minter	4th
		Penske	5.0 <sub>1</sub>	S <sub>7</sub>	6	Donohue	2nd
7/9	Road Atlanta Can-Am	Gregg	5.4	S <sub>6</sub>	59	Gregg	5th
		Polak	5.4	S <sub>6</sub>	0	Minter	3rd
		Penske	5.0 <sub>1</sub>	S <sub>7</sub>	6	Follmer	1st
7/9	Osterreich. Interserie	Gregg	5.4	S <sub>6</sub>	59	Gregg	5th
		AAW	5.0 <sub>1</sub>	S <sub>7</sub>	1	Kinnunen	Ret.
		Bosch	5.0 <sub>1</sub>	S <sub>6</sub>	11	Kauhsen	2nd
7/16	Hockenheim Interserie	Boere	5.4	S <sub>6</sub>	17	Kraus	Ret.
		AAW	5.0 <sub>1</sub>	S <sub>7</sub>	1	Kinnunen	1st
		Bosch	5.0 <sub>1</sub>	S <sub>6</sub>	11	Kauhsen	2nd
7/23	Watkins Glen Can-Am	Polak	5.4	S <sub>6</sub>	0	Minter	6th
		Penske	5.0 <sub>1</sub>	S <sub>7</sub>	6	Follmer	5th
		Gregg	4.5 <sub>1</sub>	S <sub>6</sub>	59	Gregg	11th
8/6	Norisring Interserie	AAW	5.0 <sub>1</sub>	S <sub>7</sub>	1	Kinnunen	1st
		Piper-W	5.4	K <sub>7</sub>	3	Craft	Ret.
		Bosch	5.0 <sub>1</sub>	S <sub>6</sub>	11	Kauhsen	2nd
		Boere	5.4	S <sub>3</sub>	17	Kraus	Ret.
		Loos	5.0	S <sub>2</sub>	—	Pesch	4th
8/6	Mid-Ohio Can-Am	Polak	5.4	S <sub>6</sub>	0	Minter	3rd
		Penske	5.0 <sub>1</sub>	S <sub>7</sub>	6	Follmer	1st
		Gregg	5.4	S <sub>6</sub>	59	Gregg	Ret.

# 917: THE



*Vic Elford drove for the works team in 1969, Salzburg in 1970 and Martini in 1971, when he won the Sebring race.*

*Hans Herrmann was a veteran Porsche driver of many seasons when he and Dick Attwood won at Le Mans in 1970.*

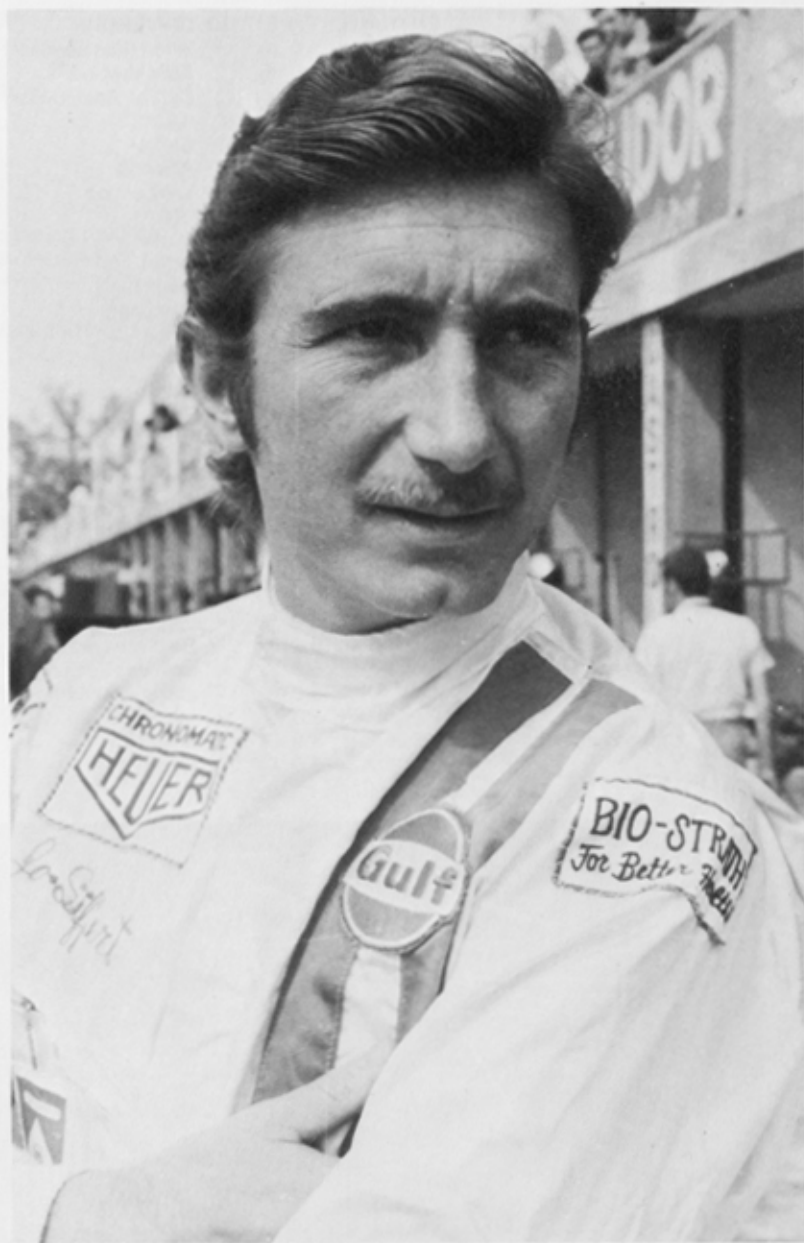


*Leo Kinnunen, a young Finnish driver, partnered Rodriguez to four 1970 wins and was Interserie champion in 1971.*



*David Piper raced his 917s all over the world as both entrant and driver. He won the Kyalami 9-Hours in 1969.*

*Joseph Siffert was one of those superb drivers who excelled in any car—Sports, Formula 1 or Can-Am. He gained the 917's first victory at Osterreichring in 1969, won two championship races in 1970 with Redman and one in 1971 with Bell. His two Can-Am seasons were models of brilliant yet consistent driving and he was 4th both times despite not having run in all of the events. His crash in a BRM at Brands Hatch in 1971 robbed the sport of a master.*



# DRIVERS



*Mark Donohue had only one race in the 917/10K before being injured, but was responsible for its development.*

*Brian Redman is an excellent driver who partnered Siffert ably in 1970; they won at Spa and Osterreichring.*



*Jackie Oliver shared Rodriguez' four wins in 1971, but left J.W.-Gulf to concentrate on the Can-Am series.*

*Derek Bell was Siffert's co-driver during 1971. Their one victory that year was at Buenos Aires.*

*Pedro Rodriguez was the undoubted 917 expert. Like Siffert, he would drive any car as fast as it would go. His successes in the 917 were the backbone of the whole Porsche effort; he won Daytona, Brands Hatch, Monza and Watkins Glen in 1970 with Kinnunen, and Daytona, Monza, Spa and Osterreichring in 1970 with Oliver. He was noted for his fantastically-controlled drives under difficult conditions. He was killed a few months before Siffert, in a Ferrari at Norisring.*





**\$5.95**