

P O R S C H E

1976

RACING CARS

to 2005



BRIAN LONG

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Contents

Introduction & acknowledgements	4	IX 1983	97	End of another era	187
I Setting the scene	6	The 1983 WEC season	97	IMSA interjections	189
The early Porsche racers	6	Porsche in F1 again	104	XIX 1993	191
A new generation	13	X 1984	108	IMSA to the fore	195
II 1976	16	WEC review	108	XX 1994	198
1976 regulations	17	The IMSA scene	116	XXI 1995	203
The 934 & 935	18	The F1 circus	118	Le Mans lament	203
The Manufacturers' Championship	21	The Paris-Dakar challenge	119	IMSA interlude	206
The 936	27	XI 1985	121	XXII 1996	210
1976 season review	28	The 1985 WEC season	123	The other big championships	215
The other races	30	The IMSA season	128	XXIII 1997	217
III 1977	32	F1 review	129	Le Mans jottings	220
The World Championship for Makes	32	XII 1986	131	IMSA review	224
WSSC review	38	The 1986 WSCC season	131	XXIV 1998	225
The German GT Championship	41	The other sports car races	138	The sports-racer scene	227
IV 1978	42	A mixed season in F1	141	The changing face of US racing	232
The Group 5 scene	42	XIII 1987	143	XXV 1999	233
The sports car scene	47	1987: a strange WSSC season	143	The FIA Sports Racing World Cup	233
V 1979	52	The IMSA circuit	152	US racing revival	236
The 1979 season in review	53	Open-wheeler update	152	XXVI 2000	238
VI 1980	62	XIV 1988	156	The SRWC season	238
The WCM: the early rounds	62	No joy in the WSCC	156	ALMS & Grand-Am	240
The Le Mans challenge	64	IMSA review	161	XXVII 2001	243
The WCM season continues	67	F1 & CART	162	New name for SRWC	244
The Indy campaign	68	XV 1989	163	The US races	247
VII 1981	73	The WSPC season	163	XXVIII 2002	248
Start of a new era	73	IMSA	168	The FIA Sports Car Championship	248
Le Mans time again	75	Porsche's Indy record	169	American excursion	248
Disappointment	76	XVI 1990	170	XXIX 2003	251
The other races	81	The 1990 season	170	America shows how it's done	254
VIII 1982	83	IMSA musings	174	XXX 2004	255
Group C teething troubles	83	CART catastrophe	174	XXXI 2005	260
The Type 956	84	XVII 1991	177		
Seconds out, round two!	91	A new dawn	177	Index	269
The American scene	96	IMSA update	181		
		An F1 excursion	184		
		XVIII 1992	187		

Introduction & Acknowledgements

This is a book that I've wanted to do for a very long time – a couple of decades, in fact! Although the brief has changed along the way, with Veloce publishing another volume on the 911 rally cars before I could get started on this project, and other Porsche titles of my own containing a lot of the information relating to the road cars used in competition, I hope this new format, concentrating on the exploits of the pure racers, will nonetheless please enthusiasts of the marque.

This is actually the second of two volumes covering Porsche competition models, which begins with the special machines of 1976 built for the new race regulations, then taking us all the way through to 2005. The cars looked at in-between, such as the legendary 956 and 962, are motorsport and design icons; vehicles the like of which, sadly, we will never see again. Join me, then, in soaking up the atmosphere in each and every image





As always with Porsche projects, I find myself indebted to my good friend, Jens Torner, at the factory; a gentleman I've known for many years, who possesses immense knowledge of the cars he loves so much. It's so nice for a writer to deal with an automotive company driven by enthusiasm and a healthy respect for the necessity to record history, especially in an era when it gets harder by the day to find like-minded people within the car industry, wherever one is based.

The vast majority of pictures have been sourced from the Porsche archives, with some real rarities amongst them. There should be something new for everyone.

Brian Long
Chiba, Japan



Setting the scene

The first volume of this pair of books on Porsche competition cars took the story from the birth of this great German marque to the end of the 1975 racing season. The body in charge of motorsport had the job of reviving the racing scene following the fallout caused by the oil crisis; it was a time when events were poorly supported, and a great deal of confusion existed regarding the future format of the sport. At least 1976 marked a positive move with regard to getting things back on an even keel.



A race in Graz in 1922, with Ferry Porsche (in cap, on the right) standing next to a 'Sascha' Austro-Daimler designed by his father, Ferdinand Porsche, who is seen alongside him (also sporting a flat cap).

Porsche also designed the highly-advanced V16 Auto Union Grand Prix car, one of the vehicles which formed the origins of the Silver Arrows legend.

The early Porsche racers

The Porsche company, as the car manufacturer we know it as today, was founded just after the Second World War. However, the Porsche family had been involved in the motor vehicle industry almost from its very beginning, with Professor Ferdinand Porsche

AUTO-UNION

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der Beweis bewährter Qualität

AUTO-UNION-Rennwagen siegen in 38 der großen nationalen und internationalen Rennen. — Bernd Rosenmeyer wird **EUROPA MEISTER**, **DEUTSCHER STRASSENMEISTER**, **DEUTSCHER BERGMEISTER**

D.K.W.-Motorräder siegen in 38 der großen nationalen und internationalen Rennen. Sie gewinnen vier der fünf deutschen Meisterschaften in allen vier Klassen, in denen sie starteten.

Serienmäßige Fahrzeuge erringen viele goldene, silberne und einjährige Medaillen, Ehrenschilde und Sonderpreise bei den schwersten Gelände- und Zehnmeilenrennen langen des Jahres.

Diese überragenden Erfolge waren nur möglich dank dem Einsatzwillen der geschlossenen Gefolgschaft der Auto-Union. Ihr oberstes Gesetz heißt:

DEUTSCHE WERTARBEIT



Ferry Porsche with some of the first road cars to carry the family name.

a leading light in German engineering. He moved from company to company before finally establishing his own design office in Stuttgart in December 1930. One of the earliest members of staff was his son, Ferry, who was born in 1909, whilst his father was still heavily involved with the Austro-Daimler concern.

Ferry Porsche had always wanted to be a racing driver, but his father steered him away from this dangerous profession and into the world of engineering. Ferdinand Porsche designed the amazing Auto Union Grand Prix car, which Ferry actually helped test, but it was the design of the Volkswagen Beetle that put the family name into the spotlight.

After the war, of course, those seen to be helping the Axis powers during the conflict were all questioned, with the Professor detained for some time. During his imprisonment, his son designed the Cisitalia single-seater for a rich Italian industrialist, and already had plans on the drawing board for a small sports car based on modified VW mechanical components. Ultimately,




Max Hoffman was the man that coined the 'Spyder' moniker for the first racing Porsche. Seen here in his Glöckler-Porsche, this Austrian-American was a keen racer as well as a superb car importer-cum-dealer. Incidentally, this is the second Glöckler (built in 1951), although the third one also ended up in Hoffman's possession in the States.



A 550 model, with its Le Mans regulation hardtop still in place, seen competing on the 1953 Carrera Panamericana – an inspiring and often dangerous road race through Mexico.

SEBRING



THE FLORIDA INTERNATIONAL TWELVE HOUR GRAND PRIX OF ENDURANCE

Rennsportwagen bis 2000 ccm:	1. Schell/Seidel
Index-Wertung:	2. Schell/Seidel
Gesamtklassement:	3. Schell/Seidel
Gran Turismo bis 2000 ccm:	1. von Hanstein/Linge
Gesamtklassement:	3. von Hanstein/Linge

PORSCHE

Porsche poster proclaiming the company's success at Sebring in 1958.

this was to be the first car to carry the Porsche badge, initially built in Gmünd (where the Porsche workshops had been moved to in wartime), before production eventually occurred back in Stuttgart, birthplace of the Porsche business.

The first road car was the rear-engined Type 356. Many of the early models, with their lightweight aluminium bodies, were used in competition, and a

A 718 RSK seen at the 1958 Tourist Trophy race, with Jean Behra at the wheel.



The Maglioli/Barth 550A on its way to a Class victory at the Nürburgring in 1957.





A Porsche-Abarth Carrera GTL (nearest the camera) on the grid in a minor event at Zandvoort. The DKS of 1963 vintage was a similar homologation special, but based on the 356B Carrera 2.

number of specials were also spawned, employing the tuned flat-four engines that were far more powerful than standard Volkswagen units. Once the move to steel bodies was made, and Porsche's involvement in motorsport became deeper, it was obvious that a more specialized racing car was needed, and so the Type 550 (or Spyder) was born.

The 550 revisited the principles laid out in the first Porsche prototype, with a mid-mounted engine. With its race debut occurring at the Nürburgring in May 1953, the power unit was a 1.5 litre flat-four, which, ultimately, gained a four-cam configuration when the Type 547 Carrera engine was introduced.

Customer cars began rolling out of the factory at the end of 1954, and a proper competition shop was established, separate from the main assembly hall, the following year.

In the spring of 1956, the 550 was updated, becoming the 550A, thanks to the adoption of a new spaceframe chassis and revised rear suspension. This 135bhp machine served the company well, and provided the basis for the legendary RSK racer and, therefore, the first of the Porsche single-seaters, both breaking cover in 1957. The 718 RSK gave Porsche its first outright victory in a World Sports Car Championship event (on the 1959 Targa Florio), by which time the Grand Prix programme was well



The eight-cylinder 718 GTR used on the 1962 Targa Florio.

established, with Formula One the ultimate target, and the car scheduled for entry in 1961.

Meanwhile, the RS60 took the place of the RSK (minor modifications allowing it to meet 1960 regulations, although it was revised again for the following season), a small run of Abarth-Carreras was built to contest GT events, and a handful of

special works cars built for the World Sports Car Championship, including eight-cylinder variants.

Sure enough, Porsche did enter the world of F1 as promised, its Formula One debut coming in April 1961. The campaign was destined to be short, however, with the German company withdrawing from the scene at the end of 1962. At least Porsche



Dan Gurney at the Solitude Grand Prix in 1962. Porsche withdrew gracefully from the F1 scene at the end of the season.



The 718 W-RS at Le Mans in 1963, being chased down by a Ferrari. This particular car had a long and eventful competition history, including a brilliant hillclimbing record.

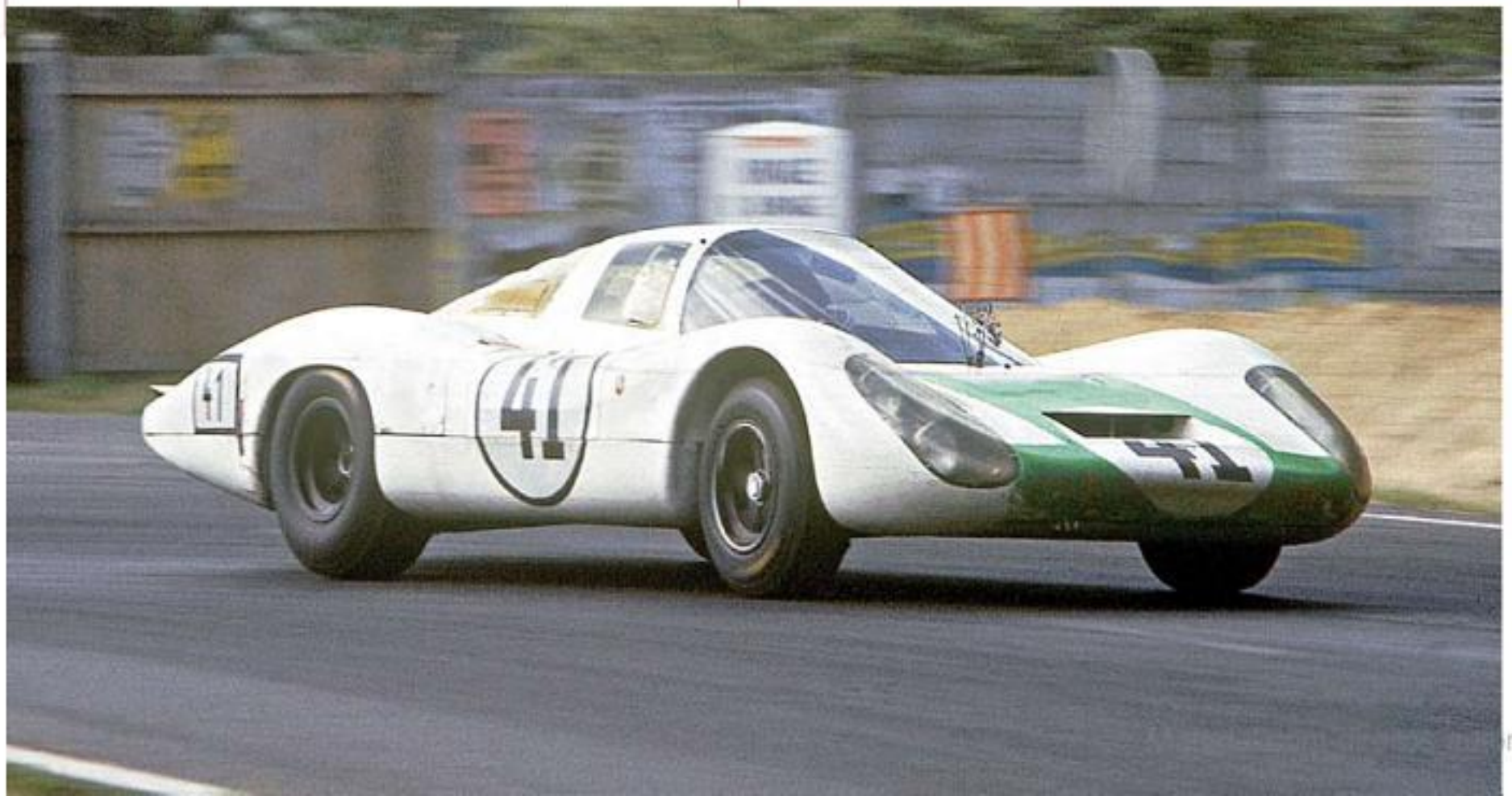


904s lined up for the start of the 1965 Le Mans 24-hour Race.



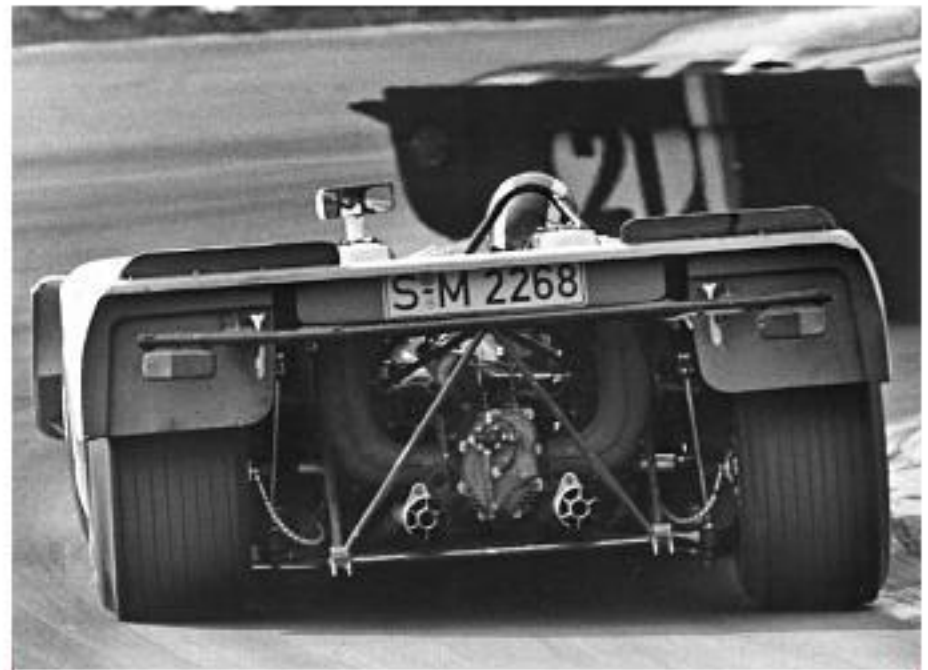
Early publicity shot of the Carrera 6, taken at the Porsche factory in the Zuffenhausen district of Stuttgart.

The 907L of Herrmann/Siffert at Le Mans in 1967.





The strict 907 in action at the Nürburgring in May 1968.



Tail of the 908/02 Spyder.

The 908L of Stommelen/Neerpasch at Le Mans. The pair finished third in the 1968 event, beaten only by a Ford and another Porsche.

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The first batch of 917s lined up ready for inspection in the spring of 1969, along with a detail shot of the magnificent flat-12 in the engine bay.



One of the Gulf-Porsche 917s chasing a 908/02 Flunder shared by Steve McQueen and Peter Revson at Sebring in 1970.

was able to rack up one World Championship win, though, when Dan Gurney took the flag at the 1962 French Grand Prix with his eight-cylinder machine.

The 904 was the last four-cylinder Porsche racer, introduced in time for the 1964 season. This pretty little coupé, with its glass fibre body styled by Butzi Porsche (Ferry's eldest son, who also penned the 911 road car), ultimately had six- and eight-cylinder units on the works machines, and was the last pure racer which could be sensibly used on the road, as well as in rallying.

A new generation

The 1966 season saw the debut of the 906, or Carrera 6, powered by a two-litre six similar to that used in the legendary 911 Grand Tourer. The 906 had a new, purpose-built frame and body that made it suitable for track work only, and it quickly proved itself in the heat of competition.

By this time, Ferdinand Piech (Ferry Porsche's nephew, and later the boss at Volkswagen) was in charge of the racing programme, and, under his guidance, a whole string of new cars ensued – the regular 910 made its debut in 1967, along with the long-tailed 907L. Before the year was out, the strict 907 had been introduced to the press as a replacement for the 910, and was joined by the three-litre 908 in 1968. More specialist models augmented the Porsche arsenal in 1969, such as the 908/02 Spyder, and the car that everyone (including many of the drivers!) feared – the 917.

Announced at the 1969 Geneva Show, it is doubtful whether any other racing car has ever made such an impact



The Stuttgart company built special 908/03 models for the 1970 Targa Florio – an event that was almost becoming a Porsche benefit. The cars were also used at the Nürburgring later in the year, which is when this shot was taken.

on the competition scene, being quickly refined and modified to suit the World Sports Car Championship, the Can-Am series in America, and the Interserie (the European equivalent to Can-Am), dominating each discipline until rule changes caught up with it, bringing an amazing era to an end. The first 4.5 litre unit was quickly superseded by more powerful versions with larger displacements, and turbocharging ultimately boosted horsepower to over 1000bhp. The body, too, underwent a number of refinements, the most important of which was the launch of the short-tail 917K in 1970.

Porsche withdrew from the World Sports Car Championship at the end of 1971, as 1972 rules excluded cars like the 917. The 908s were dusted off, and 917 development was concentrated



The Herrmann/Attwood 917K on its way to victory at Le Mans in 1970.



In Can-Am, too, the 917 ruled supreme ...

on the Can-Am series and the Interserie races. It was also interesting to see Ernst Fuhrmann steer the company in a different direction, right back to the days when a Porsche road car could be raced, and a competition machine looked just like the models in the dealership window. As a result, the 911 was updated, ultimately evolving into the RS/RSR series, introduced in time for the 1973 season. The effort and resources thrown into the 911 programme were probably no less than in the Piech era of racing, but people could relate to the cars, and the launch of the Porsche Turbo was the final proof that racing truly does improve the breed ...

Having made its debut at the Paris Salon in October 1972, subsequent homologation of the 911 Carrera RS (and the racing RSR version) allowed Porsche to concentrate its motorsport programme on a showroom model.



The works cars, with their striking Martini livery, were not rolled out for 1975. The factory felt it had learnt enough about the turbocharged 911s in 1974, and prepared three new machines to perfectly match the fresh set of racing regulations introduced for the 1976 season.

II

The 1975 season had been something of a low point in the annals of competition history. The first fuel crisis had hit the sport badly, with many makers staying away from the circuits, and rule changes introduced to provide 'economy' racing simply alienated those who were willing to stay the course. The new formula that was supposed to have been introduced in 1975 was postponed for a year, prompting Porsche to leave the works cars in Stuttgart until the new Groups were made definite, adding to the feeling that all was far from well in the racing world ...

However, 1976 regulations did offer a glimmer of hope for enthusiasts, with specialist machines being fielded to suit by a number of manufacturers. Porsche, in particular, put in a lot of



Dr Ernst Fuhrmann – head of the Porsche car business – who steered the company back to having a racing programme that had a direct relationship to its road vehicles.

1976



Wolfgang Berger – the engineer in charge of honing the 934 and 936 projects. Norbert Singer looked after the development of the 935, and Helmut Flegl, alongside Berger, was also heavily involved in making the Group 6 machine into a winner.



One for the family album; from left to right: Manfred Schurti, Rolf Stommelen, Porsche Team Manager Manfred Jantke, Jochen Mass, and Jacky Ickx, pictured here with the 935 and 936. The factory left Group 4 to be fought over by privateers, sportingly campaigning in Group 5 and Group 6 only.

effort to try and stem the tide of Italian dominance in motorsport: in 1975, Ferrari had won the F1 Championship, Alfa Romeo took the sports car title, and Lancia had lifted the WRC crown. The men in Zuffenhausen and Weissach were determined to launch an all-out assault on the tracks in the hope of seeing the German flag flying high once again.

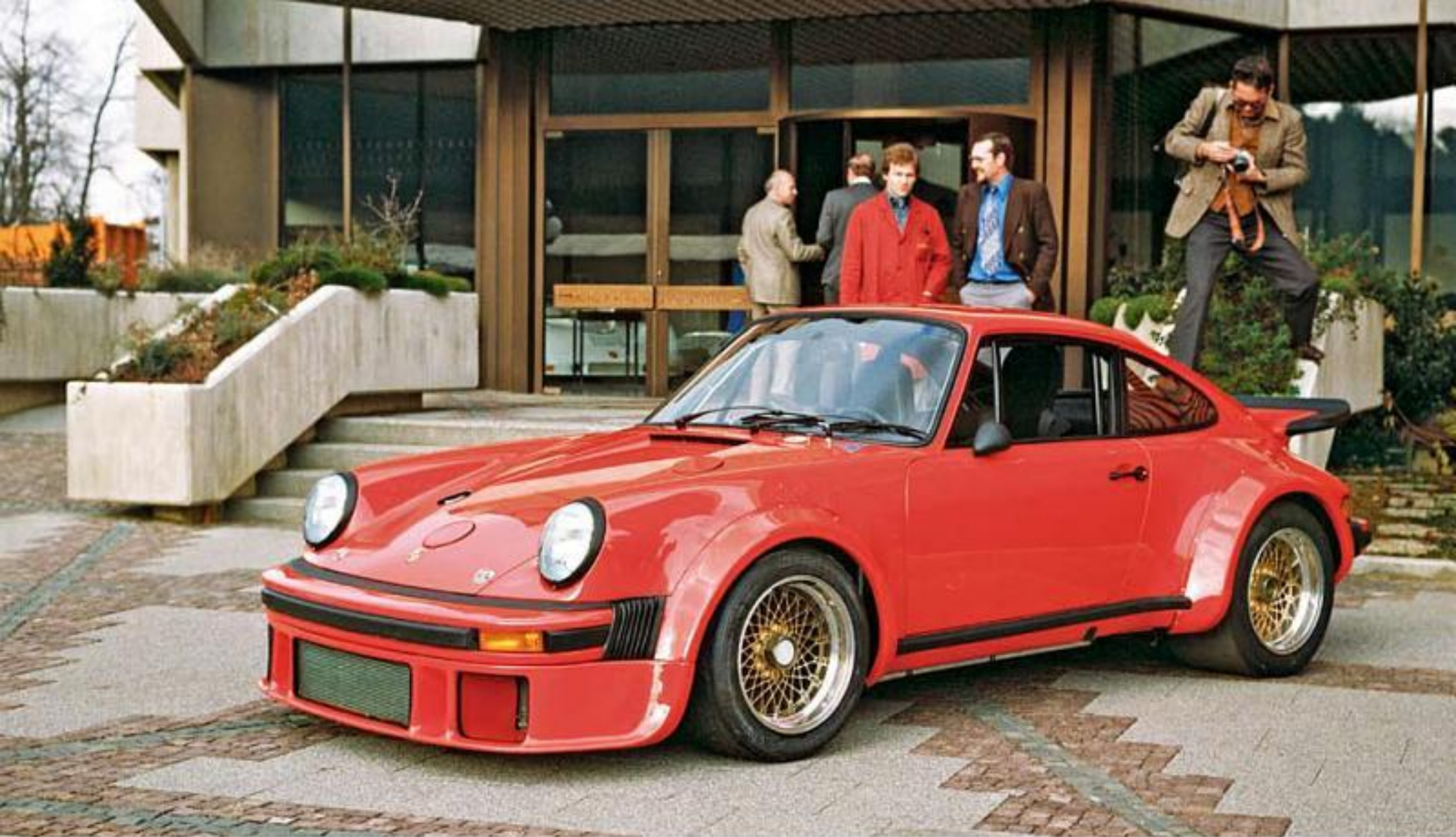
1976 regulations

The FIA calendar for 1976 was unlike any issued before, with Group 6 models (pure two-seater racing cars) provisionally having ten rounds to compete in, each lasting a maximum of four hours, and quite different to the 12 originally designated for Group 4 and Group 5 machines, although many meetings were ultimately inked out early on, or cancelled by organizers at the last minute due to poor grids. The Group 4 (GT cars of limited production) and Group 5 silhouette cars (special production models based on vehicles homologated in Groups 1 to 4) competed for the Manufacturers' Championship, which took in

FIA GROUPS FOR 1976

Group 4	GT cars, with a minimum of 400 units built over 24 months. Porsche introduces the 934.
Group 5	Special Production Cars, ie modified Touring or GT cars. Porsche introduces the 935.
Group 6	Pure, purpose-built, two-seater racing cars. Porsche introduces the 936.

many of the classic venues, with races lasting at least six hours or 1000km. As it happens, Daytona and Le Mans were as good as Formula Libre races, operating outside the grasp of the FIA due to their 24-hour duration (frowned on by the governing body), so it would be more correct to say there should have been ten rounds rather than 12, although makers with cars running in Group 5 were doubtless unwilling to miss the two most famous events on each side of the Atlantic.



(Pages 18-19) Various views of the Porsche 934, including the simplified interior (the only seating was a single racing bucket for the driver), the turbocharged and intercooled 2993cc engine (with Bosch K-Jetronic fuel-injection adding to its complexity), and the front suspension and braking system (note the single, centre-lock nut for holding the wheel and supplemental coil spring wrapped around an adjustable damper), as well as the front and rear of the bodywork, which shows the regular Turbo (Type 930) bumper blades. The 16-inch diameter BBS alloys were shod with low-profile racing rubber, usually sourced from either Dunlop or Goodyear.

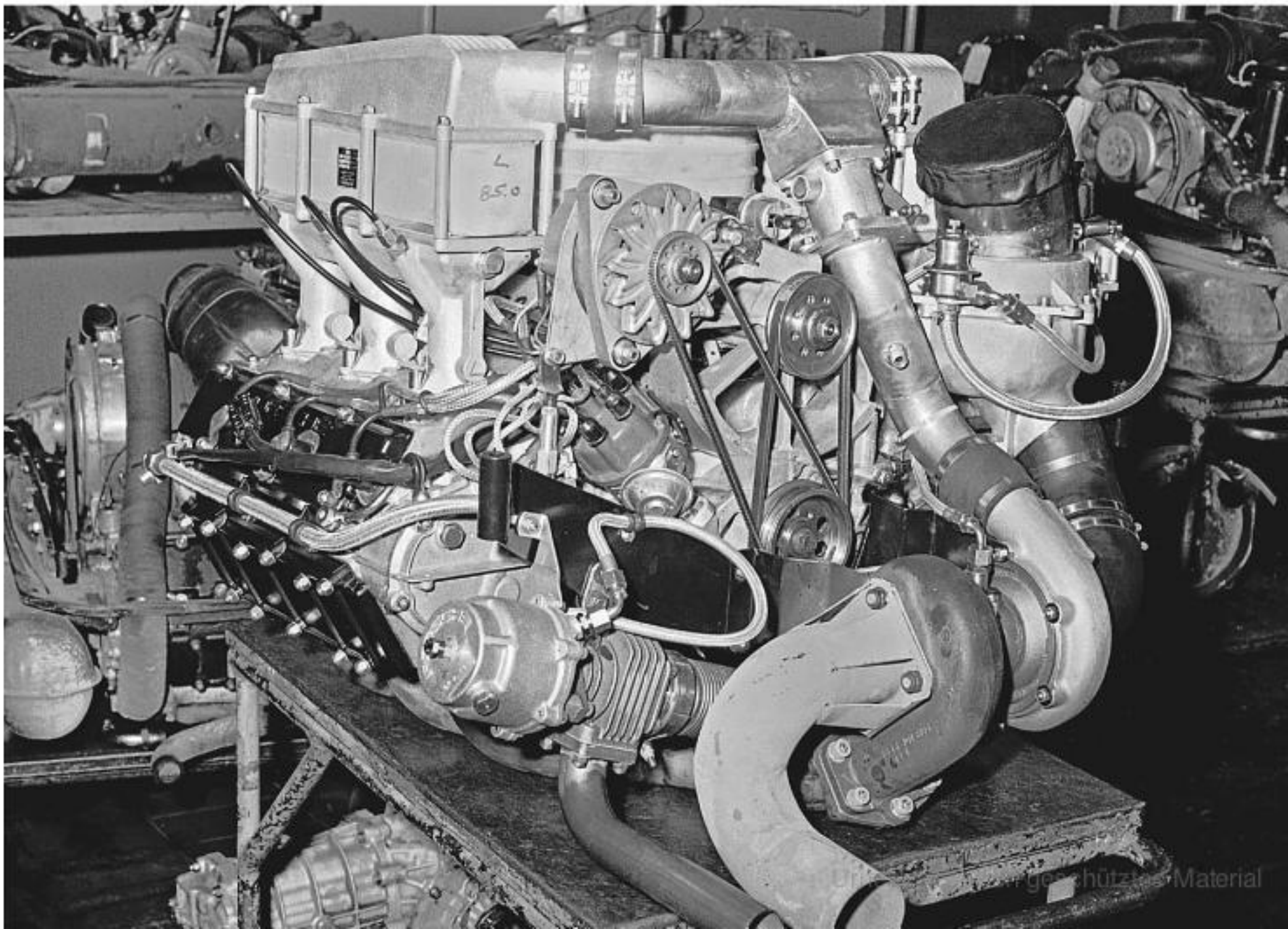
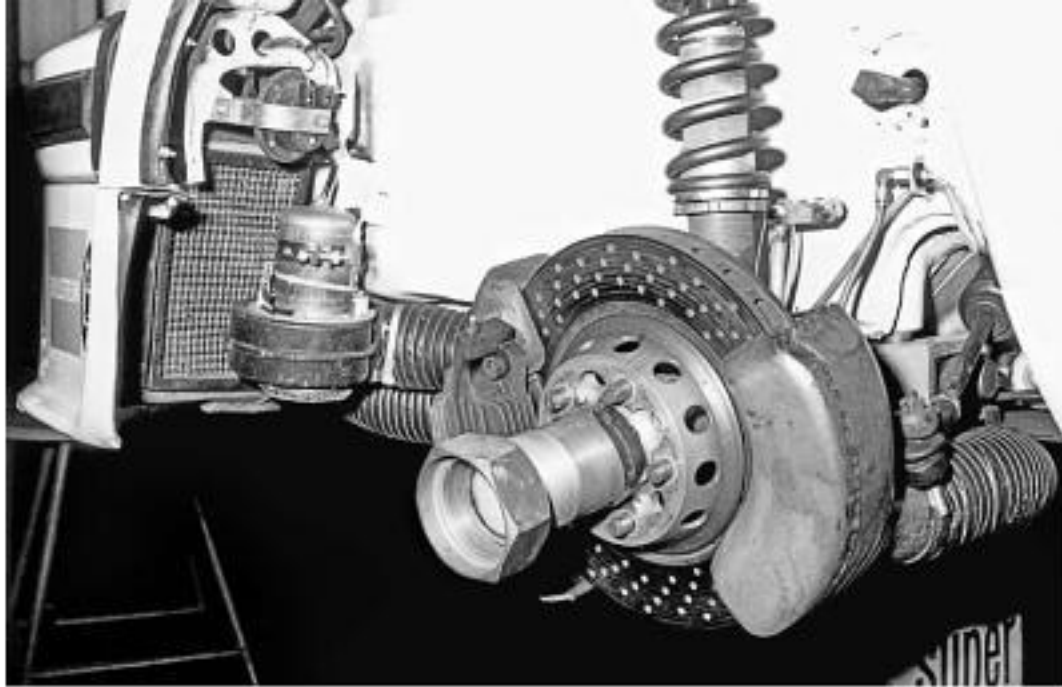


The 934 & 935

The three-litre 934 was an interesting model. With initial design work commencing in May 1975, testing began at Weissach during autumn of that year, and brought about a fairly lightly modified version of the turbocharged road car; it even retained its door trim and electric windows, as FIA regulations for a car

with such a large engine capacity (2993cc, obtained through a 95 x 70.4mm bore and stroke measurement, but the equivalent of 4190cc after allowing for the forced induction multiplication factor) stipulated a minimum weight not all that different from the standard Type 930.

In reality, stripping the car to earlier RSR levels would have





The Porsche 935 in presentation trim. The 1974 cars had been silver with Martini stripes but, for 1976, the main body paintwork was white – the traditional German racing colour.

left it far too light, even after suitable strengthening of the body, and the updated drivetrain, chassis components (such as stiffer bushings and coil springs, wrapped around the Bilstein shocks, introduced to supplement the regular torsion bars as per the 1974 RSRs), a huge fuel tank under the front hood, and safety devices had been added. It did, however, feature pop-riveted fender flares to cover the 16-inch diameter, BBS three-piece alloys (10.5J up front, 12.5J at the rear), and fully adjustable suspension.

Mechanically, about the only items of note were adoption of a water-cooled intercooler (a move dictated by space restrictions, which halted development of the more common air-to-air intercooler) and its front-mounted radiators, a larger KKK blower, beefier pistons, hotter camshafts and enlarged porting, the heavy-duty oil cooler in the nose, and the updated transmission (with



Stripped-out interior of the 935.



Almost all of the 935's outer body panels were in fibreglass, with only the roof in steel. The front wings and front air dam came off the car as a single piece to allow speedy removal, which also gave Porsche the ability to run with either a regular fender profile or the flat-nose configuration without any major headaches. Side and rear windows were made from perspex, incidentally.

Cutaway drawing of the 935 in flat-nose guise. Externally, this is how the car appeared on its race debut at Mugello, although the engine is the late 1976 version.



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three different gear sets available), and racing clutch. Officially, the 1120kg (2464lb) 934 was endowed with 485bhp and 434lbft of torque, with turbo boost adjustable from within the cockpit.

The early 934s – or Turbo RSRs – used 1976 model year 911 Turbo chassis numbers, running from 93067000151 to 9306700180, with 9306700540 tacked onto the end. A total of 31 of these three-litre cars were built (priced at DM97,000 apiece), with Group 4 homologation coming through early in 1976. Doubtless, many more customers would have come forward had IMSA allowed the 934 to run, but this influential American body had stated that turbocharged cars were disqualified from the Camel GT series at the end of 1975. Ultimately, with the SCCA allowing the new Porsche to enter its Trans-Am races, IMSA relented, but too late for the racing équipes using Stuttgart horsepower to make any impression.

Based on the experience gained during the 1974 season, the first 935s were built in 1975 – chassis 935001 and 935002 (the two works/Martini cars), plus an earlier rebuilt Turbo prototype. These had lightweight panels and windows, a 2806cc (92 x 70.4mm) pure-bred racing engine with a massive air-to-air intercooler and KKK blower (giving 590bhp at 7900rpm with a 6.5:1 compression ratio, increasing to around 630bhp by the end of the season), an uprated four-speed transaxle that fed power to titanium driveshafts, heavily modified suspension (with coil springs and anti-roll bar settings adjustable from within the cockpit), special Dunlop racing rubber (on 10.5J x 16 BBS alloys at the front and enormous 15J x 19 rims at the rear. The latter was larger diameter to make up for the reduced width imposed by the regulations, thus extending the contact area), plus there was better cooling for the brakes. All of these features – after two years of intensive research and development work – to make the 935 faster than a contemporary F1 machine.

Kits were available to convert a 934 into a 935, by the way. The latter, weighing in at 970kg (2134lb), also ran with traditional headlights and in 'flat nose' guise. This wingline certainly raised a few eyebrows, but was allowed to pass through scrutineering and also sparked off demand for replica panels for road use. The original wide, slab-like rear wing, however, had to go, replaced by a taller but narrower, two-tier one that complied with the letter of the law – or at least the FIA rulebook.

The Manufacturers' Championship

The Porsche boys could only muster second place between them in Daytona, with Al Holbert and Claude Ballot-Lena leading home the first of four RSRs. The event, held on 1 February, saw one of the BMW CSLs win, which signalled that a serious rival for the Stuttgart maker had arrived from Munich. Interestingly, the BMW team was being handled by Jochen Neerpasch who, as a former racer for the Porsche stable, was certainly someone who knew what made the men at Zuffenhausen tick.



A couple of shots of the works Martini-Porsche 935 of Ickx/Mass on its way to victory at Vallelunga in the first week of April.



While championship points were not allocated in Florida, with only pride at stake, the spring brought with it a new racing season in Europe. Jochen Mass and Jacky Ickx won the first round of the World Championship for Makes – the Mugello six-hour race, held on 21 March – in a flat-nose 935, with six other 911-based models close behind. The Ickx/Mass Group 5 car, temporarily back with a regular front wing profile after complaints at the season opener, won again at Vallelunga, giving Porsche a commanding lead over BMW and Lancia.

At Silverstone, the Martini 935 of Ickx and Mass was easily the



The 934 of Leo Kinnunen and Egon Evertz (who owned and entered this fairly standard-looking car – one of a pair) at Vallelunga.



The works 935 of Stommelen/Schurti at the Nürburgring in late May.



quickest car on the circuit, but the need to replace a shattered clutch plate dropped the pair down the field, and it was left to Bob Wollek and Hans Heyer to restore Porsche honour – the Kremer entry came second to a 3.5 litre BMW.

At the Nürburgring at the end of May, the 935 ran with a new arrangement in the tail, incorporating a more compact water-cooled intercooler with radiators in the leading edge of the rear wheelarches, thus enabling the regular road car's tail spoiler to be fitted to satisfy yet another reinterpretation of the 1976 regulations, even though it didn't have to be used in the races. At least by this time the FIA people had agreed that Porsche could deploy its flat-nose front after all! Teething troubles with the new intercooler set-up, however, meant that it was BMW that walked away with the silverware.

Toine Hezemans was having a good season in the Gelo 934 (uprated to 935 spec, as were most of the cars in the well-funded teams). He came second with Tim Schenken at the Ring.



This Max Moritz car came third, piloted by Derek Bell, Reinhardt Stenzel and Gunther Steckkonig. It took GT (Group 4) honours on the day.

The Kremer 934 (converted to 935 specification) was in the running all year. It is seen here at the Nürburgring, where Bob Wollek and Hans Heyer shared the driving until a driveshaft problem put them out.





Jacky Ickx and Gijs van Lennep took this 936 to a win at Le Mans. Note the enormous air box behind the driver.

Spa was cancelled, so Le Mans was next. Le Mans was another Formula Libre event, like the Daytona classic, and did not count toward either of the FIA championships. However, its importance cannot be denied, and Porsche and Renault certainly couldn't resist the lure of the Sarthe track. Ultimately, Jacky Ickx and Gijs van Lennep won for the Stuttgart marque with their works Martini-Porsche 936, whilst Rolf Stommelen and Manfred Schurti brought home a 935 for a Class win and fourth overall, 18 laps down on the winning machine.

At Zeltweg, the new throttle linkage – necessary because of the revised intercooler plumbing – broke, and the Martini 935 fell by the wayside. Although Porsche Turbo RSRs came third, fourth and fifth, the spoils once again went to BMW, making the fight for the championship a close call.

The Watkins Glen six-hour race was much kinder to the Stuttgart marque, which entered two works cars on this occasion. The Stommelen/Schurti 935 came first, with the Ickx/Mass sister machine third, the two separated by one of the Egon Evertz Turbo RSRs. Mosport was cancelled, meaning it was a return to Europe, and the Dijon event. Again, Porsche finished one-two-three, with both works machines on the podium. This turned out to be the last meeting of the season for Group 5 warriors, as Buenos Aires was cancelled due to a poor level of support.

Ultimately, thanks to this last victory in the States, Porsche won the World Championship for Makes (for Group 5 Silhouette Sports Cars), and also claimed the World Championship for Sports Cars (for Group 6 models) in 1976, the latter with a great deal more ease.

Trust Porsche to take their own advice about tyres

When Porsche set out to dominate the brand new Group 5 World Championship there was nothing they took for granted - right down to their choice of tyre.

With 2000hp on tap and performance to match the Formula 1 cars they knew they needed the very best the tyre industry could offer.

They tried many brands but found every possible drawback - including Dunlop, who took nothing for granted themselves and developed a new 19" road tyre specifically to meet Porsche's needs under the new Group 5 regulations.

It's a fact the others now have to catch up with. Dunlop won Porsche's test. And Porsche won the 24 Hours.

Follow their lead in your kind of roadster with Dunlop Formula 19 The Country-Gallopers. They're the right tyres for you.



DUNLOP
leading the field to give you the best



Interesting piece of Dunlop advertising from the summer of 1976.

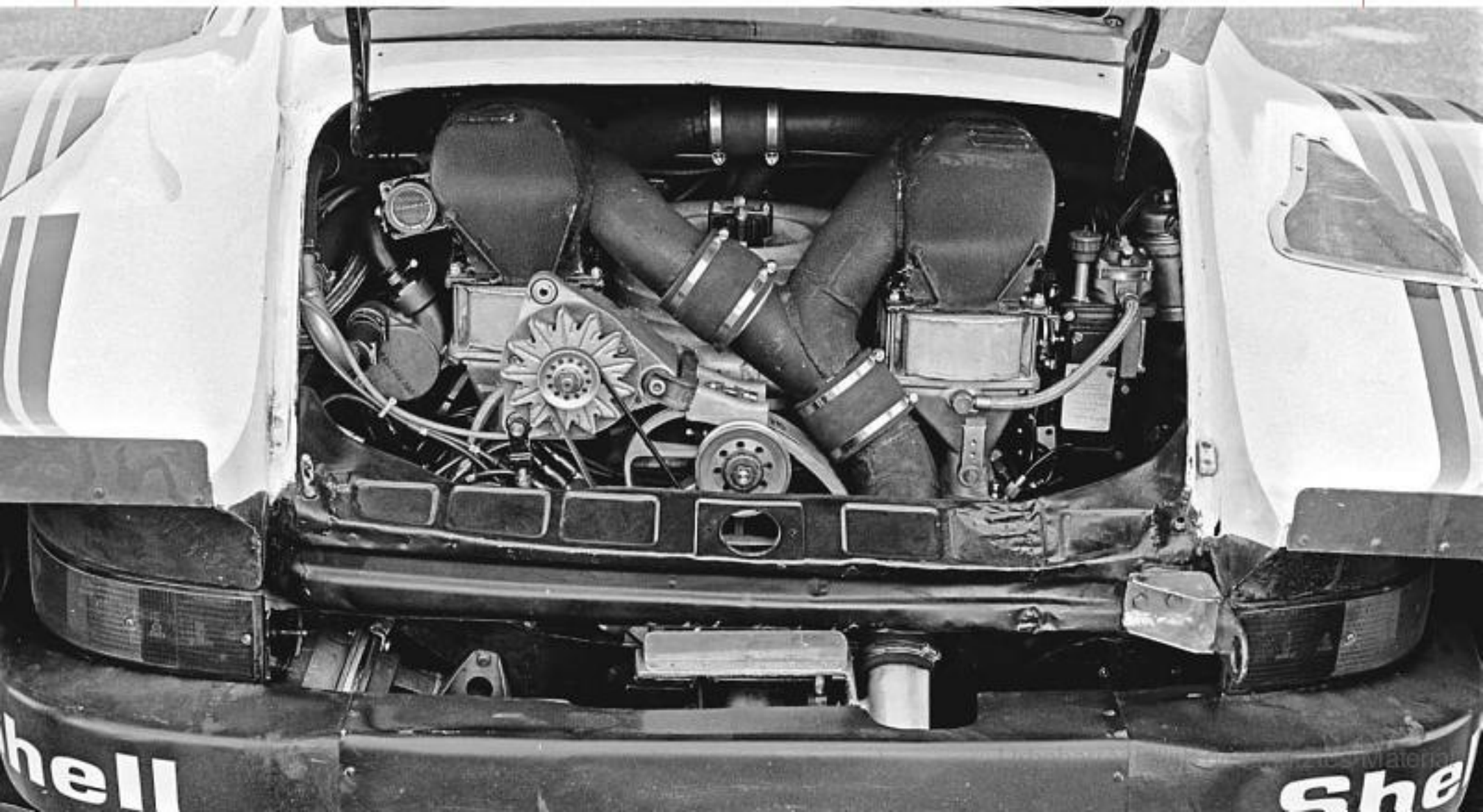
The 935 of Stommelen/Schurti in the pits at Le Mans. The car finished fourth, high enough up the leaderboard to take the Group 5 Class, whilst Group 4 and IMSA categories also went to 911 pilots.





The Stommelen/Schurti 935 at Watkins Glen. Note the wheel covers, fitted halfway through the season to enhance brake cooling.

Engine bay of one of the works 935s.



The 936

The 936 was, in many ways, the exact opposite to the type of vehicle Fuhrmann wanted Porsche to field. Unlike the 934 and 935, it was difficult to see the link between the racers and the road cars, but the regulations issued by the FIA for 1976 meant that Porsche, whilst comfortable with its Manufacturers' Championship entry, would struggle to compete in the World Sports Car Championship with a Group 5 machine if some of the other prominent European makers developed a Group 6 racer specifically for this series. The 936 was basically a 'bitza' that could be used as an insurance policy, and give the Stuttgart marque a fighting chance at Le Mans – still an important race to win from a prestige and marketing point of view, despite it no longer being part of the FIA series.

Under Hans Mezger, design work on the 936 began behind closed doors in the autumn of 1975. The aluminium spaceframe was based largely on 908/03 Spyder practice, playing host to an open fibreglass body which resembled that of the 917/30 Can-Am cars, only with softer curves between the wheelarches, front-to-rear and side-to-side, shaped by the wind. When the 936 was first rolled out wearing its menacing silk black paint with Martini stripes, it looked years ahead of its time, despite the extensive use of old technology – at least in Weissach terms. In reality, there was no time to develop a host of new components, given that the first Group 6 race was due to start in the first week of April, just six months or so from when Ernst Fuhrmann and Helmuth Bott gave the project a green light.

Of course, one of the main components in any racing car is the engine, and Porsche already had a proven unit perfectly suited to Group 6 left over from the 1974 campaign – the 2142cc (83 x 66mm) turbocharged flat-six from the 1974 RSR Turbo (the forced induction multiplication factor of 1.4 taking it up to the regulation three-litre limit). The only thing that needed changing was the induction system, which was lowered and then adapted to take a pair of air-to-air intercoolers. The fuel-injected sohc engine was placed in a midship position, while the KKK turbo unit was in the tail. With a 6.5:1 compression ratio, it delivered 520bhp at 8000rpm – about 20bhp more than before due to the higher turbo boost pressures that could be used safely on the shorter events planned for 1976, rising to 40bhp more at the close of the season, although torque was reduced to around 350lbft.

To handle this level of power, the five-speed transaxle from the old 917 was adopted, with a triple-plate racing clutch in-between the engine and transmission. Wheels were 10.5J x 15 up front, and 15J x 15 at the rear, while most of the chassis components were borrowed from the Can-Am programme. Sporting a 2400mm (94.5in) wheelbase, the 936s had their own unique serial numbers, like the 935. Initially, just two of these 700kg (1540lb) machines were built – 936001 and 936002 – the first ready for testing in January 1976.



Porsche's Group 6 programme was kept a strict secret until the 936 broke cover during a testing session at Paul Ricard at the end of February 1976. Even then, Manfred Jantke played down the project, although many detail changes were made at the French circuit. Note the lack of an air box behind the driver, the multiple louvres in the front wing (their number later dramatically reduced), and the elegant BBS alloys (the rims were also changed as soon as the season started).

The engine was actually a stressed part in the 936, adding to spaceframe strength.





1976 season review

Politics threatened to ruin the first official round of the new Group 6 series, with the CSI issuing a rule change that suited the Alpine-Renaults just one week before the Nürburgring event. Porsche had been working around 16-inch Goodyear rubber on 15J rims, but the French *équipe* chose far wider rubber, and the regulations were modified in its favour. The German team issued a bitter press release, but, with so few races scheduled on home turf for 1976, decided to compete under protest.

The bad weather was not to blame for the 936's poor debut – it was a problem with the car's throttle linkage. Still, despite the trouble, Rolf Stommelen brought the machine home in fifth, just over three minutes down on the old 908/03 of Reinhold Joest. Remarkably, Toine Hezemans came second in a Group 4 934 at the Nürburgring, an event intended to showcase Group 6 machinery.

A few weeks later, the 936 was in Monza, painted white this time. Ickx and Mass proved untouchable, beating the second-placed Renault by a full lap. The Joest/Kraus pairing was lying third for most of the race in the updated 908, but lost a wheel in the final hour, though at least another Joest team car moved up to take the remaining podium spot.

Imola brought another win for the Martini-Porsche 936 and, with the cancellation of Spa, all eyes turned toward Le Mans,

The 936 making its debut at the Nürburgring. The dreadful weather conditions highlighted a problem with black coachwork – it was hardly photogenic in bad light, which is bad news for sponsors! After the German race, the paintwork was quickly changed to white to match the works 935s.



which, as noted earlier, fell to the works Porsche, complete with modified bodywork. Le Mans was not part of the championship, of course, but the race at Pergusa in Sicily two weeks later was; the Enna four-hour event turning out to be a cakewalk for the Porsche team.



The car driven by Jacky Ickx and Jochen Mass at Imola in May. The two scoops for drawing air into the engine were the same as those seen at the Nürburgring, and the front wing louvres were still unchanged at this time. Both were revised in time for Le Mans, with a huge air box planted behind the driver.



Anderstorp in Sweden was another meeting dropped from the calendar, and the 200-miler at Mosport being next up allowed teams to stay on after the Group 5 race if they could afford a month away from home. Group 7 machines won the day, but the 936 came third on the road (first in Class) to make absolutely sure of securing the championship crown.

The Road America meeting was another casualty, as was that planned for Estoril. This left only Dijon and the Salzburgring events, and both fell to the mighty 936. Mass and Ickx shared the driving in France, while the German driver went it alone in Austria.

WORLD SPORTS CAR CHAMPIONSHIP

Nürburgring 300km (4 April)

1	R Joest	Porsche 908/4 Turbo	1h 44m 55s/1st in Class
2	T Hezemans	Porsche 934	1h 47m 25s/1st in Class
3	H Bross	Lola T292/4	1h 47m 25s
4	H Kelleners	Porsche Carrera RSR	1h 47m 45s/2nd in Class
5	R Stommelen	Porsche 936	1h 48m 06s/3rd in Class
7	T Schenken	Porsche 934	1h 49m 20s/3rd in Class

Monza 4-hour Race (25 April)

1	J Ickx/J Mass	Porsche 936	153 laps/1st in Class
2	H Pescarolo/J-P Jarier	Alpine-Renault A442	1 lap down
3	H Godel/J Barth/R Joest	Porsche 908/03 Turbo	1 lap down/3rd in Class

Imola 500km (23 May)

1	J Ickx/J Mass	Porsche 936	2h 59m 58s/1st in Class
2	A Merzario/V Brambilla	Alfa Romeo 33TS12	4 laps down
3	H Godel/J Barth/R Joest	Porsche 908/03 Turbo	6 laps down/3rd in Class

Pergusa 4-hour Race (27 June)

1	J Mass/R Stommelen	Porsche 936	102 laps/1st in Class
2	E Pettiti/R Filannino	Osella-BMW PA4	10 laps down
3	S Sterzel/'Gimax'	March-BMW 75S	10 laps down
5	J Barth/E Kraus	Porsche 908/03 Turbo	12 laps down/2nd in Class

Mosport Park 200-miles (22 August)

1	J Oliver	Shadow DN4	1h 45m 58s
2	G Follmer	McLaren M20	1h 46m 05s
3	J Ickx	Porsche 936	1h 46m 44s/1st in Class

Dijon 500km (5 September)

1	J Ickx/J Mass	Porsche 936	2h 41m 24s/1st in Class
2	J Laffite/P Depailler	Alpine-Renault A442	2h 41m 50s
3	J-P Jabouille/J-P Jarier	Alpine-Renault A442	4 laps down

Salzburgring 200-miles (19 September)

1	J Mass	Porsche 936	1h 28m 25s/1st in Class
2	R Joest	Porsche 908/03 Turbo	2 laps down/2nd in Class
3	D Quester	Osella-BMW PA4	5 laps down
4	J Barth	Porsche 908/03	5 laps down/3rd in Class

The Porsche marque finished the season on 100 points, a stunning 53 ahead of Osella, and 55 ahead of the Renault team that many thought would have put up a better challenge. In the World Championship for Makes, Porsche's winning margin was just ten points.

This level of domination led to the demise of the EGTC, as it was becoming almost a one-make series ...

In the new-look Interserie events, Ernst Kraus took his 908 to third in the opening round at Kassel-Calden, although Reinhold Joest crashed out. Both stayed away from Zolder, but the Hockenheim meeting in late August saw a win for Joest and a fourth place for Jurgen Barth in a normally-aspirated 908/03. Porsches came first and second at the Nürburgring, and Joest was third at Mainz. At the sixth and final round, which witnessed a return to Hockenheim, Joest took the flag, with Barth not far behind in third. That crash in Kassel cost Joest dearly, and he finished the season in third as a result, beaten by Sauber and Lola pilots.



Porsche drivers, Bob Wollek and Reinhold Joest (with winner's laurels), after the Interserie race at the Nürburgring in early October.



Jacky Ickx.



Jochen Mass.

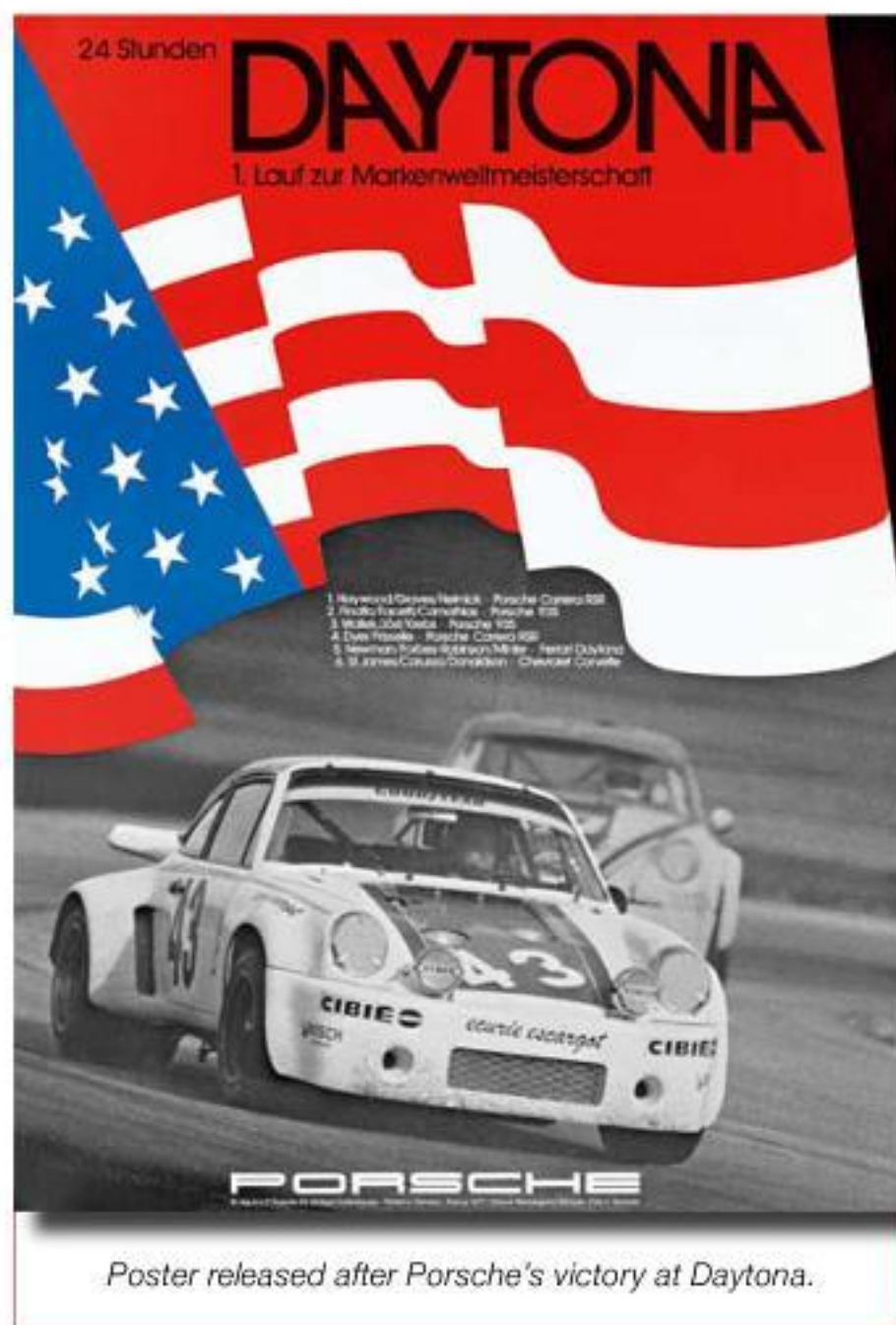
The FIA decided to continue the format introduced in 1976, so up for grabs was a World Championship for Makes and the World Sports Car Championship. Although organizers once again had to worry about attracting a large enough field to make an event worthwhile (four Group 5 races fell by the wayside, and four Group 6 races originally slated were cancelled, although Imola was added later on), this situation probably suited Porsche quite well, as it had competitive cars already on hand, and last year's drivers signed up for another season, too ...

The World Championship for Makes

A six-wheeled 935 had been spotted late in 1976 (several F1 machines had tried this layout by now) but, in spring 1977, a number of more conventional customer 935s were built – the 620bhp Group 5 Turbo Carrera (chassis 9307700901 to 9307700913). These replicas of the 1976 works machines had been released to wealthy private teams, such as those run by the Kremer brothers and the Georg Loos équipe (perhaps fortunately, as it happens). Another batch of 934s was built as well (chassis 9307700951 to 9307700960). At the same time, the 935 was improved for 1977, and two cars were entered by the factory in the odd round of the FIA Championship.

Daytona returned to the FIA-approved fold as the traditional season opener, but the Jacky Ickx/Jochen Mass machine was damaged twice after high-speed blow-outs, the second coming together with the safety barrier ending the race in the 16th hour of the sole works car. Ironically, although a Porsche Carrera from the Ecurie Escargot camp won the event, it was the second-placed 935 of the Italian Jolly Club that scored the points for Porsche, with a Kremer 935 following up to ensure that the Stuttgart marque claimed maximum points.

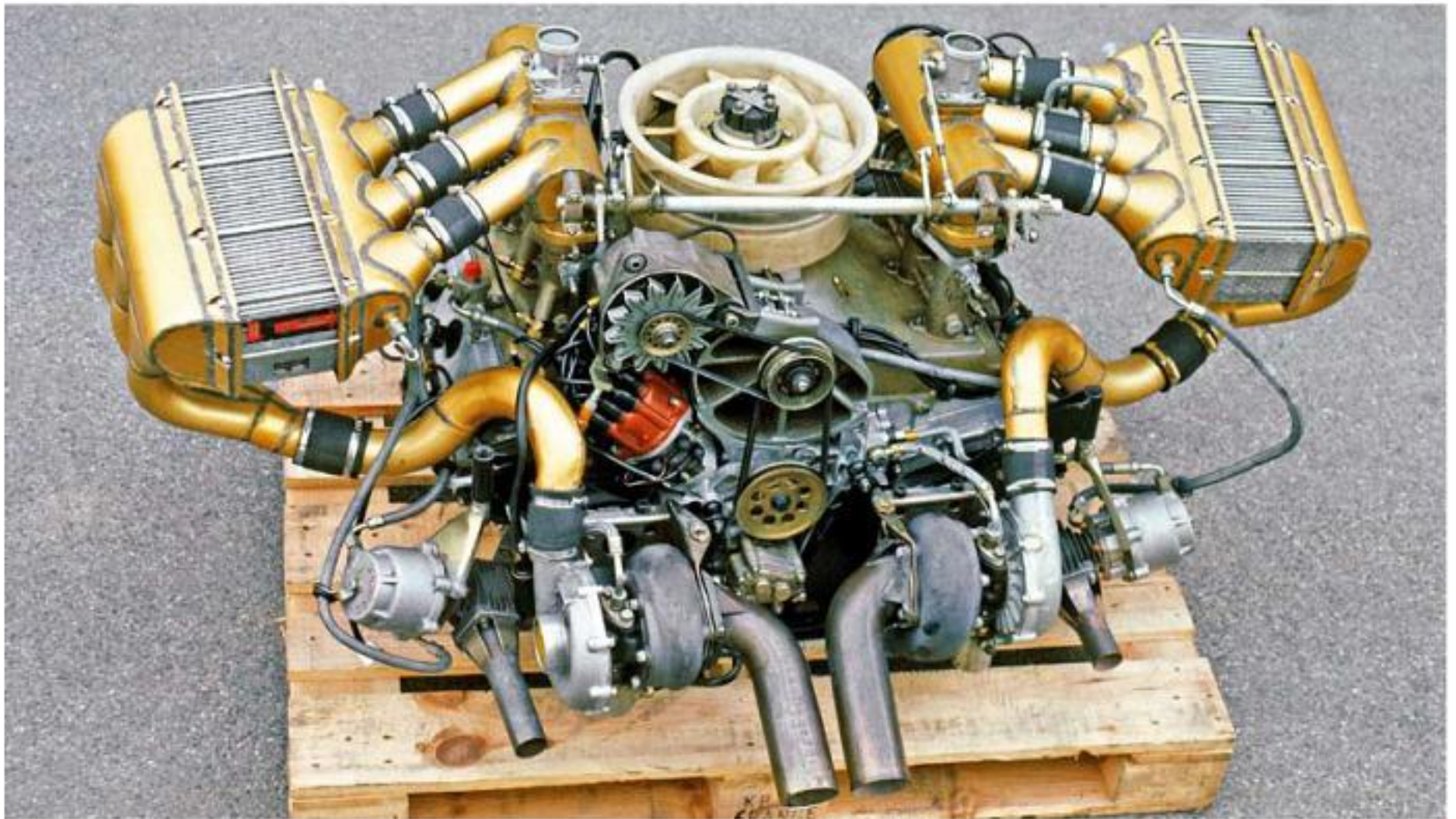
The first of the new four-speed 935/77 models were used by the factory team at Mugello, and were both faster and easier to drive on the limit (chassis number 93577.003 to 93577.005). They featured bodies that were more aerodynamic, lighter steering (power steering had been tried, but was not adopted, although the steering geometry was changed as a result), servo-assisted brakes (later withdrawn again after Jurgen Barth experienced a big accident that may have been due to this change) hiding behind unique Porsche-made alloy rims, and an updated engine (now listed as displacing 2857cc despite having the same bore



and stroke as the 1976 cars) that employed two smaller turbo units rather than a single large blower in order to reduce lag, as well as increasing power to 650bhp at 7900rpm.



Front and rear views of the 935/77, which made its debut at Mugello in March 1977.



The twin-turbo engine that powered the 935/77.



Action from Mugello, where 935s took the first three places.

However, the Italian event, held on 20 March, was not all that kind to the new Porsche. The Mass/Barth 935/77 (Jurgen Barth stood in for Ickx, as the Belgian was ill) was involved in an accident that took out the 935/77 and the leading Kremer 935 on lap 63, and it was left to an older works 935 handled by Rolf Stommelen and Manfred Schurti to take the flag. Dijon and Imola were cancelled, so the next race saw the teams move across the Channel to central England.

At Silverstone, it was the Ickx/Mass works 935/77 that was victorious, though the Kremer 935 of Wollek/Fitzpatrick had put up a sterling fight all the way to the flag. The race was essentially between these two cars, as one Gelo machine faltered and the second was eight laps off the pace, despite coming third overall. After three rounds, Porsche therefore found itself in a commanding lead in the championship, notching up 60 points against BMW's ten.

Two weeks later, at the end of May, a Gelo 935 won the ADAC 1000km at the Nürburgring, with no fewer than three Kremer machines close behind, and only a single BMW in the top five (the only Martini car went out with fuel-injection maladies, and also the same fan belt trouble that had delayed progress at Mugello).

The Austrian round was cancelled, so Watkins Glen was next on the calendar. The Glen witnessed a great comeback by the

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Three shots taken in the same spot at the Nürburgring during the classic ADAC 1000km Race, showing three of the privateers using Porsche technology. The Gelo car (with 'Loos' across the front lid) is the winning machine of Tim Schenken, Toine Hezemans and Rolf Stommelen, while the green 935 is the Kremer entry for Wollek/Fitzpatrick, which finished second on the day. The other vehicle is the 934 of Klaus Drees and Wolfgang Kauwertz.

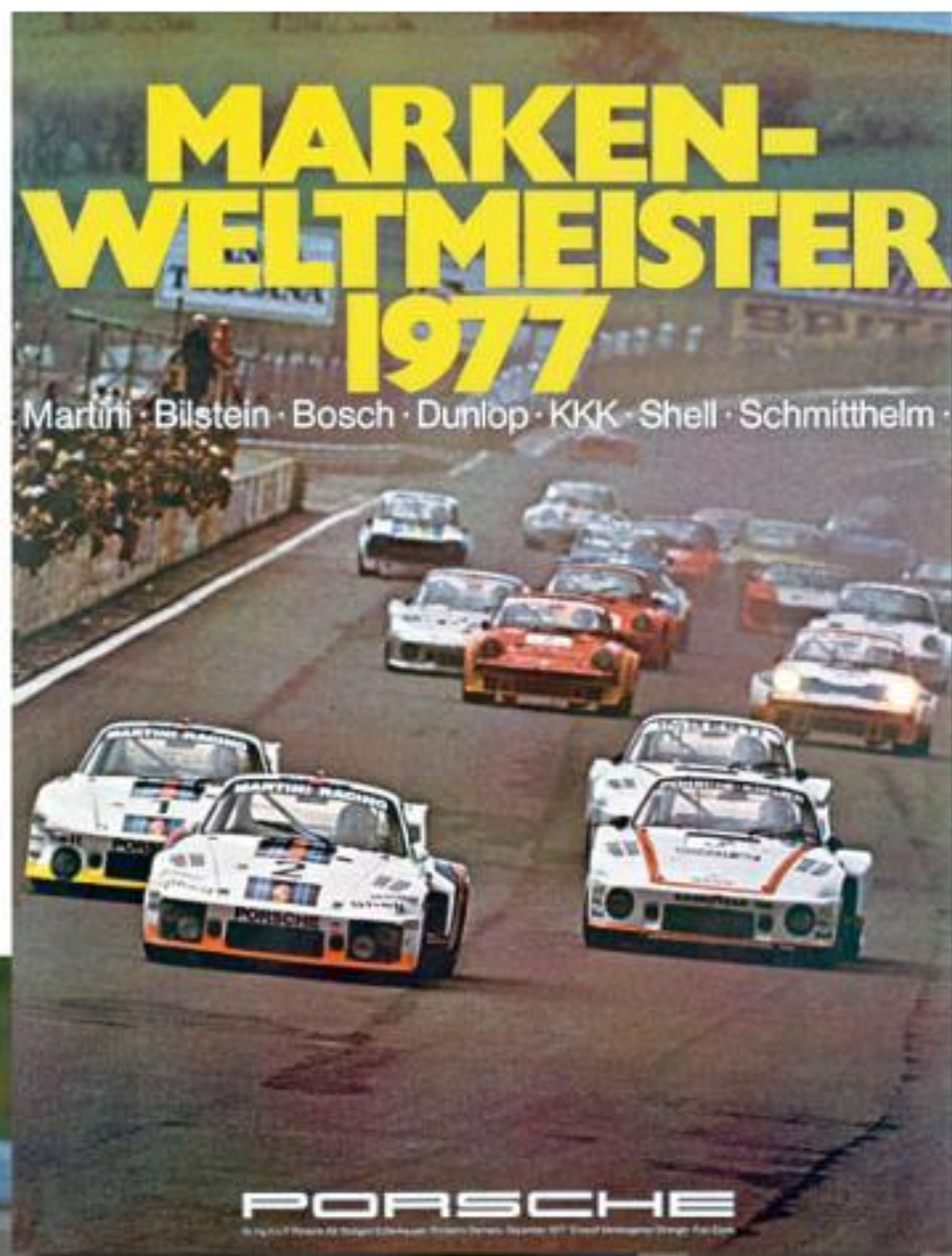


Ickx/Mass 935/77 after a part in the rear suspension broke. The repair cost the Martini-Porsche pair ten minutes in the pits, but they still won by a three-lap margin, followed home by 11 more 911-based machines. After only the fifth of nine rounds (Paul Ricard was also cancelled), the 935 was therefore already unbeatable – a champion had been declared midway through the season, despite the Martini cars not being as dominant as they were in 1976.

Across the border at Mosport Park, the single Martini car (driven by Ickx and Schurti) struggled with head gasket problems, and finished 21st overall. Peter Gregg and Bob Wollek won in the Brumos Porsche, but were later disqualified after the car they were driving was found to have an illegal suspension. At least Ludwig Heimrath and Paul Miller were there with a 934 to pick up the silverware, as BMW and Jaguar drivers took the lower spots on the podium.

The Brands Hatch event was shortened due to the English rain, though was still long enough for Ickx and Mass to claim victory in the works 935/77, followed home by four other 935s, a 934 and a Carrera before the first of the BMWs saw the chequered flag.

Although the Martini car claimed fastest lap, Bob Wollek and John Fitzpatrick emerged the winners in the two-heater at Hockenheim in the number one Kremer machine, and the 935 continued its victorious ways at the poorly-supported



After a season of complete domination, this poster is simply stating the obvious ...

The works 935/77 on its way to victory at Watkins Glen.





Action from Le Mans – the only Group 6 race Porsche entered. Ickx joined Barth and Haywood after the engine of the Belgian's 936/77 he was sharing with Pescarolo expired (the Stommelen/Schurti 935/77 also went out with engine trouble), and therefore shared the victor's laurels. It was Barth who brought the car over the line, by that time running on five cylinders.





(Pages 38-39) The 935/2.0 as presented to the press, along with detail shots of the interior, rear suspension and braking system, and the somewhat cramped engine bay. Engineers at Weissach were able to recycle the 935's original BBS alloys on the 'Baby' model.

Vallelunga event, thanks to a Scuderia Vesuvio entry, for Porsche to claim a convincing title win at the end of the season.

The 935 was a memorable machine in a memorable era of silhouette racing. As Manfred Jantke said: "I think the Porsche 935 is spectacular. It is a really fast car – we timed it at 220mph (352kph) at Le Mans. There's the flames from the exhaust and good drivers like Mass and Ickx, so we put on a good show for the public, and our engineers learn at the same time."

WSSC review

Porsche devoted more effort toward Group 5 than Group 6 for 1977, and with no less than 5 per cent of the company's development capacity dedicated to the racing programme, that was a lot of effort. The sad thing, of course, was the lack of competition in what was supposed to be a premier series; there was little to stop Alfa Romeo walking away with the trophy, as the Joest team was often the only Porsche runner present, and even it gave up midway through the season.

At Dijon, fuel-injection trouble delayed the top Joest car (a 908/36 TC), dropping it to seventh, while the normally-aspirated machine fell by the wayside after 50 laps with faulty ignition. The engine popped on the single Joest car at Monza, and it wasn't until Paul Ricard that the Porsche marque was represented again – and even then only by 911-based vehicles. No more Porsches were seen after that, as the Mosport and Hockenheim rounds were cancelled (just like Spa and Jarama had been), and none showed up at the Salzburgring event.

Meanwhile, once again, Le Mans was run outside the FIA championship, as a stand-alone event; after all, a Le Mans race held over anything less than 24 hours is not a Le Mans race! Jurgen Barth, Hurley Haywood and Jacky Ickx came through at the end to rack up another win for the Porsche factory at the Sarthe track, with an impressive winning margin of 11 laps for







their 936. Claude Ballot-Lena and Peter Gregg came home in third (first in Class) in a private JMS Racing Team 935, the two German cars separated by a Renault-powered Mirage (the actual works Renaults had a very bad day in front of their home crowd). A team led by Bob Wollek also took Class honours, coming seventh overall in a Kremer 934.

WORLD SPORTS CAR CHAMPIONSHIP

Dijon 500km (17 April)

1	A Merzario/J-P Jarier	Alfa Romeo 33SC12	3h 02m 18s
2	G Virgilio/'Amphicar'	Osella-BMW PA5	7 laps down
3	A de Cadenet/E Berg	Lola T290/45	9 laps down

Monza 500km (24 April)

1	V Brambilla	Alfa Romeo 33SC12	2h 40m 06s
2	G Francia/S. Artina	Osella-BMW PA5	1 lap down
3	D Tesini/'Gianfranco'	Osella-BMW PA5	4 laps down

Vallelunga 400km (29 May)

1	V Brambilla	Alfa Romeo 33SC12	2h 36m 18s
2	A Merzario	Alfa Romeo 33SC12	1 lap down
3	G Francia	Osella-BMW PA5	2 laps down

Pergusa 3-hour Race (27 June)

1	A Merzario	Alfa Romeo 33SC12	100 laps
2	E Strahl/P. Bernhard	Sauber-BMW C5	3 laps down
3	G Ceravolo/P. Anastasio	Osella-Ford PA5	6 laps down

Estoril 2.5-hour Race (10 July)

1	A Merzario	Alfa Romeo 33SC12	89 laps
2	V Brambilla	Alfa Romeo 33SC12	89 laps
3	G Francia/S Dini	Alfa Romeo 33SC12	3 laps down

Paul Ricard 500km (24 July)

1	A Merzario/J-P Jarier	Alfa Romeo 33SC12	3h 23m 15s
2	J Obermossler/P-F Rousselot	TOJ SC302	2 laps down
3	J-P Jaussaud/J Henry	Chevron B31	5 laps down

Imola 250km (4 September)

1	V Brambilla	Alfa Romeo 33SC12	1h 29m 44s
2	G Francia	Osella-BMW PA5	1 lap down
3	G Anzeloni/L Lombardi	Osella-BMW PA5	3 laps down

Salzburgring 300km (18 September)

1	V Brambilla	Alfa Romeo 33SC12	1h 27m 27s
2	A Merzario	Alfa Romeo 33SC12	1 lap down
3	G Francia/S Dini	Alfa Romeo 33SC12	2 laps down



(This page) A Max Moritz 935, and Kremer 934 and 935s racing in the German GT Championship, or DRM (Deutsche Rennsport Meisterschaft). Rolf Stommelen was the top driver in 1977, guiding one of the Gelo team Porsches to victory in five of the ten rounds; Bob Wollek was close behind, having won four of the remaining races.





The 'Baby' was only ever raced twice, winning its second DRM outing with ease after a disappointing debut at the Norisring.

The World Sports Car Championship naturally went to Alfa Romeo that year, although it's ironic that Porsche probably got almost as much publicity by winning Le Mans as the Italian brand did for dominating the Group 6 season. The FIA would definitely have to rethink the series sooner rather than later.

The German GT Championship

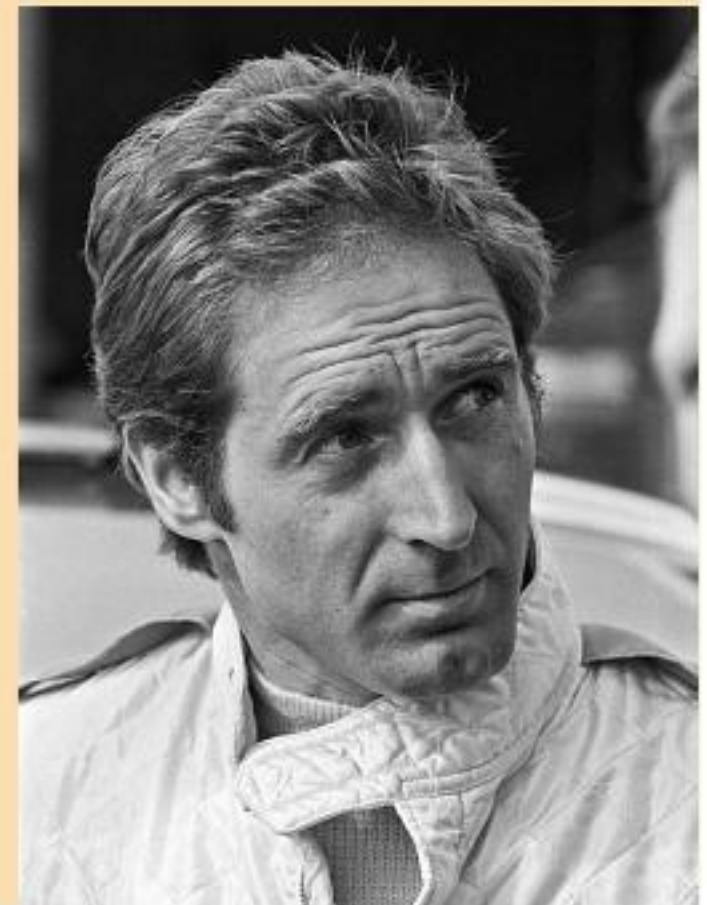
With the European GT Championship gone, Porsche decided it would enter a special 935 in the domestic GT series (the DRM). Known as the 935/2.0, or 'Baby' at the factory, this five-speed machine had a 1425cc (71 x 60mm) fuel-injected engine, which is right on the two-litre limit once the forced induction multiplication factor has been added in to allow for the single KKK turbocharger. Sporting a 6.5:1 compression ratio and four valves per cylinder, the flat-six developed 370bhp at 8000rpm, which gave vivid performance seeing as the 'Baby' was 220kg (484lb) lighter than a regular 935/77.

The car (chassis 935.2.001) made its debut at the Norisring on 3 July, driven by none other than Jacky Ickx. It qualified poorly and failed to finish, but was on pole at Hockenheim later that month and won Division II by a country mile. This show of strength drew a lot of hostility from the other makers, and Porsche decided to withdraw from the series, as two-litre 911 road cars had not been sold for many years. But a point had certainly been proved: the Stuttgart company was capable of winning in any category, no matter how much the FIA tried to blunt Porsche's domination of the tracks.

Across the Atlantic, Porsche pilots swept the board in the IMSA Camel GT series, with little to stand in the way of the 934 in the GTO category. Oddly, though, the drivers' title went to Al Holbert in a Chevrolet Monza, with Porsche men Hurley Haywood and George Dyer second and third.



Rolf Stommelen.



Manfred Schurti.

The FIA, despite lacking the support of the major factory teams, decided to continue with the 1976 and 1977 format, with Group 5 cars competing for the World Championship of Makes, and Group 6 machines fighting for the World Sports Car Championship, the latter restricted to European venues for 1978. In an era when it cost roughly £60,000 to buy a 935 and make it competitive, this pretty much excluded enthusiastic amateurs from the Group 5 field, while few were interested in the Group 6 arena – shockingly sparse grids being largely made up of turnkey cars like Osellas and Chevrons.

The Group 5 scene

Rolf Stommelen and Toine Hezemans won at Daytona on 5 February, with Peter Gregg helping out the Gelo drivers. They won in their 935 by a clear 30 laps, although all of the top seven places were claimed by Porsches, with GTX and GTO Class wins along the way, and a GTU win for the 911 that finished in 11th place, 76 laps down on the winning car.

The BMW threat never materialized at Mugello. Instead, the Gelo 935/77A of John Fitzpatrick, Toine Hezemans and Hans Heyer won after a close race in which the main Kremer challenge quite literally went up in smoke. The Konrad Racing 935/77A finished second, a lap down, while one of the BMWs came third, followed home by a pair of private 935s.



The Dick Barbour 935/77, driven to a creditable second place at Daytona by Barbour himself, Johnny Rutherford and Manfred Schurti.

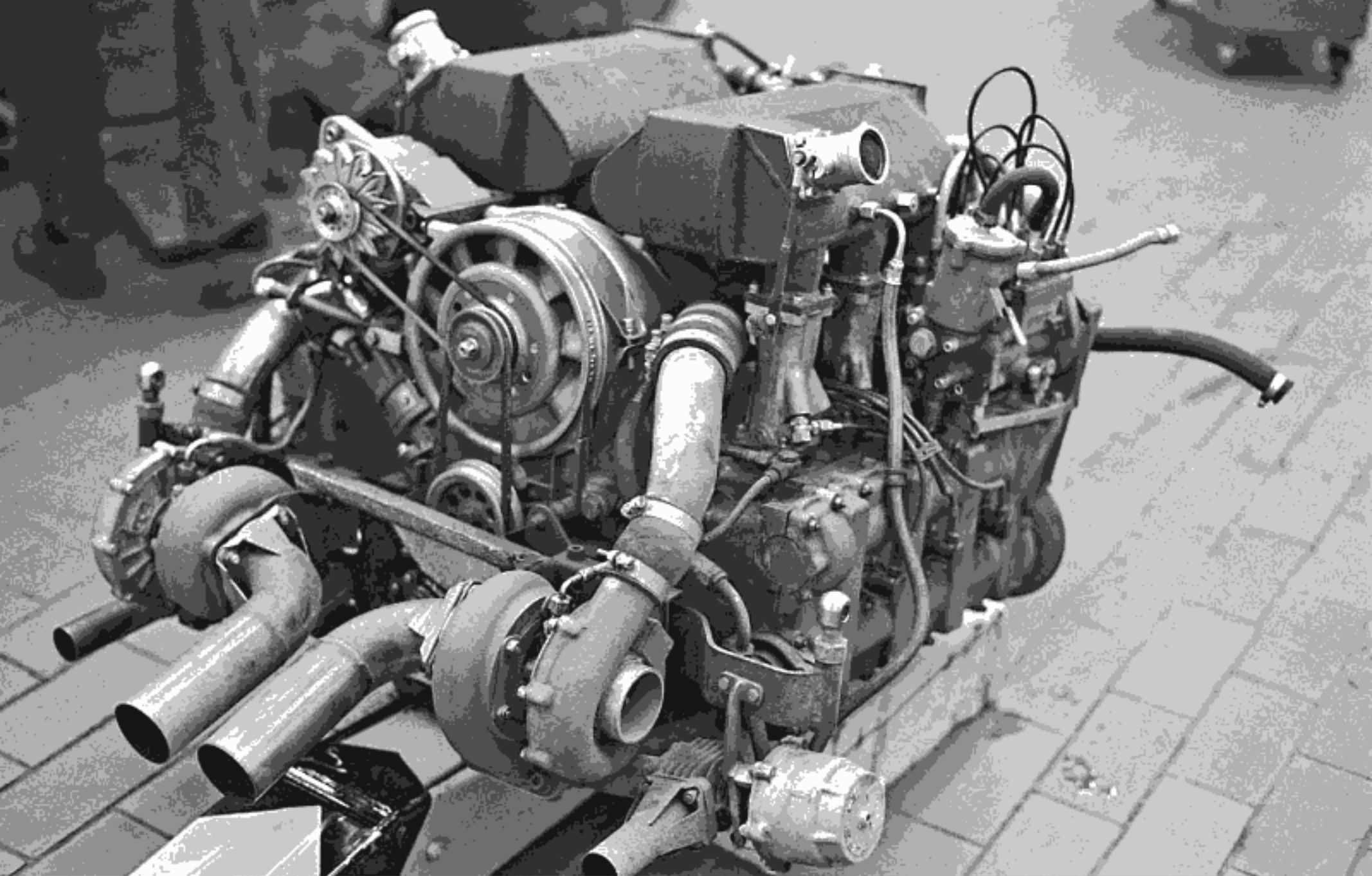
The Kremer car that took fifth at Daytona (third in Class).





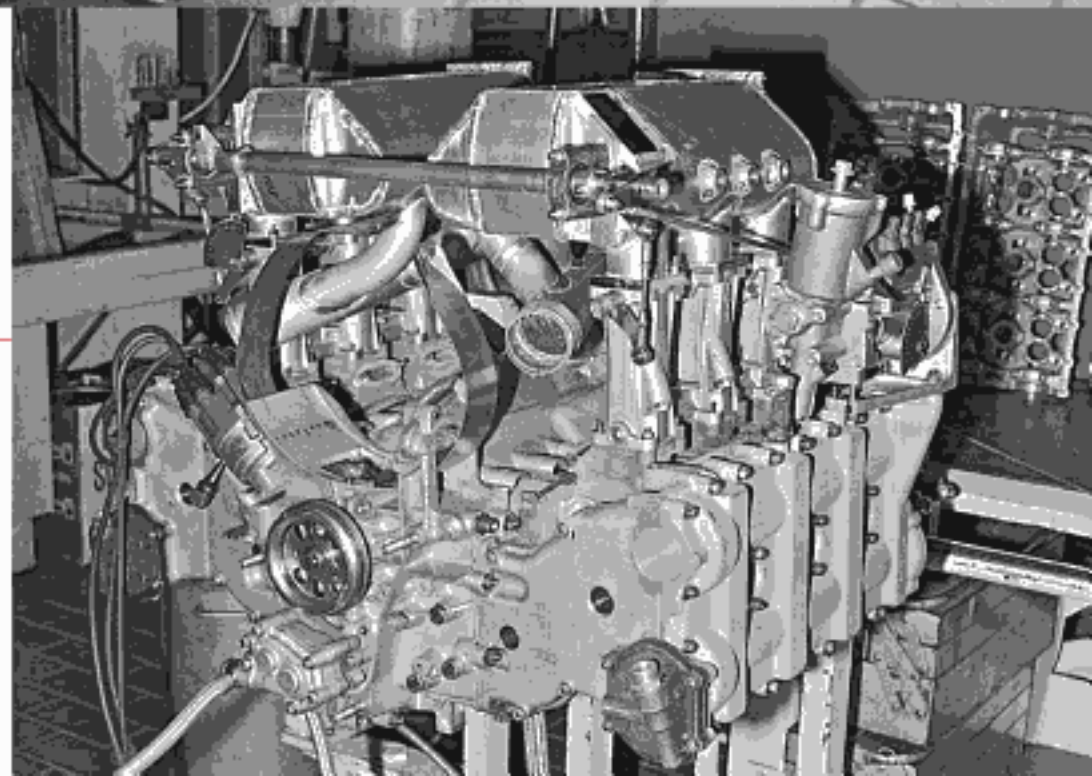
The 935/78 taking shape in the Porsche Competition Department at Weissach, after the original doors were rejected by FIA officialdom (the initial design joined the front and rear wings, with a NACA duct taking air into the engine bay, although it was ultimately declared that the standard doors had to be retained, calling for this revised coachwork). As well as a couple of 935/78 coupés for the factory (935.78006 and 935.78007 using 3211cc powerplants), a run of 2.8 litre 935/77As were built for customers (chassis 9308900011 to 9308900025).





The novel Type 935/71 six-cylinder engine that powered the 935/78, complete with a hybrid cooling system that combined water-cooling for the four-valve per cylinder head and conventional (by Porsche standards, at least) cooling for other areas of the 750bhp twin-turbo unit via a rear-mounted fan. The four-valve head and its cooling system had been investigated when the 908 racer was still current.

Dijon, held on 16 April, was another exciting Porsche-versus-Porsche battle, although, this time, it was the turn of the Kremer 935/77A of Bob Wollek and Henri Pescarolo to take the chequered flag at the end of a race shortened by two hours due to bad weather. The only Gelo car still running came second, with BMWs third and fourth. The GT Class was claimed by Angelo Pallavicini's 934, which was eighth in the overall classification.





Dramatic views of the 935/78; one in particular showing why the car was christened 'Moby Dick.' The regular rear spoiler on the 911 Turbo was referred to as a whale-tail, of course, so what else would one name a vehicle like this?

'Moby Dick' making its debut at Silverstone, and the interior of the same car. In warmer weather, ducts were placed over the central air vents to direct a cooling breeze toward the driver. Note the right-hand drive steering employed for the 935/78.





The winner of the Nürburgring 1000km was this beautifully-prepared Gelo 935/77A.

Spa was cancelled, so it was Silverstone on 14 May that witnessed the Porsche and BMW works cars go head-to-head for the first time in the season, with the debut of the right-hand drive 935/78 against the new turbocharged machine from Munich.

With the 935/78, only the central part of the bodyshell remained, with new front and rear ends, lightweight panels, and a glassfibre floor. A tubular spaceframe took the suspension and engine assemblies, whilst body rigidity was maintained courtesy of the strength of the aluminium rollcage. The significantly lower 1060kg (2332lb) car ran on massive 11J and 15J cast magnesium alloys (16-inch diameter rims up front, with 19-inch ones at the rear, as per 1976) shod with Dunlop racing rubber, behind which hid larger, uprated brakes.

The Type 935/71 flat-six (95.7 x 74.4mm to give 3211cc) had water-cooled, twin-cam heads with four valves per cylinder, and took advantage of the new crankshaft used in the contemporary production cars – the larger bearing faces were extremely useful in the harsh conditions an engine experiences during a race. With a pair of KKK turbos (complete with a front-mounted intercooler), a 7.0:1 compression ratio and a smaller, relocated cooling fan, the unit gave between 750 and 850bhp at 8200rpm, along with a maximum 560lbft of torque.

Capable of 227mph (363kph), it was an easy win for the four-speed 935/78 – the sole works car – of Jacky Ickx and Jochen Mass, christened 'Moby Dick' because of its giant whale-tail rear spoiler. Seven laps further back, the Kremer and Georg Loos Gelo teams fought for second place, although one of the BMWs came through for third after all three of the Gelo 935/77As fell by the wayside for one reason or another. Manfred Jankte stated that Silverstone was considered a practice run for Le Mans, so he must have been pleased with his team's results.

The Nürburgring round was held as two heats on 28 May, Klaus Ludwig and Hans Heyer winning the first in a Gelo 935/77A, and it was this team (later helped by Hezemans) that won on aggregate, despite a Kremer car taking the flag in the second heat. The consistency of Schurti and Ickx secured second place overall for the Max Moritz-entered 935, whilst Wollek and Pescarolo came third for the Kremer team.

At Misano, the sixth round of the endurance championship after the Österreichring event was cancelled, it was Wollek

Another 934 caught on film at the Nürburgring round. This car was from the Max Moritz stable.



The 934 of Peter Zbinden and Edi Kofel at the Nürburgring. The pair finished 18th overall, and third in the GT Class (only one lap down on the category winner).





Jacky Ickx and Manfred Schurti were leading comfortably at Vallelunga on 3 September until a fuel-injection pump drive belt snapped minutes from the end. This was only the third outing of the season for the 935/78.

and Pescarolo who took the honours for the Kremer brothers, although the team stayed away from the next round at Watkins Glen a couple of weeks later. Gelo sent one car to the States, which duly took the flag, despite some stern opposition from American racers.

The rounds at Mosport, Estoril and Hockenheim were all cancelled, leaving the race at Vallelunga to decide the title. Wollek and Pescarolo won the Italian event for the Kremer brothers, taking the lead from the works car ten minutes before the end after the latter suffered a broken fuel-injection pump drive belt; Gelo cars came second and third.

Having experienced little or no opposition during the year, it was no surprise that Porsche was crowned World Champion marque, with BMW second and Chevrolet third. New categories in the IMSA Camel GT series couldn't keep Porsche from dominating. Peter Gregg easily won the 1978 crown, with fellow 935 drivers Bill Whittington and Gianpiero Moretti taking second and third place honours in the title chase. In the SCCA Trans-Am series, Porsche was beaten by Chevrolet, whilst Ludwig Heimrath was top driver for the Stuttgart marque, coming third in a 935.

The sports car scene

Le Mans continued to be run as a separate event, shunning the FIA, while the planned two-seater rounds at Imola, Estoril and Jarama were all cancelled, leaving only five fairly minor races to make up the championship series. Sports car racing had hit a new all-time low, and it came as no surprise that the FIA killed off the Group 6 category in 1979; indeed, the biggest surprise was that it hadn't done so earlier.

For those with a warped sense of humour, the strange finish in the first round of the championship couldn't have been better scripted in a *Dastardly & Mutley* cartoon. The Joest pit crew felt that, as their boss was so far in the lead, they'd polish the 908/36 to make it pretty for the ensuing publicity pictures. However, the Osella in second was far closer than they'd realised, and Reinhold Joest found himself having to catch the BMW-powered machine after leaving the pits on the last lap. Despite a huge effort, the shiny Porsche finished a couple of car lengths down, what was initially a certain victory thrown away.

Joest made sure of a win at Monza, and then again at Vallelunga, sharing the driving on that occasion with Mario Casoni. The race at Enna went to an Osella, but Joest was again handed the trophy in Austria, securing the title as a result.

WORLD SPORTS CAR CHAMPIONSHIP

Nürburgring 300km (2 April)

1	G Francia	Osella-BMW PA6	1h 26m 58s
2	R Joest	Porsche 908/36	1h 26m 58s/2nd in Class
3	I McLaren	Chevron B36	1h 32m 47s

Monza 300km (23 April)

1	R Joest	Porsche 908/36	1h 51m 17s/1st in Class
2	J Obermosser	TOJ SC206	2 laps down
3	'Gimax'	Osella-BMW PA6	5 laps down

Vallelunga 400km (14 May)

1	R Joest/M Casoni	Porsche 908/36	2h 41m 55s/1st in Class
2	C Francisci/M Gallo	Osella-BMW PA6	1 lap down
3	'Gimax'	Osella-BMW PA6	3 laps down

Pergusa 400km (16 July)

1	G Francia/'Gimax'	Osella-BMW PA6	1h 19m 42s
2	L Moreschi/'Amphicar'	Osella-BMW PA6	1h 21m 13s
3	G Naddeo	Alpine-Renault A441	2 laps down

Salzburgring 250km (17 September)

1	R Joest	Porsche 908/36	1h 19m 39s/1st in Class
2	G Francia	Osella-BMW PA6	1h 20m 11s
3	'Gimax'	Osella-BMW PA6	1 lap down

The Sports Car Championship was won with ease by Reinhold Joest. However, disgust amongst some of the classic US race organizers led to the foundation of the World Challenge for Endurance Drivers, a series that was recognized and ultimately sanctioned by the FIA. This took in the Daytona 24-hour Race, the 12 hours of Sebring, and six-hour races at Talladega, Daytona and

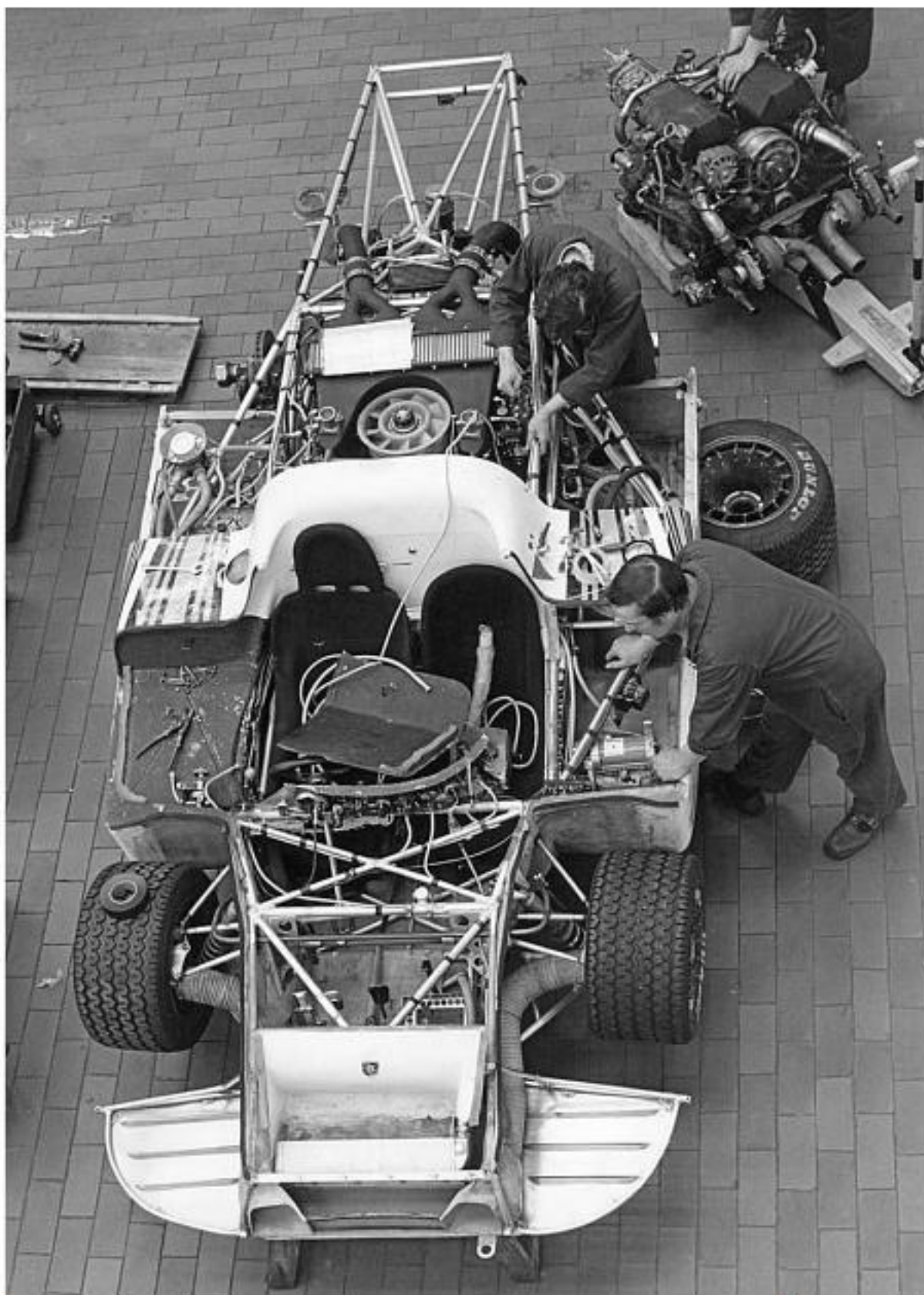


The different tail spoiler and huge NACA duct down the side of the car readily distinguish the 936/78 from its predecessors.

Road Atlanta, as well as the Nürburgring 1000km and Le Mans. Porsche man John Paul won the inaugural title, with Bonky Fernandez second and Peter Gregg third.

Meanwhile, Le Mans had been a Porsche versus Renault epic. The June classic saw the German factory enter a solitary 800bhp long-tail 935/78 (the car that won at Silverstone, this time driven by Rolf Stommelen and Manfred Schurti) to augment the three 936s it had also fielded, two having twin-turbo 580bhp engines (a new machine and last year's winner), and the third (the 1976 winner) with the older, proven single turbo set-up.

Chassis 936003 was a totally new 936/78, with uprated mechanical components (such as the adoption of twin-turbochargers and water-cooled multi-valve heads) and a modified body, prepared for the dream team of Jacky Ickx, Henri Pescarolo and Jochen Mass. Unfortunately, this number 5 car went out following an accident, ironically, at the Porsche Curve. The other two cars comprised 936001 for Wollek and Barth (number 6



A 936/78 being built at Weissach. Note the twin-turbo engine in the background.



One of the many 934s present at Le Mans in 1978.

With Schurti and Stommelen at the wheel, 'Moby Dick' qualified third on the grid at Le Mans (only the top Group 6 machines were faster), but a number of minor problems – including an oil leak and a stubborn misfire – dropped the famous 935/78 to eighth when the chequered flag fell on 11 June.





Two weeks after Vallelunga, the non-championship Norisring Trophy race provided the fourth and final run for the 935/78. The brakes failed, ending Jacky Ickx's challenge after 14 of the 62 laps.

Bob Wollek in German GT Championship action, seen here at the Nürburgring in a Kremer 935/77A in October (the final round of the DRM season). Harald Ertl won the title driving a BMW, but Porsche man Hezemans was second, with Wollek third, Fitzpatrick fourth, and Ludwig fifth.



Peter Gregg.



Claude Ballot-Lena.



Having been heavily involved in rallying in the 1960s and at the start of the 1970s, Porsche once again took a serious interest in this arm of the sport in 1978, possibly due to the success of Jean-Pierre Nicolas, who won the Monte Carlo Rally with a 911 that year. Porsche's sights were set on the Safari – the only major rally to elude the Stuttgart marque – with two cars prepared for the African event, sponsored by Martini; they ultimately came second and fourth ...

with the latest 936/78 body and a new version of the 2.1 litre engine), and 936002 (the vehicle that won in 1976, retaining last year's body and power unit, and wearing number 7) for Haywood, Gregg and Joest.

1978 was not to be Porsche's year, however, as Renault-Alpine took the spoils. The Wollek/Barth 936/78 came second, five laps down on the winning Renault-Alpine A442 (with Renault Sport as its entrant, it was no longer called an Alpine-Renault!) despite help from Ickx (the car was slowed by a broken fifth gear earlier in the race), while the 936/77 was third. Another Renault came fourth, and then 935s took the next four places (the works machine finished eighth); five more Porsches were among the 24 finishers, awarding the IMSA, Group 4 and Group 5 categories to 911-based machines.



1979

The FIA finally took the hint and scrapped the Group 6 format, concentrating instead on the World Championship of Makes as the premier sports car series, running with Group 5 machinery over 11 rounds with Group 6 vehicles allowed at certain events to add a bit of colour. As Denis Jenkinson pointed out at the time: "Looking back through history it seems that international motor racing is unable to support a strong Grand Prix scene and a strong sports car scene." With the F1 circus attracting record crowds and big budgets, it's fair to say there was little left over in the pot for anything else, a situation that would become especially poignant as the effects of the second major fuel crisis of the decade were about to hit at any moment.

In the meantime, Porsche had made another batch of 935s for selected customers, these 935/79s having improved transmissions and brakes and carrying chassis numbers running from 9309900026 to 9309900033. Three more factory cars were



The Porsche display at the 1979 Automobilausstellung CMT, a Stuttgart event usually aimed at caravanning and touring by motor vehicles. It is such a shame that, at the height of their development, these 935 works racers were already consigned to the Porsche museum.

also completed just in case Porsche decided to mount a Group 5 campaign. However, it was declared that privateers would represent the marque, and ultimately these machines found their way to American owners, including the Brumos team, in time for the 1980 season. These were the last 935s built.



Action from Daytona with the Joest car of Reinhold Joest, Rolf Stommelen and Volkert Merl leading the Gelo machine of Manfred Schurti, John Fitzpatrick and Bob Wollek on the famous banking. Both cars failed to finish.



The Daytona winner, handled by Hurley Haywood, Danny Ongais and Ted Field.

The 1979 season in review

Daytona was won by the Interscope Racing 935/79 of Hurley Haywood, Danny Ongais and Ted Field (the latter being the owner of the two-car team). However, with about five laps to go, it developed engine trouble, so rather than risk more damage with a massive time advantage in hand over the second-placed Ferrari, Ongais sat close to the finishing line and waited for the flag to drop. It was hardly a full bore victory, but a win is a win after all's said and done.

The Gelo, Joest and Dick Barbour entries had a very disappointing event, despite a host of top drivers. Therefore, it was the smaller teams that came through at the end, with Bruce Canepa's 935 third (second in the GTX Class), and the Whittington brothers – helped by Jurgen Barth – close behind. The GTU category went to Mazda, but third in Class went to the 911 of Bond and Tilton, while a pair of RSRs took second and third in the GTO group (won by the second-placed Ferrari).

As the circus moved to European soil, Mugello had only 18 entries, and even then four were not eligible for championship points. This was the kind of field that prompted the cancellation of the Group 6 series, and was a less than promising start to a new championship era. Forgetting the Group 6 machines – which only made up the numbers insofar as the championship title chase was concerned – the front of the grid was dominated by a Jolly Club 935 and two similar-looking Gelo machines. An accident delayed the Italian entry, leaving the Gelo 935/77As a clear run, as even the Osella brigade couldn't touch their pace.

Estoril was cancelled, leaving Dijon next on the calendar. The old Joest 908/36 led from start to finish, with 935s filling the next four places. Silverstone in May saw both Porsche and Kremer entries, as well as a number of other interesting machines using the BRDC event as a Le Mans shakedown. The Stuttgart factory entered a 936/78 (the car that had won Le Mans in 1977) piloted by Brian Redman and Jochen Mass, which led the race comfortably until an accident put it out. However, it was still classified tenth (second in Class) having completed so many laps before it was sidelined. Other than the Alain de Cadenet Lola, which came second, 911-based cars dominated the top slots with a Gelo 935/77A winning by seven laps clear. The same team won



The Gelo 935/77A that won at Mugello in March.



Reinhold Joest sitting waiting to roll at Dijon. Joest's 908/36 won the April event with ease, while the 935 seen behind it finished in fifth.



The 936/78 in its Essex Petroleum livery. While it carried number 1 at Silverstone, the two entered at Le Mans wore numbers 12 and 14.

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MOTORSPORT

Founded in the year nineteen twenty-four



The Silverstone 936/78 featured on the cover of the June 1979 edition of MotorSport. The respected Kremer K3 model was supposed to have made its debut at the event but didn't even make the start line. The creation of Manfred and Erwin Kremer, it took Ludwig to a win at Le Mans and the DRM title in its maiden year.

in Germany four weeks later, the Gelo and Kremer cars having a battle royale for the podium places once the Joest 908 came to a standstill suffering from a heavy fuel leak.

The highlight of Pergusa was the appearance of the new Lancia Montecarlo as there was very little Porsche interest amongst the 12 starters. Watkins Glen had a far bigger field, but the race was led from start to finish by Porsche 935 drivers. It was the turn of the Joest 908 to take the honours at Brands Hatch, with



The Kremer K3 of Klaus Ludwig and Axel Plankenhorn at the Nürburgring, awaiting the start of the ADAC 1000km event in June. The demanding full circuit was still in use for Group 5 racers, even though the F1 circus had long since decided it was too dangerous and last visited this classic venue in 1976.



A relaxed mood at Watkins Glen with Dick Barbour, Paul Newman and Rolf Stommelen enjoying a break together. The trio was second at Le Mans in one of Barbour's 935s, sandwiched between a pair of Kremer machines.



(Pages 56-57) A stunning series of shots taken at Porsche's traditional garage for the Le Mans race, situated in Teloché. Soon the cars would be too low to drive to and from the circuit ...

a K3 second, making up for a sister car failing to finish. With Mosport cancelled, it was left to Vallelunga to wrap up the season although the Joest, BMW M1 and Lancia works machines fell by the wayside and, with none of the main 935 contingent in the entry list, it was a good day for the Osella guys. Nonetheless, Porsche won the world title by a country mile, with Lancia second, BMW third and Ford fourth.

Still outside the championship – even though the Daytona 24-hour event was included – was the Le Mans classic (held 9-10 June in 1979). Porsche's main hopes were pinned on a pair of Essex Petroleum-sponsored 936/78s assigned to the experienced teams of Ickx/Redman (936003) and Wollek/Haywood (936001), while the Group 5 category was handled entirely by privateers. About the only change compared with last year's 936 was an uprated transmission although, once again, the Stuttgart team had to deal with an accident involving the newer machine. It survived, only to have an electrical problem whilst Ickx was driving, and that was the end of 003's challenge. The second car, which had been running roughly early in the race, developed a terminal engine problem with five hours to

WORLD CHAMPIONSHIP

Daytona 24-hour Race (4 February)

1	H Haywood/D Ongais/T Field	Porsche 935/79	684 laps/1st in Class
2	J Morton/A Adamowicz	Ferrari 365GTB/4	635 laps-
3	R Mears/B Canepa/M Shelton	Porsche 935/77	627 laps/2nd in Class
4	D Whittington/B Whittington	Porsche 935/79	622 laps/3rd in Class
7	R Bond/R Tilton	Porsche 911	612 laps/3rd in Class
8	T Garcia/J Montalvo/A Vadia	Porsche Carrera RSR	587 laps/2nd in Class
9	L van Every/A Tisdelle/R Overby	Porsche Carrera RSR	579 laps/3rd in Class

Mugello 6-hour Race (18 March)

1	J Fitzpatrick/M Schurti/B Wollek	Porsche 935/77A	138 laps/1st in Class
2	B Wollek/J Ickx/M Schurti	Porsche 935/77A	136 laps/2nd in Class
3	C Facetti/M Finotto	Porsche 935/77	136 laps/3rd in Class
5	A Pallavicini/M Vanoli	Porsche Carrera RSR	122 laps/1st in Class
6	E Calderari/W Spavetti	Porsche Carrera RSR	120 laps/2nd in Class
9	M Onori/M Orsi	Porsche 934	110 laps/3rd in Class

Dijon 6-hour Race (22 April)

1	R Joest/V Merl/M Ketterer	Porsche 908/36	255 laps/1st in Class
2	B Wollek/J Ickx/M Schurti	Porsche 935/77A	251 laps/1st in Class
3	D Schornstein/E Doren	Porsche 935/77A	239 laps/2nd in Class
4	C Haldi/H Loewe	Porsche 935/77	235 laps/3rd in Class
7	P Zbinden/E Kofel	Porsche 934	226 laps/1st in Class
10	E Calderari/W Spavetti/A Severi	Porsche Carrera RSR	222 laps/2nd in Class
11	A Pallavicini/M Vanoli	Porsche Carrera RSR	220 laps/3rd in Class

Silverstone 6-hour Race (6 May)

1	J Fitzpatrick/H Heyer/B Wollek	Porsche 935/77A	229 laps/1st in Class
2	A de Cadenet/F Migault	De Cadenet-Lola-Ford	222 laps
3	D Schornstein/E Doren	Porsche 935/77A	217 laps/2nd in Class
4	C Grandet/J-P Delaunay	Porsche Carrera RSR	210 laps/1st in Class
5	M Schurti/B Wollek/J Fitzpatrick	Porsche 935/77A	210 laps/3rd in Class
6	P Zbinden/E Kofel	Porsche 934	210 laps/2nd in Class
7	J-L Schlessler/J Guerin/G Bleyne	Porsche 911SC	207 laps/3rd in Class
10	B Redman/J Mass	Porsche 936/78	193 laps/2nd in Class

Nürburgring 1000km (3 June)

1	M Schurti/B Wollek/J Fitzpatrick	Porsche 935/77A	5h 57m 35s/1st in Class
2	K Ludwig/A Plankenhorn	Porsche 935 K3	5h 57m 49s/2nd in Class
3	B Redman/H Pescarolo	Porsche 935/77A	1 lap down/3rd in Class
7	J Lassig/G Holup/H-P Duge	Porsche 934	4 laps down/1st in Class
8	K Utz/A Jahn	Porsche Carrera RSR	4 laps down/2nd in Class
10	A Pallavicini/E Calderari	Porsche Carrera RSR	5 laps down/3rd in Class

Pergusa 6-hour Race (24 June)

1	L Lombardi/E Grimaldi	Osella-BMW PA7	184 laps
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2	R Patrese/C Facetti	Lancia Montecarlo	179 laps
3	A Pallavicini/M Vanoli	Porsche Carrera RSR	177 laps/2nd in Class

Watkins Glen 6-hour Race (7 July)

1	K Ludwig/D Whittington/B Whittington	Porsche 935 K3	175 laps/1st in Class
2	R Stommelen/D Barbour/P Newman	Porsche 935/77A	171 laps/2nd in Class
3	B Akin/R McFarlin/R Woods	Porsche 935/77	170 laps
4	E Forbes-Robinson/B Lunger	Porsche 935/77A	169 laps/3rd in Class

Brands Hatch 6-hour Race (5 August)

1	R Joest/V Merl	Porsche 908/36	231 laps/1st in Class
2	K Ludwig/A Plankenhorn	Porsche 935 K3	229 laps/1st in Class
3	A Charnell/M Raymond	Chevron B36	220 laps
4	D Schornstein/E Doren	Porsche 935/77A	218 laps/2nd in Class
8	E Calderari/W Spavetti/R Maritz	Porsche Carrera RSR	209 laps/1st in Class
9	A Pallavicini/M Vanoli	Porsche 934	208 laps/2nd in Class
10	B Williams/D Wood	Porsche Carrera RSR	205 laps/3rd in Class
22	W Percy/J Slaughter	Porsche 924	177 laps/1st in Class

Vallelunga 6-hour Race (16 September)

1	L Lombardi/G Francia	Osella-BMW PA7	265 laps
2	E Coloni/P Barberio/G Vatielli	Osella-BMW PA6	261 laps
3	'Gero'/'Robin Hood'	Osella-BMW PA3	250 laps
7	E Calderari/W Spavetti/R Maritz	Porsche Carrera RSR	243 laps/1st in Class
8	D Schornstein/E Doren	Porsche 935/77A	235 laps/1st in Class
9	B Salam/C Bussi	Porsche 934	233 laps/2nd in Class
11	P Zbinden/E Kofel	Porsche 934	226 laps/3rd in Class





The Wollek/Haywood car being rolled out at Le Mans.

*The Ickx/
Redman
machine looked
impressive until
an electrical
problem ended
its Le Mans
challenge.*





To have the works cars qualify first and second, only to see both retire, was a massive disappointment for the Stuttgart maker ...



Klaus Ludwig shared this Kremer 935 K3 with Bill and Don Whittington to take a well-deserved victory at Le Mans after overcoming fuel-injection problems early on.



go, leaving the field wide open for the 935 pilots as most of the serious competition was either too far behind or already out of the running. Porsche 935s ultimately filled the top three places with a new Kremer K3 model at the head of the pack.

Le Mans continued to be part of the World Challenge for Endurance Drivers series, which included ten rounds for 1979. Porsche 935s won all but one of the races they were allowed to compete in, with Don Whittington declared the winner at the end of the year. Fellow Porsche men Dick Barbour and Tony Garcia were second and third respectively.

In America, Peter Gregg easily retained the IMSA title. In fact, Porsche dominated the series to such an extent (taking 27 of the top 30 spots) that stricter regulations were imposed on the 715bhp Turbo Carreras. To overcome the weight penalty added to bigger displacement cars, Porsche simply made a series of 2.8 litre machines featuring a single turbo with reduced lag, suspension revisions and a number of subtle bodywork changes, eight of which were built for the top US teams. The SCCA Trans-Am crown was also claimed by a Porsche driver: John Paul.

The Brumos 935 shared by Bruce Leven, Peter Gregg and Hurley Haywood during the 500-mile Road America round of the IMSA series, held in the first week of September.

The Dick Barbour-entered 935/77 that won the Sebring 12-hour Race in mid-March. It was handled on that occasion by Bob Akin, Rob McFarlin and Roy Woods.



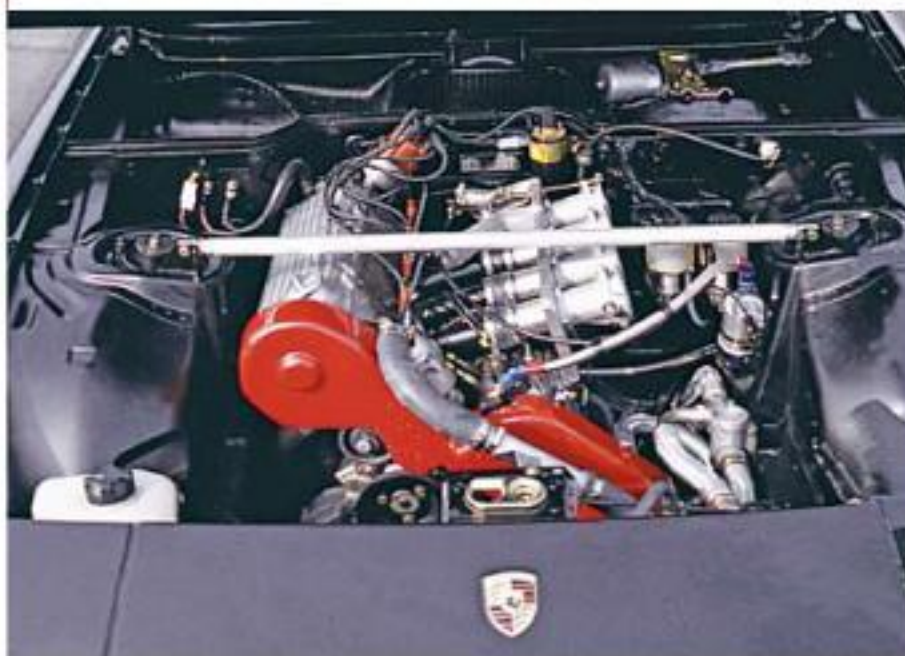
The 924 had been launched in November 1975. Porsche prepared 16 924s for SCCA D-Production duty in 1979 (chassis numbers 92A0490001 to 92A0490016), complete with uprated suspension, braking and a number of lightweight body panels. In addition, the dry-sump, normally-aspirated two-litre four (bored out to 2039cc) was given the cylinder head from the 924 Turbo, increasing power output to around 175bhp.



John Fitzpatrick.



Jurgen Barth



For 1980 the Porsche factory once again left the Group 5 arena to the private teams which, after all, had done a superb job of representing the marque during the previous season, both in Europe and America. As a result, the Competition Department was free to use its resources on two new diverse projects that would promote the Porsche name in completely different spheres. The first was to develop a fresh team of cars to tackle Le Mans but reverting to Fuhrmann's original principles of racing vehicles that could be readily identified with models for sale in the showrooms. The second was a car for the USAC series, giving the German maker a fresh avenue of media coverage to exploit – assuming it was in a position to win, of course! This was an interesting move as it marked Porsche's first return to open-wheeled racing since its F1 debacle in the early 1960s ...

The WCM: the early rounds

1980 marked a welcome return for Le Mans to the FIA championship fold, but the organizers still retained a unique set of rules stressing the need for ultimate reliability and economy.

Therefore, there were 11 events on the provisional calendar, the season running from February to September.

Daytona acted as the opener for the World Championship for Makes series with the Porsche marque flying high at the end of this classic race. The Joest-modified 935 claimed a well-deserved victory in Florida, with Reinhold Joest, Rolf Stommelen and Volkert Merl completing no fewer than 715 laps in the 24 hours. An elderly 914 won the GTU category and RSRs took GTO honours. The Whittington brothers' K3 was disqualified for receiving outside assistance, while the other 935 entered by them had engine trouble. Porsche's domination was broken only by a Chevrolet Camaro in fourth and a Mazda RX-7 in eighth. The leading Lancia was tenth but still won its respective Class and therefore collected maximum points despite being so far down the field.

Winner of the opening round of the 1980 World Championship for Makes was this Joest-modified 935, piloted by Joest, Stommelen and Merl.





Memories of Monza, with a varied field about to go for a practice session ...

Rolf Stommelen and Jurgen Barth took this turbocharged Joest 908/4 to victory in the classic ADAC 1000km race.



At Brands Hatch Lancia proved on form and, had it not been for a GT Class win for the eighth-placed 934, it would have been a disastrous weekend for Porsche. The Joest 908, having qualified on pole and led the race with ease, ultimately dropped out with gear linkage maladies, and the 935s – all entered by smaller teams – were either off the pace or fell by the wayside. Despite this, the fifth-placed ex-Kremer 935 K3 (painted white and entered by Charles Ivey Racing) scored 20 points for Porsche, which at least made up for the injustice of the points system at Daytona. The big hit of the day, however, was the ex-works 908/3 Flunder of Siegfried Brunn. Still in Gulf colours it had a great run, holding second until clutch problems delayed its progress.

At Mugello, Lancia was clever on home ground, enlarging the engine on one car to put it in the Porsche's over-two-litre category. When the turbocharged Montecarlos duly finished first



The 935 K3 of Brian Redman, Preston Henn and John Paul dropped out of the running at the Nürburgring after 27 laps.

and second, unchallenged by any serious Stuttgart competition other than the Brunn 908/03 (shared with Jurgen Barth on this occasion, but involved in an accident early on), they took full points in both divisions, thus drawing ahead.

With the Brunn 908 effectively out of the running once a severe electrical problem caused the old warrior to require a lengthy pit-stop, Alain de Cadenet took the spoils at Monza, but as a Group 6 runner this did not affect the fight between the German and Italian manufacturers. Henri Pescarolo and Jurgen Barth came second in a Kremer 935 K3, only ten seconds down on the winning car despite a stop for fuel right at the end of the race, and another 935 (entered by Vegla Racing) came fourth, splitting the Lancias. Still the Turin team was ahead in the title chase.

As if to prove that Monza wasn't a fluke, de Cadenet won again at Silverstone, albeit by only a slim 18-second margin. Brian Redman and John Paul took GTX honours with a JLP Racing 935, coming third, one place ahead of the works Lancia in the smaller-engined Group 5 category, while two other 935s filled the last remaining spots in the top six to keep Porsche in with a shout at the title. At the same time, a 934 won the GT category, a second car coming tenth (second in Class).

The 'Ring witnessed a Joest-entered 908/4 take the flag but a 935 K3 came second, narrowly beating the BMW M1 of Hans-Joachim Stuck and Nelson Piquet and claiming fastest lap along the way. A Lancia Beta Montecarlo Turbo came next with Porsche fifth, and a second works Lancia sixth. The Stuttgart maker was also able to capture the first three places in the GT category thanks to a varied bunch of 911-based machinery.

The Le Mans challenge

The 924 had been introduced as an entry level Porsche at the end of 1975, with a turbocharged version joining the line-up

during 1979. At the Frankfurt Show that year, the Stuttgart maker displayed the 924 Carrera GT as a styling exercise, although 406 would later be built as production models in order to secure homologation for the uprated turbocharged machine. Meanwhile, Le Mans provided Porsche with its first works entry of the year, the factory fielding three 924s in the GTP category.

The highly-modified bodywork played host to a 320bhp version of the two-litre four, power transmitted to the road via a five-speed gearbox and Dunlop racing rubber mounted on fat BBS alloys. The three turbocharged 924s, which will go down in history as Porsche's first front-engined works cars, were assigned to Andy Rouse and Tony Dron, Derek Bell and Al Holbert, and Manfred Schurti and Jurgen Barth, whilst Norbert Singer was given the job of managing the Porsche team. Interestingly, Dr Fuhrmann wanted a strong Porsche identity for the cars, thus enhancing their marketing worth, so sponsorship was not sought for these machines – they wore Porsche insignia and the national flag of the drivers (it appears Bell was given honorary US citizenship for the race, having taken the place of Peter Gregg at the last minute).



Heavy rain was a feature of the 1980 Le Mans race. Here, we can see the Ickx/Joest/Leclere Porsche 908/80 making its way towards Dunlop Bridge in particularly foul weather.



This is the Schurti/Barth 924 GTP splashing its way past the pits, an area it had to stay in longer than planned after hitting a rabbit during the night and sustaining radiator damage as a result. Note the German flag on the car's bonnet and flanks.

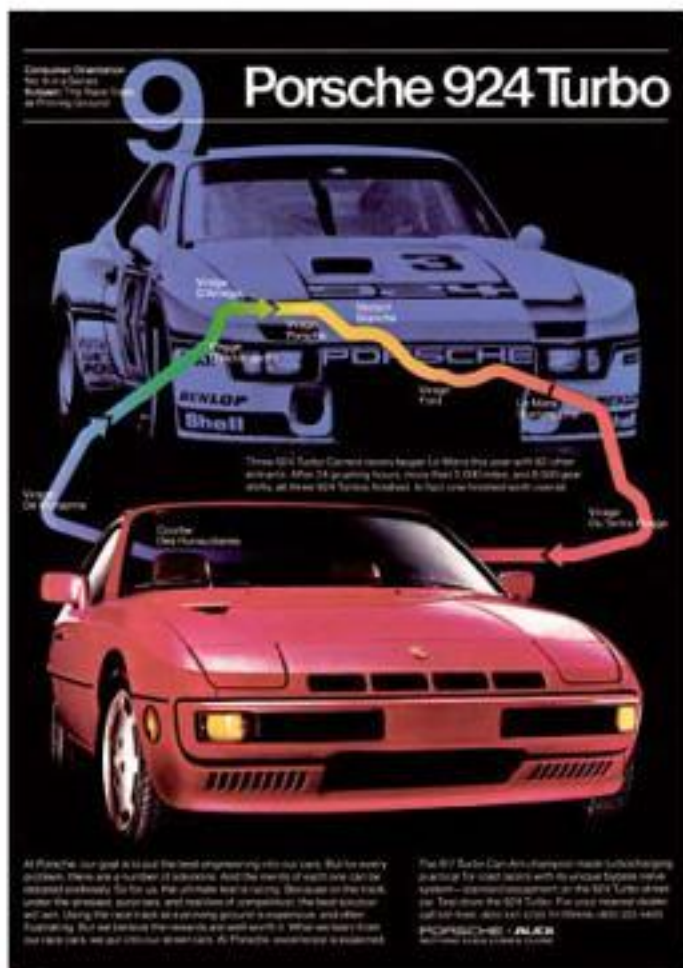


The Rouse/Dron machine was classified 12th (fifth in the GTP category) at the end of 24 hours' hard racing. It would have finished higher up the field had a burnt valve not delayed progress.

The 924 shared by Bell/Holbert, which finished the race in 13th overall (sixth in Class).



The Martini-sponsored 908/80 on its way to second place at Le Mans.



Fuhrmann's marketing strategy at work – US advertising released after Le Mans, linking the 924 road car to Porsche's success on the track. It is ironic that Fuhrmann was ousted from office at the end of the year, with Peter Schutz (a staunch supporter of the 911) taking his place in the Chairman's office.

The works cars ran fairly well with only minor problems delaying progress, although it was the 908/80 (chassis number 936/80-004, and clearly based on the 936/78 design) that stole the show, at least as far as Porsche fans were concerned. Sponsored by Martini and driven by Jacky Ickx, Reinhold Joest and Michel Leclere, a broken fuel-injection drive belt and a damaged fifth gear that had to be replaced robbed it of victory, a Rondeau ultimately taking the flag with two laps in hand; another Cosworth DFV-powered Rondeau finished third. A WM-Peugeot claimed

WORLD CHAMPIONSHIP

Daytona 24-hour Race (3 February)

1	R Joest/R Stommelen/V Merl	Porsche 935J	715 laps/1st in Class
2	J Paul/A Holbert	Porsche 935/77A	682 laps/2nd in Class
3	D Ongais/T Field/M Minter	Porsche 935 K3	664 laps/3rd in Class
5	W Koll/J Cook/G Lacava	Porsche 914/6	632 laps/1st in Class
6	T Garcia/A Vadia/T Herman	Porsche Carrera RSR	630 laps/1st in Class
7	M DeNarvaez/A Naon/R Londono	Porsche Carrera RSR	629 laps/2nd in Class
13	F Romero/J-P Libert/E Soto	Porsche Carrera RSR	544 laps/3rd in Class

Brands Hatch 6-hour Race (16 March)

1	R Patrese/W Rohrl	Lancia Montecarlo	147 laps
2	E Cheever/M Alboreto	Lancia Montecarlo	146 laps
3	A de Cadenet/D Wilson	De Cadenet-Lola-Ford	145 laps
8	A Pallavicini/H Müller	Porsche 934	135 laps/1st in Class
10	S Brunn/A Obrist	Porsche 908/03	133 laps/2nd in Class
13	T Perrier/R Camillet	Porsche 911SC	130 laps/2nd in Class
18	J Guerin/J-L Schlessler	Porsche 934	128 laps/3rd in Class

Mugello 6-hour Race (13 April)

1	R Patrese/E Cheever	Lancia Montecarlo	177 laps
2	M Alboreto/W Rohrl	Lancia Montecarlo	176 laps
3	'Gimax'/M Gallo	Osella-BMW PA7	173 laps
9	J Guerin/J-L Schlessler	Porsche 934	153 laps/1st in Class

Monza 6-hour Race (27 April)

1	A de Cadenet/D Wilson	De Cadenet-Lola-Ford	183 laps
2	H Pescarolo/J Barth	Porsche 935 K3	183 laps/1st in Class
3	R Patrese/W Rohrl	Lancia Montecarlo	182 laps
4	D Schornstein/H Grohs	Porsche 935/77A	180 laps/3rd in Class
13	S Brunn/H Müller	Porsche 908/03	149 laps/3rd in Class

Silverstone 6-hour Race (11 May)

1	A de Cadenet/D Wilson	De Cadenet-Lola-Ford	236 laps
2	S Brunn/J Barth	Porsche 908/03	236 laps/2nd in Class
3	B Redman/J Paul	Porsche 935 K3	235 laps/1st in Class
5	D Schornstein/H Grohs	Porsche 935/77A	230 laps/2nd in Class
6	E Doren/J Lassig/G Holup	Porsche 935 K3	226 laps/3rd in Class
8	R Cleare/T Dron	Porsche 934	208 laps/1st in Class
10	J Guerin/F Alliot/C Bussi	Porsche 934	207 laps/2nd in Class

Nürburgring 1000km (25 May)

1	R Stommelen/J Barth	Porsche 908/4 Turbo	5h 52m 15s/1st in Class
2	Fitzpatrick/D Barbour/A Plankenhorn	Porsche 935 K3	5h 52m 56s/1st in Class
3	H-J Stuck/N Piquet	BMW M1	5h 53m 10s
5	B Wollek/M Schurti	Porsche 935 K3	5h 56m 25s/3rd in Class
12	A Pallavicini/H Müller	Porsche 934	5 laps down/1st in Class

13	K Utz/A Jahn	Porsche 911SC	5 laps down/2nd in Class
22	M Lorper/K-J Romer/J Oppermann	Porsche 911 Turbo	8 laps down/3rd in Class

Le Mans 24-hour Race (15 June)

1	J Rondeau/J-P Jaussaud	Rondeau M379B	338 laps
2	J Ickx/R. Joest/M Leclere	Porsche 908/80	336 laps/2nd in Class
3	G Spice/J-M Martin/P Martin	Rondeau M379B	329 laps
5	J Fitzpatrick/B Redman/D Barbour	Porsche 935 K3	317 laps/1st in Class
6	M Schurti/J Barth	Porsche 924 GTP	316 laps/3rd in Class
8	D Schornstein/H Grohs	Porsche 935/77A	313 laps/1st in Class
9	J Paul/G. Edwards/J Paul Jnr	Porsche 935 K3	312 laps/2nd in Class
16	T Perrier/R Camillet	Porsche 911SC	280 laps/1st in Class
24	G Bourdillat/R Ennequin	Porsche 934	248 laps/2nd in Class

Watkins Glen 6-hour Race (5 July)

1	H Heyer/R Patrese	Lancia Montecarlo	139 laps
2	E Cheever/M Alboreto	Lancia Montecarlo	138 laps
3	J Fitzpatrick/B Redman	Porsche 935 K3	134 laps/3rd in Class
12	L Green/J Bauer	Porsche 911SC	121 laps/1st in Class
16	M Shelton/B Leven	Porsche 911SC	114 laps/3rd in Class
18	B Jenner/B Garretson/C Vincentz	Porsche 934	102 laps/1st in Class

Mosport 6-hour Race (17 August)

1	J Fitzpatrick/B Redman	Porsche 935 K3	245 laps/1st in Class
2	J Paul/J Paul Jnr	Porsche 935 K3	245 laps/2nd in Class
3	D Ongais/T Field	Porsche 935 K3	244 laps/3rd in Class
11	M DeNarvaez/T Garcia	Porsche Carrera RSR	215 laps/2nd in Class
15	F Hochreuter/R Brezinka/N Ridgely	Porsche 911SC	204 laps/3rd in Class

Vallelunga 6-hour Race (7 September)

1	G Francia/R Marazzi	Osella-BMW PA8	271 laps
2	S Brunn/D Bell	Porsche 908/03	267 laps/1st in Class
3	R Patrese/E Cheever	Lancia Montecarlo	266 laps
5	E Doren/J Lassig	Porsche 935 K3	262 laps/2nd in Class
7	H Pescarolo/J Barth	Porsche 935 K3	260 laps/3rd in Class
10	R Cleare/T Dron	Porsche 934	234 laps/1st in Class
11	A Pallavicini/P Bernhard	Porsche 934	234 laps/2nd in Class

Dijon 6-hour Race (28 September)

1	H Pescarolo/J Barth	Porsche 935 K3	180 laps/1st in Class
2	C Haldi/B Beguin	Porsche 935/77A	178 laps/2nd in Class
3	J-C Justice/V Chelli	Chevron B36	177 laps
4	J Cooper/D Wood	Porsche 935 K3	173 laps/3rd in Class
11	R Cleare/T Dron	Porsche 934	162 laps/1st in Class
12	A Pallavicini/N Crang	Porsche 934	160 laps/2nd in Class
14	P Alliot/R Ennequin/A-M Bernard	Porsche 934	155 laps/3rd in Class

fourth followed home by a Dick Barbour-entered 935 K3 (winning the IMSA category along the way), one of the 924s, the De Cadenet, and then a couple more 935s. Group 5 went to the Vegla Racing 935 that finished in eighth, and the GT Class was won by Thierry Perrier's 911SC. 24 of the 55 cars entered originated from Zuffenhausen.

The WCM season continues

In America Lancia came first, second and sixth at Watkins Glen (Porsche 935s took third, fourth and fifth, but had obviously met their match in the Beta Montecarlo), but Trans-Am and GT honours went to the Stuttgart marque, thanks to the 911SC and 934 respectively. Across the border to Mosport Park in Canada and Porsche 935s dominated, although one of the Lancias picked up fourth place and more valuable points in the process.

The Vallelunga round fell to an Osella, but the important news was that a Lancia finished third (first in Class and two places ahead of the top Group 5 Porsche). Siegfried Brunn's 908/03 completed the course in second, although suspension failure sidelined it in Dijon. The French race was actually shortened due to heavy fog, but Henri Pescarolo and Jurgen Barth won for Porsche, followed home by another 935 driven by Claude Haldi and Bernard Beguin. There was a clean sweep of the GT category, but Lancia didn't even bother showing up; the Italian maker had no need to ...

With the end of the season came the end of Porsche's winning streak in the World Championship. Lancia won the WCM crown by a fairly narrow margin with Porsche second and BMW a distant third. Considering that the Italian campaign was an all-out works effort, though, and the German maker relied largely on private teams using older machinery (Le Mans was the only event supported by the factory), the result is not surprising. A lot would depend on how highly the title was regarded as to whether Lancia would be left to have things its way or Porsche would field a new challenger.

This would be the last year for the World Challenge for Endurance Drivers. Although already recognized, it was officially incorporated as part of the WCM series by the FIA in the following year. After 11 rounds it was John Paul



In the DRM series the Porsche 935 drivers had a serious challenge from the Ford Capri. Ultimately, the Stuttgart marque won eight of the 13 rounds but the Cologne machines won the remaining five. This shot shows the Norising event held midway through the season on 22 June.



IMSA action from Laguna Seca with Peter Gregg nipping inside Werner Frank's 934. Gregg finished the race as runner-up, only 15 seconds down on the 935 K3 of John Fitzpatrick. Fitzpatrick duly went on to win the main IMSA title.

who won the title, just managing to fend off fellow Porsche men John Fitzpatrick and Dick Barbour. In fact, apart from four Mazda RX-7 guys, the top 22 drivers (including John Paul's son) were all Porsche pilots.

In the five rounds of the Interserie championship Rolf Stommelen won the first, while fellow 908/03 driver Volkert Merl took the second at Zeltweg. Reinhold Joest took his 908/80 that he drove at Le Mans to victory in round three with Merl finishing

close behind. Hockenheim was not kind to Porsche but Merl took the flag at Kassel. Sadly, the odd points system meant that Merl missed out on the series title by half a point, and Joest and Stommelen ended the season a long way back.

Meanwhile, the SCCA Trans-Am series got a welcome boost for 1980 with a new three-year sponsorship deal from CRC Chemicals. This season it was John Bauer who shone in a three-litre, normally-aspirated 911SC. In the rival championship, Porsche exponent John Fitzpatrick became the first foreigner to take the highly-coveted IMSA crown. He scored 179.5 points, John Paul was second on 158 and Ted Field third on 99.5 points. All of the top 20 drivers used the 935 as their favoured mount. In addition, Porsche won the IMSA GTO championship (with Carrera RSR exponent Luis Mendez top of the drivers' league table) to finish off a good year in the States.

The Indy campaign

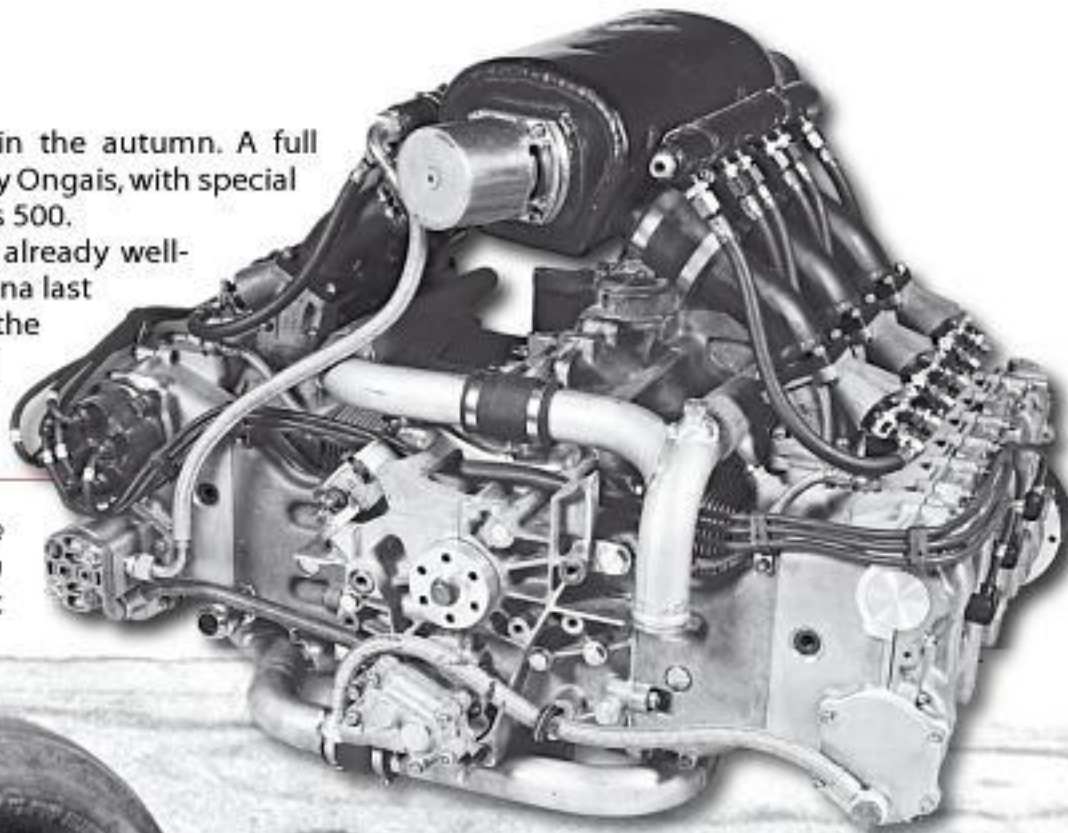
This was a fascinating project, albeit poorly timed given the lingering effects of the fuel crisis and the politics in the American open-wheeled fraternity at the time, which ultimately brought about a split leading to the formation of two organizing bodies – USAC and CART. Porsche chose the USAC route as following CART regulations would have necessitated further engine and chassis development (more so in the case of the latter), whereas USAC rules allowed the company to run the car as per its test

Helmut Flegl was heavily involved in many of Porsche's race car projects, as well as the man who oversaw the 928 Grand Tourer's development. Flegl was also in charge of the USAC open-wheeler project.

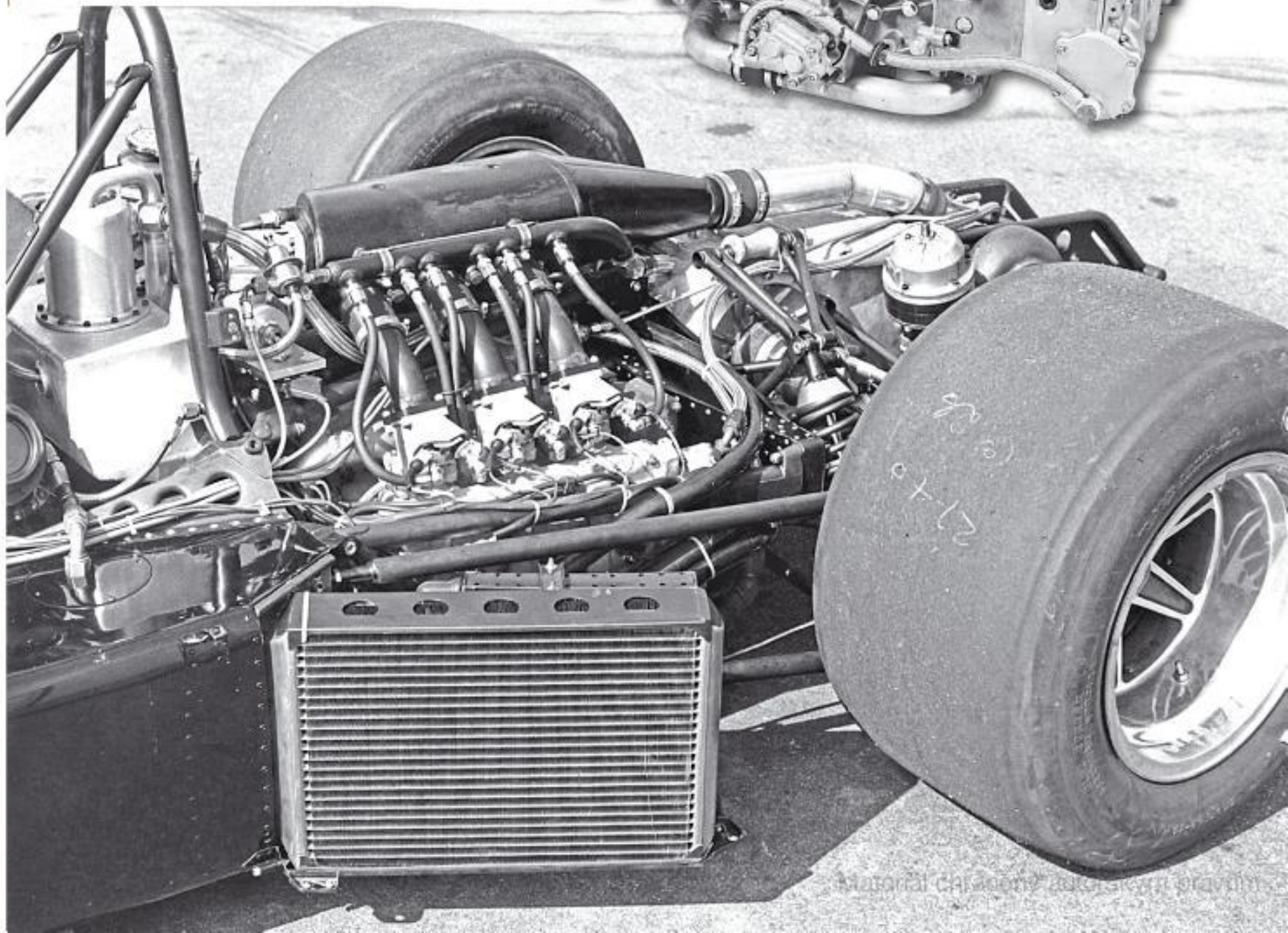


configuration, which had already proved successful in the autumn. A full season was planned around a single car driven by Danny Ongais, with special emphasis on attaining a good result on the Indianapolis 500.

With funding from Ted Field's Interscope concern, already well-known in Porsche circles due to the team's win at Daytona last year, the car (given the Type 940 code) was based on the Parnelli P6B (a vehicle well-known to the Interscope engineers) which stemmed from the Lotus 72 design. However, this was very much an experimental machine



The 2.6 litre turbocharged engine developed for the Indy campaign, seen both in presentation form and in the car.





Various shots taken during the Ontario Speedway testing session in October 1979, including the Interscope team rig and Danny Ongais in the cockpit discussing details with engineers. In this particular picture, Porsche stalwart Vasek Polak wears the dark polo shirt on the left with Valentin Schaeffer standing next to him.





The Type 940 IndyCar in its racing livery, with Danny Ongais ready to roll.

built to provide the Weissach engineers with data, so it followed Parnelli practice quite closely, other than a subframe being added to take the Porsche engine and suspension units.

The powerplant, developed by Valentin Schaeffer (who was also responsible for developing the turbocharged Can-Am and 935 units), was based on the four-cam, twin-turbo flat-six of the contemporary 935, but regulations meant only one KKK

turbocharger could be used, and revised bore and stroke measurements (92.3 x 66mm) reduced capacity to the USAC limit of 2650cc. With a 9:1 c/r and no cooling fan or intercooler (but water-cooled heads), it developed 630bhp at 9000rpm, along with 412lbft of torque at 6400rpm, transmitted to the wheels via a four-speed transmission.

While most competitors in the USAC series used Cosworth DFX power, which pumped out a similar amount of horses as the Stuttgart flat-six, Porsche hoped to gain an advantage in fuel consumption (the rules restricted fuel tank size and called for a minimum level of economy) and hopefully reliability too, although only time would tell if that was possible.

The suspension followed conventional race car practice, although the anti-roll bars were adjustable at both ends from within the cockpit. Goodyear tyres were chosen as this was the brand with the most experience in the USAC field, and opting for another maker would simply have extended Porsche's learning curve. With Helmut Flegl in charge of the project, it was hoped that a unique Porsche chassis could be made ready in time for Indianapolis.

Danny Ongais was a regular in the Interscope camp and an F1 driver to boot; as such, the 'Flyin' Hawaiian' was the ideal choice for the hot seat. The car had its first shakedown in October 1979 at the Ontario Speedway with Ongais at the wheel, and then a second run just before its press presentation at the end of the year, hosted by a very smart Manfred Jankte.

Unfortunately, the car and ten engines were quickly consigned to a life in the Porsche museum as conflicts between organizing bodies persisted. Not only that, but a fresh set of regulations was introduced in the spring, leaving the factory in no position to field a competitive car. The whole project was scrapped as a result.

The statement released by the Porsche board read as follows: "This most difficult and disappointing decision was reached after a change in the rules on 7 March 1980 by the United States Automobile Club [the USAC] for the Porsche six-cylinder engine, which was at such short notice that it effectively disqualified the entry of a competitive vehicle.

"After the change in rules was confirmed on 21 April following lengthy negotiations in the last few weeks by the Championship Racing League, which was newly created for Indy, Porsche had no alternative but to withdraw and so lose their great hopes on a very promising project."

Who knows what might have developed from this renewal of interest in single-seater racing? But one thing is for sure – the politics and rivalry between the USAC and CART organizations at that time created an atmosphere that ultimately deprived the American fans of the sight and sounds of a unique machine, and it would be many years before Porsche was willing to reconsider its stance on open-wheelers ...

Reinhold Joest.



Tony Dron.



Dick Barbour.

The 1981 season witnessed maturation of the modern long-distance racing scene with the formation of the World Endurance Championship, which brought together the WCM and the WCED series for drivers, using a longer season to decide the outcome. In total 16 races were scheduled originally, with only six (the Daytona 24-hour Race, the Monza 1000km, Silverstone 6-hour Race, the ADAC 1000km, Le Mans and the Watkins Glen 6-hour Race) counting towards the maker's title, though all offering points-scoring possibilities for drivers. Two races were cancelled at the tail end of the season, although Riverside was added before Silverstone (albeit on the same day as Monza) to give 15 qualifying rounds in all. This year also signalled phasing in of the Group C era as a replacement for the Group 6 category, and although manufacturers were slow to support this branch of the sport, it did ultimately develop into a series that was able to rival the sports-racing heydays of the 1960s.

Lancia – now sporting the Martini sponsorship that Porsche had enjoyed for many years – would field 1.4 and 1.8 litre turbocharged machines during 1981 to contest both Group 5 divisions, although new regulations restricting fuel tank capacity to 120 litres (26.4 Imperial gallons) also worked in favour of the Turin manufacturer. Porsche's stranglehold on endurance racing had begun to slip when Lancia joined the circus, so the Stuttgart maker duly handed over the blueprints relating to 'Moby Dick' to the Kremer and Joest teams in Germany to enable them to remain competitive. It was not quite the same as a works effort – again, reserved for Le Mans – but it was a sign that the Italians had definitely rattled the cage.

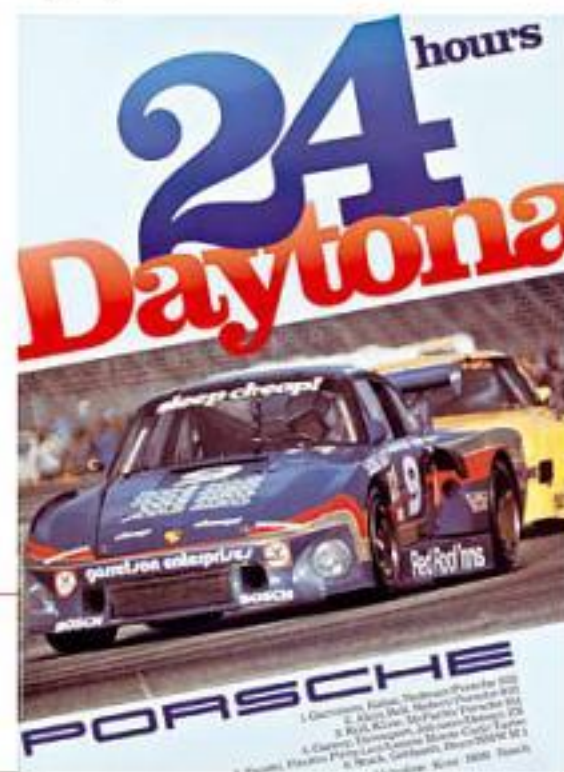
Start of a new era

As always, Daytona opened the season and witnessed a massive field of 69 cars on the starting grid, including a varied selection of 935s and a pair of 924 Carrera GTRs, not to mention a whole host of less exotic Porsches. The 935s took all but one of the top ten qualifying spots, although many of the top runners dropped out

early: the Preston Henn K3 had engine trouble, as did the JLP car, and then the Joest machine had a high-speed blow-out that tore off the car's suspension. The Whittington Brothers Racing K3 fell by the wayside not long after, and the John Fitzpatrick car suffered engine trouble and driveshaft failure. The Bruce Leven-entered 935 dropped back, while the Interscope K4 had a big accident and the Andial car (handled by pole setter Rolf Stommelen) was bugged by electrical problems. The 924s had a bad run, too, the Al Holbert car having its engine pop, and the other finishing way down in 22nd place. In the end it was a convincing victory for the 935 of Brian Redman, Bobby Rahal and Bob Garretson. Le Mans legend Derek Bell came second, partnered by Bob Akin and Craig Siebert in another 935, while third place and GTU honours went to the 911S of Bill Koll, Jeff Kline and Rob McFarlin; RSRs picked up second and third in the GTO category.

935 drivers Hurley Haywood, Al Holbert and Bruce Leven raised the trophy at Sebring with Porsches taking the top seven places, as well as the GTO Class and second in GTU. Some of the top runners had trouble again, and the sole 924 Carrera GTR failed to deliver on its promise.

At Mugello, an Osella took the honours although John Cooper and Dudley Wood came second in a Charles Ivey Racing 935 K3, beating off the Lancia challenge (the works entry from Turin was ultimately disqualified, leaving only 14 cars to finish the event). Harald Grohs set fastest lap at Monza but the Vegla



Poster celebrating Porsche's success in the Daytona 24-hour Race. In a Ford versus Chevy style rivalry, the Daytona event was sponsored by Pepsi, whereas Sebring had Coca-Cola as the headline sponsor.



The 935 driven to victory at Sebring by Al Holbert, Hurley Haywood and Bruce Leven. It was followed home by three Kremer-modified K3 models, although 1981 was to witness the debut of the K4.



Reinhold Joest and Jochen Mass took this car to second place at the Nürburgring.

935J spun out of the race. It was Edgar Doren, Jürgen Lassig and Gerhard Holup in a Wera 935 that were declared surprise winners at the high-speed Italian track. One of the 924s crashed, but a second – entered by the British GTi équipe – was second in the GT category, beaten only by a BMW M1. On the same day Porsche men John Fitzpatrick and Jim Busby came through a large entry of 58 starters to take the flag at the Riverside IMSA event.

The top Lancias failed to finish at Silverstone, as they had at Monza, and the Joest 908/80 (the firm favourite on the day) went out on the first lap. At least victory went to a 935, fending off the threat from BMW. At the same time, Siegfried Brunn's old 908/03 took its Class and Porsche claimed the top three spots in the GT category.



The Porsche world was rocked when Herbert Müller was killed at the 'Ring. The popular and hugely talented Swiss driver is seen here (centre) being presented with a prize from Ferry Porsche during the 1974 Porsche Cup awards ceremony.

BMW came back to win the dramatically shortened round at the Nürburgring, however, beating the Joest 908/80 by a slim margin of 20 seconds. The big news for Porsche fans, though, was the fact that Herbert Müller lost his life four laps before the race was stopped when he slammed the Brunn 908 into the abandoned K3 of Bobby Rahal and Bob Akin.

Le Mans time again

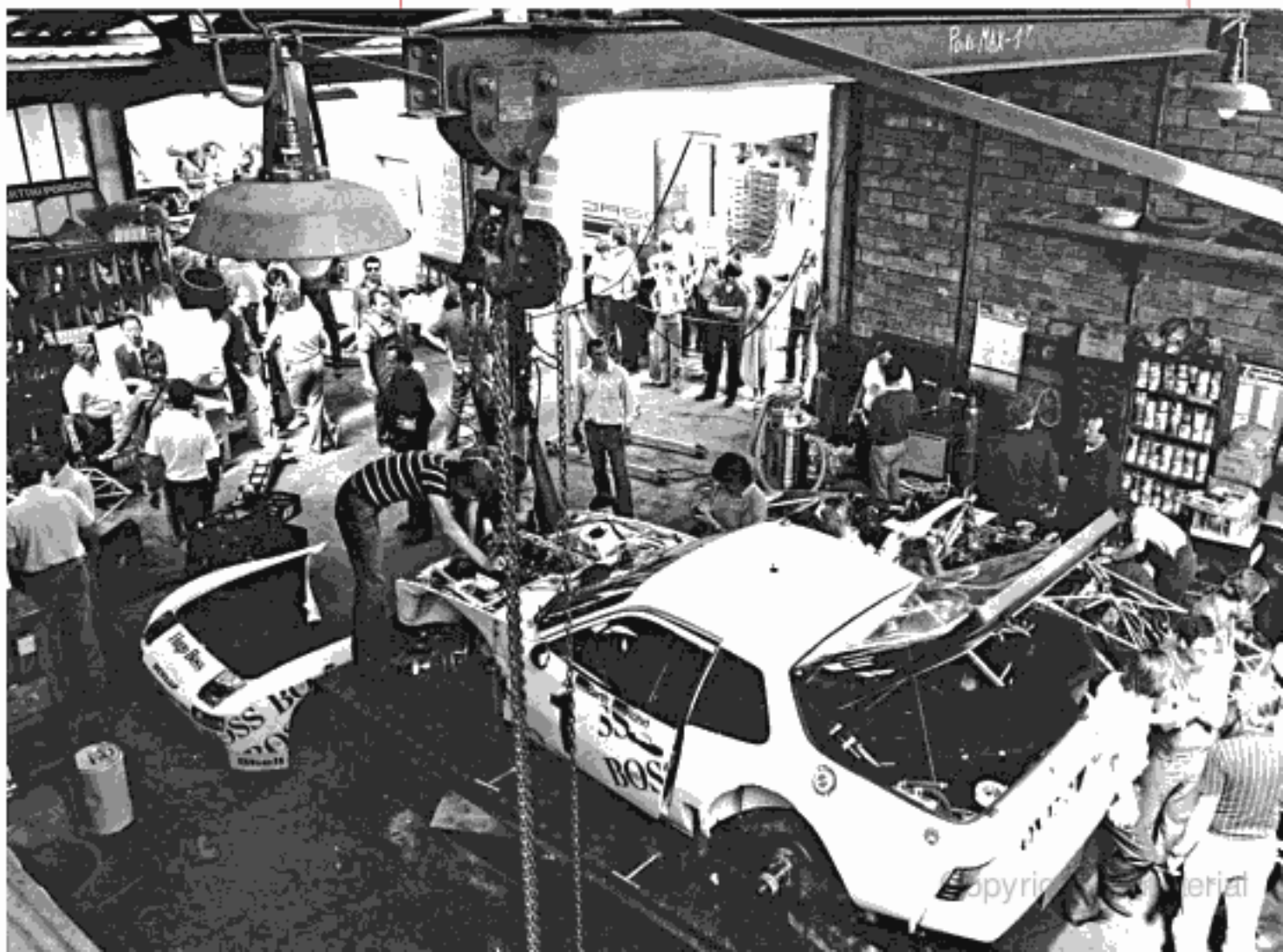
As in the previous year Porsche reserved all its works activity for Le Mans. Car number 1 in the race was a 944 GTP – last year's 924 GTP body powered by a 2479cc version of the four-cylinder engine, which just so happened to be the same capacity as the forthcoming 944 road car. However, with a 16-valve head and KKK turbocharger added to the racer the similarity ended there. Driven by Jurgen Barth and 1980 World Rally Champion Walter Rohrl, the 420bhp machine would provide some excellent publicity just a couple of weeks before the new Porsche was launched. Car number 36 was a regular 924 Carrera GTR entered by the factory and handled by Manfred Schurti and BTCC superstar Andy Rouse.

While the 924-based cars were doubtless hunting Class honours, Porsche decided to go for all-out victory in 1981 as well, fielding the 936/81 as its chosen weapon. Based on the old 936001 and 936003 chassis that had previously been residing peacefully in the Porsche museum, the faithful spaceframe was adjusted this time to take another exhibit – the 2650cc engine developed for the Indy programme. They say nothing ever goes to waste at Porsche, but surely this was taking things too far? Anyway, the pairing of Jacky Ickx and Derek Bell was assigned to the number 11 vehicle (936003), while Jochen Mass, Vern Shuppan (called in to replace an injured Rick Mears) and Hurley Haywood shared the driving of the number 12 car. Backing up the works machines was the 908/80 of Joest, a 924 Carrera GTR entered by the Almeras brothers, plus the usual selection of 911-based racers. There was also a 917K/81 – a replica of the legendary 12-cylinder model – built and entered by the Kremer brothers, although it failed to deliver anything more than some welcome variation to the largely predictable field.

Leading from virtually start to finish, Ickx and Bell crossed the line 14 laps ahead of the Rondeaus, the Belgian driver thus becoming the first man to win the Sarthe classic five times. The second 936 suffered clutch problems that ultimately damaged the gearbox. Both units were changed, but the time lost as a result dropped the car



Final preparation for Le Mans at the team's regular local garage in Teloché, although 1981 would be the last time it was used as ground clearance was too limited on the next generation of Porsche racers to allow the cars to be driven to the circuit. One shot shows the race-winning 936 of Bell and Ickx in the foreground with the 944 GTP on a ramp, whilst the other gives a general view of the rural garage adopted by the works for the race.



right down the field, while the Joest 908 – which had been running very well – was involved in an accident early on.

Meanwhile, Group 5 laurels went to the Cooper/Wood/Bourgoignie combination, who brought their 935 home in fourth place. The proliferation of categories gave Porsche Class wins aplenty, as it happens. The 924 GTP of Barth/Rohrl was seventh overall – sufficient to claim third in the GTP section, but having an engine displacing over three litres once the forced induction had been factored in it was judged a Class winner as the two Rondeaus ahead of it had 'smaller' power units. The Schurti/Rouse GTR won the IMSA GTO trophy, whilst a 934 trailed home to take the GT category.

Disappointment

Mission accomplished at Le Mans, Porsche then made no effort to win the World Endurance Championship, leaving the Lancia factory to claim a hollow victory against a handful of privateers. There were signs that works teams would be lining up for 1982, but 1981 ended as something of an anti-climax; the title going to a maker that would win only one race, and by default, at that ...

Pergusa was a joke with just nine starters (one Porsche), and then the circus moved to America where Porsche stalwart Hurley Haywood won in Daytona. Oddly, though, due to the longer distance it was run over, it was the six-hour race held that weekend for lower category machinery that counted towards the WEC title. The tiddlers moved over for Watkins Glen, where the Lancias came one-two after the leading Porsches and BMWs dropped out or slowed for various reasons. At least 935s filled the next four places, with a 934 in seventh (and taking GTO honours).

The Spa 24-hour classic was another round of little interest to Porsche fans. Rolf Stommelen and Harald Grohs then duly took their Andial 935 to victory at Mosport and Road America. Following the cancellation of Vallelunga and Dijon, the Brands Hatch round (held on 27 September) saw the end of the Group 6 era and the dawning of the new and exciting Group C generation. The World Championship was set for a much-needed revival with a greater range

WORLD ENDURANCE CHAMPIONSHIP

Daytona 24-hour Race (1 February)

1	B Redman/B Rahal/B Garretson	Porsche 935 K3	708 laps/1st in Class
2	D Bell/B Akin/C Siebert	Porsche 935 K3	695 laps/2nd in Class
3	W Koll/J Kline/R McFarlin	Porsche 911SC	644 laps/1st in Class
12	P Smith/C Kendall/S Earle	Porsche Carrera RSR	585 laps/2nd in Class
15	G Drolsom/R Hoskins/B Johnson	Porsche Carrera RSR	563 laps/3rd in Class

Sebring 12-hour Race (21 March)

1	H Haywood/A Holbert/B Leven	Porsche 935	245 laps/1st in Class
2	R Cooke/R Woods/S McKitterick	Porsche 935 K3	242 laps/2nd in Class
3	M Minter/M Hinze/B Whittington	Porsche 935 K3	240 laps/3rd in Class
5	P Smith/C Kendall/D Aase	Porsche Carrera RSR	218 laps/1st in Class
7	T Selby/E Roe	Porsche Carrera RSR	212 laps/2nd in Class
11	M Ramirez/L Gordillo/M Villa	Porsche 911	208 laps/2nd in Class

Mugello 6-hour Race (12 April)

1	G Francia/L Lombardi	Osella-BMW PA9	177 laps
2	J Cooper/D Wood	Porsche 935 K3	168 laps/1st in Class
3	A Fischhaber/M Ketterer	BMW 320i	160 laps
4	J Guerin/C Bussi	Porsche 935	160 laps/3rd in Class
11	S Brunn/E Jordan	Porsche 908/03	154 laps/1st in Class
13	P Zbinden/E Kofel/M Vanoli	Porsche 924 Carrera GTR	151 laps/3rd in Class

Monza 1000km (26 April)

1	E Doren/J Lassig/G Holup	Porsche 935 K3	6h 33m 48s/1st in Class
2	G Francia/L Lombardi	Osella-BMW PA9	1 lap down
3	'Gimax'/L Moreschi	Osella-BMW PA9	2 laps down
5	S Brunn/E Jordan	Porsche 908/03	3 laps down/1st in Class
8	R Lloyd/T Dron	Porsche 924 Carrera GTR	12 laps down/2nd in Class

Riverside 6-hour Race (26 April)

1	J Fitzpatrick/J Busby	Porsche 935 K3	199 laps/1st in Class
2	J Paul/J Paul Jnr	Porsche 935 JLP3	199 laps/2nd in Class
3	B Rahal/B Redman	Porsche 935 K3	197 laps/3rd in Class

Silverstone 6-hour Race (10 May)

1	D Schornstein/H Grohs/W Rohrl	Porsche 935J	206 laps/1st in Class
2	D Bell/D Hobbs/S O'Rourke	BMW M1	204 laps
3	S Brunn/E Jordan	Porsche 908/03	204 laps/1st in Class
5	E Doren/J Lassig	Porsche 935 K3	201 laps/2nd in Class
6	B Akin/B Rahal/P Lovett	Porsche 935 K3	199 laps/2nd in Class
9	P Zbinden/E Kofel/M Vanoli	Porsche 924 Carrera GTR	194 laps/1st in Class
11	R Lloyd/T Dron	Porsche 924 Carrera GTR	186 laps/2nd in Class
14	A Pallavicini/N Crang	Porsche 934	181 laps/3rd in Class

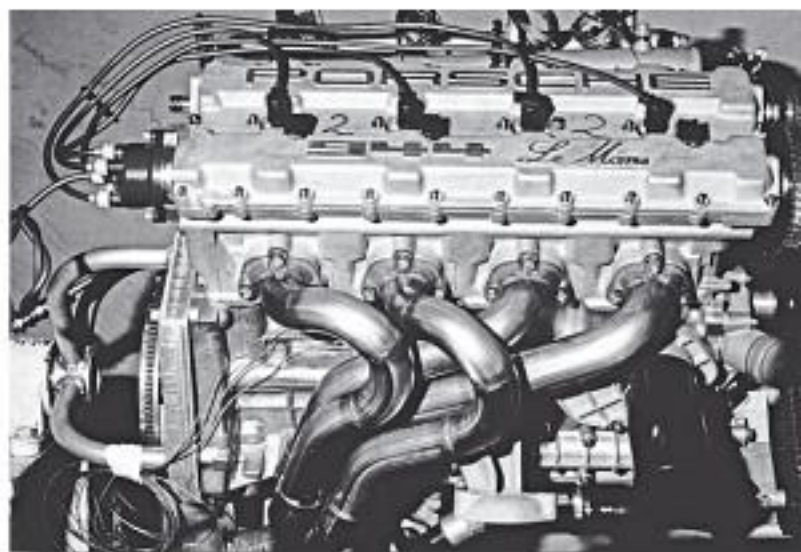
Nürburgring 1000km (24 May)

1	H-J Stuck/N Piquet	BMW M1	2h 16m 51s
2	R Joest/J Mass	Porsche 908/80	2h 17m 11s/1st in Class
3	B Wollek/P Henn	Porsche 935 K3	2h 18m 16s/1st in Class
5	E Doren/J Lassig	Porsche 935 K3	2h 21m 06s/3rd in Class
6	V Merl/J Barth	Porsche 908/4 Turbo	1 lap down/2nd in Class
15	R Lloyd/T Dron	Porsche 924 Carrera GTR	2 laps down/2nd in Class
18	P Zbinden/E Kofel	Porsche 924 Carrera GTR	3 laps down/3rd in Class

Le Mans 24-hour Race (14 June)

1	J Ickx/D Bell	Porsche 936/81	355 laps/1st in Class
2	J Haran/J-L Schlesser/P Streiff	Rondeau M379C	341 laps
3	F Migault/G Spice	Rondeau M379C	336 laps
4	J Cooper/D Wood/C Bourgoignie	Porsche 935 K3	331 laps/1st in Class
6	R Cooke/A-C Verney/B Garretson	Porsche 935 K3	328 laps/2nd in Class
7	J Barth/W Rohrl	Porsche 944 GTP	324 laps/1st in Class
10	D Schornstein/H Grohs	Porsche 935J	321 laps/3rd in Class
11	M Schurti/A Rouse	Porsche 924 Carrera GTR	316 laps/1st in Class
12	J Mass/V Shuppan/H Haywood	Porsche 936/81	313 laps/2nd in Class
17	V Bertapelle/T Perrier/B Salam	Porsche 934	275 laps/1st in Class

The 944 GTP in action, the smaller shots showing the dashboard and engine of the same car.



Pergusa 6-hour Race (28 June)

1	E de Villota/G Edwards	Lola T600-Ford	202 laps
2	G Francia/L Lombardi	Osella-BMW PA9	200 laps
3	'Gimax'/L Moreschi	Osella-BMW PA9	194 laps
4	A Pallavicini/E Doren	Porsche 934	178 laps/1st in Class

Daytona 6-hour Race (5 July)

1	R Mandeville/A Johnson	Mazda RX-3	152 laps
2	T Waugh/J Downing	Mazda RX-3	152 laps
3	J Dunham/H Haywood	Mazda RX-3	147 laps

Watkins Glen 6-hour Race (12 July)

1	M Alboreto/R Patrese	Lancia Montecarlo	173 laps
2	A de Cesaris/H Pescarolo	Lancia Montecarlo	171 laps
3	B Garretson/J Rutherford/R Mears	Porsche 935 K3	168 laps/3rd in Class
7	C Vincentz/L van Every/J Wood	Porsche 934	156 laps/1st in Class
9	S Southard/M Altman/G Altman	Porsche Carrera RSR	146 laps/2nd in Class
10	T Selby/E Roe	Porsche Carrera RSR	138 laps/3rd in Class

Spa 24-hour Race (26 July)

1	T Walkinshaw/P Dieudonne	Mazda RX-7	456 laps
2	J-C Andruet/E Joosen	BMW 530i	454 laps
3	V Woodman/J Buncombe/P Clark	Ford Capri V6	453 laps

Mosport 6-hour Race (16 August)

1	R Stommelen/H Grohs	Porsche 935 K3	229 laps/1st in Class
2	B Redman/E Wietzes	Lola T600-Chevrolet	229 laps
3	T Field/B Whittington	Porsche 935 K4	222 laps/3rd in Class
13	T Winters/B Bergstrom	Porsche 924 Carrera GTR	203 laps/3rd in Class
17	P Aschenbrenner/P Tescher	Porsche 914/6	184 laps/3rd in Class

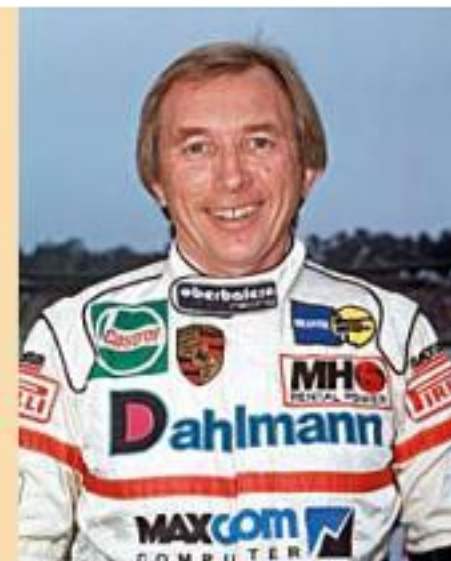
Road America 500-mile Race (23 August)

1	R Stommelen/H Grohs	Porsche 935 K3	4h 44m 35s/1st in Class
2	B Redman/S Posey	Lola T600-Chevrolet	4h 46m 26s
3	C Cord/J Adams	Lola T600-Chevrolet	4 laps down
11	W Baker/R Overby	Porsche 914/4	19 laps down/3rd in Class
16	T Selby/E Roe	Porsche Carrera RSR	22 laps down/2nd in Class

Brands Hatch 1000km (27 September)

1	E de Villota/G Edwards	Lola T600-Ford	6h 13m 31s
2	B Garretson/B Rahal	Porsche 935 K3	8 laps down/1st in Class
3	D Bell/C Craft	BMW M1	11 laps down
4	J Cooper/D Wood	Porsche 935 K3	12 laps down/2nd in Class
6	D Schornstein/H Grohs	Porsche 935J	17 laps down/3rd in Class
8	D Wilson/E Doren	Porsche 935 K3	24 laps down/2nd in Class
9	A Rouse/R Lloyd	Porsche 924 Carrera GTR	25 laps down/1st in Class
12	D Kennedy/R Cleare	Porsche 934	29 laps down/2nd in Class
14	A Pallavicini/N Crang	Porsche 934	36 laps down/3rd in Class

Harald Grohs.



Walter Rohrl.



Andy Rouse.

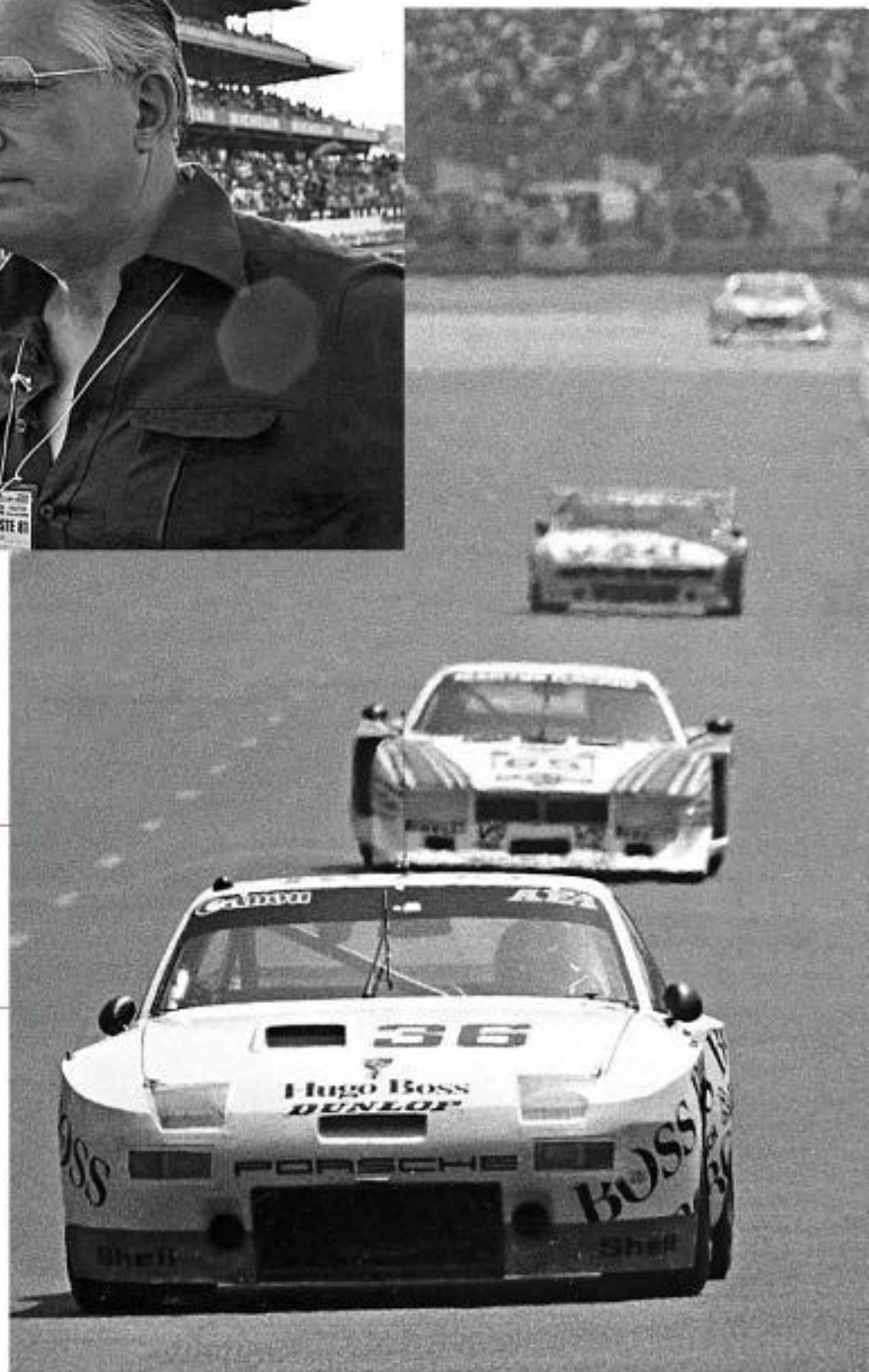


A pensive-looking Helmuth Bott (right) in the Porsche pit. Bott was born in 1925, and worked for Mercedes and Bosch before joining Porsche in 1951. He moved to the Experimental Department three years later, becoming head of R&D in 1971. Standing beside him is Peter Falk, another Porsche stalwart.

The 924 Carrera GTR of Schurti/Rouse being chased by a pair of Lancias and a BMW at Le Mans. This regular GTR model had gearbox problems, but still managed to finish 11th, securing the IMSA GTO Class along the way.

of machinery on display. Anyway, despite the high expectations and glamour of the Ford C100 – the first of the new Group C challengers – it was a Lola that won the event, with Bob Garretson and Bobby Rahal bringing in an IMSA-spec 935 K3 in second to secure the drivers' crown for Californian businessman Garretson.

While Bob Garretson won the World Championship for Drivers, fellow Porsche men Harald Grohs, Bobby Rahal and Edgar Doren were not far behind. As for the makers, it was a repeat of 1980 with Lancia, Porsche, then BMW in the top three. The scoring system was far from kind to the Stuttgart manufacturer, but revenge would be sweet as the Group C era unfolded.





Various views of the 936/81 on its way to victory at Le Mans.



The 924 Carrera GTS was built as an Evolution of the 924 Carrera GT road car, with 59 completed in early 1981. The exposed headlights quickly differentiate the two versions, although the GTS was endowed with 20 per cent more power in a body that weighed 56kg (126lb) less.



The other races

Brian Redman took the IMSA Camel GT crown, although he drove a Lola as well as a Porsche 935 during the season. In reality, the series was dominated by the Stuttgart car, however, which took the maker's title with ease (BMW claimed GTO honours). The SCCA Trans-Am title fell to Eppie Wietzes in a Corvette, incidentally, and it's interesting to note that Redman and Wietzes actually drove as partners on occasion during 1981.

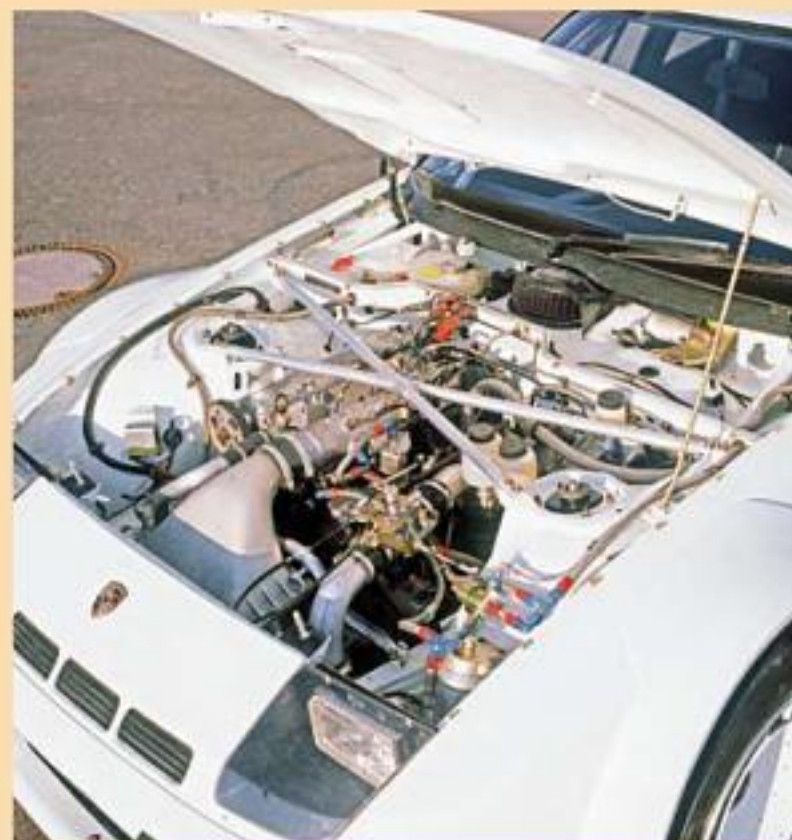
In the Interserie events the Brunn 908 was put out of action following its accident at the 'Ring, and only the 908/80 belonging to the Joest team was able to uphold Porsche honour. With Jochen Mass at the wheel, it won enough points to give its driver second place at the end of the season, though the title ultimately went to Roland Binder and his Lola. There was disappointment in the DRM, too, with Klaus Ludwig (Ford Capri) taking the top spot, and Bob Wollek and his 935 K4 classed as runner-up. It was obvious that Porsche could no longer rest on its laurels ...

The 944 GTP as it took part in the Norisring 50 event, seen here alongside a 944 road car.





The 924 Carrera GTR was another 1981 debutante with 17 produced as customer racers (or rally cars). Tipping the scales at 960kg (2112lb), the GTR used huge, 16-inch alloys to put the 375bhp (280bhp in rally trim) down on the road. Capable of 180mph (288kph), the braking system had to be something special, so was sourced from the 911 Turbo.



VIII

1982

The World Endurance Championship came of age in 1982 with the implementation of Group C regulations taking the place of Group 6, and only Group C cars qualifying for WEC points. As *MotorSport* noted at the time: "Endurance racing takes a new turn this year with the introduction of Group C cars in which under-car ground effects are negated by the insistence of a flat underside as far back as the rear of the cockpit, and engines must be associated with a homologated automobile manufacturer, though they can be one-off experimental engines." Indeed, power units had to be sourced from a maker on the list with cars already homologated in Group A or Group B, a limit of fuel tank size and minimum fuel consumption making up for the virtual free hand designers had with regard to engine capacity. The two-seater body, which had to be a closed structure, required a minimum windscreen area and a dry weight of not less than 800kg (1760lb), while a maximum rim width of 16J could be specified for the wheels.

The WEC season was shortened to a more manageable 11 rounds according to the provisional calendar, with those at Monza, Silverstone, the Nürburgring, Le Mans and Spa counting towards the maker's championship. The shorter season was largely due to a dispute between FISA and IMSA, ultimately taking American events out of the equation. Buenos Aires should have made a welcome return to the top class racing scene, but was one of three cancelled rounds in the end, while Fuji Circuit was added, at last acknowledging the rise of the Japanese motor industry and its competition cars.

Group C teething troubles

As was to be expected in an era when manufacturers had largely lost interest in endurance racing, there was hardly a rush to join the all-new Group C bandwagon. Ford had shown willing with the development of the C100, first raced at the tail end of 1981, and the Aston Martin-engined Nimrod was another special that generated a great deal of interest, augmenting the likes of Lola, March, Rondeau and WM machines in the pit lane. But Ferrari, Alfa Romeo, Lancia, Porsche, Mercedes-Benz, Jaguar? These sporting brands were nowhere to be seen, leading to the postponement of Brands Hatch and Mugello due to a lack of entries (and, at the end of the day, one could hardly blame the works teams for not supporting races in which they were not able to score points). As



The Joest 936C at Monza. The pit lane shot shows a beaming Reinhold Joest (with the open team jacket) and Joest's Belgian drivers Jean-Michel Martin (sitting on the car) and Phillippe Martin.





Norbert Singer was in charge of the Type 956 project.

such, the first round of the WEC was that held at Monza in mid-April, and even that was a long way short of a dream event with the sort of result one would have expected to see in the previous season ...

There were glimmers of hope, however, with Joest entering a unique Porsche 936C, its huge glasshouse and slab sides leading to an upswept tail. In reality, although the back end was closer to a Joest Interserie challenger or a 1976 936 in layout, the rest of the car – a converted 936 Spyder – was standard Group C practice and, other than the paintwork, it was hard to tell a 936C from many of its contemporaries as it flew past the pits on full song. Sadly, having gone to the trouble of extending the wheelbase to accommodate a fuel tank behind the driver, the Joest machine was disqualified in its first race after it was found to have an oversized tank!

Things started to come to life at Silverstone when more makers entered the fold and the Stuttgart works unveiled the 956 coupé ...

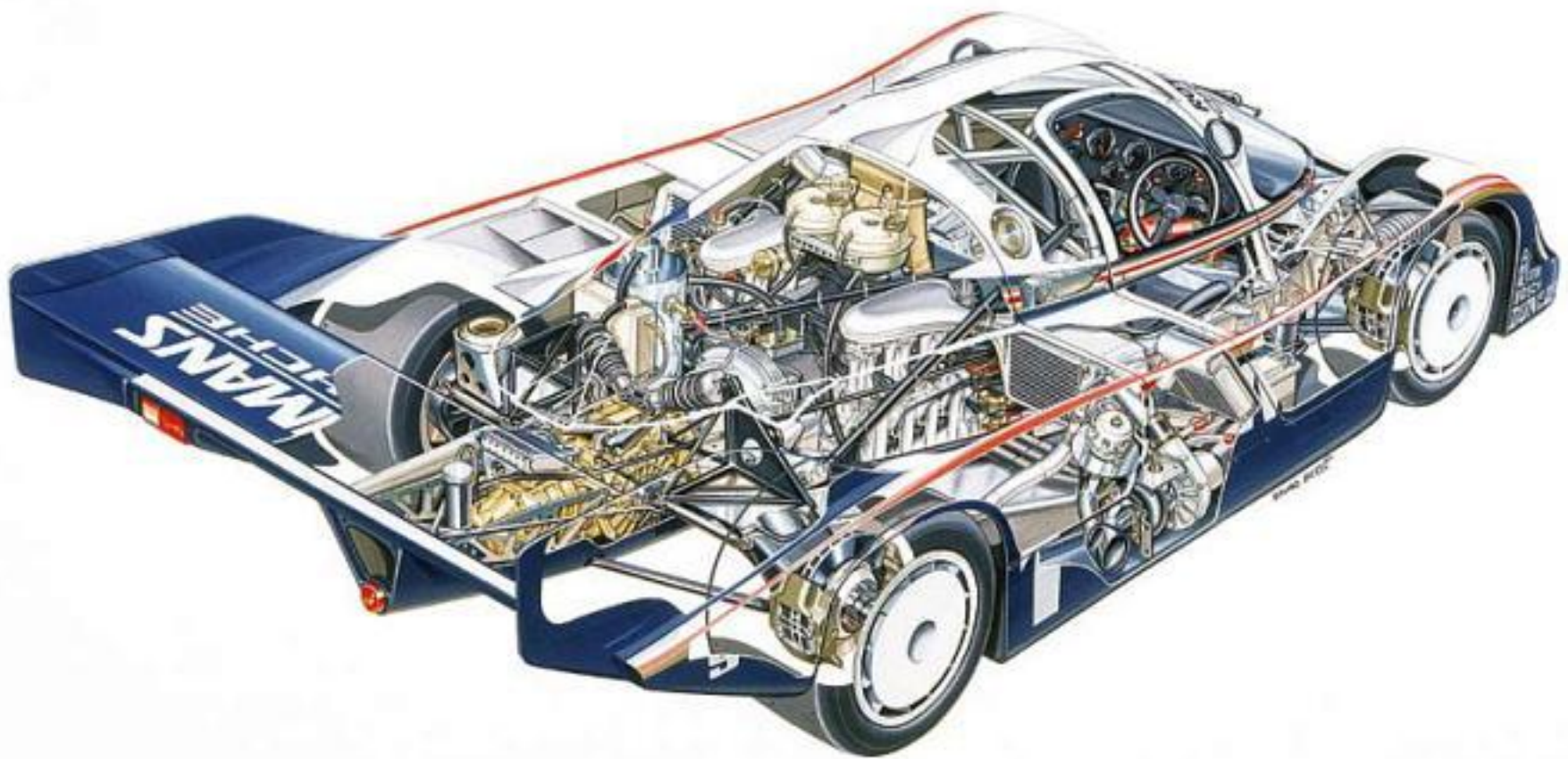
The Type 956

With design work starting in August 1981 when the FIA's latest regulations still had yet to be set in concrete (a fact that ultimately led BMW to withdraw its projected entry, having used a lot of resources only to find it had built a car that failed to comply), the Type 956 was the first racer from Porsche to feature an aluminium monocoque body, as the new Group C safety guidelines effectively ruled out the company's traditional spaceframe chassis.

Given Porsche's lack of experience in this type of construction – and the ground effects (underbody aerodynamics to create downforce) that could be built into the machine for that matter – Porsche stalwart Norbert Singer was put in charge of the project, with another man of much experience, Horst Reitter, looking after the body engineering.

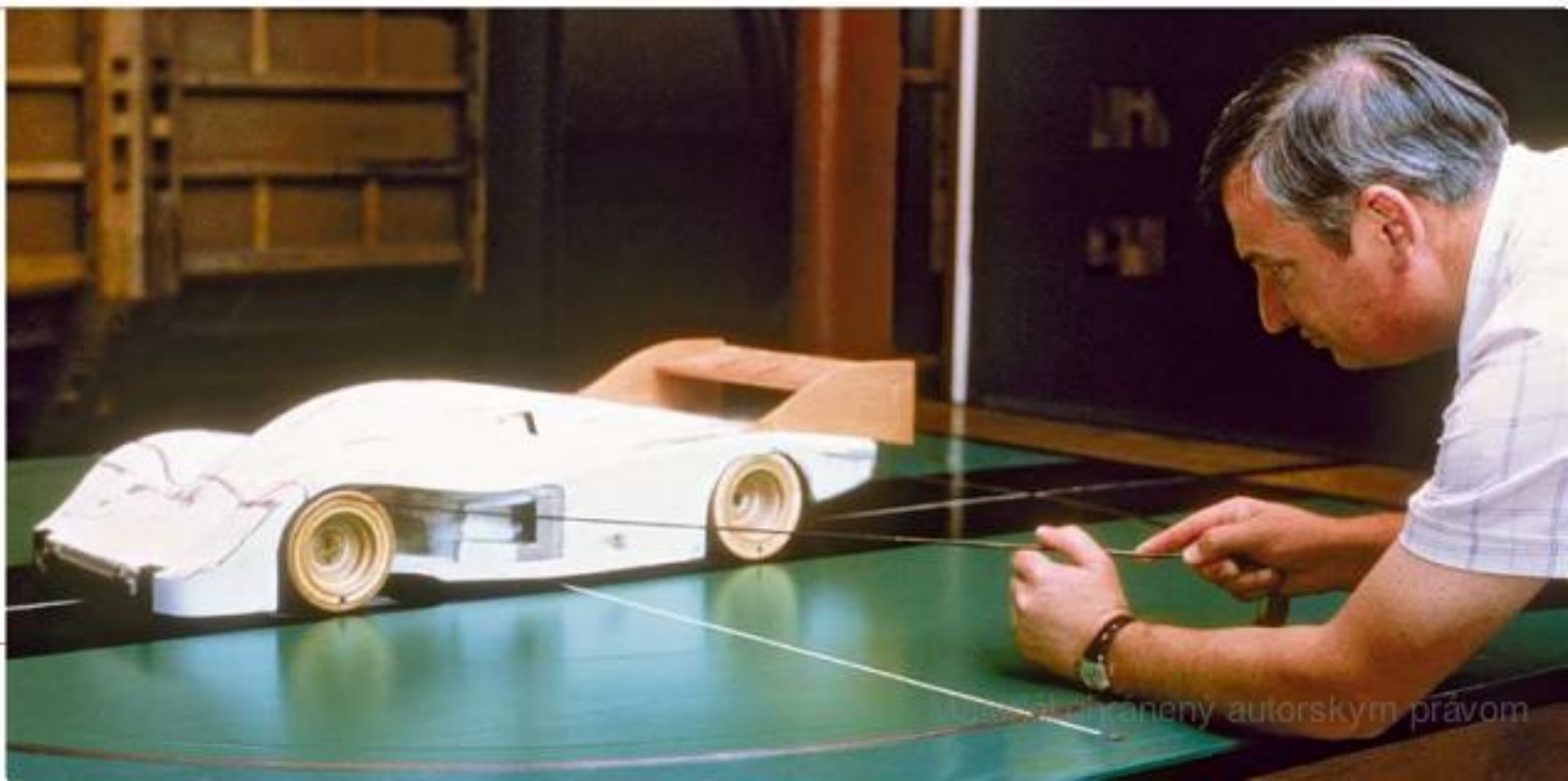
Once carbonfibre and honeycomb materials had been rejected in favour of more traditional sheet aluminium (the learning curve was steep enough as it was, and with limited time it was decided it would be better to stick as close as possible to convention), advice was gleaned from the Dornier aeronautical concern regarding structural rigidity, as well as the best joining methods for strength and durability. What resulted was an extremely stiff front and centre section with a tubular aluminium rollcage built into the design. From this, a tubular frame extended back to support the suspension units and powertrain.

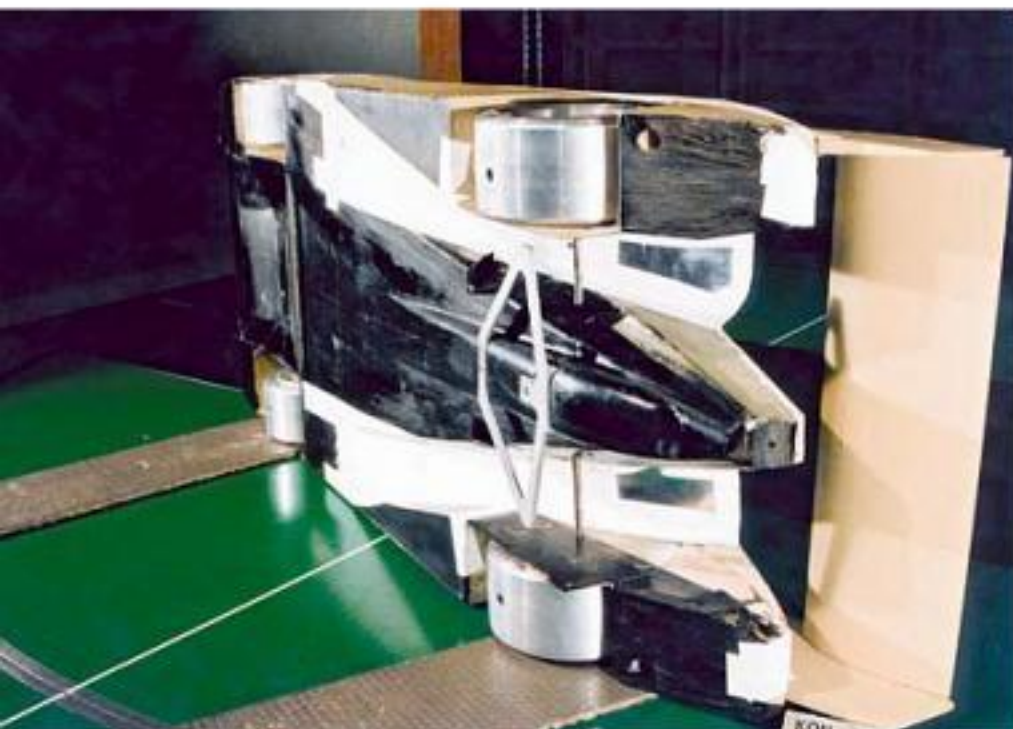
Various styling proposals were put forward, but most were subtle revisions of a basic concept: to blend the body lines as smoothly as possible over the wheels in much the same way as did the 936, with the cockpit area resembling that seen on the early 917 coupés. Ducts were moved on the upper surfaces and slab sides adopted, but it was all a question of fine-tuning rather



Cutaway drawing of the 956KH – Porsche's contender for the World Endurance Championship.

Singer at work in the Stuttgart University wind tunnel on an early one-fifth scale model of the Type 956. Note the original ideas on intake ducts.





The wind tunnel was also employed to decide on the 956's underbody design as the 'ground effects' era entered the sports-racing scene for the first time.

than clean sheet redesigns. Even the tail profile had a certain familiarity about it, once again supporting Porsche's policy of evolution over revolution.

As per the original 917, short-tail (KH) and long-tail (LH) configurations were achieved simply by changing the rear section. In the case of the 956, though, the KH and LH tails were the same length; one gave higher levels of downforce whilst the other reduced drag. A matching front panel was also supplied to balance the car's aerodynamics.

Once the body shape was finalized, exterior panels were produced in a mixture of Kevlar and carbonfibre to ensure strength and light weight. Group C rules stipulated that cars should be a maximum of 4800mm (189.0in) in length and 2000mm (78.7in) in width. The new Porsche was close to these limits at 4770mm (188.8in) long, 1990mm (78.3in) wide, and 1020mm (40.1in) high; the wheelbase was a lengthy 2650mm (104.3in) after allowing for the fuel tank to be positioned between the driver and the engine, whilst track was 1650mm (65.0in) up front and 1550mm (61.0in) at the rear.

Underneath, with just 60mm (2.4in) ground clearance to play with, after numerous experiments to try and create the right balance between downforce and drag, it was decided to go for an almost flat bottom with a pair of channels gathering air from each side of the front wheels, filtering it inward and making it skirt around the rear wheels. The air then exited under the rear wing, the sides separated by the central fairing that covered the transmission. This fairly simple version of 'ground effects' took a great deal of research in the Stuttgart University wind tunnel, as the data collected on contemporary F1 cars was found to be of little use on a wider Group C machine that lacked side skirts.

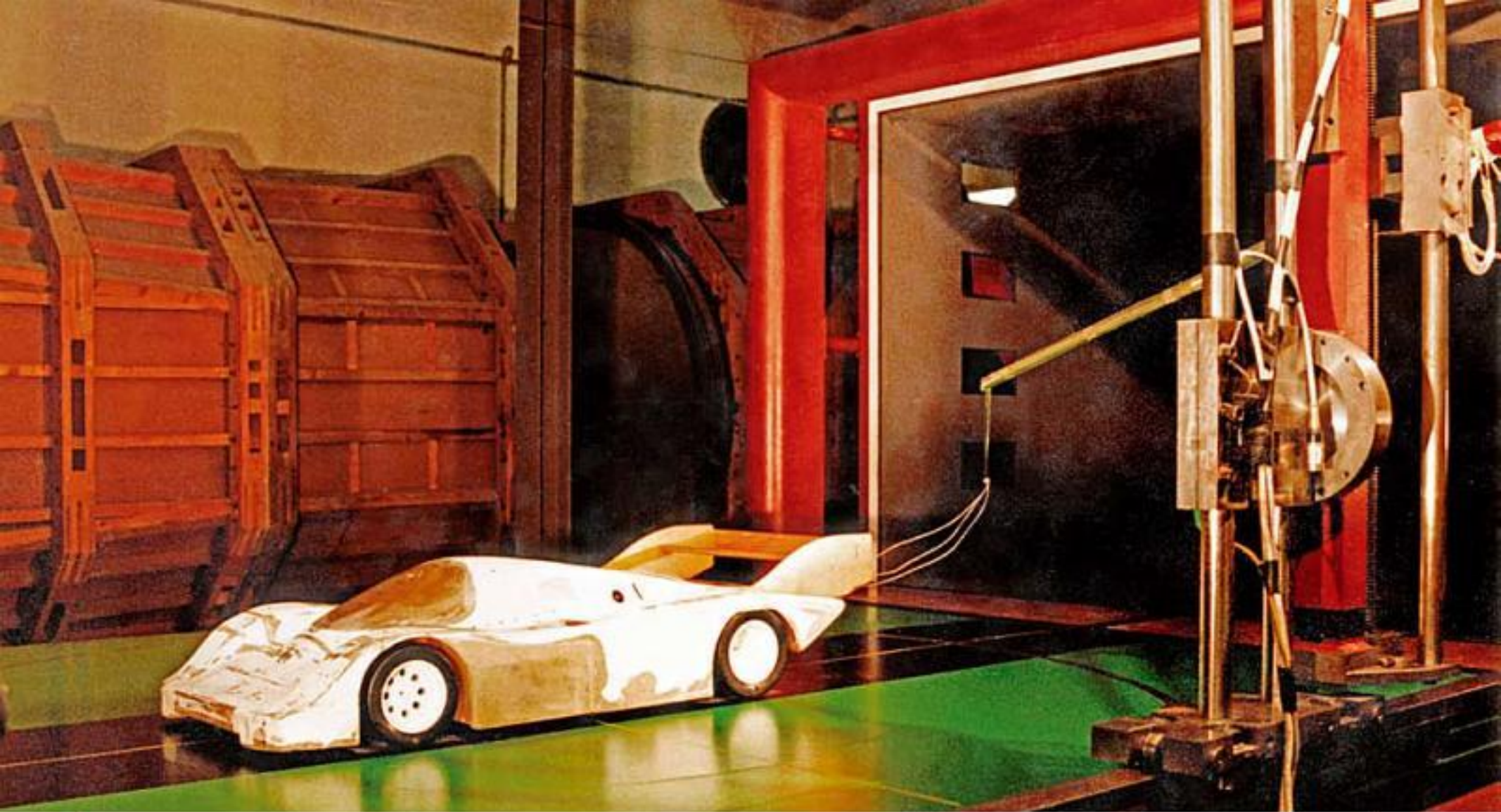
The 956 was powered by the same engine as the 936/81 (the turbocharged 24v Indy unit, tuned with a 7.2:1 compression ratio and mechanical fuel-injection to give 620bhp at 8200rpm, along with 465lbft of torque delivered 2800rpm lower down the rev-range), attached to a five-speed transmission with a dog-leg first and locked transaxle. The eight-bearing, magnesium alloy powerplant had proved itself at Le Mans in 1981, so there



Norbert Singer (left) outlining progress on the 956 project for Manfred Jantke (who ran the PR side of Porsche's motorsport activities by this time) and Porsche's new boss, Peter Schutz (in dark suit).

Meanwhile, work on the new monocoque was progressing at Weissach. Here we see Norbert Singer (red jacket) in conference with Horst Reiter; (bottom right) craftsmen deep in thought (the learning curve was particularly steep for engineers involved with the Group C project); (below) and Singer enjoying a lighter moment on the plate.





A one-fifth scale model in the Stuttgart University wind tunnel, the final design taking shape by mid-January 1982.



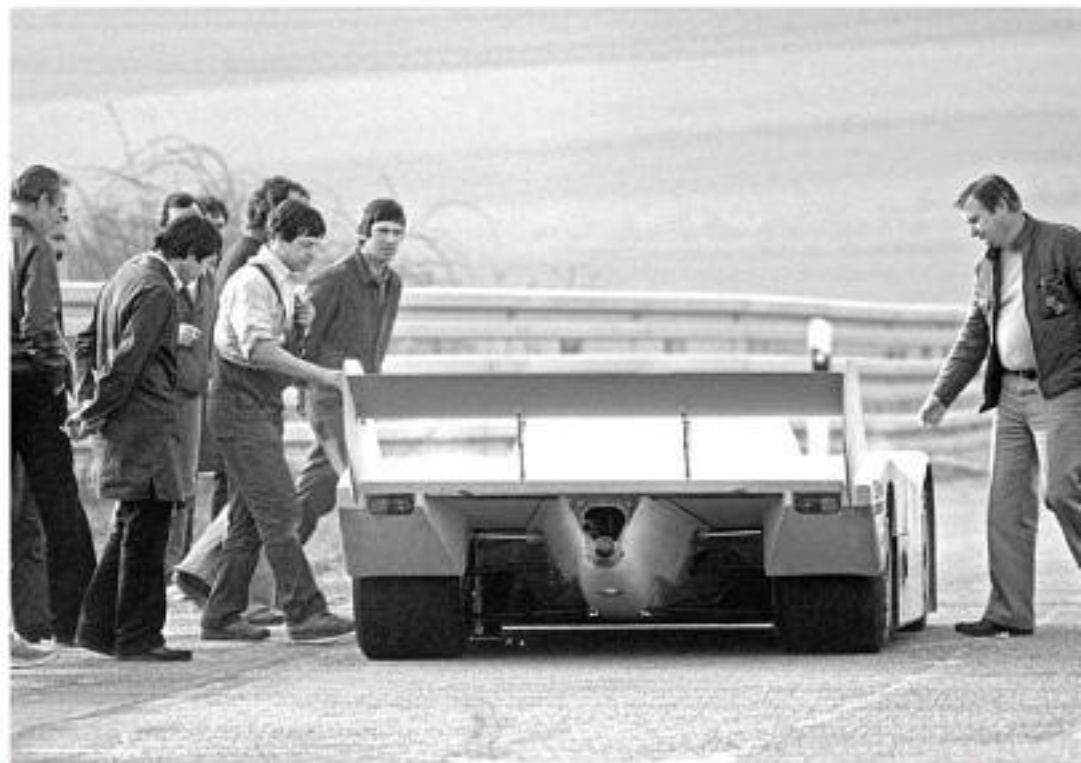
was little point in looking elsewhere, whilst the gearbox was borrowed from the 944 GTP – another successful component from the 1981 Le Mans programme. As installed in the 956, with a pair of KKK K26 blowers the exhausts exited to the side, twin pipes on each flank, just ahead of the rear wheels.

The front suspension was standard racing practice with titanium coil springs over gas-filled tube shock absorbers, located between double wishbones. The rear end was unusual, however, for the spring and damper units sat above the gearbox, inclined inward and operated by a fabricated rocker. This arrangement allowed most of the rear suspension to be kept clear of the underbody venturis, and even then the lower arms were profiled to enhance aerodynamic efficiency.

Chassis 956.001 in the Weissach R&D centre ready for its first run at the end of March 1982, with Porsche's racing supremo Peter Falk looking concerned by the nearside front wing.



The first 956 on test at Weissach with Jurgen Barth at the wheel.



First drive completed, 27 March 1982. Norbert Singer (right) moves forward to get the lowdown on his new machine from Jurgen Barth.



On 30 March the car was already being studied at Volkswagen's wind tunnel at Wolfsburg with more data collected on the full-size machine. It was then shipped to the Paul Ricard circuit for a full shakedown by Ickx and Mass before taking part in extensive durability tests. Those who drove the car in anger described it as very "driver friendly."



Detail shots of 956.001 back at Weissach prior to receiving its racing livery. Like the Opel rally cars of the time, it would compete in Rothmans colours, as Martini stood by Lancia for another year of sponsorship (and for some time after, as it happens). The design work was done by Porsche's Arnold Ostle, who'd also previously created the paint scheme on a number of Martini-Porsche racers. Note the 944 GTP in the background in this shot.

The powerplant of chassis 956.001 revealed. This car was later used at Silverstone with modified air intakes each side of the cockpit by that time, and also during practice at Le Mans. Note the central NACA duct in the roof - used to direct cooling air to the engine's cylinder barrels, which then exited through slits in the floor section ahead and inboard of the rear wheels.





The 956 making its debut at Silverstone, with a Rondeau close behind.

The braking system was revised with leading and trailing calipers adopted in order to give a reasonable friction area within the restricted space dictated by the regulation 16-inch wheel diameter. The centre-lock rims (made by Speedline) were 12J at the front, 15J at the rear, and shod with the latest Dunlop racing rubber.

Seconds out, round two!

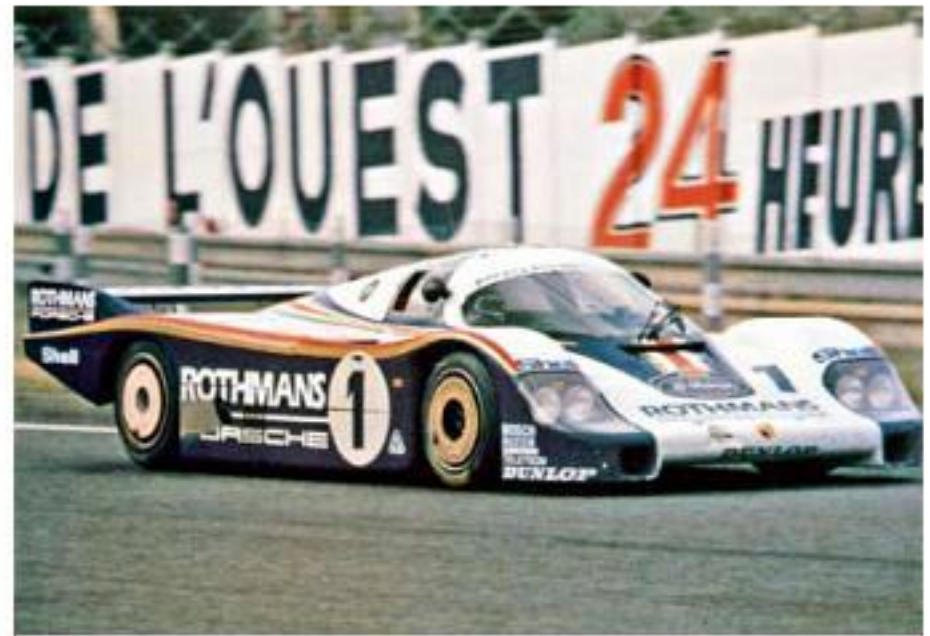
Silverstone was an odd race as the new Porsche (chassis 956.001) had easily qualified on pole but was unable to go anywhere near flat-out due to the fuel restrictions that applied to Group C cars: to preserve petrol it went around the British circuit ten seconds a lap slower than it had shown it was capable of in

qualifying, which meant that, despite numerous problems, the lighter, more economical Lancia was able to claim a victory against a machine that was both significantly faster and more reliable on the day! The open Lancia LC1 conformed to Group 6 regulations, so was unable to score championship points, but an outright win is always worth something, with plenty of mileage potential in the media. For Porsche, the second place was unimportant, as Silverstone was never anything more than the perfect shakedown for Le Mans. Even amongst the privateers, the only major Porsche retirements were the 924 Carrera GTRs of Lloyd/Rouse and Zbinden/Kofel, and the 935 K3 belonging to the Charles Ivey Racing team.

Happy with the data collected at Silverstone, the Porsche



Norbert Singer talking to Jochen Mass.



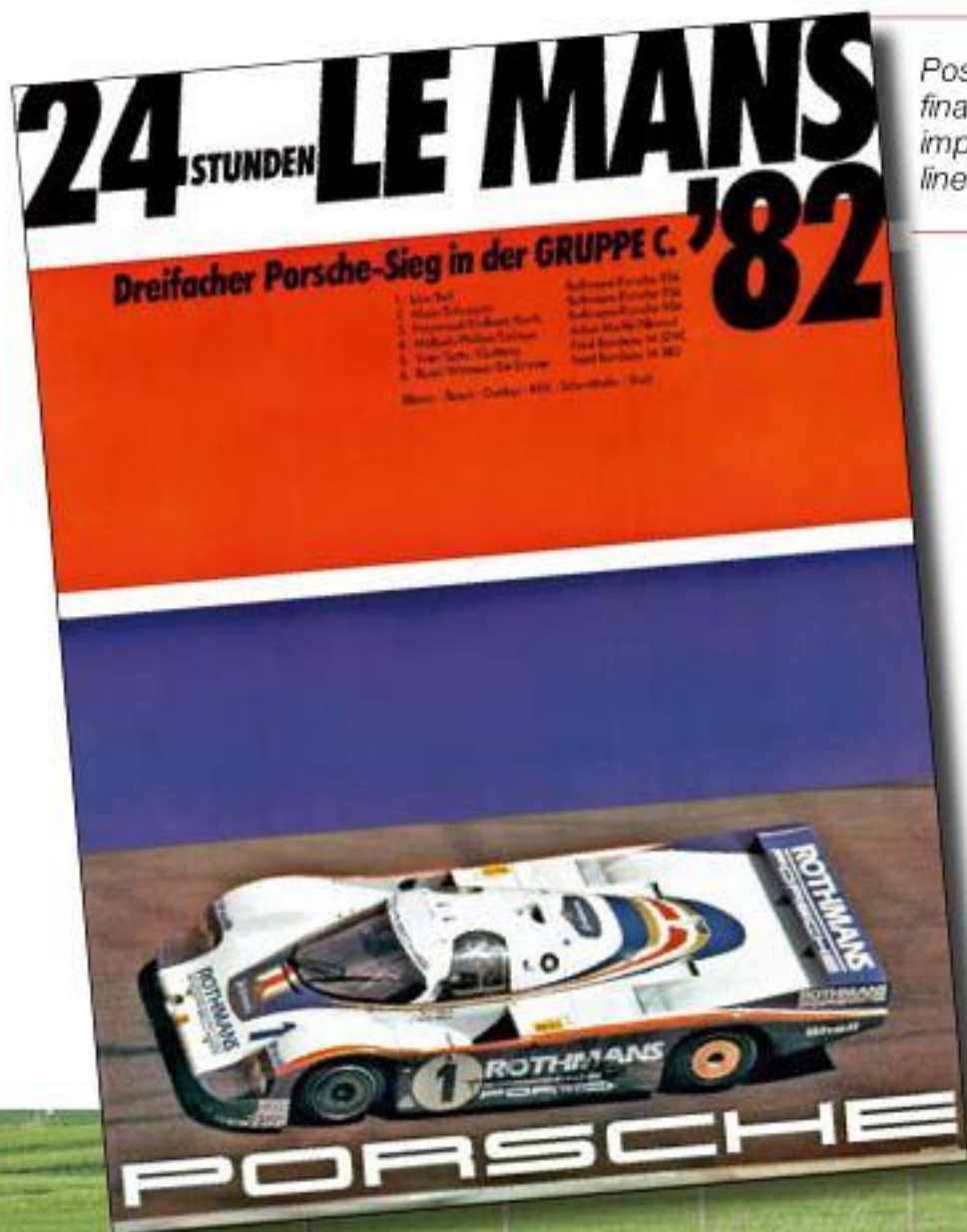
The 956LH of Jacky Ickx and Derek Bell on its way to victory at Le Mans. It won at a phenomenal average speed of 127.6mph (204.1kph), the long-tailed body helping to tease out of the car a little extra top-end performance. The 956LH was clocked at 220mph (352kph) on the Mulsanne Straight, while a digital computer allowed the driver to gauge fuel consumption and adjust his pace to suit.



The 935/78 of John Fitzpatrick and David Hobbs that came fourth (first in Class).



This 934 was another Class winner, driven by Richard Cleare, Tony Dron and Richard Jones.



Poster released by Porsche following its success at Le Mans. Note the final air intake shape on each side of the doors, the deeper apertures improving cooling while the NACA ducts added above the rear axle line enhanced brake cooling.

factory stayed away from the 'Ring, preferring to refine the 956 design and mount an all-out assault on Le Mans instead with a new batch of long-tailed cars (the 956LH). The Joest 936C was involved in an accident halfway through the German event, and three 935 K3s – along with a 924 Carrera GTR – dropped out for various reasons. This left Lancia to claim a second victory, although the GTi Engineering 924 took IMSA GTO honours, and Group B went to the 911 Turbo in ninth. Further down the field, similar models, albeit substantially less modified, took first and second in the chase for the GT trophy.

Le Mans – in its 50th year – ultimately served as a stunning display of power and reliability within the Porsche camp, with only very minor problems to deal with during the 24-hour epic. Thanks to the tactics of Peter Falk and Norbert Singer, Jacky Ickx scored his

The way things ended at Le Mans. Although the chassis numbers didn't match, Porsche finished the event in the positions indicated by the race numbers: did the ACO know something? Note the white screen strip on car 1, the red one on car 2 and the blue one on car 3, used as a quick method of identifying which vehicle was which.





The Le Mans winner and its cockpit. Note how ergonomic the Group C machine interior was compared to those of its predecessors, although braking and steering effort was said to be very high on the early cars, and it was also liable to become hot in the cockpit in sunny weather.



sixth Le Mans victory with Derek Bell in chassis 956.002, crossing the line in convoy with 956.003 in second and 956.004 in third, albeit several laps apart. Amongst the 18 classified finishers, Porsches also claimed the IMSA GTX and GTO categories, the Group 5 Class, and the GT Class. The Belga-sponsored Joest 936C dropped out when a piston failed near the end of the race, but most of the top runners representing the Stuttgart marque completed the course.

The Porsche-powered Kremer CK5 (a similar spaceframe vehicle to the Joest 936C) had its engine pop at Le Mans, and electrical problems sidelined it at Spa (the next event after Pergusa was cancelled). At least the works Rothmans-

WORLD ENDURANCE CHAMPIONSHIP

Monza 1000km (18 April)

1	H Pescarolo/G Francia	Rondeau M382C	5h 33m 56s
2	R Stommelen/T Field	Porsche 935 K3	1 lap down/1st in Class
3	G Cuiti/M Benusiglio/G Piazza	Osella-BMW PA7	6 laps down
4	D Schornstein/V Merl	Porsche 935J	6 laps down/2nd in Class
9	R Cleare/T Dron	Porsche 934	23 laps down/2nd in Class
11	P Zbinden/E Kofel	Porsche 924 Carrera GTR	48 laps down/2nd in Class

Silverstone 6-hour Race (16 May)

1	R Patrese/M Alboreto	Lancia LC1	240 laps
2	J Ickx/D Bell	Porsche 956KH	237 laps/1st in Class
3	B Wollek/J-M Martin/P Martin	Porsche 936C	231 laps/2nd in Class
7	G Moretti/M Baldi	Porsche 935/78	223 laps/1st in Class
9	E Doren/J Lassig	Porsche 935 K3	216 laps/1st in Class
12	D Schornstein/H Grohs	Porsche 935J	209 laps/3rd in Class
19	R Cleare/T Dron	Porsche 934	181 laps/2nd in Class

Nürburgring 1000km (30 May)

1	R Patrese/M Alboreto/T Fabi	Lancia LC1	5h 54m 11s
2	H Pescarolo/R Stommelen	Rondeau M382C	1 lap down
3	H Kelleners/E Calderari/U Grano	BMW M1	3 laps down
5	R Lloyd/T Dron/H Volker	Porsche 924 Carrera GTR	5 laps down/1st in Class
9	F Muller/G Memminger	Porsche 911 Turbo	8 laps down/1st in Class
16	J Poulsen/D Hansen	Porsche 935 K3	9 laps down/3rd in Class
19	M Lorper/F-R Friebel/K-J Romer	Porsche 911 Turbo	13 laps down/1st in Class
23	K Drees/H Hoier	Porsche 911 Turbo	14 laps down/2nd in Class

Le Mans 24-hour Race (20 June)

1	J Ickx/D Bell	Porsche 956LH	359 laps/1st in Class
2	J Mass/V Shuppan	Porsche 956LH	356 laps/2nd in Class
3	H Haywood/A Holbert/J Barth	Porsche 956LH	340 laps/3rd in Class
4	J Fitzpatrick/D Hobbs	Porsche 935/78	329 laps/1st in Class
5	D Snobeck/F Servanin/R Metge	Porsche 935 K3	325 laps/2nd in Class
8	J Cooper/P Smith/C Bourgoignie	Porsche 935 K3	316 laps/1st in Class
13	R Cleare/T Dron/R Jones	Porsche 934	291 laps/1st in Class
16	J Busby/D Bundy	Porsche 924 Carrera GTR	272 laps/1st in Class

Spa 1000km (5 September)

1	J Ickx/J Mass	Porsche 956KH	6h 06m 04s/1st in Class
2	D Bell/V Shuppan	Porsche 956KH	3 laps down/2nd in Class
3	R Patrese/T Fabi	Lancia LC1	4 laps down
4	J-M Martin/P Martin	Porsche 936C	10 laps down/3rd in Class
7	G Moretti/M Baldi	Porsche 935/78	12 laps down/1st in Class
10	J Lassig/T Pilette/J-P Libert	Porsche 935 K3	15 laps down/2nd in Class
15	J Palmer/R Lloyd	Porsche 924 Carrera GTR	21 laps down/1st in Class

T/A HIGH TECH
RADIALS

BF Goodrich

BFGoodrich Comp T/A Radials make history at Le Mans!

At the recent 50th edition of the 24 Hours of Le Mans, BFGoodrich set a new record: our Comp T/A radials were the first standard production street radials ever to replace a tire on the track during a race since the advent of special purpose racing slicks. What's more, BFGoodrich was the only manufacturer competing with street tires!

Running the ultra high performance Comp T/A tires was our BFGoodrich Porsche Carrera Turbo, driven by Jim Busby and Doc Bundy. They finished 36th overall out of 35 starters, completing the race in the IMSA GTO class. The Goodrich Porsche used just 5 Comp T/A radials—one set plus a spare—to cover 208.23 miles (335 laps) on the 8.5-mile road circuit.

At BFGoodrich, we use the race track as a laboratory to which we relate the technology that goes into our tires. And since the tires we race are the tires you buy, you can be sure that when BFGoodrich wins on the track—we're winning for you, too.



Porsche 956s took a one-two in the last round qualifying for the WEC crown, and the Joest machine also came good to take fourth; only the factory Lancia LC1 proved faster. Class wins were claimed in Group 5, IMSA GTO and Group B, while only a BMW M1 was able to better the 934 and 924 GT combatants.

The Rothmans-Porsches stayed away from the poorly supported Mugello race, with only the Joest machine saving face for the Stuttgart maker. The next event at Fuji Speedway

1982 was the last year in which 924 derivatives were seen at Le Mans. BFGoodrich released this advert following its successful French sortie, the 924 Carrera GTR it sponsored the only car in the entire field to finish on road-legal tyres! It was driven by Jim Busby and Doc Bundy, with Marcel Mignot sitting out the 24 hours on standby duty.

17	R Cleare/T Dron	Porsche 934	21 laps down/2nd in Class
19	P Zbinden/E Kofel	Porsche 924 Carrera GTR	24 laps down/3rd in Class
20	F Muller/G Memminger	Porsche 911 Turbo	36 laps down/1st in Class

Mugello 1000km (19 September)

1	M Alboreto/P Ghinzani	Lancia LC1	6h 18m 40s
2	A Nannini/C Fabi	Lancia LC1	6h 20m 12s
3	B Wollek/H Pescarolo/H Heyer	Porsche 936C	7 laps down/1st in Class
6	D Schornstein/V Merl/B Wollek	Porsche 935J	16 laps down/1st in Class
8	G Moretti/M Baldi	Porsche 935/78	21 laps down/3rd in Class
11	P Zbinden/E Kofel/M Vanoli	Porsche 924 Carrera GTR	44 laps down/1st in Class
12	F Muller/G Memminger	Porsche 911 Turbo	48 laps down/1st in Class

Fuji 6-hour Race (3 October)

1	J Ickx/J Mass	Porsche 956KH	260 laps/1st in Class
2	R Patrese/T Fabi	Lancia LC1	258 laps
3	M Nakamura/K Misaki	March 755-Toyota	243 laps
7	R Cooke/J Adams	Porsche 935 K3	230 laps/2nd in Class

Brands Hatch 1000km (17 October)

1	J Ickx/D Bell	Porsche 956KH	5h 35m 02s/1st in Class
2	R Patrese/T Fabi	Lancia LC1	5h 35m 06s
3	J Fitzpatrick/D Hobbs/B Wollek	Porsche 935 K4	9 laps down/1st in Class
12	J Cooper/P Smith	Porsche 935 K3	27 laps down/1st in Class
14	R Cleare/T Dron	Porsche 934	31 laps down/1st in Class
16	E Jordan/G Loxton/D Wood	Porsche 935 K3	41 laps down/2nd in Class
17	R Lloyd/J Allam	Porsche 924 Carrera GTR	41 laps down/1st in Class



The start of the race at Spa with Ickx in car number 1 (chassis 956.003) and Bell in car number 2 on the front row. The Bell machine (956.004) was sporting some engine modifications, gaining a Bosch Motronic black box to control ignition and fuel-injection settings which took power up to 650bhp, but poor throttle response and the wet weather that ensued obviated the advantage. At least splitting the two drivers allowed one or the other to try and win the championship; it was eventually to go to the Belgian in the final round.

attracted a massive crowd of 86,000 to watch the most varied field of the year. The works Ickx/Mass 956 won, setting up the Belgian driver for a shot at the WEC drivers' crown, while the Bell/Schuppan car was sidelined with tyre trouble. The final race was shortened slightly, but this didn't prevent the 'dream team' of Jacky Ickx and Derek Bell taking the flag, edging out the fast Lancia by a matter of seconds. A K4 took IMSA GTX honours, while K3s dominated Group 5; the regular GT category and IMSA GTO Class also fell to Porsche.

The fact that Porsche Group C cars were absent from Monza and the Nürburgring meant that Rondeau had led the championship table going into Spa. A loophole in the rules, however, allowed the Stuttgart factory to score from the Group B win in Germany, which ultimately made the difference between Porsche claiming the title and the French *équipe* missing out. Porsche therefore reclaimed the manufacturers' crown on 75 points, with Rondeau on 70 and the Aston-Martin-powered Nimrod coming third on 24. WM-Peugeot was fourth, incidentally, with Ford trailing despite having three possibilities of scoring (via Ford's works car, Lola and Sauber), bringing the American giant's Group C programme to a premature end. Jacky Ickx won the drivers' title, while Derek Bell was third, surrounded by Lancia men.

Group C machines were also accepted in the German DRM races, which Porsche and Ford went head-to-head to win. The Stuttgart firm won six rounds and its Cologne rival won the remaining four. Oddly, the Interserie Championship also allowed Group C cars to compete with Can-Am-style vehicles, and Porsche won five of the six rounds with Bob Wollek taking the chequered flag four times. Still, despite not winning a race all season, it was Lola man Roland Binder who took the Interserie title through consistent Class victories for the second year in a row.

The American scene

The IMSA series became more and more confusing with each passing year. The Camel GT Endurance Championship, decided after the points scored in six long distance events, was won by John Paul, while his son claimed the GTP/GTX title (the newly-introduced top class IMSA award for Grand Touring Prototypes, vaguely similar to Group C cars and other specials). Both were well-known Porsche exponents, and the Stuttgart maker was able to take the silverware with ease at the end of the 18-round season. The JLP Racing 935's win at the Daytona 24-hour Race was perhaps the most significant, but Sebring fell to the same team, and it is no exaggeration to say that Porsche dominated the series. In fact, other marques won only six rounds between them. Meanwhile, the IMSA GTO title went to Chevrolet and a Datsun driver, whilst GTU was no longer Porsche territory and the German maker came a disappointing third in the SCCA Trans-Am series.



The view of the 956KH most drivers saw all season ...



The JLP Racing 935 that won at Sebring in the hands of John Paul and his son. The pair also teamed up to win Daytona with help from Rolf Stommelen, thus taking the silverware at the two most prestigious races on the US calendar.

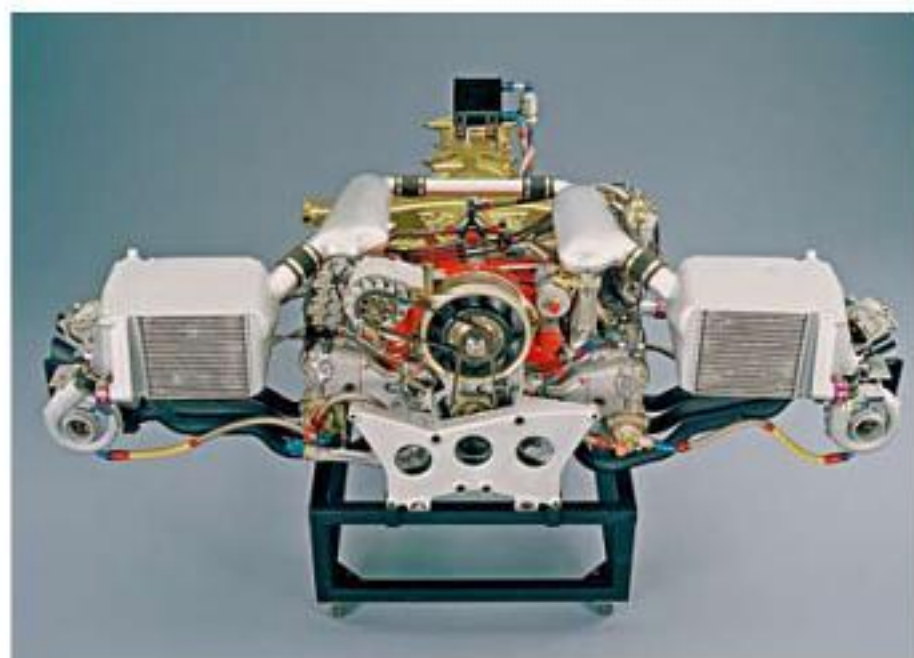
The World Endurance Championship was reduced to seven rounds for 1983, taking in the five European scoring rounds from the previous year, plus Fuji in Japan and Kyalami (the South African circuit was supposed to be hosting the final race of the F1 season the week before). As in 1982, there were no American races scheduled for the series, but both makers and drivers were able to score points in all seven events.

The 1983 WEC season

The new Group C Lancia-Ferrari LC2 showed a lot of promise when it made its debut at Monza, but a catalogue of disasters for the Italian équipe ensured that the event was ultimately

The engine used in the works 956s for 1983 on a display stand, and in the back of Porsche's WEC contender. Note the red shroud over the traditional Porsche cooling fan.

dominated by the Porsche 956 – both in works guise and private entry trim – as the factory had released 12 'customer' versions of the 956 in readiness for the 1983 season, the 620bhp cars priced at DM640,000 apiece although one (956.107) was retained by





Joest Racing was first and third at Monza, although the cars looked quite different with the winning machine sporting Marlboro sponsorship and the third-placed 956 (which actually belonged to Dieter Schornstein) sporting New Man livery.

Action from the Nürburgring. Despite team orders from Norbert Singer to keep down the pace in order to preserve fuel and the car's mechanical components, Bellof (seen here) was flying on the road – and then literally! The German driver crashed at the Pflanzgarten at around 160mph (255kph), writing off 956.007 in the process.

the factory as a test mule and show vehicle. To support the private teams costly spares were taken to each race with a crew of specialist engineers led by Gerd Schmid, allowing them to compete without the need to stock parts (by this time fiercely expensive), or have components shipped back and forth from Stuttgart.

Although the brand new pair of 650bhp Rothmans-Porsches allocated to Jacky Ickx/Jochen Mass and Derek Bell/Al Holbert (chassis 005 and 007) had the supposed advantage of the Bosch Motronic engine management system at Monza, the race fell to the Joest car of Bob Wollek and Thierry Boutsen, followed home by the six other 956s in the event (the Ickx/Mass machine was second, while the Bell/Holbert one was seventh, its progress delayed by the need to change a driveshaft due to a seized bearing). A pair of 911 Turbos were third and fourth in Group B, but the original Kremer CK5 (bought by Richard Cleare) was sidelined with a terminal oil leak.

At Silverstone the works car were running on new Dunlop Denloc tyres with beads that locked into the modified wheel rim for added safety. The early threat from Lancia fizzled out with the rain, and once again Porsche collected all the silverware with 956s in the first five places and the CK5 in sixth. The 1000km race (changed from a six-hour format to let real



racing take precedence over fuel economy) was won by pole-setter Derek Bell in a factory car, paired up with rising star Stefan Bellof on this occasion. The Group B Class went to the BMW M1 as it had in Monza, although the big news at the back of the field was the retirement of the Ickx/Mass 956 (involved in an accident),



The top link on the rear suspension failed on the Ickx/Mass car at one point, the repair costing the duo six minutes in the pits. Here we can see Mass looking concerned (far left in the background) with Valentin Schaeffer by his side. Opposite them, in the right of the shot we have Helmuth Bott (yellow bib) talking to Peter Falk, then head of the Porsche Racing Department.



The winning car in Germany. This was to be the last time the old full circuit was used for a World Championship race. Note the way that the Rothmans sponsorship has been toned down for this event.

The team cars lined up at Le Mans ready for a photo call.

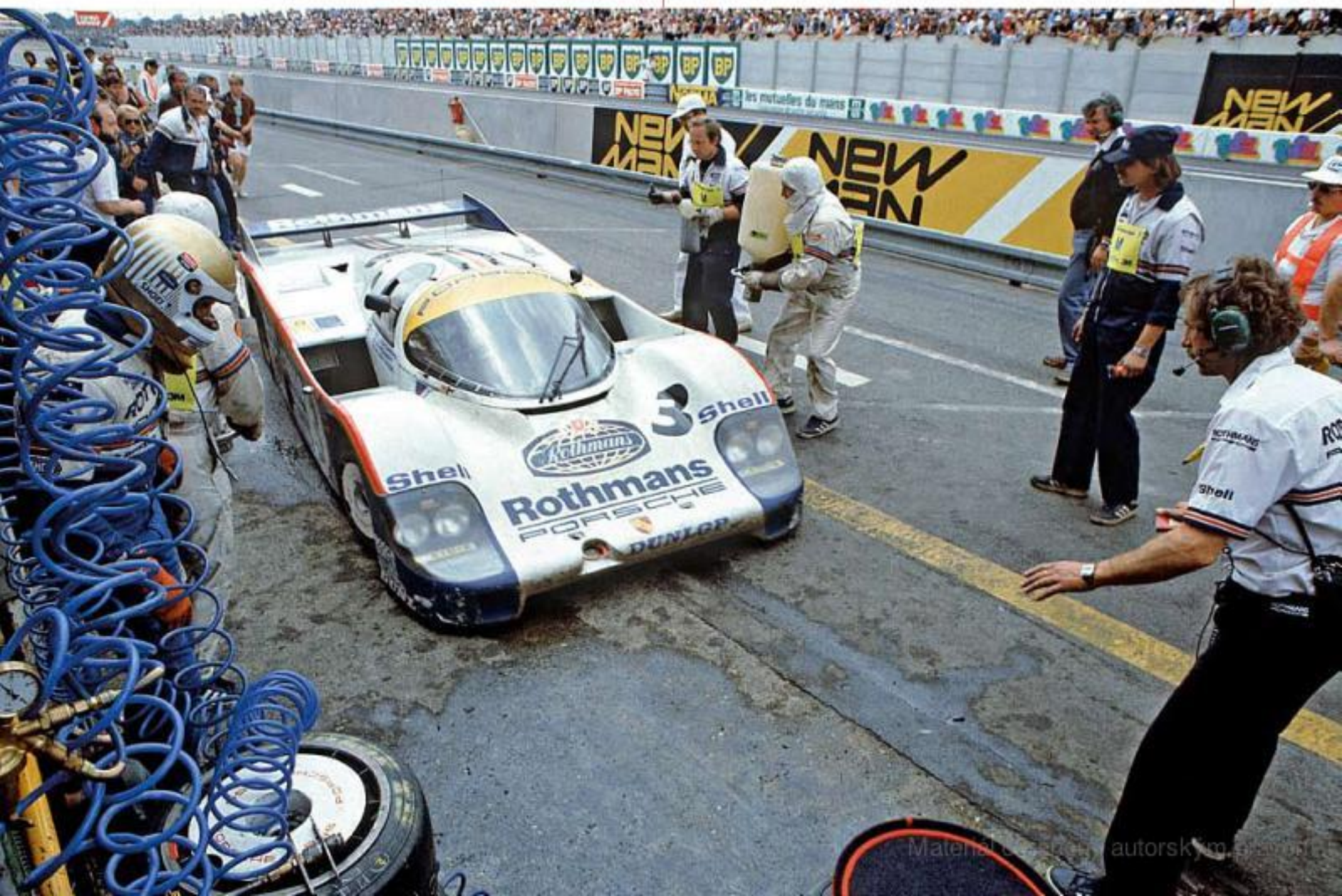




The long-tailed 956 shared by Jacky Ickx and Derek Bell on its way to second place.



A couple of views of the Le Mans winner, piloted by Vern Schuppan, Al Holbert and Hurley Haywood.



Two names that take Porsche to the limit.

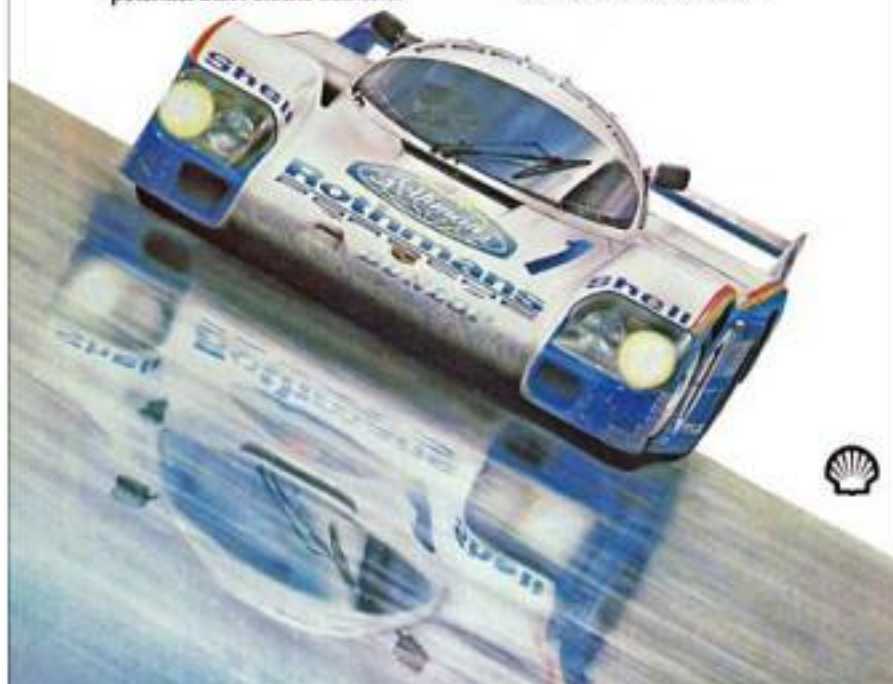


DEREK BELL

Currently, Guild of Motoring Writers Driver of the Year
Three times winner of Le Mans and many other endurance races.
The type of performance and potential that Porsche demand.

Shell Oils

Producers of the world's finest range of lubricating products for even the most demanding racing cars.
The oils that Porsche recommend for their Works Team.
The oils that Porsche trust.



British Shell advertising from the time.



The Ickx/Mass 956KH on its way to victory at Spa.



The Fitzpatrick/Hobbs car made the podium at the delightful Spa-Francorchamps circuit.

the second Joest 956 popping an engine, and the Joest 936C dropping out with transmission problems.

The series then moved to Germany for the Nürburgring 1000km, where Porsche introduced a slightly lighter car with an updated Motronic black box and injection system for better throttle response, a higher compression ratio (8.5:1 instead of the 8.0:1 employed on the Rothmans-Porsches at the start of the season resulting in more power), and a subtly restyled nose panel that hid a revised front suspension setup to make the steering lighter. The works car of Bell/Bellof was destroyed in an accident after it became airborne at high speed, but at least the Ickx/Mass machine took the chequered flag, leading home three other 956s, the Joest machine proving quick once again.

Porsche 956s took the first eight places at Le Mans with works

cars first and second after a great deal of drama in the closing laps, and only the Mass/Bellof machine succumbing to engine trouble caused by burnt exhaust valves after the 24 hours. A Kremer car (956.101 – the first 'customer' 956) came third, with Joest fourth and sixth sandwiching a John Fitzpatrick 956. The Charles Ivey Racing 911 Turbo won Group B, followed home by three more 930s; all told, it was a successful weekend.

Porsche was untouchable again at Spa, although it was noticeable that the Lancias put up a better fight. The Italian team stayed away from the picturesque Fuji circuit overlooked by

Japan's highest mountain, leaving the factory Porsches (including the last new 956 of 1983 – chassis 009) to take a one-two, followed by a pair of domestically sponsored 956s, one of the Joest 956s, and a Brun Porsche. Although the domestic machines proved they could hold their own against the best in the business, about the only surprise was the Kremer 956 dropping out with engine trouble.

With Kyalami postponed from earlier in the year it duly wrapped up the season in December. Porsche tried a new twin-clutch gearbox at the African event, allowing drivers to stay on the power when shifting. While the weight penalty was an extra 15kg (33lb), it was found to be a significant benefit – it just needed a little more development at this stage so a regular transmission was fitted to the three works cars for the actual race. The Schuppan/Holbert car retired when the Motronic system died, and body damage delayed the Ickx/Mass machine which slid off the greasy road following a sudden rainstorm; still, the third place it achieved secured the championship crown for the Belgian driver. One of the Lancia LC2s got on the podium to break up the 956 club members, but the super Porsche remained undefeated at the end of the year.

The WEC crown was won with ease by Porsche with twice as many points as all the other qualifying teams put together; the company also won the Group B category, narrowly fending off the challenge mounted by the BMW M1 pilots. As mentioned earlier, factory ace Jacky Ickx was declared the top driver with Derek Bell runner-up, Jochen Mass third, and Stefan Bellof fourth. In fact, Porsche men filled the top 16 places, such was the 956's domination during the season.

In the Interserie championship, having destroyed the team's BMW M1, Walter Brun moved up to Porsche 956 power and duly won the race at Most (the Brun team would become synonymous with Porsche in the years that followed), while Bob Wollek (easily the most successful man in the German DRM races that year) took the flag in a 956 at Hockenheim. In reality, though, the Stuttgart

WORLD ENDURANCE CHAMPIONSHIP

Monza 1000km (10 April)			
1	B Wollek/T Boutsen	Porsche 956KH	5h 12m 07s/1st in Class
2	J Ickx/J Mass	Porsche 956KH	5h 13m 20s/2nd in Class
3	R Stommelen/H Heyer	Porsche 956KH	3 laps down/3rd in Class
12	G Memminger/H Kuhn-Weiss	Porsche 911 Turbo	37 laps down/3rd in Class

Silverstone 1000km (8 May)			
1	D Bell/S Bellof	Porsche 956KH	5h 02m 43s/1st in Class
2	S Johansson/B Wollek	Porsche 956KH	5h 03m 36s/2nd in Class
3	J Lammers/T Boutsen/R Lloyd	Porsche 956KH	7 laps down/3rd in Class
13	J Cooper/P Smith/D Ovey	Porsche 911 Turbo	53 laps down/3rd in Class

Nürburgring 1000km (29 May)			
1	J Ickx/J Mass	Porsche 956KH	5h 26m 35s/1st in Class
2	S Johansson/B Wollek	Porsche 956KH	5h 30m 35s/2nd in Class
3	K Rosberg/J Lammers/J Palmer	Porsche 956KH	1 lap down/3rd in Class
7	E Doren/J Hamelmann/H Gall	Porsche 911 Turbo	7 laps down/1st in Class
8	C Haldi/K Utz	Porsche 924 Carrera GTS	7 laps down/2nd in Class

Le Mans 24-hour Race (19 June)			
1	V Schuppan/A Holbert/H Haywood	Porsche 956LH	370 laps/1st in Class
2	J Ickx/D Bell	Porsche 956LH	370 laps/2nd in Class
3	M Andretti/M Andretti/P Alliot	Porsche 956LH	364 laps/3rd in Class
11	J Cooper/P Smith/D Ovey	Porsche 911 Turbo	303 laps/1st in Class
13	G Memminger/H Kuhn-Weiss/F Muller	Porsche 911 Turbo	299 laps/2nd in Class
15	J-M Almeras/J Almeras/J Guillot	Porsche 911 Turbo	279 laps/3rd in Class

Spa 1000km (4 September)			
1	J Ickx/J Mass	Porsche 956KH	5h 44m 33s/1st in Class
2	D Bell/S Bellof	Porsche 956KH	5h 45m 36s/2nd in Class
3	J Fitzpatrick/D Hobbs	Porsche 956KH	5 laps down/3rd in Class
13	J Cooper/P Smith/D Ovey	Porsche 911 Turbo	33 laps down/2nd in Class
15	J Hamelmann/A Yvon	Porsche 911 Turbo	37 laps down/3rd in Class

Fuji 1000km (2 October)			
1	D Bell/S Bellof	Porsche 956KH	4h 57m 06s/1st in Class
2	J Ickx/J Mass	Porsche 956KH	4h 57m 56s/2nd in Class
3	V Schuppan/N Fujita	Porsche 956LH	6 laps down/3rd in Class

Kyalami 1000km (10 December)			
1	D Bell/S Bellof	Porsche 956KH	5h 44m 06s/1st in Class
2	R Patrese/A Nannini	Lancia LC2	4 laps down
3	J Ickx/J Mass	Porsche 956KH	8 laps down/3rd in Class
9	T Wirem/K Leim	Porsche 911 Turbo	51 laps down/2nd in Class
10	J Cooper/P Smith/G Cavalieri	Porsche 911 Turbo	51 laps down/3rd in Class



The works cars lined up for a publicity shot at Kyalami with (from left to right) Jacky Ickx, Jochen Mass, Derek Bell, Stefan Bellof, Al Holbert and Vern Schuppan making themselves comfortable. Schuppan had a wonderful season in Japan racing a 956 for the Trust (Nova Engineering) team, duly winning the Fuji endurance series and the All-Japan Sports Prototype Championship with Noahiro Fujita in 1983, and the Fuji title again with Yoshimi Katayama the following year. Incidentally, from this angle the 1983 Rothmans livery, with a centre stripe, is easy to compare with the 1982 version.



*Stefan
Bellof.*



*Mario
Andretti.*



Al Holbert.



Porsche launched the 959 at the Frankfurt Show as a potent Group B car, although it would be quite some time before deliveries began. Also on display at the event was this 956 (chassis 956.107).

maker was heavily outnumbered in each of the five rounds, as the series was starting to lose its appeal now that the WEC was up and running in a proper manner.

In the US, however, the WEC meant nothing as it failed to take in Stateside circuits. IMSA was organizing an excellent alternative, though, with 17 North American races held in 1983 and a varied field that included a number of makers not actively taking part in the WEC. Japanese manufacturers took to the IMSA scene, for instance, and even Jaguar was represented in America, though not in Europe! Porsche was also involved but not with 956, as GTP rules excluded its 24v twin-turbo engine.

The jewel in the IMSA crown was the Daytona 24-hour classic – duly won by a Preston Henn 935 – while a 934 was victorious at Sebring the following month. Porsche properly took the GTP trophy at the end of the year, with Al Holbert the drivers' champion thanks to Porsche power (he had an Andial-built, three-litre single-turbo version of the 956 engine in a March chassis). Wayne Baker and his 934 took GTO honours, with Porsche the leading maker in the same category. On the other hand, Porsche was no longer a threat in the SCCA Trans-Am series.

Porsche in F1 again

News of the Porsche Formula One engine broke in early 1982, although contracts had actually been signed with the McLaren F1 team on 12 October 1981. The next few months were spent studying engineering requirements and looking at the various power units already in use for bench marking purposes.

Design work was handled by Porsche's racing engine specialist, Hans Mezger, who came to the conclusion that the new 1.5 litre F1 power unit should be a compact 80-degree V6 with a small KKK turbo for each bank. This was thought to give the best compromise between vibration levels, overall dimensions and the packaging potential that would allow the chassis designer to make the most of ground effect and other aerodynamic trickery. To keep weight to a minimum, the crankcase was made from an exotic mix of aluminium and magnesium alloys.

In typical Mezger fashion, with a team of 20 men work proceeded quickly, and initial drawings were prepared during the spring of 1982. Amazingly, the first engine was on the dynamometer in October (albeit with an external power source), by which time the Saudi Arabian firm Techniques d'Avant Garde (TAG) had stumped up the money for the project, founding



the TAG Turbo Engines concern in partnership with McLaren. This move allowed development to continue, and the engine was up and running unassisted by the end of the year.

The Type 2623 TAG unit was displayed at the 1983 Geneva Show, but in the background engineers were trying desperately to match the V6 to the Bosch Motronic management system devised for the 956. Early testing took place at Weissach in a 956 mule, although later sessions – which included many miles at the Silverstone GP circuit – saw the unit installed in a modified McLaren MP4 chassis. At this stage, the 1499cc (82 x 47.3mm) engine was said to deliver 600bhp at 11,700rpm.

Front and rear views of the Type 2623 F1 engine made by Porsche for TAG.



The final few races of 1983 were simply used to collect data to ensure reliability and good fuel consumption figures (something that would have greater importance in 1984 when pitstops were due to be eliminated for safety reasons). There were a lot of Porsche engineers present at the German GP at Hockenheim in early August, reported to be taking a great deal of interest in Ferrari's turbocharged V6, but it was the next event at Zandvoort later that month that marked the racing debut of the new TAG V6.

Only Niki Lauda's McLaren sported the TAG unit (John Watson's car continued with Ford-Cosworth power, as the sister car was not ready in time),



Niki Lauda checking on progress ...

but it proved not to be a good weekend for the Austrian, who qualified way back and then retired with no brakes. To add insult to injury, Watson finished on the podium! But at least the Porsche powerplant had plenty of horses (up to 700bhp in qualifying guise), and the noted lack of flexibility was a problem Mezger felt could be addressed.

The various Bosch Motronic glitches were sorted at Monza, but the MP4 chassis was definitely not up to the power of the new V6 in the handling and braking departments. Both McLarens

Testing at Weissach in June 1983, with John Watson in the car and Hans Mezger (the engine's designer) in the grey jacket standing on the far right of this shot.





Lauda giving the Type 2623 power unit its public debut at Zandvoort on 28 August.



used the new six, but Watson suffered engine failure and Lauda dropped out of the race halfway through. Things didn't improve at Brands Hatch which hosted the European Grand Prix. Both drivers qualified in the middle of the field, but something gave way in Lauda's engine on lap 26, while Watson crashed out a few laps later.

Kyalami was the final race of the season. Watson was disqualified. However, hopes were high for the Porsche engine combined with the new MP5 chassis due for 1984, as Lauda drove a great race before the V6 unit lost all its electrical systems five laps from the end. Only time would tell if the faith that those involved in the project had was justified or not ...



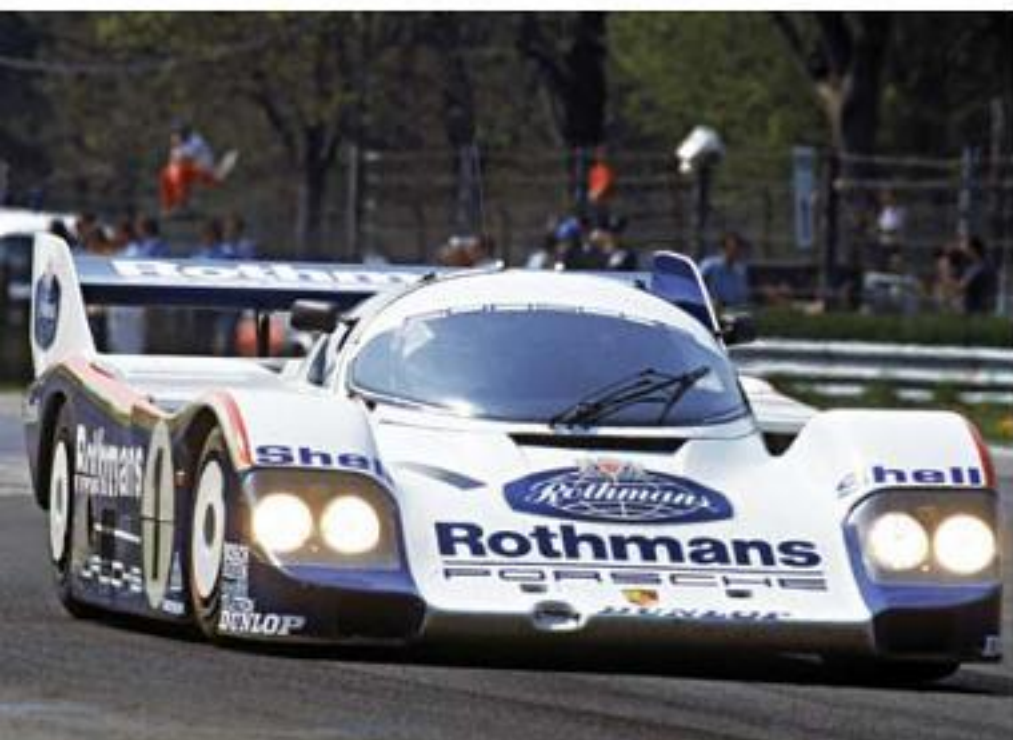
1984

1984 was to be a vintage year for Porsche enthusiasts with the 956 continuing to dominate the extended World Endurance Championship (even more so after six more 'customer' cars with the Motronic version 1.2 system, lighter bodywork and a modified front suspension were built – chassis 956B.113 to 956B.118 inclusive), and the TAG engine powering the McLaren Grand Prix car to victory in three continents. Much to the chagrin of many in the States, Porsche also produced a new contender for the IMSA GTP series, releasing a works prototype and four customer cars (962.101 to 962.105), some of which found service in the European races, too. In addition, there was a renewed attack on the World Rally

Championship via the 911SC/RS in the middle of the fascinating and hugely exciting Group B era, as well as a works effort to win the notoriously difficult Paris-Dakar event.

WEC review

North American races returned to the calendar for 1984, and one was added in Australia, too, giving weight and greater value to the word 'World' in the WEC series banner. There were still a number of areas that FISA and IMSA found it hard to agree on, but the rift was certainly not as wide as before; indeed, IMSA cars were allowed to enter WEC events as long as a smaller 100 litre (22 Imperial gallon) fuel tank was fitted, and teams abided by the same petrol rationing as Group C competitors in 1983. The stricter fuel consumption regulations expected for Group C cars, which would have had the effect of blunting the performance of the turbocharged Porsches, were thankfully not enforced, ensuring some proper flat-out racing.



Porsche suffered a catalogue of engine problems during the Monza weekend, although most of the 956s remained reliable for the race itself. This is the Ickx/Mass car that finished second behind the other works machine. At one point it was declared the winner, until an appeal on behalf of the Bell/Bellof pairing was upheld.



Promotional material produced by Autosport for Skoal prior to the Silverstone event.



The factory cars stayed away from Le Mans, but Porsche still won the 24-hour classic thanks to the Joest 956 of Klaus Ludwig and Henri Pescarolo (chassis 956B.117). Interestingly, this car was run without the Motronic engine management system (Reinhold Joest preferring proven technology) and a number of underbody modifications.



Jean Rondeau (maker of the car that beat Porsche at Le Mans in 1980) and John Paul Jnr on their way to second place in the Preston Henn 956.

The third-placed 956 belonging to the Fitzpatrick Racing stable pictured during a pitstop.

Monza was full of drama, but not the kind that's wanted after 1000km of good competition. The two factory 956s (956.009 and the only car built for works use in 1984, chassis 956.010) had revised suspension units that made greater use of titanium to give lighter and stronger components. Ironically, while the works car of Bell/Bellof took the chequered flag, it was disqualified in post-race scrutineering for being underweight, despite having a hefty chunk of lead in the nearside footwell to bring the vehicle up to the new minimum 850kg (1870lb) limit. It was a great shame to lose the race this way, but the third-placed Lancia was also struck from the results, leaving 956 drivers to fill the podium. After all that an appeal was lodged and the 956 and LC2 reinstated!

Team Director Peter Falk saw to it that the works cars ran with a lower 8.0:1 compression ratio at Silverstone after the alarming number of engine failures in Italy (poor quality fuel was suspected), and, with the weight advantage no longer what it was, the Rothmans-Porsches were not that much quicker than the 'customer' models. The Richard Lloyd-entered Canon 956 was the moral victor, but fate dealt a cruel hand when a disconnected oil union cost his drivers 20 minutes – and the race. A series of maladies dropped the Bell/Bellof car down the order, but at least the Ickx/Mass machine was there to collect the spoils.





Although the WEC was now the realm of the Group C monsters, there was still room on the grid at Le Mans for the 911s. Porsche stalwart Claude Haldi drove the first 911 home in 1984, coming 16th overall with this Turbo, which he shared with Alfrid Heger and Jean Krucker.



Jochen Mass moving inside a BMW M1 during the wet ADAC 1000km event. The BMW finished 32 laps down on the Bell/Bellof 956, and 26 down on this particular works car (956.010).



Derek Bell and Stefan Bellof on their way to victory at the Nürburgring.



The 956B-GTi that won the Brands Hatch 1000km race in England.

Le Mans was next with 956s filling the top seven places, despite the works staying away from the French classic in protest that the governing body was out of order to keep making last minute rule changes, and also give the private teams a chance to sparkle. This win allowed Porsche to draw level with Ferrari's record number of 24-hour race victories at the famous circuit – nine wins each. Porsches also came first and second in the GTO category, and second and third in Group B.

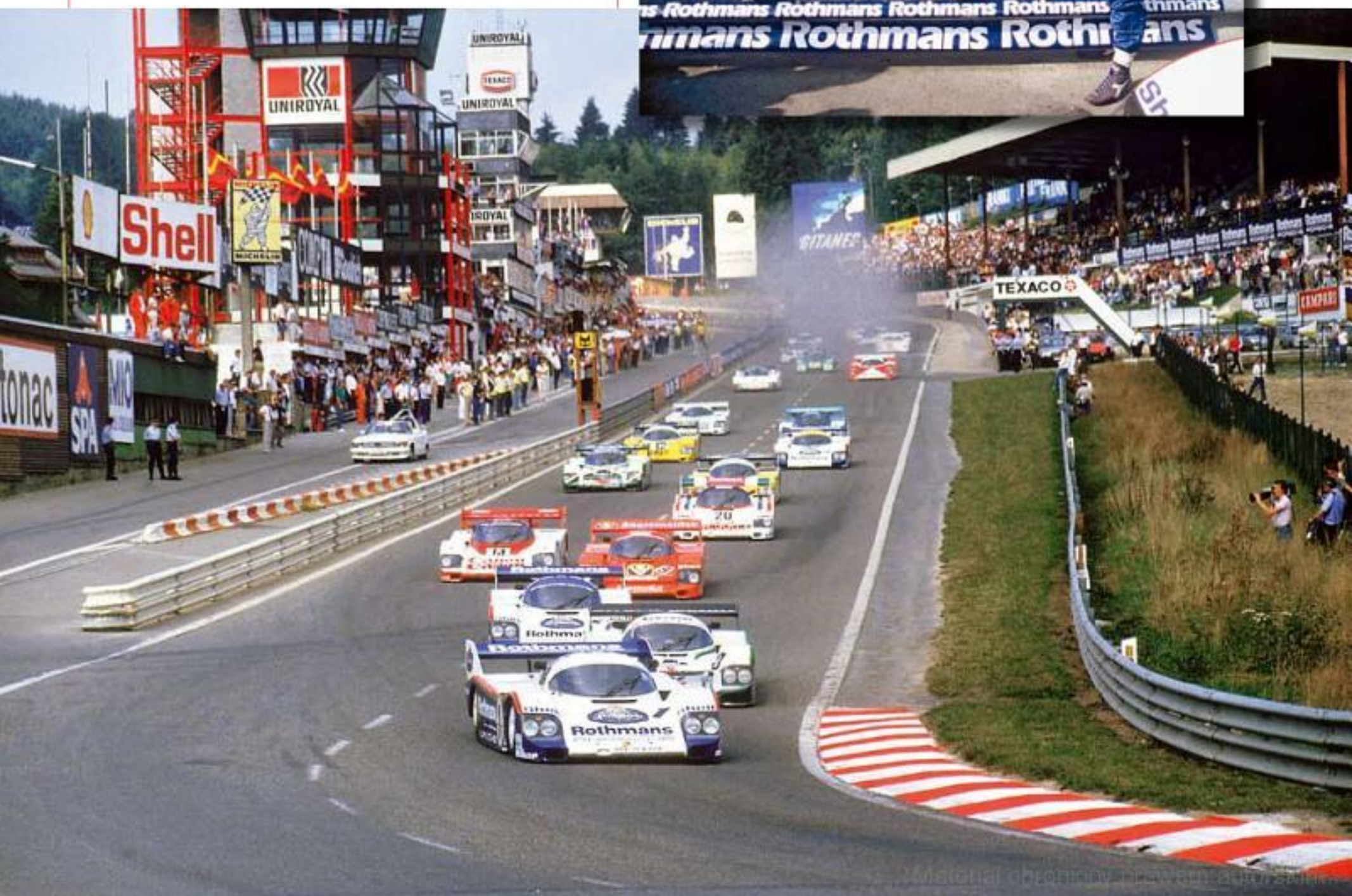
For the ADAC 1000km event, Lancia had a more powerful engine, but only one could get in amongst the top ten, with all other spots filled by 956 drivers and a 962 11th. A couple of weeks later the WEC moved to Brands Hatch, but, with this round only counting towards the Drivers' Championship and

not the manufacturers' title, many decided to opt for Mosport on the following weekend. The Richard Lloyd (GTi Engineering) car won though Stefan Bellof's fifth place in the Brun 956 would prove useful at the end of the season. Interestingly, the Canon-sponsored GTi Engineering team had a revised rear wing and a front aerofoil to reduce understeer. The latter idea was copied by a number of Porsche runners over the following seasons, but rejected by the works after earlier experiments in the wind tunnel brought into question its ultimate worth.

The Ickx/Mass 956 won in the poorly-supported Canadian event, sealing the championship for Porsche beyond doubt, although the fourth place (third in Class) of the Bell/Bellof pairing would be significant in the drivers' title chase following the latter's

The works drivers at Spa with (from left to right): Stefan Bellof, Derek Bell, Jochen Mass, Jacky Ickx, Vern Schuppan and John Watson.

Spa saw Porsche enter a third works car for the first time during the 1984 season, with Vern Schuppan and John Watson at the wheel of number 3 (chassis 956.003). It finished sixth after a few minor problems delayed progress, although the two regular Rothmans-Porsche entrants finished first and second.



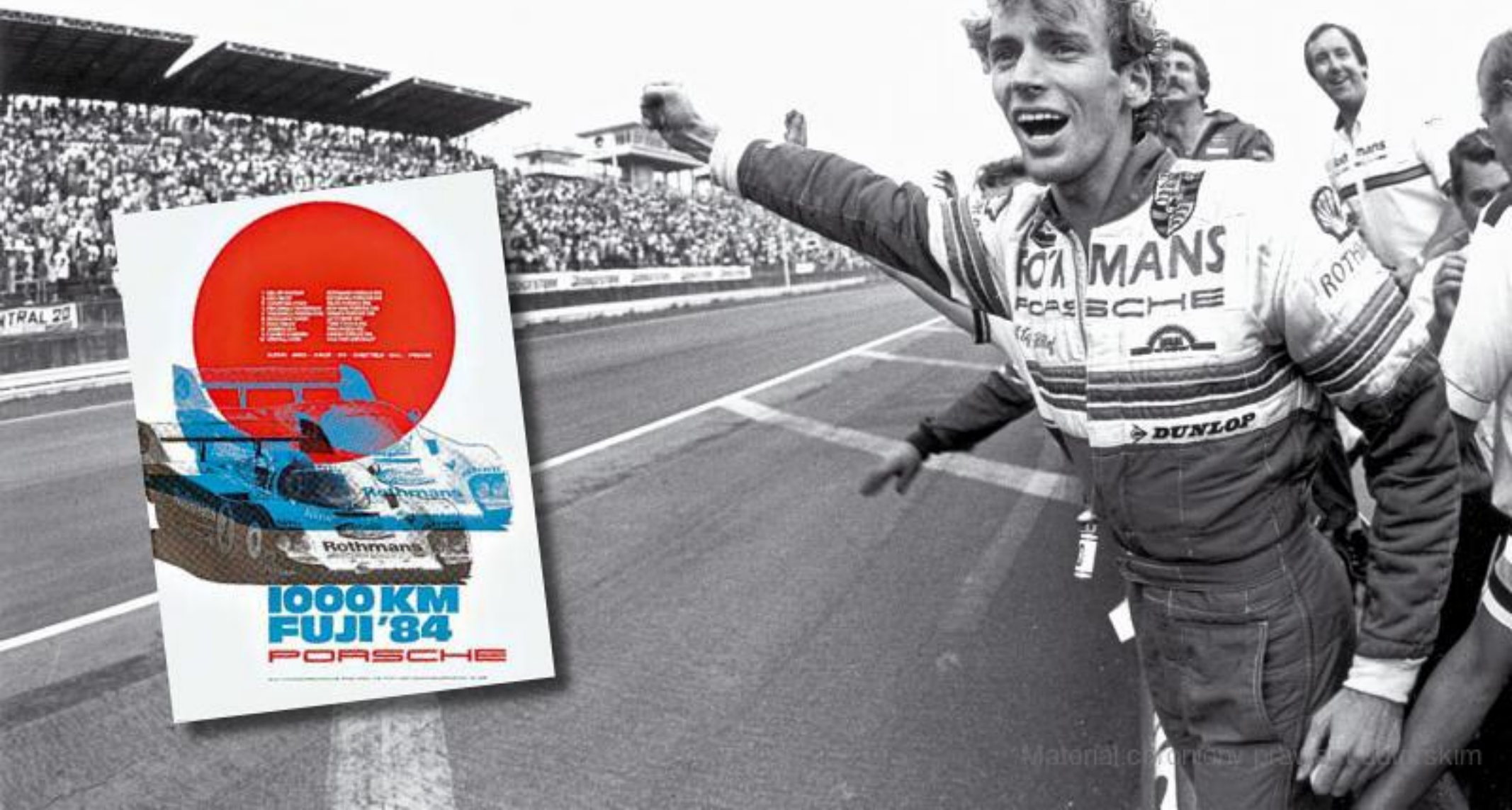


The Ickx/Mass 956 captured on film at Spa-Francorchamps.



Stefan Bellof and Hans-Joachim Stuck winning with the Brun car at Imola.

Stefan Bellof celebrating his win at Fuji Circuit, and the poster released following Porsche's success in Japan.





Klaus Ludwig.

John Watson.



WORLD ENDURANCE CHAMPIONSHIP

Monza 1000km (23 April)

1	D Bell/S Bellof	Porsche 956KH	5h 06m 16s/1st in Class
2	J Ickx/J Mass	Porsche 956KH	5h 06m 39s/2nd in Class
3	M Baldi/P Barilla	Lancia LC2	5 laps down
13	T Wirem/K Leim	Porsche 911 Turbo	39 laps down/2nd in Class
14	M Bienvault/M Lateste	Porsche 911 Turbo	51 laps down/3rd in Class

Silverstone 1000km (13 May)

1	J Ickx/J Mass	Porsche 956KH	5h 05m 21s/1st in Class
2	K Ludwig/H Pescarolo	Porsche 956KH	2 laps down/2nd in Class
3	R Keegan/G Edwards	Porsche 956KH	5 laps down/3rd in Class

Le Mans 24-hour Race (17 June)

1	K Ludwig/H Pescarolo	Porsche 956LH	359 laps/1st in Class
2	J Rondeau/J Paul Jnr	Porsche 956LH	357 laps/2nd in Class
3	D Hobbs/P Streiff/S. van der Merwe	Porsche 956LH	350 laps/3rd in Class
16	C Haldi/A Heger/J Krucker	Porsche 911 Turbo	284 laps/2nd in Class
17	T Perrier/R Touroul/V Bertapelle	Porsche 911	282 laps/1st in Class
18	J-M Almeras/J Almeras/T Winters	Porsche 911 Turbo	268 laps/2nd in Class
22	R Boutinaud/P Renault/G Guinand	Porsche 928S	256 laps/3rd in Class

Nürburgring 1000km (15 July)

1	D Bell/S Bellof	Porsche 956KH	6h 00m 44s/1st in Class
2	D Hobbs/T Boutsen	Porsche 956KH	6h 00m 59s/2nd in Class
3	A Nannini/P Barilla	Lancia LC2	1 lap down

Brands Hatch 1000km (29 July)

1	J Palmer/J Lammers	Porsche 956KH	5h 41m 46s/1st in Class
2	J Mass/H Pescarolo	Porsche 956KH	2 laps down/2nd in Class
3	R Keegan/G Edwards	Porsche 962	4 laps down/3rd in Class

Mosport 1000km (5 August)

1	J Ickx/J Mass	Porsche 956KH	6h 00m 04s/1st in Class
2	D Hobbs/R Keegan/F Konrad	Porsche 956KH	8 laps down/2nd in Class
3	A Coppelli/G Dacco	Alfa AR2	24 laps down
4	D Bell/S Bellof	Porsche 956KH	32 laps down/3rd in Class

Spa 1000km (2 September)

1	D Bell/S Bellof	Porsche 956KH	5h 53m 17s/1st in Class
2	J Ickx/J Mass	Porsche 956KH	5h 54m 15s/2nd in Class
3	H-J Stuck/H Grohs/W Brun	Porsche 956KH	2 laps down/3rd in Class

Imola 1000km (16 September)

1	S Bellof/H-J Stuck	Porsche 956KH	5h 54m 56s/1st in Class
2	J Palmer/J Lammers	Porsche 956B-GTi	5h 55m 30s/2nd in Class

3	J Mass/H Pescarolo/H Heyer	Porsche 956KH	2 laps down/3rd in Class
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Fuji 1000km (30 September)

1	S Bellof/J Watson	Porsche 956KH	5h 30m 00s/1st in Class
2	J Ickx/J Mass	Porsche 956KH	5h 30m 33s/2nd in Class
3	H-J Stuck/V Schuppan	Porsche 956KH	2 laps down/3rd in Class

Kyalami 1000km (3 November)

1	R Patrese/A Nannini	Lancia LC2	5h 38m 14s
2	B Wollek/P Barilla	Lancia LC2	2 laps down
3	G Santana/H van der Linde	Nissan Skyline	42 laps down
9	H Pescarolo/D Schornstein	Porsche 956KH	57 laps down/3rd in Class

Sandown Park 1000km (1 December)

1	D Bell/S Bellof	Porsche 956KH	6h 01m 30s/1st in Class
2	J Ickx/J Mass	Porsche 956KH	3 laps down/2nd in Class
3	J Palmer/J Lammers	Porsche 956B-GTi	4 laps down/3rd in Class

win at Spa. The innovative chaps at GTi Engineering had another modification by this time – a new honeycomb monocoque chassis designed in-house by Nigel Stroud, and a few of the other ‘customer’ cars were also known to be running their 956s with engines bored out to three-litres, as if the turbocharged six wasn’t potent enough as it was!

Imola was the second race of the year that only counted towards the Drivers’ Championship (Sandown Park was the third and final one), and after both of the works Lancias crashed out it was left to 956 pilots to claim the top eight places – the Brun

Motorsport team being particularly impressive with silverware for first, fourth and fifth. Less impressive was the sole works entry as the experimental twin-clutch PDK transmission (installed in 956.003) gave way on the second lap.

Homegrown machines were expected to give the Porsches a run for their money in Japan but the threat failed to materialize. Only one Porsche (a Joest 956) turned up in South Africa after a clash of opinions between the teams and the race organizer, and that was plagued by trouble, handing an easy victory to Lancia – its first and only win of the year.

After Jochen Mass spun on an oil patch early on a fine drive from Derek Bell and Stefan Bellof in 956.009 allowed them to take the flag in Australia, and handed the German the drivers’ crown in the process. As it happens, Porsche had three cars Down Under, the regular Ickx/Mass and Bell/Bellof machines joined by F1 ace Alan Jones and Vern

Schuppan in number 3.

With ten wins from 11 races, there was no doubt that Porsche deserved the WEC title. It had created a car that seemed as invincible as its hallowed predecessor – the all-conquering 917 – and was every bit as potent in ‘customer’ trim as it was in works guise. The fight for the Drivers’ Championship was much closer, though, albeit a tussle between Porsche pilots. Ultimately, Stefan Bellof scored 139 points, with fellow countryman Jochen Mass second on 131; Jacky Ickx, Derek Bell and Henri Pescarolo made up the top five.

Sandown provided the Bell/Bellof combination with another win, and gave Bellof the World Championship title in the process.

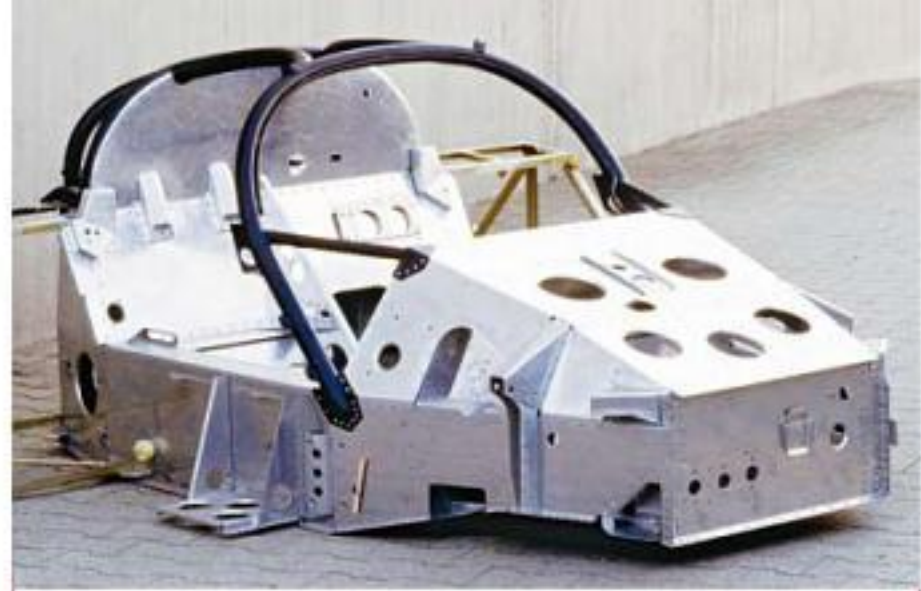


The IMSA scene

With the FISA versus IMSA battle unresolved, rather than sit waiting to see if the 956 would qualify for the IMSA GTP series, Porsche went ahead and converted its Group C design to make a vehicle that met all American regulations – the Type 962.

The 962 was based on the aluminium monocoque construction of the 956 with a tubular subframe at the back to hold the engine and rear axle, although the pedal-box could now be located behind the front axle line (instead of ahead of the axle line, as in the 956) thanks to a 120mm (4.7in) extension in the wheelbase (upped from 2650mm/104.3in to 2770mm/109.0in) that effectively moved the front wheels forward rather than shifting the pedals back: all other leading dimensions were the same except for a fractionally narrower front track, thanks to a stubbier nose. In addition, a steel roll cage had to be fitted instead of an aluminium alloy version, and the tail also had to be redesigned to comply with IMSA rules, but at least a larger, 120 litre (26.4 gallon) fuel tank was acceptable.

Power came from the eight-bearing, Type 962/70 magnesium alloy engine. With a bore and stroke of 93 x 70.4mm giving a cubic capacity of 2869cc, it used a single KKK K36 turbocharger (to comply with the IMSA rule book) and two valves per cylinder around a single sparkplug. The size of the intercooler was



The aluminium monocoque tub of the Type 962, complete with steel rollcage.

The Porsche 962 making its debut in the hands of Mario and Michael Andretti at Daytona in the first week of February. Unfortunately, the father and son team could cover only 127 laps before throwing in the towel, but there was no doubting the potential of this new design. The prototype then joined the Bruce Leven stable.



increased to compensate for there being only one, and after refinements to the exhaust system the unit delivered a healthy 650bhp and 485lbft of torque.

The prototype 962 (chassis number 962.001) was still a fresh design and, with very little in the way of testing behind it, was driven by Mario Andretti and his son, Michael, at Daytona, where the pair set pole position. Unfortunately, serious trouble with the gearbox (caused by heat from the turbocharger) cost the team almost two hours, not to mention the lead. There was no way to come back after that, of course, but this show of pace was enough to convince the factory to release a short run of 2.8 litre 962 'customer' cars. Although most expected Porsche or Jaguar to win, the 24-hour classic ultimately fell to a Porsche-engined March 83G – the ex-Holbert car, entered by the Andial équipe. Porsche 935s were second, fourth and fifth.

Jaguar pounced in Miami but Sebring went to a Joest 935; the same Porsche model filling third through sixth places. The fifth round at Riverside marked the debut of the 'customer' 962, with Al Holbert and Derek Bell taking the Bruce Leven-owned 962.101 to second place, just five seconds off the winning March-Chevrolet. Bell had a less than brilliant run at Laguna Seca and failed to finish in the Löwenbräu-sponsored Holbert Racing machine (962.103) at Charlotte in May.

Lime Rock brought out the Bob Akin car (962.102), although it was not a good debut. At least Al Holbert took his car to a podium finish, and then won in Mid-Ohio (round nine, held on 10 June) with Derek Bell sharing the driving in this 500km race; Hurley Haywood and Bobby Rahal were third in 962.101, sending shivers through the March and Lola camps.

The Holbert/Bell pairing – now with a 3.2 litre engine with mechanical fuel-injection and superior torque delivery under the rear bodywork – was successful at Watkins Glen, too, followed home by Bruce Leven and the younger John Paul in another 962, finishing eight laps ahead of the Jaguar XJR-5. At Portland, the three 962s were third, fourth and 11th, and fourth was the best the Porsche could manage at Sears Point. Matters improved at Road America in late August with Al Holbert and Derek Bell lifting the trophy, Bruce Leven and David Hobbs second in 962.101, and Bob Akin sixth, partnered by John O'Steen.

A first and sixth at Pocono was followed by a third at Michigan. The second visit to Watkins Glen was disappointing for the Porsche runners, but the Daytona finale fell to Holbert and Bell, while third place was claimed by 962.104 (the factory-fresh Preston Henn machine). Fourth went to Leven/Hobbs in the first 962 model; Bob Akin failed to finish.

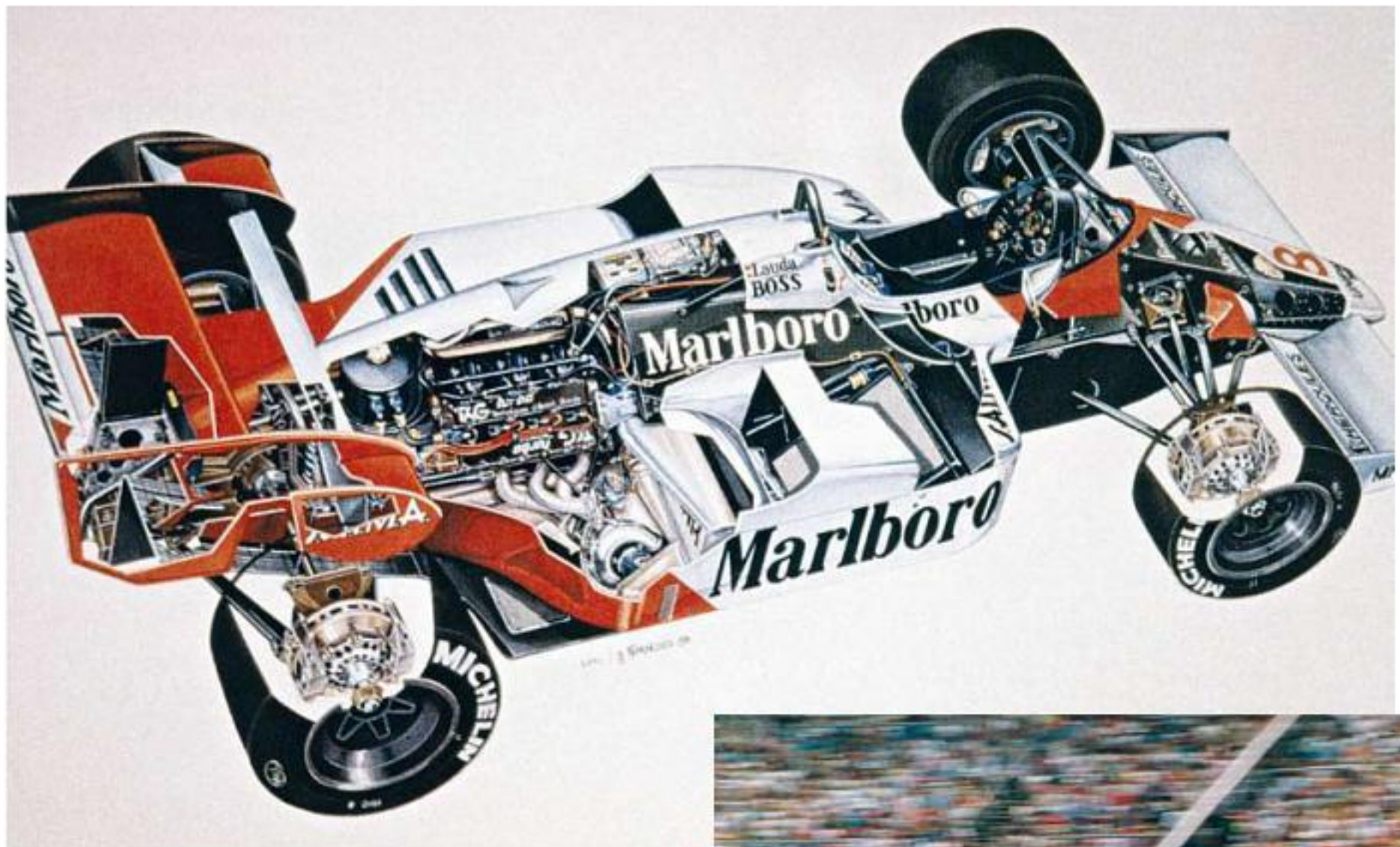
The GTP drivers' title went to March exponent Randy Lanier, whilst Porsche was runner-up in the makers' section. It was the same story in the GTO Class with the Stuttgart marque trailing Chevrolet, although it was a Mazda pilot who took the drivers'

laurels. Despite some teething troubles with the new machine (unusually for a Stuttgart racer, which is expected to win the minute the packing box has been discarded; it still required better tailoring to the IMSA environment), as well as some question marks over initial spares availability, the 962 had definitely shown its potential, and with 962.105 already in the hands of the John Fitzpatrick équipe, Porsche fans had a lot to look forward to in 1985.

Advertising from Trust making the most of Vern Schuppan's success in Japanese racing.

Programme from the IMSA event at Pocono showing Jaguar's new challenger.





Cutaway drawing of the McLaren MP4/2 powered by the TAG-Porsche engine.

The F1 circus

Both Porsche and Honda were competing in their first full season in F1 after being absent from the scene for a couple of decades. John Watson gave up his seat in the McLaren team to Alain Prost, whilst Niki Lauda continued as number one driver in the British *équipe* run by Ron Dennis, with John Barnard as its long-serving Chief Engineer.

Pre-season testing in Rio was carried out using MP4 chassis, which kept McLaren's gladiators in the middle of the pack, but Barnard's new carbonfibre monocoque chassis (designated MP4/2 rather than MP5 as expected) was ready in time for the first race – the Brazilian Grand Prix held on 25 March. Amazingly, the entire 16 races were tackled with just three cars, Niki Lauda using the same machine in each event while his new partner,



Niki Lauda at Hockenheim. Team-mate Alain Prost took the chequered flag on this occasion, although Lauda was second and went on to win the World Championship at the end of the season.



Cutaway drawing of the five-speed Paris-Dakar 911 (Type 953) which tested Porsche's new four-wheel drive system to the limit.

Alain Prost, used a combination of the second MP4/2 and the T-car. A fourth chassis was prepared but only brought out for testing purposes. On the engine side, the initial proposed batch of six V6s for McLaren to play with was upped to 15 (numbered 21 to 35).

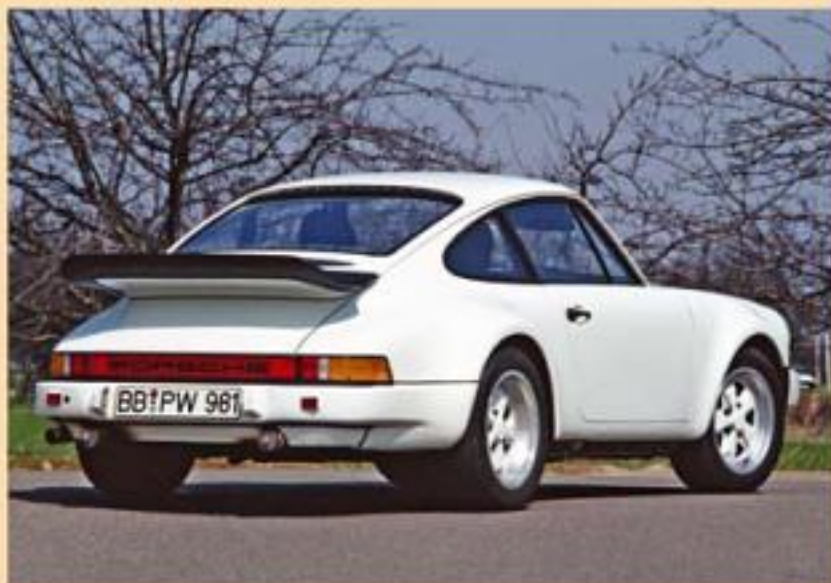
In 16 rounds the McLaren-Porsche won no fewer than 12, with Ferrari, Brabham and Williams sharing the other four between them. In the 32 race starts, only six retirements were recorded due to engine failure (the Bosch Motronic system responsible for two of the six), with five additional non-finishes for other reasons. It was therefore a display of complete domination, all the more impressive given how new the chassis and engine combination was. Ultimately, although it was Prost who won the most races, Lauda won the Drivers' Championship thanks to his consistency; the Frenchman was rewarded with second place.

The Paris-Dakar challenge

The 911 convertible displayed at the 1981 Frankfurt Show will be best remembered for its drophead body, but this prototype also featured four-wheel drive. For 1984, the factory prepared three lightweight 4WD 911s for the grueling Paris-Dakar rally raid (held in the first three weeks of January), powered by a 3.2 litre flat-six with the 225bhp split roughly 35 per cent to the front, 65 per cent to the rear. With sponsorship from Rothmans, as per the WEC cars, the drivers were Jacky Ickx, Rene Metge (a previous winner on the Paris-Dakar) and Roland Kussmaul, the development engineer responsible for the design. Ultimately, Metge and his co-driver, Dominique Lemoyne, won the event, prompting Porsche to return to challenge the desert sands once more, and also continue its work on the Allrad mechanism for both road and track applications.



The 911SC/RS (Type 954) was an interesting homologation special intended to reinstate Porsche as a formidable force in world class rallying. Only 20 of these rear-engine, rear-wheel drive machines were built, powered by a three-litre flat-six giving 255bhp at 7000rpm (readily uprated to 280bhp), and priced at DM188,000 apiece in standard trim.



Memories from the Paris-Dakar Rally, which Rene Metge (car number 176) won for Porsche. Specially prepared four-wheel drive Carreras were used in 1984, although the machinery became more and more exotic with each passing year.



Despite earlier signs of a thaw in the relationship, the FISA versus IMSA saga continued, and the European body went ahead with its fuel rationing proposal, cutting the allocation for each car by 15 per cent for the 1985 season, down to 510 litres (112.3 Imperial gallons) for each 1000km event. This move received a mixed reception as many welcomed the pure spirit of no-holds-barred racing whilst others – including Porsche, which had already invested heavily to ensure that its cars complied with the regulations – were pleased that their efforts had not gone to waste. For sure, it was good to push manufacturers toward technical progress that could be applied to road cars, but race fans needed to see proof that the formula worked, and the first meeting was something of a public relations disaster to say the least ...

FISA did adopt IMSA's recommendation for pedal-box positioning, however, with all new cars having to comply in the name of driver safety, although already built vehicles had a certain period in which they could still compete (to the end of 1986, as it happens). Likewise, a steel rollcage had to be incorporated into the design of any new cars built.

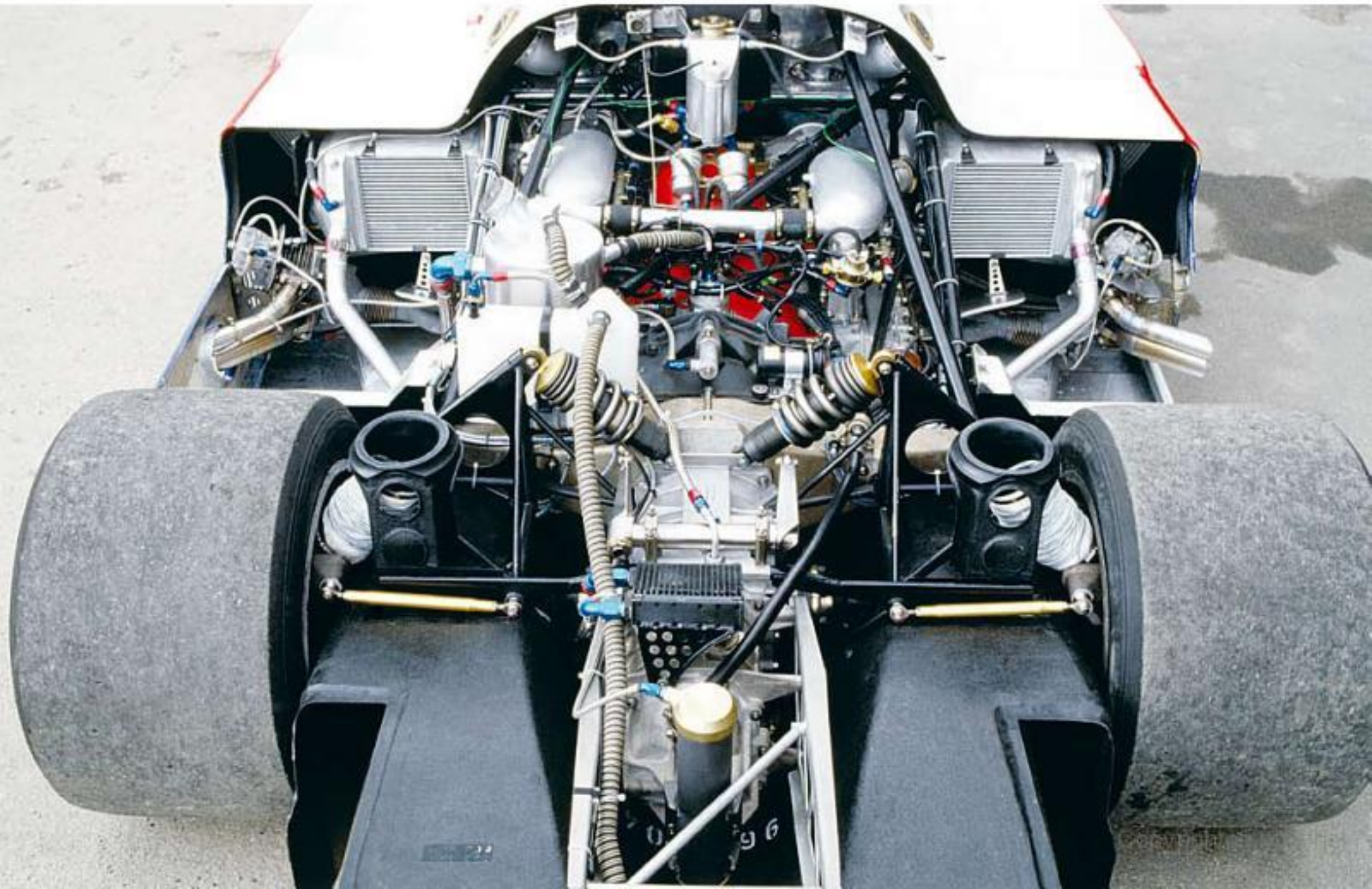


(Pages 121 and 122) The works 962C for the 1985 season.



Porsche, thinking ahead, built its 1985 works machines as 962Cs. Three 2.8 litre cars were produced (chassis 962.002 to 962.004), although the older 956s were often brought out for service, running alongside the newer models. Ten 'customer' 962s were also built during the year (962.106 to 962.115), each commanding a hefty DM800,000 price tag.

The works Porsches, pumping out 610bhp, were fitted with larger, 17 inch diameter wheels at the back, 15J in section rather than the permissible 16J to allow space for an experimental venturi panel to enhance ground effect and thus improve handling – at least in theory! As it happens, the cars were found to be tricky on the limit during qualifying, but with these modifications and greater downforce, cornering power was now in the same ballpark area as Formula One cars, with up to a remarkable 3g generated in the bends!



The 1985 WEC season

After committing himself to the timetable of the Tyrrell F1 team, Stefan Bellof went to the Brun outfit to fulfill his WEC ambitions, giving the Swiss *équipe* a shot in the arm and allowing Hans-Joachim Stuck – who had inherited his father's name and his ability to drive quickly – to join the works line-up. It was almost a homecoming for the German in many ways, as Hans Stuck had raced the Porsche-designed Auto Unions pre-war. The younger Stuck duly joined forces with Derek Bell, whilst Ickx and Mass continued in the number one Rothmans-Porsche.

Meanwhile, the Lancia was much improved compared to the 1984 car, and also appeared to be very fuel-efficient, so gave the Porsche pilots a good run for their money at Mugello, even before the Stuttgart machines all began to back off dramatically in the closing laps to conserve petrol. The 962C of Ickx/Mass eventually won, half a minute ahead of the Kremer team car and a lap ahead of the Brun machine; a Lancia was fourth, followed home by two 956s.

Ironically, Derek Bell and Hans-Joachim Stuck began to run out of fuel close to the end and were excluded from the results for taking too long to cover the final lap. Bell, a gentleman of the highest order but fiercely competitive on the track, was understandably far from happy, and race fans had every right to feel the same way after the Porsche-versus-Lancia battle turned into "an economy run," to quote the livid Englishman. It seems



The Ickx/Mass 962C at Mugello, seen here with the Kremer cars of Winkelhock/Surer (left) and Ludwig/Fouche/Mussato, and the Brun machine of Larrauri/Sigala. Just behind these is the 956 of the Obermaier Racing Team.



Still leading the pack, Rothmans Porsche 3 times World Endurance Champions.
Catch them at Le Mans, June 15th/16th and Hockenheim, July 14th.

Days and nights from the 24 Hours of Le Mans 1985

DANGER: Government Health WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

Advertising from Rothmans just prior to Le Mans. Although Martini was getting good mileage out of its sponsorship of the Lancia rally team, one wonders if the drinks manufacturer was beginning to regret giving up its alliance with Porsche in the world of endurance racing ...

the 'real' racing was confined to the lesser C2 Class runners ...

Two weeks later the works Porsches were beaten for the first time since 1983. The Monza race, shortened by 200km due to a fallen tree brought down in the windy weather, was a chance for the Kremer team to shine on a weekend that simply never went right for the Rothmans-Porsche men. For starters,



Concerned faces in the Porsche pits, with Peter Falk (left), Helmuth Bott (centre) and Norbert Singer consulting an official ACO release at Le Mans.



chassis 962.003 burst into flames in practice, forcing the Bell/Stuck pairing to use a 956 with Le Mans front bodywork, while no-one was prepared for an early finish to the race – both factory cars pacing themselves to preserve fuel for the expected full race distance rather than blasting off into the lead.

The Jaguar factory team was supposed to have returned to the World Championship long-distance scene at Silverstone, but the long-awaited XJR-6 was not seen until Mosport in August. Meanwhile, after the GTi Engineering 956B-GTi lost a wheel and the Lancias promptly hit problems, the Ickx/Mass combi made good use of 962.002 to win in Britain, followed home by Bell/Stuck in 956.009.

The Le Mans winner of Klaus Ludwig, Paolo Barilla and John Winter.



The popular racer Manfred Winkelhock (centre, seen here with team-mate Marc Surer) lost his life at Mosport after their Kremer 962C was involved in an accident on lap 69.

Porsche claimed a record tenth win at Le Mans, but not thanks to the works cars; it was the Joest outfit that proved the best on the day (chassis 956B.117 taking its second victory in two years at the Sarthe), followed by the Canon-sponsored 956B-GTI, while the Rothmans-Porsche 962Cs had to settle for third and tenth for the regular pairings, and a last minute crankshaft failure for the third car (962.004) handled by Vern Schuppan, John Watson and Al Holbert. The Ickx/Mass car (962.002) had gearbox maladies, and both it and the rebuilt 962.003 were delayed by front wheel bearing trouble, which explains why they were unable to claim their expected victory, although some will also point to the superior Goodyear rubber being used by some of the 'customer'

The works 962C that won at Hockenheim.





Jochen Mass in action at Spa in 962.004 before the car was involved in a bad accident on lap 78.



"During a race I'm only concerned about the guy in front, if there is one. Or the guy behind if there isn't.

And the only time I worry about oil, is when it's on the track. But off the track, I care about everything that keeps my Rothmans' Porsche 956 competitive.

That's why I rely on Shell oil to keep things running smoothly in the engine department.

The oil in my racing engine uses exactly the same SHV technology as Gemini, the oil you can put in your car.

Gemini is the latest and most advanced oil from Shell. Unlike conventional multigrades it does not break down and lose its protective properties, even when driven to extremes.

Because Gemini provides the same protection for every car engine, wherever and however it is being driven. So next time you change the oil in your car, make it a complete change to Gemini (you'll find it at Shell Garages everywhere). Then you too will know your engine is perfectly protected however hard you drive.

And if you drive your car as hard as I do, I'll see you around!

Shell Oils

Technology you can trust

Derek Bell
DEREK BELL
1980 FORMULA 1 CHAMPION



British advertising from Shell, released in the autumn of 1985.



Stefan Bellof's last race – sadly, the former champion was killed in a crash at Spa. Bellof tried an unconventional overtaking manoeuvre at Eau Rouge in a frustrated bid to pass Ickx, and paid the ultimate price for not exercising a little more patience.

teams (Porsche continued to stand by Dunlop as its tyre supplier). Incidentally, Porsche chose 16-inch rear wheels for Le Mans as they were better suited to the low-drag body in use for the 24-hour race.

Hockenheim (taking the place of Nürburgring on the calendar) marked a return to the top of the podium for Bell and Stuck, although Norbert Singer and some of the Porsche mechanics were badly burnt when a freak accident occurred during refueling of the Ickx/Mass 962 (this car was eventually sidelined by a turbocharger problem, while Singer was destined to spend several months tending to his injuries). The British flag was out in force in Canada for the TWR-Jaguars, but the Rothmans-Porsches stamped their authority on the race at Mosport, taking a one-two and beating the third-placed car by a massive 19 laps. However, race fans were shocked by the loss of Kremer team driver Manfred Winkelhock who had an horrific accident in 962.110.

Spa saw Lancia record its first win of the year, but the race was shortened after an accident involving Jacky Ickx and Stefan Bellof in which the German driver ultimately lost his life. Although Porsche was confirmed as WEC winner, and Lancia seemingly about to hit form, there was little in the way of celebration in Germany or Italy with both Winkelhock and Bellof passing away in quick succession ...

The next three races would decide the Drivers' Championship and it was fitting that Derek Bell sealed the title in his home country, although he would have to share it with his partner, Hans-Joachim Stuck. A third car was run at Brands Hatch for Al Holbert and Vern Schuppan, and this PDK transmission-equipped machine – which basically allowed sequential shifts and eliminated turbo-lag – finished in fifth.

All the European teams pulled off the track at Fuji due to the aftermath of a typhoon, and the Malaysian race was used to give the PDK transmission a test run (the 956 it was fitted to ultimately fell by the wayside when a driveshaft gave way – a problem caused by the severe jolt during upward changes that was still to be remedied) and an outing for Vern Schuppan and James Weaver in the number 3 car (956.007). A Jaguar split the leading Porsches but the results were academic by this time.

The WEC championship title was no longer

WORLD ENDURANCE CHAMPIONSHIP

Mugello 1000km (14 April)

1	J Ickx/J Mass	Porsche 962C	5h 59m 52s/1st in Class
2	M Winkelhock/M Surer	Porsche 962C	6h 00m 22s/2nd in Class
3	S Bellof/T Boutsen	Porsche 962C	1 lap down/3rd in Class
10	'Victor'/G Guidici/L Bertuzzi	Porsche 935	32 laps down/1st in Class

Monza 1000km (28 April)

1	M Winkelhock/M Surer	Porsche 962C	4h 04m 41s/1st in Class
2	D Bell/H-J Stuck	Porsche 956KH	4h 05m 13s/2nd in Class
3	A Nannini/R Patrese	Lancia LC2	4h 05m 49s
14	'Victor'/G Guidici/L Bertuzzi	Porsche 935	29 laps down/1st in Class

Silverstone 1000km (12 May)

1	J Ickx/J Mass	Porsche 962C	4h 54m 03s/1st in Class
2	D Bell/H-J Stuck	Porsche 956KH	1 lap down/2nd in Class
3	A Nannini/R Patrese	Lancia LC2	2 laps down

Le Mans 24-hour Race (16 June)

1	K Ludwig/P Barilla/J Winter	Porsche 956LH	373 laps/1st in Class
2	J Palmer/J Weaver/R Lloyd	Porsche 956B-GTi	370 laps/2nd in Class
3	D Bell/H-J Stuck	Porsche 962C-LH	366 laps/3rd in Class

Hockenheim 1000km (14 July)

1	D Bell/H-J Stuck	Porsche 962C	5h 23m 07s/1st in Class
2	O Larrauri/M Sigala	Porsche 956KH	5h 23m 41s/2nd in Class
3	K Ludwig/P Barilla	Porsche 956KH	2 laps down/3rd in Class

Mosport 1000km (11 August)

1	D Bell/H-J Stuck	Porsche 962C	5h 55m 42s/1st in Class
2	J Ickx/J Mass	Porsche 962C	5h 57m 07s/2nd in Class
3	J-L Schlesser/M Brundle/M Thackwell	Jaguar XJR-6	19 laps down

Spa 1000km (1 September)

1	B Wollek/M Baldi/R Patrese	Lancia LC2	5h 00m 23s
2	D Bell/H-J Stuck	Porsche 962C	5h 02m 38s/2nd in Class
3	K Ludwig/P Barilla	Porsche 956KH	1 lap down/3rd in Class
20	'Victor'/T Palma/L Taverna	Porsche 935	35 laps down/1st in Class

Brands Hatch 1000km (15 September)

1	D Bell/H-J Stuck	Porsche 962C	5h 34m 26s/1st in Class
2	J Ickx/J Mass	Porsche 962C	5h 34m 38s/2nd in Class
3	B Wollek/M Baldi/A de Cesaris	Lancia LC2	1 lap down

Fuji 1000km (6 October)

1	K Hoshino/A Hagiwara	March 85G-Nissan	2h 01m 11s
2	O Nakako/A Morimoto	Nissan Silvia LM	2h 01m 24s
3	S Nakajima/M Sekiya	Dome 85C-Toyota	2h 01m 27s

Selangor 800km (1 December)

1	J Ickx/J Mass	Porsche 962C	5h 32m 03s/1st in Class
2	J Lammers/J Nielsen/M Thackwell	Jaguar XJR-6	5h 33m 26s
3	V Schuppan/J Weaver	Porsche 956KH	9 laps down/3rd in Class

for makers, as Porsche was hardly challenged after all, and was instead allocated to teams after the first seven rounds (the last three races would help decide the top driver after all ten rounds). As expected, the silverware went to Rothmans-Porsche, with

new BF Goodrich 962 (chassis 962.106); Bob Akin's 962 was next, with a 935 taking fifth position.

The Holbert/Bell pair took the next race in Miami, although Sebring was a similar result to Daytona, the second BF Goodrich

Martini-Lancia second and Joest-Porsche third, followed by Kremer-Porsche, Richard Lloyd Racing and Brun Motorsport before TWR-Jaguar entered the story. On the driver front, Derek Bell and Hans-Joachim Stuck shared the honours, scoring 117 points apiece, with Jacky Ickx and Jochen Mass next in line on 101.

The IMSA season

Thanks to a great deal of detail work carried out behind the scenes by Al Holbert and the men at Andial, the season started well for Porsche, with 962s filling the first four places at Daytona. The vastly experienced team of Bob Wollek, A J Foyt and Al Unser brought the Andial/Preston Henn machine home 17 laps ahead of the Holbert Racing car (piloted by Al Holbert, Derek Bell and Al Unser Jnr, and now fitted with the Bosch Motronic engine management system), and 29 ahead of the



Manfred Winkelhock.



Vern Schuppan.

Some of the most important discoveries we've made in racing are now vice presidents.

Wolfgang Berger wasn't always head of Quality Control at Porsche's production facility in Zuffenhausen. Once, he was just a race fan. A 12-year-old kid who would poke his nose through a chain-link fence just to get a better glimpse of a pit crew. He found his way to Porsche, the way the best always do. By following his passion: making cars go faster.

As part of our racing department, Berger was Project Manager on the

972 Carrera. Worked on the 934, 935 and 916 race cars. Assisted Helmut Flegl with the Can Am racers. And headed up Customer Racing.

He remembers when the Research & Development Center at Weissach was just a test track. No computers. No telephones.

He would bring his lunch and eat on the track while he and the crew put a prototype through its paces.

It was on the track that Berger learned the simple principles of racing: The importance of teamwork.

That if you aren't prepared to start, you aren't prepared to win. And the purpose behind the ongoing pursuit of "zero defects."

It was on the track that he learned to make critical decisions faster than a pit crew could change a tire.

And it was on the track that we recognized in Berger what we had recognized many times before. In Helmut Ben, Paul Henzer, Helmut

Flegl, Hans Melega, Heinz Dersch, and Roland Kasztaud, to name a few. Not the ability to set speed records, but the ability to set priorities. A willingness to get involved. And an understanding to compromise.

Qualities that have earned all of our senior people their biggest responsibility:

To build every Porsche—every Porsche, as if it were on its way to Le Mans.

To win.



An interesting American advert from 1985, proving beyond doubt the value of the racing programme to Porsche management. Porsche philosophy has always been to develop technology on the track to improve its road cars.



Programme from the Daytona classic.

car (now the ex-Fitzpatrick Racing 962 after 962.108 was involved in an accident in the first race of 1985) taking third on this occasion. Jaguars took the silverware at Road Atlanta, but the BF Goodrich team scored a one-two in the following event at Riverside. Al Holbert was in form at Laguna Seca and won again at Charlotte, Mid-Ohio, Watkins Glen (twice), Portland and Pocono, as well as at the second visit of the season to Daytona.

Lime Rock, Sears Point, Road America and Columbus went to 962 pilots as well, meaning that Porsche won 16 of the 17 rounds to take the GTP title by a huge margin. Al Holbert, recently made head of Porsche's US motorsports programme and maker of the HR tub that brought Fabcar into the arena (a similar monocoque to the GTi Engineering one, taking Porsche parts, and definitely required after 962.103 was involved in a huge crash at Sears Point in practice), deservedly claimed the drivers' crown, with Derek Bell second just ahead of Hurley Haywood, who was now in the Jaguar camp. Porsche showed little interest in the GTO category, or the SCCA Trans-Am series for that matter.

F1 review

1984 was always going to be a hard act to follow, especially as so few changes were made going into 1985. Indeed, the cars used were based on last year's chassis, with only one of the five raced during the season (chassis number MP4/2B-6) being freshly built

Two shots of the highly-successful Al Holbert Racing car (chassis 962.103) shared by Holbert, Bell and Unser Jnr at Daytona: to have a father and son together on the podium after driving different vehicles in a top class international event must have been a very rare occasion. With the engine finally made reliable, Holbert turned his attention to improving airflow to the turbocharger, and ultimately changed the rear wing design to allow it to work in cleaner air.



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have even better all-round performance from BFGoodrich tyres on your car.

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'Car and Driver' * proved the point, placing it first overall in comparative tests against seven other leading V-rated tyres.

Others found the same on the race track where the Comp T/A out-performed all-comers and gained BFGoodrich five major 1984 UK production race titles and championships. And this year, the success story continues.

It says a lot for the all-weather adhesion, predictable high-speed handling, quick steering response and durability of the Comp T/A range.

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*Car and Driver, December 1984

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The BFGoodrich team ran well all season, releasing a number of adverts not only in the States but in Europe, too, as the tyre maker tried to establish itself on the other side of the Atlantic. For sure, the racing successes achieved with Goodrich rubber boosted its image abroad. This piece was issued in the UK in July 1985.

for 1985. About the only change of note was the switch from Michelin rubber to Goodyear after the French tyre manufacturer withdrew from the Formula One scene. Despite rumours that the TAG engine was to be made available to other teams, it remained exclusive to McLaren throughout the season, duly refined over the break in racing to give more power, torque and greater reliability.

Lauda failed to finish due to gearbox maladies on one



As far as rally raids were concerned, Porsche ran three prototype four-wheel drive 959s on the Paris-Dakar, but none of the normally-aspirated, 3.2 litre 230bhp machines finished. Only one retirement was due to mechanical failure, however, and the driver-operated variable torque split was deemed a complete success.

occasion – as did Prost – but even though there were more retirements in 1985, this seemed to be the McLaren-Porsche MP4/2B's only major weak spot. In 16 rounds, Alain Prost won five (the Brazilian GP, Monaco GP, British GP, Austrian GP and Italian GP) to claim the World Championship, whilst Niki Lauda won at Zandvoort – excellent results given the much-improved competition fielded by Ferrari and Williams-Honda.

Press shot showing the McLaren MP4/2B with its drivers for 1985 – Niki Lauda (in the car) and Alain Prost. The Porsche-engined McLaren was triumphant once more, while Prost (who picked up the nickname 'The Professor') was declared World Champion, beating Michele Alboreto and Keke Rosberg in the drivers' title chase.



XII

1986

The Bell/Stuck 962C heading a gaggle of Porsches and the two works Jaguars at Monza – the first round of the World Sports Car Championship after Mugello was cancelled. Bell and Stuck, reigning world champions, went on to win the season opener, giving the PDK gearbox its first victory along the way.

The gap in policy between FISA and IMSA didn't reduce any in the post-season lull, so two similar championships continued to be organized: one for America and one taking in other areas of the world. 12 rounds were scheduled for the WEC, which now acquired the name of World Sports Car Championship as not all of the races were endurance events. With Group C evolving, the time was right to adopt this older, grander title, although it must be said that many teams were struggling to finance entries in the series which offered little in the way of prize money compared to IMSA events in the States. Cars and spares were expensive and the man behind the wheel didn't come cheap any more, plus shipping cars, mechanics and other team members around the world was another costly exercise. While works outfits could justify the money – no doubt writing it off against a publicity account if regular competition department funding ran out – smaller équipes struggled to find understanding sponsors. The Group C arena was a far cry from the championship of the same name in the 1950s and 1960s which now had a level of professionalism similar to that found in the Formula One circus ...

The 1986 WSCC season

With Jacky Ickx now retired from full-time racing (the accident with Bellof at Spa decided him at a time when he was thinking of retiring), Derek Bell and Hans-Joachim Stuck were to drive the number one Rothmans-Porsche, while the number two car was assigned to Jochen Mass and Bob Wollek, the latter returning to the Stuttgart marque after a brief flirtation with Lancia which had toned down its endurance racing activities at this time.

Peter Falk and Helmuth Bott were determined to develop the troublesome PDK transmission this season, and there was talk of fitting ABS braking at some stage, too (ultimately tried at



This is chassis 962.117, which finished fifth at Monza. The two other Brun team cars – a 956 and a 962 – finished third and fourth on the day.

Fuji, much to the annoyance of Derek Bell). But it was the semi-automatic gearbox that demanded the most attention, with enormous effort directed towards it because of its potential as an advanced road car transmission. In addition, a honeycomb front structure was introduced in the spring as a bolt-on safety feature for existing 962s; this form of construction having proved itself extremely crashworthy when the GTi Engineering 956B-GTi was involved in a high-speed accident at Spa the previous season.

Meanwhile, with a restricted budget only two works cars were produced in 1986 (962.005 and 962.006) although, despite a statement to the contrary which led teams to believe that no more 962s would be made, another batch of 'customer' 962s was built as well. Indeed, by the end of the Group C era, chassis number 962.177 had been assigned, although many of these were replacement monocoques for those that had been damaged, with quite a few built by outside concerns, such as Fabcar or Stickel.

Anyway, Monza was a sprint event this year, counting towards the drivers' title only. Nevertheless, all of the big teams were much in evidence and only the amount of backing off witnessed in the closing stages because of fuel consumption

worries took the shine off an otherwise good event. Perhaps the idea of petrol rationing was just not suitable for these shorter races? Anyway, the Mass/Wollek car needed some adjustment to the PDK clutches and lost any hope of a good finish in the process (ultimately finishing sixth), but the three-litre Bell/Stuck machine (962.003) took the chequered flag after the leading Joest 956 developed gearbox trouble.

The 'Big Cats' mauled the Stuttgart machines at Silverstone, giving the impression that Porsche had at last met its match in the Group C arena. While the smaller-engined 962C was slowing due to PDK transmission trouble, there was never any doubt that Jaguar was back, three decades after its 1950s sports-racing heyday. With the new Sauber-Mercedes and updated Lancias also looking strong, 1986 was obviously not going to be the Porsche walkover of the previous few seasons.

Derek Bell moved into an exclusive club at Le Mans, winning his fourth 24-hour classic with the help of Hans-Joachim Stuck and Al Holbert, thus joining Henri Pescarolo and Olivier Gendebien as a four-time victor; only Jacky Ickx had won more races at the Sarthe with a tally of six. Porsche also pulled well clear of Ferrari in the process: 11 wins to the Italian company's nine. With Porsches



The Porsche works entry for the 1986 Le Mans 24-hour Race. The incredibly low height of the Group C machines is clearly evident in this shot.

filling the first seven places there was no question of the number one spot being a fluke!

Bell had not had it all his own way, though, for the Joest-Porsche that had won Le Mans in 1984 and 1985, skipped on this occasion by Klaus Ludwig, had been neck-and-neck with the Brit for hours before Jo Gartner perished in his Kremer machine, the crash bringing out the pace cars for more than two hours. During this time, the bottom end of the Ludwig/Barilla/Winter car was suffering and it gave up after 196 laps. The third Rothmans-Porsche (the only one with the PDK transmission, piloted by Vern Schuppan and Drake Olson) went out early with gearbox trouble, while the Mass/Wollek 962C skidded on some oil and was left stranded at the Porsche Curves.

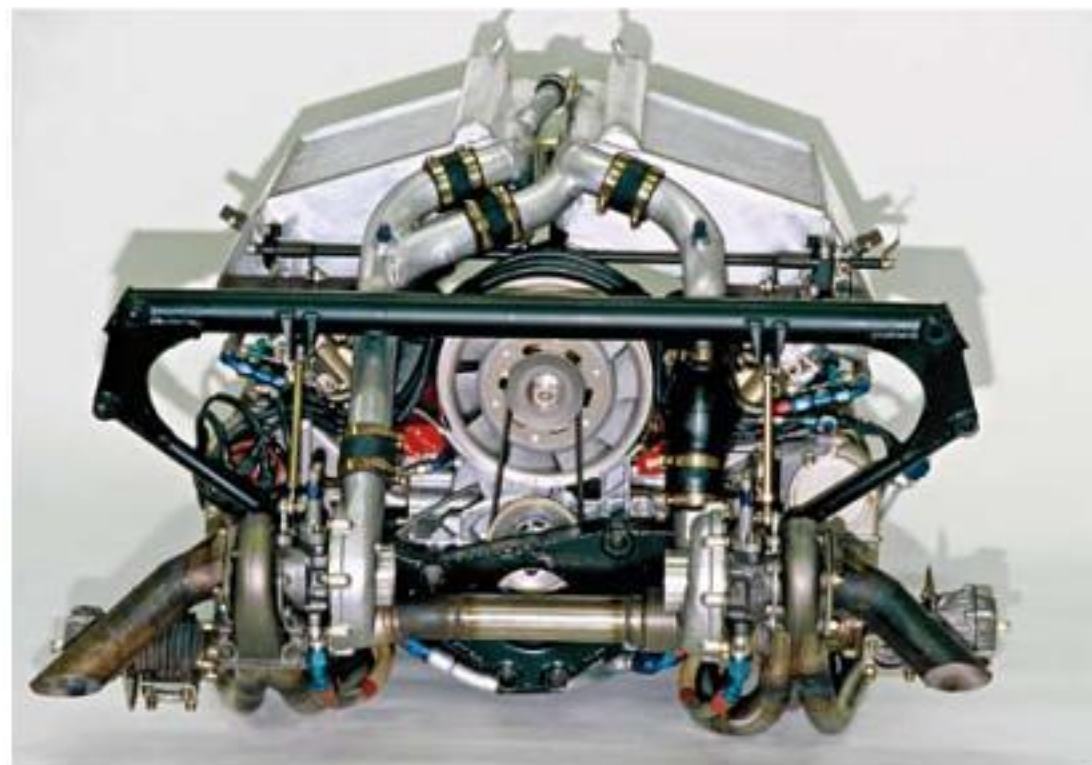
There was actually a fourth works car at Le Mans this year but without sponsorship. This was the Type 961 – a racing version of the exclusive 959 road car and the first four-wheel drive machine ever to compete in the 24-hour race. This 640bhp coupé, piloted by Rene Metge and Claude Ballot-Lena, tipped the scales at 1100kg (2420lb) and was the only 911-based vehicle in the race. It was delayed by a broken throttle linkage and a tyre blow-out (followed by the subsequent need to change a driveshaft), so seventh (first in the GTX Class) was a fine result. As a matter of interest, a Porsche-engined March won the GTP Class, although it was a long way off the pace.

The next three races at the Norisring, Brands Hatch and Jerez counted towards the drivers' title only. Klaus Ludwig won in Germany (Porsche entered a lightweight car for Stuck, but

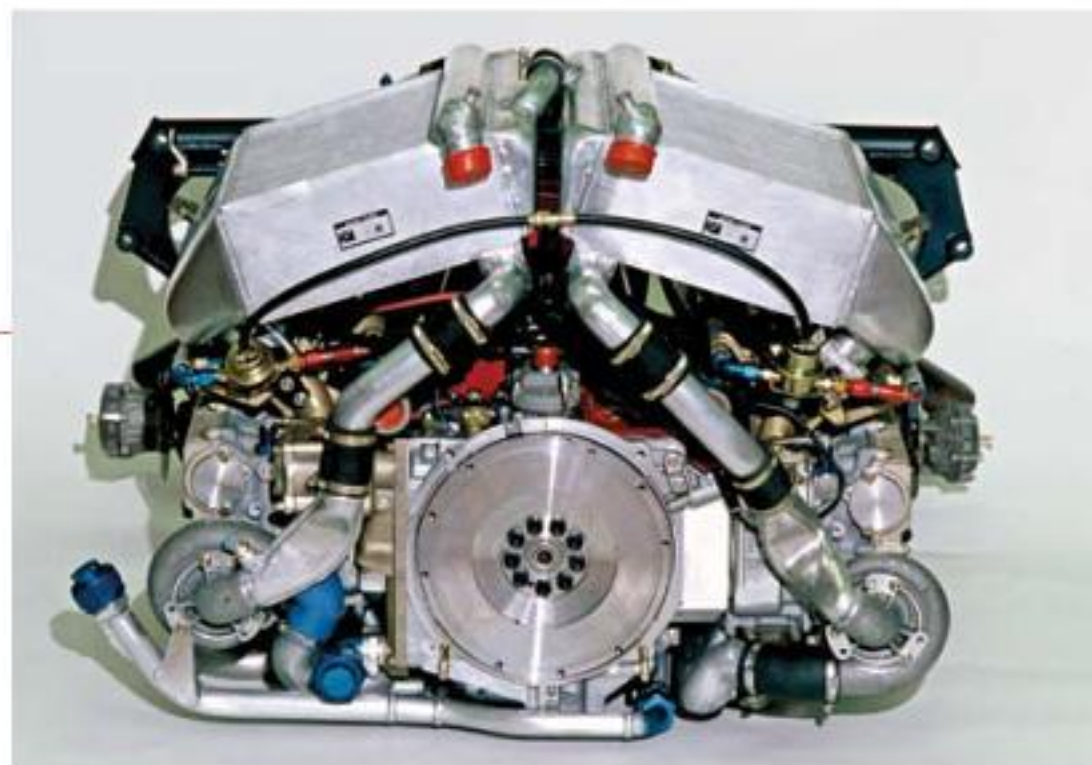


The Type 961 being built in the Weissach workshops.

The start at Le Mans with the Type 961 in focus.



The completed 961, plus detail shots of the twin-turbo engine that powered it.



The 640bhp Type 961 in action at Le Mans. It had only one other outing in 1986, at the Daytona three-hour event in October, but its performance in the States was perhaps best forgotten ...

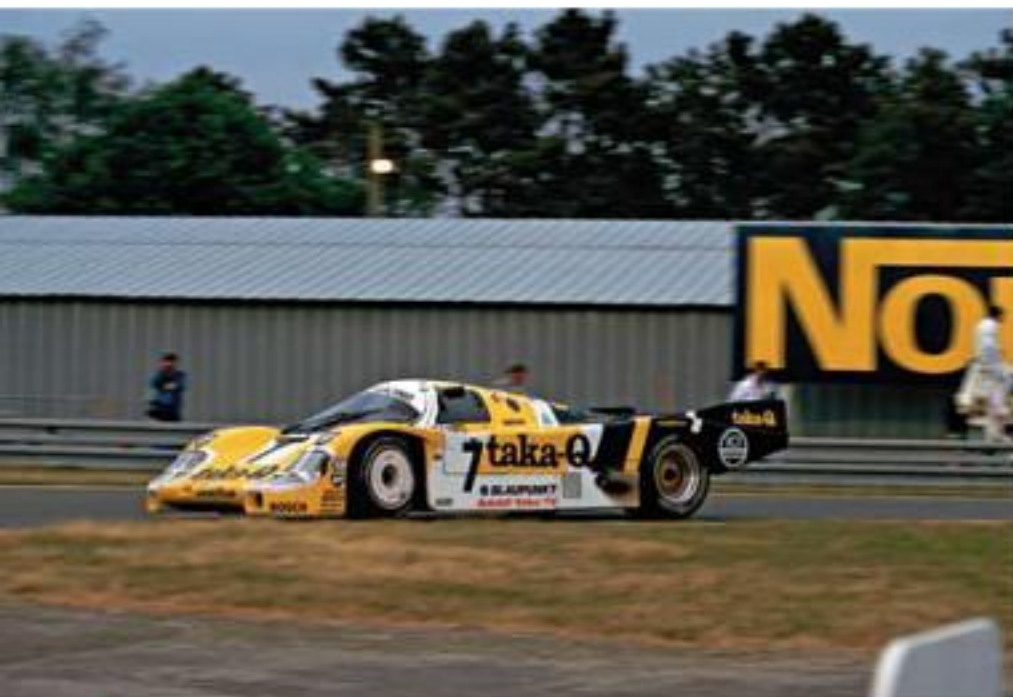




The Le Mans-winning 962C seen at speed and cornering with a WM-Peugeot in hot pursuit.

15th was the best he could do on the day due to trouble with the PDK gearbox), Bob Wollek and Mauro Baldi took the flag in Britain (where only Jaguar sent works cars, although Stuck and Bell partnered Ludwig in a Joest 956), and Brun cars came one-two in Spain after the Jaguars made a mess of the first corner.

With Silverstone and Le Mans the next three rounds (Fuji ultimately turned out to be the last race of the season, as the Australian and Malaysian events were cancelled) made up the total of five events offering teams the chance to score in 1986.



The highly-successful Joest car, 956B.117, stood a chance of winning at Le Mans again until the pace car came out following an accident. It duly won at Fuji after a textbook run, and was then given a well-deserved rest from active competition.



Jochen Mass at the Nürburgring in August.



The overcast start of the Spa-Francorchamps 1000km race, with the Brun first away, followed by the works Porsches and works Jaguars.

Brands Hatch 1000km (20 July)

1	B Wollek/M Baldi	Porsche 956B-GTi	5h 53m 44s/1st in Class
2	D Bell/H-J Stuck/K Ludwig	Porsche 956KH	4 laps down/2nd in Class
3	T Boutsen/F Jelinski	Porsche 956KH	5 laps down/3rd in Class

Jerez 360km (3 August)

1	O Larrauri/J Pareja	Porsche 962C	2h 27m 47s/1st in Class
2	W Brun/F Jelinski	Porsche 956KH	2h 28m 23s/2nd in Class
3	D Warwick/J Lammers	Jaguar XJR-6	2 laps down

Nürburgring 1000km (24 August)

1	M Thackwell/H Pescarolo	Sauber C8-Mercedes	3hr 42m 30s
2	K Niedwiedz/M Baldi	Porsche 956B-GTi	2 laps down/2nd in Class
3	E de Villota/F Velez	Porsche 956KH	2 laps down/3rd in Class

Spa 1000km (15 September)

1	T Boutsen/F Jelinski	Porsche 962C	5h 35m 54s/1st in Class
2	D Warwick/J Lammers	Jaguar XJR-6	5h 35m 55s/2nd in Class
3	D Bell/H-J Stuck	Porsche 962C	5h 36m 24s/3rd in Class

Fuji 1000km (5 October)

1	P Barilla/P Ghinzani	Porsche 956KH	5h 29m 25s/1st in Class
2	F Jelinski/S Dickens	Porsche 956KH	1 lap down/2nd in Class
3	E Cheever/D Warwick	Jaguar XJR-6	1 lap down

struck, and instead of a remarkable era coming to a premature end, fans of the Stuttgart marque still had something to look forward to in 1987 ...

As for the drivers, Derek Bell and Hans-Joachim Stuck again shared the honours, their 82 points edging out Jaguar's Derek Warwick by the smallest of margins. Fourth was Frank Jelinski with Eddie Cheever claiming the fifth slot. After this came ten Porsche pilots before the Sauber men began to feature.

The other sports car races

The Daytona 24-hour classic opened the IMSA season as usual, and the same Porsche team that came second the previous year was victorious in 1986 with the 3.2 litre, 700bhp car sponsored by Löwenbräu. The Preston Henn 962 (chassis 962.104), in its familiar Swap Shop livery, had to settle for the runner-up prize after a catalogue of minor mishaps, whilst one of the BF Goodrich machines was third. It should be noted, however, that Porsche far from ran away with the race, a number of mechanical and electrical problems sidelining the top teams as well as an accident putting an end to the second BF Goodrich car's charge.

Round two (of 17) went to Bob Wollek and Paolo Barilla, who drove the first of three 962s post the post, while the Sebring 12-hour event fell to Hans-Joachim Stuck, Bob Akin (the owner of the 962) and Jo Gartner – the friendly Austrian who would lose his life at Le Mans. The 500km race at Road Atlanta was claimed by a Lola, but Riverside saw a return to Porsche



Hans-Joachim Stuck.

Thierry Boutsen.





The Porsche Turbo Cup was introduced in 1986 – a factory-run, one-make series that employed near-standard 944 Turbos. A total of 40 cars were built to compete in the seven rounds, costing DM78,900 each. Joachim Winkelhock won the series in its inaugural year.

This is the winner of the Sebring 12-hour Race, driven by Stuck, Akin and Gartner.



Al Holbert and Derek Bell in action at the IMSA finale – the three-hour event at Daytona. In the following season, Holbert's car wore Miller livery, the brewery that owned the Löwenbräu brand.

Runner-up at Sebring was the BF Goodrich car of John Morton and Darin Brassfield.



domination that was only challenged at Laguna Seca (by Ford), West Palm Beach (by Lola again), at the second visit to Watkins Glen when a March came through to take the flag, and the final race of the year where Jaguar took the spoils.

Al Holbert was duly crowned GTP champion, easily seeing off fellow 962 drivers Price Cobb, Derek Bell and Darin Brassfield. Porsche was untouchable in the makers' league table, scoring twice the Jaguar tally by the end of the year which itself was nearly twice that which Chevrolet could muster.

Back in Europe, in 1986 the DRM series was replaced by the Supercup; essentially a shortlived German championship for Group C cars. The Joest-Porsche team won the title in this first year, with works driver Hans-Joachim Stuck declared drivers' champion after five rounds. The Interserie races were run on a similar footing with 956 exponent John Winter leading the way in Division I, winning two of the six rounds involved.

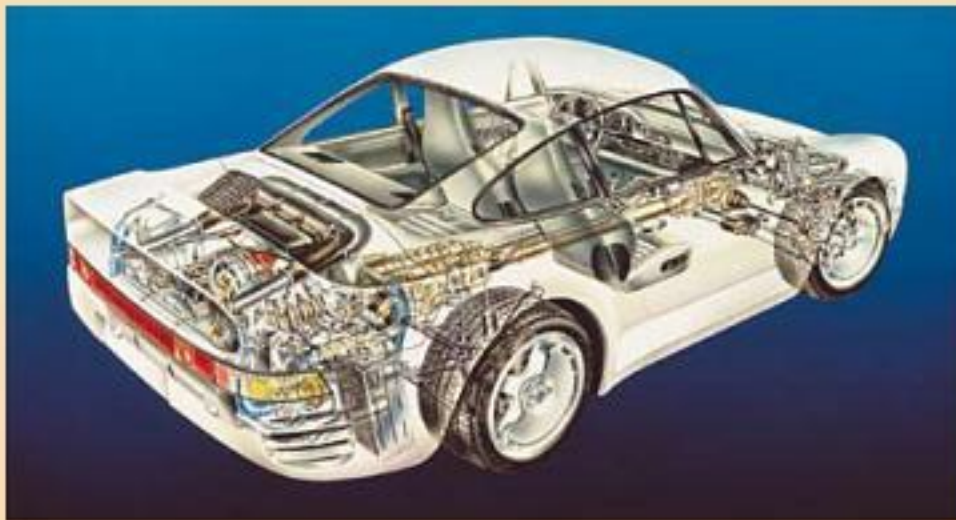
A poster released by the factory following another good season in the IMSA series. For 1986 the 962s had been forced to run with a maximum engine capacity of 3.2 litres and a minimum weight of 945kg (2080lb).

AL HOLBERT WINS ★

IMSA CHAMPIONSHIP '86

1. AL HOLBERT	LÖWENBRÄU SPECIAL PORSCHE 962
2. PRICE COBB	DYSON RACING PORSCHE 962
3. DEREK BELL	LÖWENBRÄU SPECIAL PORSCHE 962
4. DARIN BRASSFIELD	BF GOODRICH PORSCHE 962
5. CHIP ROBINSON	JAGUAR XJR-7
6. ROB DYSON	DYSON RACING PORSCHE 962
7. BOB WOLLEK	BRIDGESTONE/BAYSIDE PORSCHE 962
8. BOB ARIN	ARIN MOTOR RACING COCA-COLA PORSCHE 962
9. JOHN MORTON	BF GOODRICH PORSCHE 962
10. SAREL VAN DER MERWE	CORVETTE GTP
DOC BUNBY	CORVETTE GTP

PORSCHE



Deliveries of the 959 – introduced at the 1983 Frankfurt Show as the Gruppe B concept car – eventually began in September 1986. Restricted to 283 units, it was powered by a 2848cc flat-six that developed 450bhp, thanks to the use of sequential turbochargers. It weighed 1450kg (3190lb) in standard guise, or 100kg (220lb) less in Sport form. With an official top speed of 198mph (317kph), it was essentially a four-wheel drive racing car for the road ...

As far as rally raids were concerned, three 959s were entered on the Paris-Dakar. It was a good event for Porsche, with Rene Metge and Dominique Lemoyne coming first, Jacky Ickx and Claude Brasseur second (less than two hours behind), and Roland Kussmaul and Hendrik Unger sixth. With nothing left to prove and enough data collected, this was the end of the official rally raid programme. Here is the Metge/Lemoyne machine in action.



Poster celebrating a successful Paris-Dakar campaign.

A mixed season in F1

Alain Prost continued with McLaren for 1986, although Niki Lauda had already hung up his helmet at the end of 1985, his place in the team taken by Keke Rosberg. The season opened on 23 March with the Brazilian GP, but both MP4/2Cs had to retire with engine trouble. In Spain, as in Brazil, the McLaren pair filled the front row, but had to settle for third and fourth in the race.

Prost won in San Marino, lucky to cross the line with the engine running on little more than fumes in the fuel tank, and the McLaren fans had plenty to celebrate with a one-two at Monaco. The Professor was sixth at Spa, but Rosberg's engine popped, allowing the Williams to draw blood for the second time that season.

As the circus moved to North America, a second and a fourth place were recorded in Canada, a third the best the McLaren pair could do south of the border. There was another second and fourth in France, and Prost finished on the podium in Britain while Rosberg's bad luck continued.

The MP4/2C had to be literally pushed home in Germany to score, and both cars failed to see the chequered flag in Hungary. However, the little Frenchman equalled Juan-Manuel Fangio's record of 24 Grand Prix wins in Austria, only to be disqualified



Alain Prost won his second World Championship in 1986 thanks to Porsche power. Unfortunately, though, Williams-Honda took the constructors' title. The Honda era had begun ...

at Monza. Prost continued to be teased for a while longer, coming second in Portugal and finishing runner-up again in Mexico.

Rosberg pulled off the circuit once more in Australia in his last race for McLaren, but Prost won by four seconds to take the title and claim a record 25 GP wins. Second in the title chase was Nigel Mansell, with Nelson Piquet third. McLaren had to settle for second this year, finishing behind the Williams-Honda team.



The 1987 season took the events of the previous year into consideration, with the result that the calendar was a mixture of 360km sprints and 1000km endurance races, augmented by the 24-hour race at Le Mans. All rounds would provide points-scoring opportunities for both drivers and teams to ensure a good grid at each event. Pump fuel was now a must for all Group C cars, slightly blunting the power of the Porsche engine as it had previously used an additive called toluene.

1987: a strange WSSC season

Against the odds the Rothmans-Porsche team was still very much intact at the start of 1987, with the same four drivers (Bell, Stuck, Mass and Wollek, although it was known from the off that the latter pairing would miss some rounds as they had already signed contracts to race in the IMSA series before Rothmans-Porsche gave their relationship another shot), and two brand new, three-litre 962Cs to replace those destroyed in 1986's Nürburgring debacle. These latest machines (962.007 and 962.008) had superior aerodynamics, developed in the Porsche wind tunnel at Weissach, lighter bodywork, smaller oil tanks and batteries, improved Dunlop Denloc rubber, and revised front suspension settings. The PDK transmission – although some 8kg (18lb) lighter than before – would only be used at tracks where it could give a definite advantage; assuming it could remain reliable for the length of the race ...

With the 956 banned from the 1987 WSSC due to the extension on the continued use of the outlawed pedal-box location coming to an end, the Brun, Joest and Kremer teams were forced to run 962Cs only, while the Dauer équipe was another outfit to look out for, having bought the Fitzpatrick Racing cars. However, while the Lancias disappeared off the face of the earth, the Jaguars were stronger than ever and the Swiss Sauber

Jaguar won at Monza, but at least the Bell/Stuck 962C was second. Note the 'MBE' decal alongside Derek Bell's name – the official title bestowed upon him in 1986 in recognition of his services to British motorsport. Born in 1941, he is still very much an ambassador for the sport.



Action from Monza in 1987 with Bell and Stuck leading the pack.





Interior of a works 962C with PDK transmission. Note the selector buttons on the steering wheel, augmenting the traditional shift lever that was moved forward for upshifts and backward for dropping a gear. Electronic controls prevented the driver from over-revving the engine in the heat of competition.

concern was also expected to challenge the leaders with its new Mercedes-powered machine that made its debut at Silverstone.

Things got off to a poor start for Porsche fans in Jarama with PDK gearbox problems slowing Bell and Stuck, costing them victory (they ultimately finished second), and no second car for Mass and Wollek as they were in America. Most shocking was the way that the Jaguars and Rothmans-Porsches were so far ahead of the game, with private Porsche teams struggling to keep up with the pace – the best of the five 962s that followed the second XJR-8 (one of the Kremer cars) was three laps down, and that's a

big difference in a sprint race. It was a similar story in Jerez, the Kremer 962C only moving up after the single Jaguar dropped out and both of the works Porsches suffered PDK transmission trouble.

Monza returned to its familiar 1000km format for 1987, but Bell made a very uncharacteristic mistake under braking, hitting the Liqui Moly 962's tail and losing time in the pits to have things checked out as a result. This, combined with a puncture earlier in the race, ended any hopes of beating the fast Jaguar, even though standard five-speed manual gearboxes had been fitted for the

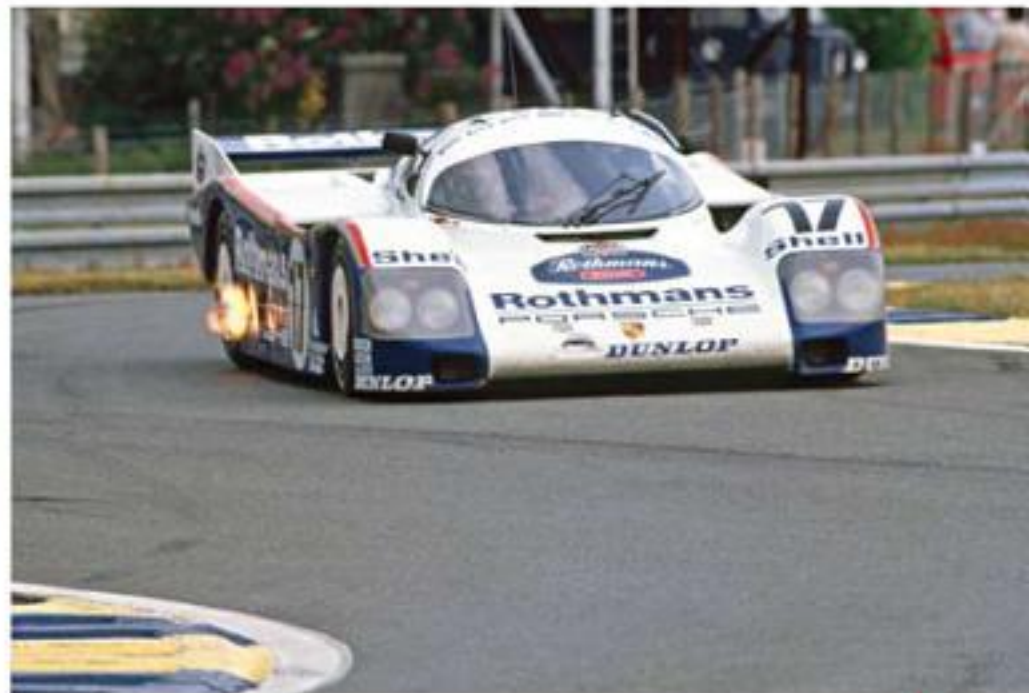


Oscar Larrauri (left) and Massimo Sigala captured on film during a quiet moment.

event after yet more trouble with the PDK unit in practice. Mass and Wollek had run a good race, leading for much of the way until a turbo popped and slowed their charge quite dramatically. In fact, the weekend was marred by a series of engine failures for Porsche runners, the Italian fuel fingered as the culprit.

With Vallelunga cancelled, Silverstone was next on the calendar, but Jaguar made it four in a row in front of a patriotic crowd. The works Porsches (with Bell's car in blue and white Shell Gemini and Autoglass livery for the British event) came home in third and fourth, with minor fuel pressure problems delaying the Mass/Wollek machine, but no excuses for Bell and Stuck. Interestingly, the Joest team withdrew because of the 97-octane petrol used, and most of the private 962s that did enter seemed low on power.

Not before time in the eyes of the men at Weissach, Jaguar at last showed a chink in its armour, and at Le Mans; a race that meant so much to Porsche, too. Although the third car was lost in practice and the second one (piloted by Wollek, Mass and Schuppan) went out early with engine trouble (as did many of the



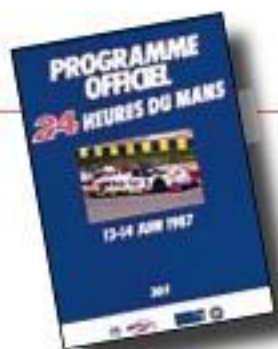
The 962C practice car at Le Mans. During the actual race number 17 was the winning machine, although the sunshade was blue, number 18 was white, and number 19 yellow.



The Primagaz car that came second at Le Mans at the test day in mid-May.



The start of Le Mans in 1987 with the Rothmans-Porsches at the head of the field.



Programme for the 1987 Le Mans classic.

Hans-Joachim Stuck about to come to a halt in the pits, ready to hand over to Derek Bell.





The long-tailed 962C of Bell/Stuck/Holbert gliding to an easy victory at Le Mans.

privateers), the low-drag Bell/Stuck/Holbert machine (962.006) kept on bombing around the Sarthe track to win by 20 laps and give Bell his fifth Le Mans. The 962C entered by Primagaz was second, while the Porsche-engined Cougar belonging to the same French outfit was third. The Kremer 962C in fourth was the only other Porsche to finish, beating the first of the Jaguars by a couple of laps.

One of the Stuttgart machines that failed to reach the flag was the 961, now sporting Rothmans colours, and larger wheels and tyres to transmit the 680bhp developed by the 2.8 litre engine. Driven by Rene Metge, Claude Haldi and Kees Nierop, it was the only 911-based runner, but was never as quick as it had been in

1986 form. After exiting the event in flames after an argument with the crash barriers at the 200-lap mark, the 961 project was abandoned and the car's planned IMSA assault cancelled.

Two weeks later came some shocking news at the Norisring: Porsche was officially pulling out of the World Sports Car Championship, quite the opposite of what Peter Schutz had said in April when he implied greater effort would be made for the Group C programme! Instead, the Indy project was given priority, although Porsche announced that the works three-litre power unit was available to interested parties. Only one car was present in Germany, finished in yellow and red Shell Oil livery, but while it qualified on pole, Bell and Stuck failed to get the

Brands Hatch 1000km (26 July)

1	R Boesel/J Nielsen	Jaguar XJR-8	5h 33m 48s
2	J Dumfries/M Baldi	Porsche 962C-GTi	5h 35m 01s/2nd in Class
3	J Watson/J Lammers	Jaguar XJR-8	9 laps down

Nürburgring 1000km (30 August)

1	E Cheever/R Boesel	Jaguar XJR-8	5h 55m 53s
2	D Bell/H-J Stuck	Porsche 962C	3 laps down/2nd in Class
3	O Larrauri/J Mass	Porsche 962C	5 laps down/3rd in Class

Spa 1000km (13 September)

1	M Brundle/J Dumfries/R Boesel	Jaguar XJR-8	6h 00m 16s
2	J Watson/J Lammers	Jaguar XJR-8	1 lap down
3	O Larrauri/J Mass	Porsche 962C	2 laps down/3rd in Class

Fuji 1000km (27 September)

1	J Watson/J Lammers	Jaguar XJR-8	5h 40m 56s
2	J Dumfries/R Boesel	Jaguar XJR-8	5h 41m 52s
3	M Thackwell/M Baldi	Porsche 962C-GTi	3 laps down/3rd in Class



Kris Nissen (left) and Volker Weidler with their boss, Erwin Kremer, whipping up the support of a home crowd in Germany. Erwin's brother, Manfred, had withdrawn from the Kremer business by this time.

twice the points accumulated by second-placed Brun Motorsport and a massive tally compared with the works Porsches in third. In the drivers' title chase, too, the Jaguar men had things all their own way, with Derek Bell and Hans-Joachim Stuck having to settle for fifth after a long and frustrating season.

At least Stuck retained the Supercup crown, finishing on the podium in all five heats with his PDK-equipped 650bhp 962C entered by the factory. The PDK system had proven its worth, and ultimately formed the basis of the Tiptronic gearbox introduced on the 911 road car in January 1990. It should also be noted that virtually all modern racing transmissions follow the principle introduced and developed via the PDK programme.

The Supercup was dominated by the Porsche 962, with only the final round giving the Sauber C9 a chance to shine. It was a similar story in the seven-round Interserie Championship which Walter Lechner won, followed home by fellow Porsche pilot John Winter. As it happens, John Winter didn't actually exist: although a famous German racer for many years under this pseudonym, his real name was Louis Krages. After a wonderful competition career (he even had a street named after him in his home town of Bremen), he committed suicide in 2001.

The IMSA circuit

Limited to engines with a maximum displacement



Hans-Joachim Stuck showing how it's done in the Supercup series.



The Type 2708 Indy machine about to have its first run at Weissach. Peter Falk can be seen in the background grasping his lip in an anxious moment, with Horst Reitter and Norbert Singer on his left, and Hans Mezger and Helmuth Bott on his right: Jurgen Barth can also be spotted just beyond Professor Bott.

V6. Alain Prost retained the number one seat in the team with Stefan Johansson stepping up to drive the second car.

Prost won with ease in Brazil, while Johansson picked up a podium finish, but San Marino was not so kind as only the Swede managed to score. Revenge was sweet in Belgium, however, with a one-two for the McLaren pair. Both cars retired in Monaco with engine trouble, although Prost raced sensibly in Detroit to take third place. Johansson was forced out of the French GP due to an electrical fault close to the end of the race, and Prost could do no better than third in front of his home crowd – the Williams-Hondas proving too strong on the day. The FW11Bs won again in Britain while the MP4/3s were sat on the sidelines before the halfway point.

Prost was unlucky to have an engine pop whilst leading in Germany, though at least his team-mate was second. Results were only slightly better in Hungary, and the McLarens finished two laps down in Austria. There was another troubled run at Monza, but Prost never gave up and was rewarded with the

chequered flag in Portugal and a second place in Spain, where Johansson picked up third. Both cars retired 'down Mexico way,' and, although Japan witnessed a good performance from the McLaren pair, the final round was another disappointment, this time due to brake maladies.

McLaren-Porsche had to settle for second place in the World Championship (beaten fair and square by Williams-Honda), while Alain Prost had to surrender the drivers' crown to Nelson Piquet. Next season promised to be interesting, though, as Prost was to be joined by Ayrton Senna as the team's new number two. Meanwhile, McLaren switched to Honda power during the off-season, meaning that 1988 was the year of the McLaren-Honda.

Details of a proposed Porsche Indy car surfaced at the start of 1987. With turbocharged engines soon to be axed from F1 (1988 was intended to be the last year of the 1.5 litre turbocharged formula, with 3.5 litre NA units specified for 1989), the temptation to use the technology acquired during the TAG project must have been overwhelming, and the American CART series, then

There was no works team as such in the World Sports Car Championship, although the factory was expected to turn out for Le Mans at the very least. What chance did the private Porsche teams have against the latest works Jaguars and the powerful Sauber-Mercedes? And with TWR taking over Jaguar's IMSA programme as well as its existing WSCC duty, the German maker would not have things so easy in America either.

With Porsche's attention and funding directed at the Indycar project, and doubt about forthcoming Group C regulations, a 962 replacement wasn't planned. However, prototypes were built and powered by the V8 Indy engine, which was connected to a regular transmission rather than the semi-automatic unit the engineers had been working so hard to perfect. With the PDK system now proven on the track, though, thanks to Stuck's performance in the German Supercup series, further development could be confined to less stressful road car applications.

No joy in the WSCC

There was little in the way of rule changes for 1988, other than allowing a higher octane fuel rating and stricter control over underbody aerodynamics, which were state-of-the-art by this time. Porsche built one new car (962.010) for its top drivers to use at Le Mans, but that was the full extent of the works effort in the World Championship.

The Jaguar XJR-9s had led the way at Jerez, but transmission troubles allowed the Sauber C9 piloted by ex-Porsche drivers to come through at the end. The Joest 962s put up a good fight, taking third and fifth, and the modified, freshly-completed car belonging to Richard Lloyd Racing and piloted by Bell and Weaver claimed a promising fourth.

Derek Bell was ill going into Jarama, seriously compromising the chances of the Richard Lloyd car, but an accident put it out of the race in the warm-up anyway. The Kremer-tuned 962C made its debut at the Spanish sprint race and was rewarded with fifth place, sandwiched between two Brun machines. However, Jaguar and Sauber men took the podium, and, although 962s claimed third through sixth at Monza thanks to the Brun, Joest and Kremer teams, there was little more to celebrate as only 11 of the 26 starters were classified finishers at the end of the race.

It was a home win for Jaguar at Silverstone – and more



Hans-Joachim Stuck testing the 962.010 at Weissach prior to Le Mans. This is the water-cooled, three-litre car that finished second at the Sarthe, fuel pick-up problems delaying its charge. Note the Shell/Dunlop livery used for 1988.

disappointment for Porsche fans. The Richard Lloyd 962 was excluded after coming fourth on the road for having a fuel tank that "could" have held more fuel than the maximum permitted by Group C rules, while the Brun team withdrew, feeling there was little hope of mixing it with the front-runners without the improved Bosch Motronic version 1.7 system developed for the works cars (duly released to customers after Le Mans). Joest machines came fourth and fifth, but only after the second Jaguar ran out of fuel.

Sure enough, the Porsche factory sent three cars to Le Mans with one for Derek Bell, Hans-Joachim Stuck and Klaus Ludwig (962.010), the second for Bob Wollek, Vern Schuppan and Sarel van der Merwe (962.007), and the third for the Andretti family; father Mario, with son Michael and nephew John backing him up. The three red and yellow Porsches led the field for a while, but the Wollek machine suffered a plumbing failure that cooked the

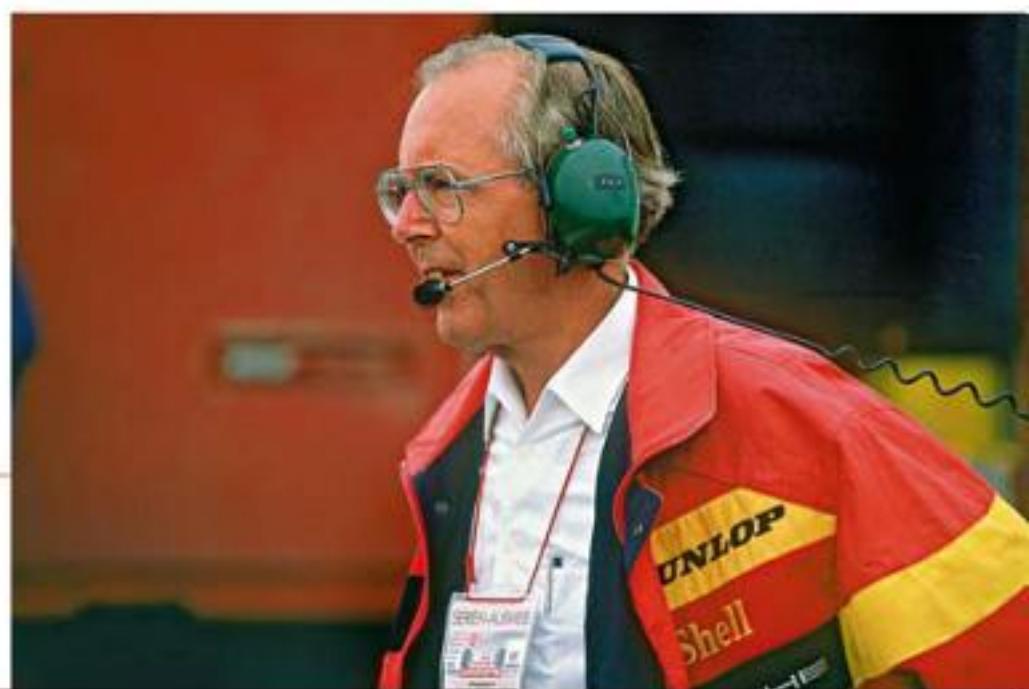


The three works Porsches leading the field away at Le Mans after qualifying first through third. They are followed by the two fastest Jaguars and the Joest 962C (chassis 962.116) that finished third.

engine, prompting parts to be changed on the other two cars just in case. This cost the team four minutes and the Andrettis lost more time when a fuel-injection problem left 962.008 running on five cylinders.

Ultimately, Jaguar won the day by two-and-a-half minutes, though few begrudged the Big Cats their win – the first at

Peter Falk overseeing the works effort during the 24-hour epic. This would be Falk's swan song as Helmut Flegl took his place as head of motorsport at the end of the season following Herr Falk's retirement.





The 962C shared by Bob Wollek, Vern Schuppan and South African racer Sarel van der Merwe. It completed 192 laps before the engine overheated.



The works car shared by the Andretti family which finished sixth at Le Mans.

Le Mans since 1957. Bell/Stuck/Ludwig were second, with the first of the Joest 962Cs taking the last spot on the podium. Seven 962s followed the second Jaguar home, only two of the Porsches (including the one works car) retiring during the 24 hours.

The Porsches had to be content to follow the Jaguars and Saubers round Brno, the Swiss team taking the spoils on this occasion. Klaus Ludwig and Bob Wollek did a good job bringing home the Joest 962C in second at Brands Hatch, although Kremer and Brun stayed away, and half of the leading entries fell by the wayside for one reason or another.

Having missed out at Le Mans a Porsche win at the Nürburgring would have been the next best thing, but it was

not to be. After two heats, the Joest and Brun teams filled third through sixth (Joest bought 962.007 from Porsche, recording a podium finish with the car in the ADAC 1000km event), and the Richard Lloyd car was seventh, making a welcome return to the track in the hands of David Hobbs and Martin Donnelly But Sauber it was that took the spoils, followed home by a Jaguar.

the XJR-9. Nissan won the next round with Jaguar taking the flag in the final race. Somehow, through consistent finishes and strength in numbers, Porsche took the GTP title by one point, with Nissan second and Jaguar not far behind in third. Nissan pilot Geoff Brabham (son of former World Champion Jack Brabham) won the drivers' crown by quite some margin.

On the subject of famous father and son racers, the Porsche world lost another hero in 1988 when Al Holbert's light aircraft crashed at the end of September. He was just 41 when he died. Fittingly, his old friend Alwin Springer took his place as the effective head of Porsche's sports-racing programme in the States (officially relocated to the Porsche Cars North America headquarters in Reno). Springer had been involved with Porsche racing cars for many years, looking after Vasek Polak's CanAm machines in the 1970s before going on to co-found Andial – the Santa Ana, California company that prepared all of Porsche's racing engines for the IMSA GTP series, as well as a number of the units that powered the more successful 935s in the early part of the 1980s. While Andial had more than enough work looking after the GTP competitors, the idea of a new open Porsche racer using an open March chassis sadly went to the grave with Holbert ...

F1 & CART

McLaren's decision to switch to Honda power at the end of 1987 left Porsche with an engine but no customer for the 1988 season. McLaren had been very clear about wanting exclusive access to the TAG unit, which was fine, given where the funding for the project came from, but the thought persists that Porsche had been let down by this last-minute decision. Granted, the Honda V6 was flavour of the month, and the F1 world is such that winning comes a long way before loyalty. While design changes were needed to satisfy new FIA regulations, it seems odd to take a brand new turbocharged V6 (the Honda unit had to be redesigned) that was linked to a brand new gearbox and putting both in a brand new chassis for just one season – moving straight to a normally-aspirated car in readiness for 1989 would have made more sense. Whatever, McLaren won the World Championship and Ayrton Senna was crowned no 1 driver.

As a former F1 pilot, Jochen Mass was involved in testing the Porsche 2708, but was not invited to drive the works car in the CART series. Porsche had hinted it was after the services of Mario Andretti, but, with his enviable record, no-one can blame him for not moving to an unproven team. Instead, the Quaker State-sponsored outfit ended up with Teo Fabi, who had driven in Formula One before joining the American racing scene (he was named CART 'Rookie of the Year' in 1983).

The first race of the season was held at Phoenix on 10 April, where Fabi took the new March-Porsche to seventh place, eight laps down on Andretti's winning Lola-Chevrolet. The engine



Teo Fabi's March 88C-Porsche being tended to in the pit-lane at Phoenix – the first CART race of 1988. Fabi finished the event in seventh.

popped at Long Beach and a disaster in the pits ended the Indy 500 challenge after just 30 laps. The team was ninth at Milwaukee but finished two places better off at Portland. There was then a run of trouble, with the 11th round at Lexington providing the next decent result – eighth after starting 11th on the grid. Fabi was eighth at Elkhart Lake, too, and then gave the new car its best finish of the season, coming fourth at Nazareth. There was nothing to write home about after that other than that the car was wrecked on the first lap of the final race! Danny Sullivan won the championship for Penske, with Fabi claiming tenth place.



Turbo Cup action from the Norisring. As in 1987, the 1988 and 1989 one-make championship titles went to Roland Asch. 1989 was the final year of the 944s, as the series adopted 911s in 1990 and was renamed the Carrera Cup in the process.

The calendar for 1989 included a series called the World Sports-Prototype Championship (WSPC) that comprised a number of shorter 480km races either side of the Le Mans 24-hour classic. In the end, though, politics saw to it that the ACO ran its own race outside the championship, and, with the IMSA versus FISA battle unresolved, the proposed round in America was replaced by one in Mexico.

In the interest of keeping engine power in check, turbocharged Group C cars were now running at a minimum weight of 900kg (1980lb), and with 55mm air intake restrictors, not the 57mm (2.2in) versions originally mooted as per IMSA regulations. But 3.5 litre racing engines were given the okay, or units could displace up to six-litres if based on a stock block fitted to a lightweight chassis. Unfortunately, Porsche was in no position to exploit this situation as the CART engine would not stretch to 3.5 litres (it was never intended to be an NA unit). The 928's V8 was investigated but the project came to nothing.



The Joest team unloading the Wollek/Jelinski 962C for what would be a great weekend in Dijon.

The WSPC season

The Group C circus kicked off in Japan this year with Suzuka playing host to the best of the European competitors and a fine selection of domestic entries, many of which went on to campaign the entire 1989 season. The tight track, best suited to motorcycles in reality, saw the Sauber-Mercedes team take a convincing one-two, the fresh silver paintwork evoking memories of another era of domination by the Silver Arrows. Even so, the Joest 962C was on the pace and other teams brought the old Porsche home in seventh, eighth, ninth and tenth places.

The Joest car was not just on the pace in Dijon, it actually won by a 40 second margin. The water-cooling system was modified on this machine, and there were some subtle bodywork

The pit-board says it all ...





Walter Brun in his own 962C, which he shared with Jesus Pareja at the Nürburgring.

changes, though nothing like as radical as those applied to the composite-bodied Kremer CK6 which made its debut in this race (but finished a disappointing 18th). The Richard Lloyd (GTI Engineering) 962 was fifth.

With the blessing of Ulrich Bez (who was brought in to take over Helmuth Bott's office in readiness for the latter's retirement), Joest was now running as the quasi-works team, with engine overhauls sent to Wald-Michelbach rather than Weissach, and new developments tried out on the Joest machines. Joest even took on the works chassis numbers of 962.011 to 962.016.

Following on from its fine performance at Le Mans, the Sauber-Mercedes team won at Jarama, although the Brun 962 was third and the Kremer CK6 seventh. The Porsche-engined Cougar fielded by the Courage outfit was also in the top ten, having recorded consistent finishes all season.



The Kremer car of George Fouche and Giovanni Lavaggi on its way to a podium spot in Germany.



Memories of Spa with the Joest 962C chased by the Brun car that finished fourth, a Toyota, Nissan, and a Spice. The black car behind these is the Richard Lloyd Racing 962C-GTi shared by Tiff Needell and Steven Andskar.

Frank Jelinski handing over to Bob Wollek at Spa, where the Joest pair finished second.

While Sauber-Mercedes had claimed the championship some time before, it wasn't until the last race of the season that Jean-Louis Schlesser was crowned top driver. The other silver car crashed in Mexico, sealing the title for the Frenchman. Brun, Joest and Richard Lloyd 962s filled the next three places (in that order), with another Brun car in seventh and a Kremer CK6 in ninth. There was certainly still life in the old 962 design yet ...

In reality, the WSPC title chase was a four-way contest between the Sauber-Mercedes men, although Frank Jelinski picked up enough points to secure fifth, with Bob Wollek sixth and Oscar Larrauri seventh before a batch of Jaguar drivers. Sauber was untouchable in 1989, but at least Joest was second and Brun third, both Porsche teams well ahead of Jaguar at the end of the season.

Le Mans was supposed to be a round of the WSPC, but was ultimately a one-off race as it had been on a number of occasions before. It was a disappointment for many of the manufacturers, most of whom (be they from the traditional European teams or the new breed of Japanese équipes) saw the 24-hour race as the highlight of the calendar, but at least the fans were given a good race. When the chequered flag fell on 11 June, the Silver Arrows had scored a one-two, although the pink Joest 962C of Bob Wollek and



WORLD SPORTS-PROTOTYPE CHAMPIONSHIP

Suzuka 480km (9 April)

1	J-L Schlessler/M Baldi	Sauber C9-Mercedes	2h 48m 58s
2	K Acheson/J Mass	Sauber C9-Mercedes	2h 49m 05s
3	B Wollek/F Jelinski	Porsche 962C	2h 50m 52s/3rd in Class

Dijon 480km (21 May)

1	B Wollek/F Jelinski	Porsche 962C	2h 42m 22s/1st in Class
2	J-L Schlessler/J Mass	Sauber C9-Mercedes	2h 43m 00s
3	M Baldi/K Acheson	Sauber C9-Mercedes	2h 43m 00s

Jarama 480km (25 June)

1	J-L Schlessler/J Mass	Sauber C9-Mercedes	3h 26m 14s
2	J Lammers/P Tambay	Jaguar XJR-9	1 lap down
3	O Larrauri/J Pareja	Porsche 962C	2 laps down/3rd in Class

Brands Hatch 480km (23 July)

1	M Baldi/K Acheson	Sauber C9-Mercedes	2h 41m 38s
2	B Wollek/F Jelinski	Porsche 962C	2h 42m 55s/2nd in Class
3	J-L Schlessler/J Mass	Sauber C9-Mercedes	1 lap down

Nürburgring 480km (20 August)

1	J-L Schlessler/J Mass	Sauber C9-Mercedes	2h 47m 15s
2	M Baldi/K Acheson	Sauber C9-Mercedes	2h 47m 17s
3	G Fouche/G Lavaggi	Porsche 962C K6	2 laps down/3rd in Class

Donington Park 480km (3 September)

1	J-L Schlessler/J Mass	Sauber C9-Mercedes	2h 57m 51s
2	M Baldi/K Acheson	Sauber C9-Mercedes	2h 58m 43s
3	J Bailey/M Blundell	Nissan R89C	2h 59m 29s

Spa 480km (17 September)

1	M Baldi/K Acheson	Sauber C9-Mercedes	2h 39m 16s
2	B Wollek/F Jelinski	Porsche 962C	2h 41m 33s/2nd in Class
3	J Bailey/M Blundell	Nissan R89C	1 lap down

Mexico City 480km (29 October)

1	J-L Schlessler/J Mass	Sauber C9-Mercedes	2h 51m 18s
2	O Larrauri/H Huysman	Porsche 962C	2h 51m 54s/2nd in Class
3	F Jelinski/H Pescarolo	Porsche 962C	2h 52m 24s/3rd in Class

Hans-Joachim Stuck was third, having put up an excellent fight that was spoilt by minor problems, and a sister car (handled by Henri Pescarolo, Claude Ballot-Lena and Jean-Louis Ricci) came home in sixth. No works Porsches were involved.

1989 was the last year of the Supercup, still largely dominated by Porsche; indeed, in the five rounds only three top five spots went to



Teo Fabi.



Giovanni Lavaggi.

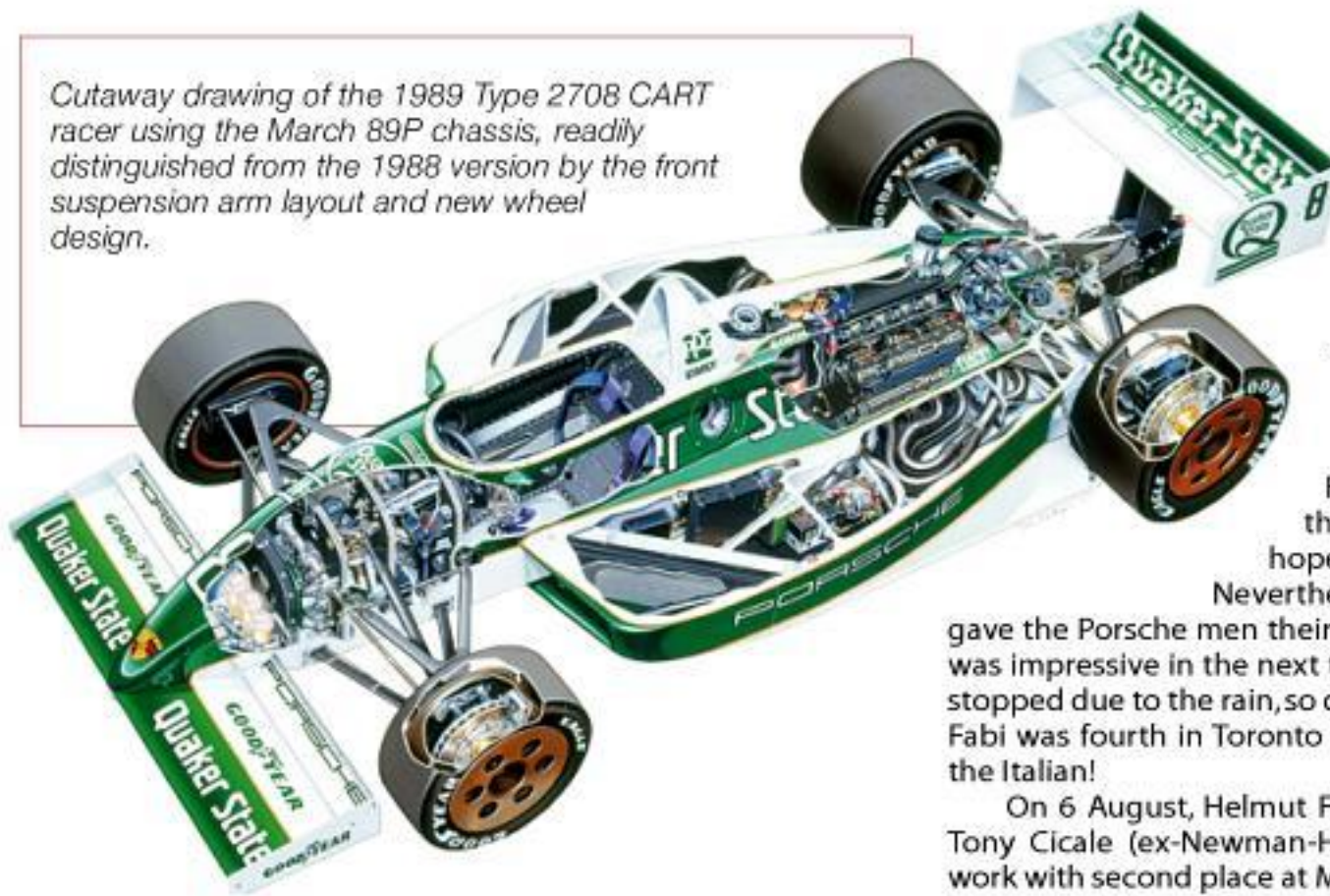


Jesus Pareja.

anyone other than 962 drivers, with Nissan winning one race and coming third in another, while a Spice-Ford was fifth at Silverstone. Contracted to the Joest team, Bob Wollek won three of the rounds, duly claiming the trophy with ease at the end of the season.

In the Interserie races, George Fouche won the first round in a Kremer CK6, but Walter Lechner took the flag in Zeltweg in his privately-entered 962C. John Winter won the next race for Joest, but Fouche was on form again in Most. Lechner lifted the trophy at Siegerland, and although Franz Konrad won the last of the six rounds, the Austrian had done enough to secure the title – Lechner beating Fouche by quite some margin, with Konrad taking third place, thanks to a fine performance in the final race of the year.

Cutaway drawing of the 1989 Type 2708 CART racer using the March 89P chassis, readily distinguished from the 1988 version by the front suspension arm layout and new wheel design.



The Porsche Indy car ran the first few races of the season without any obvious aerodynamic appendages before the rear wheels.



Porsche's Indy record

The CART Indy Car Championship was made up of 15 races, kicking off with a 200-miler at Phoenix. Teo Fabi continued to drive the sole Porsche-engined machine (and the only one to use a 1989-spec March chassis at the start of the season, as it happens), and brought the Quaker State sponsored car home in sixth.

Mechanical problems sidelined Fabi at Long Beach, and trouble with the ignition system dashed Stuttgart's hopes at the coveted Indianapolis event.

Nevertheless, a third place at Milwaukee gave the Porsche men their best Indy result so far, and the team was impressive in the next three rounds, too. Meadowlands was stopped due to the rain, so didn't really give an honest result, but Fabi was fourth in Toronto – this position seemingly owned by the Italian!

On 6 August, Helmut Flegl, Derrick Walker (ex-Penske) and Tony Cicale (ex-Newman-Haas) were rewarded for their hard work with second place at Michigan, and another strong finish at Pocono set them up for a fine victory at Mid-Ohio in the first week of September. A second place at Road America confirmed this was no fluke, and, although the final two rounds were disappointing, Fabi had done enough to claim fourth in the championship.

Porsche qualified on pole position, then won its first CART race at Mid-Ohio on 3 September. Fabi is seen here being chased by Danny Sullivan in the Penske-Chevrolet, which is similar to the car that earned him the championship title in 1988.



Fresh Group C regulations brought about a further reduction in power on turbocharged engines for 1990 due to the addition of mandatory pop-off valves. This was actually supposed to be the last season of Group C racing, but it was given a reprieve – albeit returning in 1991 in modified form – while the C2 Class had already been killed off at the end of the previous year.

The economic bubble had well and truly burst following Black Monday, and now racing was beginning to feel the financial pinch, too. Sponsorship was harder to come by on both sides of the Atlantic, and with the future of Le Mans brought into question by another battle between FISA and the ACO, a number of teams withdrew their support for the WSPC series. Ultimately, the race did go ahead, but not as part of the World Championship. Fans of the 24-hour race had to wait until 1991 before it returned to the fold, and this almost certainly had a bearing on Peugeot delaying its decision to join the Group C fray.

The 1990 season

From the off, there was factory support for the Joest team in 1990, with an all-star driver line-up of Hans-Joachim Stuck, Bob Wollek, Frank Jelinski and Jonathon Palmer; even Porsche's Norbert Singer was attached to the outfit, assigned to look after the two new cars (chassis 962.012 and 962.014) powered by improved engines delivering around 700bhp and 525lbft of torque. These 3164cc (95 x 74.4mm) units had revised intake and exhaust systems, as well as relocated turbochargers, their power transmitted to the road via new Michelin rubber (Joest had traditionally run with Goodyear tyres). However, Sauber-Mercedes started the season as it had finished the last one – very much in winning form. A locally-entered Kremer 962C was fifth in Japan, with a Brun car sixth and the Richard Lloyd 962C-GTi seventh. Other 962s filled the next four places, but the Nissan and Toyota ahead of the Porsches sent a clear message that they were no longer there to simply make up the numbers.

Testing at Monza straight after Suzuka did little extra in allowing Porsche to topple its Stuttgart neighbour in the race itself. The Wollek/Jelinski car (962.012) was fifth, but never able to seriously trouble the Silver Arrows, now in updated C11 guise. The Mercedes guys had a disaster at Silverstone, but Jaguar was there to take the spoils, with a Spice-Ford claiming the last remaining



The Joest car from 1990. It had looked similar in the latter half of 1989 following the adoption of a new tail spoiler, but the Michelin tyres point to this being a 1990 machine (Goodyears had been used the previous season). This change was made because of Porsche's involvement in the Joest team, and proved a real stumbling block in the German outfit's campaign.

podium place; 962 runners filled fourth to 11th places, with only the leading Joest car and a Kremer CK6 truly competitive. Spa-Francorchamps was next up, but the Belgian circuit was less than kind to Porsche fans, with even the wet conditions failing to bridge the gap in performance between the 962s and the newer machinery fielded by Mercedes-Benz and Jaguar.

The owners of the Le Mans circuit were forced to add two chicanes to the Mulsanne Straight for 'safety' reasons, but other work was needed before FISA granted the famous 24-hour race WSPC status. It was typical of the era, when politics were put ahead of racing; with cash becoming ever-more scarce, the ACO was right not to jump in and spend a fortune when its premier event was well-supported – by entrants and fans alike – regardless



Colour and noise at Suzuka for the opening round of the 1990 WSPC season.

of whether or not it was a round of the World Championship. So, once again, Le Mans was a stand-alone race outside the WSPC, hence Mercedes' decision to stay away. But for many it was the one to win – the most important sports car event on the calendar in terms of prestige and marketing appeal.

The Joest team lost one car (962.013) in practice at the new chicanes when something broke in the rear suspension and put the 962 into orbit. It was actually a poor weekend all-round for the works-supported Porsche outfit, with the long-tailed bodywork not providing the kind of downforce needed to make the Michelin tyres work properly. Granted, the Stuck/Bell/Jelinski

car finished fourth, although the Brun Motorsport machine of Larrauri/Pareja/Brun had already completed more laps when it retired with engine trouble 14 minutes from the end. The surprise of the event was the third place claimed by an all-British team entered by Alpha Racing, its 962C finishing two laps ahead of the top Joest car, and only seven down on the winning Jaguar.

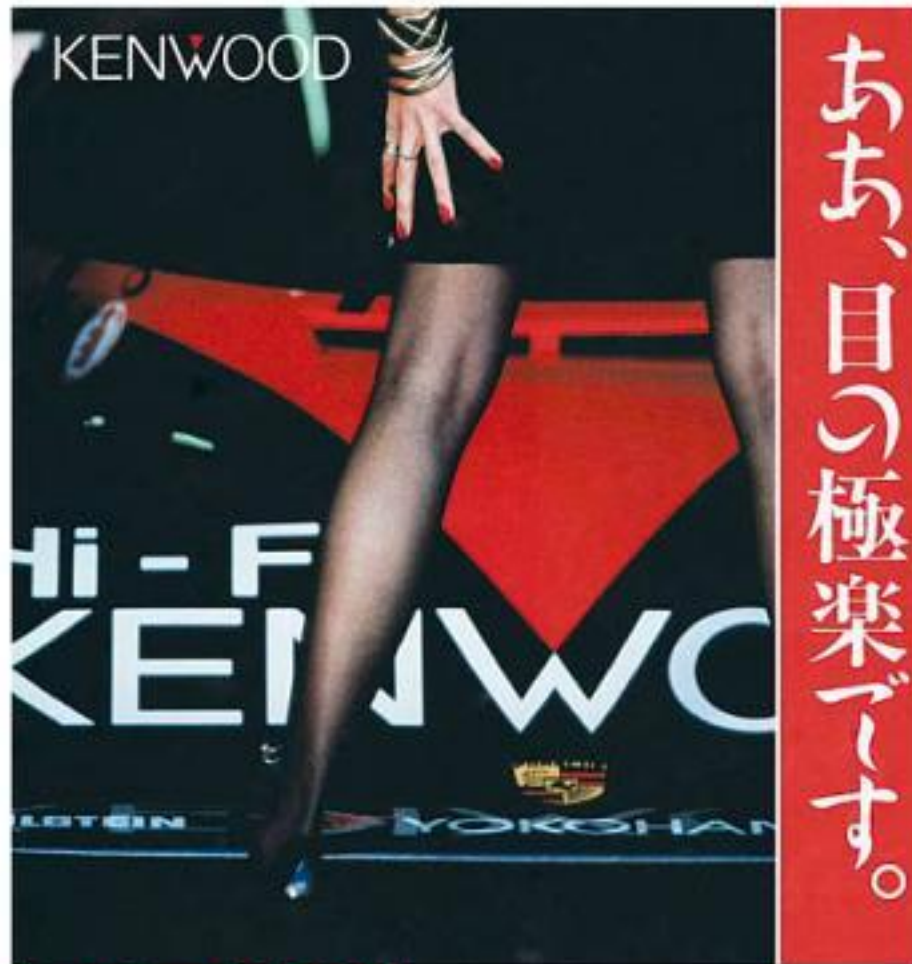
With no Jarama (cancelled at the last minute), Dijon was the fifth round of the World Championship. Once again, the Silver Arrows were untouchable and the 962s painfully slow – the three Joest cars were the best of the bunch, filling seventh through ninth, at least three laps down at the end. It was a similar

story in Germany with a Mercedes one-two, and Porsche drivers hopelessly off the pace. By the time the Donington event came to an end, it was beginning to get boring!

The new Peugeot made its debut in Montreal, but the single 905 dropped out quickly when a fuel pump packed up. Joest man Jesus Pareja was lucky to walk away from a big accident caused by a loose manhole cover, his 962C bursting into flames, and with Jaguar struggling with mechanical problems, it was certainly a race filled with drama. Ultimately, the Richard Lloyd 962 took third place (the first – and only – podium finish of the year for a



The Brun Motorsport 962C of Larrauri/Pareja/Brun had qualified second, and stood a good chance of winning at Le Mans, or at least come a strong second. Unfortunately, its engine let go after 23 hours and 46 minutes of racing.



Kenwood advertising from Japan showing the Kremer Group C car and Bernd Schneider.



Bob Wollek pictured with development engineer Roland Kussmaul (left) at the Nürburgring.

Porsche driver), with Bernd Schneider bringing a Kremer CK6 home in fourth.

In the final round in Mexico, Joest machines came fifth, sixth and eighth, with a Kremer model in seventh, though it was Mercedes again that grabbed the silverware (despite exclusion of the Schlessler/Baldi car for having too much fuel onboard), with Nissan and Jaguar in tow. It was a poor end to a poor season for Porsche fans ...



Jonathon Palmer.



Kunimitsu Takahashi.



Frank Jelinski.

WORLD SPORTS-PROTOTYPE CHAMPIONSHIP

Suzuka 480km (9 April)

1	J-L Schlessler/M Baldi	Sauber C9-Mercedes	2h 43m 45s
2	J Mass/K Wendlinger	Sauber C9-Mercedes	2h 44m 28s
3	M Hasemi/A Olofsson	Nissan R90C	2h 44m 47s

Monza 480km (29 April)

1	J-L Schlessler/M Baldi	Sauber C11-Mercedes	2h 17m 12s
2	J Mass/K Wendlinger	Sauber C11-Mercedes	2h 17m 29s
3	M Brundle/A Ferte	Jaguar XJR-11	2h 17m 38s

Silverstone 480km (20 May)

1	M Brundle/A Ferte	Jaguar XJR-11	2h 19m 39s
2	J Lammers/A Wallace	Jaguar XJR-11	1 lap down
3	F Velez/B Giacomelli	Spice SE90C-Ford	1 lap down

Spa 480km (3 June)

1	J Mass/K Wendlinger	Sauber C11-Mercedes	2h 42m 55s
2	J Lammers/A Wallace	Jaguar XJR-11	2h 44m 26s
3	J Bailey/K Acheson	Nissan R90C	2h 44m 51s

Dijon 480km (22 July)

1	J-L Schlessler/M Baldi	Sauber C11-Mercedes	2h 39m 04s
2	J Mass/M Schumacher	Sauber C11-Mercedes	2h 39m 07s
3	J Bailey/M Blundell	Nissan R90C	1 lap down

Nürburgring 480km (19 August)

1	J-L Schlessler/M Baldi	Sauber C11-Mercedes	2h 39m 16s
2	J Mass/M Schumacher	Sauber C11-Mercedes	2h 39m 38s
3	M Brundle/A Ferte	Jaguar XJR-11	1 lap down

Donington Park 480km (2 September)

1	J-L Schlessler/M Baldi	Sauber C11-Mercedes	2h 53m 41s
2	J Mass/H-H Frenzen	Sauber C11-Mercedes	2h 55m 03s
3	T Harvey/C Euser	Spice SE90C-Ford	2 laps down

Montreal 480km (23 September)

1	J-L Schlessler/M Baldi	Sauber C11-Mercedes	1h 44m 42s
2	J Bailey/M Blundell	Nissan R90C	1h 44m 48s
3	M Reuter/S Andskar	Porsche 962C-GTi	1h 46m 05s/3rd in Class

Mexico City 480km (7 October)

1	J Mass/M Schumacher	Sauber C11-Mercedes	2h 47m 55s
2	J Bailey/M Blundell	Nissan R90C	2 laps down
3	A Wallace/D Jones	Jaguar XJR-11	2 laps down

There was absolutely no-one even remotely interested in motorsport who didn't believe that the Sauber-Mercedes team deserved to win the WSPC crown – the silver cars' domination was like that of Porsche a few years back: what is it about Stuttgart? At the same time, Schlessler and Baldi had earned their winner's laurels, with Mass coming third, not far behind. Both Porsche teams and drivers were completely out of the picture in 1990, and with weight penalties mooted, 1991 looked far from promising for 962 runners ...

At least in the Interserie races Porsche could still hold its head high. Kremer CK6s claimed a one-two in the opening round, and Walter Lechner was there to take the second in his private 962C. It was a Kremer show again at Zeltweg, while Lechner held off an Argo at Brands Hatch to lift the trophy for the second time in the season. Bernd Schneider's Kremer was first again in rounds five and six, and Anthony Reid crossed the line first in a thrilling final event – the first of seven 962s home. Schneider, having won four races, was rightfully declared champion.

IMSA musings

Porsche qualified on pole at Daytona thanks to Bob Wollek, but the Florida track was not kind to the Stuttgart marque in 1990. Oscar Larrauri had a massive accident in practice, and Derek Bell had an argument with the famous Daytona wall after a tyre gave way on race day. A catalogue of maladies ensured that Porsche would claim third and fourth but nothing better.



Cover of the race programme for the Daytona 24-hour event.

Although Jaguar dominated at Daytona, it was Nissan that won the next four rounds, and then Dan Gurney's Toyota HF89 came to the fore. It was then a battle between the Big Cats and the pair from the Land of the Rising Sun; until Tampa, that is, for at the 14th round, Porsche

claimed its first IMSA victory of the year thanks to James Weaver in a Dyson Racing 962C.

The last race of the season fell to Toyota, leaving Weaver to finish in sixth place in the drivers' title chase; other Porsche pilots were nowhere in sight. In the GTP Championship, too, a distant fourth was hardly something to be proud of given Stuttgart-Zuffenhausen's complete mastery of the tracks not so long ago. Granted, IMSA seemed to be doing all in its power to blunt the 962's performance (a smaller diameter restrictor had to be fitted, along with an overall weight increase), but these things are

rarely taken into account by the fans who go to races to see their favourite brand take the chequered flag ...

CART catastrophe

For 1990, a little later than planned due to a failed sponsorship deal with Moneytron (that ultimately should also have brought forth a 3.5 litre V12 Formula One engine for Jean-Pierre van Rossem's company), Porsche ran two cars in the CART Indy Car series. Teo Fabi retained his seat in the number one vehicle, while John Andretti (nephew of racing legend Mario) stepped up as number two driver. It was not a good start to the season, though, as Fabi's engine popped immediately and Andretti was well down the field after a broken driveshaft seriously blunted his challenge. There wasn't much to write home about at Long Beach, either.

Although Alfa Romeo had the latest March chassis, the Porsche Motorsports team began the year using the same March 89P chassis as last season, although it upgraded to the narrower 90P specification in time for the Indy 500. The delay was caused by the need for a new turbocharger installation.



The Type 2708 Indy car as it was presented to the press at the start of the 1990 CART season, with the white paint historically representing the nation of Germany in racing. However, due to a turbo installation problem, the first few races had to be run using the older 89P chassis.

As it happens, Porsche was actually not so happy with the later version, and Helmut Flegl, who led the Indy team, went on record stating as much in a number of German magazines. Nonetheless, Fabi was the only man with an engine other than a Chevrolet unit behind his head to qualify in the top ten. In the race itself, with fresh sponsorship for the Porsches from Foster's, Andretti hit the wall, exiting the US classic on lap 135 of 200, while Fabi, having got up to seventh, was sidelined by transmission failure.

There was a seventh for Andretti at Milwaukee, but Detroit was a disaster. It was Fabi's turn to take seventh at Portland, although the team was still dogged by various problems. A fifth at Cleveland for Andretti was the best result so far, with half the season gone.

At last, at Meadowlands Teo Fabi got the

By Indianapolis, the latest 90P chassis was in full service with fresh sponsorship from Foster's. Teo Fabi and John Andretti were Porsche's regular drivers, but 1990 would be the last season of CART racing for Porsche.

Porsche onto the podium, albeit one lap down on the two Chevy-engined machines ahead of him; Andretti was in an accident close to the end of the race. There was nothing spectacular then until the last event at Laguna Seca, when the two cars finished seventh and eighth – it had been a rare occasion in 1990 when the pair of Porsches saw the chequered flag.

John Andretti finished the season in tenth, while Teo Fabi came 14th. To put this into perspective, Al Unser Jnr, who clocked up six wins to claim the drivers' title, scored more than four times the points of Andretti, and over six times the tally of Fabi.

After this performance, it came as no real surprise to learn that Porsche would not be returning to the CART scene in 1991, with all thoughts of running 'customer' cars through Andial in California coming to an abrupt end. Indeed, for Porsche fans, it was a year best forgotten in all branches of motorsport ...





1990 was the first year of the Carrera Cup after the 944s were dropped in favour of 911 Carrera 2s for Porsche's one-make series. This is one of the first 265bhp Carrera Cup racer prototypes, wearing BBS wheels instead of the Speedline five-spoke alloys adopted for the ten-round series. These lightweight machines, costing DM123,000 apiece, tipped the scales at 1120kg (2464lb). Incidentally, it was Olaf Manthey who won the inaugural Carrera Cup, with Rudiger Schmitt second and Wolfgang Land third.



The factory also converted a few Carrera 4s to lightweight versions suitable for club racing. With an aluminium front lid and doors, a fibreglass engine cover (complete with a fixed rear wing), perspex windows, an external oil filler and a stripped-out interior, the Weissach engineers, led by Jurgen Barth, managed to reduce the 964 C4's weight to 1100kg (2420lb). With the five-speed Paris-Dakar transmission, four-wheel drive and 265bhp on tap in such a light vehicle, performance was devastating. Using unique chassis codes, numbered 964-001 onward, Porsche planned to build 20 C4Ls, priced at DM285,000 apiece.



The Group C series was renamed the World Sports Car Championship once again, with 3.5 litre NA cars given priority. Fuel consumption was no longer as critical a factor as before, although there were limits to be adhered to. Oddly, given the success of the 'teams' format and the expected smaller grids, it was originally planned that only registered manufacturers would be allowed to score points, eliminating the likes of Kremer, Joest, Brun and Richard Lloyd from the main prize who, instead, were offered the FIA Cup to compete for. This idea was delayed until 1992, but to rub salt in the wound the Porsches were given an uncalled for weight penalty, with a minimum of 950kg (2090lb) imposed. With added expenses to cover as well, many Porsche teams – already off the pace – decided to boycott the World Championship as a result.

A new dawn

The opening round of the new Group C formula – which saw the majority of races reduced in distance by 50km – was held at Suzuka, with only 15 cars reaching the grid. There was no Joest team – which stayed away throughout the year, with only a brief collaboration with Konrad Motorsport at Le Mans to signify it still existed. At least Brun and Kremer were still showing support for the Stuttgart maker, although Walter Brun, in line with his F1 dreams, prepared his own Judd-powered Group C racer for 1991, running this new machine alongside his ageing Porsches. Ultimately, Peugeot won this first event of the season, although a Kremer CK6 was third, a 962C-GTI in Trust colours was fifth, and the Brun car of Oscar Larrauri should have finished well up the field but was disqualified for a fuel irregularity.

Monza witnessed Jaguar and Mercedes-Benz fighting for the podium places with the Porsches largely taking on the role of window dressing. Granted, a CK6 was fifth and a Brun car sixth, but with only ten finishers this was not as impressive as it looks on paper. Interestingly, the Peugeots were off the pace, as they were again at the revised Silverstone circuit which played host to round three. Actually, it was pretty much a repeat of round two,

This Kremer CK6 was third at Suzuka, keeping alive the hopes of Porsche fans.



Erwin Kremer at Suzuka with his drivers, Manuel Reuter (left) and Harri Toivonen. Toivonen was actually a successful rally driver before he turned to circuit racing.





The 962C of Hans-Joachim Stuck, Derek Bell and Frank Jelinski in the pits at Le Mans. The Porsche finished the 24-hour race in seventh place.



with the same cast in the limelight, the only difference being that the new C291 was able to provide the XJR-14 with a touch more competition.

With Paul Ricard cancelled the big race of the year was next on the calendar – Le Mans. A total of 38 cars lined up for the classic 24-hour event, 13 of them pure Porsches backed up by three Courages with Porsche power. However, it was Mazda – given one last chance to run with a rotary engine at Le Mans – that won the race, chased hard by three XJR-12s. The top Porsche was the seventh-placed 962C of Stuck, Bell and Jelinski, officially entered by Konrad Motorsport, but with Joest support; it finished 15 laps down on the brightly-coloured Japanese machine.

After Le Mans it was back to small grids and small crowds again, but at least Porsche claimed third and fourth on home

Another view of the number 58 car (chassis 962.012) at Le Mans. Its sister, number 57 (chassis 962.014, driven by John Winter, Bernd Schneider and Henri Pescarolo), retired with a cooked engine just beyond the halfway mark.



The Kremer team that finished ninth at Le Mans, with Manuel Reuter and J J Lehto on the left, and Harri Toivonen and Erwin Kremer on the right.



Bernd Schneider and John Winter took a fine third place in Mexico with chassis 962.012; the sister car, driven by Derek Bell and Gianpiero Moretti, came home in fifth.

ground thanks to the Kremer car of Manuel Reuter and Harri Toivonen, and the Primagaz-sponsored 962C of Jurgen Oppermann and Otto Altenbach.

The Jerez round was replaced by one at Magny Cours, giving the revised Peugeots a chance to shine in front of a partisan audience. The Porsches simply made up the numbers on this occasion, though Schneider and Winter were rewarded with a third place in Mexico (the proposed North American event didn't happen, but a race south of the border did). For sure, many of the big names had problems, but a podium finish is always



welcomed. Bell and Moretti were fifth in a Primagaz 962, while Pareja and Sigala were eighth in the Brun machine. Ironically, the Judd-engined Brun was having all sorts of teething troubles.

The final race of the year was at the newly-built Autopolis circuit in Japan, where the new Mercedes at last came good. The only Porsche finisher was the 962C-GTi of George Fouche and Steven Andskar, sponsored by the Japanese Nisseki garage chain. It came eighth, eight laps down on the winner.

Mexican Tomas Lopez was given the chance to partner Manuel Reuter in Mexico City, but the Kremer CK6 fell by the wayside with suspension trouble after 19 laps. Erwin Kremer was not amused left holding the pit-board ...



Bernd Schneider.



Hurley Haywood.

WORLD SPORTS CAR CHAMPIONSHIP

Suzuka 430km (14 April)

1	M Baldi/P Alliot	Peugeot 905	2h 25m 02s
2	J-L Schlesler/J Mass	Sauber C11-Mercedes	1 lap down
3	M Reuter/H Toivonen	Porsche 962C K6	2 laps down/3rd in Class

Monza 430km (5 May)

1	D Warwick/M Brundle	Jaguar XJR-14	2h 05m 43s
2	T Fabi/M Brundle	Jaguar XJR-14	1 lap down
3	J-L Schlesler/J Mass	Sauber C11-Mercedes	2 laps down

Silverstone 430km (19 May)

1	T Fabi/D Warwick	Jaguar XJR-14	2h 12m 30s
2	M Schumacher/K Wendlinger	Mercedes-Benz C291	1 lap down
3	M Brundle	Jaguar XJR-14	4 laps down

Le Mans 24-hour Race (23 June)

1	V Weidler/J Herbert/B Gachot	Mazda 787B	362 laps
2	D Jones/R Boesel/M Ferte	Jaguar XJR-12	360 laps
3	T Fabi/K Acheson/B Wollek	Jaguar XJR-12	358 laps

Nürburgring 430km (18 August)

1	D Brabham/D Warwick	Jaguar XJR-14	2h 23m 41s
2	T Fabi/D Brabham	Jaguar XJR-14	2h 23m 46s
3	M Reuter/H Toivonen	Porsche 962C K6	6 laps down/3rd in Class

Magny Cours 430km (15 September)

1	K Rosberg/Y Dalmás	Peugeot 905 Evo I	2h 31m 38s
2	M Baldi/P Alliot	Peugeot 905 Evo I	2h 32m 21s
3	T Fabi/D Brabham	Jaguar XJR-14	2 laps down

Mexico City 430km (6 October)

1	K Rosberg/Y Dalmás	Peugeot 905 Evo I	2h 29m 26s
2	M Baldi/P Alliot	Peugeot 905 Evo I	1 lap down
3	B Schneider/J Winter	Porsche 962C	4 laps down/3rd in Class

Autopolis 430km (28 October)

1	M Schumacher/K Wendlinger	Mercedes-Benz C291	2h 25m 37s
2	D Warwick	Jaguar XJR-14	2h 27m 07s
3	T Fabi/D Brabham	Jaguar XJR-14	2h 28m 16s

Teo Fabi's third place in Japan secured him the drivers' title, although one had to look a long way down the 1991 rankings to find a Porsche pilot. Fabi's team – the works Jaguars – won the championship with ease, whilst Porsche runners brought up the rear.

At least the Interserie races provided the ideal environment for teams still running the 962. Four of them dominated the first round at Hockenheim, and then a similar situation followed at the Nürburgring and Zeltweg – Bernd Schneider taking the chequered flag on all three occasions. There was also a one-two at Brands Hatch, but it was Schneider in the Joest car holding the silverware again and the German promptly made it five in a row at Most. John Winter won at Siegerland in the second Joest machine, whilst Schneider topped off an amazing season by winning the last race. Obviously, Schneider was crowned champion and the Joest outfit was the best team by a long way.

There was one other noteworthy development with the 962 in 1991 – the 962CR. The 'R' in this case stood for 'Road', as this was a 600bhp road-legal machine based on the legendary Group C car. The work of race driver Vern Schuppan, it was largely intended for the Japanese market where the bubble economy was making all sorts of previously unthinkable projects possible. Indeed, Art Corporation of Osaka placed orders for 50 of the lightweight 3294cc car, each selling for a whopping 195,000,000 yen according to the press release issued by Art Corporation's Toshio Terada in the spring; about the same price as 14 or 15 911 Carrera RSs at the time. Ultimately, the bubble burst in a big way, leaving Schuppan bankrupt after only five (six at best) of these ultra-fast cars were completed by the Modena concern of High Wycombe in the UK. It was a time of dreams – and nightmares – for those with similar ideas ...

IMSA update

There was a fresh glimmer of hope for Porsche enthusiasts watching the Daytona 24-hour Race as, whilst faster cars fell by the wayside, the Joest 962C of John Winter, Frank Jelinski, Henri Pescarolo, Hurley Haywood and Bob Wollek kept running to take a superb victory, finishing 18 laps ahead of the second-placed Nissan. An all-American 962 was third and the Andretti family fifth in a similar Porsche, delayed by engine overheating.

An interesting debutante at Daytona was the open Gunnar Porsche Racing 966. This was the Spyder planned by Al Holbert before his death which had a honeycomb monocoque designed by Jim Chapman, with the build entrusted to Kevin Jeanette. Driven on this occasion by Derek and Justin Bell, it was withdrawn during the race, but had been as high as seventh in the standings up to that point.

In round two it was the Gunnar 966 that was the top Porsche finisher; coming sixth, one slot ahead of the leading Joest car.



Having made its debut in the autumn of 1990, the Carrera RS made a welcome comeback in 1991 (as a 1992 model year car). Based on the Carrera 2, the DM145,000 RS was made lighter via the traditional Porsche method – strip out everything but the most necessary of items, and replace certain panels with lightweight versions. As well as having 10bhp more than the regular 250bhp and a lightened flywheel, the body was seam-welded, suspension lowered and uprated, and Carrera Cup brakes resided behind special 17-inch alloys. A total of 2391 were built to ensure homologation, around 400 of them finding their way onto the track. Porsche then did a similar weight-saving conversion on the contemporary 911 Turbo to create the 381bhp Turbo S; 81 were built to special order.



The dream came true.———

栄光の血統。

世界最速のロードカー、シェパード・ビルシエ962CR、登場。

それは夢の結晶である。1991年、ドイツのレーシングカーメーカー、シュパッパンが、この技術を結集して完成させた。超高性能スポーツカーである。ベースは、ドイツの名門メーカー、ポルシェの962C。高速度で回転するエンジン、高剛性のシャシ、高トルク出力のエンジンは、200km/hまでの驚異の世界。その性能はまさに超絶なものである。そしてポルシェの血統も、見る者すべてが一瞬、魅惑の光景である。生産台数はわずか400台。この超高性能マシン、希少価値は計り知れない。プレスカーに憧れた、羨望する層は、どうにも増えたい。内、ある日特別品の新たな神話が始まる。

Art Sports

TEL 06-877-0323
FAX 06-879-3311
06-879-3311

TEL 03-3582-0123

TEL 03-3582-0123



Japanese advertising for the ill-fated 962CR project.

John Paul Jnr drove the car for most of the races after this, though it was soon withdrawn from the IMSA scene.

Meanwhile, the Joest team was third and fourth at Sebring, finishing only a couple of laps down on the Nissan NPT-90s after 12 hours of hard racing. The top Porsche at Miami was the Dyson Racing 962C of James Weaver, who brought the car home in fourth. Weaver was sixth at Road Atlanta, although Derek Bell and Gianpiero Moretti were fifth in the Momo-sponsored 962C – ultimately two laps down on the winning works Jaguar.

There was no Porsche interest at Topeka or New Orleans,



The Brumos 911 used by Hurley Haywood to take the inaugural IMSA Supercar title.



The Carrera Cup continued, becoming a high profile series with prize money totalling DM800,000, and even supporting a number of Grands Prix. Roland Asch was back in winning form, beating Wolfgang Land to the championship title. Porsche kept three cars prepared for guest drivers.

and only one starter at Lime Rock (the Dyson Racing car, which dropped out with a broken driveshaft). Weaver was eighth at Mid-Ohio but had engine trouble at the Glen. At least the Joest car of John Winter and Bernd Schneider was sixth, albeit finishing six laps adrift of the AAR Toyota and the fast Nissans now in NPT-91 guise. The Winter/Schneider pairing was fourth at Laguna Seca and sixth at Road America, but it was Bell and Moretti who upheld Porsche honour at Portland, bringing the Momo 962C home in sixth.

The last race of the year was disappointing, with only Weaver entered and 11th being the best he could conjure up on the day. With results like this, it's not surprising that Porsche drivers were not highly placed in the end-of-season rankings. Indeed, Bernd Schneider was at the head of the bunch, claiming ninth after scoring 49 points; the winner, Geoff Brabham, accumulated 175! The Stuttgart firm was fifth in the makers' section ...

At least Porsche could be grateful for the new IMSA Supercar series. Sponsored by Bridgestone, it took in seven rounds, usually run as support races for certain Camel GT Championship events. To qualify, cars had to be built in numbers exceeding 200 per year, and run in virtually standard guise save for safety measures and straight-through exhaust systems. This series gave the Brumos team a chance to shine again, and Hurley Haywood won the 1991 title in style piloting a 911 Turbo.

An F1 excursion

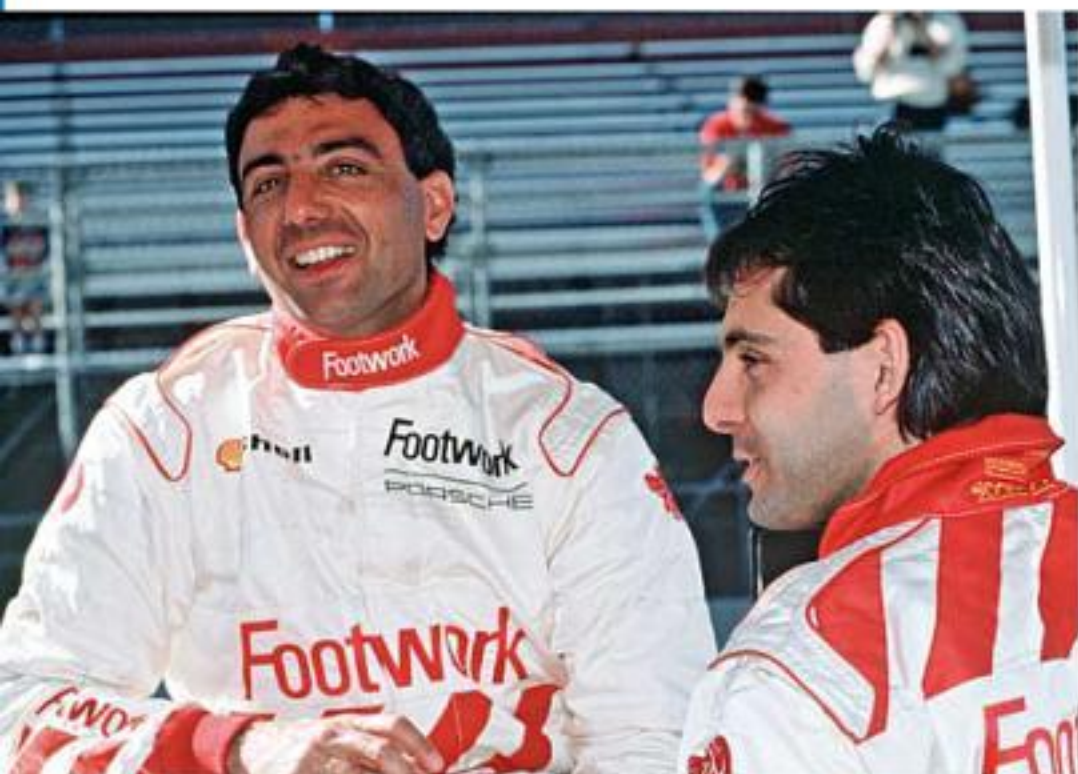
Surprisingly, given its poor performance in the American CART series (at least by the standard expected of Porsche), after an approach from Footwork (the Japanese company that bought out the Arrows team) in February 1990, the German company once again returned to the F1 arena. This time, however, the situation was a little riskier as the cam covers on the 3.5 litre V12 unit proudly carried Porsche insignia, putting the Zuffenhausen concern firmly in the spotlight, and the Footwork FA12 chassis in which it was ultimately destined to be installed was certainly a lot less competitive than that of the McLaren.

Michele Alboreto testing the new Footwork FA12-Porsche at Silverstone.



The Porsche V12 racing engine built for the Footwork F1 team.





Michele Alboreto (left) and Alex Caffi at Phoenix. Caffi had failed to qualify the second car, so had to sit out the race in the pits.

Porsche secured the services of Max Welti to oversee the F1 programme, Welti having successfully steered Sauber-Mercedes to victory in the WSPC. His brief was to ensure that the Milton Keynes-based Footwork team had at least ten engines available for each race in the 1991 season. Naturally, the normally-aspirated powerplant could have found its way into a Group C racer, too, and one assumes that this was always part of the big plan, with a Formula One team covering development costs.

Due to the false start caused by the Moneytron concern, much of the initial design work on the V12 was already in place. As a result, the engine (known internally as the Type 3512) was up and running in a remarkably short time, its four overhead camshafts driven from the centre of the crank as per the earlier multi-cylinder racing engines from Porsche. With Hans Mezger in charge, it was always going to draw on earlier technology developed in Stuttgart. However, early testing was marred by a series of problems, and, sadly, matters didn't improve on the track. Early hopes for 700bhp at 14,000rpm by the end of the first season were dashed (official figures quoted 650bhp at 12,000rpm), and the unit was found to be far too heavy to be competitive – 65kg (143lb) heavier than an Ilmor V10, for instance.

This was a very disappointing chapter in Porsche history; the only finishes recorded during 1991 were when the Footwork



Hans Mezger with the Type 3512 engine in place in the Footwork chassis. It was not a good match, and the project fell through in a very public manner that did Porsche's image no good at all at a time when regular car sales were already hard to come by in the showrooms.

chassis was fitted with a Cosworth engine, but even then no points were scored. In the end the joint project was formally abandoned on the eve of the Japanese Grand Prix. The Footwork équipe signed up with Mugen-Honda for 1992.

Manfred Jantke went on record as saying: "Our partnership just didn't reach the targets we had outlined for a development year. Not at all! The elements seemed to be there: Footwork had a modern new factory and we had our facilities. We had a reasonable budget. But the timeframe was wrong. When the deal was signed with Footwork, our engine was just an embryo. The FA12 did not appear until late April. There was just too much optimistic wishful thinking – on both sides."

Arno Bohn, who was named as Porsche boss in March 1990 after Peter Schutz left and the long-serving Heinz Brantzki announced his desire to retire, noted at the time: "In the case of CART, we were the victims of rule changes from the organizers that made our chassis less competitive overnight. In F1, we thought it would take three years to win anyway. Obviously, both these programmes did not help us but we remain committed to motorsports ..."

Alboreto in action at the Phoenix street circuit during the first race of the Formula One season, the United States Grand Prix held on 10 March. The car fell by the wayside on lap 42 with a broken gearbox.



XVIII

The powers that be in racing had a meeting in early November to discuss the future of the World Sports Car Championship – and came to the conclusion that it didn't have one! There was that awful feeling of déjà vu, just like in the early 1970s when a glorious era came to an abrupt end, and few could envisage what the future held. The Group C cars had provided the same sort of excitement as the classic sports-racers of the 1960s for a new generation of race fans, but there was nothing in the pipeline that could even remotely be promoted as a suitable alternative. Having announced it was doomed, some last-minute negotiations saw to it that those who'd invested so heavily in the sport could at least get a little more racing for their money. Thus, rather than 1991, the 1992 season would witness the final championship series to use the Group C cars, renamed the Sports Car World Championship, with events loosely based on the regulations of two years before.

End of another era

The ten rounds proposed at the beginning of the season for the 1992 World Championship smacked of wishful thinking, and, sure enough, only six were held in the end. It was a strange start to a prestigious series, its existence not even confirmed until late January, and with few willing to participate: Peugeot was committed, as was Toyota and Lola (along with attempted revivals of the BRM and Allard teams), whilst Mercedes backed out and the Jaguars were supposedly sold off to Randall Motorsport; TWR also provided the basis for a new Mazda, minus its signature rotary engine. The Porsche runners simply signed on for Le Mans, ignoring all the other races, and when the sponsorship deal fell through for the Jaguars, there wasn't really much left to talk about.

At Monza, only 11 cars started with just one finishing (two ultimately classified)! Things were not much better at Silverstone, and the withdrawal of the gorgeous BRM was a bitter disappointment. But at least the podium was filled, which was something.

Le Mans at least provided motorsport fans with a proper race – 28 cars on the start line and half of them making it through the required 24 hours. Kremer entered two CK6s, the Almeras brothers had a 962C, as did Obermaier Racing, and ADA Engineering was represented by a 962C-GTi prepared for Derek Bell and his son,

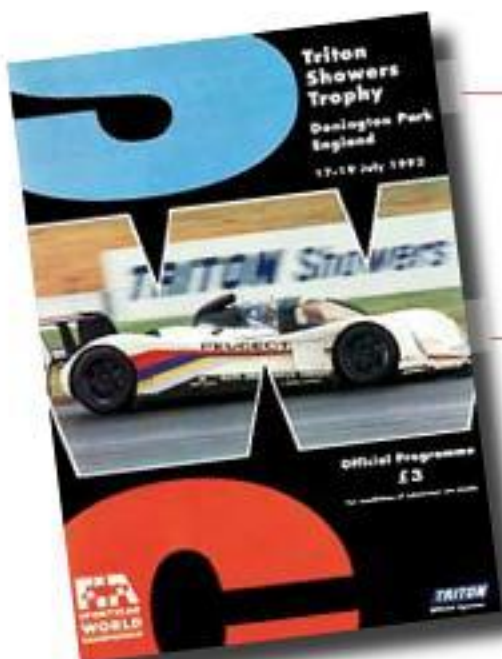
1992



Tiff Needell (who became a household name via his antics on BBC's Top Gear television spot) making his way through the darkness at Le Mans in the 962C-GTi he shared with father and son team Derek and Justin Bell.



The best-placed Porsche at Le Mans in 1992 was this car, the Kremer entry piloted by Manuel Reuter, John Nielsen and Giovanni Lavaggi; it finished seventh.



Cover of the programme from the Donington round of the Sports Car World Championship.

ably backed up by Tiff Needell. The Kremer car of Manuel Reuter, John Nielsen and Giovanni Lavaggi was the top Porsche finisher coming home in seventh, with the Obermaier car tenth and the second CK6 next in line. The ADA entry was plagued by brake trouble and had to settle for 12th. Of the Stuttgart machines, only the Almeras car failed to finish.

SPORTS CAR WORLD CHAMPIONSHIP

Monza 500km (26 April)

1	G Lees/H Ogawa	Toyota TS010	2h 16m 43s
2	D Warwick/Y Dalmas	Peugeot 905 Evo I	2 laps down
3	-	-	-

Silverstone 500km (10 May)

1	D Warwick/Y Dalmas	Peugeot 905 Evo I	2h 32m 29s
2	M Sala/J Herbert	Mazda MXR-01	2 laps down
3	F de Lesseps/W Hoy	Spice SE89C-Ford	11 laps down

Le Mans 24-hour Race (21 June)

1	D Warwick/Y Dalmas/M Blundell	Peugeot 905 Evo I	352 laps
2	M Sekiya/P Raphanel/K Acheson	Toyota TS010	346 laps
3	M Baldi/P Alliot/J-P Jabouille	Peugeot 905 Evo I	345 laps

Donington 500km (19 July)

1	M Baldi/P Alliot	Peugeot 905 Evo I	2h 54m 03s
2	D Warwick/Y Dalmas	Peugeot 905 Evo I	2h 54m 04s
3	G Lees/D Brabham	Toyota TS010	2h 54m 32s

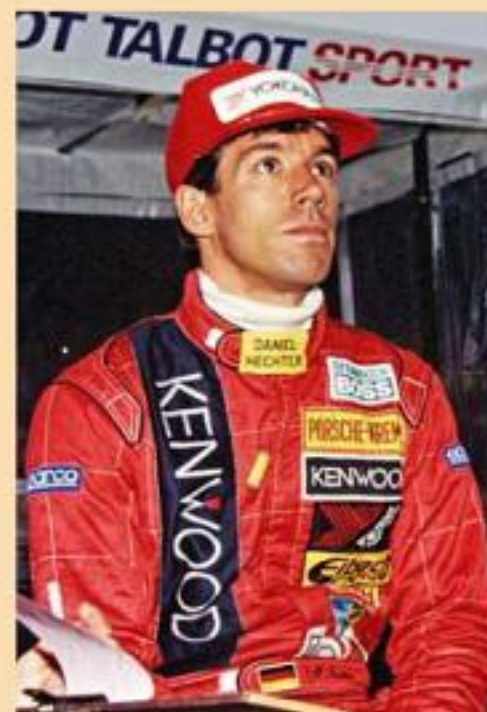
Suzuka 1000km (30 August)

1	D Warwick/Y Dalmas	Peugeot 905 Evo I	5h 30m 10s
2	G Lees/J Lammers/D Brabham	Toyota TS010	1 lap down
3	M Baldi/P Alliot	Peugeot 905 Evo I	8 laps down

Magny Cours 500km (18 October)


1	M Baldi/P Alliot	Peugeot 905 Evo I	2h 44m 20s
2	E Helary/C Bouchut	Peugeot 905 Evo I	2 laps down
3	G Lees/J Lammers	Toyota TS010	4 laps down

Manuel Reuter.




John Nielsen.

PORSCHE



**Carrera Cup 1992
Meisterschafts-Endstand**

1. Uwe Alzen / D
2. Bruno Eichmann / CH
3. Jürgen von Gartzen / D
4. Wolfgang Land / D
5. Olaf Manthey / D
6. Georg Pachler / A
7. Philipp Müller / CH
8. Peter Oberndorfer / D
9. Harald Grohs / D
10. Michael Barbels / D



The Carrera Cup was now run with lightweight 275bhp 911 Carrera RS models, capable of up to 173mph (277kph). Uwe Alzen won the 1992 championship, which nearly spread to the States at this time. Indeed, 45 cars were built for the job, converted by Andial, although were later sold as road vehicles following cancellation of the US series.

Just ten cars showed up for Donington, a Peugeot one-two being chased by Toyota. In Japan, the crowd was almost the same size as those at Monza and the two British rounds combined, although hopes of a home win were dashed by Peugeot. The French cars were first and second at Magny-Cours, but with Peugeots making up three of the eight starters, perhaps it wasn't so surprising.

The huge budget Peugeot put aside for its Group C campaign paid off with a World Championship for the Peugeot-Talbot Sport team, and Yannick Dalmas and Derek Warwick sharing the drivers' title. With Peugeot pushing for a continuation of the championship, there was a glimmer of hope that it may have happened. However, the governing body had upset too many people with its constant dithering and rule changes, and FISA ultimately issued a statement on 7 October noting: "Due to the extremely small number of manufacturers interested in entering, the 1993 Sports Car World Championship has been cancelled." Thus, the Group C era ended on a low note of epic proportions.

At least the eight Interserie races held that year still provided a colourful grid and an outlet for Porsche runners. Manuel Reuter's Kremer CK6 was second at Mugello and achieved the same result at the Nürburgring on 17 May with the new K7 Spyder; Oscar Larrauri was the winner on that occasion, with the sister Joest 962C of John Winter taking the last spot on the podium. The K7 was then victorious at Brands Hatch, Zolder and Most with Siegerland witnessing the same finish as that recorded at the 'Ring. Larrauri then won the following final two races, though Reuter's consistency earned him the drivers' title and Kremer Porsche Racing the trophy for the top team.

IMSA interjections

Many of the IMSA meetings attracted little attention outside America – the Daytona and Sebring classics about the only races that justified column inches – and in recent years, even Sebring had fallen out of the spotlight. As such, many Europeans felt the old guard was as strong as ever, with Porsche or Jaguar still very much in winning form in the States. In reality, of course, things were quite different and Nissan winning the famous 24-hour race brought that fact sharply into focus. Indeed, a Toyota qualified on pole, a Nissan took overall honours, a Honda (Acura) powered car won the Camel Lights category, and a Mazda RX-7 claimed the GTU Class with a remarkable seventh place finish. At least a 962C from the Schuppan équipe was third, going some way toward making up for all the Porsche retirements.

Nissan also won in Miami, but it was the AAR Eagle-Toyota that took the honours at Sebring. A Joest Porsche 962C was third (shared by Gianpiero Moretti, Massimo Sigala and Oscar Larrauri), a place better than the team could muster in the previous round. There was a fourth and sixth for the Joest cars at Road Atlanta, and a sixth at Lime Rock where the Japanese équipes



PORSCHE

**IMSA-Supercar
Champion '91
und '92**

The Brumos cars in the Watkins Glen pit lane prior to another impressive IMSA Supercar outing.

Porsche – IMSA Supercar Champion for 1991 and 1992.

really dominated. Jaguar won its second race of the year at Mid-Ohio, and then Toyota took the flag at all the remaining rounds, the Joest machines looking decidedly off the pace.

Larrauri and Moretti were fifth and sixth in the GTP title chase, with Porsche fifth in the maker's section, trailing Toyota, Nissan, Jaguar and Chevrolet. It was a different story in the IMSA Supercar series, however, as Porsche won four of the eight rounds. Whilst the drivers' title went to a Lotus pilot, the manufacturers' laurels went to the Stuttgart firm once again, albeit by a far narrower margin than it had in 1991.

XIX

1993

Politics resurfaced in the boardroom at Zuffenhausen with the departure of Arno Bohn and Ulrich Bez (who'd replaced Helmuth Bott on his retirement), and the arrival of production specialist Wendelin Wiedeking in the Chairman's office; Bez's position was taken by Horst Marchart, who'd joined Porsche in 1960. There was a fresh sense of continuity as a result, with real Porsche men once again at the helm.

Meanwhile, the sports-racing scene was in complete disarray. There were no clear proposals from FISA on the possibilities of top-class GT racing either until a meeting at Daytona in the New Year, but by the tail-end of summer, things were beginning to take shape on the world stage, albeit with slightly different proposals banded about by the various organizing bodies.

Actually, the ADAC GT Cup series kicked off in Germany in

The new Carrera RSR 3.8 being put through its paces by Jurgen Barth at Paul Ricard.





1993, which perhaps gave a clue to the way things would go in the future long before the FIA gave a green light to prepare a foundation to bring back Grand Tourers in place of sports-racers. As it was, Bruno Eichmann was the only Porsche driver to win a round of the ADAC GT Cup, as the eight-race series was dominated by the BMW M3 in the first year. The equivalent in Britain was the new BRDC GT Championship, which saw a revival of the Porsche 935 glory days; John Greasley taking the title thanks to an old 935 K3.

But it was the Le Mans 24-hour Race that continued to provide some serious sports car action for the masses, attracting a massive 110,000-strong spectator crowd. The 1993 event signalled the last time that pure Group C cars ran at the Sarthe, but it was a huge disappointment for Porsche fans (especially when the only works machine – the 480bhp 911 Turbo S LM – crashed out), with Peugeot claiming a convincing one-two-three, thanks to the 905C. Toyotas took the next three places, and then came the first 962C – the Obermaier Racing car of Otto Altenbach, Jurgen Oppermann and Loris Kessel. It finished seventh overall

Paul Ricard circuit, 24 February 1993: Walter Rohrl testing Porsche's new car for Le Mans – the 911 Turbo S LM, plus detail shots of the same car.



PORSCHE



24 Stunden Daytona

1. B. Mikner, E. Calderari, G. Pagano/
E. Roggiani
Porsche 911 Carrera 2

24 Stunden Le Mans

1. D. Dano, J. Barth, J. Gachet
Porsche 911 Carrera RSR 3.8

12 Stunden Sebring

1. W. Röhrl, W.-J. Stack, H. Heywood
Porsche 911 Turbo S - Le Mans GT



Weltmeisterliche GT-SIEGE '93



24 Stunden Nürburgring

1. A. de Azavedo, F. Kersch, G. Wirths, F. Kuthausel
Porsche 911 Carrera RS
2. E. Dierker, M. Imgart, W. Kaufmann
Porsche 911 Carrera RS

24 Stunden Spa-Francorchamps

1. S. Alzen, Ch. Fritzsche, J.-F. Janer
Porsche 911 Carrera RSR 3.8



1000 km Suzuka

1. D. Kasper, R. Nakaya, Ph. Albers
Porsche 911 Carrera RSR 3.8

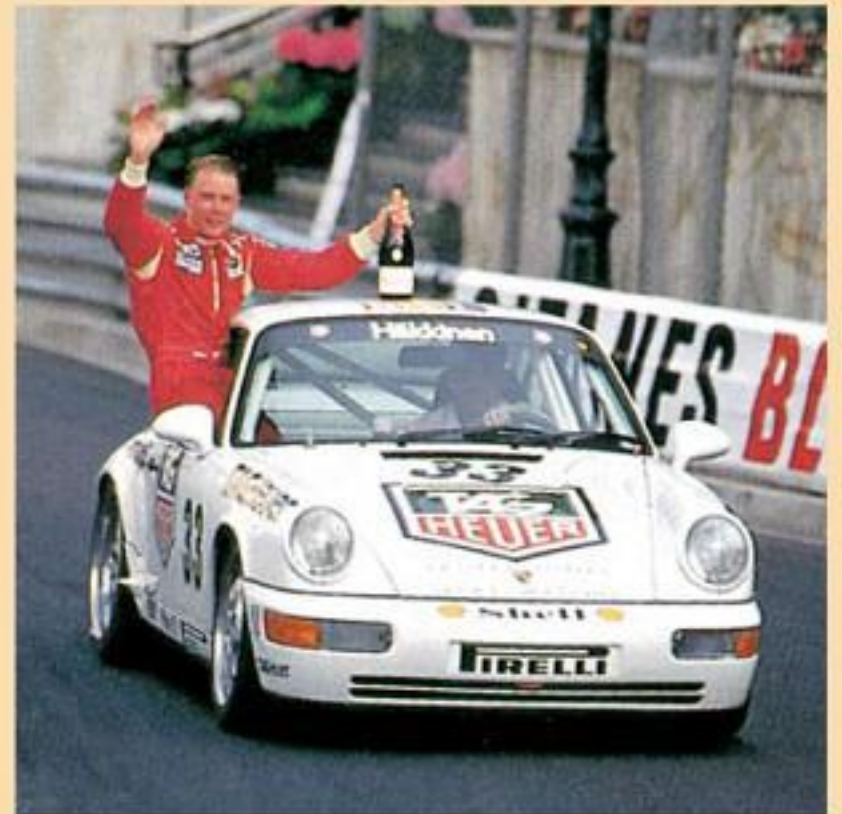


It was almost a return to the days of Ernst Fuhrmann ...

fifth in another 962C entered by Konrad Motorsport. Lavaggi was duly declared champion with Saldana second, which went some way toward compensating for the the disappointment of Kremer losing the team title to a Division II outfit.

IMSA to the fore

With top class sports car racing an utter shambles in Europe, it was only the IMSA series in the US that provided Group C runners with a suitable championship, the sponsors at least getting some return on their investment in terms of publicity. Daytona was not kind to Porsche, though, as both Joest cars dropped out with engine trouble in the darkness. In reality, the 962C was



The Carrera Cup was renamed the Supercup for 1993, with the new Carrera Cup a domestic series. The same cars were used, however, with over DM1,000,000 in prize money at stake. Alfrid Heger ultimately won the championship title, with Uwe Alzen second and Enzo Calderari third. This picture shows F1 star Mika Hakkinen after winning the Monaco Grand Prix support race.



Bob Wollek.



Henri Pescarolo.



A new 3.8 litre RS/RSR was launched in time for the 1993 season, a slightly bigger bore taking engine capacity to 3746cc, which endowed the new 911 with 300bhp and 260lbft of torque. The Turbo Look body had an aluminium front lid and doors, while the twin-blade rear spoiler was made of carbonfibre. Thinner glass and a stripped-out interior saved more weight, whilst suspension, brakes and steering were modified to suit the car's competition aspirations, the specification rounded off by the three-piece alloys found on the latest Turbo. The RSR version was kitted out ready to race, including centre-lock wheels, roll-cage and fire extinguisher. In all, 129 of these RS/RSR models were built. The 911 Carrera RS 3.8 is pictured here with the contemporary 968 Turbo S, which formed the basis for the 968 Turbo RS racer in much the same way as the RS 3.8 was the foundation stone for the new RSR.

Action from the opening round of the IMSA Supercar Championship at Miami.

The number 58 Brumos Porsche 911 was Hans-Joachim Stuck's car. Stuck won the IMSA Supercar Championship title, scoring 212 points – a full 50 more than his closest rivals in 1993, Lotus men Doc Bundy and Andy Pilgrim.



Supercar Championship, sponsored by Bridgestone, was pretty much ideal for the 911 Turbo. Of the nine rounds, Hans-Joachim Stuck won seven, thwarting the early challenge posted by the Lotus men. Stuck won the title with ease, while Hurley Haywood was fourth – only one point away from joint second, though ...



The three-litre Dauer 962LM GT on test was a beautiful-looking machine, although many questioned whether it was a real road car – a proper Grand Tourer – or a Group C racer that exploited the latest regulations. Jochen Dauer first came to the notice of Porsche fans after buying the John Fitzpatrick Racing Group C cars.

Porsche hopes were pinned on the new 962-based Kremer-Porsche K8 and the Japanese-entered 962 GTi in the LMP1 category, and the 730bhp three-litre (2994cc) twin-turbo Dauer 962LM GT in GT1 – a pair of which were fully works supported, piloted by an all-star team of Hans-Joachim Stuck, Thierry Boutsen, Mauro Baldi, Hurley Haywood, Yannick Dalmas and Danny Sullivan.

The lightweight (1000kg/2200lb) Dauer, first displayed at the 1993 Frankfurt Show as a proper road car by Jochen Dauer, was basically a Group C machine with the minimum level of conversion needed to comply with TÜV regulations, but the bottom line is that it was approved in March 1994 and then duly



It was incredibly close to a one-two at Le Mans, with a fraction of a second between the SARD-entered Toyota and the third-placed Dauer machine (chassis 962.GT002, based on 962.173, built by the Fabcar concern), but at least chassis 962.GT003 (originally allocated number 962.176) took the flag for the German marque. After a couple of years of wilderness, the 24-hour classic was definitely back as a premier event in the hearts of enthusiasts.

The Dauer 962LM GT that won Le Mans thanks to Mauro Baldi, Hurley Haywood and Yannick Dalmas.



taking the chequered flag in the opening round meant that a front-engined car had won at Daytona for the first time in almost two decades. A 911 Turbo from the Larbre Competition stable was second overall and in the GTS Class, while the third-placed Carrera RSR – 36 laps down on the winner – took GTU honours. Nissan won again at Sebring, while the Ferrari 333SP left an impression at Road Atlanta – and then won the next four events after that. A Spice-Oldsmobile took the final two rounds, which, like most of the other mainstream IMSA races, were now dominated by WSC runners. In the GT races, Porsche was third in the GTS category and second in GTU.



Stuck pushing hard in the 12-hour race at Sebring. The Brumos car finished 11th (third in the GTS Class), 40 laps down on the winning Nissan.



The 1994 Supercup saw the introduction of the 315bhp Type 993 for the series, which was won by Uwe Alzen after he lifted the trophy at five of the nine events. Emmanuel Collard was second that particular year, with Jean-Pierre Malcher third.

The BPR races became the Global Endurance GT series, with 12 rounds now making up the championship although the locations were generally similar. The Gulf- and West-sponsored McLaren F1s were the cars to beat in the early part of 1995, while the Mach One Racing central-seater was strong at the tail-end of the season. Indeed, only the Paris 1000km at Montlhéry provided Porsche men with a chance to shine.

Like the Interserie races, interest also dropped off in the ADAC GT series as far as Porsche fans were concerned, as Division I was abandoned after 1995 with only the less powerful Division II cars entered in future events. Uwe Alzen won the last Division I title, followed home by fellow Porsche pilots Ralf Kelleners and Bruno Eichmann. It was also the final year of the IMSA Supercar Championship (won by Shawn Hendricks who drove a BMW M5 and a Dodge Stealth), and good results in the BRDC GT series were harder to come by than previous years with De Tomaso, Marcos and Harrier sharing the silverware at most of the 12 rounds.

Le Mans lament

The Le Mans classic was to have seen a return to the Sarthe by the works team, but on 6 March, not long after the Daytona incident described in the IMSA section, an announcement was made to the effect that Porsche would not be entering any of the expected factory cars. Instead, in addition to the hoard of 911-based cars, the marque was represented by the Porsche-engined



Uwe Alzen on his way to victory in the ADAC GT series in Germany.

Courage and a pair of Kremer K8s entered by the Kremer brothers' Cologne outfit.

Rain ultimately played havoc with the standings, and was particularly cruel to Mario Andretti who spun in the wet, the resulting damage – which took 29 minutes to repair – scotching hopes of what had looked like sure victory for Courage. Hans-Joachim Stuck also spun in the top Kremer car (chassis WSC02),



The 1995 Supercup racers were based on the RS Club Sport, with 315bhp and 273lbft of torque to propel a 1120kg (2464lb) machine. Frenchman Jean-Pierre Malcher was declared champion at the end of the nine-race season.



SPORTS CAR CLASSIC EVENTS

Le Mans 24-hour Race (18 June)

1	Y Dalmas/M Sekiya/J J Lehto	McLaren F1 GTR	298 laps
2	B Wollek/M Andretti/E Helary	Courage C34-Porsche	298 laps/1st in Class
3	D Bell/J Bell/A Wallace	McLaren F1 GTR	297 laps
6	H-J Stuck/T Boutsen/C Bouchut	Kremer-Porsche K8	290 laps/2nd in Class

The new Porsche WSC95 pictured at Daytona with Hans-Joachim Stuck (left), Geoff Brabham (centre), and Thierry Boutsen. The second car present in Florida was driven by Mario Andretti, Bob Wollek and Scott Goodyear.

IMSA interlude

The Daytona 24-hour Race was full of politics, with a last-minute regulation change (logged just ten days before the event!) leading to the withdrawal of the Porsche factory team, which, with Herbert Ampferer placed in charge, had intended to field Mario Andretti in a car based on the Jaguar Group C chassis design by TWR. But when IMSA decreed that turbocharged engines would have to run with smaller diameter air intake restrictors, as well as be burdened by an extra 45kg (100lb) weight penalty, the men at Zuffenhausen considered this to be not far off giving the V12 Ferraris a 90 minute head start.





What might have been: two works Porsche WSC95s on test at Daytona. However, both were withdrawn and the cars mothballed in protest at some last-minute rule changes that, overnight, made the TWR-designed chassis uncompetitive.



If nothing else the WSC formula was starting to show promise. Ferrari won at Sebring, but a Ford-powered Riley & Scott machine won the following round and was second only to the thoroughbred 333SP in the next two events. The Riley & Scott then won at Watkins Glen, Sears Point and Mosport before Ferrari made a comeback that continued until the final race. Yes, the series was weaker without Porsche support, but there was definitely some good, close racing. Had the powers that be at IMSA not changed the regulations so late in the game, maybe the competition could have been that much more exciting. As it was, no-one blamed the Stuttgart maker for staying away ...



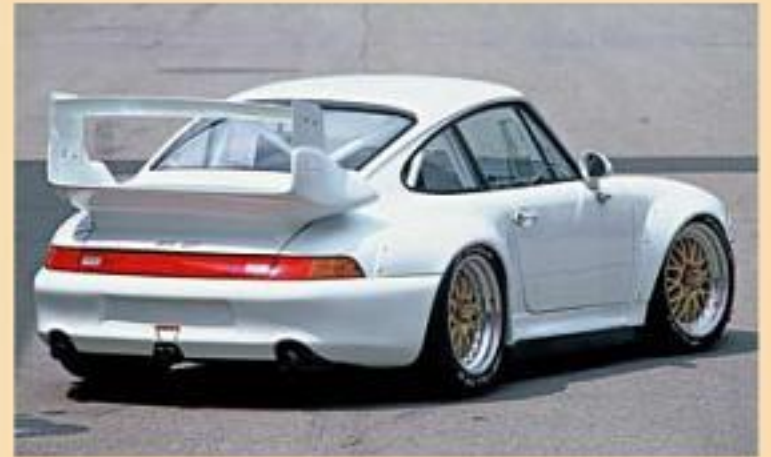
The Carrera RS Club Sport (the red car), like the regular RS version of the 993-type 911 (also new, in the foreground), was powered by a 300bhp version of the legendary flat-six with Varioram – a variable intake system. Both cars were significantly lighter than standard, and had seam-welded bodies to help them endure the rigours of racing that much better.



New Porsche team boss Herbert Ampferer.

Christophe Bouchut at the wheel of the Kremer-Porsche K8 he shared with Jurgen Lassig and Giovanni Lavaggi (with help from Marco Werner) to claim the top slot at the Daytona 24-hour Race. The 962-based car won the event by five laps.





By the time Le Mans came around Porsche had ready the 911 GT2 Evolution, which had a 480bhp version of the turbocharged 3.6 litre engine, as well as superior cooling and aerodynamic properties.



XXII

1996

With no progress made in establishing a European-based championship for sports-racers, it was Le Mans that once again provided the best spectacle for motorsport enthusiasts. At last, via Joest Racing, the TWR-Porsche WSC95 made its long-awaited debut and the factory entered a team of new 911 GT1s.

The WSC95 should have run – at the very least – at Daytona and Le Mans in 1995, of course, but political wrangling kept the model in storage far away from Florida and north-west France. Ross Brawn had originally designed the chassis for TWR (Tom Walkinshaw Racing) as part of the Jaguar IMSA campaign, but it was duly converted to take the turbocharged Porsche flat-six and an open body to suit IMSA's contemporary regulations.

Motive power came from the proven, relatively economical three-litre unit that had been used in the 962, as no-one wanted to leave anything to chance in an endurance racer, especially one carrying the hallowed Porsche shield on its nose.

The TWR-Porsche WSC95 at the time of its debut, although, other than factory personnel and appointed test drivers, only those present at the Daytona test session will have seen it running before the 1996 edition of the Le Mans 24-hour Race, when the Joest team was entrusted with 18-month-old machines that had yet to be driven in anger ...



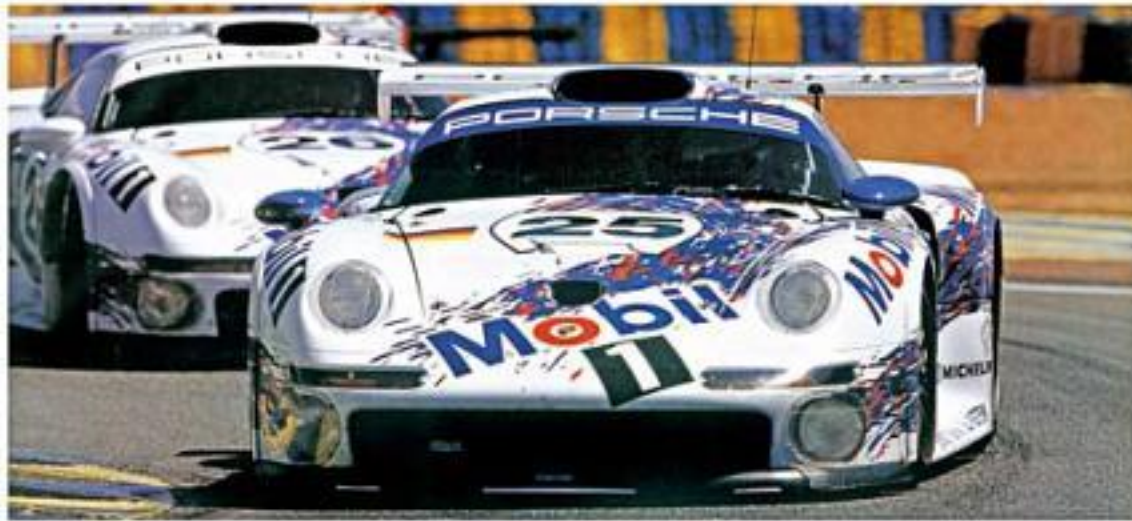


The new GT1 at Weissach, with a detail shot of the water-cooled 3.2 litre, twin-turbo powerplant that developed 600bhp at 7200rpm and 480lbft of torque at 5500rpm. Wheels, sourced from BBS, were 18-inch diameter, 11.5J up front and 13J at the rear, covering huge brakes with state-of-the-art carbonfibre discs measuring 380mm (15.0in) across and Brembo eight-piston calipers ahead of the driver.



Ralf Kelleners (left) and Emanuel Collard pictured with the GT1 test car, still in an unpainted state. The Kevlar and carbonfibre panels – the edges protected by black tape – simply add to the dramatic styling effect. A lot of the bodyshell was actually standard 911 fare underneath.

In February 1996, Reinhold Joest met with Horst Marchant at Porsche and arranged to have the 540bhp, five-speed WSC95s released for Le Mans on condition that Joest foot the bills for any development work and entry fees. It seemed like a match made in heaven, although a great deal of detail work was deemed necessary to bring the design up-to-date. A final shakedown was carried out at Paul Ricard one week before Le Mans qualifying, where the 890kg (1960lb) machines were placed first and seventh on the grid.



1st.
2nd.
3rd.
Porsche's results at Le Mans 1996.
Result for your winning technology.



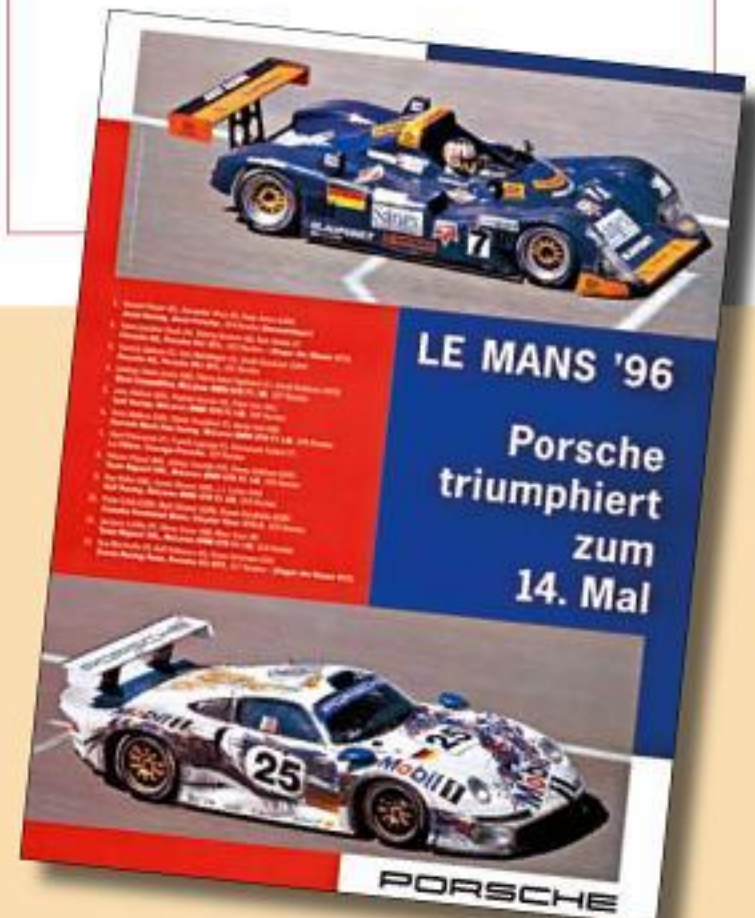
the Courage-Porsches failed to finish, and a driveshaft broke on the Joest TWR machine handled by Didier Theys, Michele Alboreto and Pierluigi Martini (chassis 002) following a brief excursion, but the sister car (001) of Davy Jones, Alex Wurz and Manuel Reuter took the chequered flag at the end of the full day of racing, having led virtually from start to finish. The GT1 (chassis 002) of Le Mans veteran Bob Wollek, Hans-Joachim Stuck and Thierry Boutsen was only one lap down, taking second overall and a convincing win in its category, while chassis 003 came third after the second WSC95 dropped out of the running. The GT2 Class also fell to Porsche, thanks to the 911 entered by the Rook Racing Team, giving Porsche-engined cars a one-two-three in LMP1 (Courage C36s were seventh and 13th) and a one-two in GT1 and GT2.

A poster and a piece of advertising that was produced following Porsche's Le Mans success.

SPORTS CAR CLASSIC EVENTS

Le Mans 24-hour Race (16 June)

1	D Jones/A Wurz/M Reuter	TWR-Porsche WSC95	354 laps/1st in Class
2	B Wollek/H-J Stuck/T Boutsen	Porsche 911 GT1	353 laps/1st in Class
3	K Wendlinger/Y Dalmas/S Goodyear	Porsche 911 GT1	341 laps/2nd in Class
12	R Kelleners/G Martinolle/B Eichmann	Porsche 911 GT2	317 laps/1st in Class
14	B Farmer/G Murphy/R Nearn	Porsche 911 GT2	313 laps/2nd in Class



Alexander Wurz.



Karl Wendlinger.

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A Page & Moy travel agency advert released at the start of 1997, showing the 1996 Le Mans winner along with F1 images.

If nothing else, on the way home from the Sarthe Porsche fans had every reason to be cheerful again after too many years in the wilderness. It also left many wondering what might have been had the WSC95 been allowed to compete in the previous season as planned ...

The other big championships

The WSC formula was well and truly established in America's IMSA series by this stage, but, despite this, there was still a distinct lack of variety on the podium. The Riley



Hans-Joachim Stuck and Thierry Boutsen in the works GT1 at Brands Hatch, with the Rook Racing 911 of Guy Martinolle, Jean-Claude Lagniez and Andy Pilgrim in the background.

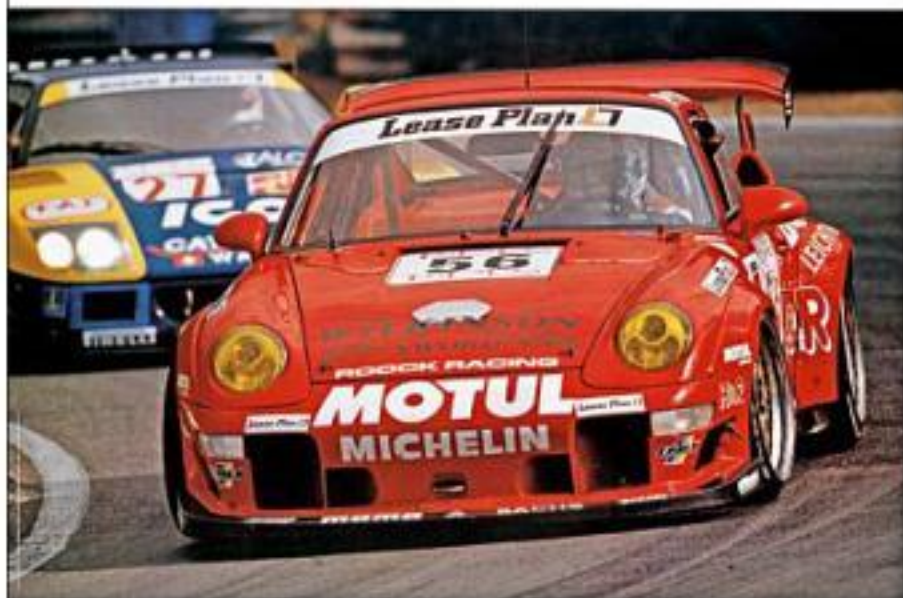
& Scott and Ferrari teams fought over the top three honours at virtually all of the ten rounds; only the Daytona 24-hour Race provided a break from the monotony when a Kudzu-Mazda claimed a distant third place. The only Porsche interest all year was provided by 911 runners, with Class wins aplenty for the GT2 in particular, although there was little in the way of kudos to keep winning the GTS-1 and GTS-2 categories compared to the headline-grabbing overall victories. In the GT races, of course, the 911 was much more in its element, and Porsche was only narrowly beaten by BMW in the GTS-2 division.

The BPR series was run for the last time in 1996 as it became an official FIA GT Championship the following season. The McLaren F1 GTR and Ferrari F40 were the dominant machines until Hans-Joachim Stuck and Thierry Boutsen took the Brands Hatch round on

BPR action in China.



PORSCHE CUP 96



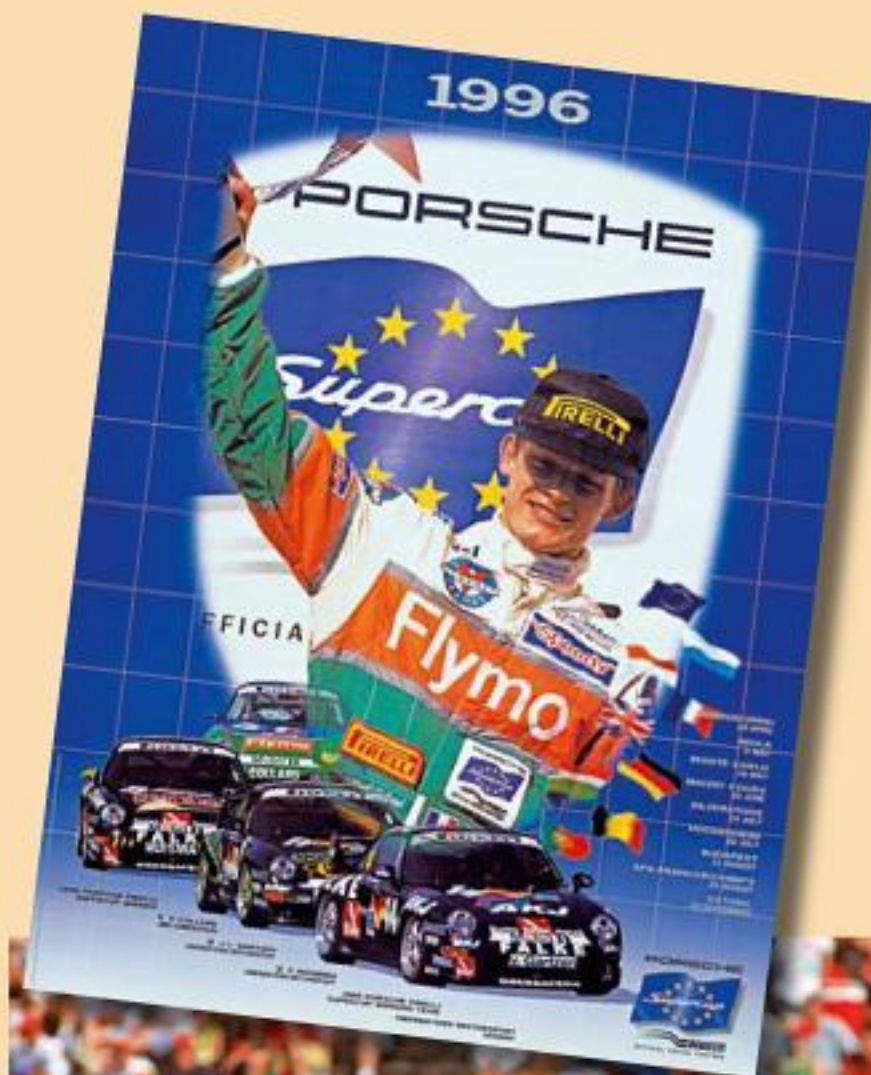
1. Bruno Eichmann, BR, Rook Racing Porsche 911 GT1
2. Andrea Piccini, BR, Schenker Racing Porsche 911 GT1
3. Gert Roth, BR, Rook Racing Porsche 911 GT1
4. Ralf Kelleners, BR, Rook Racing Porsche 911 GT1
5. Gianfranco, BR, Rook Racing Porsche 911 GT1
6. Steve Soderstrom, BR, Rook Racing Porsche 911 GT1
7. John Schumacher, BR, Schenker Racing Porsche 911 GT1
8. Steve Soderstrom, BR, Schenker Racing Porsche 911 GT1
9. Bob Wollek, BR, Rook Racing Porsche 911 GT1
10. Michel Magnien, BR, Rook Racing Porsche 911 GT1
11. Peter Dink, BR, Rook Racing Porsche 911 GT1
12. Bob Wollek, BR, Rook Racing Porsche 911 GT1
13. Emmanuel Collard, FR, Rook Racing Porsche 911 GT1
14. Paul Bruck, BR, Rook Racing Porsche 911 GT1
15. Steve Soderstrom, BR, Rook Racing Porsche 911 GT1
16. Steve Soderstrom, BR, Rook Racing Porsche 911 GT1
17. Steve Soderstrom, BR, Rook Racing Porsche 911 GT1
18. Steve Soderstrom, BR, Rook Racing Porsche 911 GT1
19. Steve Soderstrom, BR, Rook Racing Porsche 911 GT1
20. Steve Soderstrom, BR, Rook Racing Porsche 911 GT1



Poster issued at the end of the Porsche Cup season, with the Rook Racing 911 of Bruno Eichmann singled out for the top prize.

8 September in a works-entered Porsche GT1. The same pairing then won the next event in Spa, while Emmanuel Collard and Ralf Kelleners claimed victory in the factory Porsche GT1 at Zhuhai (Bob Wollek and Yannick Dalmas were fifth in a sister car) at the season finale.

In Britain the runners in the BRDC GT Championship were becoming more conventional – for which, read contemporary – by now, with Win Percy's Harrier, the racing Marcos LM600 and McLaren F1 GTR leading the pack. As a result, 911 drivers were largely restricted to a supporting role this year.



In the Supercup, won by Emmanuel Collard in 1996, the RSRs used the 3.8 litre M64/80 engine which developed 340bhp. Linked to a six-speed transmission, this was enough to endow the Supercup racers with exceptional levels of performance. The 1996-spec cars sold for DM238,500 apiece.

XXIII

With the FIA siding on the cause of GT racing as the third prong of top class motorsport, the BPR series becoming the FIA GT Championship to run alongside the Formula One World Championship and the World Rally Championship as premier events, it was essentially only IMSA and the stand-alone Le Mans classic that promoted pure sports-racers to any great extent.

Still, several inspired makers proved that the GT regulations had a fair amount of give and take in them, the Porsche GT1 and BMW-powered McLaren F1 GTR being perfect examples of how far the rules could be stretched, joined by the Mercedes-Benz CLK GTR (designed and built in just four months, and a winner straight out of the box) to give the crowds some excellent racing in venues as far afield as Suzuka, Sebring and Helsinki.

The early FIA GT rounds went to the updated McLarens, although the Mercedes team came good at the Nürburgring. It was only really in the last race of the season, held at Laguna Seca

The first round of the FIA GT Championship held at Hockenheim on 13 April 1997. The GT1 belonging to the Rook Racing outfit (driven, on this occasion, by Ralf Kelleners and Yannick Dalmas) heads the line out of the pits, whilst a Kremer GT2 can be seen waiting to join it.



1997

on 26 October, that the Porsche GT1 looked able to threaten the F1 and CLK when Yannick Dalmas and Bob Wollek missed out on victory by just 15 seconds after three hours of racing; a second

Advertising for the Silverstone race, with the Porsche GT1 as the featured car.



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Postcard from Helsinki, the 911 GT2 of Bruno Eichmann, Claudia Hürtgen and Ni Amorim in focus. The car finished ninth (first in Class).



Having missed the Helsinki round the Porsche works had two cars with revised 996-type front ends (chassis 004 driven by Yannick Dalmas and Bob Wollek, and chassis 005 handled by Hans-Joachim Stuck and Thierry Boutsen) entered in the Nürburgring four-hour event at the end of June. These were actually the GT1 Evolutions used by the factory at Le Mans two weeks earlier. An Italian 911 GT2 can be seen in the background.



The Dalmas/Wollek GT1 (chassis 006 that made its debut at Spa in mid-July) in action at Sebring. It finished the race in fourth.

works car, campaigned by Ralf Kelleners and Allan McNish, was third not far behind, while the third works entry (for Hans-Joachim Stuck and Thierry Boutsen) came fifth.

The driver rankings released at the end of the year showed how far off the pace the GT1 had been, with Bob Wollek the top Porsche man, finishing 12th after scoring 21 points – 51 off the total of champion Bernd Schneider. Schneider's AMG-Mercedes outfit also took the team prize, edging out the Team BMW

Motorsport and Gulf Team Davidoff McLaren équipes; Porsche was fourth.

There were many different drivers on the podium in the BRDC GT Championships, with John Greasley and John Morrison featuring strongly in their Blue Coral G-Force Strandel Racing GT1. Indeed, they managed to take the GT1 category, second only to Steve O'Rourke and Tim Sugden in the overall standings, the latter pair running a 911 GT2.



A couple of shots from a five-day test session held at Mugello in the middle of March.

Le Mans jottings

For Europeans, the draw of the Le Mans spectacular has hardly waned since it was first run in 1923. This was especially the case in the second half of the 1990s, as it was one of the few events outside America that allowed enthusiasts to witness traditional-style sports cars racing at full bore, mixing it with the best of the GT runners over 24 hours.

The two works 911 GT1 Evolutions (chassis 004 and 005, with more power and enhanced aerodynamics) dropped out – the Wollek/Stuck/Boutsen car after 238 laps, and the Collard/Dalmas/Kelleners machine after 327 – but the Joest TWR-Porsche



The Wollek/Stuck/Boutsen GT1 (chassis 004) in a Le Mans practice session.

The first GT1 Evolutions (chassis 004 and 005) being built at the race shop in Weissach.





The Kremer team at Le Mans with (from left to right): the K8 Spyder driven by Tomas Saldana, Carl Rosenblad and Jurgen Lassig, the GT1 of Christophe Bouchut, Bertrand Gachot and Andy Evans, and a second K8 Spyder handled by Giovanni Lavaggi, Bernard Chauvin and Jean-Luc Maury-Laribiere. The two K8s swapped numbers before the race (the white car wore number 5), although the orange car failed to qualify, and the other two Kremer entries fell by the wayside.



Number 25 GT1 qualified second on the grid but, like the sister car entered by the works, failed to finish.

WSC95 of Michele Alboreto, Stefan Johansson and Tom Kristensen took the flag, chassis WSC95.001 chalking up its second Le Mans victory in the process.

There was certainly a high rate of attrition at Le Mans this year, with the sole Kremer K8 retiring (the sister car failed to qualify), along with two factory and four private GT1s, a handful of GT2s, and one of the Courage-Porsches. In the end, though, a Porsche-engined Courage C41 was

SPORTS CAR CLASSIC EVENTS

Le Mans 24-hour Race (15 June)

1	M Alboreto/S Johansson/T Kristensen	TWR-Porsche WSC95	361 laps/1st in Class
2	P-H Raphanel/J-M Gounon/A Olofsson	McLaren F1 GTR	360 laps
3	P Kox/R Ravaglia/E Helary	McLaren F1 GTR	358 laps
5	A Hahne/P Lamy/P Goueslard	Porsche 911 GT1	353 laps/3rd in Class
9	M Neugarten/J-C Lagniez/G Martinolle	Porsche 911 GT2	307 laps/1st in Class
10	B Eichmann/A Pilgrim/A Ahrle	Porsche 911 GT2	306 laps/2nd in Class
11	M Mello-Breyner/P Mello-Breyner/T Mello-Breyner	Porsche 911 GT2	295 laps/3rd in Class



The TWR-Porsche WSC95 on its way to a second Le Mans win. This was the only Joest entry in the 24-hour race for 1997.

Reinhold Joest giving a big thumbs up to someone in the crowd, as drivers Tom Kristensen (left), Stefan Johansson (centre) and Michele Alboreto accept the applause and winners' garlands.



Emmanuel Collard.



Michele Alboreto.



Tom Kristensen.



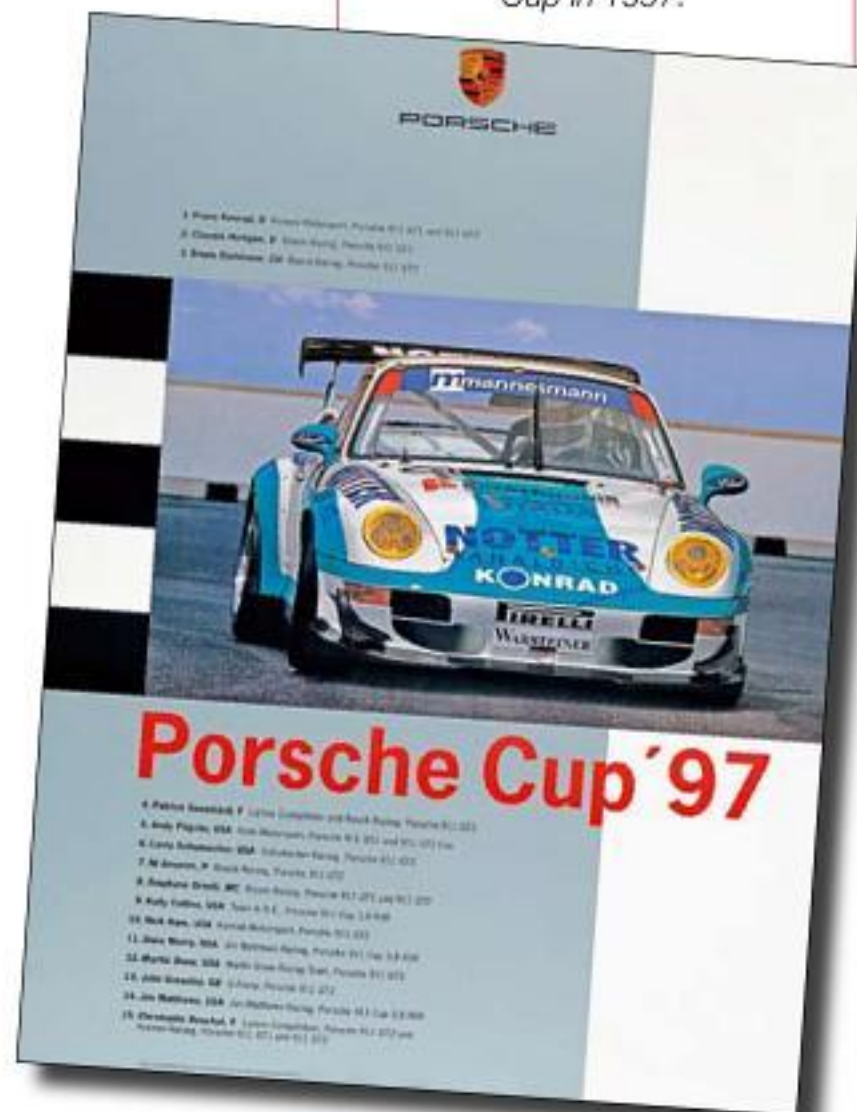
Patrick Huisman was declared winner of the Porsche Supercup in 1997 after securing three of the nine rounds. It was a close call, but proof that clinching the title was far from a fluke as the 'Flying Dutchman' was crowned champion again in the three seasons that followed (complete domination from Huisman in 1998, when the 996 series cars were introduced to the Supercup arena and then a tighter battle in 1999 and 2000).



fourth (second in the LMP Class), and an older version seventh. Customer GT1s were fifth and eighth, while GT2 was dominated by the Stuttgart maker, the first four places secured by the 911 GT2.

After Le Mans the first event of a four-round championship was held for sports-racers, though only eight cars started at Donington, and even fewer were present at Zolder (Stefan Johansson and Pierluigi Martini won the first race in a Joest WSC95, incidentally, while the second went to a Ferrari). A bigger field at Brno consisted of lesser machinery, though Jarama brought out some frontrunners again with a pair of Kremer K8s and a couple of Courage Competition entries. In the end, the flag fell for Didier Cottaz and Jerome Policand in a Courage C41-Porsche; the first of the K8s was third, three laps down on the winner. Ferrari drivers and teams were the dominant force in the so-called International Sports Racing Series.

Franz Konrad won the Porsche Cup in 1997.



IMSA review

The WSC machines of Riley & Scott took first and third at Daytona, with a Ferrari claiming the remaining podium spot. Porsche 911 Turbos took the next three places (and the GTS-1 and GTS-2 categories in the process). As it happens, only 911-based cars were entered in this 24-hour classic.

It was a similar picture in the next ten rounds, with a Riley & Scott versus Ferrari battle for the important silverware and the Oldsmobile Aurora and Chevrolet Camaro giving the 911 a run for its money in the GTS Class at the high profile Sebring and

Watkins Glen meetings which accepted Grand Tourers alongside WSC vehicles.

While Porsche was nowhere to be seen in the headline IMSA races, Andy Pilgrim was declared GTS-1 champion in the GT series, running away with the title thanks to 911 power. Larry Schumacher won the GTS-2 title, followed home by no fewer than 14 other Porsche competitors! Even in GTS-3, Bill Auberlen – although mainly seen piloting a BMW M3 – used a 911 on occasion. Not surprisingly, Porsche was the top manufacturer in both GTS-1 and GTS-2.



Porsche fulfilled its promise to build a GT1 road car and began producing a planned 30 units in the spring of 1997 under Chief Project Engineer Gerhard Heid and Hartmut Kristen. However, the body lines of these DM1,550,000 vehicles were quite different to those of the original car, taking into account the styling of the new 911 series – the water-cooled Type 996. The racing version was known as the GT1 Evolution.



XXIV

1998

Building on the foundation provided by the popular BPR races, the FIA GT Championship was by now quite a high profile series. Porsche's weapon of choice for the series – the curvaceous GT1/98 – was announced at the Porsche Cup prize giving at the end of November 1997. Developed under Norbert Singer, this latest version of the GT1 had a full carbonfibre monocoque body that was longer, lower, wider and stiffer, and tipped the scales at just 940kg (2068lb). In addition, the front suspension was revised to try and give the Porsche runners a chance against the Mercedes teams, and the engine was modified to allow for the smaller restrictors outlined in the latest regulations (power was quoted as 550bhp as a result). The homologation papers finally came through on 1 April 1998, less than two weeks before the FIA GT season kicked off.

The FIA GT circus travelled to ten venues, taking in Europe, Japan and America. However, it was the AMG-Mercedes team fielding the Mercedes CLK GTR that stole the limelight by winning

every round! The works GT1/98 was able to challenge the might of its Stuttgart rival, as was the Zakspeed Racing version, though was never able to find those extra few tenths of a seconds per lap that make all the difference.

With the FIA GT Championship becoming another big buck extravaganza, Stephane Ratel (the 'R' in BPR, as the series

Exterior, interior and engine bay of the new 911 GT1/98. The factory kept chassis GT1/98.001, 002 and 003, while the Zakspeed team ran chassis 004 and 005.





FIA GT action from Hockenheim with the works GT1/98 (chassis 003) of Yannick Dalmas and Allan McNish being chased by a Zakspeed car (chassis 004). The factory GT1s used Michelin tyres, while Zakspeed found its Pirelli rubber unsuitable for the Porsche racer.

was named after its founders, Jurgen Barth, Patrick Peter and Stephane Ratel) organized a separate, five-round GTR-Euroserie to give privateers a chance to shine. McLaren won the first race at Jarama, but Geoff Lister, Max Beaverbrook and Barrie Williams took the flag at Paul Ricard in a 911 GT2 Evolution. A GT2 also won at the poorly supported Misano event, while Wolfgang Kaufmann and Michel Ligonnet (also 911 GT2 drivers) collected the trophy at the Nürburgring and Spa rounds. This would be the first and last season of GTR-Euroserie racing, with Gunter Bleininger declared champion due to his consistent finishing.

In the BRDC GT races the 911 GT1 of John Greasley (now partnered by Magnus Wallinder) won the first round at Silverstone, and was second at Oulton Park to a McLaren. Another GT1 took the flag at Croft, but Lister then came good before Greasley won the next two rounds. The second visit to Silverstone went Chrysler's way, then McLaren and Lister shared the honours in the final two events of the season. Because of the Class system, the title ultimately went to Chrysler men Kurt Luby and Richard Dean, with Wallinder the best-placed Porsche driver, finishing the 1998 title chase in sixth.



The motoring world lost one of its greatest characters on 27 March 1998 when Ferry Porsche died. Born on 19 September 1909, Ferdinand Anton Ernst Porsche kept a tight grip on the helm at Stuttgart, even when in his eighties, helping to guide the Porsche business through a series of ups and downs. He is pictured here at Le Mans when the Porsche marque was just becoming established.

The sports-racer scene

The championship established for sports-racers at the tail end of the previous season was expanded to include eight rounds, each of two-and-a-half hours' duration. Venues included Paul Ricard, Brno, Misano, Donington, Anderstorp, the Nürburgring, Le Mans (Bugatti Circuit) and Kyalami, although the only real Porsche interest came from the Kremer K8s, and the odd Porsche-engined Courage. Sadly, the K8s were never really on the pace in these shorter events, and the second place achieved in the first round – thanks to the driving skills of Alfonso de Orleans, Tomas Saldana and Almo Coppelli – was the highlight of what can only be described as a mediocre season for fans of the Stuttgart brand, as, once again, it was almost exclusively Ferrari and Riley & Scott machines that fought for podium places.



Joest-Porsche entered two WSC95s as a works effort for 1998, the cars with modified bodywork and a new, 3.2 litre engine that carried the LMP1/98 designation. This is the new model on test at the Paul Ricard circuit prior to Le Mans.





The LMP1/98s did not do well in qualifying. Tiny detail improvements, such as changing rearview mirrors for a more aerodynamic type, were made before the big day in June.

At least there was success in the Le Mans 24-hour Race (run as a stand-alone event). Joest and Porsche got together to update the WSC95 and, still using chassis WSC.001 and WSC.002 as the basis, came up with a revised model known as the LMP1/98. This featured a new body with a reprofiled nose section, modified intakes each side of the cockpit that did away with the large airbox behind the driver, and subtle changes to the tail, which hid a larger, 3.2 litre engine.

Although the two Joest-Porsche LMP1/98s dropped out a long way from the end, the 911 GT1/98 of Allan McNish, Laurent Aiello and Stephane Ortelli crossed the line first, one lap ahead of a sister car driven by Jorg Müller, Uwe Alzen and Bob Wollek, and four laps ahead of Nissan's dream team. A Kremer K8 missed out on LMP1 honours by a margin of 18 laps, and GT2 went to a Chrysler Viper GTS-R, but it's the car that takes the flag that people remember. Norbert Singer's efforts were rewarded, and Porsche secured its 16th outright victory at the famous Sarthe circuit.



With no 996-type Turbo available as yet, the GT2 Evolution was still a 993-based machine. The DM506,000 1998 version was lighter, with a new front spoiler and a taller rear spoiler, improved brakes and suspension, plus a number of detail engine modifications, such as twin ignition and more precise boost control; the air-cooled unit produced 485bhp and 490lbft of torque.



Of the two LMP1/98s it was the number 8 car of James Weaver, Pierre-Henri Raphanel and David Murry (chassis WSC.002) that lasted the longest at Le Mans; the number 7 machine (WSC.001, driven by Michele Alboreto, Stefan Johansson and Yannick Dalmas) dropped out 111 laps earlier with electrical trouble.

Le Mans 1998 turned out to be a fight between Toyota and Porsche from the off, but it was the GT1s and not the LMP1s that upheld Stuttgart honour. Ultimately, this poor performance scuttled plans for a proposed LMP2000 model ...





SPORTS CAR CLASSIC EVENTS

Le Mans 24-hour Race (7 June)

1	A McNish/L Aiello/S Ortelli	Porsche 911 GT1/98	351 laps/1st in Class
2	J Müller/U Alzen/B Wollek	Porsche 911 GT1/98	350 laps/2nd in Class
3	A Suzuki/K Hoshino/M Kageyama	Nissan R390 GT1	347 laps
12	R Agusta/A Coppelli/X Pompidou	Kremer-Porsche K8	314 laps/2nd in Class
17	C Hürtgen/M Ligonnet/R Nearn	Porsche 911 GT2	285 laps/3rd in Class

The battle-stained GT1/98 that won Le Mans on display at Werk II in Zuffenhausen for the Porsche factory workers to see ...



The street version of the new GT1/98.



Stephane Ortelli.



Allan McNish.



The GT3 road car was launched at the 1999 Geneva Show as an early 2000 model. Powered by the 3.6 litre M96/76 unit (delivering 360bhp thanks to variable valve timing), it featured a six-speed manual transmission, uprated braking and suspension systems, and a Cup body kit. The Club Sport version was ready to race, priced at DM175,000. A total of 1350 cars were built in the first batch, followed by a run of 500 units for the 2001 model year.



The 1100kg (2420lb) 911 GT3R was introduced in time for a works entry at Le Mans. The Rennsport version had a 3.6 litre, 420bhp/288lbft normally-aspirated engine, a different front airdam, a bolder rear spoiler and centre-lock wheels: when 'customer' cars became available from July, it proved extremely popular at both national and international level competition.





The GT3R making its debut at Le Mans via the semi-works entries of Champion Racing and Manthey Racing.



The GT3R shared by Dirk Muller, Bob Wollek and Bernd Maylander finished 19th overall (second in Class), but 73 laps down on the winner.

All of the SRWC races were incredibly close, with a few seconds – and often split-seconds – deciding the top three in most events. Ultimately, Emmanuel Collard and Vincenzo Sospiri were declared the winners with fellow Ferrari drivers filling the next three spots. Porsche fans had another frustrating year of waiting for a new machine to come along and return the Stuttgart marque back to the spotlight. As it was, the few Kremer K8 runners featured a long way down the finishing order ...



Uwe Alzen, Patrick Huisman and Luca Riccitelli won the GT Class after coming 13th on the road.



Patrick Huisman.



Uwe Alzen.



(This page and opposite) The GT3R that was number 81 at Le Mans pictured in detail; one shot showing a regular GT3 in the background.

The biggest race of the year – Le Mans – was still missing from the SRWC calendar. A works BMW V12 LMR won the event, although Porsche won the GT Class thanks to the 911 GT3R of Uwe Alzen, Patrick Huisman and Luca Riccitelli. With no official factory team, it was the only positive note for Porsche devotees, with Courage turning to Nissan power, and even the Kremer brothers and Konrad Motorsport using Ford engines in Lola chassis. Would Porsche ever return to the Sarthe?

US racing revival

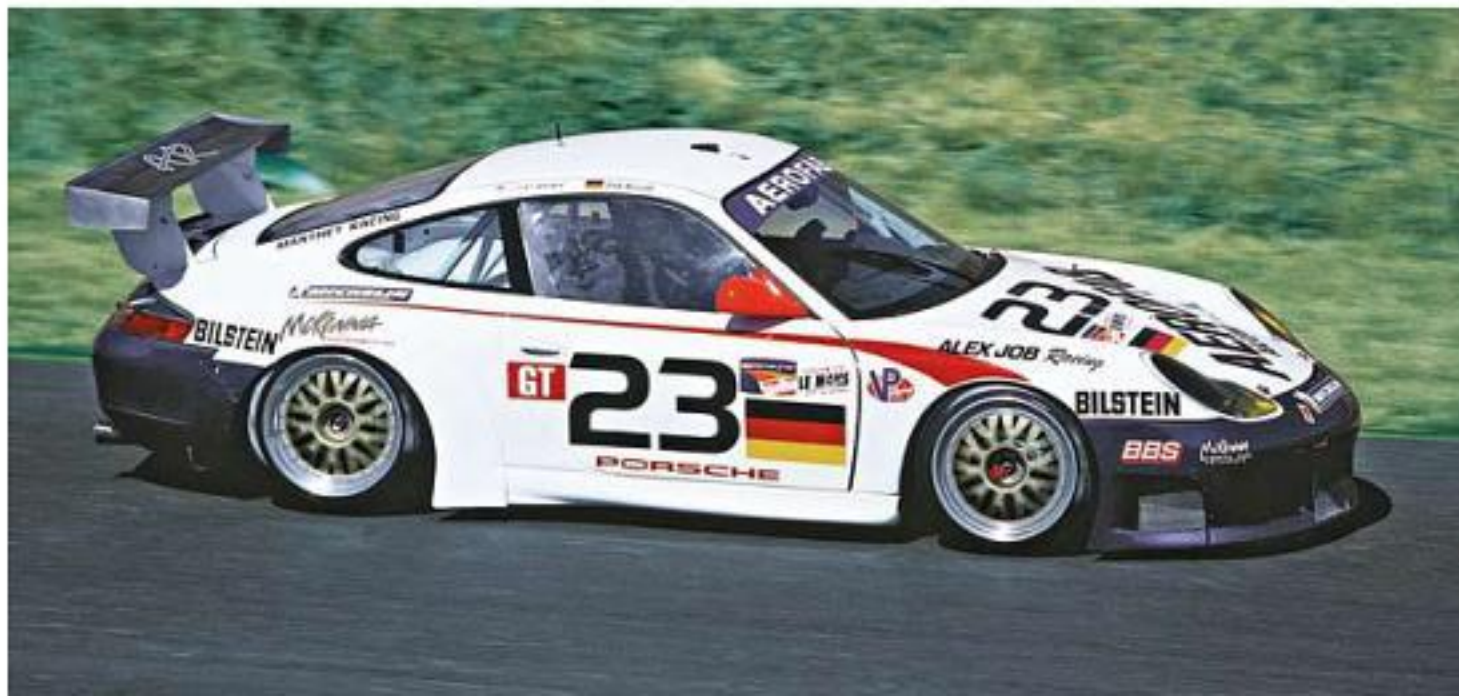
The virtual collapse of IMSA led to Don Panoz founding ALMS – the American Le Mans Series – which actually provided some of the best racing enthusiasts had seen in a long while, regardless of where they lived. The strong Ferrari and Riley & Scott teams were challenged by Panoz, BMW and Audi, with Porsche heavily involved in the GT/GTS categories, as well as the main Prototype Class thanks to the Champion Racing 911 GT1 Evolution campaigned in one combination or another by Thierry Boutsen, Bob Wollek, Ralf Kelleners, Allan McNish, Dirk Muller and Andy Pilgrim.

The Sebring 12-hour Race kicked off events, the Champion GT1 finishing fourth, four laps down on the winning BMW V12 LMR; 911s claimed both the GT and GTS trophy. The next round saw a return to Riley & Scott domination and the BMW M3 stole the GT category. Panoz claimed a convincing victory at Mosport where the GT1 was sixth, and Dodge killed off any hopes of a GTS hat trick.

Sears Point was not kind to Porsche fans, although Portland provided the opportunity for a GT win, as did Road Atlanta (where the Petit Le Mans was held), Laguna Seca and Las Vegas. Ultimately, 911 man Cort Wagner was declared GT Champion, while GTS went to Dodge Viper drivers; Porsche was top maker in both GT and GTS. The Prototype category was closely fought, but none of the 911 GT1 pilots was even remotely in with a chance.

A closer bond with Europe was envisaged in the USRRC series though matters did not go to plan: indeed, the final two races of the season (scheduled to take place at Homestead and Watkins Glen) were cancelled, and a new championship formed under the Grand-Am name. Meanwhile, Daytona fell to a Riley & Scott with Ferrari close behind. The results were reversed at Lime Rock, and then Riley & Scott totally dominated Mid-Ohio. At least Larry Schumacher and John O'Steen were GT2 champions in the Schumacher Racing 911 GT2, and Cort Wagner took GT3 as he had in the ALMS races: Porsche, as a manufacturer, claimed GT2 and GT3 honours with relative ease.





The 996 GT3R was brought into the Alex Job Racing stable initially via Manthey Racing. After Sears Point, where the number 23 car made its ALMS debut, Dirk Muller and Cort Wagner took Class wins at Portland, Road Atlanta, and Las Vegas.

The FIA GT Championship was largely a battle between the Lister Storm and the Chrysler Viper, although Wolfgang Kaufmann and Hubert Haupt took their Freisinger Motorsport 911 GT2 to victory in round eight at Lausitzring. Kaufmann made the podium on two more occasions, both with different partners, which allowed him to claim seventh at the end of the year. However, the N-GT (Showroom) category was exclusively the realm of the 911 GT3R – the top 34 places covered by drivers of this model.

It was a similar story in the BRDC GT Championship, too, with the Marcos LM600 and TVR Cerbera added as potential front runners. Tim Harvey and Mike Youles took the honours at Oulton Park with a 911 GT2, however, giving Harvey (a well-known BTCC exponent) ninth at season's end. Again, the Showroom Class was dominated by the GT3R, the top five cars 911s.

The SRWC season

The Sports Racing World Cup was attracting a more varied field by now, although the format was much the same, as were the winning cars, generally speaking. Saying that, though, Ferrari and Riley & Scott were at least beginning to look beatable at last. Unfortunately, Porsche participation was once again restricted to GT machines, unless one includes the Harrier with Zuffenhausen power that appeared occasionally.

There were GT categories in the newly-introduced American rounds, with a G&W Motorsports 911 GT3R claiming GTU honours at Daytona and Road America; there was little else for Porsche fans to write home about as the GTO trophy went to American machinery in both events, and the Harrier suffered a terrible run of bad luck.

SPORTS RACING WORLD CUP

Barcelona 2.5-hours (26 March)

1	C Pescatori/D Terrien	Ferrari 333SP	90 laps
2	G Lavaggi/N Filiberti	Ferrari 333SP	90 laps
3	M Baldi/G Formato	Riley & Scott Mk III	89 laps

Monza 500km (16 April)

1	M Baldi/G Formato	Riley & Scott Mk III	2h 42m 32s
2	C Pescatori/D Terrien	Ferrari 333SP	2h 43m 15s
3	J Nielsen/T Thyrring	Panoz Spyder LMP	2h 43m 20s



A couple of shots from the BRDC GT Championship round at Croft in April.



Spa 2.5-hours (21 May)

1	S Ronca/F Francioni	Lucchini SR2-99	51 laps
2	E Calderari/L Bryner/A Zadra	Ferrari 333SP	51 laps
3	C Glasel/C Vann/D de Radigues	Lola B98/K2000-Ford	51 laps

Daytona 250-mile Race (29 June)

1	J Weaver/A Wallace	Riley & Scott Mk III	2h 24m 01s
2	R Bentley/D Theys	Doran-Judd	2h 24m 05s
3	M Schiattarella/R Kelleners	Ferrari 333SP	2h 24m 06s
11	D Law/M Fitzgerald	Porsche 911 GT3R	6 laps down/1st in Class
12	S Gabel/J Morton	Porsche 911 GT3R	6 laps down/2nd in Class
13	K Buckler/P Collin	Porsche 911 GT3R	6 laps down/3rd in Class
29	S Marshall/D Marshall	Porsche 911 GT2 Evo	10 laps down/2nd in Class
32	M Montgomery/D Rodenroth/S Gregg	Porsche 968 Turbo	17 laps down/3rd in Class

Road America 500-mile Race (9 July)

1	D Theys/F Lienhard/M Baldi	Doran-Judd	4h 29m 43s
2	M Schiattarella/E van de Poele	Ferrari 333SP	4h 30m 47s
3	E Forbes-Robinson/R Dyson/J Paul Jnr	Riley & Scott Mk III	2 laps down
14	D Law/M Fitzgerald	Porsche 911 GT3R	14 laps down/ 1st in Class
20	J Rask/T McGlynn	Porsche 911 GT3R	20 laps down/ 3rd in Class

Brno 2.5-hours (6 August)

1	C Pescatori/D Terrien	Ferrari 333SP	75 laps
2	M Baldi/G Formato	Riley & Scott Mk III	75 laps
3	G Lavaggi/N Filiberti	Ferrari 333SP	75 laps

Donington 2.5-hours (27 August)

1	C Pescatori/D Terrien	Ferrari 333SP	95 laps
2	M Zadra/P Peter	Ferrari 333SP	94 laps
3	E Calderari/L Bryner/A Zadra	Ferrari 333SP	91 laps

Nürburgring 2.5-hours (17 September)

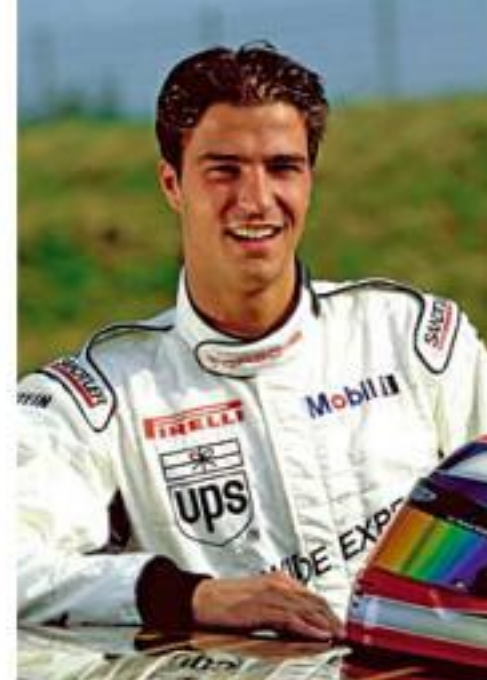
1	C Pescatori/D Terrien	Ferrari 333SP	81 laps
2	M Zadra/P Peter	Ferrari 333SP	81 laps
3	F Konrad/S Maassen/J von Gartzen	Lola B2K/10-Ford	81 laps

Magny Cours 2.5-hours (1 October)

1	C Pescatori/D Terrien	Ferrari 333SP	95 laps
2	G Lavaggi/N Filiberti	Ferrari 333SP	95 laps
3	M Zadra/P Peter	Ferrari 333SP	95 laps

Kyalami 2.5-hours (26 November)

1	G Formato/R Kelleners	Lola B98/K2000-Ford	88 laps
2	M Zadra/P Peter	Ferrari 333SP	88 laps
3	G Lavaggi/N Filiberti	Ferrari 333SP	88 laps

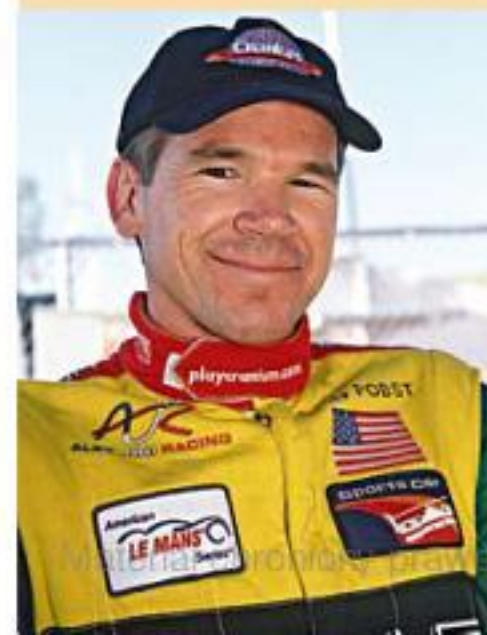


Lucas Luhr.



Dirk Müller.

Randy Pobst.





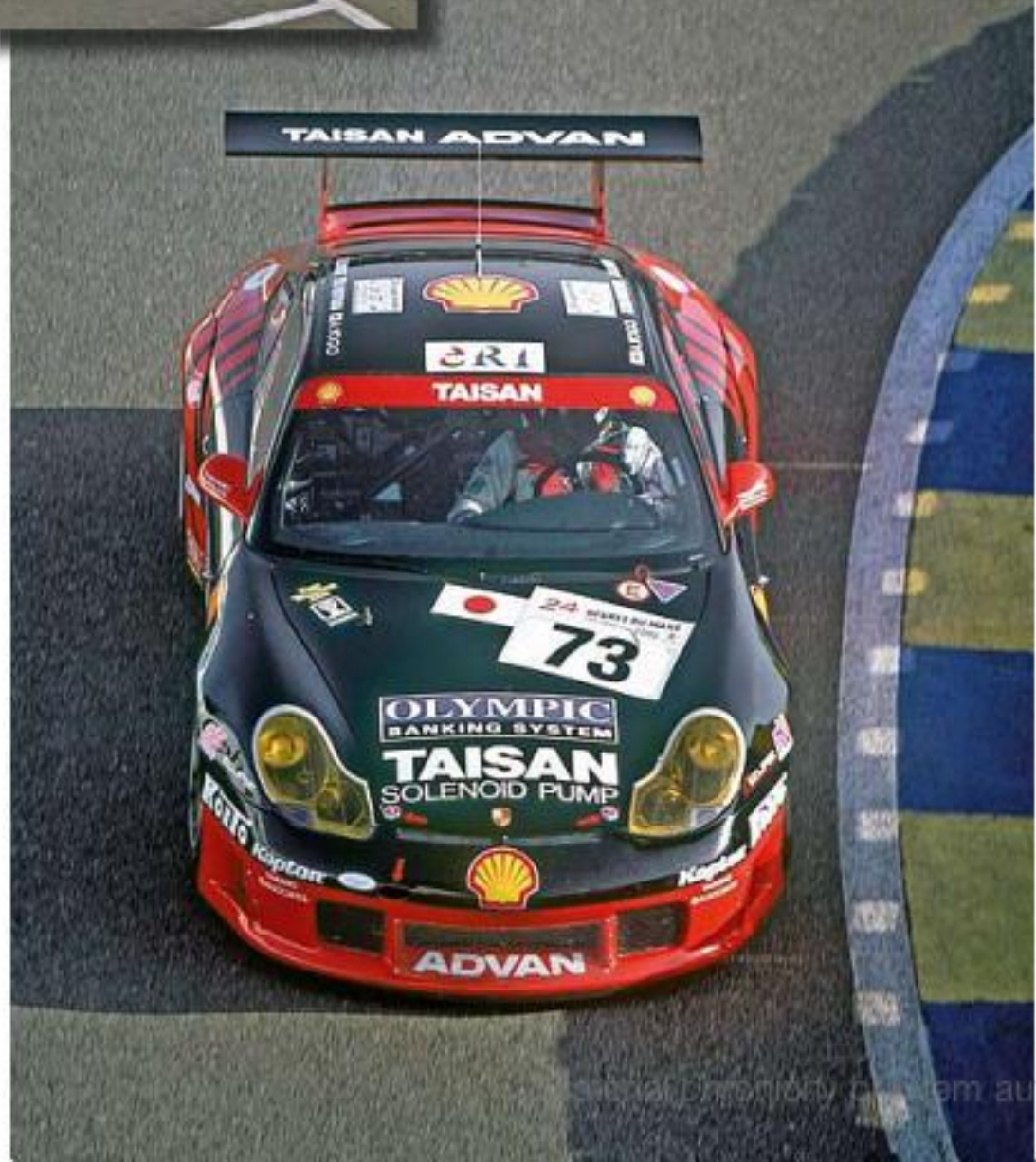
The GT3R of Hideo Fukuyama, Atsushi Yogo and Bruno Lambert which inherited first place in the GT category at Le Mans following the Barbour machine's disqualification. The Japanese car was a regular entrant in the JGTC.

The 911 GT3R that came 13th at Le Mans to take GT honours in the 2000 event but which was later disqualified. Drivers Dirk Muller, Bob Wollek and Lucas Luhr line up on the right, with team boss Dick Barbour (pretty handy behind the wheel himself at one time!) in matching shirt at the opposite end of the car.

If Porsche hardly seemed to exist in the SRWC, the picture wasn't all that different at Le Mans, which finished on 18 June. Audi R8s completely dominated the event from an overall race perspective, and American cars were strong in the GTS category, although Porsche did at least pick up the GT silverware. In fact, a Dick Barbour-entered 911 GT3R should have won the GT Class but was later excluded, and the trophy went to Team Taisan Advan instead (running one of the six GT3Rs to finish).

ALMS & Grand-Am

The ALMS Championship went from strength to strength, with two European rounds (including the classic Nürburgring 1000km) and one in Australia, as well as nine others in North America. While BMW scored a couple of wins (and Panoz got one, too), the Audi R8R was the car to beat although the GT category was a happy hunting ground for Porsche





The two Dick Barbour cars (numbers 5 and 51) used during the 2000 ALMS season, with an Audi R8R accelerating away from the pit lane. Only the number 5 car made it into the 2001 series, the second 911 carrying the number 15.



Legendary name, legendary number, legendary event, but – sadly – not a legendary performance. The number 59 Brumos 911 GT3R of Roland Berville, Jurgen Barth, Michel Ligonnet and Ferdinand de Lesseps finished Daytona in 45th as a result of mechanical problems.



Mario Andretti trying for size the cockpit of a Supercup racer.

XXVII

2001

The FIA GT Championship went to Chrysler Viper GTS-R pilots, although Porsche notched up an N-GT Class win at six of the 11 rounds (Monza, Brno, Zolder, Spa, the Nürburgring and Estoril). Even this was not enough to claim drivers' honours in the N-GT category, though, as the Ferrari

360 Modena pairing walked away with the trophy. At least the GTO Class (the equivalent to N-GT) fell to GT3RS men, Kelvin Burt and Marino Franchitti, in the BRDC GT Championships; the GT3 would continue to dominate the category in the British series in the future, too.

While Audi was the dominant force at the front of the field (even Joest had resorted to Audi power by this time), Porsche 911s were almost guaranteed to take GT honours. This is Paco Orti and Wolfgang Kaufmann in FIA GT Championship action with their GT3RS – an updated version of the GT3R.





The new Porsche 911 GT3RS on test at Weissach.

New name for SRWC

The Sports Racing World Cup was renamed the FIA Sports Car Championship for the new millennium. Once again, there wasn't much Porsche interest, other than at Monza where GTs were allowed to compete. Engines were generally sourced from Ferrari, Judd, Ford or Peugeot in the upper echelons of the sport, or Nissan, Alfa Romeo or BMW in the SR2 category, but not Porsche ...

The championship eventually went to Marco Zadra (a Ferrari man), the famous Italian maker whose car he drove also taking the manufacturers' title. Meanwhile, Le Mans was still being run independently, however. Taking place in its traditional June time slot, it was Audi that was victorious once more, with Bentley taking the LM GTP category (third overall), and Porsche claiming GT honours thanks to the sixth-placed 911 GT3RS of Gabrio Rosa, Fabio Babini and Luca Drudi. In fact, the first nine GT finishers were GT3RS drivers, although this was all that Porsche fans had to celebrate as the factory was conspicuous by its absence once again.





The 3.6 litre, 370bhp GT3 Cup cars were much the same as those introduced in 1998, although there were subtle improvements in aerodynamics (a larger rear wing being the most obvious) and cooling. Jorg Bergmeister won the 2001 Porsche Supercup with ease, providing the German driver with an excellent springboard from which to further his racing career.



FIA SPORTS CAR CHAMPIONSHIP

Barcelona 2.5-hours (8 April)

1	C Pescatori/M Zadra	Ferrari 333SP	88 laps
2	E Calderari/L Bryner/A Zadra	Ferrari 333SP	88 laps
3	M Baldi/G Formato	Riley & Scott MkIII	84 laps

Monza 1000km (22 April)

1	G Lavaggi/C Vann	Ferrari 333SP	5h 17m 09s
2	W Lupberger/B Collins	Ascari A410-Judd	5h 17m 14s
3	J Lammers/V Hillebrand	Dome S101-Judd	1 lap down
7	F Babini/G. Rosa/F Rosa	Porsche 911 GT3RS	18 laps down/1st in Class
8	P Annasi-Muenz/R Grassi	Porsche 911 GT2 Evo	19 laps down/2nd in Class
10	R Premoli/A de Castro/L Cattaneo	Porsche 911 GT3 Cup	22 laps down/3rd in Class

Spa 2.5-hours (13 May)

1	M Zadra/J-M Gounon	Ferrari 333SP	64 laps
2	E Calderari/L Bryner/A Zadra	Ferrari 333SP	64 laps
3	J Lammers/V Hillebrand	Dome S101-Judd	64 laps

Brno 2.5-hours (1 July)

1	J Nielsen/H Katoh	Dome S101-Judd	74 laps
2	M Zadra/J-M Gounon	Ferrari 333SP	74 laps
3	M Baldi/A Caffi	Riley & Scott MkIII	73 laps

Magny Cours 2.5-hours (29 July)

1	J-C Boullion/L Redon	Courage C60-Peugeot	94 laps
2	C Pescatori/M Zadra	Ferrari 333SP	94 laps
3	J Nielsen/H Katoh	Dome S101-Judd	94 laps

The 996 version of the 911 Turbo was launched at the 1999 Frankfurt Show, although enthusiasts had to wait until 2001 before a water-cooled GT2 arrived. With 462bhp delivered through the rear wheels only (the strict Turbo was a 4WD model), and functional, rather aggressive styling, this 3.6 litre twin-turbo machine was priced at DM339,000.



Donington 2.5-hours (26 August)

1	W Lupberger/B Collins	Ascari A410-Judd	99 laps
2	M Zadra/J-M Gounon	Ferrari 333SP	99 laps
3	J Lammers/V Hillebrand	Dome S101-Judd	98 laps

Mondello Park 2.5-hours (1 September)

1	J Nielsen/H Katoh	Dome S101-Judd	90 laps
2	C Pescatori/M Zadra	Ferrari 333SP	90 laps
3	D Faulkner/L Oberto/T Bjork	Lola B2K/40-Nissan	88 laps

Nürburgring 2.5-hours (16 September)

1	J Lammers/V Hillebrand	Dome S101-Judd	90 laps
2	J-C Boullion/B Derichebourg	Courage C60-Peugeot	90 laps
3	J Nielsen/H Katoh	Dome S101-Judd	88 laps



Timo Bernhard in Carrera Cup action at the Nürburgring.

オイルとガソリンでは、絶対負けない。

World Championship Grand Prix Shell Advance Honda

Team Taisan 996

World Superbike Championship Shell Advance Honda

Shell Formula 1 team

Shell logo

Waves of Change

Shell advertising from 2001 featuring the Team Taisan 996 that was campaigned in the JGTC.

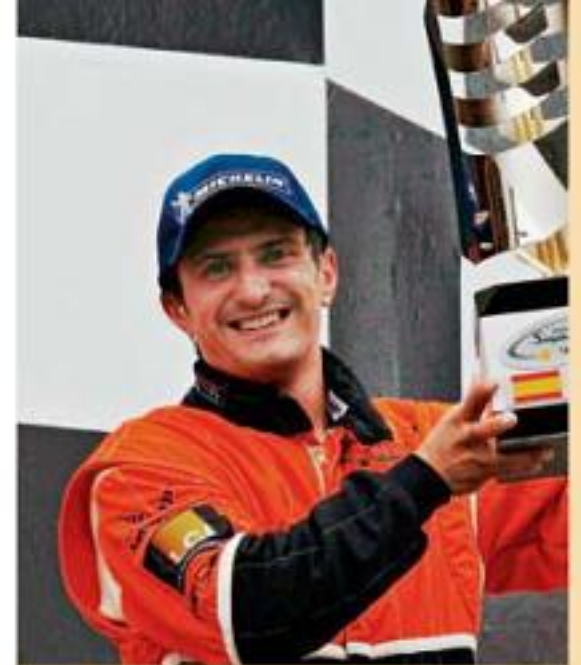
The US races

The American Le Mans Series (ALMS) was really taking off; indeed, it's fair to say that it attracted a better quality field than the FIA Sports Car Championship, with Prototypes (LMP900 and LMP675) pitted against GTS and GT models, the latter Class largely dominated by the Porsche GT3 of Alex Job Racing in the first part of the season, before the works BMWs began making an impact. Audi proved almost unbeatable in the top category, Chevrolet held off Saleen in the GTS section, and BMW's late spurt gave the German maker the GT crown.

Revenge was sweet in the Grand-Am series, however, with Porsche beating BMW in the GT category, and also Saleen to claim the GTS title by a single point. The highlight of the season was almost certainly the Daytona 24-hour Race, where, from amongst 79 starters, Lucas Luhr, Randy Pobst, Mike Fitzgerald and Christian Menzel guided a 911 GT3RS to second overall (first in Class). Finishing only eight laps down on the winning Corvette C5-R, it was a remarkable achievement; Wolfgang Kaufmann, Lance Stewart and Cyril Chateau were third in another GT3RS.



The Alex Job Racing 911s ready for ALMS duty in the States. These successful RS models were usually campaigned by Jorg Bergmeister, Timo Bernhard, Sascha Maassen and Lucas Luhr.

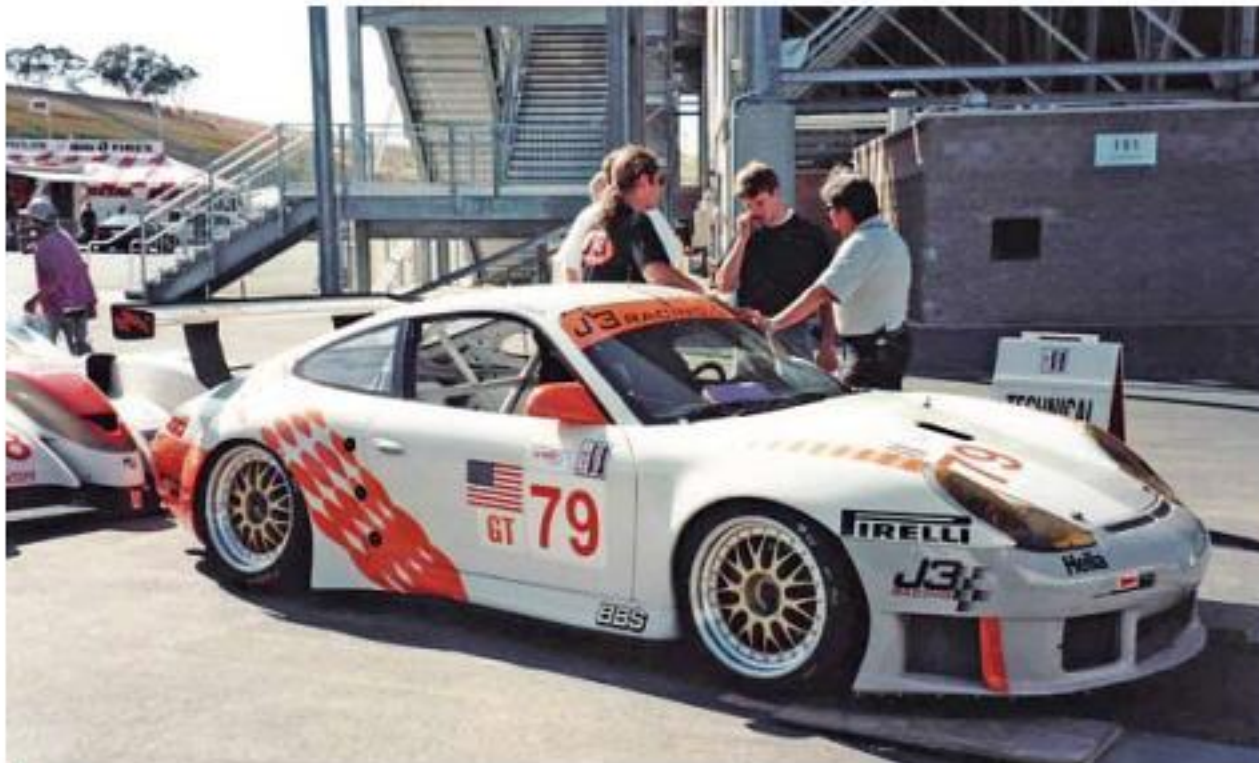


Stephane Ortelli.



Jorg Bergmeister.

Timo Bernhard.



A J3 Racing 911 GT3RS at Sears Point with a Panoz on its tail. Panoz finished first and third in the event.



Hurley Haywood and Lucas Luhr sharing the driving at Daytona, it finished fourth in its first race, and was then passed on to Pegasus Racing. With this outfit, it was seventh at Watkins Glen and inspired Gunnar Racing to build a similar machine. Results

were far from spectacular after the Glen, it has to be said, but at least Porsche was back in the game, albeit in a small way for the time being.



An updated, slightly more powerful 911 GT3 Cup car appeared in time for the 2002 season. A total of 131 of these 1140kg (2508lb) machines were built for use in the various Porsche one-make races and the GT category of international events. The Supercup was won by Stephane Ortelli that year.

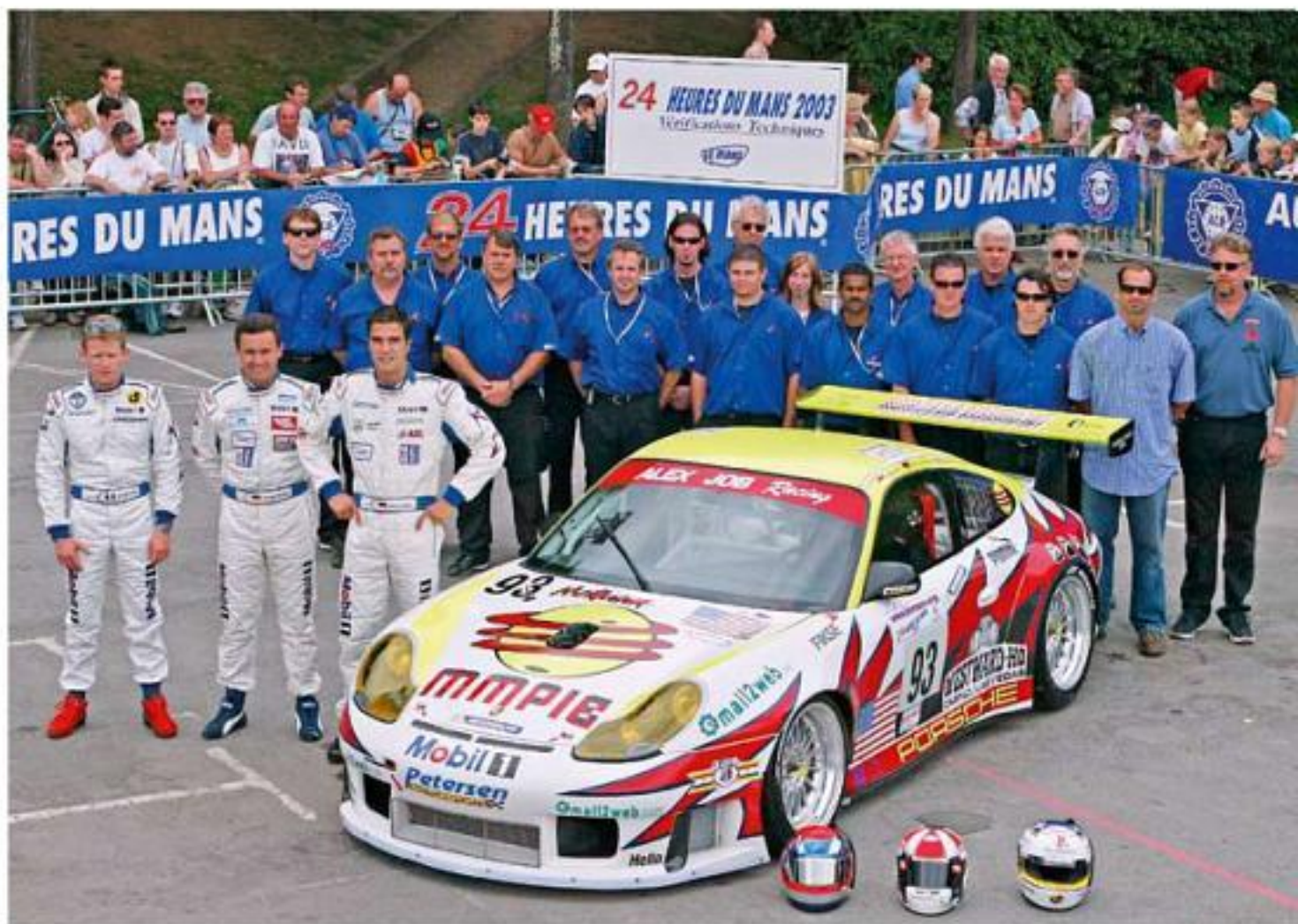
XXIX

2003

The ten round FIA GT Championship was dominated by Ferrari in the GT Class, although Porsche pilots Stephane Ortelli and Marc Lieb were declared winners of the N-GT category, which turned out to be a straight fight between the Stuttgart and Modena rivals.

The Grand Touring races were still well supported, but the FIA Sports Car Championship series was losing its way, with only the 1000km event at Spa-Francorchamps attracting a decent field (and only then because GTs were allowed to run) – the one German round had just eight entries! Failure to involve mainstream manufacturers in the series would ultimately bring about its downfall, and 2003 would go down in history as the final season for this particular championship.

While the FIA Sports Car Championship (nee SRWC) faded away, Le Mans continued to draw



The Alex Job Racing 911 GT3RS that won the GT Class at Le Mans in 2003.



racers to the start line and spectators through the turnstiles – 49 cars started, with almost a quarter of a million people watching them over the 24 hours, not to mention the huge numbers tuning in on TV sets to monitor the progress of their favourite teams. Bentley won this epic event, although Lucas Luhr, Sascha Maassen and Emmanuel Collard took the GT Class (14th overall) in the Alex Job Racing GT3RS: in fact, 911s took the first six places in this category.

FIA SPORTS CAR CHAMPIONSHIP

Estoril 2.5 hours (13 April)

1	J-C Boullion/S Sarrazin	Courage C60-Peugeot	68 laps
2	J Nielsen/H Shimoda	DBA 403S-Zytek	68 laps
3	J Lammers/J Bosch	Dome S101-Judd	67 laps

Lausitzring 2.5-hours (10 May)

1	J Lammers/J Bosch	Dome S101-Judd	87 laps
2	B Gabbiani/F Ortiz	Dome S101-Judd	85 laps
3	M Savoldi/P Peroni	Lucchini SR2002-Nissan	84 laps

Monza 500km (29 June)

1	J Lammers/J Bosch	Dome S101-Judd	2h 30m 31s
2	W Lupberger/K Zwart/C Hall	Ascari KZR1-Judd	2h 32m 00s
3	P Andrews/C Vann	Lola B2K/10-Judd	2h 32m 07s

Oschersleben 2.5-hours (20 July)

1	H Shimoda/A Wallace	DBA 403S-Zytek	104 laps
2	J Lammers/J Bosch	Dome S101-Judd	101 laps
3	B Gabbiani/F Ortiz	Dome S101-Judd	100 laps

Donington 2.5-hours (10 August)

1	J Lammers/J Bosch	Dome S101-Judd	97 laps
2	A Caffi/E Muscioni	Promec PJ119-Peugeot	94 laps
3	M Savoldi/P Peroni	Lucchini SR2002-Nissan	93 laps

Spa 1000km (31 August)

1	T Kristensen/S Ara	Audi R8	5h 47m 50s
2	S Sarrazin/F Lagorce	Courage C60-Peugeot	4 laps down
3	B Gabbiani/F Ortiz	Dome S101-Judd	6 laps down
15	T Shrimpton/L Halliday/A Stretton	Porsche 911 GT3 Cup	27 laps down/1st in Class

Nagoro 2.5-hours (18 August)

1	F Lagorce/S Ayari	Courage C60-Peugeot	103 laps
2	B Gabbiani/F Ortiz	Dome S101-Judd	102 laps
3	M Millard/I Flux	Rapier 6-Nissan	95 laps



Timo Bernhard, Jorg Bergmeister and Kevin Buckler took this GT3RS to fifth in Class at Le Mans, although the Racers' Group équipe would achieve the desired result at Daytona.



Through subtle weight reduction in engine components the 2003 GT3 Cup car was endowed with more horses (with updated driveshafts to handle the 390bhp). It also had new gearing for the six-speed transmission, revised suspension settings, lighter body panels, and a larger fuel tank. Frank Stippler had a strong second half to the Porsche Supercup series, enabling him to beat Wolf Henzler and Pierre Kaffer to the title.



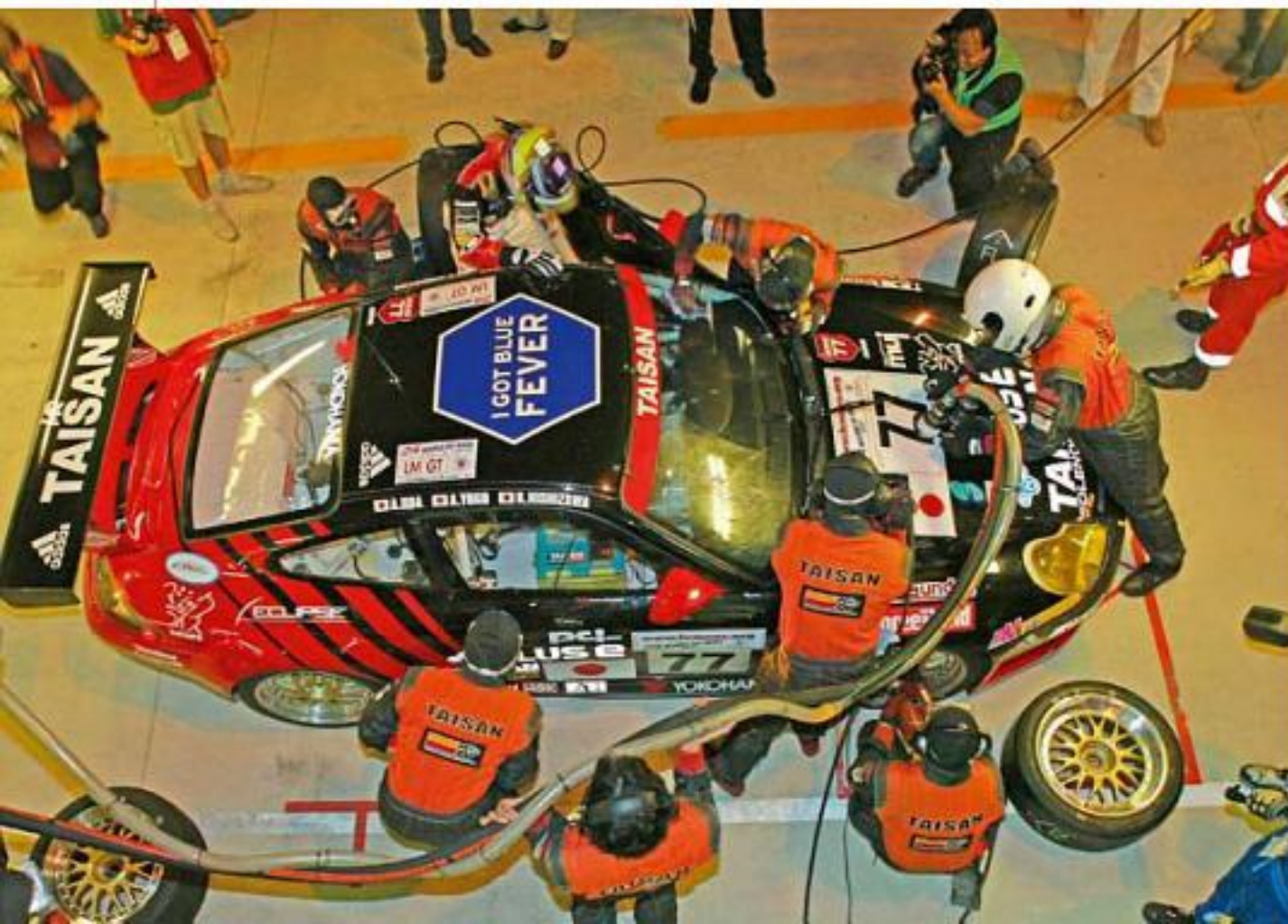
A new GT3 was introduced at the 2003 Geneva Show, with subtly revised body panels and a fresh M96/79 engine – a 3.6 litre NA unit that delivered 381bhp at 8000rpm. The ready-to-race Club Sport version was available at no extra cost.



This Team Taisan Advan 911 actually finished just ahead of the Racer's Group car, although both crews were 73 laps down on the winning Bentley Speed 8.



In July 2003 Porsche announced its new 911 GT3RS road car, complete with a standard rollcage. This had a fixed carbonfibre rear wing and a different intake to increase airflow to the engine bay. The front lid and mirrors were also carbonfibre and the rear screen plastic to save weight: at the same time, the front bumper panel was revised for better cooling. Sales began in October.



XXX

2004

The FIA GT Championship was a toss-up between Ferrari, Saleen and Maserati (Ferrari ultimately won the day), but there was no doubt about which manufacturer was the dominant force in N-GT – Porsche, with Lucas Luhr and Sascha Maassen sharing the drivers' title.

With the failure of the FIA Sports Car Championship, the Le Mans Endurance Series popped up to take its place, the first season comprising four 1000km races, held at Monza, the Nürburgring, Silverstone and Spa. There were few surprises, with the Audi R8 winning each round, Ferrari taking the GTS category, and Porsche all but one GT trophy (a Ferrari 360 Modena won the Class at Silverstone). It was odd, though, not to have Le Mans

The GT3 RSR was introduced in readiness for the 2004 season. The bulging wheelarches allowed wider tyres to be fitted to make the most of the car's suspension revisions, while the 3.6 litre NA flat-six (developing 445bhp and 299lbft of torque) was linked to a six-speed sequential gearbox.





Action from the Japanese Super Taikyu series, where Porsche dominated the C-1 category. The Falken car finished the season in first place, while the black one was second. (Courtesy Tein)



SPORTS CAR CLASSIC EVENTS

Le Mans 24-hour Race (19 June)

1	T Kristensen/J J Lehto/M Werner	Audi R8	370 laps
2	J-C Boullion/E Comas/E Collard	Pescarolo C60-Judd	368 laps
3	A McNish/F Biela/E Pirro	Audi R8	364 laps
10	M Rockenfeller/M Lieb/L Hindery	Porsche 911 GT3 RSR	332 laps/1st in Class
11	J Bergmeister/P Long/T Bernhard	Porsche 911 GT3 RSR	331 laps/2nd in Class
13	J van Overbeek/S Neiman/L Pechnik	Porsche 911 GT3 RSR	324 laps/3rd in Class

The ALMS races were still very much Audi property, although the MG-Lolas gave the German manufacturer a run for its money, winning two of the ten rounds, while a Zytek won the last race of the season. As much as Audi owned the LMP1 category, GT2 belonged to Porsche. This year, the Alex Job Racing boys had to bow to the Petersen Motorsports/White Lightning Racing équipe, fielding Jorg Bergmeister, Patrick Long and Lucas Luhr as their drivers.



The Alex Job Racing cars (handled by Timo Bernhard, Romain Dumas, Sascha Maassen, Randy Pobst, Ian Baas and Brian Cunningham) had an awful weekend at Sebring. Fortunately, matters improved as the season progressed.



Patrick Long.



Sascha Maassen.



Hartmut
Kristen
– Porsche's
new
Director of
Motorsport.

Following a three-day test session at Estoril, Hartmut Kristen noted: "The new 3.4 litre V8 engine, the transmission and chassis fulfilled the high expectations that we had after the roll-out and first shakedown on our own track at Weissach. We are therefore very optimistic about further tests."

Various views of the stunning RS Spyder – Porsche's new sports-racer for the American Le Mans Series. Power came from a 3.4 litre V8 with four valves per cylinder (the MR6), delivering 480bhp at 10,100rpm, and linked to a six-speed sequential gearbox. This is the prototype, which carried the LMP2.000 chassis number.





The 750kg (1650lb) RS Spyder making its debut at Laguna Seca, seen here being chased by the Intersport Racing Lola – another LMP2 machine.

High-tech cockpit of the RS Spyder, with gearchanges made via the shift system built into the steering wheel. The PDK transmission really was ahead of its time, after all!



A quick driver change and onward to an LMP2 Class victory with the RS Spyder still fresh from the box ...

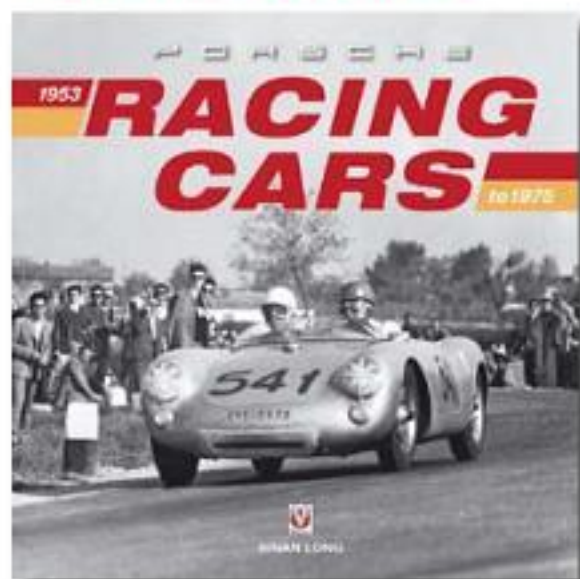
Although the RS Spyder wasn't ready for Atlanta, Kristen had every right to be optimistic, with Sascha Maassen and Lucas Luhr guiding the new car to fifth overall (first in the LMP2 Class) in its first race. It also gave Porsche fans something to celebrate – the potential was undeniable, as it had held its own against the LMP1 Audis! With plans to produce 'customer' versions in the pipeline, it was hoped that Porsche could once again fight it out for overall race honours.

The Grand-Am Championship was suddenly far more popular, with a greater number of rounds and more entrants at each. Daytona was still the big event of the Grand-Am season, and the Brumos Fabcar (chassis 006) finished eighth, a 911 taking GT Class honours in tenth. It was actually a similar story in most of the other races, with the Fabcar finishing in the middle of the DP competitors, although BMW and Pontiac did a good job of preventing the GT3 from taking the GT silverware on far too many occasions in 2005 ...

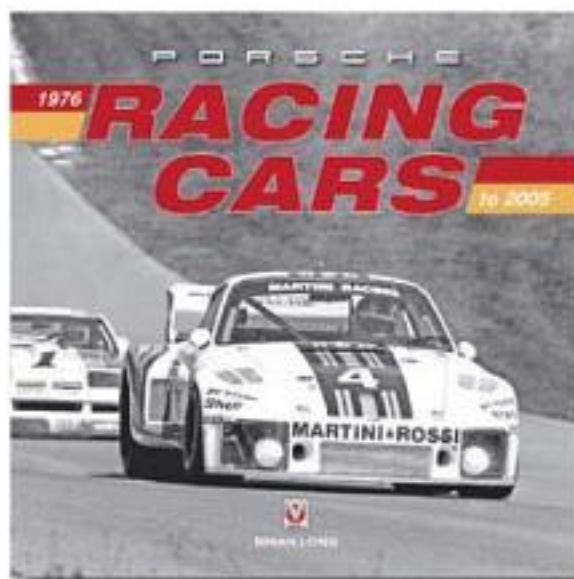
Luhr (left) and Maassen lifting the LMP2 trophies at Laguna Seca.



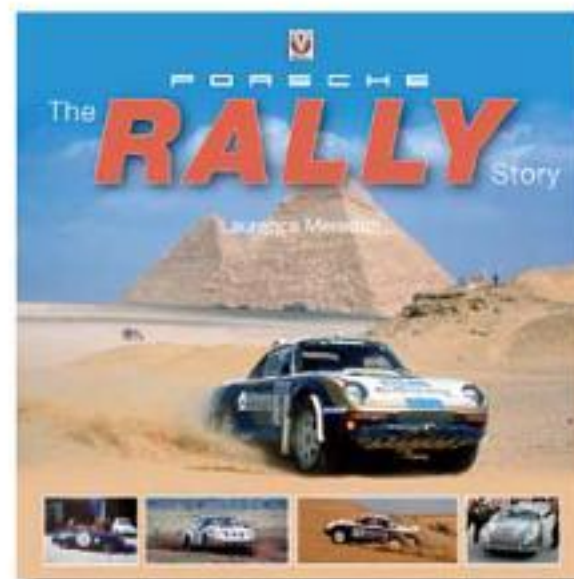
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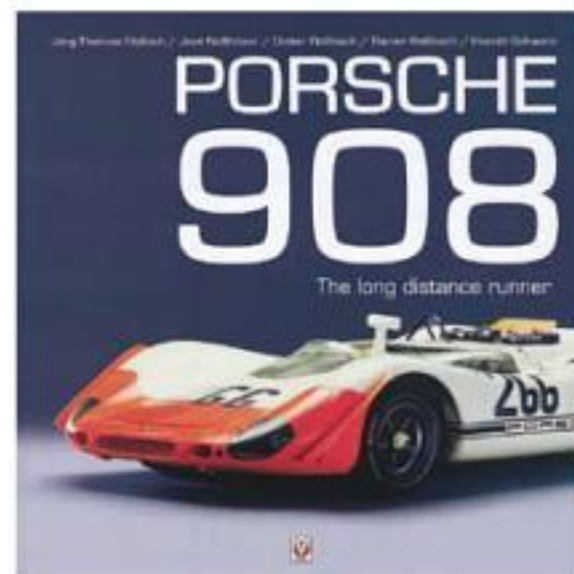
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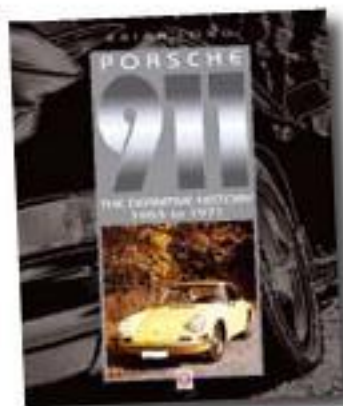
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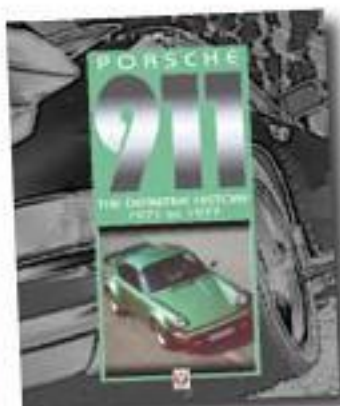
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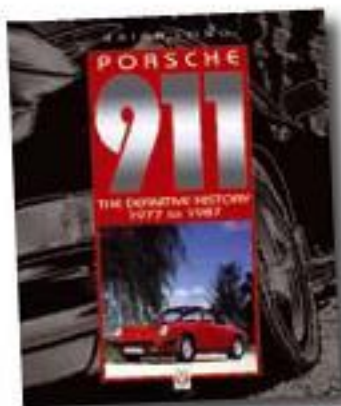
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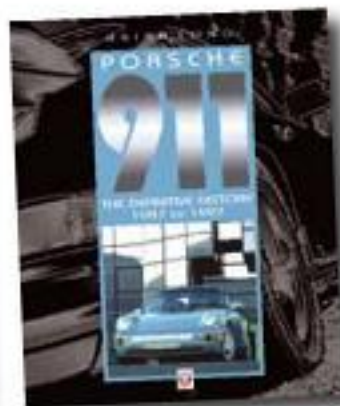
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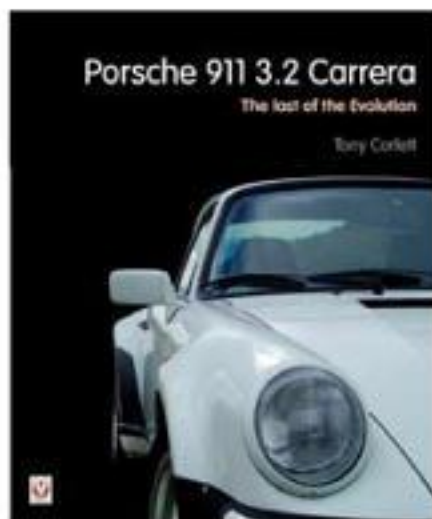
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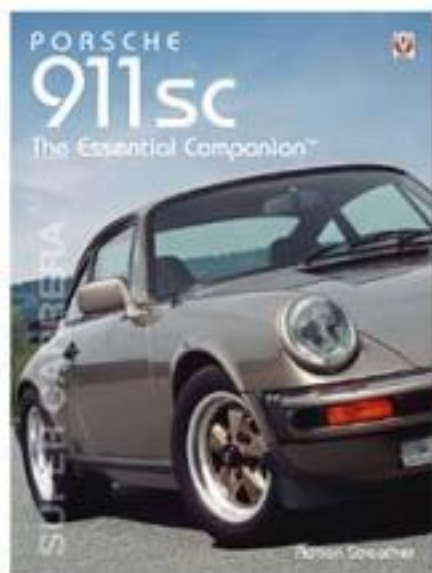
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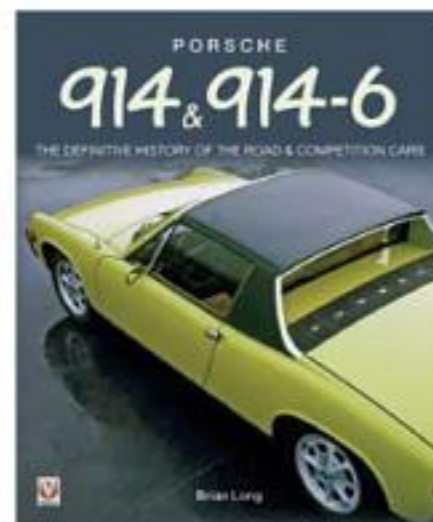
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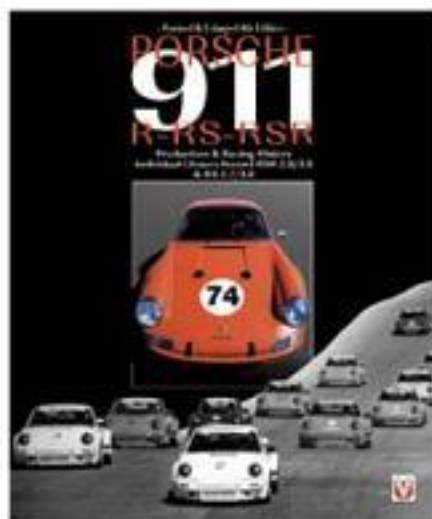
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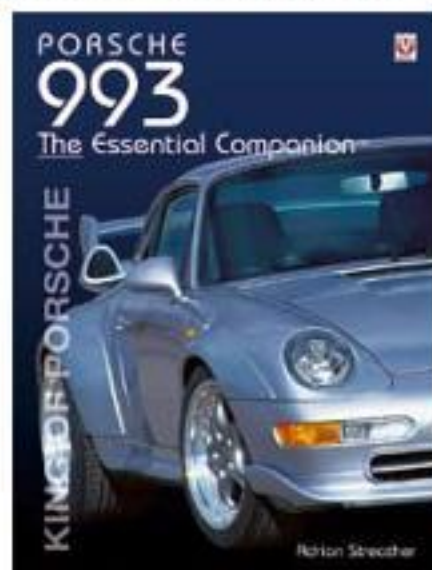
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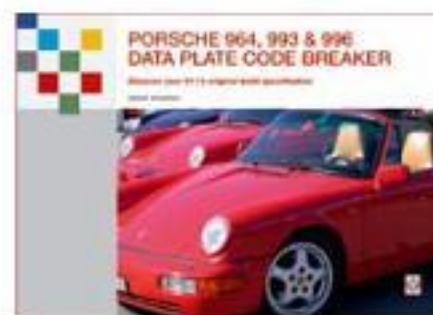
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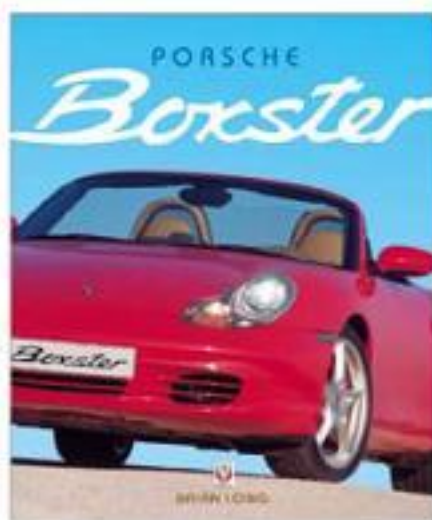
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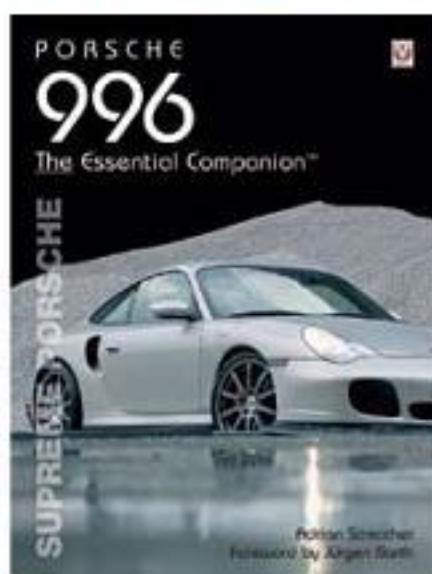
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Index

- AAR [184, 180, 196](#)
Aase, Dennis [26](#)
Abarth [9, 10](#)
Acheson, Kenny [167, 173, 181, 188](#)
ADA Engineering [187, 188](#)
Adamowicz, Tony [56](#)
Adams, Jim [28, 95](#)
Adams, Nick [204](#)
Agusta, Ricardo [231](#)
Ahrle, Andre [222](#)
Aiello, Laurent [228, 230, 231](#)
Akin, Bob [57, 60, 73, 74, 76, 117, 128, 138, 139](#)
Alba [114](#)
Alboreto, Michele [66, 67, 78, 94, 95, 130, 184-186, 214, 221, 222, 229](#)
Alex Job Racing [237, 247-249, 251, 258, 261](#)
Alfa Romeo [17, 29, 38, 40, 41, 83, 174, 244](#)
Allam, Jeff [95](#)
Allard [187](#)
Alliot, Frederic [66](#)
Alliot, Philippe [67, 107, 181, 188, 194](#)
Almeras, Jacques [102, 114](#)
Almeras, Jean-Marie [102, 114](#)
Almeras Racing Team [75, 187, 188](#)
ALMS [236, 240, 241, 247-249, 254, 257, 258, 262, 263](#)
Alpha Racing [171](#)
Alpine (-Renault) [28, 29, 47, 51](#)
Altenbach, Otto [179, 193, 194](#)
Altman, Gary [28](#)
Altman, Mark [28](#)
Alzen, Uwe [189, 195, 203, 228, 230, 231, 235, 236](#)
AMG [219, 225](#)
Amonim, Ni [218](#)
Ampferer, Herbert [206, 208](#)
'Amphicar' [40, 42](#)
Anastasio, Pasquale [40](#)
Anderstorp [29, 227](#)
Andial [23, 76, 104, 117, 128, 161, 162, 168, 175, 189](#)
Andretti, John [156-158, 168, 174, 175, 181](#)
Andretti, Mario [102, 103, 116, 117, 156-158, 162, 168, 174, 181, 203, 204, 206, 241](#)
Andretti, Michael [102, 116, 117, 156-158, 168, 181](#)
Andrews, Phil [252](#)
Andruet, J-C [28](#)
Andskar, Steven [166, 173, 180](#)
Annasi-Muenz, P [246](#)
Anzeloni, Giovanni [40](#)
Ara, Seiji [252, 257](#)
Argo [174](#)
Arrows [184](#)
Art Corporation [181](#)
Artina, Silvio [40](#)
Ascari [246, 247, 252](#)
Asch, Roland [149, 162, 183](#)
Aschenbrenner, Peter [28](#)
Aston Martin [83, 96, 165](#)
Attwood, Richard [14](#)
Auberlen, Bill [224](#)
Audi [236, 240, 243, 244, 247, 248, 252, 254, 255, 257, 258, 260, 261, 265](#)
Australian Grand Prix [142](#)
Austrian Grand Prix [130, 141, 153](#)
Austro-Daimler [6, 7](#)
Auto Union [6, 7, 123](#)
Autoglass [145](#)
Automobil CMT [52](#)
Autopolis [180, 181](#)
Autocourse [198](#)
Autosport [108](#)
Ayari, Soheil [252](#)
Baas, Ian [261](#)
Babini, Fabio [244, 246](#)
Bailey, Julian [167, 173, 233](#)
Baker, Wayne [28, 104](#)
Baldi, Mauro [94, 95, 114, 127, 128, 135, 138, 150, 151, 159-161, 167, 173, 174, 181, 188, 194, 199-201, 233, 238, 239, 244, 248](#)
Ballot-Lena, Claude [23, 40, 51, 133, 137, 167](#)
Barberio, Pasquale [57](#)
Barbour, Dick [42, 55, 57, 60, 66-68, 72, 240](#)
Barcelona [233, 238, 246, 248](#)
Barilla, Paulo [114, 115, 124, 127, 133, 138, 159, 160](#)
Bernard, John [118, 152](#)
Barth, Edgar [8](#)
Barth, Jurgen [29, 31, 32, 34, 37, 38, 51, 53, 61, 63-67, 75-77, 89, 94, 153, 176, 191, 194, 198, 212, 226, 241](#)
Bauer, John [67, 68](#)
Beaverbrook, Max [226](#)
Beguin, Bernard [62](#)
Behra, Jean [8](#)
Belga [94](#)
Belgian Grand Prix [153](#)
Bell, Derek [23, 64, 65, 67, 73, 75-78, 92, 94-96, 98, 100-103, 108-112, 114, 115, 117, 123, 124, 127-129, 131-133, 135, 137, 138, 140, 143-147, 149-152, 156, 158, 159, 168, 171, 174, 178-182, 184, 187, 201, 206](#)
Bell, Justin [181, 187, 206](#)
Bellof, Stefan [98, 101-103, 108-115, 123, 126, 127, 131](#)
Bentley [244, 248, 251, 253, 254](#)
Bentley, Ross [239](#)
Benusiglio, Mario [94](#)
Beretta, Olivier [248](#)
Berg, Ernst [40](#)
Berger, Wolfgang [16](#)
Bergmeister, Jorg [246, 248, 249, 252, 254, 261](#)
Bergstrom, Bob [28](#)
Bernard, A-M [62](#)
Bernard, Eric [233](#)
Bernhard, Peter [40, 67](#)
Bernhard, Timo [242, 247-249, 252, 254, 257, 258, 261, 266](#)
Berridge, Bob [248](#)
Bertapelle, Valentin [27, 114](#)
Bertuzzi, Aldo [127](#)
Berville, Roland [241](#)
Bez, Ulrich [164, 191](#)
BF Goodrich [95, 128-130, 138, 140, 161, 168](#)
Biela, Frank [261](#)
Bienvault, Michel [114](#)
Binder, Roland [81, 96](#)
Bishop, John [152](#)
Bjork, Thed [242](#)
Bleiminger, Gunter [226](#)
Bleynie, Gerard [56](#)
Blue Coral [219](#)
Blundell, Mark [167, 173, 188](#)
BMW [21-24, 29, 34, 36, 40, 42, 44, 46, 47, 50, 56, 57, 64, 66, 67, 74, 76-79, 81, 84, 94, 95, 98, 102, 110, 193, 198, 203, 215, 217, 219, 224, 236, 240, 242, 244, 247, 258, 265, 266](#)
Boesel, Raul [150, 151, 181](#)
Bohn, Arno [186, 191](#)
Bond, Rusty [53, 56](#)
Borkowski, Mike [254](#)
Bosch [29](#)
Bosch, John [252](#)
Bott, Helmuth [27, 79, 99, 124, 131, 153, 164, 191](#)
Bouchut, Christophe [188, 194, 206, 207, 221](#)
Boullion, J-C [246-248, 252, 261](#)
Bourdais, Sebastien [248](#)
Bourdillat, Georges [67](#)
Bourgoignie, Claude [26, 77, 94](#)
Boutinaud, Raymond [114](#)
Boutsen, Thierry [98, 102, 114, 127, 137, 138, 194, 199, 201, 206, 214-216, 218-220, 232, 236](#)
BPR [198, 203, 212, 215, 225, 233](#)
Brabham [119, 152](#)
Brabham, David [181, 188](#)
Brabham, Geoff [162, 168, 184, 194, 206](#)
Brabham, Jack [162](#)
Brambilla, Vittorio [29, 40](#)
Brands Hatch [36, 55, 57, 62, 66, 76, 78, 83, 95, 107, 111, 114, 128, 133, 138, 149, 151, 158, 160, 165, 167, 174, 181, 189, 215](#)
Branitzki, Heinz [186](#)
Brasseur, Claude [141](#)
Brassfield, Darin [140](#)
Brawn, Ross [210](#)
Brazilian Grand Prix [118, 130, 141, 153](#)
BRDC [53, 193, 198, 203, 216, 219, 226, 233, 238, 243](#)
Brezinka, Rainer [67](#)
Bridgestone [184, 197](#)
British Grand Prix [130, 141, 153](#)
BRM [187](#)
Brno [158, 160, 223, 227, 233, 239, 243, 246, 248](#)
Bross, Helmut [29](#)
Bruce Leven Racing [23](#)
Brumos [36, 52, 60, 183, 184, 190, 196, 201, 207, 241, 254, 258, 265](#)
Brun, Walter [102, 114, 137, 138, 159, 160, 164, 165, 171, 172, 177](#)
Brun Motorsport [102, 110, 111, 115, 123, 128, 131, 135-137, 143, 149, 151, 156, 158-160, 164-166, 170-172, 177, 180](#)
Brundile, Martin [127, 151, 159, 160, 173, 181](#)
Brunn, Siegfried [63, 64, 66, 67, 74, 76, 81](#)
Bryne, Tommy [248](#)
Bryner, Lilian [201, 233, 239, 246](#)
Buckler, Kevin [239, 248, 252, 254](#)
Buenos Aires [24, 83](#)
Bugatti [198](#)
Buncombe, Jonathon [28](#)
Bundy, Doc [94, 95, 197](#)
Burt, Kelvin [243](#)
Busby, Jim [74, 76, 94, 95, 168](#)
Busby Racing [168](#)
Bussi, Christian [57, 66, 76](#)
Caffi, Alex [185, 233, 246, 252](#)
Calderari, Enzo [56, 57, 94, 195, 201, 233, 239, 244](#)
Camillet, Roger [66-67](#)
Campbell-Walter, J [233](#)
Canadian Grand Prix [141](#)
Canapa, Bruce [53, 56](#)
Canon [109, 111, 125](#)
Capello, Rinaldo [257](#)
Carrera Panamericana [2](#)
CART [68, 72, 153, 154, 162, 163, 169, 174, 175, 184, 186](#)
Casoni, Mario [42](#)
Cattaneo, Luca [246](#)
Cavallieri, Giorgio [102](#)
Ceravolo, Giampaolo [40](#)
Champion Racing [235, 236, 248](#)
Chapman, Jim [181](#)
Charles Ivey Racing [63, 73, 91, 101](#)
Charlotte [117, 129](#)
Charnell, Anthony [57](#)
Chateau, Cynil [242](#)
Chauvin, Bernard [221](#)
Cheever, Eddie [66, 67, 137, 138, 150, 151, 159, 160](#)
Chelli, Victor [62](#)
Chevrolet [41, 47, 62, 73, 78, 81, 96, 117, 140, 161, 162, 168, 169, 175, 190, 198, 224, 247, 254, 260](#)
Chevron [40, 42, 47, 57, 62](#)
Chrysler [226, 228, 233, 238, 243, 248](#)
Cicale, Tony [169](#)
Cisitalia [2](#)
Clark, Peter [28](#)
Cleare, Richard [66, 67, 78, 92, 94, 95, 98](#)
Cleveland [175](#)
Cobb, Price [140, 152, 160, 161](#)
Collard, Emanuel [211, 216, 220, 222, 233, 235, 251, 261, 266](#)
Collin, Phillip [239](#)
Collins, Ben [246, 247](#)
Coloni, Enzo [57](#)
Columbus [129](#)
Comas, Erik [263](#)
Cook, Jim [66](#)
Cooke, Ralph [26, 27, 95](#)
Cooper, John [62, 73, 76-78, 94, 95, 102](#)
Coppelli, Almo [114, 222, 231](#)
Cord, Chris [28](#)
Cottaz, Didier [223, 248](#)
Cougar [147, 150, 164](#)
Courage [164, 178, 203, 204, 206, 214, 221, 223, 227, 236, 246-248, 252](#)
Courage, Yves [150](#)
Craft, Chris [28](#)
Crang, Neil [67, 76, 78](#)
CRC Chemicals [68](#)
Croft [226, 238](#)
CSI [28](#)
Cuiti, Gabriele [94](#)
Cunningham, Brian [261](#)
Dacco, Guido [114](#)
Dahmen, H-J [201](#)
Dallara [248](#)
Dalmas, Yannick [181, 188, 189, 194, 199-201, 206, 214, 216-220, 226, 229](#)
Dauer [143, 160, 199-201](#)
Dauer, Jochen [160, 199](#)
Davidoff [219](#)
Davis, Jamie [257](#)
Daytona [17, 21, 24, 32, 42, 47, 48, 53, 56, 62, 63, 66, 69, 73, 76, 78, 96, 104, 116, 117, 128, 129, 134, 138, 140, 152, 163, 168, 174, 181, 189, 191, 195, 201-203, 206-208, 210, 215, 224, 232, 238, 239, 241, 242, 247, 248, 250, 252, 254, 258, 265](#)
DBA [252](#)
De Cadenet, Alain [40, 53, 56, 64, 66](#)

De Castro, Antonio [246](#)
De Cesaris, Andrea [78, 128, 137](#)
De Dryver, Bernard [150](#)
De Lesseps, Ferdinand [188, 241](#)
De Lorenzi, Andrea [233](#)
De Narvaez, Mauricio [66, 67](#)
De Orleans, Alfonso [227, 233](#)
De Radigues, Didier [239](#)
De Thoisy, Pierre [194](#)
De Tomaso [203](#)
De Villota, Emilio [78, 138](#)
Dean, Richard [226](#)
DeLauray, J-P [56](#)
Dennis, Ron [118](#)
Depailler, Patrick [29](#)
Derichebourg, B [247, 248](#)
Detroit [153, 175](#)
Dick Barbour Racing [42, 53, 55, 60, 67, 240-242](#)
Dickens, Stanley [138, 150, 159](#)
Diepholz [160](#)
Diesdonna, Pierre [78](#)
Dijon [24, 29, 34, 38, 40, 44, 53, 54, 56, 67, 76, 163, 167, 171, 173, 248](#)
Dini, Spartaco [40](#)
Dodge [203, 236, 242](#)
Dome [128, 246-248, 252](#)
Donington Park [165, 167, 172, 173, 188, 189, 194, 223, 222, 233, 239, 247, 252](#)
Donnelly, Martin [158](#)
Donohue, David [254](#)
Donohue, Mark [254](#)
Donovan, Robert [201](#)
Doran [239, 242](#)
Doran, Edgar [56, 57, 66, 67, 74, 76, 79, 94, 102](#)
Dornier [84](#)
Downing, Jim [78](#)
Drees, Klaus [35, 84](#)
Drolsom, George [26](#)
Dron, Tony [64, 67, 72, 76, 77, 92, 94, 95](#)
Drudi, Luca [242, 244](#)
Duge, H-P [56](#)
Dumas, Romain [257, 261](#)
Dunfries, Johnny [151, 159, 160](#)
Dunham, Jack [78](#)
Dunlop [25, 156](#)
Dupuy, Dominique [194, 198, 201](#)
Dyer, George [41](#)
Dyson, Rob [239](#)
Dyson Racing [174, 182, 184, 196](#)

Eagle [168, 189](#)
Earle, Steve [26](#)
Eberling, Dirk [194](#)
Ecurie Escargot [32](#)
Edwards, Guy [67, 78, 114](#)
Egon Evertz Racing [24](#)
Eichmann, Bruno [193, 203, 214, 216, 218, 222](#)
Electramotive [161](#)
Ennequin, Roland [62](#)
Ertl, Harald [50](#)
Essen Show [207](#)
Essex Petroleum [54, 56](#)
Estoril [29, 40, 47, 53, 243, 248, 252, 263](#)
European Grand Prix [107](#)
Eusser, Cor [173, 201](#)
Evans, Andy [221](#)
Evertz, Egon [22](#)

Fabcar [129, 132, 200, 254, 258, 265](#)
Fabi, Corrado [95](#)
Fabi, Teo [94, 95, 162, 167, 169, 174, 175, 181, 194](#)
Facetti, Carlo [56, 57](#)
Falk, Peter [68, 93, 99, 109, 124, 131, 153, 157](#)
Falken [259](#)
Fangio, J-M [141](#)
Farmer, Bill [234](#)
Faulkner, Damien [247](#)
Fernandez, Bonky [42](#)
Ferrari [10, 17, 43, 56, 81, 97, 105, 111, 119, 130, 132, 198, 202, 206, 208, 215, 223, 224, 227, 232, 233, 235, 236, 238, 242-244, 246-248, 251, 254, 255, 260](#)
Ferte, Alain [173](#)
Ferte, Michel [181](#)
FIA [17, 18, 21, 23, 24, 27, 30, 32, 38, 41, 43, 47,](#)

[52, 62, 67, 84, 137, 152, 162, 193, 215, 217, 225, 226, 233, 238, 243, 244, 247, 248, 251, 252, 254, 255, 258, 260](#)
Field, Ted [53, 56, 66-69, 78, 94](#)
Filanino, Roberto [29](#)
Fillbert, Nicolas [238, 239](#)
Finotto, Martino [56](#)
FISA [83, 108, 116, 121, 131, 163, 170, 189, 191](#)
Fischhaber, Anton [26](#)
Fitzgerald, Mike [239, 242, 247](#)
Fitzpatrick, John [34-36, 42, 50, 53, 56, 61, 66-68, 73, 74, 76, 92, 94, 95, 101, 102](#)
Fitzpatrick Racing [101, 109, 117, 129, 137, 143, 199](#)
Flegl, Helmut [16, 68, 72, 157, 169, 175](#)
Flux, Ian [252](#)
Flying Lizard Motorsports [258, 262](#)
Follmer, George [29, 30, 137](#)
Footwork [184-186](#)
Forbes-Robinson, E [57, 239](#)
Ford (Cosworth) [12, 40, 56, 66, 68, 72, 73, 78, 79, 81, 83, 96, 105, 140, 152, 154, 167, 170, 173, 186, 188, 208, 232, 236, 239, 244](#)
Formato, Gary [238, 239, 246](#)
Foster's [175](#)
Fouche, George [123, 164, 167, 180](#)
Foyt, A J [128](#)
France, Jamie [254](#)
Franchitti, Marino [243](#)
Francia, Giorgio [40, 47, 57, 67, 76, 78, 94](#)
Francioni, Filippo [239](#)
Francisci, Claudio [42](#)
Frank, Werner [68](#)
Frankfurt Show [64, 104, 119, 141, 154, 192, 199, 246](#)
Freisinger Motorsport [238, 252](#)
French Grand Prix [13, 141, 153](#)
Frenzen H-H [123](#)
Friebel, F-R [94](#)
Fuhrmann, Dr Ernst [15, 16, 27, 62, 64, 66, 195](#)
Fuji Speedway [83, 95, 97, 101, 102, 113, 115, 128, 132, 135-138, 149, 151, 159, 160](#)
Fujita, Nozhiro [102, 103](#)
Fukuyama, Hideo [240](#)

Gabbiani, Beppe [248, 252](#)
Gabel, Scooter [239](#)
Gachot, Bertrand [181, 221](#)
Gall, Helmut [102](#)
Gallo, Marcello [47, 66](#)
Garcia, Tony [56, 60, 66, 67](#)
Garretson, Bob [67, 73, 76-79](#)
Gartner, Jo [133, 137, 139](#)
Gelo Racing Team [23, 30, 32, 34, 35, 40, 42, 44, 46, 47, 53, 55](#)
Gendebien, Olivier [132](#)
Geneva Show [13, 105, 232, 234](#)
German Grand Prix [105, 141, 153](#)
'Gero' [52](#)
Ghinzani, Piercarlo [95, 138](#)
Giacomelli, Bruno [123](#)
'Gianfranco' [40](#)
'Gimax' (Franchi, C) [29, 47, 66, 76, 78](#)
Glase, Christian [239](#)
Glückler [2](#)
Godel, Horst [28](#)
Goodyear, Scott [206, 214, 254](#)
Gordillo, Luis [26](#)
Goueslard, Patrice [222](#)
Gouhier, Joel [137, 194](#)
Gounon, J-M [222, 233, 246, 247](#)
Grandet, Cyril [56](#)
Grano, Umberto [94](#)
Grassi, Ruggero [246](#)
Greasley, John [193, 219, 226](#)
Green, Larry [67](#)
Gregg, Peter [36, 38, 42, 47, 48, 51, 60, 64, 68](#)
Gregg, Simon [239](#)
Grimaldi, Enrico [56](#)
Grohs, Harald [66, 67, 73, 76-79, 94, 114](#)
Gruppe M Racing [260](#)
GTI Engineering [74, 93, 111, 115, 124, 128, 129, 132, 164](#)
Guerin, Jacques [56, 66, 76](#)
Guidici, Gianni [122](#)
Guillot, Jacques [102](#)

Guinand, Gilles [114](#)
Gulf [13, 63, 201, 203, 210](#)
Gunnar Racing [181, 250, 258](#)
Gurney, Dan [10, 13, 174](#)
G&W Motorsports [238](#)

Hagiwara, Akira [128](#)
Hahne, Armin [198, 222](#)
Hakkinen, Mika [195](#)
Haldi, Claude [56, 67, 102, 110, 114, 142, 149](#)
Hall, Charles [252](#)
Halliday, Liz [252](#)
Hamelmann, Jurgen [102](#)
Hansen, D [84](#)
Haran, Jacky [27](#)
Harrier [203, 216, 238](#)
Harvey, Tim [123, 238](#)
Hasemi, Masahiro [123](#)
Haupt, Hubert [238](#)
Haywood, Hurley [37, 38, 41, 51, 53, 56, 58, 60, 73-78, 94, 100, 102, 117, 129, 180, 181, 183, 184, 194, 197, 199-201, 207, 250, 254](#)
Heger, Alfrid [110, 114, 195](#)
Heid, Gerhard [224](#)
Heimath, Ludwig [36, 47](#)
Helary, Eric [188, 194, 204, 206, 222](#)
Helsinki [217, 218](#)
Hendricks, Shawn [203](#)
Henn, Preston [64, 72](#)
Henry, Jacques [40](#)
Henzler, Wolf [252, 256, 258](#)
Herbert, Johnny [181, 188, 257](#)
Herman, Terry [66](#)
Herrmann, Hans [11, 14](#)
Hoyer, Hans [23, 42, 46, 56, 67, 95, 102, 114](#)
Hezemans, Toine [23, 28, 30, 35, 42, 46, 50](#)
Hillebrand, Val [246-248](#)
Hindery, Leo [263](#)
Hinze, Marty [26](#)
Hobbs, David [76, 92, 94, 95, 101, 102, 114, 117, 158](#)
Hocheuter, Fritz [62](#)
Hockenheim [31, 36, 38, 41, 47, 68, 102, 105, 118, 125, 127, 160, 183, 217, 226](#)
Hoffman, Max [2](#)
Hoier, Horst [94](#)
Holbert, Al [21, 41, 64-66, 73, 74, 76, 94, 98, 100, 102-104, 117, 125, 127-128, 132, 137, 140, 142, 150, 152, 154, 162, 168, 181](#)
Holbert Racing [117, 128, 129](#)
Holup, Gerhard [56, 66, 74, 76](#)
Homestead [236, 254](#)
Honda (Acura) [118, 130, 142, 153, 162, 189, 198](#)
Hoshino, Kazuyoshi [128, 231](#)
Hoskins, Rob [26](#)
Hoy, Will [188](#)
Huisman, Patrick [201, 223, 235, 236](#)
Hungarian Grand Prix [141, 153](#)
Hungaroring [160](#)
Hurtgen, Claudia [238, 241](#)
Huysman, H [162](#)

Ickx, Jacky [17, 22, 24, 28, 29, 31-32, 34, 36-38, 41, 46-48, 50, 51, 56, 58, 64, 66, 67, 75, 77, 89, 92-96, 98, 103, 108, 109, 111-115, 119, 123, 128, 131, 137, 141](#)
Ilmor [185](#)
Imola [28, 29, 32, 34, 40, 47, 113-115](#)
IMSA [21, 30, 41, 47, 51, 60, 67, 68, 74, 76, 81, 83, 96, 104, 108, 116, 117, 121, 128, 131, 138, 140, 141, 142, 152, 156, 161-163, 174, 181-184, 189, 190, 195, 196, 198, 202, 203, 206, 208, 210, 215, 217, 224, 232, 236](#)
Indianapolis [60, 72, 154, 162, 169, 174, 175](#)
Interscope Racing [53, 69, 72, 73](#)
Intersport Racing [264](#)
Irvine, Eddie [201](#)
Istanbul [260](#)
Italian Grand Prix [130](#)

Jabouille, J-P [29, 188, 194](#)
Jaguar [36, 83, 104, 117, 124, 127-129, 131, 132, 135-138, 140, 143-145, 147, 149-152, 156, 162, 165, 168, 170, 174, 177, 178, 181, 182, 187, 189, 190, 194, 198, 206, 210, 233](#)

Jahn, Armin [56, 67](#)
Jantke, Manfred [17, 27, 38, 46, 72, 86, 186](#)
Japanese Grand Prix [153, 186](#)
Jarama [38, 47, 144, 150, 156, 159, 164, 167, 171, 194, 198, 223, 226](#)
Jarier, Jean-Pierre [29, 40, 198](#)
Jaussaud, J-P [40, 67](#)
Jeanette, Kevin [181](#)
Jelinski, Frank [137, 138, 150, 159, 160, 163, 166, 167, 170, 171, 173, 178, 181](#)
Jenkinson, Denis [52](#)
Jenner, Bruce [67](#)
Jerez [133, 138, 144, 150, 156, 159, 179](#)
JGTC [240, 242](#)
JLP Racing [64, 73, 86](#)
JMS Racing Team [40](#)
Joest [28, 38, 47, 53, 55, 56, 62-64, 73, 74, 76, 81, 83, 84, 93-95, 98, 101, 102, 109, 115, 117, 125, 128, 132, 133, 135-137, 140, 143, 145, 149, 156-158, 160, 161, 163-167, 170-173, 177, 178, 181, 182, 184, 189, 190, 195, 196, 210, 211, 214, 220, 222, 223, 227, 228, 243](#)
Joest, Reinhold [28, 29, 31, 47, 51, 53, 54, 56, 57, 62, 64, 66-68, 72, 74, 75, 77, 83, 100, 211, 222](#)
Johansson, Stefan [102, 153, 160, 221-223, 229](#)
Johnson, Amos [78](#)
Johnson, Bill [26](#)
Jolly Club [37, 53](#)
Jones, Alan [115](#)
Jones, Davy [173, 181, 213, 214](#)
Jones, Richard [92, 94, 204](#)
Joosen, Eddy [78](#)
Jordan, Eddie [26, 95](#)
Judd [177, 180, 233, 239, 242, 244, 246-248, 252, 260, 261](#)
Justice, J-C [62](#)
J3 Racing [249](#)

Kaffer, Pierre [252](#)
Kageyama, Masahiko [231](#)
Kassel [31, 68](#)
Katayama, Yoshimi [103](#)
Kato, Hiroki [246, 247](#)
Kaufmann, Wolfgang [226, 238, 243, 247](#)
Kauwertz, Wolfgang [35](#)
Keegan, Rupert [114](#)
Kelleners, Helmut [29, 94, 198](#)
Kelleners, Ralf [198, 203, 211, 214, 216, 217, 219, 220, 233, 236, 239, 252](#)
Kendall, Chuck [26](#)
Kennedy, David [78](#)
Kenwood [122](#)
Kessel, Boris [193, 194](#)
Ketterer, Mario [56, 26](#)
Kinnunen, Leo [22](#)
Kline, Jeff [23, 76](#)
Kofel, Edi [46, 56-57, 76, 77, 91, 94, 95](#)
Koll, William [66, 73, 76](#)
Konrad, Franz [114, 162, 195, 204, 207, 223, 239](#)
Konrad Motorsport [42, 177, 178, 195, 236](#)
Kox, Peter [222](#)
Kraus, Ernst [28, 29, 31](#)
Kremer [23, 32, 34, 36, 40, 42, 44, 46, 50, 53, 55, 59, 60, 63, 64, 73-75, 94, 98, 101, 102, 123, 125, 127, 128, 133, 137, 143, 144, 147, 151, 156, 158, 164-167, 170, 172-174, 177, 179, 180, 182-189, 194, 195, 199, 201, 203, 204, 206-208, 212, 217, 221, 223, 227, 228, 231, 233, 235, 236](#)
Kremer, Erwin [47, 55, 151, 177, 179, 180, 207](#)
Kremer, Manfred [47, 55, 151, 207](#)
Kristen, Hartmut [224, 263, 265](#)
Kristensen, Tom [221, 222, 257, 257, 261](#)
Krosnoff, Jeff [201](#)
Kruker, Jean [110, 114](#)
Kudzu [215](#)
Kuhn-Weiss, Heinz [102](#)
Kurosawa, Haruki [256, 257](#)
Kussmaul, Roland [119, 141, 172](#)
Kyalami [97, 102, 103, 107, 115, 227, 233, 239](#)

Lacava, Greg [66](#)

Laffite, Jacques [29, 198](#)
 Lagniez, J-C [215, 222](#)
 Lagorce, Franck [248, 252](#)
 Laguna Seca [68, 117, 129, 140, 152, 154, 175, 184, 196, 217, 236, 242, 262, 266, 265](#)
 Lambert, Bruno [240](#)
 Lamborghini 198
 Lammers, Jan [107, 134, 115, 128, 138, 150, 151, 159, 160, 167, 173, 188, 246-248, 252](#)
 Lamy, Pedro [222](#)
 Lancia [17, 27, 55-57, 62-64, 66, 67, 73, 74, 76, 78, 79, 83, 90, 91, 93-98, 101, 102, 109, 111, 114, 115, 123, 124, 127, 128, 131, 132, 137, 143](#)
 Land, Wolfgang [176, 183](#)
 Lanier, Randy [117](#)
 Larbie Competition 198, 202
 Larini, Nicola [233](#)
 Larrauri, Oscar [123, 127, 137, 138, 145, 149-151, 159, 165-167, 171, 172, 174, 177, 189, 190](#)
 Las Vegas [236, 237](#)
 Lassig, Jurgen [56, 66, 67, 74, 76, 77, 94, 150, 201, 207, 208, 221](#)
 Lateste, Michel [134](#)
 Lauda, Niki [105, 107, 118, 130, 141](#)
 Lausitzring [238, 252](#)
 Lavaggi, Giovanni [164, 167, 187, 188, 194, 195, 207, 208, 221, 233, 238, 239, 246](#)
 Law, Darren [239](#)
 Le Mans [7, 10-12, 14, 17, 24, 25, 27-29, 37, 38, 41, 46-49, 53-56, 58-60, 62, 64-68, 73, 75-77, 79, 80, 83, 86, 88, 90-95, 99-102, 109-111, 114, 123-125, 127, 132-138, 143, 145-147, 149, 150, 156-159, 161, 163, 164, 166, 170-172, 177-179, 181, 187, 188, 193, 194, 198, 200, 201, 203, 204, 206, 209-215, 217, 218, 220-223, 226-231, 234-236, 240, 244, 248, 251, 252, 255-258, 260, 261](#)
 Lechner, Walter [151, 167, 174](#)
 Leclere, Michel [64, 66, 67](#)
 Leconte, Jack [194](#)
 Lees, Geoff [188](#)
 Lehto, J J [129, 306, 257, 261](#)
 Leim, Kenneth [102, 114](#)
 Leitinger, Bruce [232](#)
 Lemoyne, Dominique [119, 141](#)
 Leven, Bruce [60, 67, 73, 74, 76, 117](#)
 Lexington [162](#)
 Libert, Jean-Paul [66, 94](#)
 Lieb, Marc [242, 251, 256, 260, 261](#)
 Lienhard, Fred [239](#)
 Ligonnet, Michel [226, 231, 241](#)
 Lime Rock [117, 129, 152, 161, 184, 189, 196, 236](#)
 Liqui Moly [137, 144, 149, 150](#)
 Lister [226, 233, 238, 248](#)
 Lister, Geoff [226, 233](#)
 Lloyd, Richard [76-78, 91, 94, 95, 102, 109, 111, 127, 128, 137, 149, 156, 158, 164, 166, 170, 172, 177](#)
 Loewe, Herbert [56](#)
 Lola [29, 31, 40, 53, 56, 66, 67, 78, 79, 81, 83, 96, 117, 138, 140, 162, 187, 233, 236, 239, 247, 248, 252, 261, 264](#)
 Lombardi, Lella [40, 56, 57, 76, 78](#)
 Londono, Ricardo [66](#)
 Long, Patrick [257, 261](#)
 Long Beach [162, 169, 174](#)
 Loos, Georg [46](#)
 Lopez, Tomas [180](#)
 Lorper, Matthias [67, 94](#)
 Lotus [69, 190, 197, 198](#)
 Lovett, Pete [76](#)
 Löwenbräu [117, 138, 140, 152](#)
 Loxton, Glenn [95](#)
 Luby, Kurt [226](#)
 Lucchini [239, 252](#)
 Ludwig, Klaus [46, 50, 55-57, 59, 81, 109, 114, 123, 124, 127, 133, 135, 137, 138, 152, 156, 158-160](#)
 Lühr, Lucas [239, 240, 247-251, 254, 255, 261, 265, 266](#)
 Lungert, Brett [57](#)
 Lupberger, Werner [246, 247, 252](#)

Maassen, Sascha [239, 248, 249, 251, 254, 255, 257, 258, 261, 265](#)
 Mach One Racing [203](#)
 MacQuillan, Gerard [204](#)
 Maglioli, Umberto [8](#)
 Magny Cours [179, 181, 188, 189, 233, 239, 246, 248](#)
 Mainz [31](#)
 Malcher, J-P [205](#)
 Mandeville, Roger [28](#)
 Mansell, Nigel [142](#)
 Manthey, Olaf [126](#)
 Manthey Racing [235, 237, 266](#)
 Marazzi, Roberto [67](#)
 March [29, 83, 95, 104, 117, 128, 133, 140, 154, 155, 162, 169, 174](#)
 Marchart, Horst [191, 211](#)
 Marcos [203, 216, 238](#)
 Maritz, Rolf [57](#)
 Marlboro [98](#)
 Marshall, Danny [230](#)
 Marshall, Steve [239](#)
 Martin, Jean-Michel [67, 83, 94](#)
 Martin, Philippe [67, 83, 94](#)
 Martini Int. Racing [15, 17, 23-27, 29, 37, 38, 39, 36, 51, 65, 66, 73, 90, 123, 128](#)
 Martini, Mauro [201](#)
 Martini, Pierluigi [214, 223](#)
 Martinolle, Guy [214, 215, 222](#)
 Maserati [255, 260](#)
 Mass, Jochen [17, 22, 24, 28, 29, 31, 32, 34, 36, 38, 46, 48, 53, 56, 74, 75, 77, 81, 89, 92, 94, 95, 98, 99, 101-103, 108-115, 123-128, 131-133, 136, 137, 143-145, 149-152, 159, 160, 162, 167, 173, 174, 181](#)
 Mastropietro, Renato [201](#)
 Maury-Laribiere, J-L [221](#)
 Max Moritz Racing [23, 40, 46](#)
 Maylander, Bernd [207, 235](#)
 Mazda [53, 62, 68, 78, 117, 159, 178, 181, 187-189, 215, 242](#)
 Mazzacane, Gaston [233](#)
 McFarlin, Rob [57, 60, 73, 76](#)
 McGlynn, Tom [239](#)
 McKellar, Ian [248](#)
 McKittrick, Skeeter [76](#)
 McLaren [29, 104-108, 118, 119, 130, 141, 147, 152, 153, 162, 184, 198, 203, 204, 206, 212, 215-217, 219, 222, 226, 231](#)
 McLaren, Iain [47](#)
 McNish, Allan [219, 226, 228, 230, 231, 236, 261](#)
 McQueen, Steve [13](#)
 Meadowlands [169, 175](#)
 Mears, Rick [56, 75, 78](#)
 Meixner, Ronny [194, 196](#)
 Mello-Breyner, M [227](#)
 Mello-Breyner, P [222](#)
 Mello-Breyner, T [222](#)
 Memminger, Georg [94, 95, 102](#)
 Mendez, Luis [68](#)
 Menzel, Christian [247](#)
 Mercedes (-Benz) [29, 83, 132, 137, 138, 144, 154, 159-161, 163-167, 170-174, 177, 178, 180, 181, 185, 187, 217, 219, 225](#)
 Merl, Volkert [53, 56, 57, 62, 66, 68, 77, 94, 95](#)
 Merzario, Arturo [29, 40](#)
 Metzge, Rene [94, 119, 120, 133, 137, 143, 147, 149](#)
 Mexican Grand Prix [142, 153, 179-181](#)
 Mexico City [166, 167, 173](#)
 Mezger, Hans [27, 104, 106, 152, 153, 185, 261](#)
 MG [261](#)
 Miami [117, 128, 152, 154, 161, 168, 182, 189, 196, 197](#)
 Michigan [117, 169](#)
 Mid-Ohio [117, 129, 152, 161, 169, 184, 190, 196, 236](#)
 Migault, Francois [56, 77](#)
 Mignot, Marcel [95](#)
 Millard, Mike [252](#)
 Miller [140, 168](#)
 Miller, Kenper [137](#)
 Miller, Paul [36](#)
 Milwaukee [162, 169, 175](#)
 Minassian, Nicolas [248](#)

Minter, Milt [66, 76](#)
 Mirage [40](#)
 Misaki, Kiyoshi [95](#)
 Misano [46, 226, 227](#)
 Modena (UK) [181](#)
 Momo [182, 184](#)
 Monaco Grand Prix [130, 141, 153, 195](#)
 Moncini, Emanuel [233](#)
 Mondello Park [247](#)
 Moneytron [174, 185](#)
 Mont-Tremblant [254](#)
 Montagny, Franck [248](#)
 Montalvo, Juan [56](#)
 Monte Carlo Rally [51](#)
 Montgoletsi, John [233](#)
 Montgomery, Mark [239](#)
 Montgomery [203](#)
 Montreal [172-173](#)
 Monza [28, 29, 38, 40, 47, 63, 64, 66, 73, 74, 76, 83, 84, 94, 96-98, 102, 106, 108, 109, 114, 123, 127, 131, 132, 137, 142-144, 150, 153, 156, 159, 170, 173, 177, 181, 187, 188, 233, 238, 243, 244, 246, 252, 255](#)
 Moreschi, Luigi [47, 76, 78](#)
 Moretti, Gianpiero [47, 94, 95, 179, 180, 182, 184, 189, 190](#)
 Morimoto, Akio [128](#)
 Morrison, John [214](#)
 Morton, John [56, 137, 140, 239](#)
 Mosport Park [24, 29, 36, 38, 47, 56, 67, 76, 78, 111, 114, 124, 125, 127, 208, 236](#)
 Most [102, 167, 181, 189, 194](#)
 MotorSport [55, 83](#)
 Mugello [21, 22, 32-34, 42, 53, 56, 63, 66, 73, 76, 83, 95, 123, 127, 131, 189, 194, 219](#)
 Mugen-Honda [186](#)
 Müller, Dirk [235, 237, 239, 240, 247](#)
 Müller, Fritz [94, 95, 102](#)
 Müller, Herbert [66, 74](#)
 Müller, Jorg [228, 230, 231](#)
 Murphy, Greg [234](#)
 Murray, David [207](#)
 Murray, Gordon [152](#)
 Murry, David [229](#)
 Muscioni, Enrico [252](#)
 Mussato, Gianni [123](#)

Naddeo, Giancarlo [47](#)
 Nagoro [252](#)
 Nakajima, Satoru [128](#)
 Nakako, Osamu [128](#)
 Nakamura, Masakazu [95](#)
 Nannini, Alessandro [95, 102, 114, 115, 127, 137](#)
 Naon, Albert [66](#)
 Nazareth [162](#)
 Nearn, Robert [234, 231](#)
 Needell, Tiff [137, 166, 187, 188](#)
 Neerpasch, Jochen [12, 21](#)
 Neiman, Seth [261](#)
 Neugarten, Michel [222](#)
 New Man [98](#)
 New Orleans [182](#)
 Newman, Paul [55, 57](#)
 Newman-Haas [169](#)
 Nicholas, J-P [51](#)
 Niedwiedz, Klaus [138](#)
 Nielsen, John [128, 151, 159, 160, 182, 188, 233, 238, 246, 247, 252](#)
 Nierop, Kees [147, 149](#)
 Nimrod [83, 96](#)
 Nishizawa, Kazuyuki [256, 257](#)
 Nissan (Datsun) [96, 115, 128, 152, 159, 161, 162, 165-168, 170, 173, 174, 181, 182, 184, 189, 190, 201, 202, 228, 231, 236, 244, 247, 252](#)
 Nisseki [180](#)
 Nissen, Kris [150, 151, 160](#)
 Norisring [41, 50, 68, 81, 133, 137, 147, 150, 162](#)
 Nürburgring [8, 9, 12, 14, 22, 23, 28, 29, 31, 34, 35, 46-48, 50, 55, 56, 64, 66, 73, 74, 77, 81, 83, 93, 94, 96, 98, 99, 101, 102, 110, 111, 114, 127, 136-138, 143, 149, 151, 158-161, 164, 165, 167, 172, 173, 181, 180, 201, 217, 218, 226, 227, 233, 239, 240, 243, 247, 255, 266](#)

Obermaier Racing [123, 137, 187, 188, 193, 194, 201](#)
 Obermossler, Jorg [40, 42](#)
 Oberndorfer, Peter [149](#)
 Obersto, Larry [247](#)
 Obrist, Albert [66](#)
 Offenhauser [168](#)
 Ogawa, Hitoshi [188](#)
 Oldsmobile [202, 224](#)
 Oliver, Jackie [29](#)
 Olofsson, Anders [173, 222](#)
 Omron [159](#)
 Ongais, Danny [53, 56, 66, 67, 69, 72, 137](#)
 Onori, Marco [56](#)
 Ontario Speedway [70, 72](#)
 Opel [90](#)
 Oppermann, Joachim [67](#)
 Oppermann, Jurgen [129, 193, 201](#)
 O'Rourke, Steve [26, 219](#)
 Orbell, Grant [233](#)
 Orbit Racing [258](#)
 Ordo, Manabu [256, 257](#)
 Orsi, Maurizio [56](#)
 Ortelli, Stephane [228, 230, 231, 248, 251, 257](#)
 Orti, Pao [243](#)
 Ortiz, Filipe [248, 252](#)
 Oschersleben [252](#)
 Osella [29, 40, 42, 47, 53, 56, 57, 66, 67, 73, 76, 78, 94](#)
 O'Steen, John [117, 236](#)
 Osterreicherung [46](#)
 Ostle, Arnold [90](#)
 Oulton Park [236, 238](#)
 Overby, Robert [58, 78](#)
 Ovey, David [102](#)

Page & Moy [215](#)
 Palau, Carlos [201](#)
 Pallavicini, Angelo [44, 56, 57, 66, 67, 76, 78](#)
 Palma, Toni [127, 137](#)
 Palmer, Jonathon [98, 102, 114, 115, 127, 150, 170, 173](#)
 Panoz [232, 236, 238, 240, 250](#)
 Panoz, Don [236](#)
 Pareja, Jesus [137, 138, 150, 164, 165, 167, 171, 172, 180, 194, 198, 201](#)
 Paris Salon [15](#)
 Paris-Dakar Rally [108, 119, 120, 130, 141, 176](#)
 Parnelli [69, 71](#)
 Patrese, Riccardo [57, 66, 67, 78, 94, 95, 102, 115, 127](#)
 Paul, John [48, 60, 64, 66-68, 76, 96](#)
 Paul Int. John [67, 68, 76, 96, 109, 114, 117, 182, 196, 239](#)
 Paul Ricard [27, 36, 38, 40, 89, 178, 191, 193, 211, 212, 226, 227](#)
 Pechnik, Lonnie [261](#)
 Pegasus Racing [250](#)
 Penske [162, 169, 262](#)
 Percy, Win [57, 216](#)
 Pergusa [20, 29, 40, 47, 55, 56, 76, 78, 94, 233](#)
 Peroni, Piergiuseppe [252](#)
 Perrier, Thierry [66, 67, 77, 114](#)
 Pescaroto 260-261
 Pescarolo, Henri [29, 37, 44, 46-48, 56, 64, 66, 67, 78, 94, 95, 109, 114, 115, 138, 167, 178, 181, 184, 195](#)
 Pescatori, Christian [233, 238, 239, 246, 247](#)
 Peter, Patrick [226](#)
 Peter, Philip [239](#)
 Petersen Motorsports [261, 262](#)
 Pettiti, Ermanno [29](#)
 Peugeot [170, 172, 177, 179, 181, 182-189, 193, 194, 244, 246-248, 252](#)
 Peugeot-Talbot Sport [189](#)
 Phoenix [162, 169, 185, 186, 196, 254](#)
 Piazza, Giuseppe [94](#)
 Piech, Ferdinand [13, 15](#)
 Pilette, Teddy [94](#)
 Pilgrim, Andy [192, 215, 222, 224, 236](#)
 Piquet, Nelson [64, 66, 77, 142, 153](#)
 Pirro, Emanuele [257, 261](#)
 Plankenhorn, Axel [55, 57, 66](#)
 Pobst, Randy [239, 247, 261](#)
 Pocono [117, 129, 160](#)
 Polak, Vasek [70, 162](#)

Policand, Jerome [223](#)
Pompidou, Xavier [231, 260](#)
Pontiac [168, 265](#)
Porsche, Butzi [11](#)
Porsche, Ferdinand [6, 7](#)
Porsche, Ferry [6, 7, 13, 74, 226](#)
Portland [117, 179, 161-162, 175, 184, 196, 236-237](#)
Portuguese Grand Prix [142, 153](#)
Posey, Sam [28](#)
Poulsen, Jorgen [94](#)
Premoli, Renato [246](#)
Preston Henn Racing [73, 104, 109, 117, 138](#)
Primagaz [145, 147, 179, 180](#)
Promec [252](#)
Prost, Alain [118, 130, 141, 142, 153](#)

Quaker State [154, 162, 169](#)
Quester, Dieter [29](#)

Racer's Group [252-254, 258](#)
Rahal, Bobby [73, 74, 76, 78, 79, 117, 152](#)
Ramirez, Mike [76](#)
Randall Motorsport [187](#)
Raphanel, P.-H. [150, 188, 222, 229](#)
Rapier [252](#)
Rask, Jan [239](#)
Ratel, Stephane [225, 226](#)
Ratzenberger, Roland [165](#)
Ravaglia, Roberto [222](#)
Raymond, Martin [57](#)
Redman, Brian [53, 56, 58, 64, 66, 67, 73, 76, 78, 81, 160, 161](#)
Redon, Laurent [233, 246](#)
Regout, Herve [150](#)
Reid, Anthony [124](#)
Reitter, Horst [84, 87, 153](#)
Renault [24, 28, 29, 40, 48, 51](#)
Renault, Philippe [114](#)
Rennerwerks Motorsports [254](#)
Reuter, Manuel [159, 173, 177, 179, 181, 187, 189, 194, 196, 213, 214](#)
Revson, Peter [13](#)
Ricci, Jean-Louis [162](#)
Riccitelli, Luca [235, 236](#)
Richter, Ulli [194](#)
Ridgely, Norm [62](#)
Riley & Scott [208, 215, 224, 227, 232, 233, 236, 238, 239, 242, 246](#)
Rio de Janeiro [118](#)
Riverside [73, 74, 76, 117, 129, 138, 152](#)
R&M [248](#)
Road America [29, 60, 76, 78, 117, 129, 161, 162, 169, 184, 196, 238, 239](#)
Road Atlanta [48, 129, 138, 152, 161, 182, 189, 196, 202, 236, 237, 265](#)
'Robin Hood' [57](#)
Robinson, Chip [152](#)
Rockefeller, Mark [260, 261](#)
Rodenroth, Dave [239](#)
Roe, Earl [76, 78](#)
Rohr, Jochen [207](#)
Rohr, Walter [66, 75-78, 193, 194, 201](#)
Romer, Karl-Josef [67, 94](#)
Romero, Francisco [66](#)
Ronca, Salvatore [239](#)
Rondeau [66, 67, 75-77, 83, 91, 94, 96, 109](#)
Rondeau, Jean [67, 114](#)
Rock Racing [214-217](#)
Rosa, Fabio [242, 246](#)
Rosa, Gabriele [242, 244, 246](#)
Rosberg, Keke [102, 130, 141, 142, 181](#)
Rosenblad, Carl [221](#)
Rothmans [90, 94, 98, 99, 101, 103, 109, 112, 119, 123, 125, 127, 128, 131, 133, 137, 143, 144, 146, 147](#)
Rouse, Andy [64, 65, 75, 79, 91](#)
Rousselot, P.-F. [40](#)
Rutherford, Johnny [42, 78](#)

Safari Rally [51](#)
Sala, Maurizio [188](#)
Salam, Bernard [57, 77](#)
Saldana, Tomas [194, 195, 221, 227, 233](#)

Saleen [242, 255](#)
Salzburgring [29, 38, 40, 47](#)
San Antonio [161](#)
San Marino Grand Prix [141, 153, 242](#)
Sandown Park [115, 159, 160](#)
Santana, George [115](#)
SARD [200](#)
Sarrazin, Stephane [252](#)
Sauber [30, 40, 96, 132, 137, 138, 143, 151, 156, 158, 163, 163-167, 170, 173, 174, 181, 185](#)
Savoldi, Mirko [252](#)
SCCA [21, 30, 47, 60-61, 68, 81, 96, 104, 129](#)
Schaeffer, Valentin [20, 71, 99](#)
Schenken, Tim [23, 29, 35](#)
Schlattarella, Mimmo [239](#)
Schlessler, J.-L. [56, 66, 77, 127, 159, 161, 163, 165-167, 173, 174, 181](#)
Schmid, Gerd [98, 152](#)
Schmitt, Rudiger [126](#)
Schneider, Bernd [122, 124, 128, 181, 184, 219](#)
Schornstein, Dieter [56, 57, 66, 67, 76-78, 94, 95, 98, 115](#)
Schrom, Michael [248, 254](#)
Schumacher, Larry [224, 236](#)
Schumacher, Michael [173, 181](#)
Schumacher Racing [236](#)
Schuppan, Vern [75, 77, 94, 96, 100, 102, 103, 112, 115, 117, 125, 127, 128, 133, 145, 156, 158, 181, 189](#)
Schurtt, Manfred [17, 22, 24, 26, 34, 36, 37, 41, 42, 46-49, 51, 56, 64, 67, 75-77, 79](#)
Schutz, Peter [66, 86, 147, 154, 186](#)
Scuderia Vesuvio [38](#)
Sears Point [117, 129, 161, 208, 236, 237, 249](#)
Sebah Automotive [260](#)
Sebring [8, 13, 48, 60, 73, 74, 76, 96, 104, 117, 129, 138, 140, 152, 161, 182, 189, 196, 202, 208, 217, 219, 224, 232, 236, 258, 263](#)
Sekiya, Masanori [128, 188, 206](#)
Selangor [128](#)
Selby, Tim [76, 78](#)
Senna, Ayrton [153, 162](#)
Servanin, Francois [94](#)
Severi, Athos [56](#)
Shadow [29](#)
Shell [101, 126, 145, 147, 156, 247](#)
Shelton, Monte [56, 62](#)
Shimoda, Hayanari [252](#)
Shrimpton, Tom [21](#)
Siebert, Craig [23, 26](#)
Siegerland [167, 181, 189, 194](#)
Siffert, Jo [11](#)
Sigala, Massimo [123, 127, 137, 145, 159, 181, 189](#)
Silk Cut [137](#)
Silverstone [22, 34, 45, 46, 48, 53, 56, 64, 66, 73, 74, 76, 83, 84, 90, 91, 94, 98, 107, 109, 109, 114, 117, 124, 127, 132, 135, 137, 144, 145, 150, 156, 159, 167, 170, 173, 177, 181, 184, 187, 188, 217, 226, 233, 255](#)
Singer, Norbert [16, 64, 84-87, 89, 92, 93, 98, 124, 127, 153, 170, 212, 225, 228](#)
Skoal [104](#)
Slaughter, Juliette [57](#)
Slobodinsky, R. [168](#)
Smith, Guy [257](#)
Smith, Paul [94, 95, 102](#)
Smith, Pete [26](#)
Snobcock, Danny [94](#)
Solitude GP [10](#)
Sospini, Vincenzo [233, 235, 248](#)
Soto, Ernesto [66](#)
Southard, Steve [28](#)
Spa [24, 28, 38, 46, 76, 78, 83, 94-96, 101, 102, 112, 115, 126, 127, 131, 132, 136, 138, 141, 149, 151, 159, 160, 165-167, 170, 173, 216, 219, 226, 233, 239, 243, 246, 248, 251, 252, 255](#)
Spanish Grand Prix [141, 153](#)
Spavetti, Willi [56, 57](#)
Spice [166, 167, 170, 173, 189, 202](#)
Spice, Gordon [67, 77](#)
Steckkonig, Gunther [23, 149](#)
Stenzel, Reinhard [23](#)

Sterzel, Stanislaw [29](#)
Stewart, Lance [247](#)
Stickel [132](#)
Stippler, Frank [252](#)
Stommelen, Rolf [12, 17, 27, 24-26, 28, 29, 34, 35, 37, 40, 47, 48, 49, 53, 55, 57, 62, 63, 66, 68, 73, 76, 78, 94, 96, 102](#)
Strahl, Eugen [40](#)
Sauber [30, 40, 96, 132, 137, 138, 143, 151, 156, 158, 163, 163-167, 170, 173, 174, 181, 185](#)
Stretton, Amanda [252](#)
Stroud, Nigel [115](#)
Stuck, Hans [123](#)
Stuck, Hans-Joachim [64, 66, 77, 113-115, 123, 124, 127, 128, 131, 133, 135, 137-140, 143, 147, 149, 151, 156, 158, 161, 167, 170, 171, 178, 194, 197, 199, 201-203, 206, 214-216, 218-220](#)
Stuttgart University [85, 86, 88](#)
Suggden, Tim [219](#)
Sullivan, Danny [162, 168, 199, 201](#)
Surer, Marc [123, 125, 127](#)
Suzuka [163, 167, 170, 171, 173, 177, 181, 188, 189, 198, 217](#)
Suzuki, Aguri [231](#)
Swap Shop [138](#)

TAG [104, 105, 108, 118, 130, 153, 162](#)
TAG Turbo Engines [105](#)
Takahashi, Kunimitsu [121](#)
Talladega [48](#)
Tambay, Patrick [162](#)
Tempa [174](#)
Targa Florio [9, 10, 14](#)
Taverna, Luigi [127](#)
Team Salamin [165](#)
Team Taisan Advan [240, 247, 253](#)
Terada, Toshio [181](#)
Terrien, David [238, 239](#)
Tesini, Danilo [40](#)
Thackwell, Mike [127, 128, 138, 151](#)
Theys, Didier [214, 239](#)
Thyrring, Thorikild [238](#)
Tiemann, Marcel [266](#)
Tilton, Ren [53, 56](#)
Tinsaeu, Christophe [233](#)
Tisdelle, Ash [56](#)
Toivonen, Harri [127, 129, 181](#)
TOJ [40, 47](#)
Tomlje, Matiaz [201](#)
Top Gear [182](#)
Topeka [182](#)
Toronto [169](#)
Tourist Trophy (TT) [8](#)
Tourouf, Raymond [114](#)
Toyota [95, 128, 159, 165, 166, 168, 170, 174, 184, 187, 190, 193, 196, 200, 201, 229, 230](#)
TRG [262](#)
Trust (Nova Eng.) [103, 117, 177](#)
TVR [238](#)
TWR [127, 128, 137, 156, 160, 182, 206, 207, 210, 214, 220, 222](#)
Tyrell [123](#)

Unger, Hendrik [141](#)
Unser, Al [128, 129, 154](#)
Unser, Jr., Al [128, 129, 175](#)
UPS Porsche Team [242](#)
US Grand Prix [186](#)
USAC [62, 68, 69, 72](#)
USRRC [232, 236, 242](#)
Utz, Klaus [56, 62, 102](#)

Vadia, Alberto [56, 66](#)
Valllunga [22, 38, 40, 47, 50, 56, 57, 67, 76, 145](#)
Van de Poelle, Eric [239](#)
Van der Linde, H. [115](#)
Van der Merwe, S. [114, 156, 158](#)
Van Every, Lance [56, 78](#)
Van Lennep, Gijs [24](#)
Van Overbeek, J. [261](#)
Van Rossem, J.-P. [174](#)
Vann, Christian [239, 246, 252](#)
Vanoli, Marco [56, 57, 76, 95](#)
Vatelli, Gerardo [57](#)

Vegla Racing [64, 67, 73](#)
Velez, Fermin [138, 173](#)
Venturi [198](#)
Verney, A.-C. [77](#)
'Victor' [127, 137](#)
Villa, Manuel [26](#)
Vincentz, Chester [67, 78](#)
Virgilio, Giuseppe [40](#)
Volker, Hans [94](#)
Volkswagen [7, 9, 13, 89](#)
Von Gartzten, Jurgen [239](#)

Wagner, Cort [236-237](#)
Walker, Derrick [160](#)
Walkinshaw, Tom [28](#)
Wallace, Andy [159, 160, 173, 206, 239, 248, 252](#)
Wallinder, Magnus [226, 233](#)
Warwick, Derek [137, 138, 181, 189, 189](#)
Watkins Glen [24, 26, 34, 36, 47, 55, 57, 67, 73, 76, 78, 117, 129, 140, 152, 161, 184, 190, 196, 208, 224, 232, 236, 250, 254](#)
Watson, John [105, 107, 112, 114, 115, 118, 125, 150, 151](#)
Waugh, Tom [28](#)
Weaver, James [127, 128, 156, 159-161, 174, 182, 184, 229, 239](#)
Weidler, Volker [150, 151, 181](#)
Welti, Max [185](#)
Wendlinger, Karl [173, 181, 214](#)
Wera [24](#)
Werner, Marco [207, 208, 257, 261](#)
West [203](#)
West Palm Beach [140, 152, 161, 168](#)
White Lightning Racing [258, 261, 262](#)
Whittington, Bill [47, 53, 56, 57, 59, 62, 76, 78](#)
Whittington, Don [53, 56, 57, 59, 60, 62](#)
Whittington Brothers Racing [23](#)
Wiedeking, Wendelin [191](#)
Wietzes, Eppie [78, 81](#)
Williams [119, 130, 141, 142, 153](#)
Williams, Barrie [57, 226](#)
Wilson, Desire [66, 78](#)
Winkelhock, Manfred [123, 125, 127, 128, 130](#)
Winter, John [124, 127, 133, 140, 150, 151, 159, 160, 167, 178, 179, 181, 184, 189, 194, 196](#)
Winters, Tom [78, 114](#)
Wrem, Thomas [102, 114](#)
Wlazlik, K.-H. [194](#)
WM (-Peugeot) [66, 81, 96, 135](#)
Wolke, Bob [23, 30, 31, 34-36, 40, 44, 46, 47, 50, 51, 53, 56, 58, 66, 77, 81, 94, 96, 98, 102, 115, 127, 128, 131-133, 135, 137, 138, 143-145, 156, 158, 161, 163, 166, 168, 170, 172, 174, 181, 194, 196, 198, 204, 206, 214, 216, 220, 228, 230, 231, 235, 236, 240](#)
Wood, Dudley [57, 67, 73, 76-78, 95](#)
Wood, John [28](#)
Woodman, Vince [28](#)
Woods, Roy [57, 60, 76](#)
Wunstorf [160](#)
Wurz, Alex [213, 214](#)

Yogo, Atsushi [240](#)
Youles, Mike [238](#)
Yver, Pierre [150](#)
Yvon, Alain [102](#)

Zadra, Angelo [233, 239, 246](#)
Zadra, Marco [233, 239, 244, 246, 247](#)
Zakspeed [212, 225, 226](#)
Zampedri, Alessandro [266](#)
Zandvoort [9, 105, 107, 130](#)
Zbinden, Peter [46, 56, 57, 76, 77, 91, 94, 95](#)
Zeltweg [24, 68, 160, 167, 174, 181, 194](#)
Zhuhai [198, 216](#)
Zolder [31, 189, 223, 243](#)
Zwart, Klaas [252](#)
Zytek [252, 260, 261](#)

The Porsche company and its products are mentioned throughout this publication.