

# PORSCHE PANORAMA

DECEMBER 1998



*The final celebration of the anniversary year brings a record number of racing Porsches together in upstate New York*

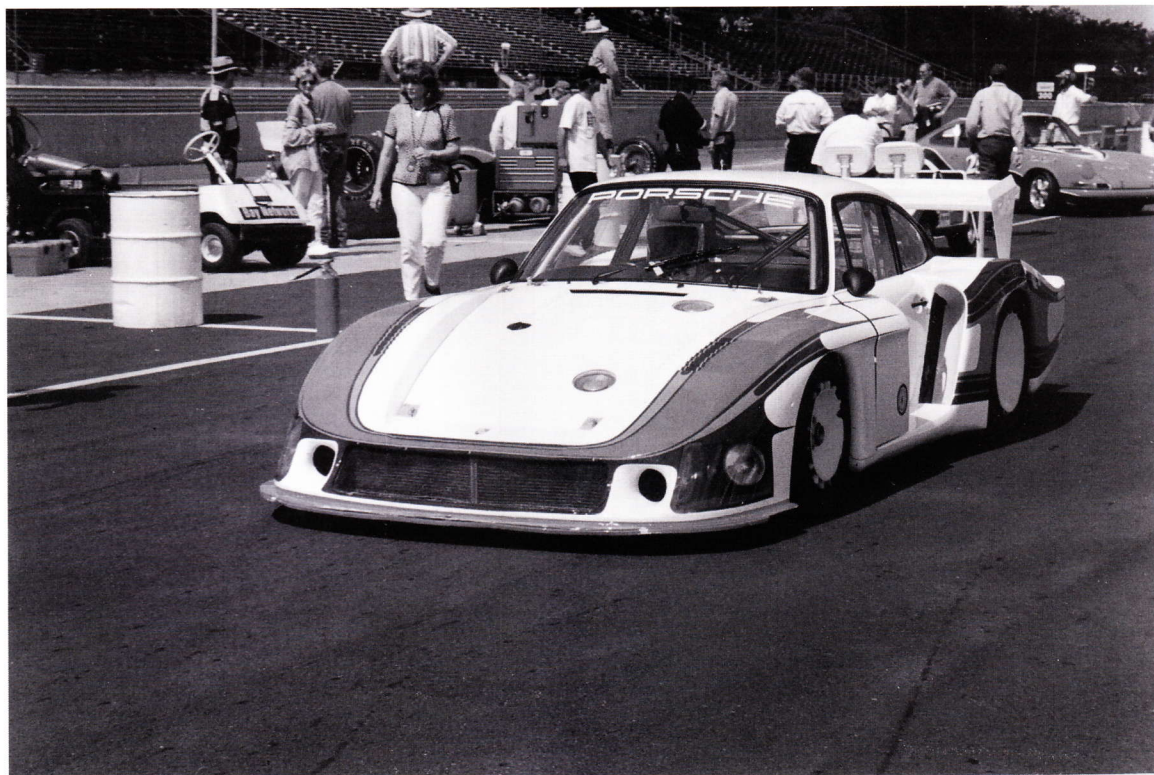


# GLORY at the GLEN

BY MIKE KEYSER



*More than 300 Porsches raced at the Glen Double Fifty weekend, making it the largest gathering of its type in the world. PCNA Public Relations Manager Bob Carlson, standing beside the Gmünd coupe that won its class at Le Mans in 1951, was a prime mover in Porsche's 50th anniversary celebrations in the U.S.*



*Vic Elford described the handling of the 1978 Moby Dick 935 as diabolical. Moby Dick had been brought from the museum in Zuffenhausen for the celebration at Watkins Glen.*

**A**s anyone who can spell Zuffenhausen knows, during the late '60s and early '70s Brian Redman was one of the premier drivers of Porsche factory 908s and 917s. The soft-spoken Englishman from Lancashire, who was teamed with Swiss ace Jo "Seppi" Siffert in 1969 and 1970, did most of his talking with his right foot. In that regard, he was a regular chatterbox. In 1969, driving a 908 in various configurations, the duo won six events, and finished third once. In 1970, in the Gulf Porsche 917, they won twice, finished second twice and took the new 908/3 to victory at the Targa Florio in its maiden outing.

Brian went on to record one of the most successful careers in motor racing history before retiring from competition in the late '80s. He made an easy transition to vintage racing, a sport that was exploding in popularity, finding himself much in demand as both a driver and corporate spokesman. In what little spare time he had, he managed to pen a few articles about his "glory days" for the odd publication, including PANORAMA. In 1991 he took on the role of promoter, holding his first Jefferson 500 at Summit Point Raceway in West Virginia. Now, six years later, the event is a popular fixture on the vintage calendar.

When plans for the celebration of Porsche's 50th anniversary in 1998 got underway almost two years ago, Brian got wind of the fact that the factory was plan-

ning to bring some of their finest race cars to the United States. A natural venue at which to display them on the West Coast was the Monterey Historics. For the Midwest, the perennial event at Meadow Brook seemed a logical site. But what about the East Coast? Putting the bit between his teeth, Brian raised his hand and suggested Watkins Glen, which coincidentally would be celebrating their 50th anniversary. Thus the Double Fifty was born.

A deal with Watkins Glen was struck and the dates of August 27-30 were chosen for the big party, but then came the question of who to invite. If the guest list was limited to vintage Porsches only, a hundred or so might be expected to attend. Certainly the momentous occasion of Dr. Ing. h.c. F's 50th deserved a larger turnout than that! The solution was to ask PCA members to come and race their cars. Though PCA has held driver education events at the Glen for years, this was the first time PCA drivers had been invited to race at the Glen, so come they did! According to race director James Redman (Brian's son), there were 320 racing Porsches at the Double Fifty, which makes it the largest gathering of its type in the world—bar none!

The event kicked off on Thursday afternoon with the traditional group shot of all the participants on the track. As one can imagine, getting all that metal and

fiberglass lined up in somewhat of a chronological order was no mean feat. In addition to the six cars provided by the factory, there were Gmünds and Spydres and 904s and 906s and 908s and 911s and...well, you get the picture. A lot of Porsches, which, taken either individually or as a group, were worth one hell of a lot of money!

On Thursday evening, a reception was held at the Watkins Glen Motor Racing Research Library where Brian's company, Intercontinental Events, presented the foundation with a check for \$10,000. The facility, which will actually be housed in a new wing of the Watkins Glen Library, is presently under construction and once it is completed, anyone wishing to do research on the sport of motor racing will find it an invaluable source of information.

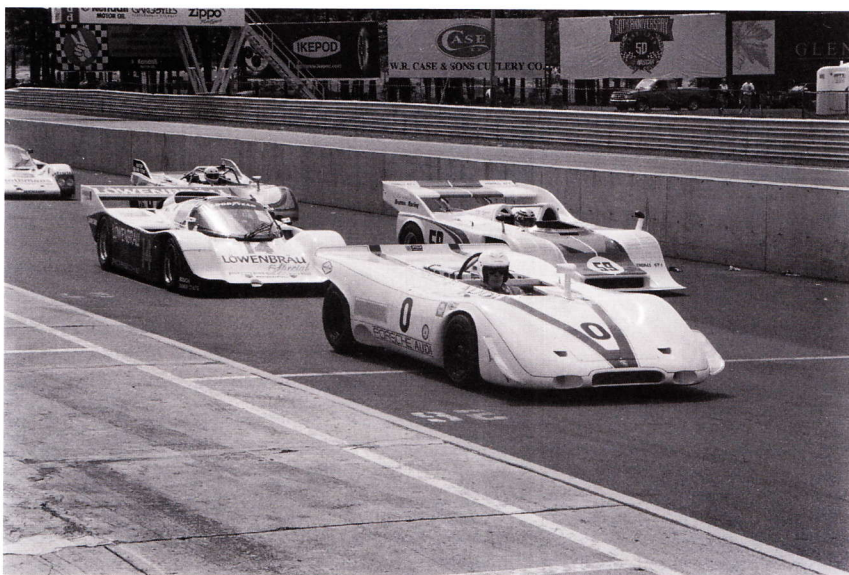
Things kicked into high gear on Friday with practice and qualifying sessions held throughout the day for the cars that would compete in the ten events: the Bruce Jennings Trophy, the Jacky Ickx Cup, the Arnage Trophy, the Weissach Cup, the Daytona Cup, the Eifel Trophy, the John Wyer Cup, the Gmünd Cup, the Salzburg Cup and the Targa Florio Cup.

During Friday's practice, there was an unfortunate incident in the last turn of the circuit. Approaching the medium-speed right-hander, the driver of a 911 saw a 908 in his rear view mirror and pulled to the side to let it by. Very courteous—however he failed to see Chuck Stoddard who was following the 908 in his beautiful blue and white 917. The 911 closed the door on poor Chuck, the two cars touched and the 917 ended up in a tire wall at the exit to the turn. Nosiree, these aren't



MIKE KEYSER

*David Murry, Brian Redman, Bob Akin, Vic Elford, George Follmer, Joe Buzzetta, and Hurley Haywood autograph Double Fifty posters.*



*The PA 917 spyder leads Al Holbert's Löwenbräu 962 and Hurley Haywood's Brumos 917/10 at the start of one of ten trophy races at the Glen.*

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the "good old days" when a driver would beat a hasty retreat to the pits, giving little thought to the mechanical carnage he'd left behind. Chuck and his crew spent a good bit of time scouring the area and picking up bits and pieces that had flown off the car. After all, headlight covers and side marker lights for a 917 are harder to find than hen's teeth, if they can be found at all.

As someone who received a Ferrari 512M enema from Herbert Müller at the Glen Six Hours in 1971 while driving a two-liter 911, I can well appreciate the problem of mixing fast and slow cars on the same track. As we used to say, "That's racing. Let's go swimming." I'm not exactly sure those were Chuck's sentiments.

Friday evening a party was held at the track for all participants, sponsored by PCNA, Kelly-Moss Motorsports, Klub Sport, Brumos Porsche and Amalfi Racing. As this was the first time that many people had raced at the Glen, there were plenty of topics for conversation and with the first day's track time under their belts, drivers were heard discussing braking points and which lines were best through the turns.

It was overcast and raining lightly on Saturday morning, which kept most of the vintage Porsches in the garage. Discretion, after all, is the better part of valor. Many of the PCA racers, however, were not de-

tered by the inclement weather and took the opportunity to get more track time in the wet.

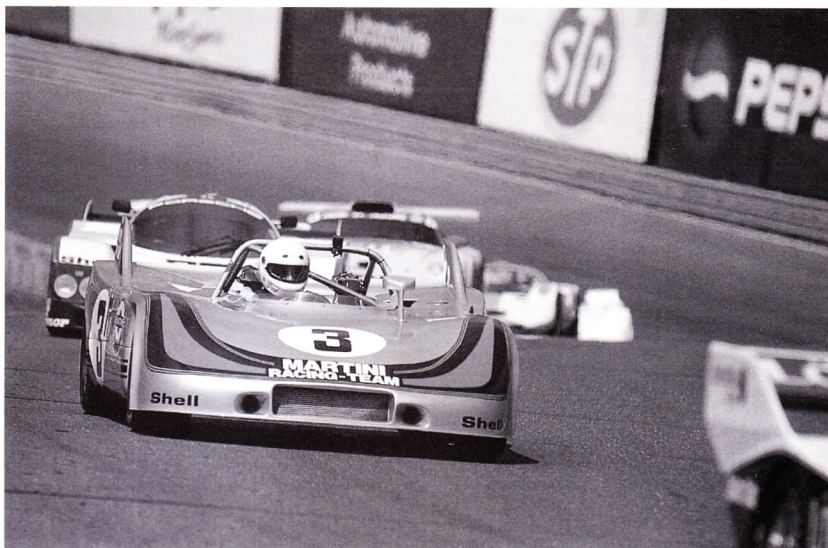
The sun appeared at midmorning, and when the circuit dried sufficiently the track was alive with Porsche history. Vic Elford had been assigned the factory Moby Dick 935 and after numerous forays around the twisty road course he was heard to comment that the handling was "somewhat diabolical." The car had been built for the long straights and fast sweeping turns at Le Mans and the considerably tighter Glen course was not much to its liking.

"It goes like a scalded cat when you put your foot down," Vic said with a broad grin on his face, "but when you come to a corner, old Moby doesn't want to know about it."

Having won the Targa Florio once, the Nürburgring three times, driven a 917LH at 240 mph at Le Mans and a 911 to victory in the Monte Carlo Rally—where he entered many of the corners all but backwards—Vic was well qualified to bring Moby to heel.

Saturday evening a gala dinner held under a huge tent at the track was sold out. Short speeches were given by Redman, Elford, George Follmer, Richard Attwood, Hurley Haywood and David Murry. When Hurley was called on, he told a story about undergoing fitness training in preparation for Le Mans a number of years ago. David Murry, who was also a member of the team, expanded on the story, kidding his fellow driver for his reputation of liking creature comforts in his race cars. He related how they were using a new "cool suit" that year which could be turned on and off with a toggle switch on the dash. There were two positions, David said, tongue in cheek, "off" and "Hurley."

Four items were auctioned after the dinner to benefit the Vasek and Anna-Marie Polak Foundation for Cancer Research: the original Tim Berry artwork commissioned for the Double Fifty, a 917 crankshaft, a Battle of the Titans limited edition print signed by 25 drivers who had competed in the 1970 24 Hours of Le Mans, and a leather-bound copy of the Double Fifty



*Porsches in action: John Wean's 908/3 leads a group of heavy Porsche machinery at Watkins Glen. The Glen was celebrating its 50th anniversary in tandem with Porsche.*

program that had been autographed by all the featured drivers in attendance as well as many other notable individuals involved in the event. When the hammer fell on the last item, more than \$14,000 had been raised for the Foundation. PCNA CEO Fred Schwab made the winning bid for the Double Fifty program, which he promptly presented to the Watkins Glen Motor Racing Research Library.

Winners in the weekend's races included Don Jacobs, who claimed the Bruce Jennings Trophy with his 1974 914; Robert Scotto, winning the Arnage Trophy in one of the closest contests of the Double Fifty in his 1988 911, edging Henk Westerduin in a similar car by less than a half second; and Henry Payne IV in a 908/2, who beat his dad (aboard a 907) to the finish line to claim the Eifel Trophy. Redman, driving a Collier Museum 1961 RS Spyder, aced Brumos' Bob Snodgrass in another close finish to secure the Gmünd Cup. The Salzburg Cup went to Chris Musante who put his 1974 911/993 in front of Joe Hish's 1984 924 by 12 seconds. Hurley Haywood won the Jacky Ickx Cup at the wheel of a 962, finishing 29 seconds ahead of Don Stiles in a similar prototype. In the longer (25 lap) contests, J. Gaggial and Elliot Forbes-Robinson took the Weissach Cup with a 1970 911, Richard Howe won the John Wyer Cup in his 1973 914, and Steve Southard claimed the Targa Florio Cup with a 1983 935.

The "big" race of the weekend—and the last event on the sched-

ule—was the one-hour Daytona Cup. All eyes were on the black 1987 Copenhagen 962 owned by Brumos Porsche and the 1988 962 of Mike Amalfitano, decked out in bright Jägermeister livery. Hurley was going solo in the Copenhagen car and Richard Attwood and Brian Redman were sharing the driving chores in the Amalfi Racing iron.

The Attwood/Redman team planned on putting Richard in the car first, with Brian taking over during the five-minute mandatory pit stop. As the start of the race grew near there was no sign of his co-driver, so Brian strapped himself into the 962. Just as Richard appeared, the cars were being waved off on the pace lap. He'd either misplaced his Nomex underwear or a rabid (and twisted) fan had made off with them. By

this time both the event poster and the program had sold out, so people were getting desperate for mementos of the weekend. Regardless, the Nomex was missing in action and he'd had to hustle up another pair in a big hurry. Perhaps the fireproof long johns are now hanging in someone's clubroom.

The green flag dropped and after a half-hour of racing Brian had built up a 20-second lead on Hurley. Both cars pitted for their five minute stops, but shortly after Richard took over there was a dust-up on the circuit which brought out a full-course yellow, allowing Hurley to close right up on Richard's tail.

When the green flag waved again, the race was on, with the two 962s circulating nose to tail. Rumor has it—and understand this is just a



*Trophies were genuine 917 parts donated by Carl Thompson of Vasek Polak Competition. First place was a cast magnesium gas pedal.*

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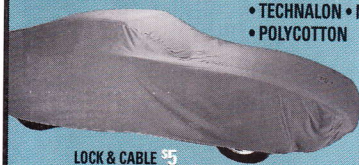
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rumor—Richard's borrowed pair of underwear were of the stealth variety, ie, they started creeping up on him with two laps remaining. In the few seconds he took to adjust them, Hurley managed to slip by and at the checkered flag it was Haywood by a very thin whisker. While they might be getting a little long in the tooth, those old dogs still know how to hunt.

The unique trophies for the event were genuine 917 parts donated by Carl Thompson of Vasek Polak Competition in California. First place finishers in each of the ten races received cast magnesium gas pedals; second place, titanium lug nuts; and third place, cast and machined suspension links. Each of these parts was mounted on a Lucite base with the race information inscribed on a plaque.

Box office returns revealed that there were approximately 15,000 spectators at the Double Fifty, ranking it second in attendance for the year behind the NASCAR "Bud at the Glen" event held several weekends before.

When the final engine had been switched off late Sunday afternoon and the final Porsche pushed onto its trailer—or into its tractor-trailer in many cases, the consensus was that the Double Fifty had been an unqualified success. One PCA member commented



# Special Gift

*A "one-off" of Brian Redman's 1970 Targa Florio-winning Porsche 908/3 in 1:43 scale*



**B**y the early '70s when Giovanni Dolermo was in his late teens, he had amassed a collection of over 120 model cars. First he modified each one to include even the smallest details, then he began building models of his favorite cars in 1:43 scale from the ground up.

Now, more than 25 years later, Giovanni, his 21-year-old son Andrea, and his wife Roslaba operate DVA Dolermo Models from their home in Vado Ligure, near Savona in Northern Italy.

"Although I'm an Italian," Giovanni says, "Porsches have always been my favorite race cars, particularly those of the late '60s and early '70s."

Knowing of Giovanni's passion for this era of racing, a friend who knew Brian Redman arranged for Giovanni and Andrea to be his guests at the San Marino Grand Prix where Redman's Formula 3000 team was competing last spring. Meeting the renowned Porsche factory driver whom they'd read so much about over the years was an experience neither of the Dolermos would soon forget. But how could they repay him for his hospitality? The answer was a beautiful model of the 908/3 in which Brian and Jo Siffert had won the Targa Florio in 1970.

Over several months the Dolermos handbuilt the 1:43 scale model and mounted it in a Targa-like diorama. Then in late August, Andrea flew to the United States where he presented it to Brian during the Double Fifty weekend.

Since the 908/3 model was a "one-off," it was impossible for Giovanni and Andrea to produce the tiny sponsor decals and distinctive orange arrows that Brian's car carried during the race; however a bit of research on their part provided a solution. The Dolermos discovered, through photographs in their collection, that Brian's car—and all the 908/3s in the 1970 Targa—had in fact practiced "sans" decals and arrows and with numbers only. So that was the livery in which they reproduced Brian's car.

Now DVA Dolermo Models has decided to build a limited edition of Brian's Targa-winning Porsche 908/3 which will be available in early 1999. Unlike Brian's unique, all-blue model, however, the limited edition that will be offered to the public will carry the decals and the orange arrows. For more information about DVA Dolermo Models you can access their web site at: <http://www.dvamodels.com>.

—Mike Keyser

*Above left: Andrea Dolermo presents the Porsche 908/3 model to Brian Redman during the Double Fifty at Watkins Glen. Below: Brian's 908/3 mounted on its Targa Florio-like diorama.*



MIKE KEYSER

that he really appreciated the fact that Brian had asked them to become involved in the event. He said he had been to Monterey and while it was spectacular, it had a somewhat corporate flavor. The Double Fifty was more "personal."

The event was significant for PCA club racers, as this was the first time the Glen had allowed them to race there. In a sense this was a test, which all but a very few passed with flying colors. Hopefully it will pave the way for a return event of some sort.

Last of all, tremendous thanks should go to Brian, Marion and James Redman who made the Double Fifty happen. All three worked incredibly hard to make sure everything came off as planned—which it did.

"As you're well aware, I could never have done this by myself," Brian said after the weekend. "There were innumerable people who joined together to get the job done, and to them I owe a great debt of gratitude. Without PCA there wouldn't have been a Double Fifty. In the end, it was their event, not mine." ❁