

PORSCHE PANORAMA

OCTOBER 1998





LEONARD TURNER

Porsche ace Brian Redman in an RS-61 Spyder leads the way in the class for 1955-1961 Sports Racing and GT Cars under 2000 cc. Behind him is the RSK of John Higgins.

The biggest birthday party of them all—Porsche celebrates five decades of motorsport glory!

DIE NICES



MEMORY, MAGIC, MONTEREY!

BY BETTY JO TURNER

They fly past in a blur of audacious color—crimson, gold, indigo and silver streaks, streaming thunder behind them. A demonstration, of course—these Porsches never fought in earnest on the same track at the same time—it takes a collapse of time, a kind of automotive worm hole that compresses 50 years of racing history into 40 minutes on Laguna Seca's 2.24 miles of modern race track to produce what is happening now.



At noon on Sunday, more than 200 Porsches, representing virtually every year and model, took to the track for exhibition laps, eventually filling the entire circuit with a colorful stream of Porsches.



The Austro-Daimler Sascha, designed by the senior Ferdinand Porsche, was victorious at the Targa Florio in 1922. The 76-year-old sports racer was an active participant in the Porsche demonstration at Monterey.



The Porsche 908/03, a 1200-pound spyder producing 350 horsepower, won three of the four races it entered in 1970-1971, including the Redman/Siffert victory at the Targa Florio in 1970.

Dr. Wolfgang Porsche at the wheel of the Porsche Museum's RS-60 Spyder.



LEONARD TURNER

An RS-60 Spyder streaks by, Dr. Wolfgang Porsche at the wheel. It is exactly like the car with which Hans Herrmann and Olivier Gendebien, with slim-to-no-hope against much larger Ferraris and Maseratis, scored an improbable victory at Sebring in 1960—bringing Porsche its first major outright endurance victory.

Porsche Chairman Dr. Wendelin Wiedeking is on the track with another pivotal Spyder, 550-04, the actual car that Hans Herrmann drove to first in the

small displacement class at the 1954 Carrera Panamericana—thus putting the word “Carrera” into the Porsche vocabulary for all time.

One after another, the legendary Porsches go by. With Vic Elford at the wheel, 917-01, dressed in the red and white colors of June 13, 1970, reminds us that it took Porsche 20 years to achieve outright victory at Le Mans—again the pilot was Hans Herrmann, this time teamed with Richard Attwood. All three drivers—Herrmann, Elford and Attwood—are present

John Wean's 1971 908/03 in Martini livery. The 908, in all its forms, was a mainstay of Porsche competition from 1969 through 1971, taking a back seat only to the more powerful 917.



Porsche 356s dominate the entrance to the corkscrew. Bob Garretson in #77 leads Donald Sandy's #356.



Porsche AG Chairman Dr. Wendelin Wiedeking with endurance driver Hurley Haywood. Dr. Wiedeking drove Porsche's Carrera Panamericana spyder in the exhibition, while Haywood piloted his 917/10 Can-Am car.

at Laguna, providing the human reality behind Porsche's 50th anniversary celebration at the Monterey Historic Races, as are Derek Bell, Brian Redman, Jack McAfee, Joe Buzzetta, Hurley Haywood, George Follmer and many others.

All are pivotal players in Porsche's history. Bell is a five-time winner of Le Mans. Haywood is simply the most successful endurance racer in history. Redman with partner Jo Siffert brought Porsche its first World Manufacturers title in 1969. An icon in American sports car racing, Jack McAfee was one of the first stars of West Coast competition driving Porsche spyders. In the '60s when Porsche brought five cars and ten drivers to the start of every race, Joe Buzzetta was



LEONARD TURNER

Monterey Bay Region of PCA hosted the biggest party of the weekend—dinner under the stars at the Carmel Mission where Dr. Wolfgang Porsche addressed nearly 2000 PCAers.

The best race of the weekend was the battle between the factory's Jürgen Barth in a 911ST and Hurley Haywood in a 1971 914/6. Haywood caught Barth at the finish line on the last lap to take the win.



the only American driver chosen by legendary race boss Huschke von Hanstein as a member of the team. Follmer gave Porsche the first Can-Am championship in 1972. Credit Vic Elford with Porsche's first Monte Carlo Rally win, along with wins at the Targa Florio, Daytona and Sebring.

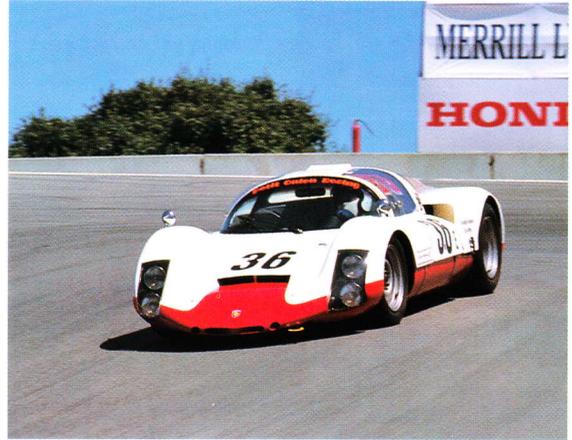
The company has brought 24 spectacular cars from

their Zuffenhausen museum to Monterey, to be joined by hundreds of privately owned Porsche race cars, for the biggest, most glittering Porsche birthday party of the century.

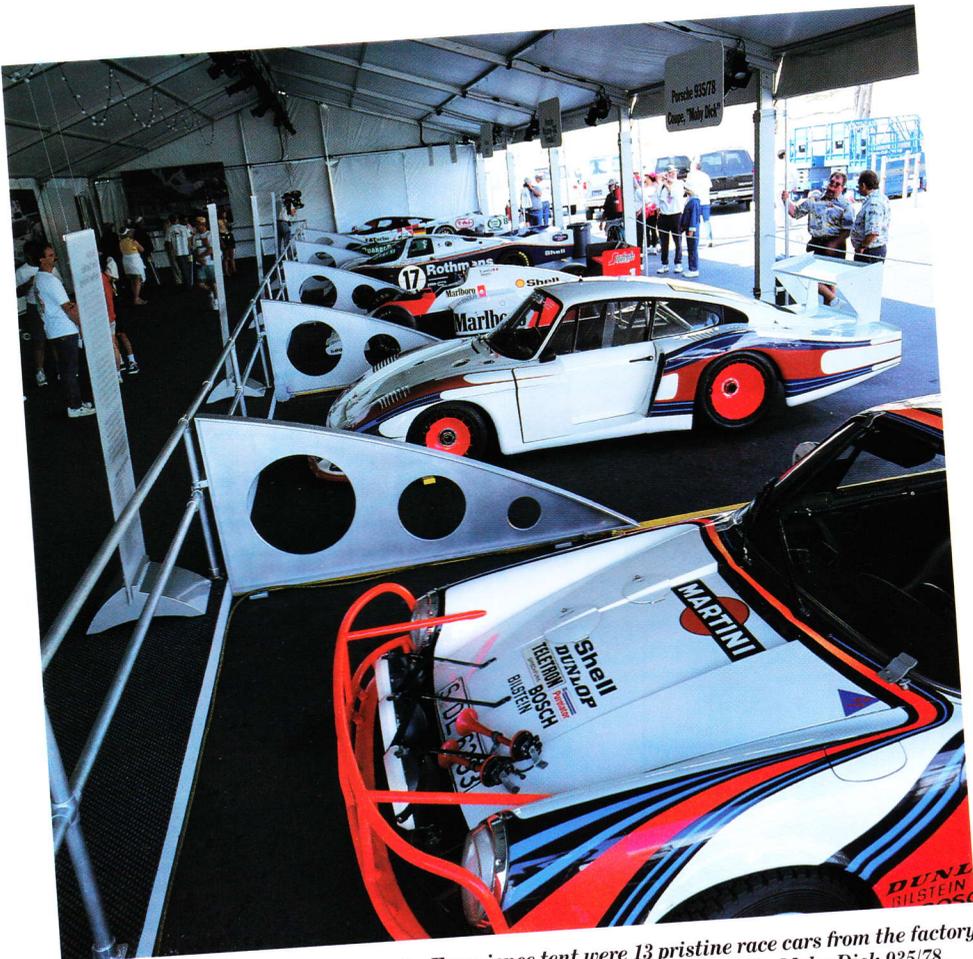
"Sensory overload" is the first phrase uttered by nearly everyone who exits the "Porsche Experience," a huge tent created specifically for Monterey.



Porsche 936 leads a 935. When both cars originally appeared in 1976, they were Porsche's way of making sure they had all the bases covered—and won both Group 5 and Group 6 championships.



A Porsche 906 all the way from Tokyo, Japan. The 906 was the first of Porsche's "modern" sports prototypes, appearing initially in 1966.



In stalls down two sides of the Porsche Experience tent were 13 pristine race cars from the factory's Zuffenhausen museum. Looking over the 1978 Safari 911SC, one can see the Moby Dick 935/78.



LEONARD TURNER

At the center of the dazzling sound and light show inside the Porsche Experience, the 996 and Boxster flank Porsche's 1998 Le Mans winning 911 GT1.

Think auto show here, not circus. Moving images—one an overhead view of a 996, another a spinning five-spoke 911 wheel—are projected on soft gray carpeting (replaced rather than cleaned at the end of each day) to the delight of children and adults alike. At one end, a turntable showcases the wheel-spatted 1951 356SL coupe that won its class at Le Mans that year, lavender lights highlighting the beauty of hand-beaten aluminum panels. The SL is standing in for Porsche Number One, the famous little roadster that Ferry Porsche built in Gmünd in the summer of 1948 at the start of it all. Number One would have been present, but for an unfortunate accident in transit.

Never before seen in America, the 1922 Sascha on display is not exactly a Porsche, but it foreshadows everything that is to come. Designed by the senior Ferdinand Porsche for Austro Daimler, the Sascha finished one-two in the Targa Florio of that year—sealing the Porsche family's interest in the performance potential of small, nimble sports cars. This is the car that so fascinated Ferry Porsche as a little boy that he tried to collect enough discarded spare parts from the factory floor to build his own Sascha. Museum director Klaus Bischof had the Sascha out on the track for a few Parade laps—an amazing, perhaps never to be repeated exhibition from a 76-year-old sports racer.

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Near the Sascha in the tent was a pristine 904, the legendary W-RS Spyder "Grossmutter" with its flat-eight Formula One engine, and, across the way, the 1947/49 Cisitalia Grand Prix car. The Cisitalia was Porsche's first project after the war, providing capital with which to ransom the elder Ferdinand Porsche from French imprisonment. Next to the Cisitalia were the Carrera Panamericana Spyder and the 1970 Le Mans 917K.

At the other end of the enclosure were the cars of today: this year's Le Mans winning 911 GT1, flanked by 996 and Boxster. In between, were the 1974 Carrera RSR that pioneered the turbocharging of the 911—an awesome monster delivering some 500 horsepower to a chassis weighing 1653 pounds—the Löwenbräu 962 that won back-to-back victories at Daytona in 1986 and 1987—and the 1986 Paris-Dakar 959 that was the special pride of Porsche's late R & D chief, Helmuth Bott.

Overloaded yet? In stalls down two sides of the tent outside were 13 more museum cars representing every phase in five decades of Porsche motorsport. The RS-60 was flanked by the Type 718 F2 that Rob Walker's team entered for Stirling Moss for the 1960 season. Next to it was the Type 804 Formula One flat eight that Dan Gurney used to win the French Grand

Prix in 1962. Then came a 1968 907 coupe, an aerodynamic wonder that in longtail form offered 25 percent less drag than its 910 predecessor. Alongside it was the blue and orange 908/03 Spyder with which Redman won the 1970 Targa Florio, followed by the longtail 1971 Martini 917 that achieved 240 mph on the Mul-sanne straight 27 years ago.

The ultimate in specificity and rarity, the 936/77, a 1542-lb, 540-hp open prototype built to win at the Sarthe, was next. In fact, three of the five 936s ever built were at Monterey, the factory's example being the 1977 winner. You had only to turn the corner to find the 1978 911SC East African Safari car and beyond it the Moby Dick 935/78—the final factory version of Porsche's most successful 911-derived racer. Then the 1986 TAG McLaren F1 car powered by Porsche engineer Hans Mezger's potent 850-hp V6 turbo engine that won 25 F1 races in 68 starts during 1984-1987. Next was a 1987 962C, representing the 956/962 series which won at Le Mans for six years straight beginning in 1987. The last two cars were the March-Porsche Indycar described on the placard as "the car that would be king," from Porsche's ill-fated Indy tour in the early '90s, and, finally, the 1994 Dauer 962C that won at Le Mans just prior to the introduction of the new generation 911 GT1.



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Whew! One trip through the Porsche Experience was not enough to absorb it all—fortunately you could do it again and again throughout the course of the weekend. When you weren't being dazzled somewhere else, that is. For every museum car, there were a dozen worthy private entries—some equally as exotic, including Can-Am 917/10s and the record-setting 917/30—representing virtually every race car ever built by Porsche.

The PCA kickoff for the weekend was a gala welcoming party and dinner put on by Monterey Bay Region at the Carmel Mission on Friday night. Some 2000 PCAers gathered at the historic mission for wine sampling and dinner served under the stars. Guests of honor were Wolfgang and Susanne Porsche, Porsche CEO Dr. Wendelin Wiedeking and his wife Ruth, PCNA President Fred Schwab and Dottie. On hand to speak, sign autographs and talk Porsche were Derek Bell, Joe Buzzetta, Vic Elford, George Follmer, Hurley Haywood, Jack McAfee, and Brian Redman. The evening ended with a spectacular birthday cake served to all.

Saturday Porsche's day at the races began with Race 3 for 1947-55 under two liter sports racing and GT cars where Bill Perrone of Huntington Beach, California, led the way in his 1955 550 Spyder. Other

notable Porsches in the class included Robert Baker's 1953 Pooper and Ray Knight's 1951 Sauter Roadster. Race 4 for 1955-61 GT cars under 2.2 liters, including 356s and Abarth Carreras, was the province of Leonard Turnbeaugh's 1958 356A. Race 5 fielded no fewer than 14 Porsche spyders from 550 to RSK. Brian Redman in an RS-61 took the win ahead of Wayne Baker's RSK. The last race of the day pitted 1965-71 FIA manufacturer's championship cars against each other. Here a Lotus T-210 managed to beat Chris MacAllister's 1970 917K to the finish line. The race was an auditory and visual treat as 908s, including Buzzetta's 908/02, 906s, 907s, and 910s joined four 917s.

Porsche laid on a banquet Saturday night in the Porsche Experience tent, the cars moved aside to make room for tables and chairs. Emceed by Sam Posey and Stirling Moss, memories were served up between courses and drivers from all decades of Porsche competition were recognized. Among the notables not already mentioned: Denise McCluggage, Gijs van Lennep, Ben Pon, Herbert Linge, Bob Garretson and Vern Schuppan. Dr. Wolfgang Porsche, Fred Schwab and Dr. Wiedeking spoke to the group. Celebrity Porsche enthusiast Jerry Seinfeld was

(continued on page 34)

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Memory, Magic, Monterey!

(continued from page 15)

among the guests.

Sunday morning presented tough choices: the Pebble Beach Concours d'Elegance where an invitational class of 356s would compete or the Historic Races at Laguna. It was an either/or decision since traffic between Pebble Beach and the track, which had literally sold out of gate admission tickets, was expected to be horrendous. PANORAMA opted for the track, while contributing editor Linda Goodman braved the traffic and headed for Pebble Beach (see sidebar).

At noon, the excitement began with a parade of Porsches. More than 200 of Zuffenhausen's finest, representing virtually every year and model of Porsche ever built, took to the track for three exhibition laps, eventually filling the entire circuit with a colorful stream of Porsches. PCAers from every part of the country participated, deftly organized by Monterey Bay Region, in a splendid display of owner enthusiasm.

The first Porsche race of the day pitted four 904s against Lotus and Alfa and other small displacement sports racers with the win going to a 1964 Lotus 26R, just ahead of Larry Menser's 904. Only two Porsches

were entered in the second race, for 1961-66 sports racers: a 904 Berg Spyder (hillclimb car) and a Bobsy-Porsche SR3. Mark Leonard in the Berg Spyder bearing the name of Gerhard Mitter, Porsche's great hillclimb ace of the mid-1960s, on its side had a rough start, dropping back to about tenth. By the fifth lap, he was back to second and on the following lap took the lead.

The race for 1966-74 Can-Am cars was one of the highlights of the day. The field was stunning, with George Follmer in the 1972 917/10 he drove to the championship that year, the factory's Olaf Lang at the wheel of the Donohue 917/30, Milt Minter in another 917/30, Hurley Haywood aboard his Brumos 917/10, and Bruce Canepa also in a 917/10. The major competition was the 1970 UOP Shadow driven by Bud Bennett, an 8.3-liter powerhouse, which led from the start but was constantly under siege from Lang in the 917/30. The pressure was too great and when the Shadow spun on the eighth of ten laps, Lang brought the Porsche home for the win. Lang's cool down lap, both arms off the steering wheel, waving with joy, was great fun to watch. Haywood and Follmer finished second and third after dicing for all ten laps.

The best race of the day—for 1963-68 GT cars over two liters—pitted Hurley Haywood's 1971 914/6 (win-

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ner of the initial IMSA championship) against factory customer race boss Jürgen Barth's 1970 911ST. These two shared the winner's circle at Le Mans in 1977 with a 936, but at Laguna they were head-to-head competitors. Barth took the lead early and looked unbeatable, stringing out an ever-increasing lead over the pack of Cobras, Corvettes and 911s. Haywood started from 19th position, was up to third by the sixth lap and second on the next. That left three laps in which to close the distance. Haywood took the win at the finish line on the final lap, leaving the huge crowd breathless. In the pits afterward he seemed bemused at the reaction: "You'd think I had just won the Indianapolis 500."

The last race of the day was a 935 fest, except for the 1971 Chevron B19 that scored the win in front of John Fitzpatrick in a 1980 Kremer 935.

Will there ever be a Porsche celebration to top the 1998 50th anniversary celebration at the Monterey Historic Automobile Races? It's hard to imagine such a situation ever arising again—when both the cars and many of the pilots who drove them to glory could—and did—come together and relive the legend. Thanks, Porsche, for the great cars. Thanks, PCNA, for showing them off in breathtaking fashion. Thanks, Monterey Bay Region, for being great hosts for the Porsche weekend of the century. ❁

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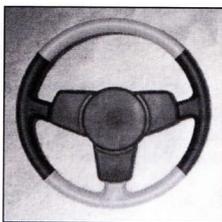
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