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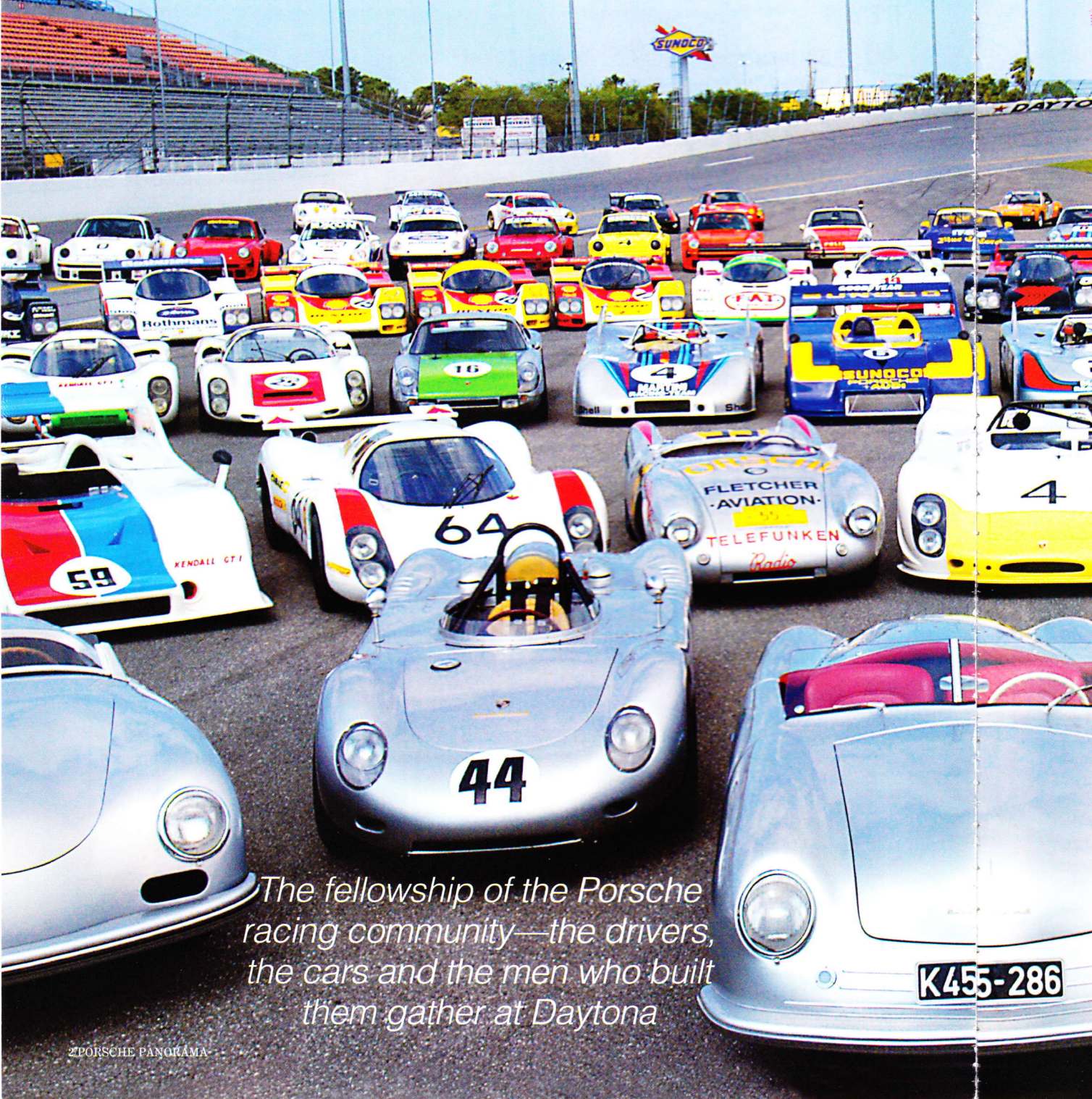
# PANORAMA

JUNE 2004





# RENNSPORT



*The fellowship of the Porsche racing community—the drivers, the cars and the men who built them gather at Daytona*



# REUNION

BY BETTY JO TURNER



LEONARD TURNER

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# PORSCHE PANORAMA

**PORSCHE PANORAMA**  
The official magazine of the  
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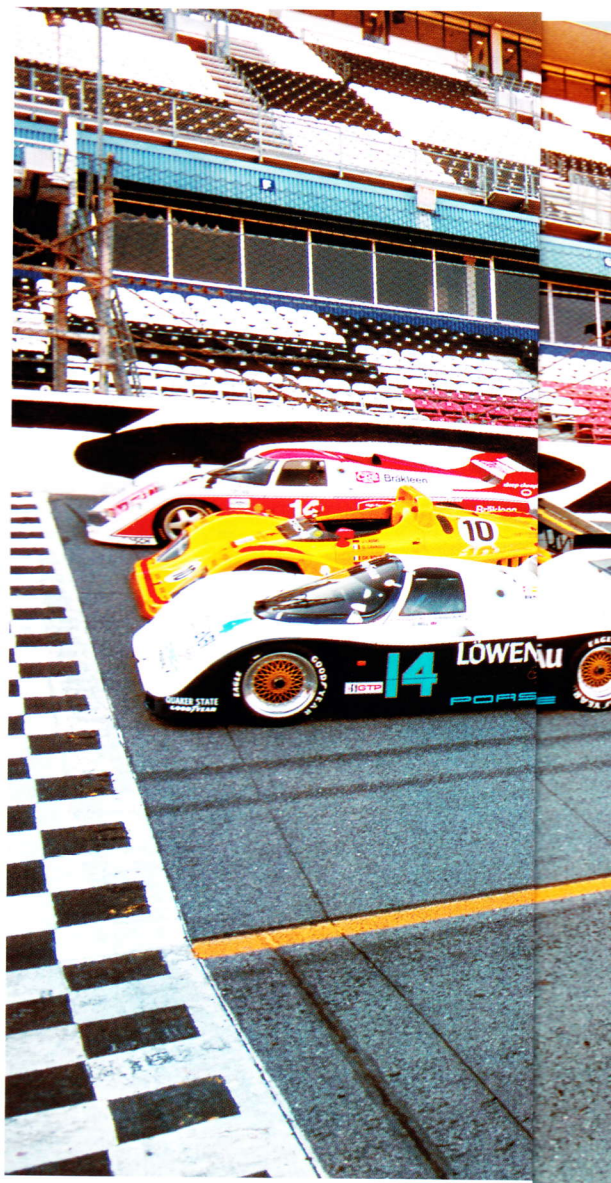
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**T**he rich racing history of Porsche was on display at Daytona International Speedway at the end of April, as Porsche Cars North America gathered a spectacular assembly of cars, drivers, engineers and enthusiasts for Rennsport Reunion II. Spearheaded by PCNA's Bob Carlson, the first such gathering took place three years ago at Lime Rock Park, a treasure of a track nestled in the verdant Connecticut countryside. With brilliant white multi-peaked tents filled with breathtaking cars tucked away in the compact Lime Rock paddock, the weekend was an automotive Camelot—a bright and shining moment celebrating everything that is Porsche motorsport. And as ephemeral and unrepeatable as Avalon.





LEONARD TURNER

### Ten of Porsche's 20 Daytona Winners at Rennsport Reunion

#### *(first row)*

*Lowenbrau 962 (#14) winner in 1986 with Al Holbert, Derek Bell and Al Unser, Jr.; and again in 1987 with Chip Robinson added to the driver lineup.*

*Kremer-Porsche K8 (#10), victor in 1995 with Giovanni Lavaggi, Jürgen Lassig, Christophe Bouchut and Marco Werner.*

*March-Porsche 83G (#14), winner in 1984 in Kreepy Krauly livery, driven by Sarel van der Merwe, Graham Duxbury and Tony Martin.*

#### *(second row)*

*Swap Shop 962 (#8), winner in 1985 in different livery, driven by A.J. Foyt, Bob Wollek, Al Unser and Thierry Boutsen.*

*Interscope 935/79 (#0), winner in 1979, with Ted Field, Danny Ongais and Hurley Haywood.*

*Joest 935J (#2), victor in 1980, with Reinhold Joest, Rolf Stommelen and Volkert Merl.*

#### *(third row)*

*Swap Shop 935 (#6), winner in 1983, with Bob Wollek, Claude Ballot-Lena, Preston Henn and A. J. Foyt.*

*911 Carrera RSR (#43), victor in 1977, with Hurley Haywood, John Graves and Dave Helmick.*

*Racer's Group 911 GT3 RS, winner in 2003, driven by Kevin Buckler, Michael Schrom, Timo Bernhard and Jörg Bergmeister.*

Could it happen again? Would there be as many Porsches? Would the hero drivers come? Would the great, and gritty, history that Porsche and the Speedway share make up for the intrinsic beauty of a track like Lime Rock? It proved to be so. Porsche race cars began arriving from around the world on Thursday, eventually totaling more than 550. And as the race

cars arrived, so did 40 special 911s, PCA member-owned, representing every model year since the ever-green classic was introduced—beginning with Don Meluzio's 901 prototype and coming all the way forward to 2004.

By Friday morning, when Rennsport Reunion II officially began, Daytona's vast garages were filled with

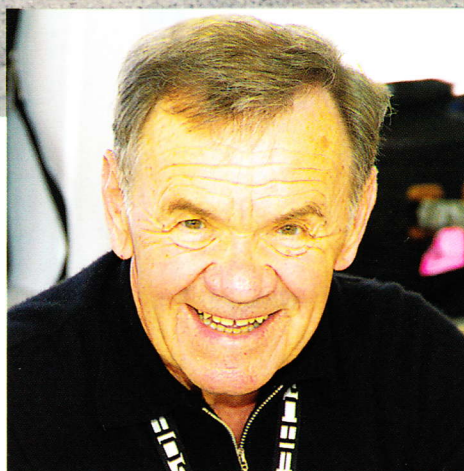




*Hans Mezger*



*The Gulf Porsche 917K from the movie Le Mans, followed by the first turbocharged 917/10 spyder. Hans Mezger was the engineer responsible for the 12-cylinder 917 engine, while Valentin Schäffer was the man who applied turbocharging to it, boosting the power output to more than 1000 horsepower. Today the 917K is owned by Jerry Seinfeld; the 917/10 has been owned since 1972 by Willi Kausen.*



*Valentin Schäffer*

Porsche exotica. Jerry Seinfeld's original Gmünd coupe, proudly showing its age and genuineness and still carrying a spare wheel and tire on the roof, shared garage space with 906s and 910s restored to a jewel-like perfection that the men at Porsche who built them could never have imagined. Elva and Abarth were there, Spyders in profusion, even greater numbers of 956s and 962s, including the Joest 956 that won Le Mans twice.

Three great Porsche collections were represented, starting with the Porsche Museum which brought Roadster #1 from 1948, a 1952 America Roadster, Spyder 550-04 of Carrera Panamericana fame, a 1973 911 Carrera RSR and the 1998 Le Mans winning GT1/98. The Brumos Collection displayed a splendid assortment of cars including Hurley Haywood's Can-Am 917, while the Collier Museum sent a 356SL Gmünd coupe, Bob Holbert's RS61, a 908/3 and the

amazing 908 longtail.

Nine of the 20 Porsches which have claimed outright victory at the Speedway were present and it bears remembering that Porsche's fortunes at Daytona have been both glorious and catastrophic. The first outright



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46 and 51 centimeter size frames

The Porsche S, FS, and FS Evolution Mountain Bikes, distributed by Porsche Cars North America, Inc. and Porsche Design, have handlebar stems and seat posts made from carbon fiber which could break apart while in use and cause serious injury.

These bicycles were sold through Porsche automobile dealers and Porsche Design shops beginning in October 1997.

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Ed. 2/04



**Porsche Bike S**



**Porsche Bike FS**



**Porsche Bike  
FS Evolution**



**PORSCHE**

win in 1968 with a trio of longtail 907s was an unbridled triumph. The next year, disaster struck when five 908s succumbed one after the other through the night because of faulty intermediate shafts—a \$10 part that cost certain victory. Redemption came in 1970 when Pedro Rodriguez and Leo Kinnunen drove to glory in a Gulf 917K. (Brian Redman, who shared the other Gulf 917K with Jo Siffert, joined the first place car for one stint during the night, thereby finishing first and second in that race.) Rodriguez scored again in 1971 as the era of the 917 came to an end.

It was a major upset when Hurley Haywood and Peter Gregg won with a 911 Carrera RSR in 1973, taking advantage of the failure of Matra and Mirage prototypes. It marked the first overall victory for a 911-based Porsche and there would be many more to come. Porsche RSRs would score two more wins before the turbocharged 935 would take charge at Daytona, winning six times between 1978 and 1983. In 1984 a March-Porsche 83G carried the banner and then came the procession of 962 victories produced by the likes of Derek Bell, Bob Wollek, AJ Foyt, Chip Robinson, John Andretti and Hurley Haywood. In 1995, Porsche intended to come back to Daytona with a World Sportscar Spyder but a last minute rules change caused them

to withdraw. The Kremer Porsche K8 was the surprise winner that year, but not nearly as big a surprise as Kevin Buckler's Racer's Group victory in 2003 with a 911 GT3 RS, when the newly introduced Daytona Prototypes faltered.

Seeing the group of Daytona winners lined up at the start-finish line was a feast of sight and sound for those who love the Porsche racing cars that are and dream of those to come.

The racing, organized by Brian Redman's Intercontinental Events together with his son James, allowed a place for virtually every Porsche racing model to compete in one of five groups for the Gmünd Cup, Eifel Trophy, Weissach Cup, Salzburg Cup and Continental Trophy. Non-stop track action on Friday, with PCA-organized track touring arranged by Porsche model spliced between practice sessions for the five racing groups, set the stage for the weekend and allowed PCAers a taste of the legendary high banks and infield road course. Non-stop commentary by Prescott Kelly, Dale Miller and Bill Bowser kept the growing crowd informed and entertained.

Early on Saturday morning, a tall man of elegant bearing, hands clasped behind his back, began a solitary walk down the row of six-cylinder Porsches rep-



*The class winners at the Rennsport concours constituted a heady bunch, led by the Best in Show Joest 956 which won at Le Mans in 1984 and in 1985 (one of only four cars to win the French classic twice). Judging the car was the man who created the 956 design, legendary race engineer Norbert Singer.*



Norbert Singer



LEONARD TURNER

resenting 40 Years of the 911, stopping to check a detail, occasionally walking completely around a particular example. Only when he turned did we recognize Peter Falk, the development engineer whose 34-year career at Porsche spanned the entire history of the 911. Though Falk is indelibly associated with Porsche racing—he was the guy in charge of vehicle testing during the difficult development of the 917 and was recalled from his position as head of chassis development to take over a newly formed racing department in 1982 by Helmuth Bott—Falk is also the man who infused the 993 with the agility that made the last air-cooled 911 exceptional. Still, one suspects that it was not with the eyes of a racing engineer or chassis developer that Falk was scrutinizing the earliest 911s at Rennsport Reunion, but rather through the eyes of a driver who competes still today in vintage rallies. Falk in fact co-piloted the 911's debut appearance at the Monte Carlo Rally in 1965, finishing a surprising fifth overall.

His partner in many early class victories for the 911 was a master mechanic who had apprenticed at Porsche as early as 1942. Seven years later Herbert Linge was hired as the first new workman in Porsche's nascent sports car manufacturing business. A small stocky man with twinkling eyes, Linge was also at Rennsport Reunion. A gifted driver as well as a mechanic, he drove all the great races—Targa Florio, Le Mans, Nürburgring, Mille Miglia, Sebring—in everything from the first 550 Spyders to the 917. Linge has always lived in the village of Weissach and says he, together with Professor Ferdinand Porsche's secretary Ghislaine Kaes, is responsible for Porsche having located its R & D Center there.

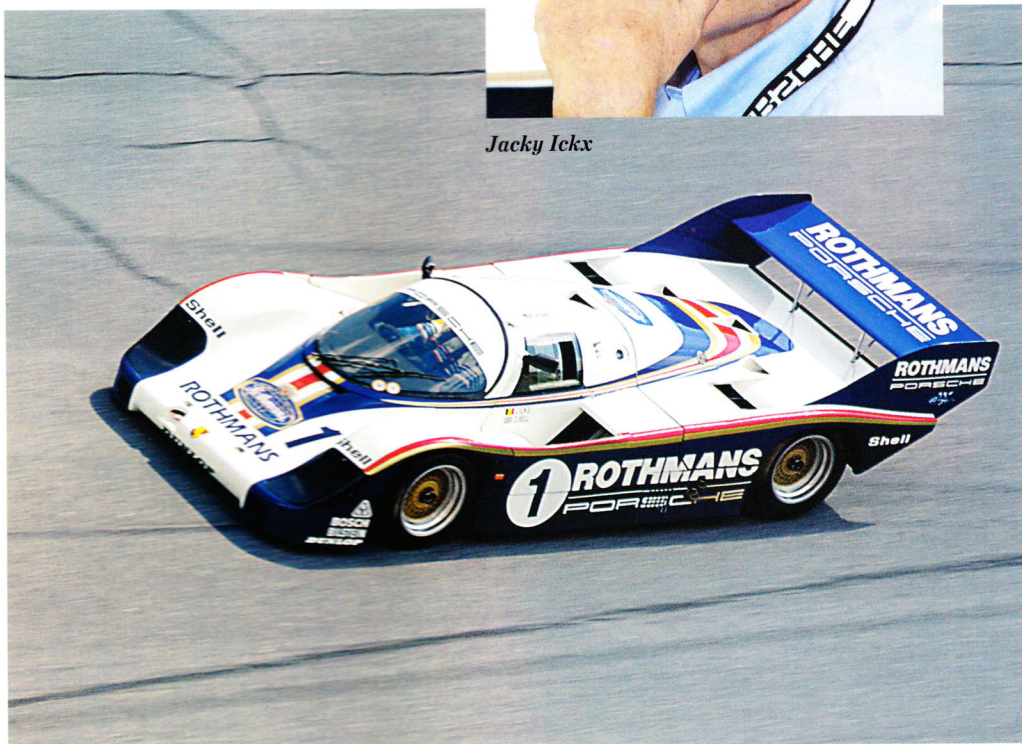
Having Falk and Linge at Daytona added immeasurably to the Rennsport Reunion experience, and they were joined by more members of Porsche's racing brain trust. Norbert Singer, the great racing engineer so well known for his ability to exploit racing regulations, is recognized as the genius behind virtu-



*Six-time Le Mans winner Jacky Ickx was reunited with the first 956 built, 956-001, at Rennsport. Ickx and Derek Bell debuted the car at Silverstone in May 1982, placing first in Group C and second overall. James Rogers has owned this car for more than a decade.*



*Jacky Ickx*



LEONARD TURNER

ally every successful Porsche race car since the advent of the Carrera RSR in 1973, right up through the 911 GT1. With him came Hans Mezger, the engine man whose contributions include the 917 engine and the TAG Formula One engine but reach back to include the redesign of the Fuhrmann four-cam for the 904 and the development of the 911 engine. Add Valentin Schäffer, the turbocharging expert, who with Mezger applied that technology so successfully to the 917 engine for the Can-Am series and for the succession of boosted Porsche racers that followed, and it's easy to imagine that Rennsport Reunion had the highest concentration of Porsche racing department talent ever assembled outside of Germany.

Watching these men move among the cars, chat with enthusiasts, sign virtually everything from t-shirts to hard parts, and it became clear that "It's not just the cars, it's the people," is a PCA motto that is equally

true for Porsche itself.

Nowhere was that more apparent than with Harm Lagaay, Porsche's chief designer, who came to Rennsport not just to enjoy the cars but to drive them as well. Lagaay's design influence reaches all the way back to the 924, but his return to the company in the late 1980s as the head of the design department has brought us the memorable shapes of the Boxster, Type 996 and Carrera GT. Donning a driving suit at Daytona, Lagaay drove the Brumos Racing Supercup 911 Turbo.

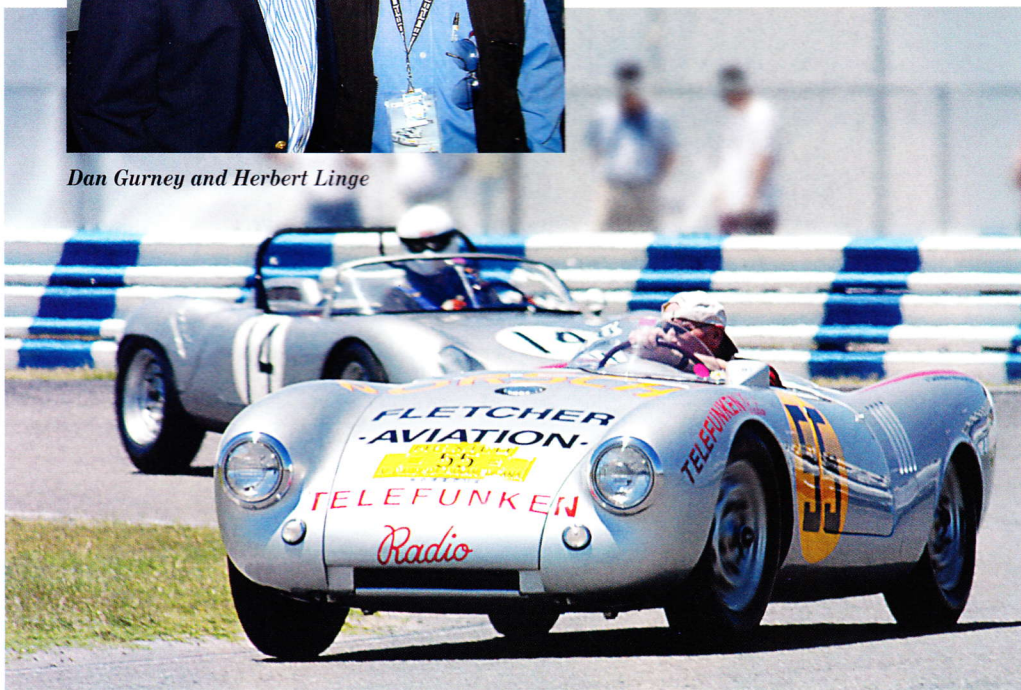
Saturday afternoon the racing practice paused at noon for a parade exhibition of Porsche racing history. Roadster #1, brought from the museum in Zuffenhausen, led the show followed by the spatted 356SL from the Collier Collection. Following in glorious procession were Spyders, 904s, the great so-called plastic racers that came from Porsche in rapid fire succession between 1966 and 1970—906, 910, 907, 908 and 917,





*American Dan Gurney is better known for his association with Porsche as a Grand Prix driver; however he and Porsche's Herbert Linge both drove Spyders for the factory during their lengthy competition careers.*

*Dan Gurney and Herbert Linge*



LEONARD TURNER

*Peter Falk*

*Former Porsche development engineer Peter Falk reviews the Forty Years of the 911 exhibit. His ties to the 911 go back to its earliest days, putting in many hours behind the wheels of various prototypes as he and his colleagues perfected the coupe. Falk and Herbert Linge took the 911 on its first competition outing, finishing second in class in the 1965 Monte Carlo rally.*

then the racing 911s, RSR, 934, 935, a 936, the 956s and 962s, GT1/98 and on and on.

And as they came off the track, the best of these cars lined themselves up for the Rennsport Concours d'Elegance, chaired by Amelia Island's Bill Warner

with PCA's Dennis Frick as head judge. Judging teams included Porsche engineers, PCNA field reps, knowledgeable PCA concours folks and media reps. Can you imagine having your 936, 956 or 962 scrutinized by a team led by Norbert Singer? Or your 907





*Brian Redman and his Intercontinental Events team managed the racing at Rennsport, handling more than 400 club and vintage racers in five groups for the Weissach Cup, Eifel Trophy, Salzburg Cup, Gmünd Cup and Continental Trophy.*

*Brian Redman*



LEONARD TURNER

*As comfortable in the cockpit as he is at the drawing board, Porsche chief designer Harm Lagaay competed in Weissach Cup competition with the Brumos Racing 911 Turbo S2 that won the Bridgestone Supercup crown in 1992.*



*Harm Lagaay*

appraised by Peter Falk and Hans Mezger? At least one entry in those groups considered running out, buying a can of paint and having the car signed instead of judged. It was fitting that the Best of Show was Reinhold Joest's New Man 956. Having won Le Mans twice, in 1984 and 1985, its history is unbeatable and

its current condition superb.

There were two dinners on Saturday night and those who had invitations to both could have benefited from cloning to take everything in. Porsche Club of America sponsored a dinner for 600 in a sparkling white tent at the track. The program for the occasion





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was a panel discussion with Singer, Mezger, Falk, Schäffer and Alwin Springer, the just retired head of Porsche Motorsport North America, fielding questions from the floor. PCNA Club Coordinator Jack Bair led the discussion that could have gone for hours—PCAers know a target-rich environment when they see one. Among the guests at the PCA dinner were PANORAMA European editor Michael Cotton and author Karl Ludvigsen whose updated *Porsche: Excellence Was Expected* has just been released.

At the same time, PCNA hosted a dinner recognizing some special participants, presenting the Vasek Polak Award to six-time Le Mans champion Jacky Ickx for his performance on the track and his contribution to motorsports. Vic Elford and Milt Minter were also honored for their contributions to Porsche's racing heritage and the overall weekend was dedicated to the late Bob Akin, whose Porsche racing participation spanned more than two decades of 935, 962 and vintage racing.

Speaking of drivers, among those who returned to Daytona to participate in Rennsport Reunion in addition to Ickx, Elford and Minter were Dan Gurney, Richard Attwood, Hurley Haywood, Derek Bell, Bobby Rahal, Vern Schuppan, Price Cobb, Kees Nierop, Joe Buzzetta, Doc Bundy, Bruce Leven,

George Drolsom, John O'Steen, Dick Barber, Denise McCluggage, Dennis Aase, Elliott Forbes-Robinson, Rick Bye, Bill Adam, David Donohue, David Murry, Lucas Luhr, Darren Law, Mike Fitzgerald, John Andretti, Chip Robinson, Dave Helmick, Brian Redman, Reinhold Joest, John Paul Jr., Kevin Buckler, Howard Meister, Dave White and Sascha Maassen.

Unforgettable moment: Sascha Maassen, the confident and supremely talented young 911 GT3 RSR driver who has now won the GT class at Sebring four times in a row, leaning across a table in rapt attention while Denise McCluggage tells him what it was like to be named to the Porsche team at Le Mans in a year when the French excluded her for being a woman and barred Ricardo Rodriguez for being too young. "No ladies, no babies," said Denise.

In the races themselves, veteran IMSA and SCCA racer Larry Schumacher won the Continental Trophy in his 1997 911 GT2. Vintage car collector and racer Wayne Jackson won the Gmünd Cup in his 1971 914/6. The Eifel Trophy was claimed by IMSA GTU champion Dave White, while the Salzburg Cup was won by Stewart Tetreault aboard a 1972 911 RSR. Jim Oppenheimer won the Weissach Cup in his 1988 962.

Several of these groups started more than 100 cars, considerably more than have ever taken the green flag



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for the 24-Hour classic, and many PCA club racers were facing the challenges of Daytona's combination of banking and road course for the first time. For Zone 1 Rep Manny Alban, it was a drive to remember. "The transition from road course to banking was quick and intense. When you're on the road course, you have the ability to see cars from all angles, but as soon as you enter the banking, you are struggling to see cars behind you. The right mirror is useless and suddenly you feel as though you are looking through a fisheye lens because everything has become very curvy. Surprisingly, the banking was scarier at the cool down lap

speeds of 85 mph versus the hot laps speeds of 160. Anything under 100 and it felt like the car was going to start to slide down the banks."

At the end of the day Sunday, races complete and trophies presented, the magic slowly seeped out of the afternoon. Racing cars disappeared back into car haulers, the fellowship disbanded, but the memories linger in the mind. Ruben Ledesma, who coordinated PCA's participation in the event, which included the 911 display, Porsche corrals, track touring, scrutineering of the race cars, PCA hospitality and membership tent, the PCA dinner and the volunteer workers for all those activities, said it best. "For PCA and our team, it was an honor to be involved with Rennsport Reunion and we are very pleased to have contributed to its overall success. It was a pleasure to work with Porsche Cars North America, the Redmans and Daytona International Speedway."

A pleasure, indeed. No one was making any promises, but we hope, like Brig-O-Doon, Rennsport Reunion will rise again some year soon. The fellowship will reconvene. If you love Porsches, come from wherever you are. ☼

**pca.org:** For more images from Rennsport Reunion II, visit the PANORAMA Gallery at [www.pca.org](http://www.pca.org).