

# PORSCHE PANORAMA

OCTOBER 2001



*A mythical Lime Rock where  
a pair of 917/30s can race  
side by side and a 550 spyder  
can sneak up on a 962*

LEONARD TURNER



# Weekend in Never-Never Land

BY LINDA GOODMAN  
CONTRIBUTING EDITOR



# PORSCHE PANORAMA

## PORSCHE PANORAMA

The official magazine of the  
Porsche Club of America

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**F**or three glorious days at the end of July, Lime Rock Park, in the scenic northwest corner of Connecticut, became the center of the Porsche racing universe. And unlike a pressure-filled racing weekend, this one was purely for fun and love of the marque. The inaugural Rennsport Reunion was the largest gathering of Porsche race cars and drivers in one place ever and even though the 1998 Porsche 50th anniversary celebrations at Monterey and Watkins Glen were fabulous, they

*Reality check—never together on a track in their prime, the factory's 917/30 002 and Matt Drendel's 004 were a highlight of Rennsport Reunion. The 1100-hp Can-Am spyders represent the pinnacle of 917 development.*



*Mastermind of the Porsche Can-Am program, Roger Penske drove the ex-Mark Donohue 917/30 in exhibition at Lime Rock. Penske is at the wheel of the un-numbered car at left.*



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couldn't compare in sheer numbers of Porsche race cars and drivers.

In fact, the Watkins Glen 50/50 event had so impressed Porsche Cars North America that in the summer of 2000 they contacted Brian Redman, who had managed that event, about the possibility of organizing this grand reunion. During the winter, a date was found on the Lime Rock calendar (one that is usually a Connecticut Valley Region driver education weekend) and planning got underway. PCNA and Brian

Redman's Intercontinental Events were to handle overall organizing, with Brian's son James as race director and Dennis Frick (Prescott Kelly assisting) in charge of concours judging.

And what's the connection between Porsche and Lime Rock? As the Rennsport program described: "History recalls that Lake Underwood, in a Porsche Carrera, was one of ten race winners in the first event held at Lime Rock on April 28, 1957. Since then, the circuit has witnessed some of the greatest cars and



*Another space-time disconnect: legendary Porsche race engineer Norbert Singer aboard a Porsche Formula II single seater from 1960. Singer, the man responsible for racers from the Carrera RSR to the 956/962 and 911 GT1, came to Porsche long after the F2 era.*



*Hurley Haywood (left) treats Denise McCluggage to a lap around Lime Rock in the Brumos 917/10 Can-Am spyder. Later the two drivers joined 28 other Porsche pilots in a marathon autograph session.*

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drivers to ever carry the Porsche name. From Bob Holbert and Roger Penske in 550 RSKs to Sam Posey in a 904GTS, to Peter Gregg in his dominant RSRs, 934s, and 935s, to Al Holbert and Rob Dyson in their famous 962s, to the present day GT1s and GT3Rs, Porsche sports cars have always risen to the unique challenges of Lime Rock's demanding 1.53-mile road course."

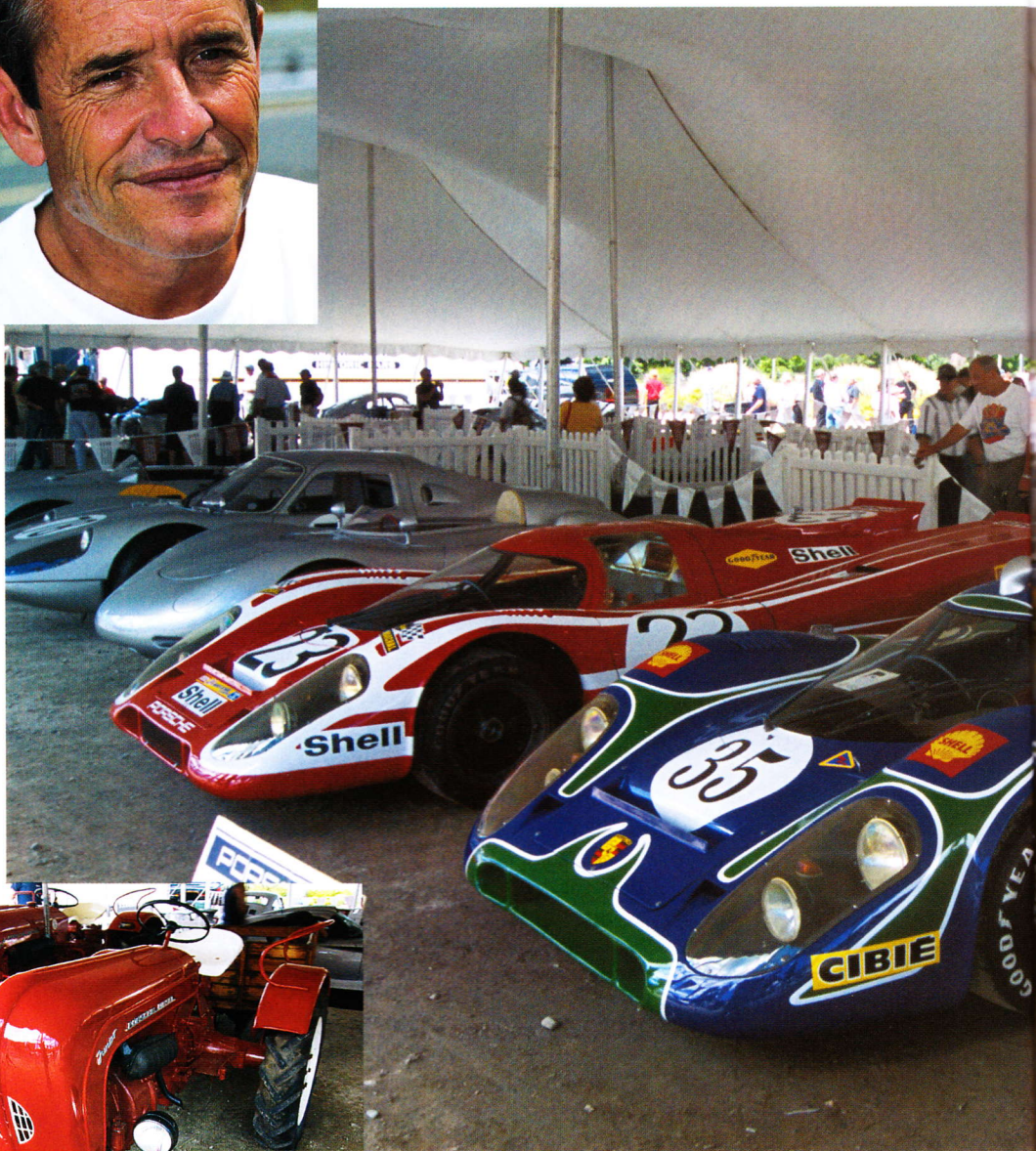
The list of drivers, journalists, and factory folks in attendance reads like a who's who of Porschedom. For drivers we had (in no particular order), Roger Penske, Hurley Haywood, Brian Redman, Jacky Ickx, George Folmer, Vic Elford, Derek Bell, Rob Dyson, Paul Newman, Elliott Forbes-Robinson, Bob Garretson, Jim Busby, David Murry, Wayne Baker, Milt Minter, Bob Garretson, Chip Robinson, Bruce Leven, Mike Fitzgerald, Davy Jones, Joe Buzzetta, Tony Adamowicz, Bob Akin, Vic Skirmants, Joe Cogbill,

Gunnar Jeanette, and, representing legendary drivers Mark Donahue and Steve McQueen, their sons David and Michael Donahue and Chad McQueen. Sam Posey paid a visit on Friday, but had to spend Saturday and Sunday doing the German Grand Prix coverage for Speedvision.

From the factory there was Head of Work's Sport and Operations, Norbert Singer (responsible for development of the Carrera RS/RSR coupes, the Turbo Carrera RSR, the 934 and 935, the 956/962 and the 911 GT1); Klaus Bischof, today in charge of the Porsche Museum and formerly a factory mechanic on the 908s and 917s; Manfred Jantke, Porsche Competition Manager from 1972 -1982; and Harm LaGaay, current chief designer. Joining them were PCNA President and CEO Fred Schwab (co-grand marshall) and Alwin Springer, President of Porsche Motorsport North America. And we had guest journalists including



*Six-time Le Mans winner Jacky Ickx, at Lime Rock for the first time, demonstrated the 935 "Baby" on Friday and the F2 open-wheeler on Saturday.*

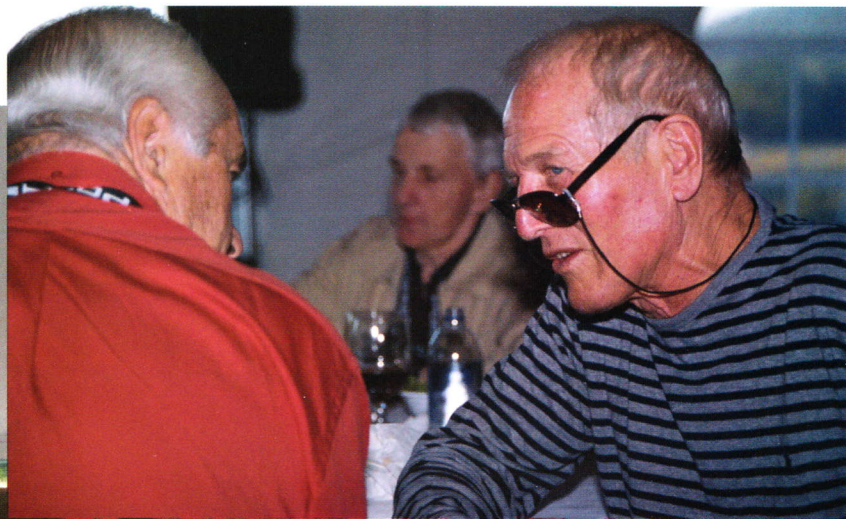


*Porsche tractors included a two-cylinder Standard belonging to Mike Amalfitano and the one-cylinder Junior owned by Roy Walzer.*

Honorary Co-Grand Marshall Leon Mandel, publisher of *Autoweek*; Tom Bryant, editor in chief of *Road and Track*; reknowned publisher of *Speed-Sport News* Chris Economaki; long-time journalist and race car driver Denise McCluggage; and, of course, our own Betty Jo and Leonard Turner from PORSCHE PANORAMA, as well as PANORAMA's new senior editor Joe Rusz.

And then there were the cars—oh ...my... god. The

*Paul Newman, who finished second overall and won the IMSA GTX class at Le Mans in 1979 in a 935, talks cars with Roger Penske. Newman drove a Brumos 914 in the Reunion Gmünd Cup race.*



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*An automotive Camelot: Porsche's first Le Mans winner (917 #23, today owned by Dr. Julio Palmaz), the "Hippie" 917 (#35) and a 906 (#30) park in a tent city of exotic Porsches.*

factory brought over eight of its most significant race cars, including the Gmünd coupe based 1951 Le Mans racer. Formula 2 car, a 356B 2000 GS/GT, a 904/8, the 917 30 1100 hp Can-Am spyder built in 1973 for Mark Donohue, the 935 Baby, a 936, a Porsche WSC Spyder, and a 911 GT1. They also brought a GT1 street car, a real grocery-getter. One PCA member, peering into the GT1 cockpit was heard to remark, "The turn signal and windshield wiper stalk are the same as on my

Boxster S – and that's a \$175 part." Missing in action was the factory Rothman's 962 that was damaged in transit and didn't make it to the track. But, not to be left out, there were two Porsche-Diesel tractors, a Standard (two-cylinder belonging to Mike Amalfitano) and a Junior (one-cylinder belonging to Roy Walzer.) Their use became evident when Brian Redman drove the Junior around the paddock Saturday morning towing a lovely wooden-railed trailer with Hurley



*Some 80 Porsche Club Racers provided the excitement of contemporary competition, racing for the Weissach, Arnage and Salzburg Cups.*



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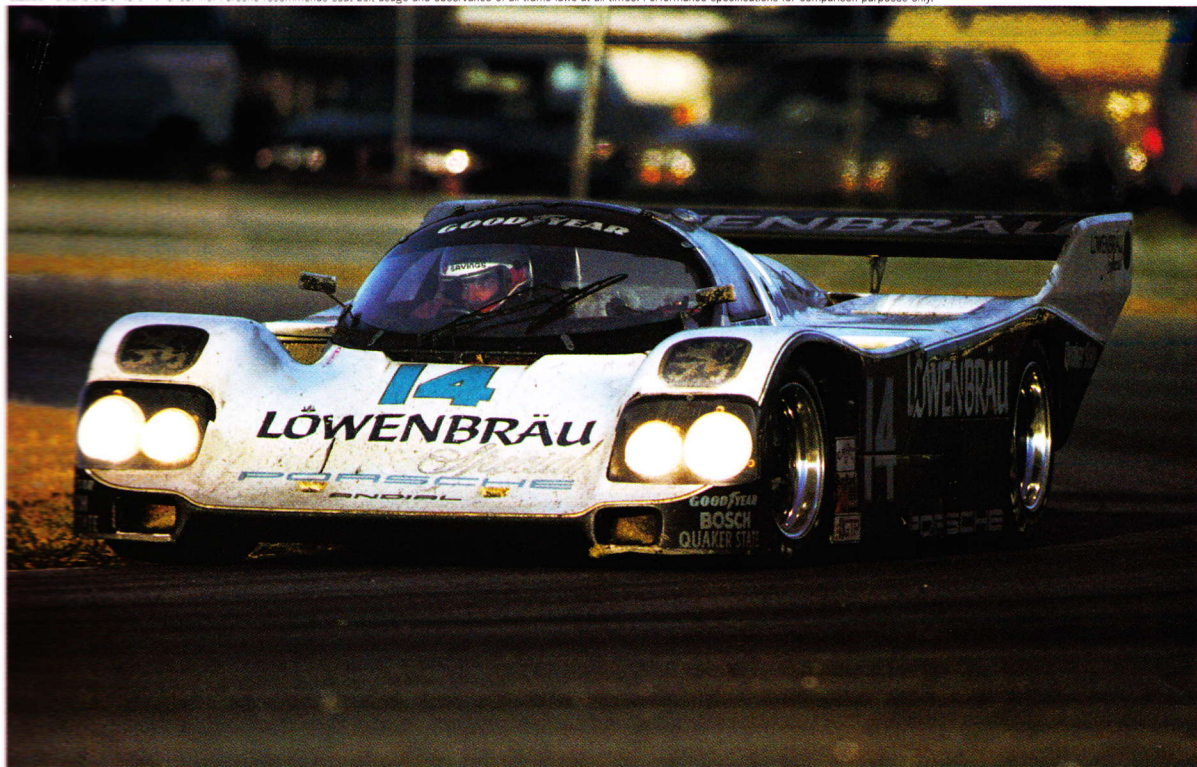
*Above, Manfred Jantke, former Porsche PR and competition manager, with Porsche Chief Designer Harm Lagaay. Left, Brian Redman, whose Intercontinental Events team staged Rennsport Reunion, in the cockpit of a 908/3—familiar territory for this Targa Florio winner.*

Haywood perched on one side, in his driving suit, passing out bags of ice to any participants who were in need.

But even more impressive than the factory grouping was a staggering display of privately-owned vintage cars from the 550 spyders, RSKs, 904, 906s, 907s, 908s, 910s, 917s, 914s, 911 RSRs and other 911-based cars, 935s, 956s, 962s. Seventy-one of these were pictured in

the official program, but there were many others. While a few of these cars were for display-only, almost all of them (over 100 by my count) found their way onto the track either in exhibition laps or in the races themselves. Joining this distinguished company were another 80 PCA racecars, recruited to fill out the card.

Are you beginning to get the idea? As my husband was trying to explain how the weekend felt to a non-



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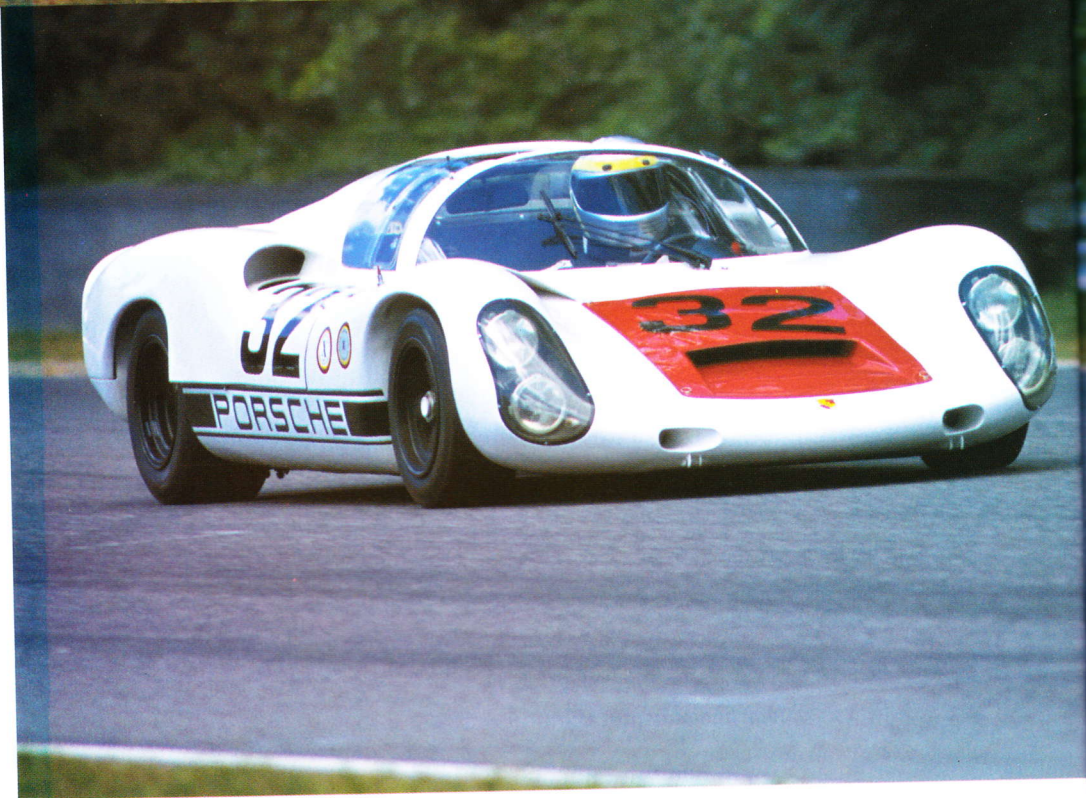
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*Clockwise from upper left: center-seat Spyder #718-028 of John Higgins, Martini 908/3-002 owned by Phil Daigrepoint, Bruce Levin's Bayside Disposal 962, Gulf-Wyer 917 in Le Mans configuration, Mike Amalfitano's 910-026.*

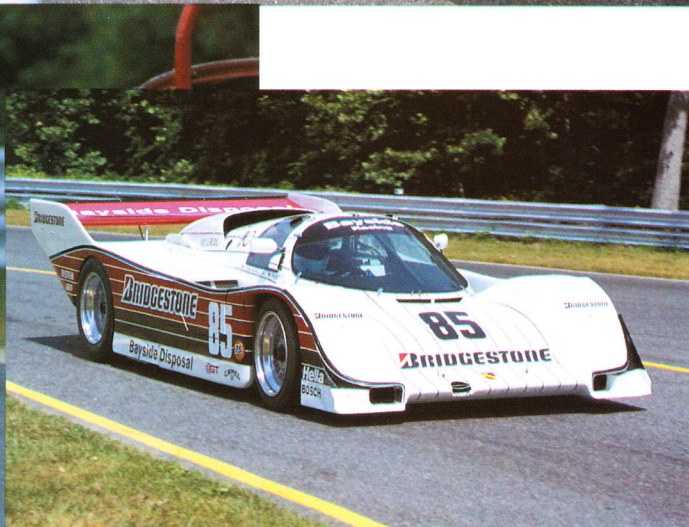
car person in his office who is a major Yankees fan, he said: "Imagine that they had gathered together all the most famous Yankees from the past 40 years in Yankee Stadium and you got to hang out with them in the dugout for three days."

The format for Friday and Saturday was a combination of practice, qualifying and 15-lap races for three groups of historic cars (under 2.5 liter, over 2.5 liter

and a 956/962 Challenge) as well as the same for three groups of PCA racers, stock classes E and below, upper stock classes, and the modifieds class. Intermixed with these sessions were laps by special exhibition classes both days, and last thing on Saturday, a 40-lap enduro. Sunday morning was a Concour d'Elegance (racing is "never on Sunday" at Lime Rock) with teams of judges made up of guest



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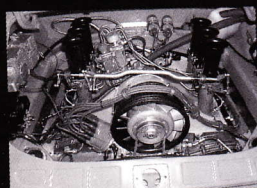
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journalists, Porsche AG and PCNA personnel, and PCA members.

Friday's practice and exhibition laps went smoothly. It was quite a thrill watching Roger Penske (with a little coaching from David Murry) smoothly negotiate the 1100hp 917/30 around such a tight course, even though I understand he was bit dismayed that the current condition of the car wasn't up to his meticulous standards. Roger is no stranger to Lime Rock, however, since he holds track records for 1961 and 1962. When asked how he liked getting passed by the 917, PCA website chair Alan Kendall, who was running his 914/6 in both club racing and vintage racing groups, described it as having the best seat in the house. He then reminisced that in 1974, "Jeannie and I attended the Porsche Parade in the Poconos. Mark Donohue's 917/30 was on display at the concours and he spoke at one of the banquets. As new PCA members, we were overwhelmed by the Parade experience. Little did I anticipate that 27 years later, while participating in a Rennsport practice session, I would be on the same track with that 917." Another blast from the past was watching four IROC RSRs drive around with the names of Foyt, Allison, Revson, and Donahue on their doors.

Jacky Ickx took a few laps in the 935 Baby on Friday, but I was standing at the pit wall when he

brought it back in with wisps of smoke coming from the engine bay. Norbert Singer took one look and the Baby was parked for the rest of the weekend. Other museum cars and drivers showing their stuff included Davy Jones in the WSC spyder; Chip Robinson in the GT1 race car; Rich Ford, a PCNA executive, in the GT1 street car; George Follmer in the 904/8; Manfred Jantke in the 356 2000 GT; and Norbert Singer in the Formula Two car, which he then lent to Jacky Ickx for Saturday.

As I wandered around the paddock on Friday, talking to lots of people, I asked Alan Friedman, founder of PCA Racing, his opinion of the event. He said that he thought that although the event paid homage to the past, *this* is the golden era of Porsche racing. "After all, how many people do you know who were racing Porsches in IMSA and SCCA in the '70s? Today, between PCA and vintage events, there are probably 2000-3000 people involved. These aren't the glory days of big international wins, but if I were brands manager of Porsche, I'd say 'This is pretty cool. Not only are they buying our cars, they're racing our cars.' So, the cars under the display tent aren't the whole story. This event is about the past *and* the present." Or as Wayne Baker less eloquently put it when he reminisced about his 914 days in an interview by Prescott Kelly over the



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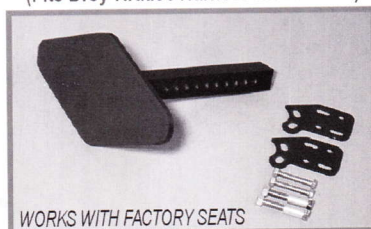
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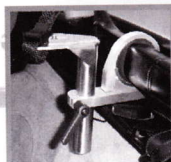
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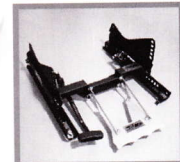
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public address system: "This event doesn't compare to the old days, when we didn't have one tenth of the competitors. Thanks to all you wealthy people out there."

Bob Snodgrass, president and CEO of Brumos Porsche, was asked about the tremendous presence that his dealership had at this event, trucking 13 cars up from Florida and enticing various drivers, including Paul Newman, to take them around the track. "We're America's Porsche Authority (it says so on our transporters) and if they can have an event like this in the U.S., how can we not make a full-fledged effort with the best cars and recruit the best drivers? Anything less and we're not America's Porsche authority. Our cars are fully prepped to give the spectators a full show and we're here fully prepared to win races." And as if all those cars and drivers weren't enough, Brumos also had the 1968 Porsche transporter shipped to the event on a flat-bed truck. The transporter (which you'll see if you watch old Porsche racing footage) started its life as a city bus that was converted at Mercedes and then finished at Porsche. It was then used by the factory team from 1968 to 1989, carrying four factory team cars to Le Mans. It was purchased and restored by Gerry and Tom Sutterfield.

Saturday was qualifying and racing. Connecticut Valley Region, in conjunction with Danbury Porsche hosted a hospitality chalet in the outfield for over 200 people. A large contingent of PCA members parked their cars all over the lower half of the hillside outside the front straight, making a perfect viewing backdrop from the paddock area. The capable corner workers from SCCA's New England Region were also in the spirit, appropriately using a German flag instead of a green one at start/finish. In the morning, Fred Schwab, driving the Copenhagen 962 that AJ Foyt once raced and which is currently owned by Brumos, discovered what many of us locals had already learned from hard experience—powerful cars get very light at the top of the uphill turn and are apt to take off if the wheel isn't dead straight. Unfortunately, the car needed a new nose after its encounter with a tire wall, but Fred was fine. He still gets my vote for gutsiest performance by an automotive CEO.

Just before lunch on Saturday there was a lovely series of parade laps in which more than 25 PCA members in their 356 cabriolets, roadsters, and speedsters, squirmed guest drivers and journalists around, with each car bearing a sign to tell you who was being honored. A nice moment. In fact, it was right around that

*(continued on page 42)*

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### Weekend in Never-Never Land *(continued from page 18)*

same time that we looked up into the clear blue sky and saw a very unusual corona surrounding the sun. One CVR member seeing it said it must be Dr. Porsche smiling down on this very special event.

After lunch...the races. In the Gmünd Cup, for vintage cars under 2.5 liters, David Donahue, driving a Brumos 914/6 GTR qualified on the pole, but didn't make the grid on time and had to start from the back. He proceeded to make up six positions on the first lap. Mike Fitzgerald in a 914/6, starting from the second position, spun on the second lap and had to pit. At the front, the 911 of Jim Hamblin was leading, followed by the 911ST of Roy Walzer and the 911 of Paul Reisman. Paul Newman, driving the smaller-engined, two-liter Brumos 914/4 GTS was hanging tough in fourth. The 911s would pull alongside him on the front straight, but Newman would manage to block them or get around them in the corners by the end of the lap. Hamblin spun in the esses on lap 10, giving the lead to Walzer. Walzer spun two laps later handing the lead over to Gunnar Jeanette in Wayne Jackson's 914. On the last lap, hard charging Paul Newman, running in second, was behind the lapped 911S of Bobby Onelia when Onelia spun in the esses and was T-boned by Newman. Race winner was Gunnar Jeanette with the

911Ss of Jim McCormick in second and James Windsor in third.

Race 2, the Eifel Trophy, was for vintage cars over 2.5 liters. Brian Redman, driving a 908/3 was on the pole, but fell to third at the start, with Phil Daigrepoint in another 908/3 in the lead. Henry Payne, driving a long-tail 907 soon came into third and by lap 9, Redman passed for the lead in the esses. Unfortunately, he then pitted two laps later, leaving the lead to Daigrepoint with Bruce Canepa in a 935 close behind having passed Payne. It was a drag race to the finish with Canepa edging out Daigrepoint for the win.

Next was the eagerly awaited 956/962 Challenge Race (with a 917/10 and a few 935s thrown in for variety). The public address system carried an interview with Alwin Springer just before the race, since Alwin built most of the motors in the race. On the pole was a Brumos 962 driven by Hurley Haywood followed by the 962s driven by Brian Redman, Craig Bennett, and Jim Busby. Busby, driving Pedro Romero's 962, took the early lead, but Redman, driving the 962 of Mike Amalfitano, was close behind and swapped leads with him twice before the final lap to take the win. Busby explained that the only reason Redman won was because his brakes were going away. Adam Haut's 962

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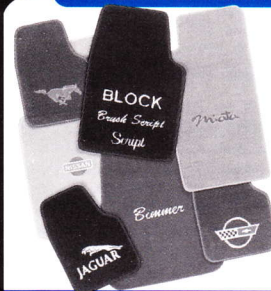
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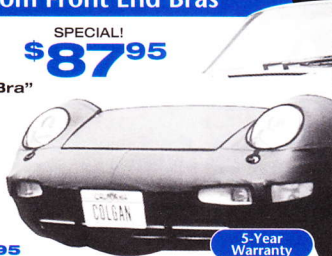
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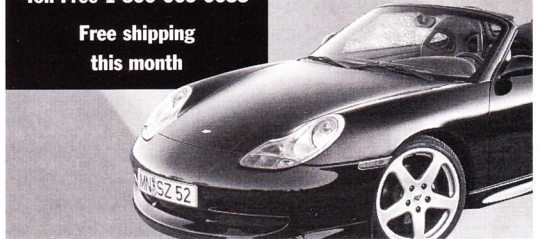
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came in third.

Then it was time for the PCA racers to take the stage. For many, this was their first opportunity to race in front of real spectators, an estimated 13,500 for the day. There were 26 cars in Race Group 1, the Weissach Cup, which began with fast Ronnie Savenor on the pole in his '87 911, followed by Oliver Zitzmann in his '90 C2 and Bob Scotto in his '88 911. Zitzmann got Savenor on the start, but Ronnie recouped on lap 13 by taking the lead. Zitzmann held on to second, and Michael Ellis who had started in fourth position came home third.

Race Group 2, the Arnage Cup, saw Keith Peare in his 914 on the pole, followed by Adam Merzon's GT3 RS and then Jim Scott's '73 911. Merzon took the lead away from Peare at the start and held it for the entire race and they ended much as they started with Peare in second and Scott finishing third.

Race Group 3, the Salzburg Cup, began with Woodie Weiss on the pole in his '87 944T, with Mike Bavaro's '79 911SC gridded second and Lynn Wilson's '01 GT3 RS in third. Bavaro jumped into first at the start with Frank Trombley in his '00 GT3 R right behind, but Weiss got the lead back and held on for the win in a race that had to be shortened to ten laps after a full-course yellow for a fire in Scott Burkland's car. Bavaro

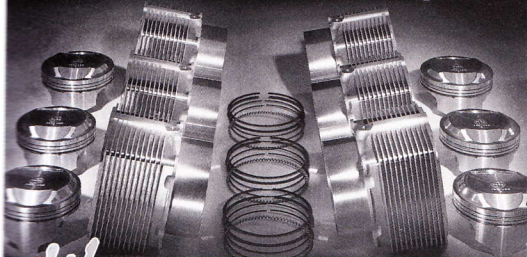


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finished in second and Trombley in third.

And the last event of the day was the Historic Enduro, a 40-lap contest with a required five-minute pit stop for vintage cars less than 2.5 liters. On the pole was the team of Michael Donahue and Hurley Haywood in a Brumos 914/6 GTR. Jim Hamblin in his 911 was gridded second, with the Connecticut Valley Region team of Roy Walzer and Jim Newton in third in Roy's 911ST. Early in the race, it was Donahue, Mike Fitzgerald in a 914/6, and Walzer followed by Hamblin and Vic Skirmants in a '61 356 Roadster. Fitzgerald took the lead on lap 11 and soon the pit stops and driver changes began. As Michael Donahue swapped driving duties with Hurley Haywood, Bob Snodgrass leaned into Hurley's car to say: "You are going to win this aren't you?" By lap 32 all stops had been completed leaving Hurley in the lead, followed by Fitzgerald until lap 36 when he blew a motor. The finish was Haywood, Hamblin, and Newton. Hurley had lapped the field and the Walzer/Newton team figured they just must have spent too much time at the pit stop talking about which of them really deserved to drive to the checkered flag.

At Saturday night's dinner, Leon Mandel gave an *Autoweek* Reader's Survey award to Porsche as Favorite Sports Car. Leon told me the next day that he

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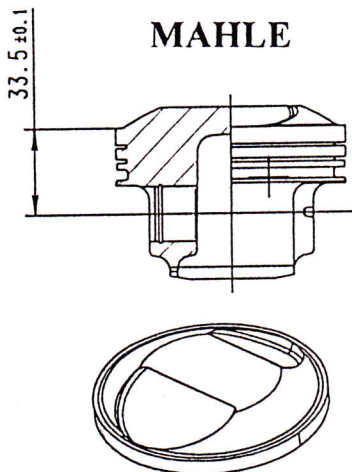
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thought that was like the choir preaching to the choir. I said that if all his Porsche-owner readers voted, nothing else had a chance.

Early Sunday morning, the concours judges met at the PCNA hospitality chalet to get their orders from head judge Dennis Frick. A team of judges was assigned to each of the nine concours classes. There was a nice mix of journalists, Porsche employees, drivers, and PCA members on each team. Dennis instructed the teams to come to a consensus on ranking the three "best" cars, meaning best prepared. They were instructed to ignore track-generated dirt, since most of the cars had been driven for the past two days, and they were to take into consideration what was correct for the car. History was to be used as a tiebreaker. The concours field arrayed on the front straight was just as impressive as the cars had been on the track. The 956/962 class was 15 strong, there were nine 917s shown and lots of 908s, 906s, 904s, 910s, and 935s to look at, along with earlier race cars. I saw Central New York Region member Dick Fell walking down the rows and asked him if anything caught his eye. His answer: "Everything."

Describing the event afterwards, Dennis said: "the quantity and quality of the race cars was numbing. I would say that any Porsche race car enthusiast who

missed the Monterey '98 event, but witnessed Lime Rock Rennsport Reunion 2001 need no longer mourn." The PCA judges had a great time going around with their famous teammates. PCAer Jim Facinelli said "I can't believe I spent the day judging 917s with Vic Elford." My husband thought judging aluminum-bodied cars with Tom Bryant and Harm Lagaay (along with fellow PCAer Chip Hall) was quite a treat. Judging went quickly since there were no crevices to be probed or score sheets to be completed.

As the judges gathered back in the PCNA chalet prior to the awards presentation, Brian Redman entertained everyone with more of his racing stories, this time mainly aimed at Jacky Ickx who was sitting next to him. He informed us that the nickname he and David Hobbs had for Jacky was the "Brussels Sprout" and he described some particularly hair-raising drives and accidents that Jacky had at Le Mans. Never lacking for material, Brian then went on to read from a book called *Stanley Hollowell Monologues* (Hollowell was a 1930s British music hall performer). The first one was a rendition of "The Lion and Albert," followed by one called the "Hole in the Ark." Leon Mandel said he hadn't heard that in 30 years and was grateful to have heard it again.

At the concours luncheon, Bob Carlson from PCNA

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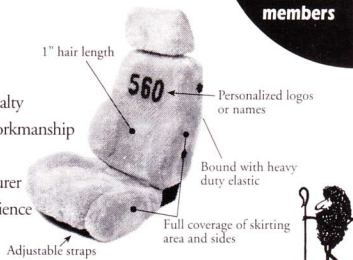
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gave a special thanks to Rob Dyson for bringing out his 962 which had been put away since 1986. The Vasek Polak award went to Brumos Porsche for their support of the event and for having the "Best Transporter." Awards were presented after lunch and, as always, there were special stories about all the class-winning cars. Ernst Benzien's 904 GTS is said to have been driven from the factory to the Targa Florio to compete in the two-liter GT class in 1964 by Andreas Vianini. It has 8000 original race kilometers on it, has been repaired once by the factory and then only repainted here in the U.S. by John Paterek. Leon Mandel and

his fellow judges PCAers John Takehara and Lisa Musante fell in love with it and gave it a first place. In the earliest race car class, David Coleman's Carrera Speedster, originally owned and raced by Bruce Jennings, got the first-place nod for its originality and the fact that it's been a race car all of its life, since Dave has continued to race it since buying it from Bruce. Alwin Springer thought that Jerry Molitor's Texaco Havoline 962 was the best example of a 962 in existence. That car was originally purchased in 1986 by Bruce Leven for his IMSA Bayside Disposal Motor Sports Team. During 1987, it won six of eleven races entered, setting a record for the most wins in a single season of any 962.

Then it was all over. It was some consolation that Fred Schwab had announced on Friday that this was only the first of many Rennsport Reunions to come. PCNA plans to stage this event every few years and the next one will be somewhere on the West Coast. But, as wonderful as this event was, the question on everyone's mind was whether Porsche's days of factory racing glory were all in the past. When asked to comment, Fred: "Porsche and racing go together like peanut butter and jelly. While we're not currently racing at the highest levels, you can expect our return." We're going to hold you to that Fred. ❁