

The Formula 1 Porsche displayed an interesting disc brake design and pioneering cooling fan placed horizontally above its air-cooled boxer engine. Dan Gurney won the 1962 GP of France and the Solitude Race. Thereafter the firm withdrew from Grand Prix racing.



STEIN Mobil 1 BILSTEIN

# The Porsche Collection



— Phillip Island Classic —

# PORSCHE'S GREATEST HITS PLAY AGAIN

By Michael Browning

## Rouen, France July 8th 1962:

It might have been a German car with an American driver, but the big French crowd was on its feet applauding as the sleek silver Porsche with Dan Gurney driving took the chequered flag, giving the famous sports car maker's new naturally-aspirated eight cylinder 1.5 litre F1 car its first Grand Prix win in only its fourth start.

But that was not the end of Porsche's 1969 race glory, for by the end of the year the 908 had brought the marque its first World Championship of Makes, with notable wins at Brands Hatch, the Nurburgring and Watkins Glen.



The Type 550 Spyder, first shown to the public in 1953 with a flat, tubular frame and four-cylinder, four-camshaft engine, opened the era of thoroughbred sports cars at Porsche. In the hands of enthusiastic factory and private sports car drivers and with ongoing development, the 550 Spyder continued to offer competitive advantage until 1957. With this vehicle Hans Hermann won the 1500 cc category of the 3388 km-long Race "Carrera Panamericana" in Mexico 1954.

And it was hardly a hollow victory, with the Porsche a lap clear of such luminaries as Tony Maggs' and Jim Clark's Lotuses, Graham Hill's BRM, Bruce McLaren's Cooper and John Surtees' Lola.

The following year, Porsche did it all again, this time finishing 1st, 2nd, 4th and 5th in the Targa Florio with its evolutionary 908/03

A week later Gurney was to prove it was no fluke, with his Porsche again beating Clark and his Lotus to win a non-championship race on the Solitude racing circuit near Stuttgart before 300,000 enthusiastic spectators.

## Targa Florio, Sicily, 1969:

Porsche was no stranger to the podium in Sicily's sinuous Targa Florio having won this most demanding of road races no fewer than eight times before six new factory 908/02 sports cars lined up for the 1969 event.

But this time Porsche's 9th Targa victory was even more emphatic, with the lightweight, aerodynamic and powerful Porsches with their 265kW 3.0-litre air cooled eight cylinder engines taking not just victory, but the first four places, while winners Gerhard Mitter/Udo Schutz set a new race record of 6hr 7min 45.3sec.



sports car, with Brian Redman and Jo Siffert in the winning car with its distinctive pale blue and orange arrow livery. And to cap the season off, the 908/03 brought Porsche its second successive crown in the World Championship of Makes.

Exceptional manoeuvrability and low weight (545 kg) were outstanding features of the 908/03, which drew on experience gained from the 909 Hill-climb Spyder design. It was entered in competition just four times, winning on three occasions: the 1970 Targa Florio and the 1000 km races on the Nurburgring in 1970 and 1971.

## The Porsche Collection

— Phillip Island Classic —

**The 24-Hours of Le Mans, 1977:** In what was possibly the most emotional of all Porsche's Le Mans victories, a lone surviving factory Porsche 936/77 sports car driven by Belgian Jacky Ickx, American Hurley Haywood and German Jurgen Barth fought back from a seemingly impossible 41st place at the 12 hour mark to take what looked to be an unassailable lead with just two hours remaining.

Then the unthinkable happened; the Porsche struck engine trouble and headed for the pits. As its lead was whittled down by the second-placed Mirage Renault driven by Australian Vern Schuppan, the Porsche with Barth at the wheel, was sent out to complete the two final laps of the race with its 2.1 litre twin turbo engine running on just five of its six cylinder and producing only a fraction of its usual 397kW.

Everyone held their breath, but the engine held together and Porsche repeated its 1976 Le Mans victory with the progenitor of the same car, which the year earlier had become the first turbocharged Porsche to win the famous French endurance race.

Le Mans again, 1998: Porsche dearly wanted to win Le Mans in 1997 with its all-new Porsche 911-based GT1 as a prelude to its 50th anniversary celebrations the following year, but mechanical problems deemed it was not to be. Imagine the euphoria then in 1998 when factory-entered 911 GT1 cars brought Porsche an emphatic 1-2 victory in the most famous of all sports car endurance races, taking Porsche's tally to an unbeaten 16 outright victories since 1970.

Great cars, great moments. What a thrill it would be to re-live those days!



## The Porsche Collection

— Phillip Island Classic —

Specially developed to contest the World Sports Car Championship, beginning in 1976, Porsche's 936 soon proved the standard for top-level, thoroughbred race cars. Following four of seven races, Porsche captured the World Sports Car Championship. Their 936 won all its races against the Renault Alpine team cars. – and a turbocharged Porsche won for the first time at Le Mans, with Jacky Ickx and Gijs van Lennep piloting the 936.



# The Porsche Collection

## Phillip Island Classic



Together with the long-tail 908, the Spyder carried off the first constructors' world championship victory for Porsche.

### Phillip Island, 9-11 March 2007:

In what is undoubtedly one of the great moments of Porsche's 56 year history in Australia, these actual cars are to be seen in action for the first time on the most famous and historic of all Australian racing circuits – Phillip Island.

And that's not all. They are also being joined by two other important racing Porsches from even earlier years.

One is the famous 1954 model Type 550 Spyder with its quad camshaft four-cylinder engine that Hans Herrmann drove to victory in the 1500cc category in the 3388km-long Carrera Panamericana road race the same year – an incredible feat for such a light sports car with on terrible roads.

And also from the Porsche Museum in Stuttgart is the rare lightweight 1960 model Porsche 356B 2000 Carrera GT coupe that won the newly-created Classic category in the 1998 Targa Tasmania rally with Peter Fitzgerald at the wheel, while the same car was later driven in Targa in 2000 by two time World Rally Champion, Walter Rohrl.

All five cars will be seen and heard on the Phillip Island Grand Prix circuit during the Shannons Phillip Island Classic weekend – some competing in Regularity events and others in special parades. And appropriately, they will be driven by some very eligible Porsche people.

One of Australia's most successful International drivers, former Porsche factory driver and 1983 Le Mans winner Vern Schuppan, will take the wheel of the 936/77 – the car that beat his Mirage Renault at Le Mans in 1977.

Porsche Museum director Klaus Bischof, who personally prepared many of Porsche's Le Mans winners and worked on the team's Targa Florio team cars, will drive the 1970 Targa Florio-winning 908/03 sports car, while 2004 Australian Carrera Cup champion and former Porsche Supercup round winner Alex Davison, will drive its sister car, the 1969 Targa Florio-winning 908/02.

Bischof will also be seen gain at the wheel of the Type 804 Porsche Formula 1 car, while Porsche Cars Australia CEO Michael Winkler and PCA's Director of Sales and

Marketing Kevin Nicholls, will drive the Museum's 550 Spyder Panamericana and 356B Carrera GT respectively.

It will be a once in a lifetime experience, Museum director Bischof assured us.

"We are building a new Porsche Museum in Stuttgart that will be completed next year, but we know not all Australians will be able to get there, so we thought we should bring these special cars here," he explained.

"Porsche is the featured make at Phillip Island this year, so we thought we should put on a good show."

"Besides, you can hear them better on this circuit than in the Museum!"

In between their demonstrations and Regularity events, all the Museum Porsches will be on display in the paddock area, immediately behind the pits.

You've just got to see them and take a time-warp back to their glory days.

The double victory of the GT1 signified the 16th Porsche-triumph in Le Mans.

In a race marked by many early retirements, the Porsche works cars once again demonstrated their reliability with a double victory. Now with 16 victories, Porsche is by far the most successful manufacturer at this most important and challenging of endurance races.

