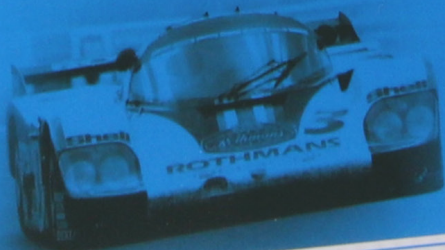
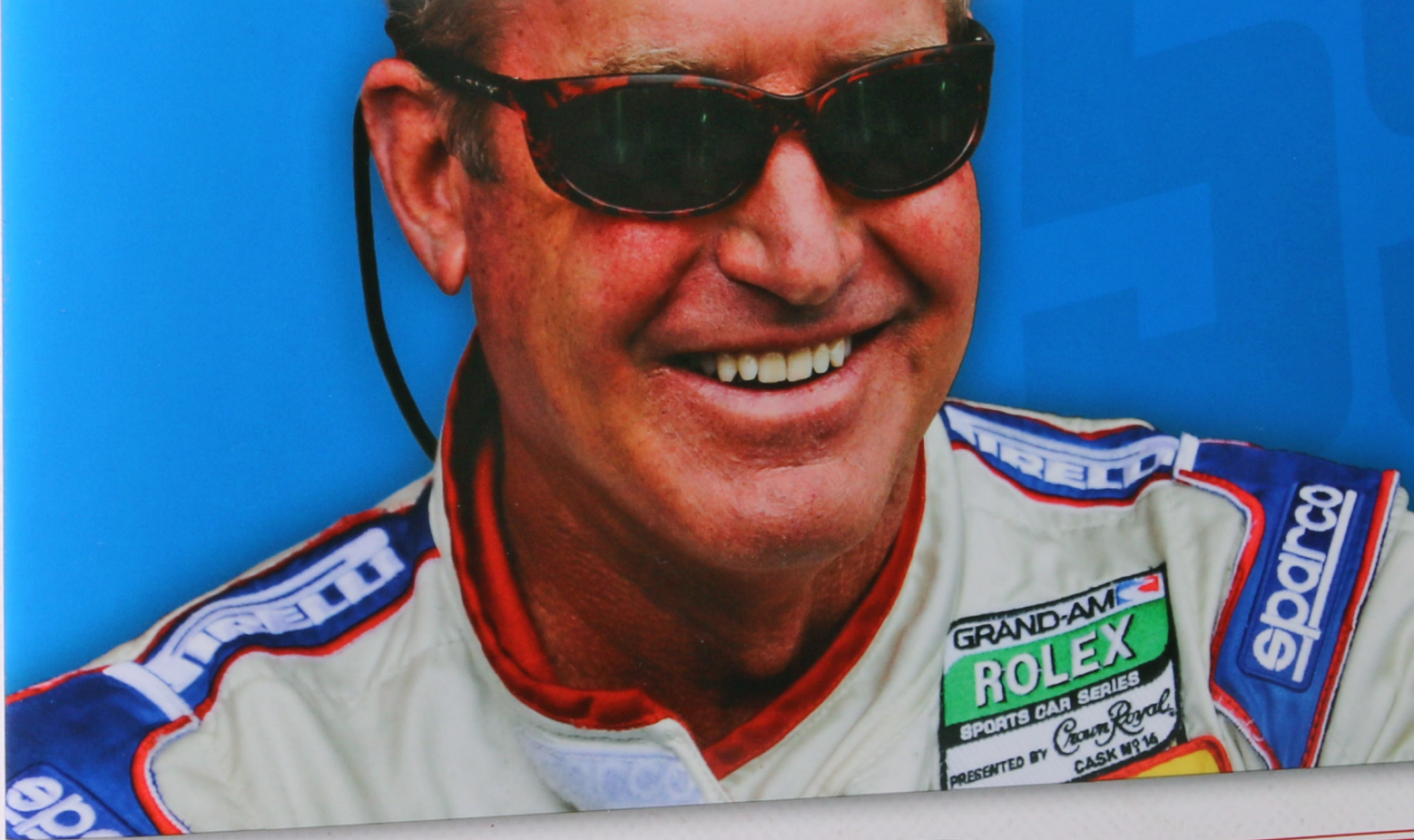


# Never a Dull Moment

An Excerpt from HURLEY: From the Beginning.  
Excellence: The Magazine About Porsche  
No. 260 December 2018



**HURLEY**  
FROM THE BEGINNING

BY HURLEY HAYWOOD  
AND SEAN CRIDLAND



AFFORDABLE AIR-COOLED PORSCHE 911s? SEE PAGE 64!

THE MAGAZINE ABOUT PORSCHE  
**excellence**

## A 2018 993 TURBO?!

PORSCHE CELEBRATES ITS 70TH ANNIVERSARY  
BY BUILDING ONE LAST NEW 993!



**RALLY-SPEC 996 CARRERA**  
A ROUGH & TOUGH WATER-COOLED 911

**1970 PORSCHE MURÈNE**  
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# NEVER A DULL MOMENT

Hurley Haywood recalls the splendor of racing Porsches in the early 1990s.

STORY BY HURLEY HAYWOOD AND SEAN CRIDLAND  
PHOTOS BY JUTTA FAUSEL, TONY MEZZACCA, LEONARD TURNER, AND BILL WARNER

*The following is an annotated excerpt from Chapter 14: Never a Dull Moment from "HURLEY: From the Beginning," by Hurley Haywood and Sean Cridland (Visions of Power Press, 2018).*

## Daytona 1991

Reinhold Jöst was always a good driver, and his Joest Racing Team has always been top notch. When he asked me to drive at Daytona in 1991, I leapt at the opportunity to join a stellar lineup of that included Frank Jelinski, Henri Pescarolo, Bob Wollek, and Austrian Louis Krages, who often raced under the pseudonym "John Winter."

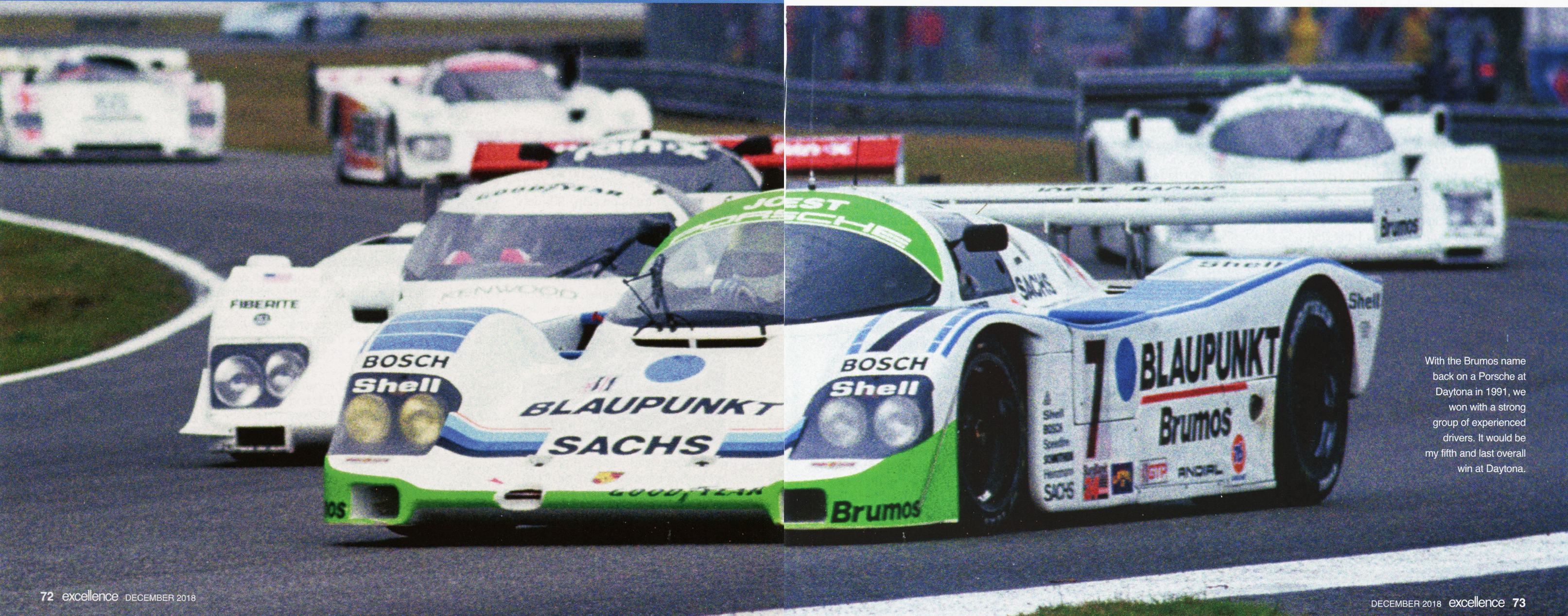
Having a group of great drivers in a Joest 962 didn't mean much in 1991. Toyota, Jaguar, and Nissan all fielded high-budget, two-car, factory-backed

efforts with strong driver lineups. Jochen Dauer, another former racer turned Porsche team owner, would run two Porsche 962s driven by American racing royalty. One car had Mario, Michael, and Jeff Andretti; the other had Unsers—Al Sr., Al Jr., Bobby, and Robby—a superstar driving cast. We'd be lucky to podium.

But that's why they run the race. Instead of one team having great luck, it was more like which had the least bad luck? One Jaguar crashed out in practice, halving their chances to win. Soon after the green flag, a Nissan and a Toyota were both out of the race. The Unsers crashed out in time for dinner. Our sister Joest car, which Bob Wollek put on pole position, had a water-pump failure and was out just after midnight. Then the other Jaguar went out, and the second Toyota dropped out soon after. Michael, Mario, and Jeff

Andretti were the fastest car on the track, but they had problems early on, made up 20 laps, then had more problems at the end. With a couple of hours left, we found ourselves with a huge lead over the last remaining Nissan and Rob Dyson's 962.

Then it happened to us! In the last two hours, we had three cut tires, overheating problems, and a battery failure. Our huge lead shrank in the pits for stupid little problems as we watched the second and third-place cars take back laps. Thankfully, when the clock ran out, we were still nine laps ahead of second place. It was a great relief and huge elation to realize I'd now won the Twenty-Four Hours of Daytona five times! None of the wins was easy—they never are—but this was the hardest-contested of them all. Though we didn't know it then, it was the last win for a Porsche 962 at the Twenty-Four Hours of Daytona!



With the Brumos name back on a Porsche at Daytona in 1991, we won with a strong group of experienced drivers. It would be my fifth and last overall win at Daytona.



## SuperCar

A string of coincidences led Brumos back into racing its own team rather than just sponsoring other cars. IMSA and Bridgestone got together to create the Bridgestone SuperCar Series as a support for the GTP and GTO series regularly on their calendar. In the late 1980s several manufacturers—Ferrari, Porsche, Lamborghini, BMW and others—were starting to produce street cars of incredible performance. All of these cars required tires that could withstand higher speeds and cornering forces, so tire companies competed for consumer attention, wanting to prove who could produce the best high-performance tire.

Racing fans wanted to see the best road cars competing against one another, too. Exploiting this trend in performance-car and tire-marketing strategy, IMSA partnered with Japanese tire manufacturer Bridgestone to form the Bridgestone SuperCar Championship. It premiered at Lime Rock in spring 1991 as a support race for the GTP race. This was the perfect series for Brumos to return to competition. We could race a car based on what we were selling. About that same time Alwin Springer of Andial took over Porsche Motorsport North America, which had essentially been dormant since Al Holbert's passing. A Brumos/Porsche Motorsport partnership in SuperCar was the perfect opportunity for both parties to revive their racing activities.

We would field the 964 3.3-liter Turbo, and we figured there would be Corvettes and probably a Lotus. We heard that Don Knowles was fielding a couple of Dodge Stealths and Stewart Hayner had a Pontiac Firebird, but no one had ever heard of a Consulier GTP. The Consulier looked like a sawed-off Acura NSX, weighed about 2,200 pounds and had a Dodge turbo 2.2-liter engine making about 175 hp. Except for the engine, drivetrain, and suspension, it was built entirely of carbon fiber, foam, and fiberglass in very limited numbers as a track-day special. At Lime Rock, Consulier qualified four cars in the top five with drivers that very few people had heard of; one of them won very convincingly.

Having a car nobody had heard of driven by club racers dominate the race didn't bode well for a new IMSA series designed to highlight the best cars of major manufacturers. If the Consulier was allowed to run at its original weight, none of those companies would back the



series and it would die a quick death. IMSA responded with a 300-lb weight penalty for the Consulier at the next race, Watkins Glen, and the series began balancing out. I won from pole, but the race was very spirited, with the Consulier and other cars vying for position.

Before the Lotus showed up at Atlanta with a team consisting of Doc Bundy, Bobby Carradine, and Paul Newman, I won again at Portland. As a backup, Brumos added a second car for Hans Stuck to join me in battle for the championship. I won again at Road Atlanta, then

Above: We knew Doc Bundy in the Lotus would be our main competitor in IMSA SuperCar. Opposite bottom: Once the rules were sorted out, SuperCar became a hard-fought series, though our Brumos Porsches prevailed most of the time.

Hans won the last race of the season at Del Mar against an even stronger field. Overall, it was enough for me to bring home both the driver's and manufacturer's championship for Porsche, just what we needed to put Brumos back in the spotlight!

For 1992, SuperCar got more attention from the manufacturers, sponsors, and fans, often featuring the best racing of the weekend. Shawn Hendricks, John Heinricy, and Boris Said were in Corvettes. Doc

Bundy, David Murry, Paul Newman, and Mike Brockman drove Lotus Esprits. Cass Whitehead was in a Nissan. Andy Pilgrim started the season in a Corvette and ended up in a Lotus. Brumos entered cars for me, Hans Stuck, and sometimes Walter Röhrl.

Porsche homologated a new limited edition of the 911 Turbo, the Turbo S2, which received special attention from Andial, yielding 382 hp. It was a seesaw battle all season. I won a couple of races, Hans won a couple, and Walter had a few podiums. It was enough for Brumos and Porsche Motorsports to win the manufacturer's championship again, but Doc Bundy in the Lotus had consistently high finishes and took the driver's title.

By 1993, the series was so competitive that Corvettes were squeezed out by teams from Porsche, Lotus, and a new team from BMW that featured a talented young driver named David Donohue, son of my friend and mentor Mark. David was just starting his professional career, and although we raced each other and said hello at the track, it was several years before we teamed together and became close friends.

Doc Bundy and David Murry carried on the Lotus domination for the first couple of races, but for the rest of the season it was Porsche and Hans Stuck, including his trademark yodeling. Hans won at Lime Rock, Watkins Glen, Cleveland, Laguna Seca, Portland, Phoenix, and Sebring. The rest of us were lucky just to

hang onto his tail. Though we didn't contest the series in 1994, we had amassed an incredible record of victories, three manufacturer's titles, and two driver's championships. Porsche loved it so much that they made a special limited-edition SuperCar Champion Turbo S Leichtbau model that sold only outside the U.S. Those cars now sell for over a million dollars each at auction.

### GTP: The End of the Road

By the early 1990s the IMSA GTP and FIA Group C championship series were

both coming to a close. In Europe, the directors of Formula 1 and the FIA, Bernie Ecclestone and Max Mosley, didn't appreciate that sports cars were as fast and nearly as popular as Formula 1 and made political moves to do away with the formula to defend the status of their top series. In place of the big Porsche, Mercedes-Benz, and Jaguar turbo engines, they wanted something like the 3.5-liter units used in Formula 1, like an echo of the 1972 rules that did away with the 917s and Ferrari 512s in favor of three-liter cars. If you cared about sports-car racing, it was a disaster,

but if your goal was to put Formula 1 back in the spotlight, it was a successful ploy.

At that time, Jürgen Barth, Patrick Peter, and Stéphane Ratel joined forces to create the BPR Global GT series. Their version of GT was like a European version of SuperCar, with interesting entries from Jaguar, McLaren, Ferrari, Mercedes-Benz, Dodge Viper, and others. Initially, Porsche raced a specially-prepared 964 RSR 3.8, then the 911 Turbo S LM, but as the series progressed, loopholes appeared, and Porsche prepared something special for the 1994 Le Mans race.







## Le Mans 1994

Le Mans politics have always been complicated, requiring entrants to guess, second-guess, and third-guess how the rules will be applied. If you've been around long enough, you'll understand it, maybe. For 1994 the rules were even more complex. The race is organized by the Automobile Club de l'Ouest (ACO). Traditionally it's been sanctioned by the FIA as part of the Sportscar World Championship, World Championship for Makes, or whatever it was called in a particular era. But sometimes feuds between the organizers and the sanctioning body meant the race was run independently of the FIA. One of those years was 1994. Le Mans ran its own rules and paired with the BPR series, supplemented by FIA GT and prototype classes. Group C cars could race but only with vastly diminished power, very little downforce from ground effects, and smaller fuel tanks, requiring more pit stops.

Conversely, the organizers allowed the GT cars more power and much larger fuel tanks. Ironically, many Group C "prototypes" had been produced in large numbers for customer teams, but the GT cars had to demonstrate only one working, streetable model. It was a huge loophole.

At the end of the Porsche 962's run of dominance in Group C and IMSA GTP, Jochen Dauer had converted a couple of

them for street use, installing leather interiors, sound systems, and other creature comforts. Hence, the Porsche 962 was now legal in the ACO's GT class with larger air inlets and fuel tanks than the Group C cars. Porsche jumped on the opportunity.

Jochen Dauer entered two cars. Though we were officially independent, the team was run in the usual Porsche factory way, with Norbert Singer and

Above, left to right: We always enjoyed the balmy SoCal weather in Del Mar. There's nothing more satisfying for a racer than winning at Le Mans. Opposite bottom: The Dauer 962s benefitted from more favorable fuel regulations.

Reinhold Jöst's team doing much of the development work. As a GT car, several issues had to be considered, notably how GT-sized tires and revised aerodynamics affected performance. Porsche displayed its usual seriousness by picking drivers capable of winning: Hans Stuck, Thierry Boutsen, Danny Sullivan, Mauro Baldi, Yannick Dalmas, and myself. They required us to participate in an intensive physical-training camp led by Niki Lauda's former trainer, Willi Dungl. He put us through the paces every day and had us eating the most abominable—yet

supposedly healthiest—food. No matter how much he insisted it was good for us, most of us hated that part of the Dungl regimen. But the entire driving team was incredibly fit for the race.

Strategy-wise, Norbert, Reinhold, and Jochen had gone over every possible race scenario and data set to determine how much power would be necessary to be competitive, how much time we would save by stopping less often for fuel, and what tire-wear rates would be. They considered which drivers would be better at the start, in the rain, at night, and at the finish. Although they downplayed it, they badly wanted to win.

The 1994 race would be a challenge. Twenty-four hour races are hard, even with the best equipment and drivers. Some competitors will take themselves out via unreliability, bad choices, strategy mistakes, or driving mishaps. When you drive for Porsche, you're pretty sure most of the drama will be minimized, but that's no guarantee. Had the race been five minutes longer, my 1977 and 1983 wins could both have been DNFs.

The Courage, Kremer, Peugeot, and Toyota teams had also prepared well and seemed ready for anything. Derek Bell took the Kremer out to an early lead over Patrick Ferre in a Courage, and we were right there in third. Hans Stuck was coming up to join us when he spun then drove



like a madman to catch up when the prototypes went in for their first round of stops. Then Danny Sullivan spun the same car just past the pits and flattened a tire, meaning he had to limp around the entire course at one-third speed and lose several laps to the leaders. During one of my driving stints, a rear halfshaft broke, causing us to lose five laps. Fortunately, the Toyotas chewed up brake pads at a rapid rate. Then Hans had another spin, damaging the front bodywork of his car enough that it flew off.

For us, things settled down during the night. I got to work with a double stint, enjoying the rhythm of the course, the lights from the cafes and carnival, and carving through the backmarkers. There's something about racing a 962 at Le Mans that I have always enjoyed. There was one stint that really stands out in my mind, when the fog rolled in but floated two to three feet off the ground. Flying down Hunaudières up and over the humps and dips, the fog was sometimes a wall and sometimes skipped just off the top of the

windscreen. It was a surreal feeling at night to be skipping in and out of that low, white ceiling of clouds.

Until the end of my stint I didn't notice that I had depleted my fluids and was severely dehydrated. In the U.S., I would have had an intravenous bottle of saline solution waiting as I stepped out of the car, but Dungl's approach was "organic" in the extreme; not what I wanted or needed. Instead I was slumped in a corner, drinking everything I could get my hands on. I recovered, but it took much longer than it should have.

Meanwhile, the Toyota of Mauro Martini, Jeff Krosnoff, and Eddie Irvine was on a tear and had at least half a lap advantage on us until a shift linkage broke while Krosnoff was leading. He limped back to the pits in third gear, giving us the break we needed. We sailed into a lead we never gave up. Thierry Boutsen, in our sister car, was third. Not a bad result for a GT car: another win for Porsche, and me, at Le Mans!

It was a great, hard-fought race, certainly no runaway. On the podium we had a great time spraying champagne, but the writing was on the wall for the Dauer Porsche LM. The very next day the BPR and ACO both outlawed the "street-version" 962 for racing. My third win at Le Mans would be my last, but more importantly for the history of the Group C and GTP, it was the last major international win for the Porsche 962. It truly was the end of an era. With the 956 taking its first win in 1982, it seems unbelievable that any racing car could have a 12-year career. But that's the history of Porsche. ■

