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Story SEAN CRIDLAND /// Photography LINHBERGH NGUYEN

L A N E

“I’ve never driven this car, but I passed it a lot of times,” says Hurley Haywood, watching as the black 935 is lowered to the pavement in the paddock at Pikes Peak International Raceway. The legendary endurance racer, 69 years old, has come to Colorado to revisit a bit of his past.

A white 934 is going through its startup procedure nearby, its turbocharged flat six sputtering before roaring to life. Separated by one model year and one degree of separation, both Porsches are related to Haywood. The 1976 934, chassis 9306700179, is the car he drove for California Porsche dealer Vasek Polak in the 1976 Trans-Am series. Forty-one years later, its plain visuals don’t lie: It’s a remarkably simple car by modern race-car standards, with road-car bumpers, power windows, armrests, and map pockets.

The street-car parts made it easier for Porsche to meet minimum weight requirements, but the 934 was no half-hearted affair. By the standards of its day, it was a ground-breaking race car—one that required the Sports Car Club of America and International Motor Sport Association to rethink their rules. With the introduction of the 934, Porsche’s production-based race cars were no longer merely light, nimble sports cars able to out-brake and out-handle big-bore Corvettes and Camaros. Thanks to a turbocharger, the familiar 911’s silhouette could suddenly out-accelerate them, too.

The black 1977 935, which bears chassis number 9307700912,



Opposite page: Group 4 allowed limited modifications. Take a 930 and bolt on some flare extensions plus a front spoiler that feeds air to oil and water coolers.

Below: Factory "Lollipop" race seat was replaced with a modern seat.



represents the logical, brutally effective evolution of the 934. This one is also the car that Haywood's mentor, the late Peter Gregg, and Frenchman Claude Ballot-Léna drove to a class win and third overall at the 24 Hours of Le Mans in 1977. Haywood didn't join them in the 935 because he was busy winning overall in a 936/77 with Jacky Ickx and Jürgen Barth. They amassed 343 laps to the 316 laps completed by Gregg and Ballot-Léna.

Now warmed up, the white 934 is ready to go. It's been a very long time since Haywood has driven this car, which gathered dust in Vasek Polak's shop until it was rescued by Jim Torres in 1999. Haywood gets in without fuss. He adjusts the driver's seat, inspects the gauges, and makes himself comfortable—then asks if he can have three laps alone on track to find the line. And then he's out there. Millions of fans have seen Hurley Haywood race on the world's greatest circuits, but watching him as he wheels the 934 down pit lane and onto the banking of this 1.3-mile oval/infield course is a rare chance to get an intimate glimpse of the master at work with no drama and no soundtrack from other cars.

While Haywood said he was going out to look for the line, he's already showing impressive speed on a track he's never driven.

The 934's rear end is twitching subtly as he accelerates out of the infield's final turn, which feeds onto the banking. The car sounds good, its throaty 3.0-liter engine ripping through the crisp, clean Colorado air. Three laps become five, then ten.

Haywood pulls into the pits and offers first impressions as crewmembers check tire temperatures. Typically for Haywood, short exchanges equate to high praise: "It's good, just like I remember it." That's it, except for one more clue: While only his eyes are visible through his helmet and balaclava, their twinkle says it all. Then he's back out again, helping the crew dial the car in. It's hard to tell who's having more fun.

"The 934 is really a gas to drive," says Haywood later. "They've done a super job in getting it to where it runs very well, where it has good power, good handling. The suspension is rock solid, so it was fun to drive. We just kind of worked on small things, adjusting the sway bars and adjustments to the motor."

As Haywood gets into the 935, he examines the steering wheel, shifter, and pedal box. He's never sat in the car before, and the fact that Gregg and Ballot-Léna used chassis 0912, a privately







Below: Turbo lag circa 1976 required a certain talent to master that only a few truly came to terms with. When the single turbolader woke up, everything shook.



entered car, to finish first in Group 5 and third overall at Le Mans in 1977 was a remarkable achievement. That year's field included two factory 936s, a factory 935, four factory Alpine-Renaults, two Mirage-Renaults, and two Gelo 935s.

This 935 was raced in Europe for several years, including three more appearances at Le Mans. It then made its way to the U.S., where it was raced in IMSA and SCCA events until the mid-1980s. Upon retirement, it succumbed to a common fate for old race cars: static display. Chassis 0912 wore Martini colors for a time, but had been returned to its 1977 Le Mans "X-ray" livery by 2013, when its current owner bought it. He sent the car to Colorado, where Emory Geiger and Dave Imes stripped it to a bare tub and repainted and again re-trimmed it in its 1977 Le Mans livery.

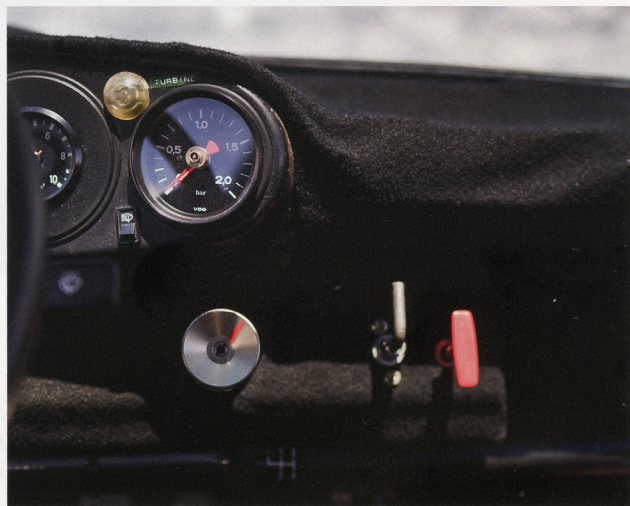
Haywood wastes no time getting back out on track. It's quickly clear that he's having more fun in the 935. When he comes back in, his helmet comes off before he cocks an eyebrow, nods, and expounds in typical Haywood style: "That's good." Then again, who can argue with 600+ horsepower along with bigger tires, a wider stance, and more downforce in a Porsche that weighs roughly 400 pounds less than the 485-horse 934?

"I always enjoy driving the 935," says Haywood. "It's just such a raw beast. You left-foot brake with those old turbos because of the

lag. If you didn't want to get left behind coming out of a corner, you had to have your foot on the gas to spool the turbo while you were still negotiating the turn, then let it rip down the straight. There's a lot going on, but once you figure it out, it isn't that bad. They are fun cars to drive."

Asked what he thinks of the Colorado track, after lapping it for the better part of a day, Haywood pauses, then smiles. "If I had to race here, I might have a completely different opinion of it," he says. "But for what we're doing, it's perfect. Even though the infield is a little tight, you can really work the car and feel if the suspension is working, if the shock absorbers are good. All of the spring rates felt decent, so both cars feel good. When you get into a car and it feels like it did when you were racing that car, that's a testimony to the people putting the thing together. A lot of times, you come to these tests and you've got an older car and the thing doesn't work and the motor is backfiring. These guys did a really good job, because I know it isn't easy to get a 934 to run properly."

Asked to compare the cars, Hurley begins slowly: "Even though they are sort of the same car, they are vastly different in terms of downforce, in terms of power. It really isn't a fair comparison. In general terms, the difference between these cars is security. The security comes from downforce and from tires. Even though the



935 is the faster car, it's more secure because you've got more grip. You can be a little more aggressive and not scare yourself to death.

"The 934 is a much more lively car going through a corner, and in some ways, a little more challenging to drive because you have to control it a little bit better," he continues. "The car is moving around a lot, so if you get on the power too soon, you'll skip the rear end out. If you have too much speed on the entry to a corner, the thing understeers like a wild pig. But what makes a really good racing driver is an ability to adapt to change, so it's my job to assess the limits of the car and adapt to those limits, whether it's a 934 or a 935 or a 962. There are different limits in all three cars, and it's a driver's job to quickly find where that limit is and not step over it. In both of these cars, you can easily feel where that limit is."

Haywood stops there, then finishes his thought: "With the 934, you have less grip and you have a little less speed. So as you go into a corner, it's going to be a little bit more nervous, it's going to move around a little bit more than a car that has the aero package. Even though the approach speed of the 935 is maybe 15 or 20 mph quicker going into a corner, you've got more efficient braking and you've got the downforce to back up your speed. Your braking point and your apex point...it's hard for a driver to say where those points are, because your eyes are telling your hands and feet what to do. Your eyes are the dictating premise of what you are doing with the brakes and what you are doing with the steering wheel and what you are doing with the throttle..."

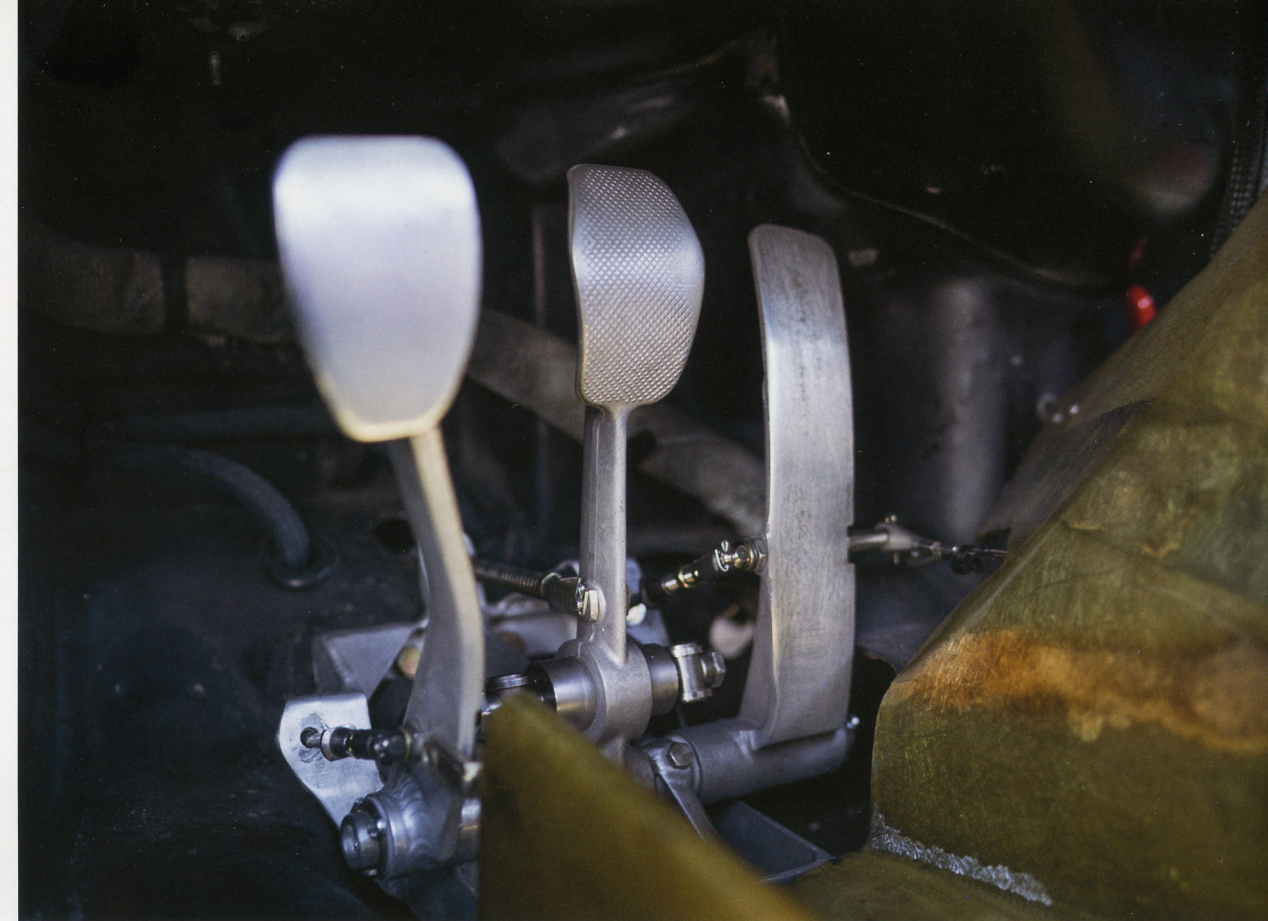
Discovered by Peter Gregg at a parking-lot autocross in 1969, Haywood won his first professional race at Watkins Glen only to be drafted a few weeks later and sent to Vietnam for all of 1970.

Top: A businesslike dash awaited the driver in the cabin of a 935. Momo Prototipo steering wheel replaced the standard production part.

Above: An electronic boost gauge was standard on the 935 but proved to be troublesome and expensive, so most teams used the mechanical 2.0-bar gauge originally supplied on the 934. Boost controller offered more power immediately when needed with a simple turn of a silver wheel. A Bosch master switch and fire-system pull cable were the extent of fixtures.

Below: Centerlock hubs fixed three-piece BBS wheels over brake calipers based on those used by the Can-Am 917/30.





Above: 935 pedal cluster was a combination of 917 components tailored specifically for use in the 930 platform. The result? A light-weight, easily accessible cluster.

Left: In a juxtaposition of 934 degrees, a rubber deco strip from the rocker panel of a 930 against a pure competition part, a fiberglass rear flare extension.

Gregg, who owned four dealerships including Brumos Porsche, was waiting for him when he got back to the States. Haywood repaid Gregg by using a Brumos 914-6 GT and a Brumos 911S to win two IMSA championships in 1971 and 1972.

Haywood made the leap to Brumos' 917/10 next, a Can-Am Porsche with a twin-turbocharged flat twelve capable of more than 1,000 horsepower. While 1973 was the year of Mark Donohue and the 917/30, Haywood used the Brumos 917/10 to beat many series regulars—finishing second once, third twice, and fifth once. Haywood is quick to credit Donohue.

"When I made the leap in '73, I went from a normally-aspirated car with roughly 300 horsepower to a twin-turbocharged prototype with 1,200 horsepower," explains Haywood. "And I was

suddenly up against the best road-racing drivers in the world, so I had two things to adjust to. If it hadn't been for Mark taking pity on me, I would have been lost. It's amazing that I adapted so quickly, because I came third in the championship behind Mark and George Follmer. Guys like Jody Scheckter, Brian Redman, and David Hobbs were behind me, so Mark did a good job. But it was a big adjustment, believe me.

"Mark basically helped me from the very first time we went testing," continues Haywood. "He was helpful at every race. He was helpful in the setup of the car, and worked with my engineer, Eckhart Schneider. Helmut Flegl and the factory were super helpful because they knew I was in uncharted territory and didn't want me to fail. They were helpful with not only the driving but also the



mental attitude you had to have in dealing with a car like that and racing against the caliber of some of the guys I was up against.”

While the Can-Am series lost its luster after 1973, Hurley walked away from his single-season education with two things that would stand him in good stead: He’d earned the respect of the factory, and Can-Am’s steep learning curve would pay dividends when Haywood returned to production-based race cars.

“If you went from a 917/10 to an RSR, a normally-aspirated car, you had time on your side,” he explains. “It felt like everything slowed down, so you had a lot of time to analyze what was going on. In the 917, everything was happening at a really high rate of speed, so you had to make all these decisions very quickly. The application of the power was so much different, the downforce was different, the turning effort was different. When you got into a less powerful car, you suddenly had gobs of time to make decisions.”

In 1974, the fuel crisis crimped North American sports-car racing, and IMSA shortened many of its races. Suddenly, Gregg

didn’t need a co-driver. Rather than fund a second Brumos car, he encouraged Haywood to find another ride. First up? Bill Webbe. “I met Bill at a cocktail party,” says Haywood. “We’d barely met when he said, ‘Would you race with me?’ I said, ‘Are you any good?’”

Gregg would watch Haywood and Webbe win the Paul Revere 250 night race at Daytona in Webbe’s bright green Carrera RSR, a car built for Roger Penske’s International Race of Champions and reconfigured to IMSA specs by Franz Blam. In doing so, they beat the Brumos RSR Gregg shared with Al Holbert. Over the course of a hotly contested season, Haywood and Webbe finished on the podium at Mid-Ohio, Watkins Glen, and Charlotte Motor Speedway. There’s little doubt who was doing the heavy lifting.

“We had an agreement,” reveals Webbe. “If Hurley was leading by a minute or less when he came in for the final pitstop, we would fake a driver change. Most of the teams with gentleman drivers were doing that... We had a lot of fun that year!”

In 1975, Haywood was back in a Brumos RSR with Gregg for



A profile of engineering acumen resulted in Norbert Singer’s and Eugen Kolb’s shape-shifting bodywork, which turned the FIA rule book inside out. And, as the sports-car racing world was about to learn, the boys from Weissach-Flacht were just getting warmed up.

four races, one of which gave him his second overall victory at Daytona. But Haywood won the IMSA class with Bob Hagestad at that year’s 6 Hours of Watkins Glen, then raced the bulk of the 1975 season in George Dickinson’s Porsche, which was also run by Blam. He won at Mosport and took podiums at Road Atlanta, Mid-Ohio, and the Daytona summer race in Dickinson’s car, along with a win at Mid-America against an even stronger field of competitors.

Haywood’s speed in Carrera RSRs combined with his experience in the Can-Am 917/10 made him an obvious choice to drive the new 934 in 1976’s Trans-Am season. But, rather than drive for an East Coast team, Haywood would drive for Vasek Polak, a Porsche dealer in Southern California. The two had struck up a friendship during 1973’s Can-Am season.

“Vasek was well known as a crusty character,” says Haywood. “I don’t really know why he took a liking to me, but it was just one of those things. It was an instant friendship that went from the very first time we shook hands.”



Left, top: Reflections and memories abound as Haywood turns back the on-track clock and prepares for pit out.

Left: Simple solution of shapes matched to a complex set of engineering requirements made Porsche's 935 a legend.

Above: Lightweight Vitaloni Sebring mirror mounted to a fiberglass door helped the 935 shed hundreds of pounds against the production 930.



By 1976, normally-aspirated RSRs had run their course and turbo cars were taking over. Porsche's 934 was a Group 4 version of its road-going 930, and George Follmer approached Polak with enough sponsorship dollars from First National City Travelers Checks to run two of them in the Trans-Am series. Polak could pick any driver he wanted for the second car—with the understanding that Follmer would be number one, the championship contender.

For Polak, it was an easy choice.

"'Hurley,' he said, 'I would like you to drive for us this year, but George has to win the title,'" remembers Haywood. When he asked Polak about the salary, the number was high enough. "George and Vasek and myself got along fine."

For the season opener at Pocono, Follmer took the pole, putting his 934 ahead of the 934s of Haywood and Al Holbert. In the race, Follmer had a bobble, sending him back to third while Holbert and Haywood fought tooth and nail to the finish. In the end, Vasek Polak Racing's second string beat the Lehigh engineering graduate by a tenth of a second to take the first Trans-Am win in a 934.

"I think that my experience with the turbocharged 917 helped,"

says Haywood. "When I went into the 934, the competition did not have a lot of experience with turbocharged cars. It was a snooze in the park for me, driving a 934 after the 917. And fun. It wasn't a car you were going to scare yourself to death in—you could get the 934 sideways and not have to worry about losing control at a really huge rate of speed. Everything was just kind of more paced, more governed. So that worked to my advantage."

Nelson Ledges marked a return to script: Follmer finished first, with Haywood in second. Portland saw both of Polak's 934s drop out with turbocharger sealing problems. Next on the schedule was Watkins Glen, where the Trans-Am was run in conjunction with a six-hour FIA race. Because it was twice the length of a normal Trans-Am race, it was worth twice the points.

Haywood wouldn't be in a Vasek Polak Racing 934 that weekend, however. Earlier that year, before receiving the call from Polak, Haywood had agreed to do three races with Gregg in a BMW 3.0 CSL. Watkins Glen was one of them, so John Morton was hired to drive Polak's second 934. "Before Vasek asked me to drive in the Trans-Am, I had agreed that I would run the 6 Hours of Watkins

Glen with Peter,” recalls Haywood, who says it probably wasn’t an arrangement to Vasek’s liking.

While fans thought of “Peter Perfect” as a badge of honor for a multi-championship driver, those close to him saw the nickname more sardonically, as a double-edged sword that described his drive for excellence but also his difficult personality, which was marked by huge mood swings. Says Haywood: “Being a friend to Peter was work. Not everyone was willing or capable. Often, he was just as he was, but he also knew how to work it to his advantage as a racer. If you didn’t know him, he could easily upset you. He did that with a lot of people.” Polak was one of them,

“There was a lot of animosity between Peter and Vasek—they did not get along at all, on any level,” he says. “Vasek thought Peter was arrogant, and found immense satisfaction whenever we beat him. When Vasek got to the race track, it was all business.”

Haywood’s luck that season remained consistent at Watkins Glen, as did Follmer’s: His was good, Follmer’s not so much. Gregg and Haywood finished fourth overall and first in Trans-Am, while Follmer and Morton finished eleventh overall and sixth in class. That gave Haywood a huge points lead over Follmer in the Trans-Am as well as some interesting social dynamics to navigate.

“After Watkins Glen, I had a huge lead in the championship—but George was the one who was bringing the sponsorship,” says Haywood. “Vasek didn’t know where to go, because George was the one who was anointed to win the championship. I said, ‘Listen, don’t worry. I know how business works. If I need to go slow or I need to miss a race or you need to pull me in for some reason, then that’s what I’m going to do.’”

At Road America, Follmer finished second overall and received first-in-class points. Haywood didn’t race. At Brainerd, Follmer finished second with Haywood in fourth. Another problem at Mosport kept Haywood from starting the race, while Follmer took third-place points. At Trois-Rivières, the season finale, Follmer and Haywood qualified in the proper order—first and second—but not because Haywood wasn’t trying. In the final seconds of qualifying, he nicked a curb on the last turn and put his 934 off track.

“I was going really hard, thinking I could take pole position,” he recalls. “But I got a little greedy, and that was that. I slammed into the guardrail big time. I looked at George and said, ‘Okay, you’re going to have no problem winning the championship. I’m out of here.’” Assuming his weekend was over, Haywood went to the hotel, ate dinner, and packed his bag for an early morning flight home. But, at breakfast, he ran into an exhausted yet exuberant Polak.

“Vasek said, ‘Where are you going? You have a race!’” recounts Haywood. Polak, who worked alongside his mechanics all night to fix the 934, had white spray paint on his hands. “He said, ‘I have your car. I worked on your car all night long. We painted it, everything is fine.’ He said, ‘Just be careful, because I don’t know if it’s perfect. But it’s good enough to start the race.’” And it was, though mechanical issues dropped Haywood to tenth at the finish. Follmer took the championship.

“Hurley’s always been a man of his word, but there were no gifts,” says Follmer. “He supported my championship because of





the agreement we had with Vasek and the sponsors—but he raced as hard as he could and I had some bad luck in the first half of the season. It was a little sticky, but it all worked out in the end.”

For his part, Haywood looks back on the 1976 Trans-Am season fondly. “George and I raced hard, but I knew that he was the one that was going to win the championship—and I was going to do my best to support that,” says Haywood. “Vasek appreciated that greatly, because I could have been a real jerk, and then Vasek would have had to have been a real jerk.”

Haywood drove the 934 just once more, at an IMSA GT race at Laguna Seca, where he finished behind Jim Busby’s Brumos RSR and Gregg’s BMW. Without a major sponsor, Polak ran chassis number 0179 only sporadically in 1977, for drivers Roy Woods, Monte Shelton, Janet Guthrie, and Randy Lewis.

After that, the ex-Trans-Am 934 went into storage, where it sat for decades. While the car sat, Hurley’s career took off.

“Early in 1977, I received a call from Jo Hoppen, saying the Porsche factory team wanted me for Le Mans,” remembers Haywood. “I’d be pairing with Jürgen Barth and Jacky Ickx in a 936. It was almost too much to believe. I was at home, and I almost fell off my chair. I think my experience with the 917 was one of the reasons Porsche gave me a chance on the factory team in 1977. ‘If he can do that, he can certainly drive our car.’”

Gregg, his mentor, had raced at Le Mans three times by then—twice in Porsches, once in a BMW. But he had never been asked to join the factory team. Gregg’s best finish, third overall, might have been heralded as a great finish for an American endurance driver...except that Haywood won Le Mans overall on his first try.

For Gregg, a deeply competitive individual, that could not have been easy. The two drivers didn’t see much of each other that weekend, says Haywood: “Because of the way the teams were garaged separately, even in different towns, we didn’t see a lot of

Opposite page: Extended rear quarter panels were a result of time in the wind tunnel and gave a place for the coolers to nest and get a blast of fresh air. Porsche delivered the 935 with 19-inch rear wheels, but 19-inch tires in the correct size are no longer available, so those running a 935 these days have to choose rear wheels and tires in an alternate size. It’s a visual and performance compromise, as the 19s were a thing of beauty.

Right: From Le Mans to cruising the streets of Miami Beach, the flat nose of the 935 became a culture of conversions that few at Porsche could have envisioned.

Below: A rules oddity required the 935’s sliding windows on the driver-side door to be made of glass, like the windshield. The passenger-side sliders, quarters, and rear window were all made in Plexiglas approximately three millimeters thick.







Left: Production taillight lenses are where the similarity ends and the fiberglass takes over.

Left, below: The 935's fiberglass front fenders usually took a beating. Broken louvers were a common sight at the end of an enduro—victims of gravel, dirt, rubber, and track debris.

Opposite page, top: Compared to the 935, the 934 workspace can be considered luxurious, with power windows, armrests, and door pockets. The steering wheel, a stock 930 piece with its horn pad removed, had a small steel plate with a plastic horn button. There is some irony here: The button was original equipment, being the starter button on a Volkswagen Type 1 through early 1952.

Opposite page, bottom: 935 ex-works were delivered with Cibie lamps. However, when sponsorship could mean funding and/or free product, many teams switched to Hella, Bosch, or Marchal lighting.



each other that year. When we did, it was only briefly, to say, ‘How is your car?’ or ‘What do you think of the track?’ That kind of stuff.” Their interaction after the race was limited, too.

“Back then, they didn’t have the nice podium they do now, where the top three places are all together,” he continues. “I barely even remember seeing Peter after the race because the crowd was so crazy, a sea of people. I just remember popping the champagne and all the team guys being happy, and then a big party that night. I think the next time I saw Peter was back at Brumos. He was happy for me—he was always very supportive—but he was also a little jealous. Everyone wants to win Le Mans.”

Gregg and Haywood would drive together just nine more times, sharing one last win at Mid-Ohio in July 1979. Gregg did get a factory ride at Le Mans in 1978, partnering Haywood and Reinhold Joest in a 936/77. But a Le Mans winner’s position is always privileged, so Haywood had the upper hand in that effort—which saw them finish third behind the winning Renault Alpine A442B of drivers Didier Pironi and Jean-Pierre Jaussaud and the second-place factory team 936/78 of Jacky Ickx, Bob Wollek, and Jürgen Barth.

“Peter and I agreed we’d drive together at least once a year,” says Haywood. “But, in one of our last conversations, he was upset

that I drove so much for other teams, especially Bruce Leven’s Bayside Disposal team.” There was a reason Haywood did, besides the fact that Gregg had encouraged him to find other rides.

“Peter never wanted to pay me for driving,” says Haywood. “He didn’t think he should have to. I didn’t take it personally, but for me, racing was a career. I wasn’t going to drive for free, and I found several teams willing to pay for my services. If anything, winning for different teams improved my driving and my reputation.”

Tragically, just two years after their Le Mans co-drive, Gregg was gone. Recalls Haywood: “The year I raced Le Mans with the Whittingtons, 1980, Peter was teamed with Al Holbert on the factory Porsche team. Dr. Fuhrmann wanted to emphasize the 924 program, so they had three of them entered at Le Mans. Peter and Al were the American team. There was also a British team and a German team, all entered by the factory. Peter, his girlfriend, our artist friend Frank Stella, his girlfriend, and I were all staying at the same hotel. After spending a nice day together in the French countryside, we were all headed over to the track for night practice. Peter and Frank left before me. I left about 20 minutes later, only to find them all standing by the side of the road.” They’d been involved in a road accident on the way to the track, when a local turned across their path.



“Everyone was shaken,” remembers Haywood. “Peter had a huge knot on his forehead. He was making light of it, but it was pronounced, with the imprint of the steering wheel center. Though he was jovial with everyone at lunch, he later started to complain about headaches and double vision.” Gregg was examined, and the prognosis wasn’t good.

“The doctors disallowed him from the race,” says Haywood. “He felt horrible about it. We all would. But something snapped in Peter, and he continued to act more and more strangely as the summer went on. At one point, he called me into Brumos and fired me...told me not to come around anymore. I was hurt, but figured he’d eventually get over it. Bob Snodgrass kept me up to speed with everything that was going on, especially when Peter married Deborah. Eventually, Peter called to invite me over to their home for lunch. We had a nice chat, and it sounded like we could patch things up and perhaps continue racing together. He even talked about forming an Indycar team for me.”

Perhaps it was Gregg’s way of letting Haywood know that they were okay before he took his own life on a beach, not far from his home—much as he left a note for his wife, Deborah, to let her know that she wasn’t responsible for his decision. Hurley took the news hard.

Below: Few cars could challenge Porsche's 934 or 935 in terms of reliability, especially in the major endurance events. From Europe to Australia and throughout the U.S., Porsches filled the grids.



“The next day, Bob called me to tell me of Peter’s death,” says Haywood. “It was unbelievable, and a day I’ll never forget.”

For Haywood, this sunny day in Colorado has brought back a rush of distant memories—fast times with Vasek Polak, Peter Gregg, Bill Webbe, and his first winning drive at Le Mans. For America’s most successful endurance sports-car racer, these two cars represent much, much more than iconic model numbers. They stand for chapters in his life, at once interwoven with threads of gold and jute, happiness and sorrow.

“Even though I had driven lots of 935s before, this was the car Peter Gregg used in 1977 to finish third at Le Mans, so it was really kind of weird because Peter has driven it,” he says. “It was just kind of a...sort of a weird and kind of a cool feeling to be able to sit in that car, knowing that Peter was one of the last guys to drive it competitively. I didn’t want to do anything too reckless with the car, but it feels just like a 935 did. There were huge differences in a lot of the 935s back then. Peter’s cars were always pristine. This car was basically a factory rendition, so it’s basically pretty much the same as Peter would have raced it if it was his car. It feels really good.” As good as a 936? Haywood smiles.

“The 936 was my favorite race car to drive, particularly with the Indy engine,” he says. “It was just a wonderfully balanced car, the right kind of power. It moved a little bit, so it wasn’t just down to the ground like the 962 was. It was open, and I liked open-cockpit cars. I had a really good time with that car.

“The 935 and the 936, two completely different cars again, but

similar power, and the Le Mans car, you’ve got to remember that the Le Mans bodywork was pretty slippery—so you didn’t have a lot of downforce because you didn’t want it to have downforce at Le Mans. You had high-speed corners, and the car would move around a lot...it kind of felt the same as a 934 in many cases. The 934 and the 936 and the Dauer car, the last version of the 962, all of those cars had very little downforce, so they all kind of had the same feeling. They moved around a lot on you. You would go into the corner and you would work the corner with the throttle and with the steering to get through—where, in the 962, you had such a lot of downforce that you just had to take a deep breath to turn the steering wheel because there was so much downforce in the car—several thousand pounds of downforce.”

But this isn’t Le Mans. It’s Colorado, and everyone on pit lane is wondering the same thing. It isn’t long before someone asks.

“I had more fun driving the 935,” Haywood says, answering the question. “It just...it was really perfectly prepared. The engine was very good, very powerful. The brakes were good, the tires were good. No one cheaped out on the preparation of this car. When you’re on a speedway like this, you just want to have all the power in the world, and you want to have the grip to go along with it. And both those factors were very well addressed with the 935. With the 934, when I got up on the banking, I had to be a little bit careful what I was doing with the throttle. In the 935, I just pinned it down to the floor and didn’t worry about it. I was at redline in the 935—it was maxed out. It was singing, right up there on the horsepower.”



1976 TYP 934
GROUP A / TRANS-AM

ENGINE TYP NUMBER	Typ 930/71
ENGINE TYPE	3.0-liter flat six, turbocharged
BORE & STROKE	95 x 70.4 mm
COMPRESSION RATIO	6.5:1
FUEL DELIVERY SYSTEM	Bosch K-Jetronic (CIS)
POWER	485 hp @ 7000 rpm
TORQUE	434 lb-ft @ 5400 rpm
TRANSMISSION TYP NUMBER	Typ 930/25
TRANSMISSION TYPE	Four speeds + reverse
FINAL DRIVE, LIMITED-SLIP	4:1, 80% lock
CHASSIS TYPE	Unibody
CHASSIS MATERIAL	Steel
BODY MATERIALS	Steel with fiberglass components
WHEELBASE	89.4 inches (2,271 mm)
LENGTH	168.9 inches (4,291 mm)
WIDTH, F/R	70.9/73.8 inches (1,800/1,875 mm)
HEIGHT	51.3 inches (1,304 mm)
WEIGHT	2,469 pounds (1,120 kilograms)
TOP SPEED	185 mph (297.7 kmh)
NUMBER PRODUCED	30 ex-factory
ORIGINAL PRICE	DM 110,000 (export)

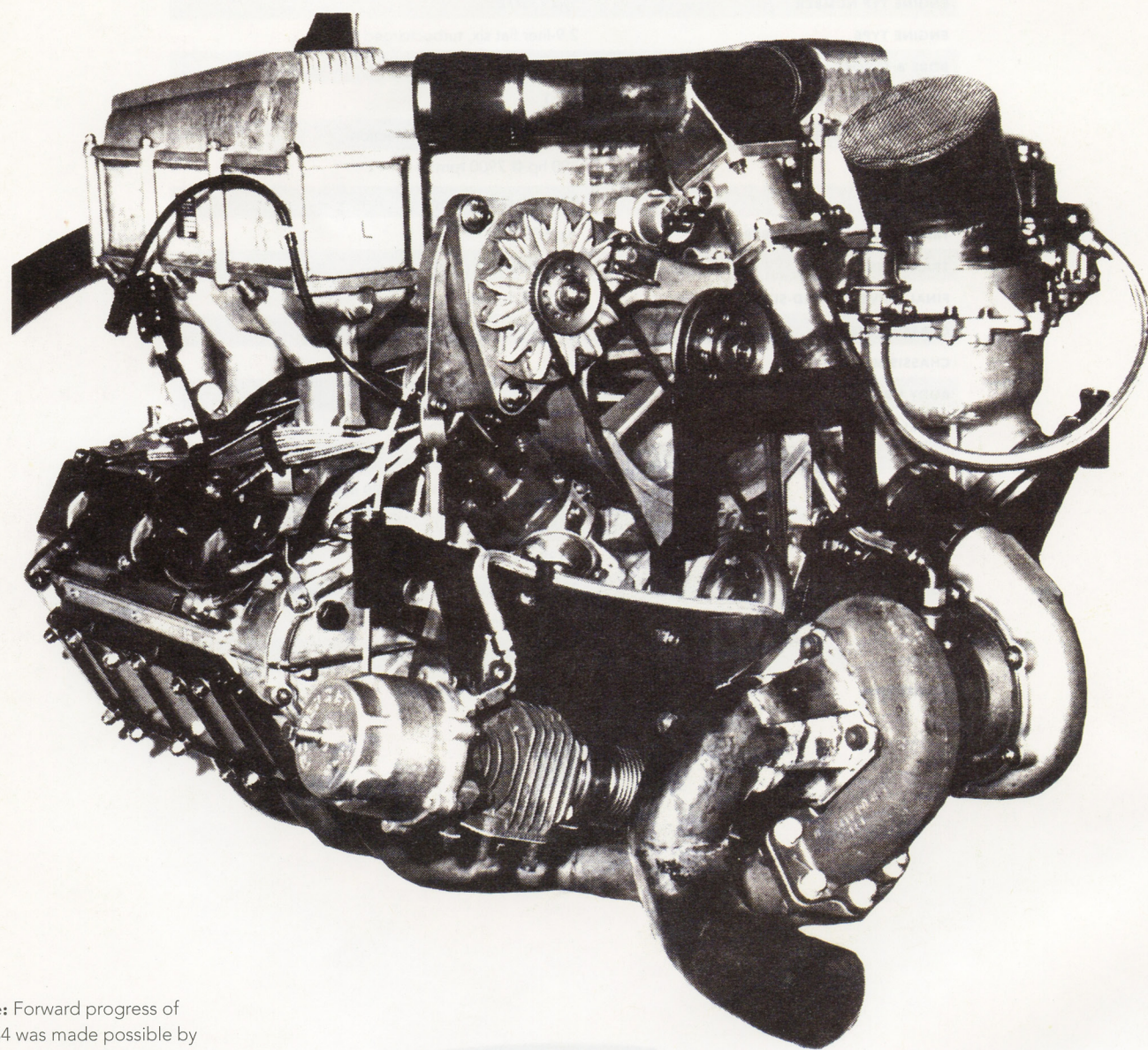


1977 TYP 935/77A
CUSTOMER VERSION

ENGINE TYP NUMBER	Typ 935/72
ENGINE TYPE	2.9-liter flat six, turbocharged
BORE & STROKE	92.8 x 70.4 mm
COMPRESSION RATIO	6.5:1
FUEL DELIVERY SYSTEM	Bosch mechanical fuel injection
POWER	590 hp @ 7900 rpm
TORQUE	531 lb-ft @ 5400 rpm
TRANSMISSION TYP NUMBER	Typ 930/25
TRANSMISSION TYPE	Four speeds + reverse
FINAL DRIVE, LIMITED-SLIP	3:1 @ 80% lock
CHASSIS TYPE	Unibody
CHASSIS MATERIAL	Steel
BODY MATERIALS	Steel with fiberglass components
WHEELBASE	89.4 inches (2,271 mm)
LENGTH	184.3 inches (4,680 mm)
WIDTH, F/R	70.9/78.7 inches (1,800/1,999 mm)
HEIGHT	50 inches (1,270 mm)
WEIGHT	2,138 pounds (970 kilograms)
TOP SPEED	200 mph (321 kmh), gearing dependent
NUMBER PRODUCED	13 ex-factory
ORIGINAL PRICE	DM 140,000 (export)



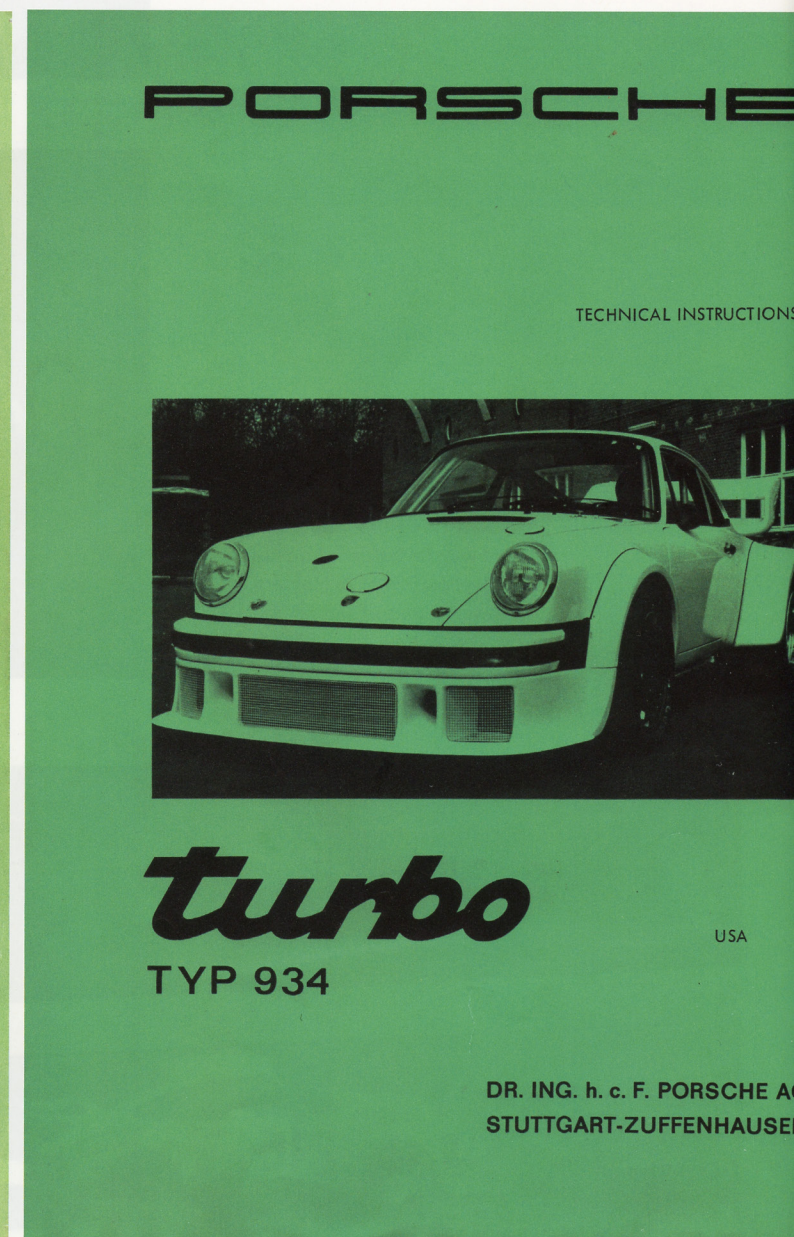
PHOTOS ZACHARY JAMES TODD



Above: Forward progress of the 934 was made possible by the turbocharged Typ 930/71 3.0-liter flat six. One of the more unique features of the 934 engine was its use of Bosch K-Jetronic fuel injection, which was based on the system in the 930 road car. At that time, the majority of Porsche's racing engines used Bosch mechanical fuel injection—so the 934 was one of few exceptions. The adaptability of the original 911 Turbo concept is evident in the power increase, with the 934 moving up from the production 930 road car's rated 260 hp to 485 hp.



Above: Originally published in January of 1976 and delivered with every new 934, this manual contains the basic technical breakdown along with diagrams, suggestions on maintenance, and a complete parts list of the components unique to the 934.



Above: Any published manual or parts list for Porsche's 934.5 is considered a rarity, as only ten cars were constructed for the 1977 season. With the emphasis on sales placed on the U.S., the factory technical manual was published in English.



Right, above and right: When Hurley Haywood wasn't forcing his teammate, George Follmer, to earn 1976's championship the hard way, he battled the blue-and-yellow 934 of Al Holbert. **Below:** Haywood and Follmer drove matching white 934s for Vasek Polak Racing in 1976.

Hurley Haywood

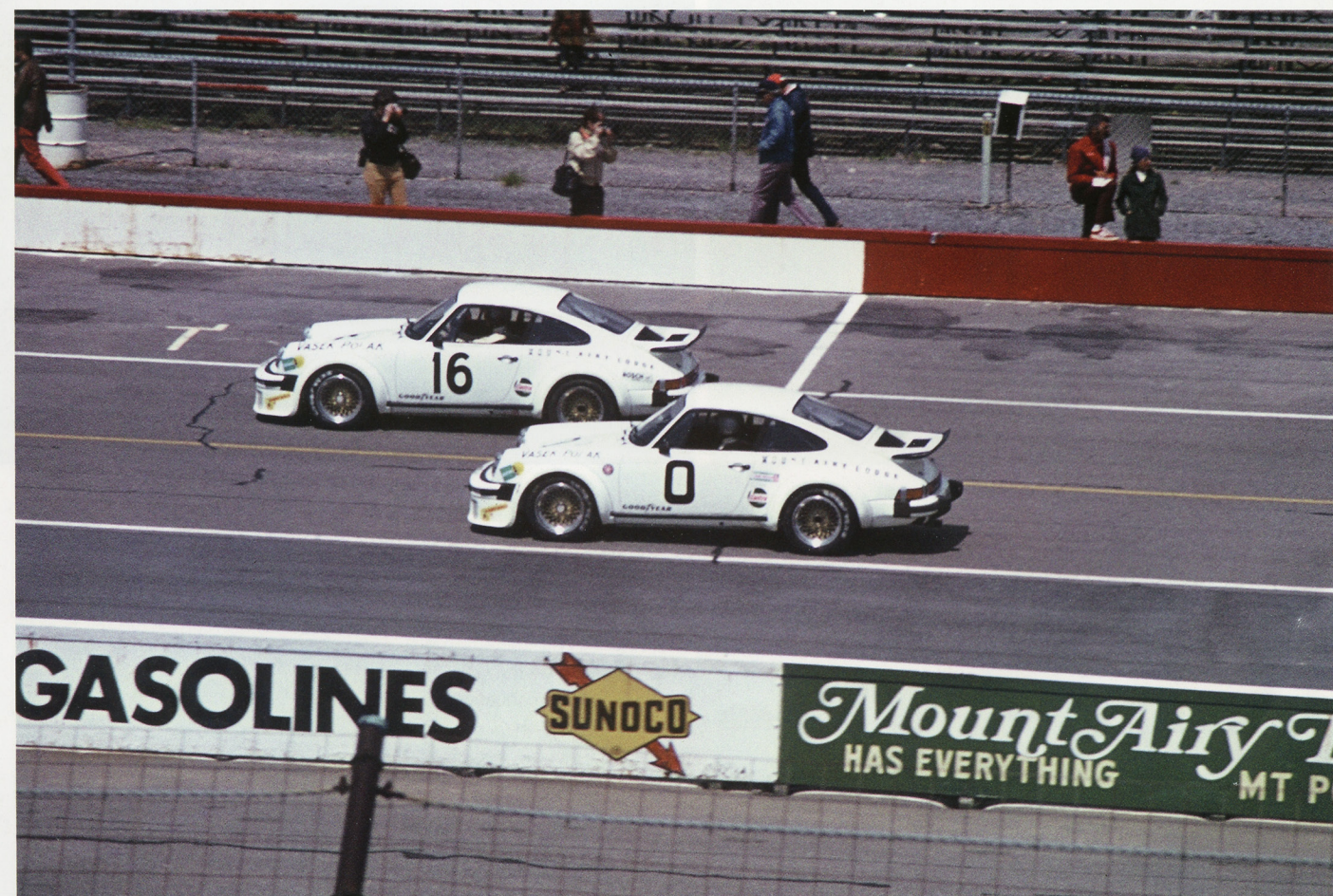
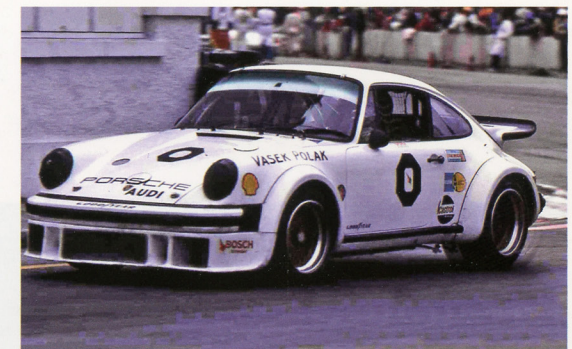
1976 TRANS-AM STANDINGS

1. Hurley Haywood	81
2. Babe Headley	60
3. John Bauer	49
4. George Follmer	48
5. Joe Chamberlain	46
6. Jocko Maggiamomo	40
7. Peter Gregg	40
8. Walt Maas	40
9. Bob Hagestad	38
10. John Graves	38

1975 TRANS-AM STANDINGS

1. John Greenwood	116
2. Babe Headley	88
3. Jerry Hansen	72
4. Paul Misuriello	72
5. Bob Sharp	72
6. Walt Maas	64
7. Bill Jobe	56
8. Rick Stark	53
9. John Orr	52
10. John Bauer	39

Left: Mid-season standings had Haywood first in the Trans-Am championship while Follmer was in fourth—well outside the plan. **Below:** Haywood made the start at Circuit Trois-Rivières after his crash in qualifying, with Polak's 934 wearing white spray paint that was applied by hand and three zeroes rendered in tape. **Bottom:** Haywood at the wheel of 9306700179, a car he raced for the full Trans-Am season in 1976 plus one more race in 1977.



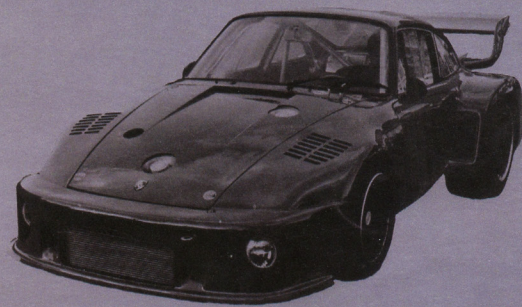
PHOTOS: JOE CALI, HAYWOOD FAMILY COLLECTION, TONY MEZZACCA

Opposite page: Press release listing technical details of the Martini-sponsored 935 for the 1977 season, including Le Mans. That year's works 935/77 was an evolution of the 1976 model; thirteen were built for customers. Three team cars were built to the listed specifications.

Below: One of the major strengths of Kundensport, or Customer Racing, has always been its attention to detail in providing information to private teams and competitors. These booklets, with the operating manual on the left and the spare parts catalog on the right, were printed exclusively for the 1977 935. The lucky thirteen who were able to obtain them along with a car were, indeed, fortunate.

PORSCHE

BETRIEBSANLEITUNG



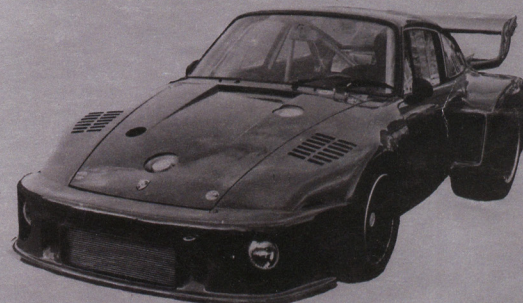
turbo

TYP 935

DR. ING. h. c. F. PORSCHE AG
STUTT GART-ZUFFENHAUSEN

PORSCHE

Ersatzteile-Katalog



turbo

TYP 935

DR. ING. h. c. F. PORSCHE AG
STUTT GART-ZUFFENHAUSEN

PORSCHE

PRESSE-MITTEILUNG

technische Daten

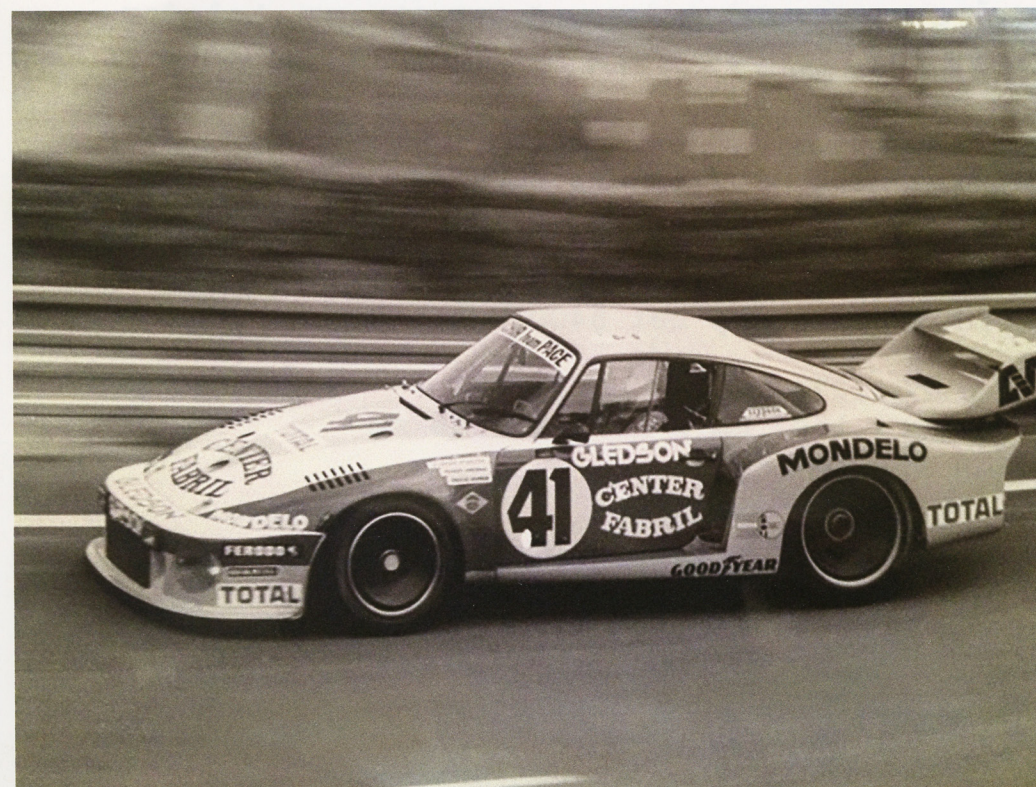
MARTINI-PORSCHE 935/1977

Karosserie:	Selbsttragende Stahlkarosse wie Serien-Turbo mit Hauben, Türen und Kotflügeln aus Kunststoff
Fahrwerk:	Einzelradaufhängung, vorn mit Dreieckslenkern und McPherson-Dämpferbeinen hinten mit Aluminium-Schräglenkern progressiv wirkende Schraubenfedern Bilstein-Gasdruckstoßdämpfer
Bremsen:	Zweikreisbremsanlage mit belüfteten Bremsscheiben und Aluminium-Bremssätteln, Bremskraftverteilung einstellbar
Räder:	vorn 16 Zoll, hinten 19 Zoll-Leichtmetallräder mit Zentralverschluß Felgenbreite vorn 11 Zoll, hinten 15 Zoll
Getriebe:	vollsynchronisiertes 4 Gang-Getriebe mit Porsche-Ringsynchronisierung, starrer Durchtrieb, Übersetzung je nach Rennstrecke
Kupplung:	1 Scheiben-Trockenkupplung (Fichtel & Sachs)
Motor:	6 Zylinder-Boxermotor mit mechanischer Bosch-Kraftstoffeinspritzung und KKK-Abgasturbolader Bohrung 92 mm Hub 70,4 Hubraum effektiv 2857 ccm Hubraum nach Sportgesetz 4000 ccm (Turbo-Faktor 1,4) Verdichtungsverhältnis 6,5 : 1 Leistung 630 PS bei 8000 U/min Drehmoment 60 mkg bei 5400 U/min
Abmessungen:	Radstand 2271 mm Spur vorn 1502 mm / hinten 1558 mm Länge 4680 mm Breite 1970 mm Höhe 1265 mm Kraftstoff-Tankinhalt 120 l
Gewicht:	970 kp
Fahrleistung:	ca. 340 km/h je nach Übersetzung

Dr. Ing. h. c. F. Porsche
Aktiengesellschaft
Öffentlichkeitsarbeit

Below: 935 chassis 9307700912 through the seasons at La Sarthe. Following a third overall in 1977, the car competed in 1978, 1979, and 1981—making it one of the few original 1977 models to be campaigned so extensively.

Bottom: For 1978's les 24 heures, 0912 carried #41. Mario Amaral, Paulo Gomes, and Alfredo Guarana drove it to second in Group 5 and seventh overall.



PHOTOS PORSCHE ARCHIVE, BOULDER CLASSICS

Below: Longtime fan, first-time attendee, first-time overall winner Hurley Haywood with Jacky Ickx and Jürgen Barth, celebrating their 1977 victory at Le Mans. The trio's come-from-behind win aboard the Martini-backed 936 gave Porsche its fourth overall victory at Le Mans after two wins by 917Ks in 1970 and 1971 followed by a 936 win in 1976.

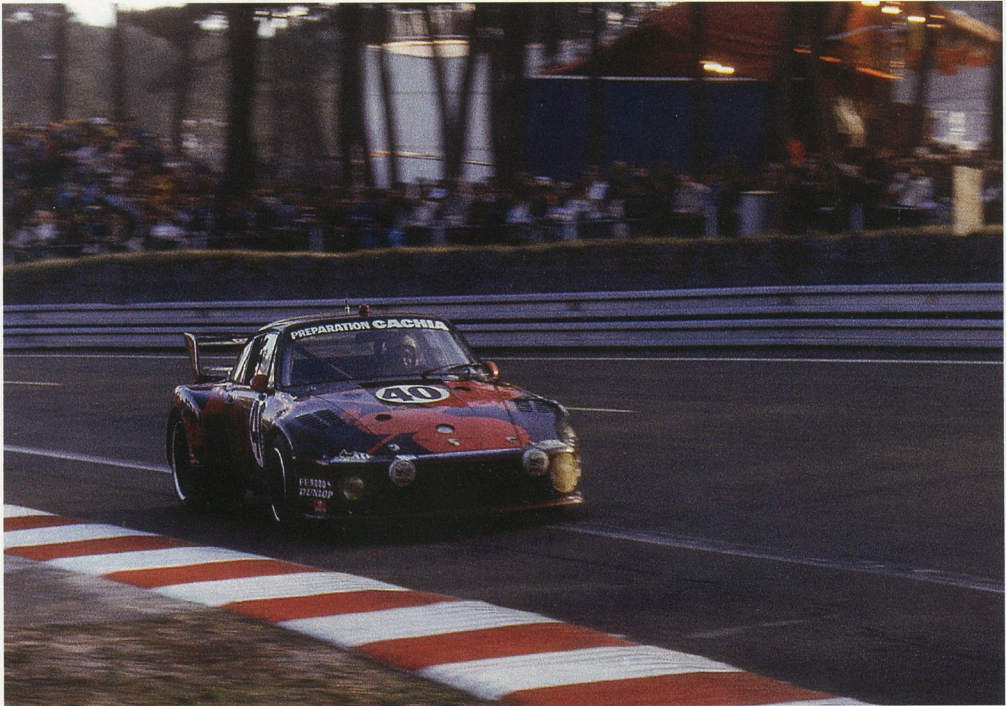


APPENDIX 17 1976-934 & 1977-933

Below: 1979 saw chassis 0912 entered at Le Mans in a new livery with race #39. Driven by Jacques Guerin, Frederic Alliot, and J. "Chanaud" Goujon, it finished fifteenth overall.



PHOTOS BOULDER CLASSICS



Above: Load-in for scrutineering at the city center of Le Mans, 1977.
Left: The absolute highlight of chassis 0912's racing history came at Le Mans in 1977, when Peter Gregg and Claude Ballot-Léna drove it to first in Group 5 and third overall behind a factory 936 and a Mirage GR8. Ironically, Gregg would finish third overall the following year, too, this time in a 936 he shared with Hurley Haywood and Reinhold Joest.

APPENDIX 111 1976 934 © 1977 939

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~~Heizungsd~~

RÜCKLÄUFER
(KOMPL.)





PIKES PEAK RACEWAY 08.23.2017