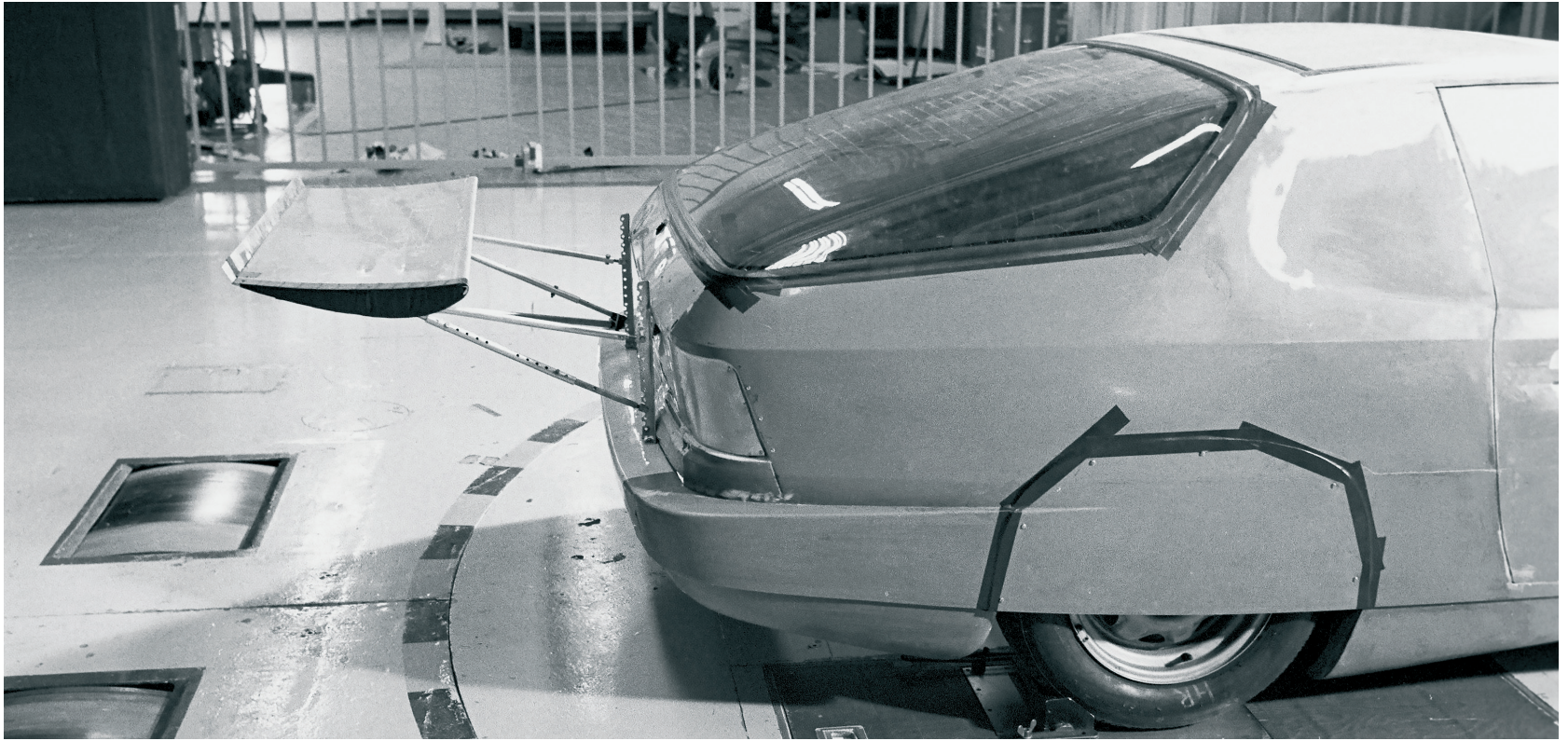
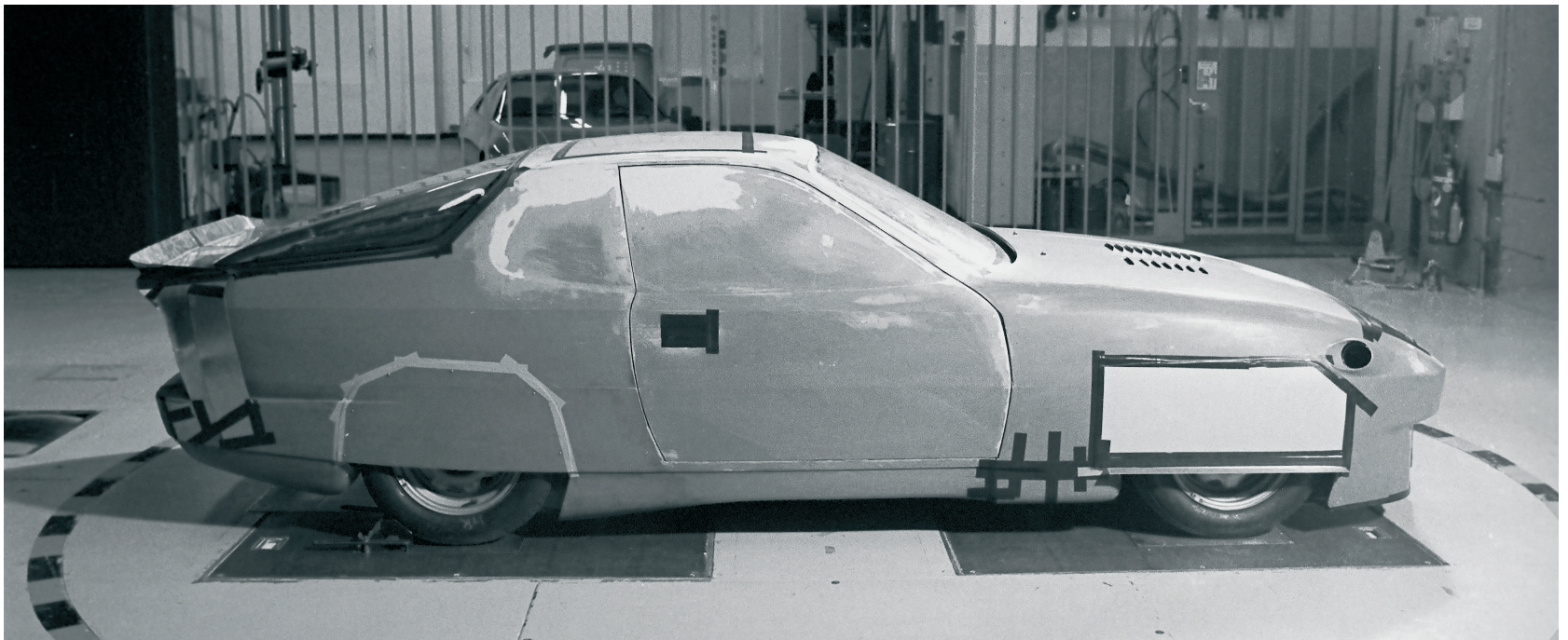


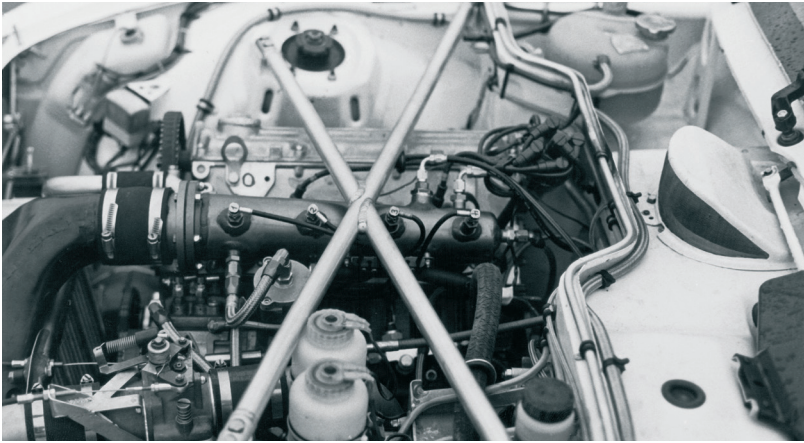
*The Porsche 924 Carrera*



*Likewise, the same problem with a separate wing in extended position. (©P)*

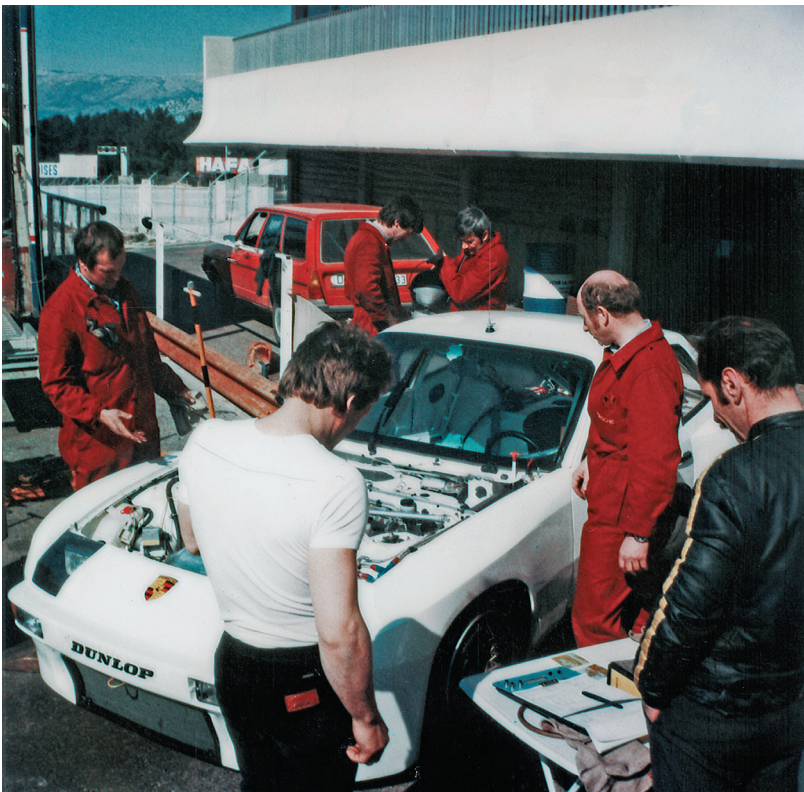


*The final design idea, near identical to that on the future Carrera, the hole in the front wing being the turbo exhaust outlet. (©P)*



The first turbocharged Audi unit installed in the 001 chassis. (©P)

out of the development workshops in January 1980, and in February was loaded onto its transporter for the trip to the South of France and the Paul Ricard Circuit at Le Castelet, where the weather was considerably better than at Weissach! The first tests on 1 February consisted of a number of runs,



Preparations before testing begins at Le Castelet, early 1980 (a Polaroid image). (©P)



Le Castelet was not as cold as Weissach in February, but it poured with rain over the next few days (a Polaroid image). (©P)

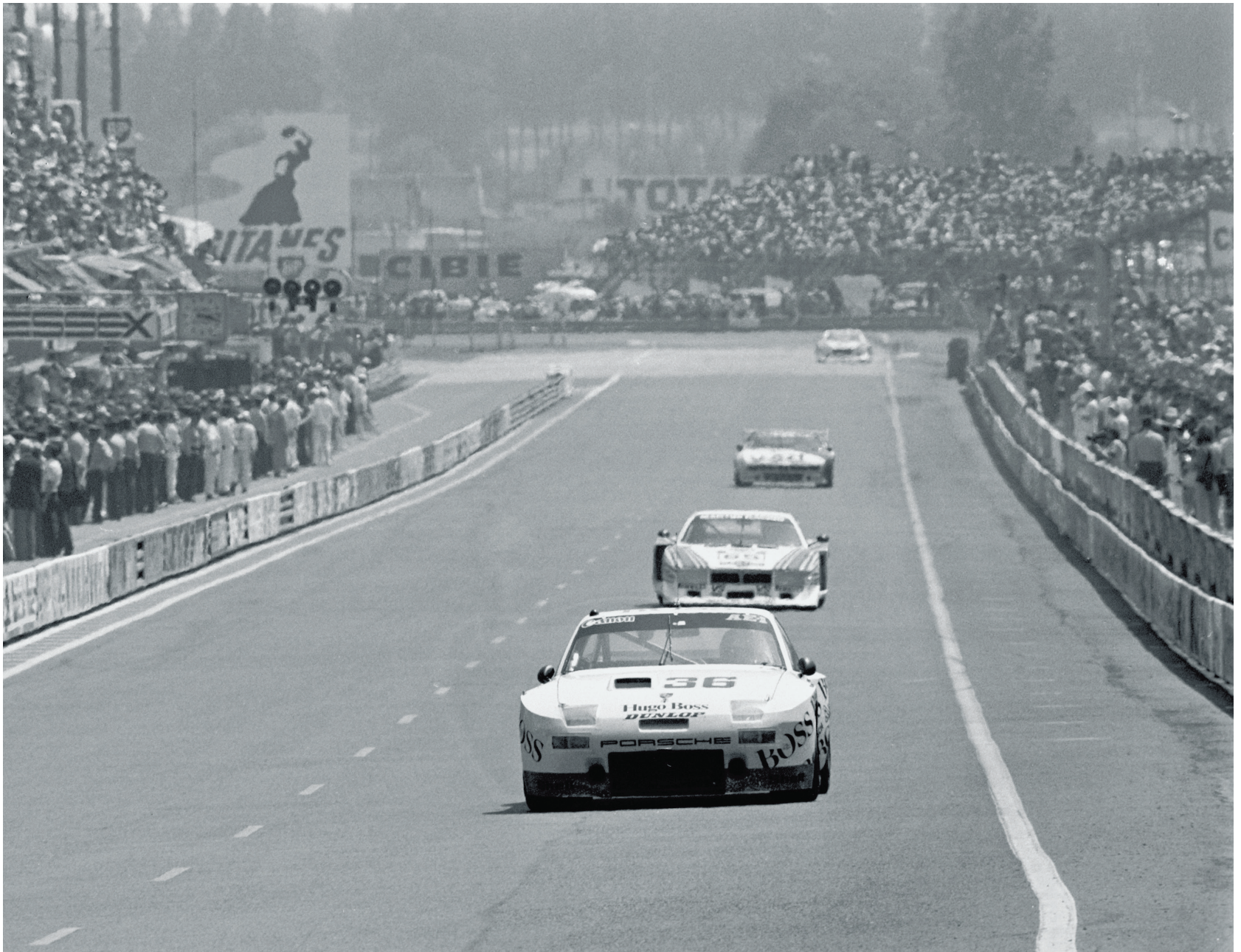


Top speed of the 924 Carrera was calculated to be around 280km/h (173mph). 924 001 – its driver Günther Steckkönig – would do the early shakedown runs. (©P)



The No. 4 German car, chassis No. 924004, with the newly-developed tyre sensor instruments, would have engine No. 8, and be driven by Jürgen Barth, Günther Steckkönig, and Manfred Schürti. (©P)

## The Porsche 924 Carrera



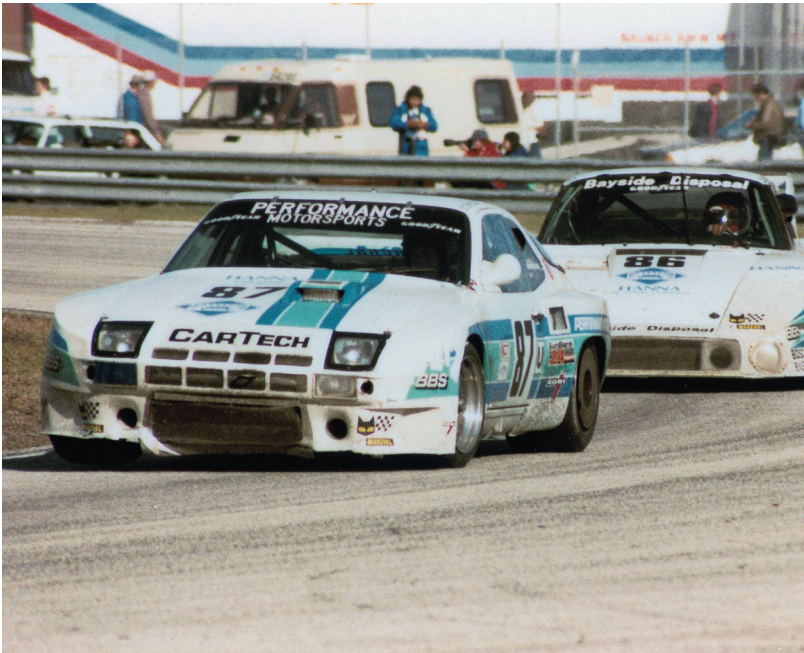
*A few laps in after a hot start: the heat haze can clearly be seen. Note the massive crowd. (©P)*

the Mulsanne, as Jean-Louis Lafosse, in the Rondeau No 25, suffered some kind of mechanical failure. Smoke pouring from the rear, the car turned violently right into the Armco at near full speed, and exploded on impact, killing Lafosse instantly. A pall of despondency descended over Le Mans at the loss of this great driver. The safety car was, of course, out again.

In spite of this tragedy, the Le Mans show went on, though

it was some time before the race restarted. Shortly after the restart, the leading Porsche 908 of Klaus Niedzwiedz failed, allowing Derek Bell to charge past in the factory Porsche 936. As the race unfolded, Ickx/Bell pulled away from the field to win by six laps.

In the No. 1 924/944 everything was going smoothly – well, almost! Walter Röhrl says: “It was something very special



*21st overall, from 43rd on the grid: Elliott Forbes-Robinson, John Schneider and Ken Williams; their car sporting a stripe paint job in the Daytona 24 Hours. (©GTJ)*

Car No. 79, entered by Paul Gentilozzi, was the cause of some interest in that Bob Bergstrom and Tom Winters were joined for this race by famous British driver Innes Ireland.



*Innes Ireland joins regulars Bergstrom and Winters in the Paul Gentilozzi-entered Carrera GTR. (©RK)*

Tom says they got to know Innes quite well: “He did not like to get up early in the morning for practice and testing. He truly was an afternoon- and evening-type person. At the time he was friends with the management and working with *Road and Track Magazine*. I remember he gave some great advice about driving at Le Mans. He said: ‘If you don’t make the right-hand turn at the end of the straight, just keep on going – there’s a lovely restaurant just a short distance down the road.’ Innes drove again for the Whitehall Promotions Motor Sports team later in the year at Watkins Glen.

The Winters team qualified one place above the No. 87 car in 42nd on the grid but went out on lap 236. In the No. 58 car, recently acquired from Brumos, and entered by El Salvador Racing’s Alfredo Mena, were Deborah Gregg and Jim Trueman; they would qualify in 48th place. Unfortunately, their race lasted just 110 laps. The final 924 Carrera entry was the No. 10 car of James Kendall, Bill Johnson and Dave White. Qualifying 57th, they went out on lap 162. Paul Miller: “I think that was one of our earlier cars that I had sold to Dave White.”

Interestingly, though not a Carrera, there was another front-engine Porsche in this race, which finished in 15th place, and 4th in GTO. This was a 928S, entered by Brumos Porsche on the instigation of Brumos’ enthusiastic Bob Snodgrass. The team had started from 72nd on the grid. Worth a mention, not only because it was a front-engine Porsche, but also because it had a serious driver line-up! Vic Elford told the author: “Way



*The 928S entered by Brumos Porsche: No. 92, driven by Richard Attwood, Vic Elford, Howard Meister, and Bob Hagestad. Running in IMSA GTO, the 928 came 4th in class, having started from 72nd on the grid. (Brumos)*