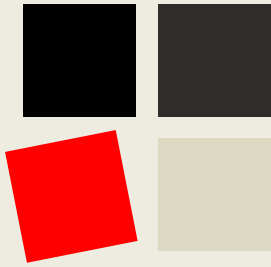


**Bibliographie / Bibliography**

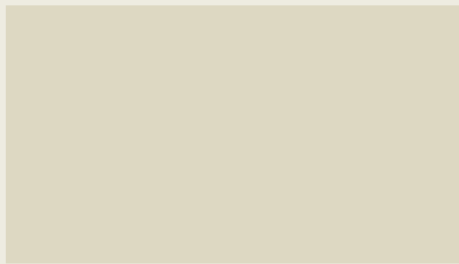


**Historique en français**

**Historical background in English**

**Porsche 935**

**Revue de presse / Press review**



**13.07.2015**

## Bibliographie / Bibliography

A lire, à voir, et/ou à écouter :

### Porsche 935 24 Heures du Mans 1977

Porsche au Mans, Toutes les Porsche depuis 1951,  
Dominique Pascal  
Ed. E.P.A

Porsche Racing Milestones 356 to 962  
Hal Thom  
R.P.M Auto Book  
ISBN 0-9631726-3-8

Porsche racing cars of the 70s  
Paul Frère  
Ed. PSL  
ISBN 0 850 594421

La réussite Porsche  
Lothar Boschen & Jürgen Barth  
E.P.A  
ISBN 2-85120-131-X

Les Porsche 911 de série et de compétition  
Paul Frère –  
Ed. Vilo  
ISBN 2-880001-178-7

## Historique en français

Porsche, vainqueur en 1976, se retrouve en 1977 face à Renault qui ne cache pas ses ambitions de victoire.

En 1977, c'est Norbert Singer qui est nommé l'ingénieur responsable du développement de la 935. De nombreuses modifications sont décidées sur les 935/77 qui sont développées pour l'usine, double turbo. La différence la plus visible avec les modèles antérieurs porte sur la partie arrière où un capot d'une seule pièce, recouvrant le béquet arrière de la Turbo série, est flanqué d'extensions accroissant le porte-à-faux jusqu'aux limites maximales autorisées.

Pour les 24 Heures du Mans de 1977, l'usine concentre ses efforts sur les deux 936 Martini. Alors que la n°3 abandonne dès la 4<sup>ème</sup> heure, la 936 n°4 de Barth/Haywood/ rejoints par Ickx effectue une remontée exceptionnelle qui se termine par un suspense final à moins d'une demi-heure de l'arrivée.

La 935/77 équipée comme les 936 du double turbo et engagée pour Stommelen/Schurti est touchée par une fuite d'huile alors qu'elle pourchasse l'A442 de Jabouille et qui la relègue au fond du classement. Après 3 heures de course, elle remonte en 18<sup>ème</sup> position mais le moteur casse sur rupture de joint de culasse.

Le JMS Racing profite de l'une des 13 répliques de 935/76 fabriquées par Porsche pour sa clientèle et engage aussi une 934, la voiture n°56. Ce sont donc 5 Porsche 935 au total dont une d'usine qui prennent le départ du Mans.

Les décorations de la 934 et de la 935 engagées par JMS Racing sont identiques. On peut remarquer que l'inspiration du moment résidait dans la transparence. On reconnaît la silhouette du pilote assis dans le baquet sur les côtés comme si on voyait à travers la carrosserie, ainsi que des éléments techniques de la voiture et de son ossature. Dans le même esprit la Porsche n°58 du Kremer Racing Team donnait le ton avec la silhouette du pilote en costume de ville pour rappeler son sponsor de marque de prêt-à-porter Burton.

Outre la grille sur l'aileron arrière, il faut noter que ce modèle bénéficie de nouveaux optiques de pare-choc et de phares additionnels, les attaches capot ont été modifiées ainsi que les éclaireurs de numéros sur les portes. La glace coulissante côté conducteur est en deux parties

Et seule la 935 du JMS Racing parvient à tirer son épingle du jeu. Malgré un changement de turbo, des ennuis de freins, de pompe d'alimentation, le tandem Ballot-Lena/Gregg fera des merveilles s'adjugeant outre la troisième place au classement à distance ayant parcouru 4307.530 km à la moyenne de 179.480 km/h, la victoire en groupe 5.

La 934 n°56 fait partie des 21 arrivants sur les 55 engagés en terminant à la 19<sup>ème</sup> place, troisième du groupe 4. En plus de deux sorties de route qui donnèrent du travail aux mécaniciens, ces derniers durent aussi changer le turbo.

## Historical background in English

Porsche, 1976 Le Mans winner finds itself in 1977 back in front of Renault which comes in Le Mans to win.

Norbert Singer is the engineer responsible for the 935 project. Many modifications can be decided for the 77 version according to the new regulations. The most visible difference is on the rear hood completely transformed by an entirely new glass fiber tail covering the standard body including the aerofoil, which extended to the maximum overhang allowed by the rules.

For Le Mans in '77, the factory again concentrates its efforts on the pair of Martini 936s. While the 936 car number 3 retires during the fourth hour, the 936 car number 4 of Barth/Haywood was joined by Jacky Ickx makes an exceptional rise which ends by a final suspense less than half an hour before the end.

The factory enters 935/77 fitted with a twin turbochargers engaged for Stommelen and Schurti suffers an oil leak when hunting Jabouille's Renault A442 and must stop to repair. It goes down at the bottom of the ranking. After three hours racing the team comes back to the 18<sup>th</sup> position but another blow head gasket is broken and the car is out in the 4<sup>th</sup> hour.

JMS Racing bought one of the 13 replicas of the 76 Porsche 935 built by the factory for independent racing teams for the Group 5 FIA season. It enters as well as one Porsche 934, car number 56. Five Porsche 935 take the start in Le Mans including one entered by the German Factory.

Both decoration of 934 and 935 entered by JMS Racing are the same. We can notice the inspiration about the transparency. In fact we can see the outline of a sitting driver on both sides of cars as if we could see through the body such as technical parts of the car and its frame. In the same spirit Porsche car number 58 entered by Kremer Racing has the same kind of decoration with a sitting driver in suit to remind one of its ready-to-wear sponsorship "Burton"

Besides the grid of the rear wing, we can notice new rounded lights on the front bumper and additional headlamps, the safety locks have been modified such as the lights for car number on the doors. The sliding side driver window is in two parts.

Despite they have troubled run ; they have to change the turbo, breaks problems, the teammates Ballot-Lena and Gregg still manage to cover 2 676.57 miles averaging 111.52 m.p.h finishing 3<sup>rd</sup> overall, and 1<sup>st</sup> in Group 5.

The 934 car number 56 is also among the 21 arrivals on the 55 engaged cars finishing 19<sup>th</sup> overall and 3<sup>rd</sup> of Group 4. As well as two straights that damage the car and give a lot of work to mechanics, they must change the turbo too.

# Revue de presse / Press review

Source : Model Car Racing - USA

## ALL NEW FOR 2014-2015

Most of the model car racing manufacturers introduce the products that will be shipped in 2014 at the Nuremberg International Toy Fair in early February, which is about the time this magazine is already in your hands. A few of the manufacturers announce what will be coming earlier. About a fourth of the cars that were announced back in February 2012 and, again in 2013, are yet

to be shipped but most of those February announcements were long-term introductions so you will not see some of them until early 2014. There are dozens of new paint schemes on existing bodies coming for 2014 but the only ones listed below are cars made from new tooling. Here's what's coming:

### 1/32 SCALE:

**Scalextric** (images at <http://scalextric.hornby.com>): 2014 Lotus Formula 1 and 2014 McLaren Mercedes Formula 1, 2013 WRC Champion VW Polo WRC, 2014 Bentley Continental GT3, 1986 Lancia Delta S4 WRC, 2012 Lotus Evija R-GT, plus three new seventies Formula 1 cars: the 1970 Lotus 72, McLaren M7C, 1971 Tyrrell 003 and Gold Leaf versions of the 1968 Lotus 49B. There's a new Scalextric Control system called RCS with three options. All three systems have their own specific Powerbase. All have Bluetooth to communicate with a SMART device using the common platform and an open source miniUSB socket is included.

- RCS "One" has wired controllers for analog cars with race control managed by an App.
- RCS "Air" has wireless throttles for analog cars with race control managed by an App.
- RCS "Pro" is a fully Scalextric Digital system with the ability to use the RCS App for full race control and race car performance options such as refueling.

**Slot.it**: 2013 Audi R18 quattro four-wheel drive, 1968 Ford GT40 and 1974 Maserati MS670 LeMans.

**Carreers** to be announced at Toy Fair

**Niuses** to be announced at Toy Fair

**SCX**: 2011 Audi R18 and more to be announced at Toy Fair

**Scalextric**: 2011 Viper. Still due from 2012: 2010 Spyker C8 GT2K, 1981 BMW M1 Group 5, 1976 Pantera Group 3.

**Amont Slot** to be announced at Toy Fair

**Pioneer** ([www.pioneerloto.com](http://www.pioneerloto.com)): Still due from 2012: British "Legends" dirt track coupes, 1965 MGB hardtop, 1970 Plymouth Barracuda Trans-Am, and 1970 Javelin Trans-Am.

**Auto Art** to be announced at Toy Fair

**Thykat** (and SlotWingah): 1972 Red Capri RS2600, 1969 Porsche 907K Targa Florio and a series of limited-production cast-resin vintage Formula 1 cars including the 1979 Ferrari 312 T4 and 1979 Renault RS10. Still due from 2012: 1979/80 Renault RS10 Grand Prix, Ferrari 512BB, 2007 and 2008 Lamborghini Diablo.

**Racer "Silhouettes"** range: Group 5 BMW 320, Porsche 953L IMSA, Porsche 953/77, Mustang GTT, Kenner 935K3, Lancia Stratos Turbo, Nissan Skyline, Ferrari 512BB Silhouette and Toyota Celica.

**SRC (Slot Racing Company)**: 1973 Maserati M670B LeMans MRRC; Still due from 2012: 1963 Corvette Stingray fastback.

**Mr. Slotcar**: Still due from 2012: 1985 Porsche 962C IMSA and 1989 Nissan RB90C LeMans. For 2014: 1995 McLaren F1 LeMans and 1969 Lola T70.

**Cartexis**: Still due from 2012: 1960 Saab and 1961 Ferguson P59 Grand Prix cars.

**Le Mans Miniatures** (cast resin): to be announced at Toy Fair

**MSC**: Still due from 2012: 1985 Rothmans' Porsche 959 Dakar car.

### 1/24 SCALE:

**Auto World**: to be announced at Toy Fair

**Carreers**: to be announced at Toy Fair

**Scalextric**: to be announced at Toy Fair

### 1/43 SCALE:

**Carreers** Golla: to be announced at Toy Fair

**SCX Compact**: Still due from 2012: 2010 BMW M3 and 2011

Mercedes-Benz SLS AMG

**Kyooho**: to be announced at Toy Fair

### HO SCALE:

**Racemasters AFX**: to be announced at Toy Fair

**Auto World**: to be announced at Toy Fair



**Le Mans Miniatures** ([www.lemansminiatures.com](http://www.lemansminiatures.com)): producing cast-resin replicas of the Porsche 953 races that competed at LeMans in 1976 (the number 60 Martini Racing Team) and 1977 (the IMS Racing Team).



**Scalextric** has shipped replicas of the 2012 Lamborghini Aventador LP700-4 Superleggera in a metallic blue and this orange. We'll have an article on the car in the May/June issue.



**MRB** has shipped the first version of the 2012 Active Motus 12 Vantage GT3 with racing livery. The car is a recreation of the Vantage that competed in the British GT Series in 2012. We will have an article on the model in the May/June issue.

Source :