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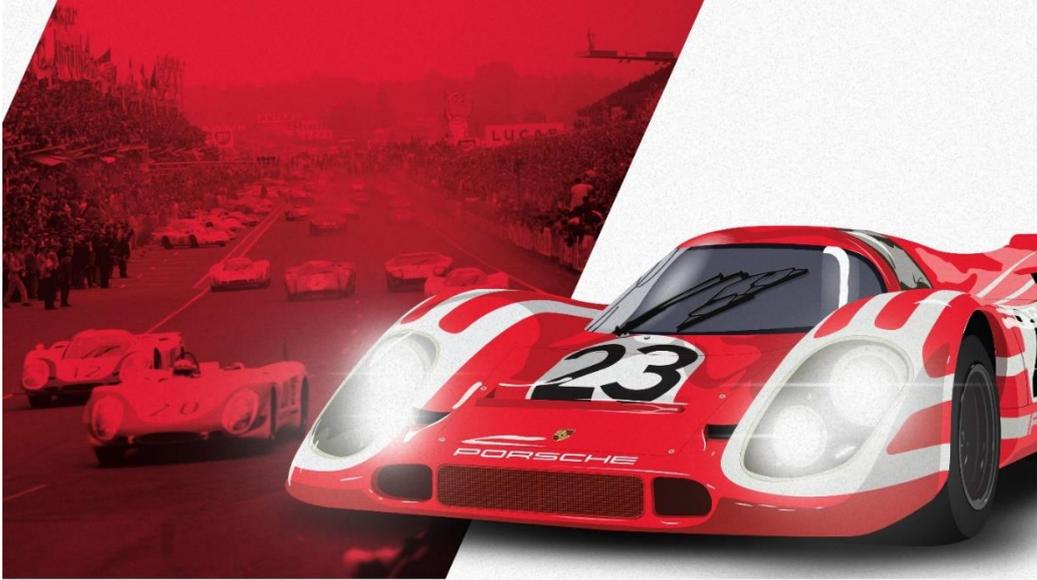
PORSCHE AT LE MANS

MUSÉE DES 24 HEURES DU MANS

EXPOSITION
DU 28 SEPTEMBRE
2018
AU 13 JANVIER
2019



PORSCHE



PORSCHE

INFOS SUR WWW.LEMANS-MUSEE24H.COM



24h
LE MANS

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SUMMARY

- Introduction
- The early days of the Porsche adventure
- 1951: a first Porsche at Le Mans
- 36 pilots for 19 victories
- The Recordmen
- Teloché, the garage of the Porsche Team
- 19 porsche victories at the 24 Hours of Le Mans
- Porsche cars exposed
- 24 Hours of Le Mans Museum

PORSCHE AT LE MANS, EXHIBITION OF THE 24 HOUR MANS MUSEUM DISCOVERED FROM SEPTEMBER 28th, 2018 TO JANUARY 13th, 2019

The freshly graduated engineer, Ferry Porsche, transformed the design office of his father Ferdinand into a car manufacturing. This is how the first Porsche was created under the label « 356 ». Charles Faroux, one of the founders of the « 24 Heures du Mans », who was visiting the Paris Motor Show in 1950, insisted that Ferry Porsche signed up an official team in the by then already famous Le Mans race. Enthused about this idea, Porsche entered a 356 at Le Mans in 1951. Since this date, the brand has been present at each edition of the 24 Hours, with cars coming from the factory as well as from private teams.

To celebrate the 70 years of Porsche, the Automobile Club de l'Ouest proposes an exhibition where the saga of the brand of 19 victories at Le Mans will be recounted. This temporary exhibition, accomplished in partnership with the « Porsche Museum Stuttgart », will be held from 28th September 2018 to 13th January 2019. Visitors will be able to discover and rediscover the most famous endurance racing cars of this manufacturer, from its beginnings on the circuit of Sarthe until the Porsche 919 hybrid, by way of the mythical 550, 908, 911, 917, 936, 956, 962 and 911 GT1.

THE EARLY DAYS OF THE PORSCHE ADVENTURE

On 1st April 1947, in order to protect the expertise of his father Ferdinand, Ferry Porsche and his sister Louise, married to Dr. Anton Piëch, founded the company Porsche Konstruktionen GesmbH in Gmünd in Austria.

« At the beginning, I looked all around but could not find the car of my dreams: a small and light sports car that would use its energy efficiently. I therefor decided to build it myself. » This quotation has guided the actions, the creations and the successes of the brand for 70 years. Ferry Porsche made his dream come true. On the basis of the Beetle, he created a car that would be the origin of the legendary reputation of the manufacturer: the 356.

This is the beginning of a long adventure, consecrated by numerous victories on the greatest circuits and a strong commercial presence in countries all over the world.



Ferdinand Alexander Porsche/ Ferdinand Porsche
/ Ferninand Piëch



Ferry Porsche Page 3 | 10

1951: A FIRST PORSCHE AT LE MANS

Porsche was going to build its renown according to the numerous key moments of its history in Sarthe. During a meeting with his journalist friend and race director of the 24 Hours of Le Mans, Charles Faroux, at the Paris Motor Show at the Grand Palais, Ferdinand Porsche and his son Ferry decided to enter a Porsche car in Sarthe in 1951. He naturally called on the first Porsche importer in France: Auguste Veillet. The latter called upon the assistance of his Le Mans friend, Edmond Mouche, to drive the first Porsche of Mans: a 356/4 SL coupé, lightened with a flat four-cylinder of 1,086 cm³, producing 46 hp. While the race was taking place under a terrible rain, the small Porsche 356 stood its first 24 Hours of torture without batting an eye. It ran 2,840.65 km at an average speed of 118,36 km/h and finished at the twentieth place of the overall ranking, and first of the category 751-1,100cc. This is the beginning of the long love story between Porsche and Le Mans. The duo came back the year after, still as the official drivers of the Porsche K.G. and they surpassed their usual level. The Porsche 356 SL was ranked eleventh overall in 1952 and still first of its category after having done 219 laps at an average speed of 123.142 km/h, which makes 2,955.41 km. While Mouche left for new adventures, Veillet, faithful to Porsche, came back on a 356 SL in 1953, which unfortunately abandoned in the eighteenth hour due to engine failure. Nevertheless, Porsche and its 4-cylindre engine reached maturity in 1955. One of the six 550 Spyder cars approached the podium and Veillet, associated with the American Arkus-Duntov, achieved again the ranking of the 751-1100 cc after having done 3,303.570 kms. These victories marked the beginning of the Porsche legend at Le Mans.



Edmond Mouche – Auguste Veillet
- 1951



24 Heures du Mans 1952

36 PILOTS FOR 19 VICTORIES

- BELL Sr Derek
- HERRMANN Hans
- BARTH Jr Jürgen
- HAYWOOD Hurley
- STÜCK Hans
- LIEB Marc
- DUMAS Romain
- WINTER John
- BERNHARD Timo
- ICKX Jacky
- SCHUPPAN Vern
- PESCAROLO Henri
- VAN LENNEP Gijs Gijsbert
- HOLBERT Al
- LUDWIG Klaus
- REUTER Manuel
- TANDY Nick
- ORTELLI Stéphane
- BAMBER Earl
- DALMAS Yannick
- HARTLEY Brandon
- JANI Neel
- JOHANSSON Stefan
- WHITTINGTON Jr1 Don Reginald Donald
- WHITTINGTON Jr2 Bill William Marvin
- ALBORETO Michele
- ATTWOOD Richard Dick
- BALDI Mauro
- BARILLA Paolo
- MARKO Helmut
- McNISCH Allan
- AIELLO Laurent
- HÜLKENBERG Nico
- JONES Davy
- KRISTENSEN Tom
- WURZ Alexander

THE RECORDMEN

Jacky Ickx, co-record man of victories in Porsche: 4 victories



Jacky Ickx is an integral part of the magic of the 24 Hours of Le Mans. He participated in the race 15 times and achieved 6 victories, out of which 4 with the Porsche team in 1976, 1977, 1981 and in 1986. The great Belgian driver left a marked impact in the memory of many car racing spectators, not only because of his talent but also because of his personality. He had joined the Porsche ranks in 1976 and among all his exploits, his participation in the 24 Hours of Le Mans 1977 were one of the key moments of his career. That year, Jacky Ickx surpassed himself and enabled the Porsche team to achieve a decisive win in front of the armada of yellow and black cars of the Renault company. Ickx drove the Porsche 936 from the back of the pack to the final victory, after a classic catching up during twelve hours and under rainy conditions.

Bob Wollek, record man of participations with Porsche : 20 participations



Bob arrived in Le Mans in 1968 with Alpine, and came back in 1969 by the side of Jean Claude Killy. They abandoned after a promising start. Lagardère, CEO of Matra, noticed him and integrated him in his team to run at Le Mans. However, Bob Wollek got himself talked about with Porsche. Successes came one after another in the German championship: he won the Porsche Cup 7 times, a record! Bob Wollek became the factory driver and remained faithful to the Stuttgart brand during all his career. He won all the major prototype races, except for Le Mans, which is missing from his records. He came close to victory in 1995 with Mario Andretti and Éric Helary and also in 1998, but despite his 20 participations at Le Mans for Porsche and an extraordinary talent, he never went up to the highest step of the podium.

Derek Bell, co-record man of victories in Porsche : 4 victories



Derek Bell was a regular driver at the 24 Hours of Le Mans. He is one of the record men at Le Mans, behind Jacky Ickx and Tom Kristensen, with five victories to his credit. Four of his successes - 1981, 1982, 1986, 1987 – were won with the German manufacturer, out of which two with Jacky Ickx, in 1981 and in 1982. With the Porsche 962C, Derek Bell also achieved two titles of World Champion of FIA Sports Cars in 1985 and in 1986. With 202 races at the wheel of a Porsche, on the greatest circuits in the world, the British driver holds an important place in the heart of the Stuttgart sports car manufacturer.

TELOCHÉ, THE GARAGE OF THE PORSCHE TEAM

Car races have changed and have been modernised since the beginning of motor sports. This is particularly the case with the 24 Hours of Le Mans. From 1951 to 1981, the Porsche factory prepared and repaired its cars in an unimaginable place today... At that time, the refuelling park, the precursor of the paddock, was too small for the teams to set up. They had to established themselves in garages around the circuit. Porsche, not willing to draw attention, chose the village Teloché as its support base, because close to the circuit. Auguste Veillet did not content himself with taking the start of the 24 Hours of Le Mans for Porsche. Assisted by Edmond Mouche, living in Sarthe, he organised the coming of the German manufacturer with the help of Paul von Guilleaume, at the time head of competition of the brand. A mechanic, Georges Després, called « Jojo », accepted to rent part of his premises. At the beginning of the adventure, the mechanic had to make a Cornelian choice, because crushing remarks made by some villagers were rife. He was in particular reproached for receiving Germans. However, over the years and the arrival of several mechanics per car and new drivers, the number of the team did not stop increasing and the inhabitants of the village willingly rent their houses. Strong links were forged between Germans and French people. The location was ideal. By installing themselves not far from the circuit, the cars could reach the track without having to be put on a car transporter. At the time, a road at the end of the straight line of the Hunaudières made the entering onto the track easier and avoided the congestion of the main access to the circuit. The Teloché garage became the headquarters of the Porsche team for the following 30 years of competition.



Teloché Garage

19 PORSCHE VICTORIES AT THE 24 HOURS OF LE MANS

A mythical brand in a mythical race.

It has to be recognised that Porsche has not always played with the big boys. First, there was the learning period, without any hope of victory in the overall ranking of the 24 Hours of Le Mans, between 1951 and 1963. Then, a fantastic era of rise in importance for the Stuttgart brand started, making it become, year after year, « THE » reference in the field of sports cars.

The famous German brand started its extraordinary record at Le Mans in 1970, then in 1971 with « the monster » 917. After a short break between 1972 and 1975, Porsche inscribed its name 10 times for having won the classic Le Mans race with the Porsche cars 936, 956 and 962. These cars dominated the endurance in the eighties. Although the following years were less glorious, 1994, 1996, 1997 and 1998 showed once again that Porsche, alone or through its competitor clients, was still able to dominate endurance.

The brand was officially back in the GT category in 2012. In 2014, Porsche came back in the prototype category. As a genuine concentrate of technology, the 919 Hybrid signed 3 successive victories on the circuit of Sarthe in 2015, 2016 and in 2017.

It joined the 917 K at the rank of the most mythical cars of motor sport.



PORSCHE CARS EXPOSED

Année	Type	Modèle course	Pilotes	N° course
1951	356	356 Pré-A (évocation N°46)	Veillet - Mouche	46
1958	718 K	718 K	E. Barth – W. Seidel	34
1964	904	GTS (904/6)	Linge - Nöcker	Sans (32)
1968	906	906 Coupé	Poirot - Maublanc	42
1970	917 K	917 K	Herrmann - Attwood	23
1971	907	907	-	-
1971	911 S	911 S	Vestey - Bond Siffert - Bell	44
1971	917 LH	Gulf (Martini)	Larrousse - Elford	17 (21)
1974	911 RSR	911 RSR 2.1. T Martini Evocation	Van Lennep / Muller	22
1976	935	Evocation 935 Turbo	Stommelen - Schurti	40
1981	936	936 Spyder Jules	Ickx - Bell	11
1981	924	924 GTP/944 LM Hugo Boss	J. Barth / W. Rohrl	1
1994	962 Dauer	Dauer 962 C LM Shell	Stück - Boutsen - Sullivan	35
1998	911 GT 1	911 GT1	Aiello - Mc Nish - Ortelli	26
2013	911 RSR	GT Pro	Lieb - Lietz - Dumas	92
2016	919 Hybrid	LMP1 H	Dumas - Lieb - Jani	2

About the 24 Hours of Le Mans Museum

Using 120 vehicles, the Automobile Club de l'Ouest tells the epic motor racing story in the Sarthe department and the success of the international event.

Bentley, Ferrari, Jaguar, Ford, Porsche, Matra, Audi and more, all the great names are represented with their legendary models, to immerse the visitor in the greatest endurance race in the world. 300m² of temporary exhibitions complete the thematic exhibition, after which you can visit the famous circuit of the 24 Hours of Le Mans race.

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