

Classic PORSCHE

UNIQUE HEULIEZ 914/6
A French flight of fancy



No.23 MAY/JUNE 2014

PERFECTION TO A 'T'

A 911T THAT'S
RED HOT AND
READY TO RUN



PLUS
• HISTORIC MONT
CARLO RALL
• RANSON WEBSTE
COLLECTION

chp



PORSCHE PROFILE:

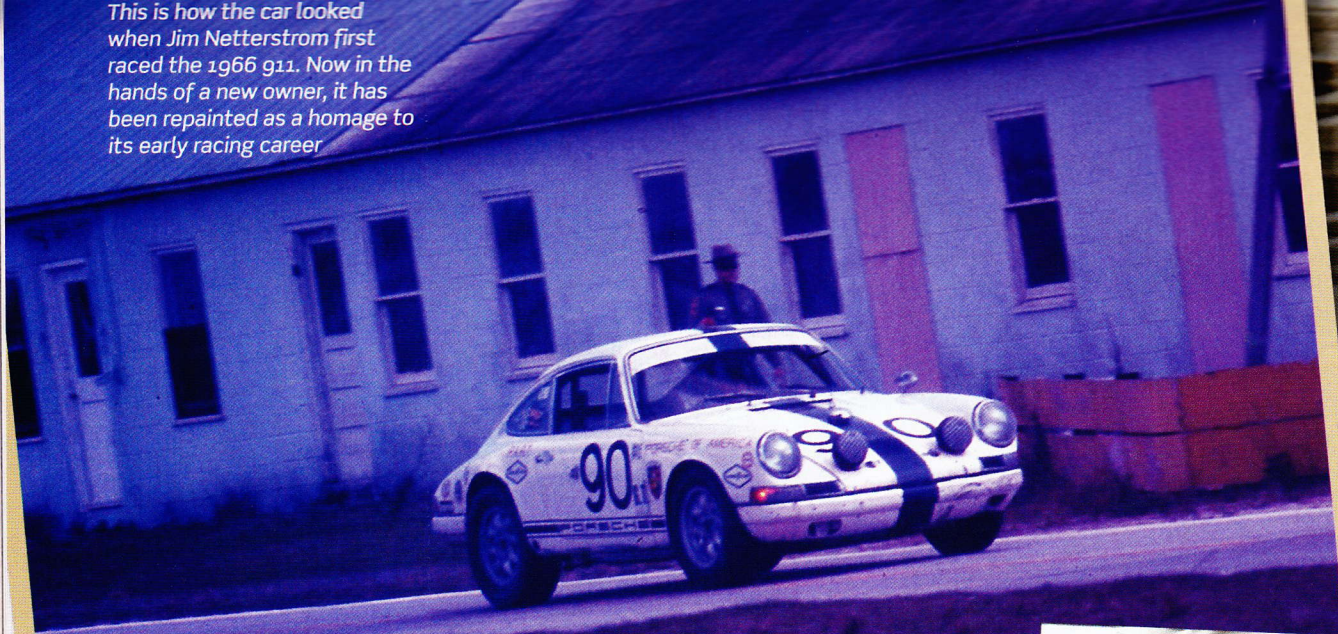
LONGSTONE TYRES

All you need to know about classic rubber!

THE JÄGDWAGEN



This is how the car looked when Jim Netterstrom first raced the 1966 g11. Now in the hands of a new owner, it has been repainted as a homage to its early racing career



Below: Jim Netterstrom (left) was reunited with the car at Amelia Island. Second owner Martin Steger (right) also shared his memories



PORSCHE OF AMERICA CORPORATION
TEANECK, NEW JERSEY

Dealer: Joe Heishman's, Inc.
Address: 3212 Jefferson Davis Hwy.
City and State: Arlington, Virginia 22202
Transport to Dealer by: Dealer Pick-up

Make: PORSCHE MODEL: 911 Coupe "2000" 6-Cylinder
Serial No.: 308.107 Engine No.: 911.666
Suggested Retail Price without accessories at Port of Entry: \$5,990.00

Factory Installed Accessories:

9535 Rollbar	100.00
9552 Rally Kit	288.00
9159 911-S Instruments	48.00
9499 Large Gasoline Tank	120.00
9574 Limited Slip Differential	136.00
9268 Leather Covered Steering Wheel	60.00
9591 Special Transmission	180.00
--- Horsepower Increase	500.00
9208/08 Safety Belts, left and right	Std.

TOTAL SUGGESTED RETAIL PRICE: 7,422.00
Transportation Cost: from Port of Entry to Dealer:

TOTAL: \$7,422.00

*Importer suggested retail price includes Federal Excise Tax. Gasoline, license and title fees, State and Local Taxes and dealer installed options and accessories are not included.

IMPORTER
PORSCHE OF AMERICA CORPORATION

No. 2515

By: *[Signature]*

In issue #21, we ran a story on Don Ahearn's 1967 factory-built g11 Trans-Am racer (*Ticking the boxes*, p38). In that story we explained that while much of the race history of the car was known, the identity of the car's first owner and its first few racing seasons were a frustrating mystery.

However, shortly after the magazine hit the stores in the US, Don received an e-mail from a fellow by the name of Jim Netterstrom, who happens to be a well-known Porsche driver from the 1960s.

Mr. Netterstrom introduced himself and proceeded to explain that he had read the story in *Classic Porsche* magazine and was intrigued. He asked Don what the serial number of the car was, and when Don told him #308107, Jim Netterstrom responded saying that this was his old car and that he still had the original window sticker and bill of sale (see above right).

Netterstrom was racing a Speedster in the SCCA during the mid-sixties when his friend

John Kelly bought a 1966 g11 and began racing it in the Trans-Am class. The relatively new g11 and the idea of Trans-Am racing both appealed to Jim, so in February 1967 he contacted Joe Heishman's Inc. in Arlington, Virginia, and ordered a new g11 spec'd out as a racing car.

In the letter to Heishman's, Jim detailed the components needed to compete in Trans-Am and even specified the gear ratios he wanted that would be compatible with the tracks at which he planned to race. When, in May, the day arrived to collect the car at the sea-port in New Jersey, a problem immediately arose.

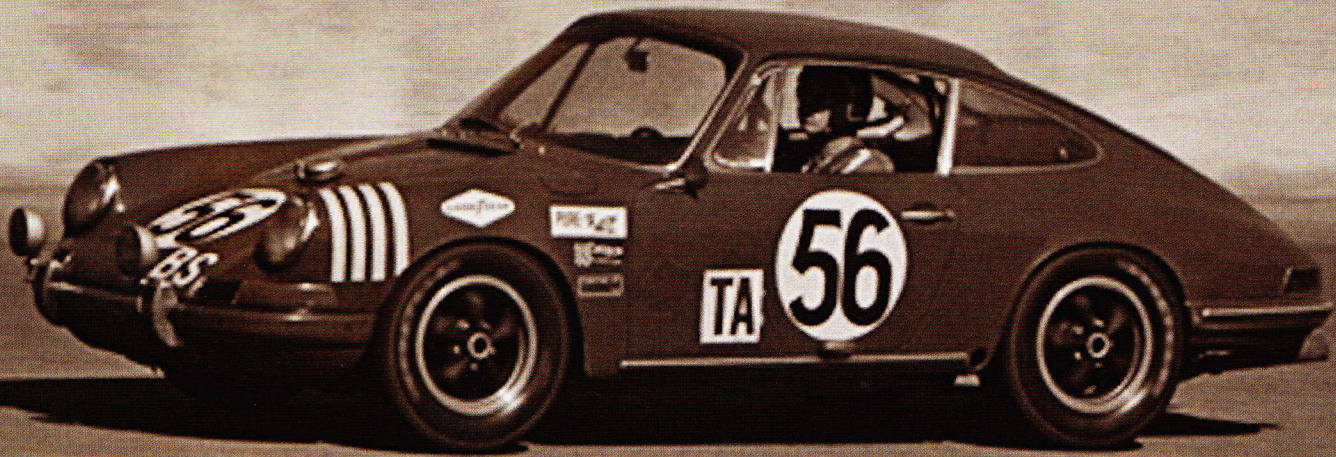
Jim recalled that day: 'I jumped onto the New Jersey Turnpike to drive home and I could barely notice the difference between third, fourth and fifth gears! To just keep up with traffic I was turning 5000rpm! For some reason the factory put "hill-climb" gears in it.'

Over the next few weeks, Jim lettered up the car, changed the ratios and bolted on some 6in steel wheels. In August it arrived for its first

Trans-Am event at Jim's home track at Marlboro, Maryland. The day ended with a respectable fifth place finish in the Under-2.0 litre class. They travelled to Canada in October for the final race of 1967 at Mosport where they placed fourth in class.

1968 started strong with 13th place overall in the Daytona 24-hour race, but only an 11th place finish in the three-hour Under-2.0 litre warm-up before the big race at Sebring. Things went downhill from there. In May at the Lime Rock Trans-Am race, Jim was listed as a DNF. When asked what failed, Jim came back with a witty response: 'I wasn't paying attention and tried to make an airplane out of the car!'

Because of a timing error in qualifying, Jim started from pole position where he admits he didn't belong. After getting passed by most of the field, frustration began to set in and his focus drifted. On the run down towards turn four, he left his braking too late, dropped two tyres into the dirt and ramped the car over the



THE WHOLE STORY

David Conklin manages to catch up with the original owner of the 1966 Trans-Am Porsche featured in issue #21 to get the backstory on this survivor from the early days of 911 racing in the USA

Words: David Conklin
Photos: Netterstrom Collection
and Phil Bagley

earthen berm on the outside of the corner. The corner workers who came to his aid claimed that the car had performed a perfect 360-degree flip in the air and came back down on its wheels. The car wasn't terribly bent up, but what damage there was meant that the '68 season was over a little early.

1969 brought major changes. East coast Porsche standout, Bruce Jennings, worked a sponsorship agreement with Porsche of America and invited fellow East-coast racers Jim Netterstrom and Bob Bailey to join him as a three-car race team called PART (Porsche of America Racing Team). Porsche of America gave them a small trailer stocked with repair parts that could be used by the team on a consignment basis at discounted rates.

The PART team started their season in Daytona for the big 24-hour race. Netterstrom, with the 911 now painted white, was hoping for another good finish on the high banks. The weekend started poorly however when a Matra

prototype racer passed him at the start/finish line during nighttime practice, lost control and was collected by the 911. The parts trailer was raided for new front sheet-metal, but the race was a let-down when a burnt piston brought their day to a premature end.

The PART team competed heavily in the eastern Trans-Am and SCCA national races in 1969, with mixed results. 1969 ended up being the swan-song for the team. The SCCA changed its previous classification of the 911 (as a sedan) and for 1970 the Porsche was no longer legal for Trans-Am racing.

It was also the end of Jim Netterstrom's serious racing career. He explained that he owned a business at the time and when he was racing, the business was suffering. So, the car was sold in 1970 to a young German mechanic by the name of Martin Steger and Jim focused on more important things... for a while.

The racing bug didn't leave completely and, for the past 20 years, Jim has been vintage

racing a Lotus Super 7 and an Alexis Formula 3 car that was originally driven by Peter Revson.

Shortly after our story ran, Don Ahearn traded the Netterstrom car to his friend Phil Bagley at Klubsport Racing in exchange for another significant racing 911. Phil changed the livery to mimic how it looked in '68 and recently displayed the car at the Amelia Island Concours.

Guests at the Concours included both Netterstrom and Steger, who were both reunited with their old car. Jim even took advantage of the opportunity to make a few laps of the show field in it. He recalled that he had a lot of fun with that old 911 and that it brought back some good memories.

Summing up his experience racing a 911, he commented, 'Those old 911s were light and made good power. Even newer 911s lost something special that the old cars had. We didn't drive them like normal cars. The steering wheel was just something to hold on to, we steered it with the throttle!' **CP**