


CLASSIC DRIVER



1982 Porsche 935 - Bob Akin L1

Bob Akin L1

Preis	Preis auf Anfrage	Lenkung	Links
Baujahr	1982	Innenfarbe	Schwarz
		Zustand	Gebraucht
		Standort	
		Außenfarbe	Rot
		Automobiltyp	Sonstige
		Markenfarbe außen	Red

Beschreibung

1982 Porsche 935 L

This is Bob Akin's famous Le Mans car of 1982. It was one of the wildest Porsche 935s of the post-factory era, and also one of the fastest.

From 1977 the Porsche 935 was the car to have if you wanted to win IMSA or world championship events, but by 1982 it became very clear that a standard 935 was no longer competitive. The Porsche factory built its last 935 in 1979, so it was left to private teams to develop the cars with more aggressive aerodynamics and chassis designs.

Bob Akin knew if he wanted to win, he would have to come up with something totally radical for the 1982 season. Akin commissioned Chuck Gaa of Gaaco to design and build a "Super GTP 935". To improve aerodynamics and increase the straight-line speed of the new car a Lola T600 GTP nose was used. A new purpose built monocoque bonded aluminum chassis was constructed combining the best of the new GTP technology with the proven power and reliability of the Porsche 935 mechanicals.

According to the rules, the windshield and roof section of a standard Porsche 930 still had to be used.

To improve airflow even further the entire roof structure was tilted to put the windshield at a better angle.

Due to its complexity and unique design, the car was delivered late after the season had already begun. It made its first appearance at Lime Rock in May, which served as a test for Le Mans. At the 24 Hours of Le Mans in June the car's design came into its own and showed tremendous straight-line speed down the famous Mulsanne Straight. Unfortunately Akin and co-drivers David Cowart and Kemper Miller only lasted two hours before a malfunction with the reserve gas tank sidelined the car.

After Le Mans the car returned to the United States to compete in the remainder of the 1982 IMSA season. After much testing and development the car finished fourth at Mid-Ohio with Akin and Hurley Haywood driving, and seventh at Road Atlanta with Akin and Derek Bell. The car's final appearance would be at the Pocono 500.

The car sat in Akins shop until 1999 when Jacques Rivard purchased the car and performed a complete restoration, bringing the car back to better than new condition. All suspension components were crack checked, and new components were used where needed. G&S Autoworks completely rebuilt the engine and transmission. It now is one of the most potent 935s in vintage racing.

Canepa completed a full inspection and detail on the car. It is in spectacular condition and is eligible to compete in historic worldwide, including the Rolex Monterey Motorsports Reunion.

Race History

5/31/82 Coca-Cola 400 Lime Rock 23rd Bob Akin #5

6/20/82 24 Hours of Le Mans DNF Akin, Cowart, Miller #76

8/22/82 Road America 500 miles 33rd Akin, Bell #5

9/5/82 Mid-Ohio 6 Hours 4th Akin, Haywood #5

9/12/82 Road Atlanta 500 km 7th Akin, Bell #5

9/26/82 Pocono 500 miles 39th Akin, Bell #5

Specifications

Engine size: 3.2 liter

Power rating: 800+ horsepower

Body material: Bonded Aluminum Monocoque with Fiberglass Body

Weight: 2324 lbs

Suspension: coil-over MacPherson strut - front, coil-over trailing arm - rear

Tires: 23.5 x 10.5 - 16 front, 27 x 14 - 16 rear

Dimensions: 78" wide, 190.5" long

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