

956-110 Racing Career

24 Hours of Le Mans 18th & 19th June 1983

Among 10 Porsche 956s in the top dozen qualifiers, 956-110 was certainly in the right company and had done well to qualify 11th with the 1982-spec mechanical fuel injection. From the start #110 was on the rise. Fitzpatrick was up to 9th by the start of lap 2, 7th on lap 5 and continued to close the gap. Before long #110 was among the top four and maintaining position with Quester at the wheel. But then, at just after one-thirds distance, came huge disappointment. The 956's mechanical fuel pump had broken, putting the car out of the race after such a promising start.

*CHASSIS 956-110 RACE # 11 ENTRANT: Fitzpatrick Racing DRIVERS: John Fitzpatrick/
Dieter Quester/ David Hobbs
GRID POS: 11th FINISH POS: DNF LAPS: 135 (36.7%)*

Norisring Trophy 3rd July 1983

Running in the Norisring Trophäe, Hobbs in 956-110 achieved a grid position of 10th but retired due to overheating

*CHASSIS 956-110 RACE # 10 ENTRANT: John Fitzpatrick Racing DRIVERS: David Hobbs
GRID POS: 10th FINISH POS: DNF*

Can-Am Road America 17th July 1983

Just three races into its career #110 scored not only its first pole position, but also its first victory and what would be the only win for a 956 in America. John Fitzpatrick drove from the front row to a commanding 12-second lead over the second place Frisbee GR2 Chevrolet.

*CHASSIS 956-110 RACE # 11 ENTRANT: John Fitzpatrick Racing DRIVERS: John
Fitzpatrick
GRID POS: 1st FINISH POS: 1st LAPS: 40*

Can-Am Mosport 11th September 1983

From the third row on the grid at Mosport, John Fitzpatrick drove #110 home to a fabulous podium finish.

*CHASSIS 956-110 RACE # 11 ENTRANT: JDAVID Racing DRIVERS: John Fitzpatrick
GRID POS: 5th FINISH POS: 3rd LAPS: 58*

1000km Brands Hatch 18th September 1983

The Fitzpatrick Team utilised some clever aero modifications for Brands Hatch, employing a thin-edged nose section and blocked off air intakes underneath for a flatter-floor.

To stop the car overheating ventilation tubes were fitted to both sides of the engine and a turbo-driven fan provided cool air. Even before these alterations #110 set the fastest time in Friday Practice and qualified 4th on the grid, but the grey skies and looming Sunday-morning rain convinced Team Manager John Fitzpatrick to make the changes. With the race started in wet conditions Derek Warwick took Wollek for 3rd and Bell for 2nd on Lap One. Two laps later and #110 had taken Ickx for the lead and set about opening an extraordinary lead, before a full course caution cut the gap to just 100-metres.

Upon the restart Warwick wasted no time in making up for lost time and had soon lapped the entire field. As the track began to dry after 2-hours of racing in the rain, Warwick's advantage lessened and he struggled to keep his tyres from overheating. Fitzpatrick lost time in his stint courtesy of a back marker causing him to spin, while the final stint with Warwick was even more dramatic. A Group B runner had its fire extinguisher spectacularly deploy and forced Warwick to take #110 for an evasive

trip over the grass, damaging the nose & cooling systems. To abate the rising temperatures #110 slowed right down, but still had enough of a lead to take a spectacular win.

CHASSIS 956-110 RACE # 11 ENTRANT: John Fitzpatrick DRIVERS: John Fitzpatrick / Derek Warwick
GRID POS: 4th FINISH POS: 1st LAPS: 232

1000km Imola 16th October 1983

Another stunning performance from the John Fitzpatrick Porsche, with efficient running helping to make good on a top 5 start to finish 2nd overall.

CHASSIS 956-110 RACE # 11 ENTRANT: John Fitzpatrick DRIVERS: John Fitzpatrick / David Hobbs
GRID POS: 5th FINISH POS: 2nd LAPS: 190

1000km Mugello 23rd October 1983

Boutsen set a blistering time in morning qualifying, but was unable to defend it in the afternoon due to traffic on the track. Nonetheless #110 started from 3rd and was in-amongst the front runners until the third round of pit stops; a half shaft needed greasing and 2nd place was lost to a Lancia. A fourth stop to replace the right-hand rear drive shaft and hub carrier cost a further 10 laps, but relentless effort saw the team climb back up the order to 4th.

CHASSIS 956-110 RACE # 11 ENTRANT: John Fitzpatrick DRIVERS: John Fitzpatrick / David Hobbs/ Thierry Boutsen
GRID POS: 3rd FINISH POS: 4th LAPS: 190

1000km Kyalami 10th December 1983

956-110 started the last race of the season on row two, at the business end of the grid with four other 956s completing the top five. Predictably, the pair of Works Rothmans cars headed off at an uncatchable pace and in their wake came a spectacular battle for 3rd among the privateer Porsches. Perhaps more impressive though, was the weather. A fantastic storm engulfed the Kyalami track and, despite exercising extreme caution, Boutsen couldn't help but aquaplane off the road and take 956-104 with him. After 47 laps, #110's race was done.

CHASSIS 956-110 RACE # 11 ENTRANT: John Fitzpatrick DRIVERS: Desiré Wilson/ David Hobbs/ Thierry Boutsen
GRID POS: 4th FINISH POS: DNF LAPS: 47 (19.3%)

1000km Monza 23rd April 1984

Having now changed the white and two-tone blue colours for the Skoal Bandit livery, 956-110 was also one of the few Porsches not to suffer the epidemic of engine failures at Monza and started 9th on the grid. Despite the reliability of the drivetrain, #110's race was cut short when a wheel broke free and sent the car into a spin at half distance.

CHASSIS 956-110 RACE # 55 ENTRANT: Skoal Bandit Porsche DRIVERS: Rupert Keegan/ Guy Edwards
GRID POS: 9th FINISH POS: DNF LAPS: 96 (55.5%)

1000km Silverstone 13th May 1984

With on-track traffic spoiling #110's chances in qualifying, 10th on the grid was all that could be gained from the limited running. However this Porsche was still a hugely capable car and the Keegan-Edwards duo drove through the field to catch up to the leading pack. A race incident elevated the car

to 2nd place, before a collision with a Lancia resulted in a pit stop to change a wheel. But the team fought on and earned this car its 6th career podium.

*CHASSIS 956-110 RACE # 55 ENTRANT: Skoal Bandit Porsche DRIVERS: Rupert Keegan/
Guy Edwards
GRID POS: 10th FINISH POS: 3rd LAPS: 207*

24 Hours of Le Mans 16th & 17th June 1984

Now under the ownership of Paul Vesty and run by the Charles Ivy Racing team, #110 was piloted by Alain de Cadenet, Chris Craft and Allan Grice for the 1984 Le Mans. While qualifying was somewhat underwhelming, the race gave Le Mans veterans de Cadenet & Craft the chance to put their experience to good use. By Sunday morning #110 had gained an extraordinary 20 places and sitting 11th overall. Such progress however came at a cost, and the engine began to lose power. After the loss of a cylinder, which couldn't be resurrected, 956-110 was retired at Mulsanne corner at three-quarters distance.

*CHASSIS 956-110 RACE # 21 ENTRANT: Charles Ivy Racing DRIVERS: Alain de Cadenet/
Allan Grice/ Chris Craft
GRID POS: 31st FINISH POS: DNF LAPS: 274 (76.1%)*

1000 km Imola 16th September 1984

Car entered but did not arrive.

*CHASSIS 956-110 RACE # 21 ENTRANT: John Fitzpatrick Racing DRIVERS: David Hobbs/
Thierry Boutsen
GRID POS: n/a FINISH POS: n/a LAPS: n/a*

CHASSIS HISTORIES

Treating racing cars with the honour and respect they have earned has not always been the case. Enzo Ferrari un sentimentally broke up his factory Formula 1 and sports-racing cars once their usefulness had ended, depriving the sport of an original shark-nosed 156 or 250LM Testa Rossa. Were it not for enthusiasts such as musician Chris Rea or Belgian Jan Biekers, who recreated them, we would never again have seen these sensational cars.

Fortunately, by the 1970s enlightened constructors and teams were beginning to wake up to the fact that their racing cars would one day be living history; the Porsche factory and its customers were among them. So today the vast majority of its beautiful 956 and 962 prototypes — the world's fastest in their day — have survived, even if provenance has been a minefield.

Porsche did not help by considering chassis plates to be less important than engine or transmissions numbers, but thanks to the diligence of people such as Porsche's former customer manager Jürgen Barth, restoration guru Trevor Crisp, and collectors such as Henry Pearman, their histories are today better documented than at any time in the past.

John Fitzpatrick Racing campaigned five Group C Porsches between 1983 and 1986: 956s 102, 110 and 114, and 962s 105 and 112. Of the five, 962 105 was the first 962 to race in Group C, pre-empting the factory 962C by nine months. All five have survived to this day, although the trail they left was not always clear cut.

This chapter tells the stories of these iconic cars after they left JFR, both in contemporary Group C competition and in historic racing.

■ John Fitzpatrick Racing's JDavid 956 110 shows off the timeless lines of Eugen Kolb's and Norbert Singer's design. This was the team's second Group C Porsche, and won in 1983 in the iconic livery of Californian financier Jerry Dominelli.

Matt Howell



956 110

Date of delivery May 1983

Engine 956 120 (7.2:1 compression)

JFR statistics 10 races, 2 wins, 1 second place, 2 third places, 1 fourth place

Paul Vestey bought 956 110 in May 1984 and during his brief ownership it competed at that year's Le Mans 24 Hours, run by Charles Ivey Racing with Rollei sponsorship and with Adrian Hamilton, son of 1953 Le Mans winner Duncan, as team manager. Driven by Alain de Cadenet, Allan Grice and Chris Craft, the car retired after 274 laps when the engine expired at Mulsanne corner.

After Le Mans, the car was returned to Charles Ivey Racing to be rebuilt as necessary and put back into 1983 JDavid livery, retaining the long-tail body from its final race in June 1984. The car was then offered for sale by Duncan Hamilton Ltd and a half-page advertisement for it appeared in *Autosport* dated 7 February 1985.

The purchaser was Californian enthusiast and collector Jamey Mazzotta, a biochemist who made his fortune from the hair-care products he formulated. Mazzotta was passionate about Porsches and his collection included three Group C examples, all of which he took to the 1990 Porsche Celebration at Laguna Seca. Besides 956 110, he also owned the ex-Dieter Schornstein, Joest-entered 956 105 and the ex-works Rothmans 962 002, which had been acquired and rebuilt by Vern Schuppan after its Le Mans practice crash in 1987.

When Henry Pearman first visited the Pebble Beach concours, in 2002, he met Adrian Hamilton and learned that Mazzotta might consider selling 956 110. The purchase was

finalised on 5 September and the car was delivered to Oakland, California, in early December for shipment. It arrived in Britain on 18 January 2003, to join the new owner's Historic Porsche Collection, where it has remained to this day. In recent years the engine has been rebuilt, complete with an OEM 3.2-litre crankshaft that brings the displacement to 3.0 litres, an upgrade commonly carried out in period.



956 110

John Fitzpatrick Racing

18-19 Jun 1983	Le Mans 24 Hours (F)	Fitzpatrick/Hobbs/Quester	JDavid	11	Q11	DNF	Fuel system
3 Jul 1983	Nürsring Trophäe (D)	Hobbs	Video Treff/JDavid	10	Q10	DNF	Overheating
17 Jul 1983	Road America CanAm (USA)	Fitzpatrick	JDavid	11	Q1	1st	—
11 Sep 1983	Mosport Park CanAm (CDN)	Fitzpatrick	JDavid	11	Q5	3rd	2 laps down
18 Sep 1983	Brands Hatch 1,000Kms (GB)	Fitzpatrick/Warwick	JDavid	11	Q4	1st	—
16 Oct 1983	Imola 1,000Kms (I)	Fitzpatrick/Hobbs	JDavid	11	Q5	2nd	1 lap down
23 Oct 1983	Mugello 1,000Kms (I)	Fitzpatrick/Hobbs/Boutsen	JDavid	11	Q3	4th	8 laps down
10 Dec 1983	Kyalami 1,000Kms (ZA)	Hobbs/Boutsen/Wilson	JDavid/Carwil	11	Q4	DNF	Accident
23 Apr 1984	Monza 1,000Kms (I)	Keegan/Edwards	Skool Bandit	55	Q9	DNF	Brakes
13 May 1984	Silverstone 1,000Kms (GB)	Keegan/Edwards	Skool Bandit	55	Q10	3rd	5 laps down

Paul Vestey

16-17 Jun 1984	Le Mans 24 Hours (F)	de Cadenet/Craft/Grice	Charles Ivey/Rollei	21	Q31	DNF	Engine
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■ Displaying trade plates, 956 110 is pictured outside the premises of Duncan Hamilton Ltd in Bagshot, Surrey prior to its sale to America early in 1985. *Motorsport Images/LAT*

956-110

Photo gallery

Photography by Matt Howell





CHASSIS HISTORIES



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