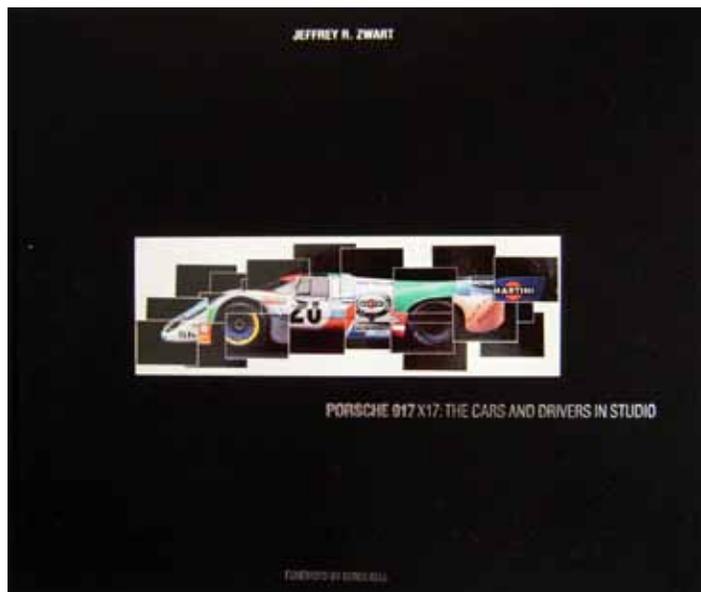


Two Recent Books Take An In Depth Look At Three Iconic Racing Porsches

917 x 17-The Cars and Drivers in Studio (Publisher's Edition signed by 15 of the living drivers)

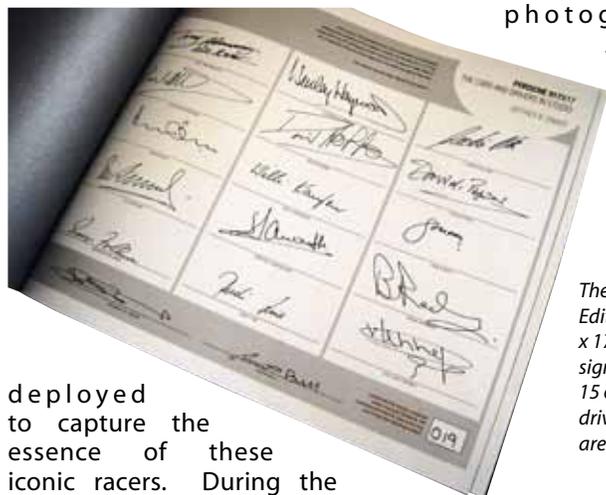
By Jeffrey Zwart

Published by David Bull Publishing, hardcover



Jeffery Zwart's large format, lavishly photographed 917 x 17 coffee table book would be a welcome addition any Porsche enthusiast's library.

Those of you who have been lucky enough to attend one of the Porsche Rennsport events at Daytona International Speedway may be familiar with noted television producer, photographer, and Porsche racer Jeffrey Zwart's Porsche Rennsport book in which he photographed the significant racing Porsches from 1949 through 2004. Of course, there are numerous books that document the various Porsche models and their exploits on the race tracks of the world, but none compare to the gorgeous studio photography



The Publisher's Edition of 917 x 17 includes signatures of 15 of the 917 drivers who are still living.

deployed to capture the essence of these iconic racers. During the three-day event at Daytona, Zwart photographed 140 Porsches in an empty garage in the middle

of the Speedway that featured a black background to set off the vibrant colors of the cars. The results were truly stunning.

In 2009, Zwart once again utilized this studio approach to capture what many consider to be the greatest sports car of all time, the Porsche 917. Back in the late 60's the CSI (the competition rules makers for the FIA) put in place new regulations that encouraged manufacturers to compete in the World Sports Car Championship with 3-liter Group 6 prototype cars but would also allow 5-liter Group 4 sports cars provided that at least 50 examples were produced. In 1968 the minimum number of 5-liter cars required was reduced to 25, which in effect, opened the door for Porsche. Some of us remember an amazing picture of 25 Porsche 917's lined up for the FIA's inspection which circulated in the racing publications back in 1969. Initially, the 917 was powered by a 4.5-liter, 12-cylinder engine producing 520 horsepower in non-turbocharged trim.

The book entitled 917 x 17, measures 13" x 11" (you guessed it-17" on the diagonal) and once again, the cars inside are the stars. The #23 red & white 1970 Le Mans winner of Hans Herrmann and Richard Attwood, the psychedelic #3 "Batmobile," the "Pink Pig," the blue and orange Gulf car, and a rare, 16-cylinder CanAm Spyder (sadly never raced) are among the 17 cars depicted.



Jeffrey Zwart's dramatic black backdrop studio photos highlight the essence of 17 examples of the iconic Porsche 917.

In order to capture what it was like to drive one of these 220 mph beasts, 15 of the 917 drivers who are still living including Derek Bell, Richard Attwood, Vic Elford, and Hurley Haywood, to name just a few, provide their personal insights into what it was like to drive the 917 back in the day. One of my favorite stories is in the introduction by Derek Bell. Following the 1971 Le Mans test session, Norbert Singer, Porsche engineer, asked Derek how many revs he was pulling down the chicane-less, four-mile Mulsanne straight. Derek said, "8,100". Singer made some quick calculations and began to chuckle. When Bell asked him what was so funny, Singer replied, "Derek, perhaps it's better you don't know. 246 miles per hour."

917 x 17, available from David Bull Publishing, doesn't come cheap. The standard edition will set you back \$149; the publisher's edition which includes the signatures of 15 living drivers goes for \$425 in a matching slip case; sorry, the black leather bound premium publisher's edition packaged in a fiberglass presentation box resembling the 917's rear deck plus the drivers' signatures went for \$1,295 and is sold out.

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