



# The Master Hunter

Among all the classic and iconic 911 RSRs, this Jägermeister-liveried example is among the most successful.

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**THOSE WHO LIKE TO INDULGE** in a nip of German high-octane once in a while are undoubtedly familiar with Jägermeister, the liquor manufactured by Mast-Jägermeister SE of Wolfenbüttel, Germany. Jägermeister, which translates to “Master-hunter,” saw automobile racing as a good platform upon which to market its product and began sponsoring German racing cars in the 1970s, especially BMWs and Porsches.

Jägermeister’s eye-catching livery became familiar to anyone who followed German and European Sports Car, Touring Car, various Formulae, FIA Group C racing and hill climbs. Over the years, teams including Max Moritz, Kremer, Zakspeed and Brun enjoyed the company’s support, and it is the hugely successful Jägermeister-sponsored Kremer Porsche RSR, chassis 005 0005, that we feature here.



Above: Our featured RSR leads an ADAC Supersprint race at the Nürburgring in September 1975. Below, left to right: Kelleners, Heyer and Wollek celebrate a class win at the 1975 'Ring 1,000 km. Edgar Dören (#6) scored many victories in 005. "Pospie" (#33) won 12 races in 20 events run from 1977-79.



Porsche-Kremer Racing—later changed to simply “Kremer Racing”—was founded in 1962 by brothers Erwin and Manfred of Köln, Germany. The Kremers produced very competitive Porsche racing cars for several decades, and many of the best drivers of the 1970s and 1980s drove their machines. The Kremers, as did Reinhard Joest, arranged to buy a few “bodies in white” directly from Porsche that were then custom-made into racing cars; those chassis were stamped with their own special serial numbers.

In 1974, newspaper journalist and editor Eckhard Schimpf, a long-time amateur racing and rally enthusiast, raced a Porsche 911 RSR (911 460 9073), initially for Max Moritz Racing, and then under his own team’s sponsorship. Schimpf is a grandson

of Mast-Jägermeister founder Wilhelm Mast and also served as PR director for the firm. At the same time, veteran rally and racing driver Helmut Kelleners was driving a Jägermeister-backed BMW 2002 in the German Touring Car series.

When the Kremers decided that they would campaign several new RSRs in the 1975 Deutsche Rennsport Meisterschaft (German Racing Championship) series, Schimpf agreed to sponsor one of them in Group 4. That was Kremer chassis 005 0005 (1975, fifth car) and Schimpf, already well acquainted with the talented Kelleners, brought him in as the driver. Kelleners had logged many hundreds of hours in Porsches, having secured a second-place season finish in the 1968

European Touring Car Championship in a 911. He later shared a 917K with Jürgen Neuhaus at the Nürburgring 1000 km.

When the tub that became “RSK” (“RS-Kremer”) 005 0005 was delivered to Köln in late 1974, the Kremers got busy preparing it for the upcoming season. A second 1975 Kremer chassis, 005 0004, had been acquired for Dutch driver Cees Sievertson, who brought sponsorship from apparel maker Wallys Jeans. Kremer also prepared a Porsche-numbered RSR (911 560 9117) for Bob Wollek that was backed by the German HVAC concern Vaillant.

#### Built to (Reliably) Dominate

Both the factory and customer-built RSR tubs began as standard steel-bodied

911s on an 89.4-inch wheelbase. Upon delivery to the Kremer shops, the new cars were carefully built up to Group 4 standards, including a well-braced roll-cage.

While shops like Kremer and Joest made their own modifications to take maximum advantage of the rulebook, all RSR 3.0s were homologated with Type 911/75 air-cooled engines of 2,994-cc displacement, using a sand-cast case of aluminum-magnesium alloy. Cylinder bores were coated with Alusil, which allowed use of aluminum pistons without the need for iron liners. The two-valve heads gave 10.3:1 compression. The high-capacity oil pump came from the 908 racing engine; the oversized lubrication system with its large front oil cooler held 23.2 quarts.

In the front trunk compartment was a 120-liter (31.7-gallon) racing safety fuel tank with a through-the-lid filler. The twin-plug ignition system was supplied by Bosch-Marelli. With high-lift Schrick camshafts and Bosch slide-valve mechanical fuel injection, these motors initially delivered 330 hp at 8,000 rpm, and later a healthy 345 hp. RSRs were fitted with a light flywheel, single-dry-plate Fichtel & Sachs racing clutch, and a Type 915 five-speed manual transaxle with its own oil pump and external cooler. The differential was an 80/40 limited slip.

The fully-adjustable front suspension included McPherson struts with Bilstein gas-filled inserts, and an anti-roll bar, with a steel brace to prevent flexing of the front shock towers. In the rear were adjustable semi-trailing arms, transverse torsion bars, Bilstein gas shocks, and an anti-roll bar.

Large ventilated four-piston Girling disc brakes were the same as on the 917 race car, and the 15-inch diameter wheels were of BBS's three-piece modular honeycomb racing design, retained with single center-locking nuts. Kremer upgraded the wheels to 16-inch diameter, 11 inches wide in front and 14 in the rear. Centrifugal air extractors improved brake cooling.

With some fiberglass body panels, a much-widened stance, and a distinctive rear "whale-tail" spoiler, curb weight was approximately 1,850 pounds dry. If you had a spare 100,000 Deutschmarks in your pocket, you could have placed your name on the order list.

Retired Porsche Motorsport North America (PMNA) technician J. David Glenn relates that Kremer installed coil-over shocks, replaced the electric tachometer with a more accurate

mechanical 10,000 rpm unit from the 908/917 parts shelf, and increased airflow to the rear brakes and engine compartment with additional ducting. Plexiglas covered the front bumper turn-signal lenses, a pair of Talbot outside mirrors was installed atop the doors, and a ventilation blower along with a make-up fuel tank supplied by DP (Design Plastics) were mounted in the front trunk.

Prior to final assembly, 005 0005 was sprayed bright orange, with Jägermeister's familiar white, orange, and green logo portraying a glowing cross between the antlers of a stag. A proper racing bucket with competition harness was installed, and a lightweight shell borrowed from a 906 served as a passenger seat. Although

on April 20, the car failed to finish. However, on the first of June, Kelleners, Heyer, and the versatile Bob Wollek scored a class win and eighth overall at the 1975 Nürburgring 1000 km race. The exhausting 'Ring 1000 km is still considered the "Holy Grail" of German sports car racing.

Heyer and Josef Brambring also achieved podium results in 005 0005, which gave the Porsche-Kremer Team third place in class and fifth place overall in the series. Heyer, the overall 1975 European championship winner, drove 005 0005 single-handedly to take second place in the Nürburgring Supersprint on September 7th.

New FIA regulations for the 1976 sea-

### 1975 911 RSR Kremer 005 0005 Class & Overall Wins

| Date    | Race                                      | Result             |
|---------|---|--------------------|
| 5/11/75 | Int. ADAC-Saarlouis GT-Rundstreckenrennen | 1st                |
| 6/1/75  | Int. ADAC Nürburgring 1000 Km             | 1st-GT/8th-Overall |
| 3/21/76 | Bergischer Lowe Zolder DRM                | 1st-G2/4/5         |
| 4/4/76  | Int. ADAC 300Km Rennen Nürburgring DRM    | 1st-G2/4/5         |
| 7/25/76 | Int. ADAC Diepholz DRM                    | 1st                |
| 8/15/76 | Zandvoort                                 | 1st                |
| 9/19/76 | Klingenring Hillclimb                     | 1st                |
| 4/24/77 | ADAC-Rennen Sylt                          | 1st                |
| 5/8/77  | Karlsberg-Trophy Saar                     | 1st                |
| 6/12/77 | Wunstorf                                  | 1st                |
| 8/7/77  | Mainz-Finthen                             | 1st                |
| 7/23/78 | Int. ADAC-Flugplatzrennen, Diepholz       | 1st                |
| 9/24/78 | Int. ADAC-Siegerland-Flugplatzrennen      | 1st                |
| 9/23/79 | Int. ADAC-Siegerland-Flugplatzrennen      | 1st                |
| 6/8/80  | Karlskoga Velodromloppet, STCC Rd 2       | 1st                |
| 6/29/80 | Mantorp Park, Sweden, STCC Round 3        | 1st                |
| 7/6/80  | XXVII Vastkustloppet, Falkenberg, Round 4 | 1st                |

reducing weight was a priority, the interior carried a semblance of upholstery, with both seats and the door cards being covered in orange and green leather, as specified by Eckhard Schimpf.

### Race Time

On March 30, 1975, Kelleners's first outing in 005 0005 brought a good third place in the ADAC 300 km DRM race at the Nürburgring. That was the first of 18 starts that season, which netted Kelleners 13 finishes and eight podiums. For endurance races, Erwin Kremer had Kelleners team up with other top drivers.

Although Hans Heyer and Kelleners gave a good effort at the Monza 1000 km

son brought forth a more powerful weapon from Porsche, the single-turbo 934, rendering the normally-aspirated RSRs obsolete. The Kremers sold 005 0005 to endurance racing specialist Edgar Dören of Wuppertal. As part of the Valvoline Deutschland Team, Dören's RSR was repainted white and raced in the oil company's livery for the 1976 season. Kelleners moved to the Max Moritz Team with a new 934, bringing along his Jägermeister sponsorship.

With Dören at the wheel, 005 0005 continued its successful ways, scoring class wins at Zolder on March 21st, 1976, again at the Nürburgring's ADAC 300 km race two weeks later. Dören raced the

Valvoline-backed RSR 17 times through late September, and then sold the car to Peter Pospieszczyk of Ostenfelde for the 1977 season.

“Pospie” raced 005 0005 at Zolder, the final race of 1976, but failed to finish. With the car properly freshened, the RSR returned to the winner’s circle at the opening round of the 1977 season, the ADAC-Rennen at Sylt, a circuit built on an anchor-shaped resort island in the North Sea, on April 24th. His successes would continue through 1977, 1978 and 1979, as he racked up an even dozen first-place finishes from 20 starts, a remarkable feat. Peter Schem also picked up a victory in one of his two starts in the car, which was updated to 934 body specifications with a 3.2-liter, single-ignition engine.

In 1980, the car was sold to Swedish Porsche enthusiast and dealer Bertil “Bo” Strandell. Strandell upgraded the car with 935 body panels. Fortunately, all the original RSR body pieces and the original engine had remained with the modified car, and he put those parts aside. He installed a 2.0-liter engine from a Carrera 6 and experimented with various displacements up to a 2.2-liter turbo.

In the hands of Swedish Formula 3 star Anders Olofsson, the car continued to demonstrate its on-track prowess. With three first-places and a pair of thirds, Olofsson won the Swedish National Touring Car Championship’s “Special Racing” category. Strandell also recalls that the car, fitted with its original 3.0-liter engine and 935 bodywork, was also leading the KvP (Kvällsposten) News Race at the Knutstorp Ring in August when Olofsson was forced out with clutch failure.

The following year, Strandell sold 005 0005 to another Swede, Goran Lundgren. Lundgren had planned to rallycross the Porsche, but that didn’t work out and the car sat in Lundgren’s garage for several years. In late 1984 it was sold to Bertil Karlsson, the owner of NIBO Motors, a Porsche repair and restoration shop in Stockholm. Mr. Karlsson, with the help of Po Svensson, began restoring the car to its original 911 RSR 3.0 specifications.

In 1987, Dr. Lennart Pehrson of Stockholm purchased the car, but had Karlsson complete the restoration. The work was completed in 1990, bringing the car back to period-correct Group 4 specification, and 1975 Jägermeister appearance. Pehrson raced it in Sweden’s Sports

Car Series, or “Sportvagnsserien,” a five-race, one-event-per-month competition that scored the best four of five placings. Pehrson’s good results at courses including Kinnekulle, Falkenberg, and Knutstorp brought him the Modsport 1 class championship.

Pehrson then offered the car for sale. In 1993, Kevin Jeanette of West Palm Beach, Florida-based Gunnar Racing traveled to Sweden to inspect the car on behalf of Charles Slater, the former president of IMSA. Finding the car to be as described, Jeanette arranged a purchase. Mr. Slater would retain the car for 18 years (1994-2012), racing the car in the 1994 HSR series and winning that season’s class championship with Jack Lewis and Jack Reffening. In 2011, Jeanette contacted Slater on behalf of Phil Bagley of Klubsport in Riviera Beach, Florida. Bagley purchased the car and sent it to Jeanette’s shop for a full restoration.

### Resto-Meister

Jeanette made good use of a January 1976 road test published by the German-language enthusiast magazine *Sport Auto* that included many detail photos to help ensure accuracy. As the shell was stripped to bare metal—apparently the first time that had been done—each of the car’s previous color schemes emerged. Jeanette would later note that the car’s original spare BBS wheel and original spare tire retained a wonderful patina and were not touched. The rare canvas webbing hold-down strap was also preserved, as was that DP plastic catch tank.

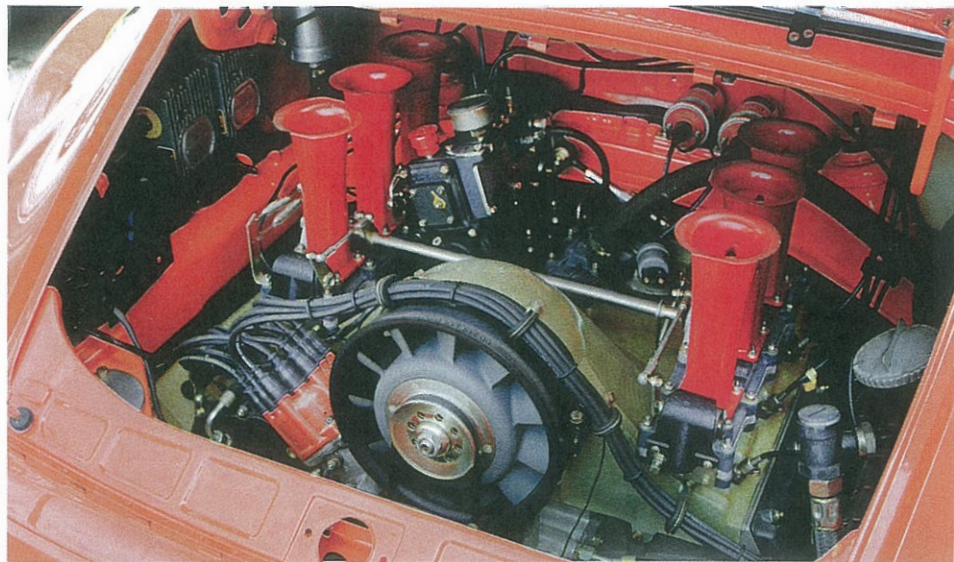
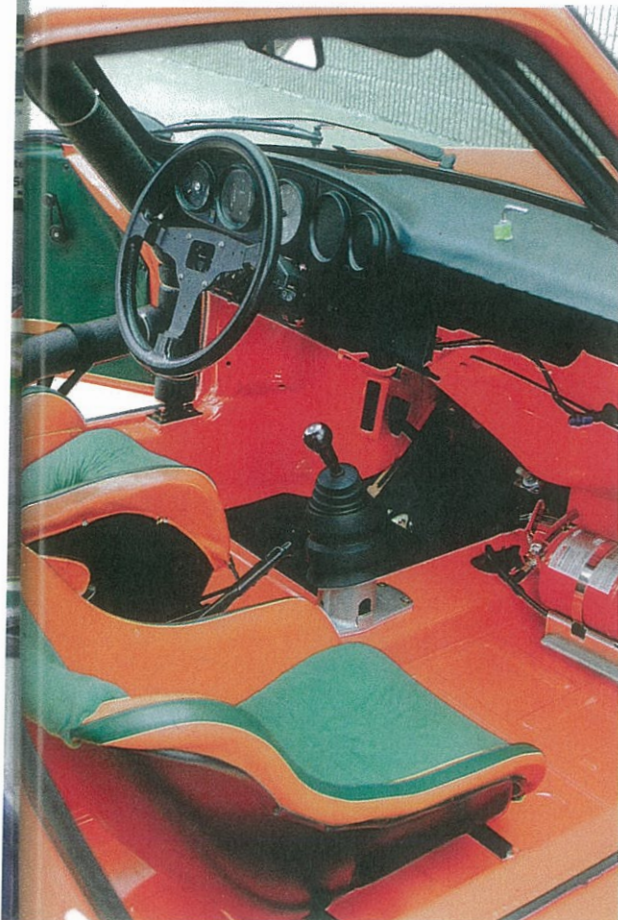


This page, from top left: Swedish F3 champion Anders Olofsson drove for Bo Strandell. Charles Slater won a 1994 HSR vintage racing title in 005. Kevin Jeanette patiently removes decades of old paint. Opposite page: Bare-metal restoration retained 005’s original spare tire and wheel. The orange and green leather trim was specified by sponsor Eckhard Schimpf.

### 1975 Porsche Kremer Carrera RSR Specs

|                 | 1975               | 2016*                  |
|-----------------|--------------------|------------------------|
| Drive           | Rear-wheel drive   | Rear-wheel drive       |
| Layout          | Rear engine        | Rear engine            |
| Wheelbase       | 89.4 inches        | 89.4 inches            |
| Engine          | 3.0-liter flat-six | 3.0-liter flat-six     |
| Transmission    | 5-speed manual     | 5-speed manual         |
| Horsepower      | 345 hp             | 345 hp                 |
| Torque          | 240 lb-ft          | 240 lb-ft              |
| Weight          | 1,850 lbs (dry)    | 2,218 lbs (race ready) |
| Power-to-Weight | 5.4 lbs/hp         | 6.4 lbs/hp             |
| 0-60 mph        | >5.0 seconds       | 4.8 seconds            |
| Top Speed       | 170 mph            | 140 mph                |

\*Set up and geared to race at Laguna Seca.



Interestingly, that *Sport Auto* track test—set up the day after a race at Hockenheim—found the 1975 Jägermeister RSR to be slower than the 1974 version, but there was an explanation. It seems that the engines in both the Jägermeister and Vaillant cars had been protested by a rival team, and were impounded for examination.

005 0005's engine was hurriedly replaced by the slightly less-powerful motor from 0005-004, the Wally's Jeans team car. In addition, the front suspension of 005 0005 had been damaged in a collision with a small Formula car during a warm-up that weekend, so the suspension was hurriedly borrowed from another car and there was no time for proper alignment.

Also, because of various body repairs carried out over the season, 005 0005 weighed considerably more than the legal minimum. The magazine said the 1975 model could accelerate to 100 km/h (62 mph) in a mere 2.6 seconds and reach 180 km/h (112 mph) in 11.7 seconds. The Max Moritz RSR from 1974—theoretically with the same displacement and output—managed the same sprint in 2.2 and 10.65 sec-

onds, respectively. In original racing form, the orange car would surely have shown better performance. That protest, incidentally, was disallowed; both engines were determined to be legal. Soon afterward, the Kremer team cars were hurriedly reassembled and offered for sale, and it appears that the Vaillant engine (6850161) wound up in 005 0005, where it remains.

In late 2012 Bagley sold 005 0005 to long-time Porsche enthusiast Christian Zügel, who raced it the following year at the SVRA Sebring Spring Vintage Classic and again at the Rolex Monterey Motorsports Reunion. Near the end of 2013, Zügel made a multi-car trade to obtain a Porsche 962, and 005 0005 went back to Phil Bagley.

Soon afterward, with the help of U.S. broker Prescott Kelly, Coloradan Andrew Larson purchased the car, and is currently racing it in vintage events. We saw it most recently at Rennsport V in September 2015, with Jürgen Barth behind the wheel. Resplendent in its bright orange paint and Jägermeister graphics, the RSR drew spectators like a flower attracts bees.

The RSR was the last normally-aspirated racing car developed by Porsche

until the advent of the Club Sport in the late 1980s, and the model proved successful beyond the factory's wildest expectations; RSRs dominated the world GT racing category from 1973 to 1975. Today, RSRs in all their forms—DRM Group 4, IMSA, and the 15 chassis purpose-built for Roger Penske's IROC program, are revered by Porsche enthusiasts and considered one of the most collectible of air-cooled six-cylinder Porsche racers.

Over an astonishing career, Kremer's 005 0005 delivered consistent podium finishes and victories in the hands of all its drivers (see sidebar). Among all the RSRs, this is surely among the most successful.

To those curious about the origin of Jägermeister's "Master-hunter" label, the company says it commemorates the story of Hubertus, a self-centered 8th-century woodsman who hunted wild game every day, including the holy day of Sunday, without regard for God or the animals he stalked. On one such Sunday, he encountered a white stag carrying a lighted cross, and from then on devoted himself to good works. Hubertus later became the patron saint of hunters. ▀