

### Jacky Ickx

I enjoyed issue 186, and particularly the Jacky Ickx story. Like Johnny Tipler and many others, I would love to read an autobiography if Jacky chooses to tell his story.

I must make note, however, of a few factually incorrect items in the article. First, the death of Stefan Bellof and Jacky's retirement from circuit racing came in 1985, not 1984 as stated in the article. I was fortunate enough to be at Le Mans in 1985 for Jacky's last race there (finishing only 10th).

Also, while I agree the reliability record of Ickx-driven Porsches was exceptionally good, he may be overlooking the 1979 Le Mans race, when his 936 was plagued by alternator belt failures.

Perhaps this doesn't qualify as a mechanical failure in Jacky's mind, but he and Redman were ultimately disqualified when, after a second belt failure, a third had to be delivered to Jacky out on the circuit. The same car was also delayed by a tyre failure early in the race (during Brian's first stint at the wheel).

Jay Gillotti, Mercer Island, USA

### Pre-A thanks

Wow! What an article on my car ('Perfect Obsession', October 2009)! It's out in Norway now. Just to let you know that a couple of names are missing. In particular Ole Walzig, who built my engine, and Thomas Skogli, who introduced me to the Porsche archives. I'd also like to thank my friend Tomas for letting me borrow his workshop on many occasions. Oh, and by the way, Jens Torner is spelt without an 'H'!

I have always tried to thank people for help and support throughout any project – I think it is important that they get their few minutes of fame.

Paul Rui, Oslo, Norway

### Young starter!

After reading the letter from 'Andrew' in the November issue, asking for any previous history on his Martini-liveried

911, he might like to know that it was, in fact, built by my son, Lee (see his letter below).

Lee was 13 years of age when he bought his first Porsche. He is now 14 and on his second Porsche. I thought this would make a good read in *911 & Porsche World*, so the story begins...

Mark Darby, RS911

I am Lee, the 14-year-old son of Mark Darby, who owns RS911, the Porsche Specialist in mid Wales.

Dad had bought a 1974 911S 2.7 for parts (he paid £1000 for the car), and when it arrived home I asked if I could buy the car to do up.

It needed a new roof, new floorpans, new front slam panel, tank support, sills, kidney bowls and a new bonnet. As you can see from the list, a lot of work!

I had seen photos of a Martini race car at a show in Germany, and it became my dream to do something similar.

After the welding came the painting and masking up of all the stripes. I painted the car in silver and dad helped me with masking up for the stripes, working from photos.

When the car was finished, the man from whom dad bought it came to see it. He fell in love with it and asked to buy it back, and we struck a deal. I then learnt that there were pictures of the car in your magazine a few weeks ago.

I used the money to buy another Porsche. This project started off as a 3.2 Carrera, and I plan to turn it into a 3.0-litre RSR replica. This also needed lots of welding, but it had a really good engine and gearbox. The engine had already had lots of money spent on it, with new pistons and barrels and a twin-plug conversion.

This car also had to have new sills, B-pillars, kidney bowls and welding in the boot compartment. It had a sunroof which I didn't want. This was cut off and a new roof welded on. The RSR whale tail and the RSR bumpers are the ones that dad supplies at the workshop, so these came for free! I had also bought a full aluminium roll cage, which came out of an early race car, a lightweight carpet set and bucket seats, and I did a respray in orange.

I am now 14 years of age and am planning on selling the car for £26,500 to fund my next project, which is going to be another RSR wide-bodied Martini car. Watch this space.

I hope this inspires other people to do what I have achieved. I must admit dad helped a little bit, but the majority of the work I did myself – the welding and the painting are all skills I have learnt over the years helping my dad.

Yes, I am very lucky and I hope to carry on working on these cars when I leave school.

Lee Darby, via E-mail

Keith Seume replies: What an amazing and heart-warming story! The two cars look superb and are both a credit to your

obvious skills. Let this be an inspiration to a whole new generation of Porsche enthusiasts. Well done!

