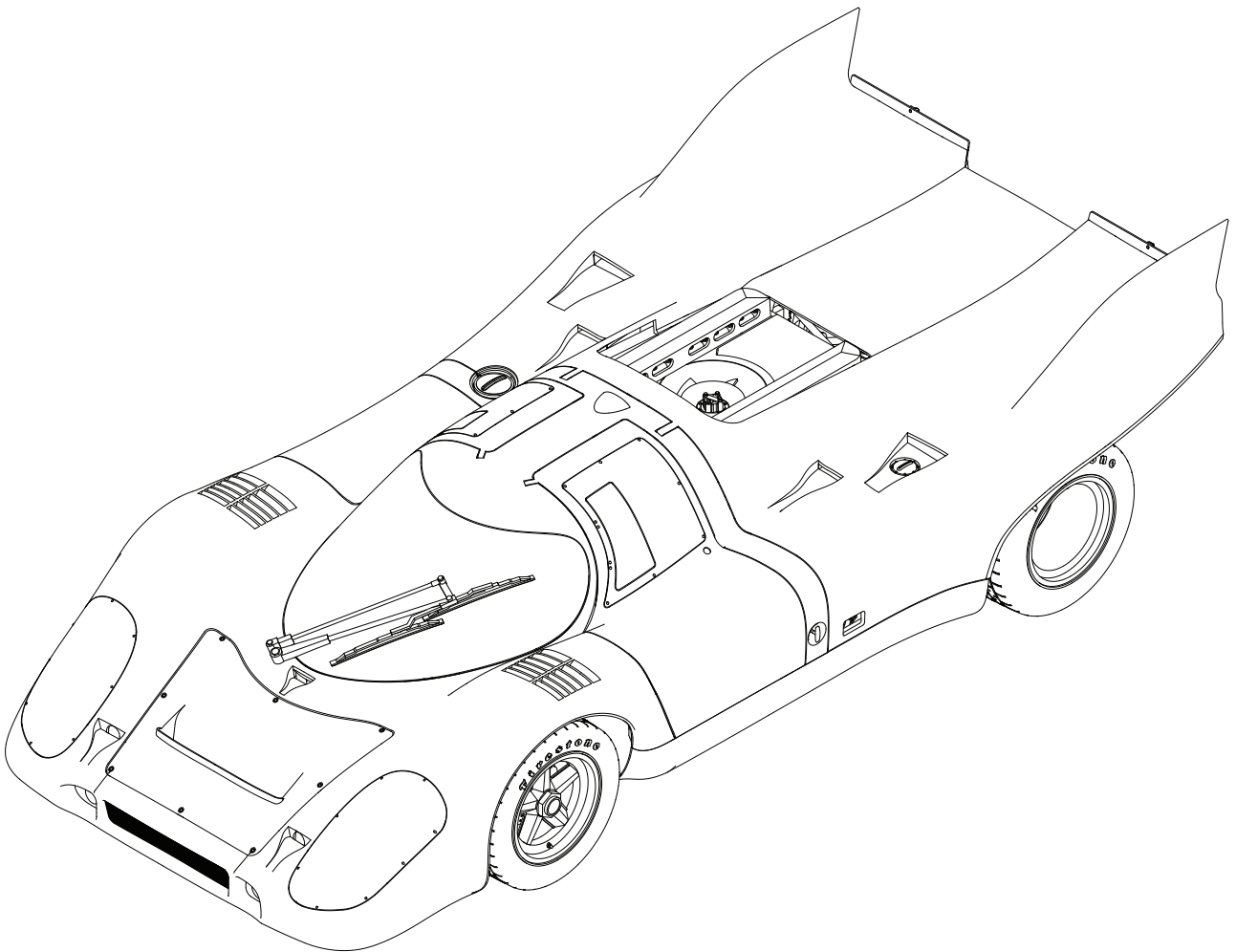




Pocher[®]

1:8 Model Kits



Porsche 917k - Gulf Edition

GB

The concept was outrageous: Build (at huge expense) not one but 25 Le Mans challengers, thereby qualifying for 'sports car' status, sidestepping a 3.0 litre prototype limit. At a stroke, the resultant 4.5-5.0 litre 917 (the largest capacity air cooled race car ever) rendered its prototype rivals obsolete. Truly one of the most iconic race cars in the history of motorsport.

Whilst at first it had been an unwieldy beast, tamed for 1970, it had the measure of its rivals. For two seasons it trampled its opposition and won world championship race after championship race, including Le Mans in 1970 and 1971, subsequently its speed dubbed as 'too fast' at over 240mph lead rule makers to throw out large capacity race cars from endurance racing; at which point it turned its sights to America where it proceeded to shatter its rivals in turbocharged form, cementing its legacy as one of the greatest racing cars of all time.

This livery is the 1971 Gulf liveried 917k, raced by motorsport legends Derek Bell and Swiss Jo Siffert at the 1000km Monza, where it placed second, only behind its sister Porsche 917k.

I

L'idea era esagerata: costruire (con costi enormi) non una, ma 25 sfidanti per Le Mans, qualificandosi così per lo status di "auto sportiva", eludendo il limite di 3,0 litri per i prototipi. Il risultato, la 917 da 4,5-5,0 litri (la più grande auto da corsa con raffreddamento ad aria di sempre), rese obsoleti i prototipi rivali in un solo colpo. Era davvero una delle più iconiche auto da corsa nella storia degli sport motoristici.

Nonostante all'inizio fosse una belva ingombrante, per il 1970 fu addomesticata e prese le misure dei rivali. Per due stagioni schiacciò gli avversari, vincendo una gara di campionato dopo l'altra, compresa Le Mans nel 1970 e nel 1971; successivamente la sua velocità, giudicata "eccessiva" (oltre 386 km/h), indusse i responsabili del regolamento a escludere le auto da corsa di grossa cilindrata dalle gare di durata; a quel punto la 917 guardò all'America, dove procedette a distruggere i rivali in versione turbo, consolidando la sua eredità come una delle più grandi auto da corsa di tutti i tempi.

La 917k con questa livrea Gulf del 1971 fu guidata da due leggende del motorsport, il britannico Derek Bell e lo svizzero Jo Siffert, alla 1000 km di Monza, dove si piazzò al secondo posto, dietro la Porsche 917k gemella.

D

Die Idee war unglaublich: Nicht bloß einen, sondern gleich 25 Boliden (mit enormen Aufwand) zu bauen, die in Le Mans Spitzenplätze einfahren konnten. Damit konnte auch eine Klassifizierung als "Seriensportwagen" erlangt werden, der das für Prototypen geltende Hubraumlimit von 3,0 Liter umging. Das Ergebnis war der 917, der mit seinem 4,5-5,0 l Hubraum den größten je gebauten luftgekühlten Rennwagenmotor einsetzte und damit alle seine Prototypivalen auf die hinteren Plätze verwies. Er war damit eine der ganz großen Ikonen der Motorsportgeschichte.

Nicht ganz einfach in den Griff zu kriegen, waren jedoch 1970 auch die stärksten Gegner ohne Chance. Zwei Saisons lang wurden alle Konkurrenten bei Weltmeisterschaftsrennen gnadenlos übertrumpft, einschließlich bei den 24-Stunden-Rennen von Le Mans 1970 und 1971. Daraufhin wurde der 917 mit seiner Spitzengeschwindigkeit von über 386 km/h als deutlich zu schnell eingestuft. Das Vorschriften wurde daraufhin angepasst und Fahrzeuge mit zu großem Hubraum wurden von Langstreckenrennen ausgeschlossen. Porsche wechselte daraufhin auf die CanAm-Serie um, wo nun mit turbogeladenen Aggregaten die Konkurrenz besiegt wurde. Das festigte den legendären Ruf, als einer der größten Rennwagen aller Zeiten gelten zu können.

Die Rennlackierung entspricht der Gulf-Ausstattung 917k von 1971, womit die Rennfahrerlegenden Derek Bell aus England und Jo Siffert aus der Schweiz im 1000-km-Rennen von Monza den zweiten Platz hinter dem siegreichen 917k aus demselben Porsche Team belegten.

F

Le concept était démesuré : construire (à très grands frais) non seulement un, mais vingt-cinq modèles pour courir les 24 h du Mans, afin d'obtenir le statut de « voiture de sport » et ainsi contourner la limite de 3 litres de cylindrée imposée aux prototypes. Du coup, la 917 de 4,5 -5,0 litres qui en a résulté (la voiture de course à refroidissement par air de la plus grosse cylindrée jamais construite) a rendu les autres prototypes obsolètes. Elle fut véritablement l'une des voitures de course les plus emblématiques de l'histoire du sport automobile.

Bête sauvage à ses débuts, elle a finalement été domptée en 1970 et a pris la mesure de ses rivales. Pendant deux saisons, elle a écrasé ses adversaires et remporté le championnat du monde course après course, notamment Le Mans en 1970 et 1971. Par la suite, atteignant des vitesses de plus de 386 km/h qualifiée de « trop élevées », elle a contraint les instances de réglementation à exclure des courses d'endurance les voitures de grosse cylindrée. La 917 s'est alors tournée vers l'Amérique où elle s'est mise à pulvériser ses rivales avec sa version turbocompressée, consolidant son héritage comme l'une des plus voitures de course les plus phénoménales de tous les temps.

Cette livrée est celle de la 917k Gulf de 1971, pilotée par les légendes du sport automobile Derek Bell et le Suisse Jo Siffert aux 1000 km de Monza, où elle s'est classée deuxième, juste derrière sa sœur jumelle.

E

El concepto resultaba escandaloso: Construidos (con un gasto enorme) no uno, sino 25 aspirantes a Le Mans, con lo que obtendría el estatus de «coche deportivo», eludía el límite de 3,0 litros para un prototipo. De un plumazo, el 917 de 4,5-5,0 litros resultante (el coche de carreras refrigerado por aire de mayor cilindrada de la historia) dejó obsoletos a los prototipos rivales. En verdad, uno de los coches de carreras más icónicos de la historia del automovilismo.

Aunque al principio había resultado ser una bestia inmanejable, domesticada para 1970, le tenía tomada la medida a sus rivales. Durante dos temporadas barrió de la pista a sus rivales y ganó un campeonato mundial tras otro, incluido Le Mans en 1970 y 1971. Posteriormente, su velocidad, calificada de «demasiado rápida» con más de 386 km/h, llevó a los jueces a expulsar a los coches de carreras de gran cilindrada de las carreras de resistencia; en ese momento, puso sus miras en Estados Unidos, donde procedió a destrozar a sus rivales turboalimentadas, cimentando su legado como uno de los mejores coches de carreras de todos los tiempos.

Esta librea es la del 917k Gulf de 1971, con el que corrieron las leyendas del automovilismo Derek Bell y el suizo Jo Siffert en los 1.000 km de Monza, donde quedó segundo, solo por detrás de su hermano Porsche 917k.

中文

这一概念空前绝后：耗巨资组装了 25 辆，而非 1 辆勒芒挑战赛车，以此符合“跑车”资质，避开了 3.0 升原型车限制。最终，这款 4.5 升引擎容量的 917 赛车（到目前为止排气量最大的空冷式赛车）使其原型车的竞争对手黯然失色。它是名副其实的终极武器。

尽管最初它是一只难以驾驭的猛兽，但在 1970 年经过驯服后，它已与其他竞争对手不相上下。此后两个赛季横扫所有对手，连续在

1970 年和 1971 年的勒芒耐力赛等世界锦标赛中大获全胜，后由于时速高达 240 英里被视为“过快”，导致规则制定者将大排量赛车排除在耐力赛之外；于是它开始转战美国，以涡轮增压的赛车形式继续碾压对手，巩固了其作为有史以来最伟大赛车之一的传奇地位。

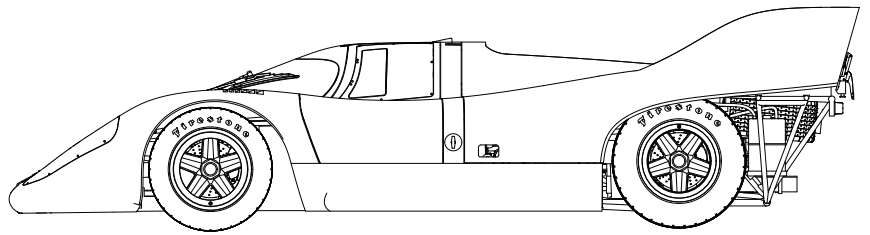
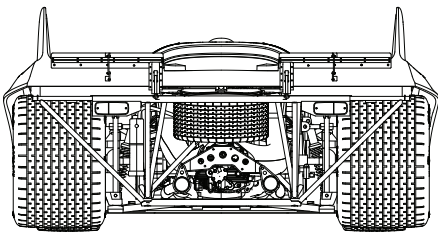
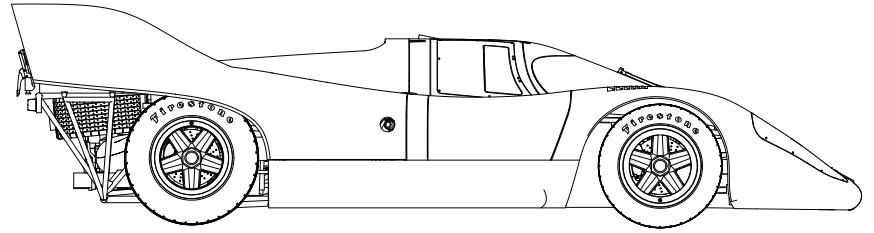
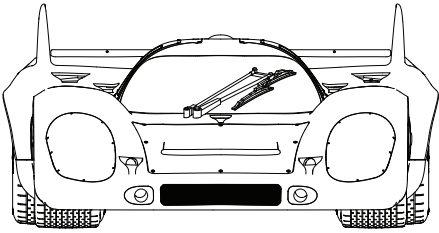
这款涂装是 1971 年 Gulf 涂装版 917k，由赛车界传奇人物德里克·贝尔和瑞士车手乔·希弗尔特在 1000 公里蒙扎赛道上驾驶，最终获得第二名，仅次于它的姊妹车保时捷 917k。

日本

そのコンセプトはとてつもないものであった。ルマンのチャレンジャーとして(巨額の資金を投じて)1台ではなく、25台が建造され、それにより3.0リットルのプロトタイプ限界を踏み出し、「スポーツカー」ステータスの資格を得た。一挙に4.5~5.0リットル(これまでの空冷エンジン搭載のレースカーの最大容量である)を実現した917はそのプロトタイプのライバル車を旧式なものにした。まさにモータースポーツ史上、最もアイコンックなレースカーの一つといえる。

当初は手に負えない、コントロールが難しい車であったが、1970年に改善され、少なくともライバル車より優れたものとなった。2つの理由で、ライバル車を圧倒し、1970年、1971年のルマンなどの世界選手権レースでの世界選手権をものにした。その後、時速240マイル超の「速すぎる」と銘打たれたスピードにより、耐久レースから大型レースカーが締め出されることになった。その時点で、ポルシェ 917kはその目をアメリカに向け、ターボチャージ方式でライバルを打ちのめし続け、史上最高のレーシングカーの一つとしての伝統的地位を固めた。

このリパリーは、モンツァ1000kmモータースポーツのレジェンド、デレック・ベルとスイス人のジョー・シフェールがレースに用いた1971 ガルフ ロゴ入り917kである。このレースでは姉妹車のポルシェ917kに続いて、2位に付けた。



Assembly icon instructions

Assembly phase
Fase di montaggio
Montagephase
Phase de montage
Fase de montaje
カテゴリーごとの組み立て



Assembly order
Ordine di montaggio
Die Ordnung der montage
Ordre d'assemblage
Orden de montaje
組み付け順



Assembled group
Gruppo assemblato
Versammelten gruppe
Grupo assemblé
Grupo montado
組み立てたグループ



Sprue part number
Número del pezzo
Sprue Teilenummer
Numéro de pièce
Número de pieza
部品番号



Pay attention
Prestare attenzione
Achtung
Attention
Prestar atención
注意



Water decal
Decalcomanie
Decals
Decalcomanies
Calmonía
デカール



Cable
Cavo
Kabel
Câble
Cable
ケーブル



Screwed
Avvitare
Festschrauben
Visser
Atornillar
ビス



Cement
Incollare
Kleben
Coller
Pegar
接着

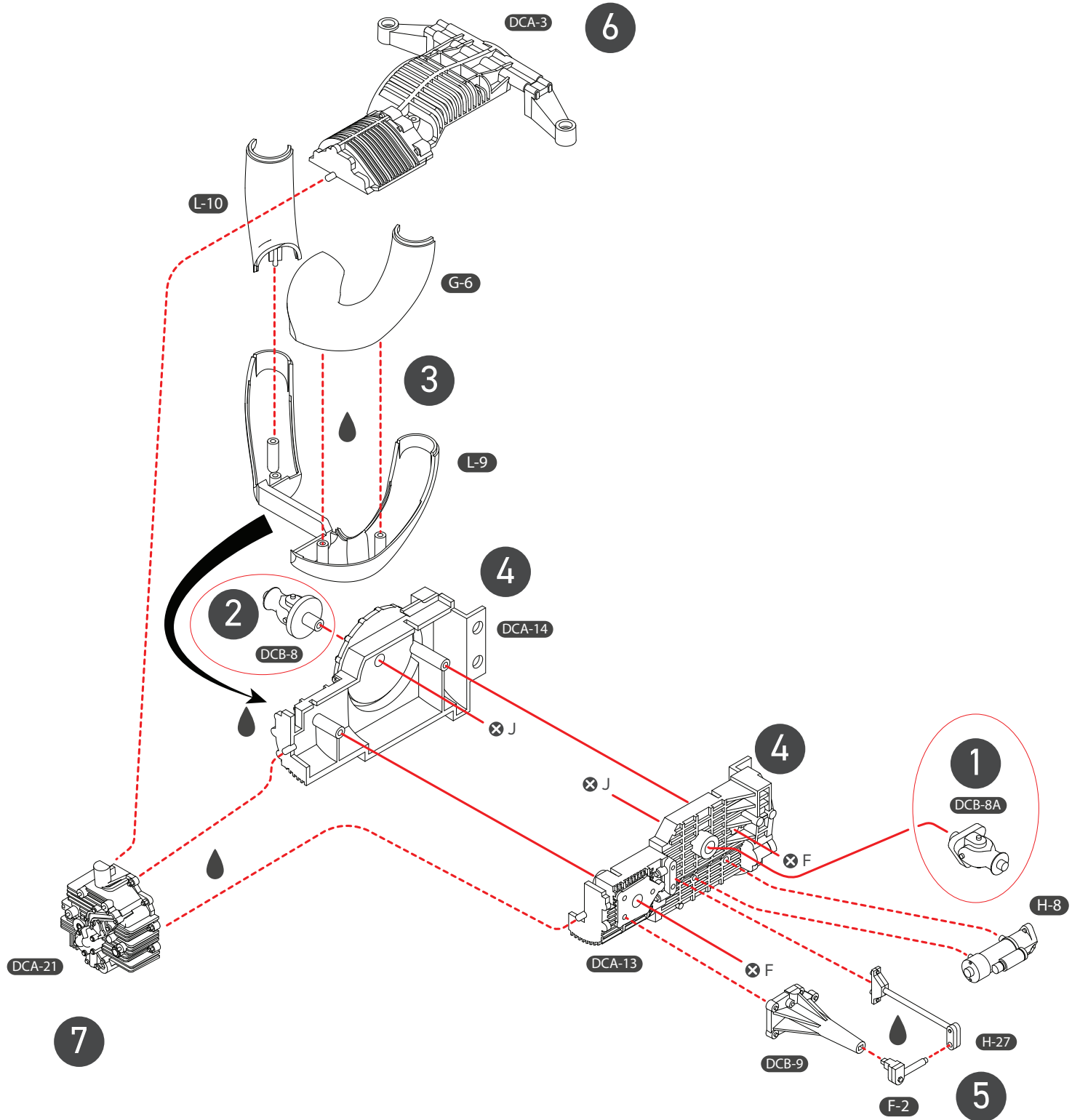


Pin
Spilla
Stift
Épingler
Anclar
ピン



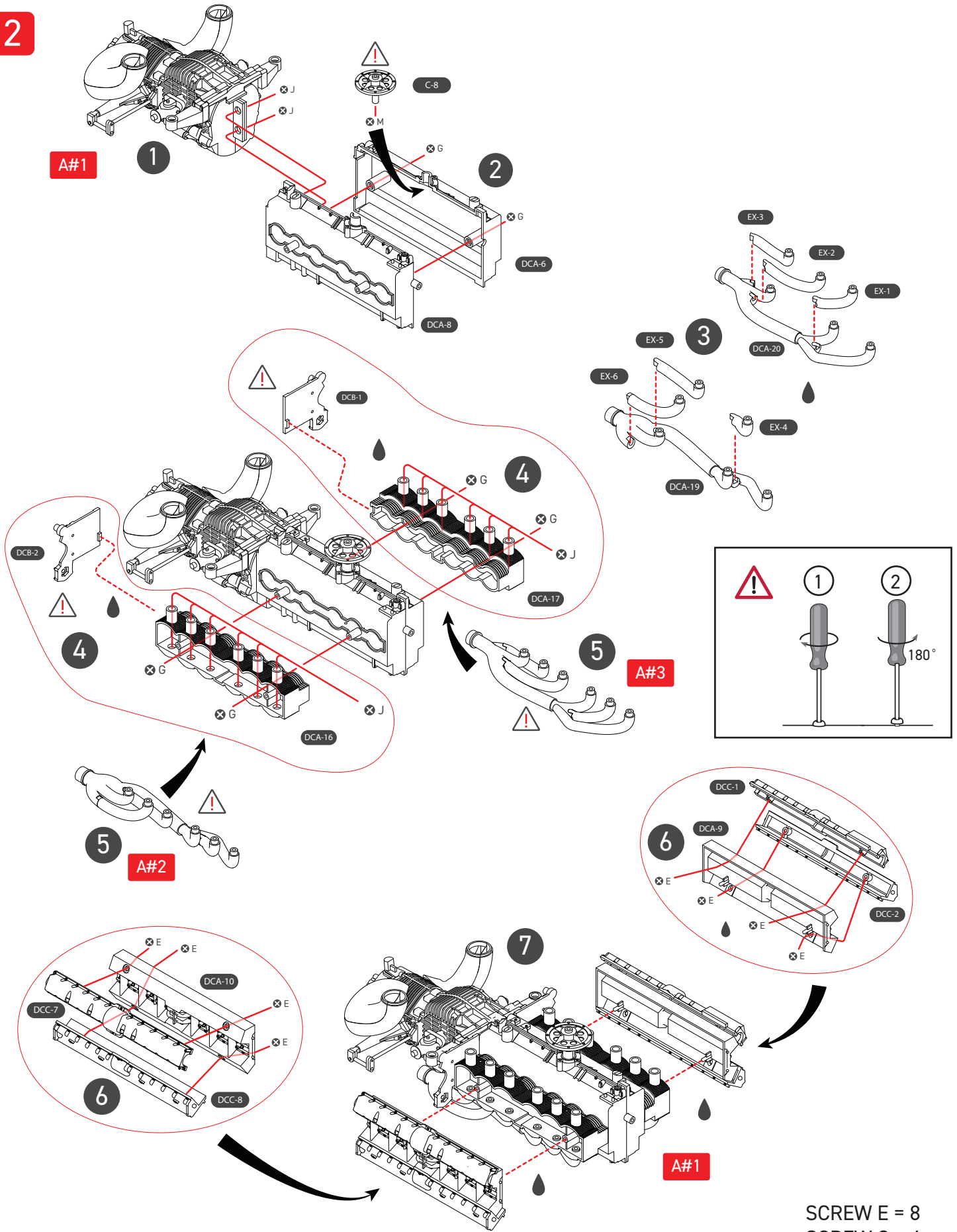
 1.5X5 PM	 2.3X5 PB	 1.5X7 PM	 1.5X4 PM	 2.0X4 PM	 2.3x4 PM	 2.0x5 PM
 1.5X4 PB	 2.0X6 PM	 2.0X3 PWM	 2.3X4 PWB	 2.3X4 PB	 2.3x3 PWM	 2.3X5 PWM
 M6X35 PM	 2.0x7	 2.0X8	 2.0X9			

1



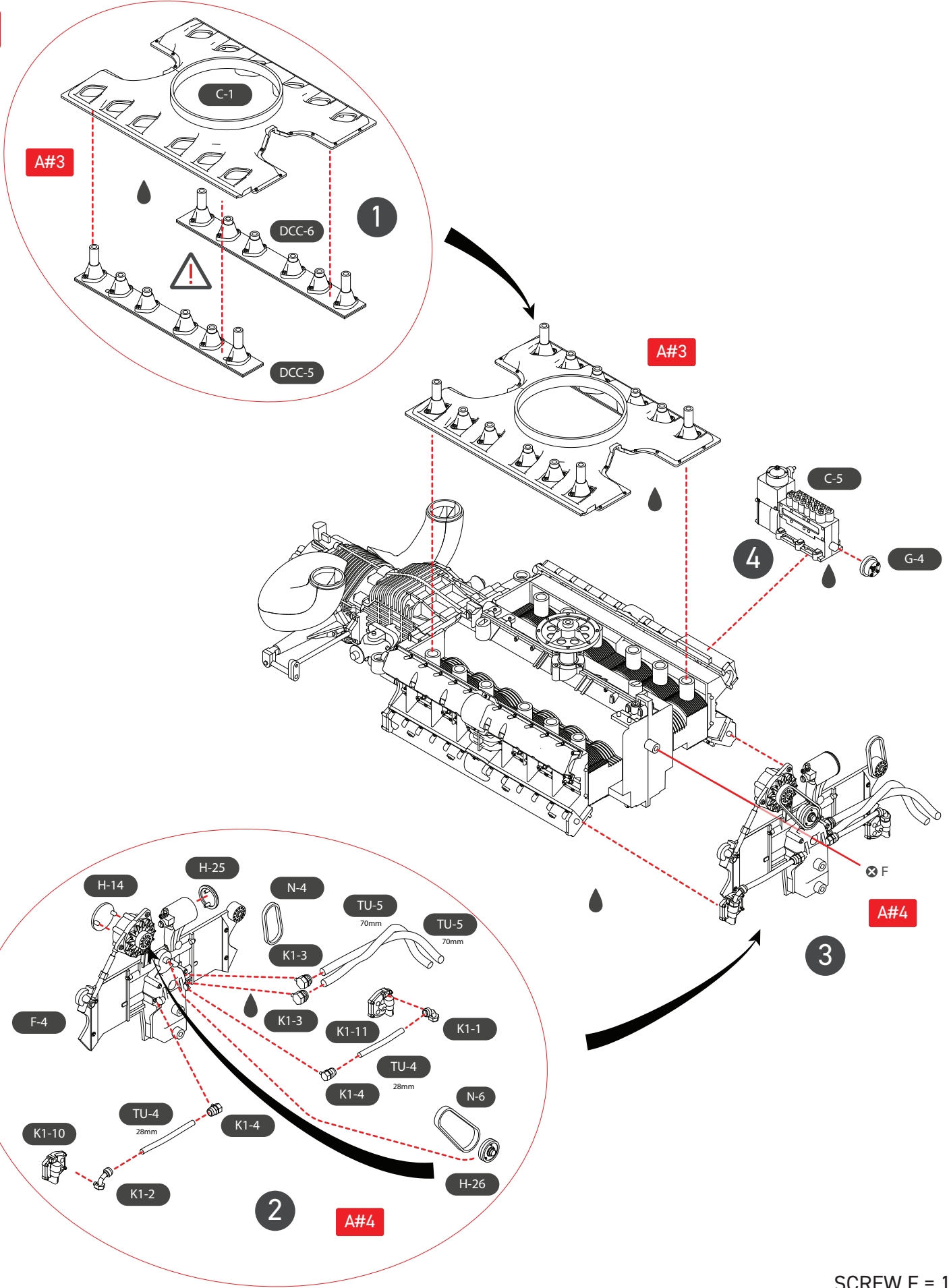
SCREW F = 2
SCREW J = 2

2

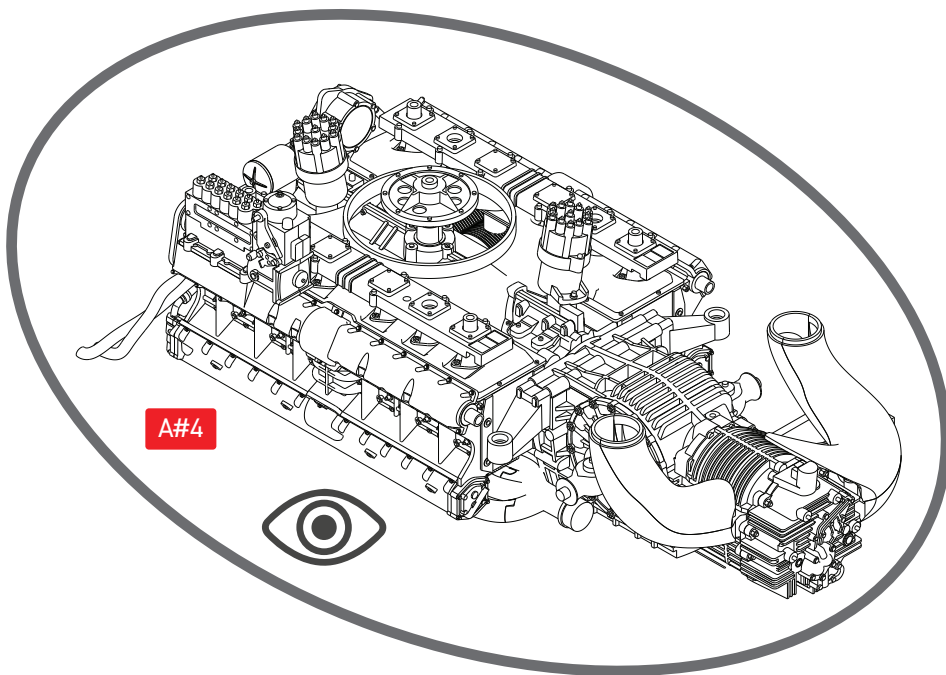
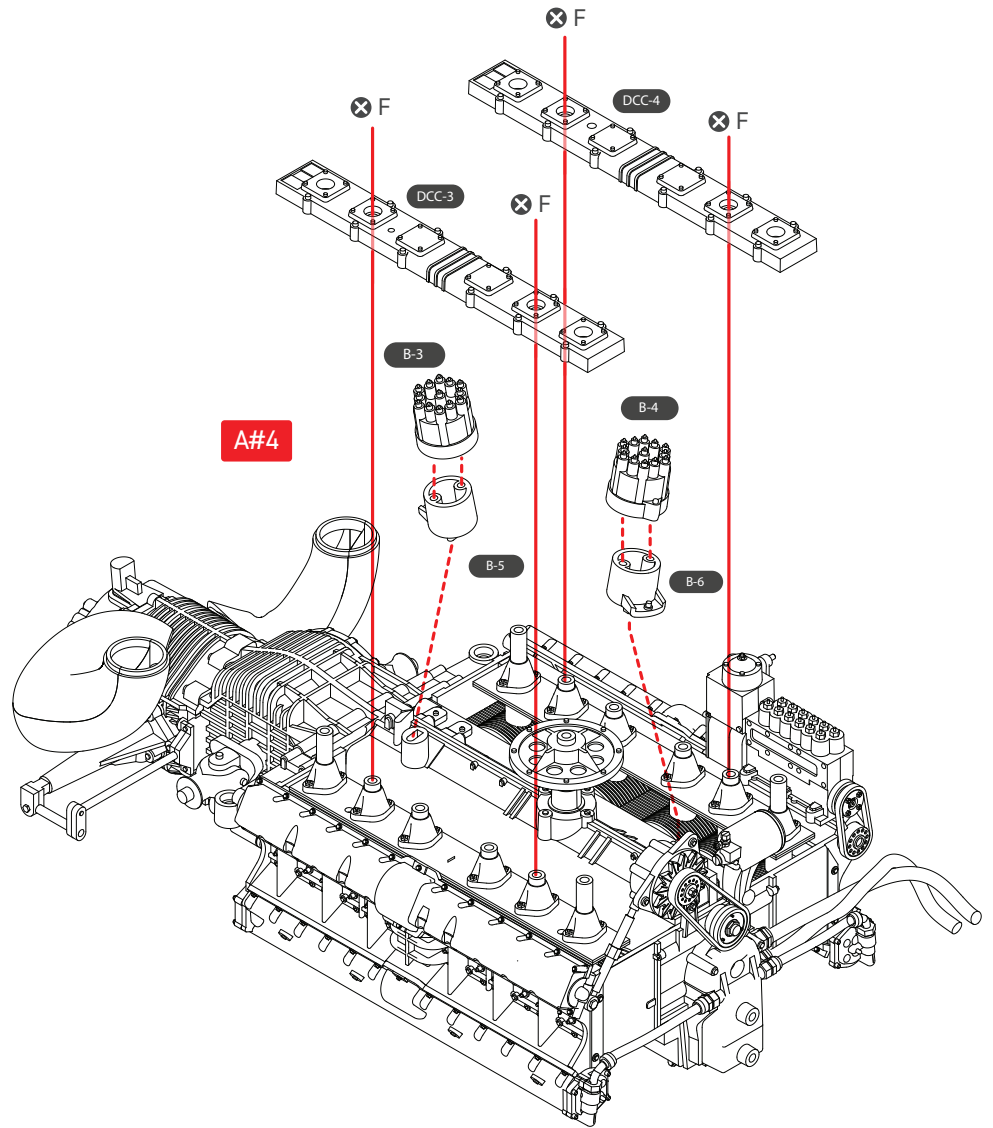


SCREW E = 8
 SCREW G = 6
 SCREW J = 14
 SCREW M = 1

3

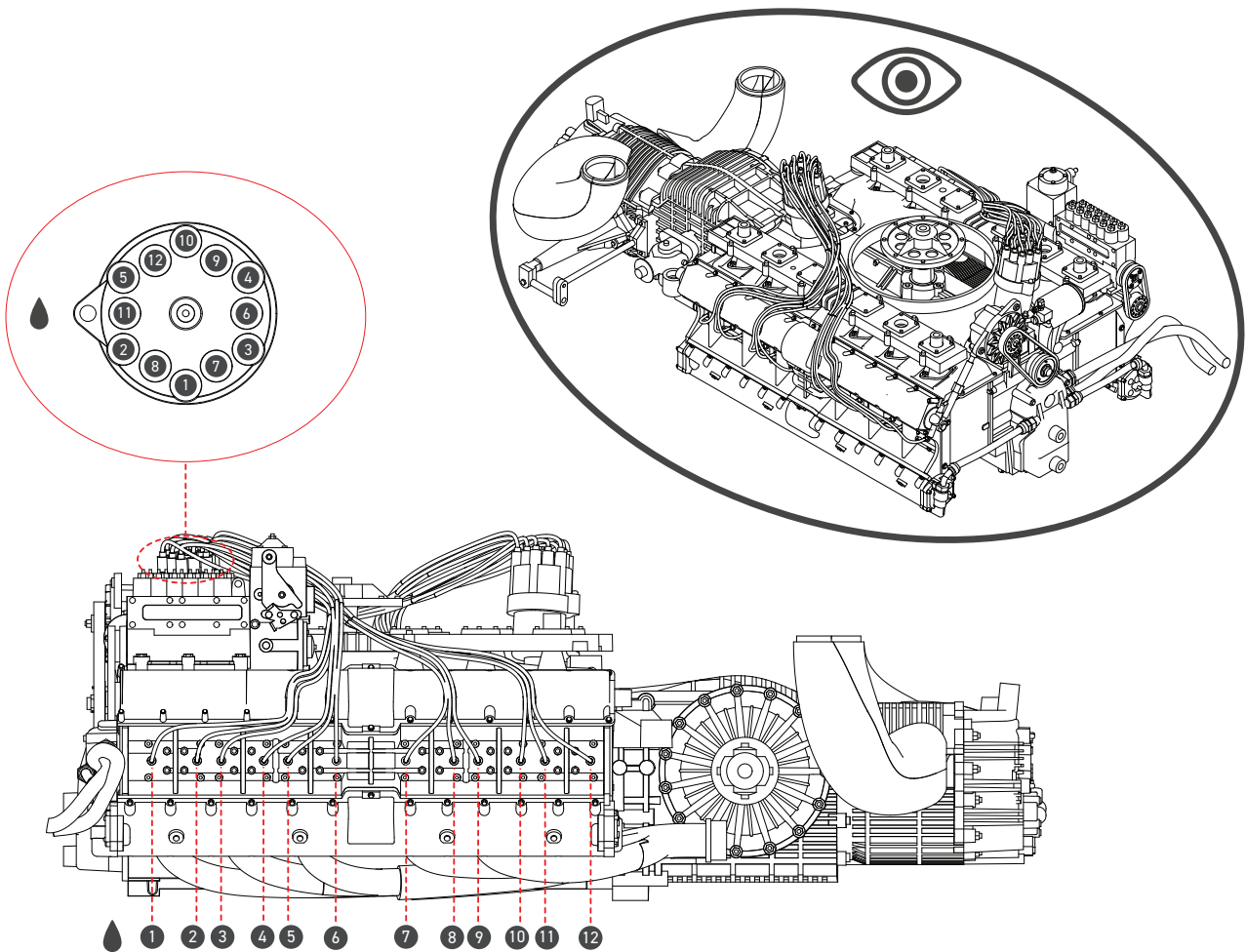
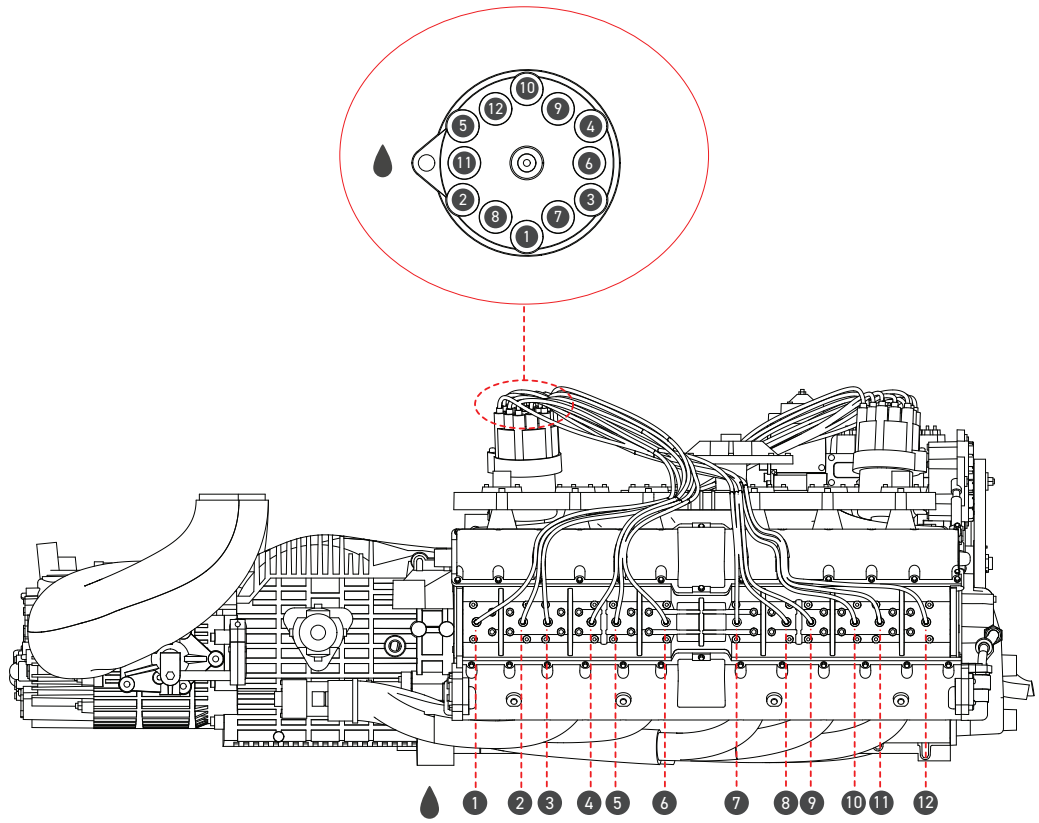


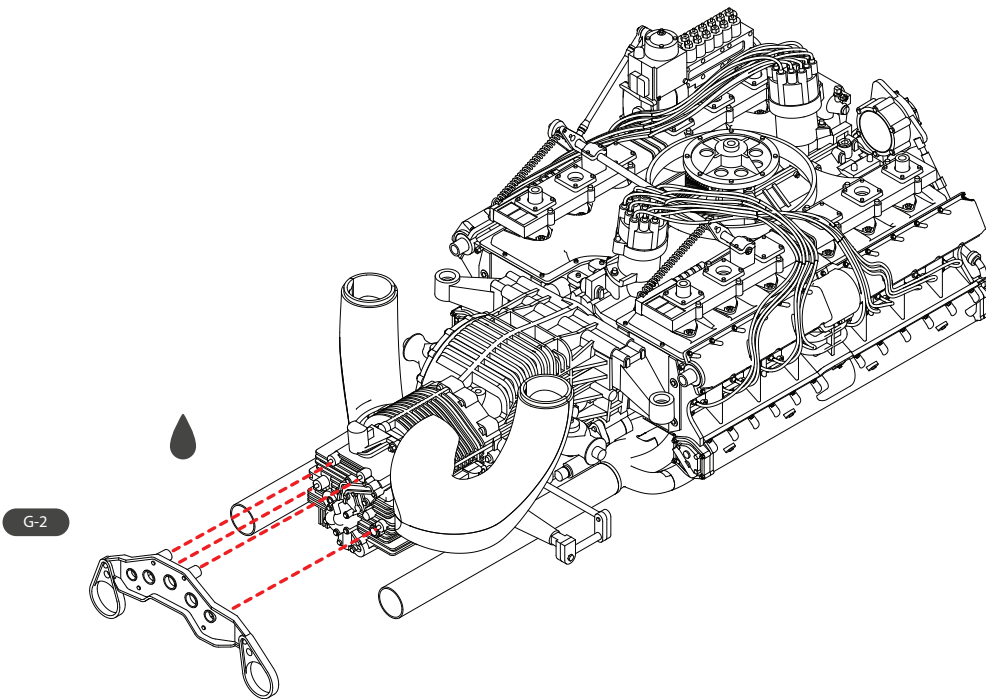
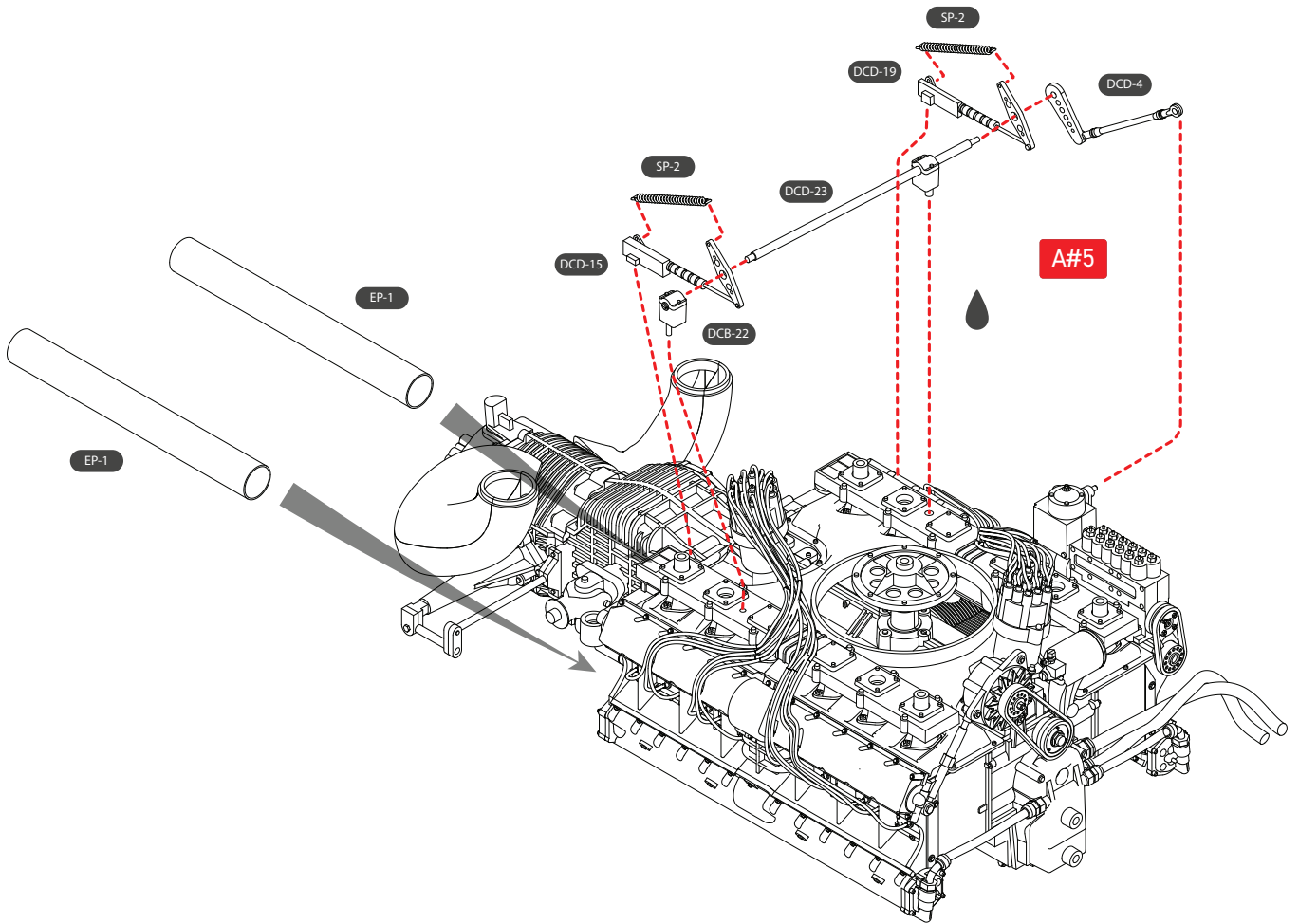
SCREW F = 1



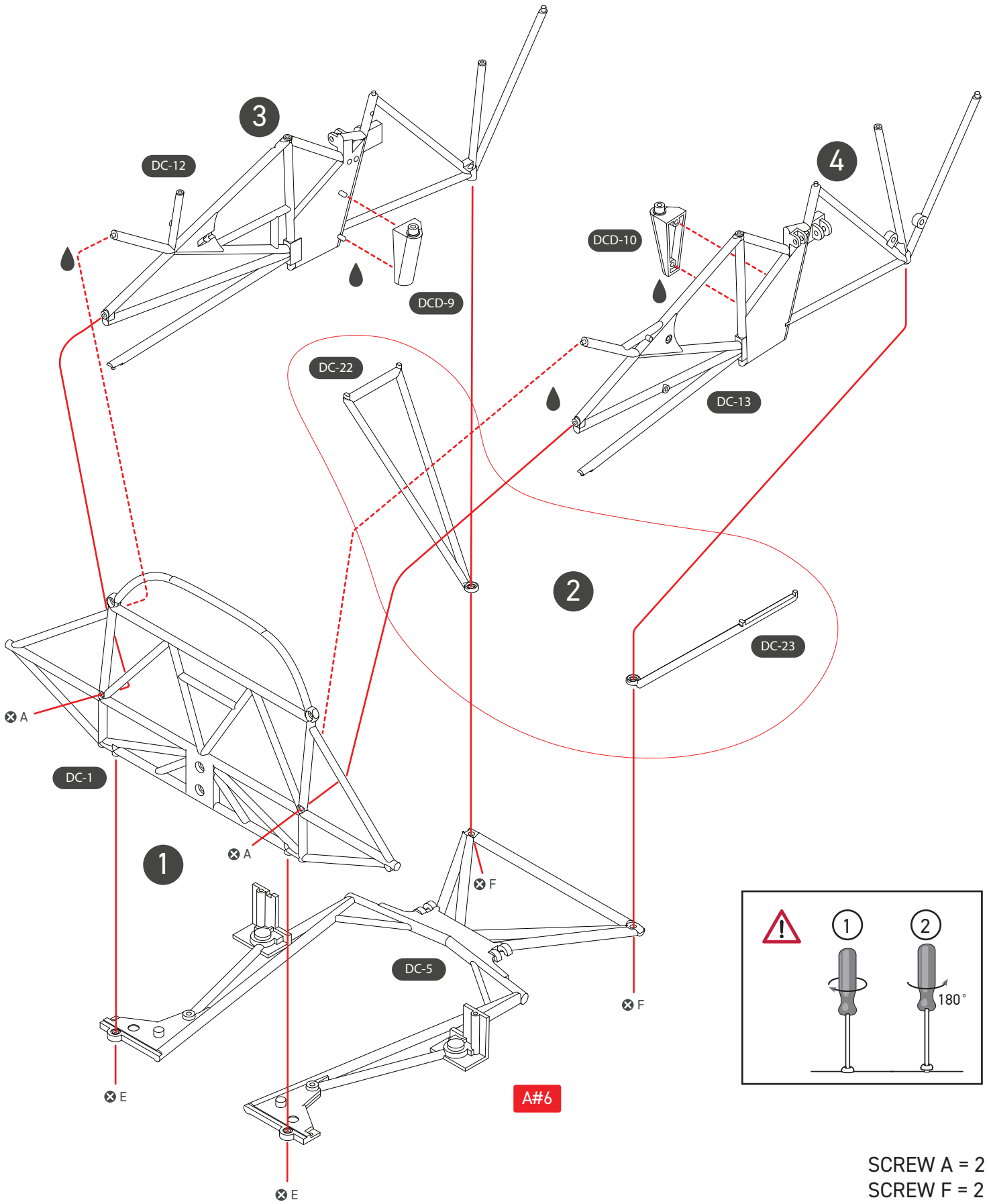
SCREW F = 4

- 1 TU-2 110mm x2
- 2 TU-2 110mm x2
- 3 TU-2 102mm x2
- 4 TU-2 97mm x2
- 5 TU-2 103mm x2
- 6 TU-2 96mm x2
- 7 TU-2 92mm x2
- 8 TU-2 102mm x2
- 9 TU-2 104mm x2
- 10 TU-2 111mm x2
- 11 TU-2 120mm x2
- 12 TU-2 120mm x2



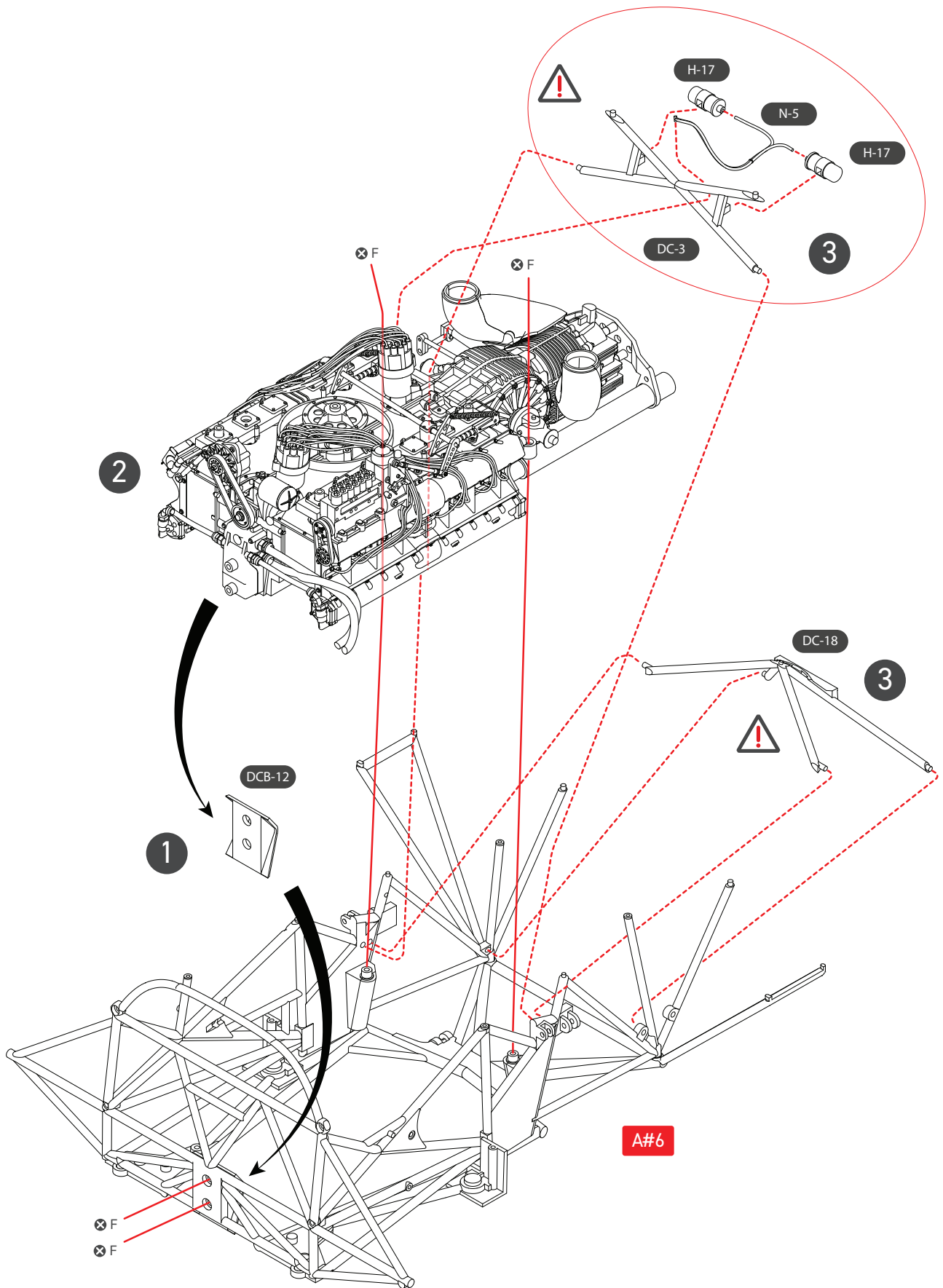


4

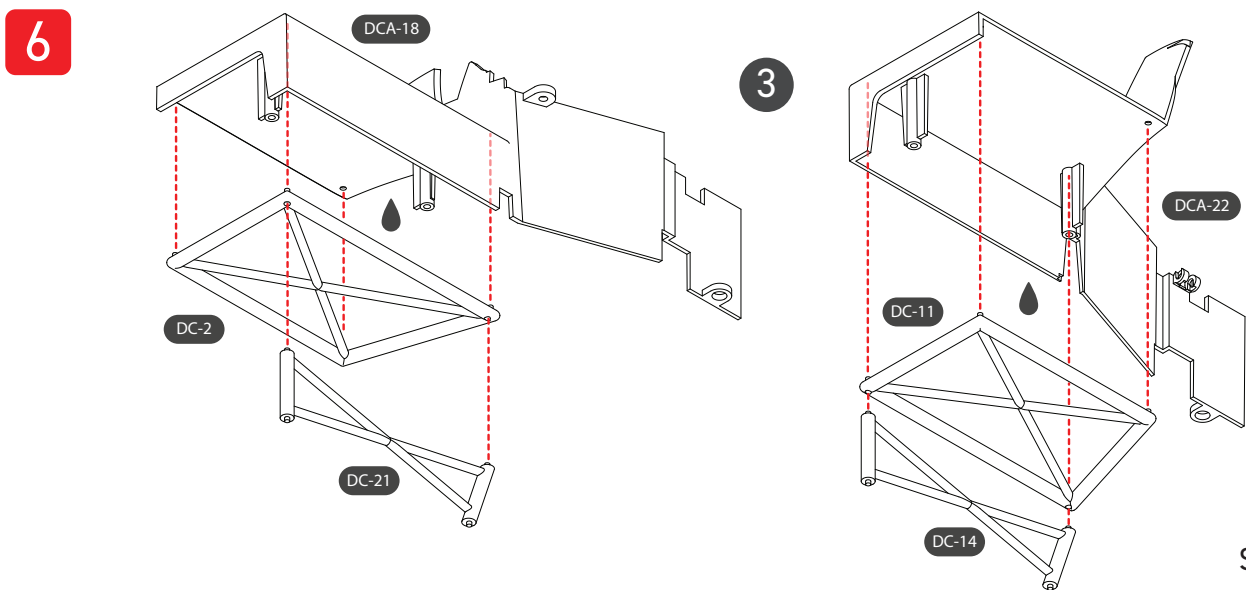
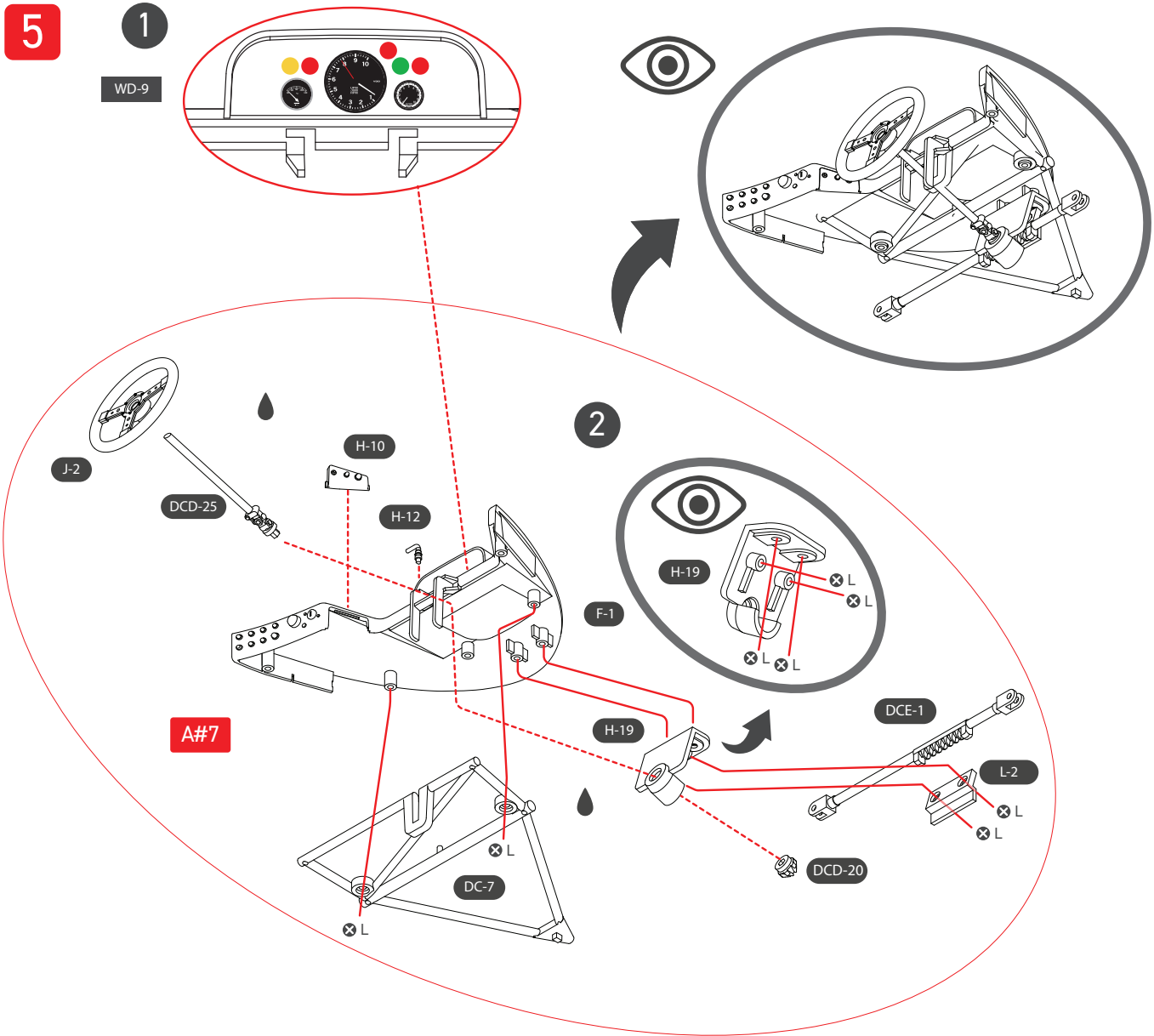


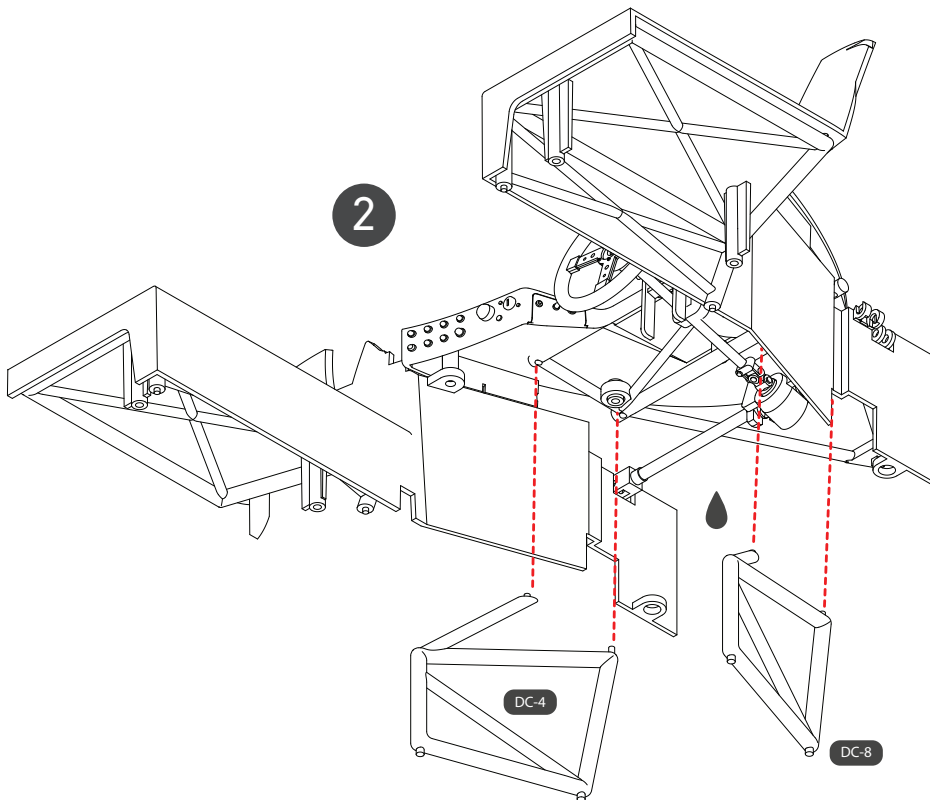
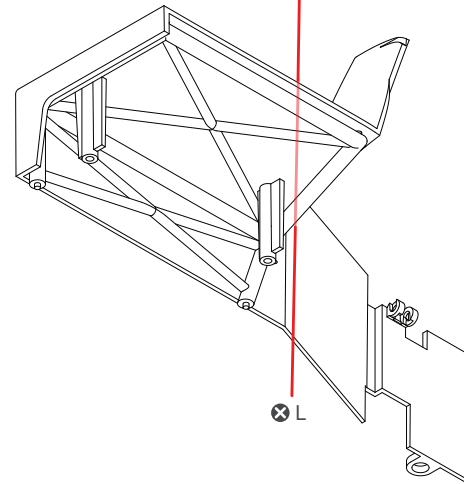
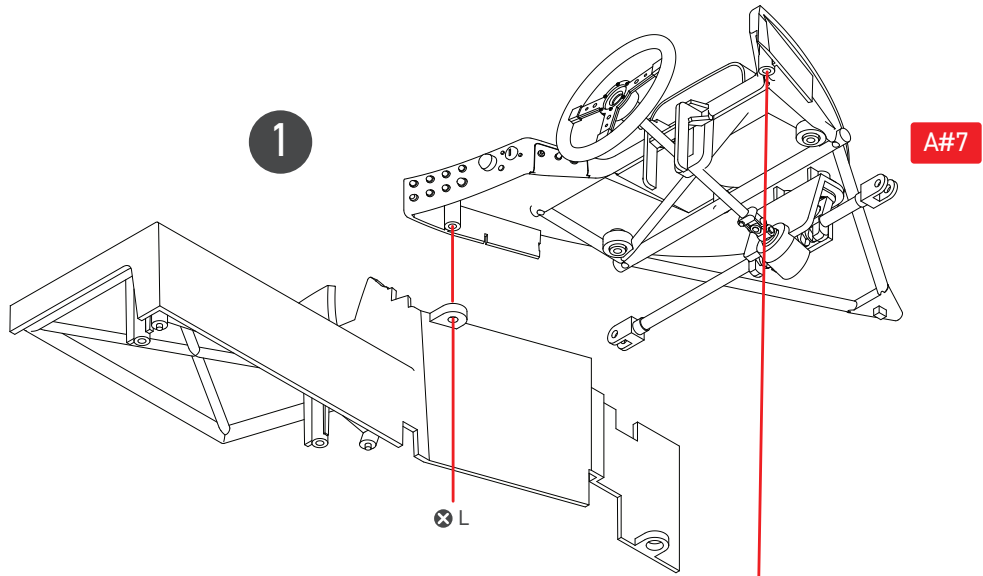
A#6

SCREW A = 2
 SCREW F = 2
 SCREW E = 2



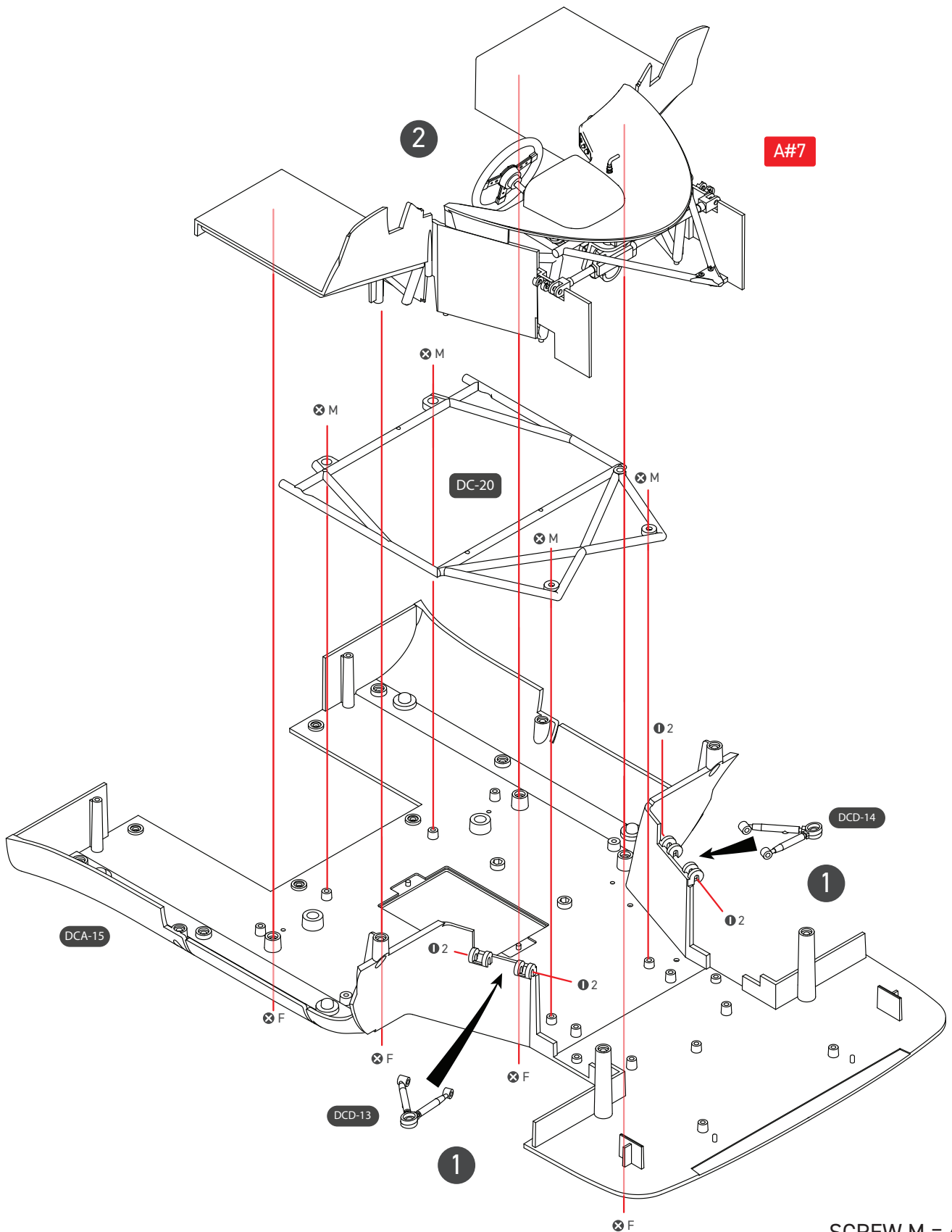
SCREW F = 4





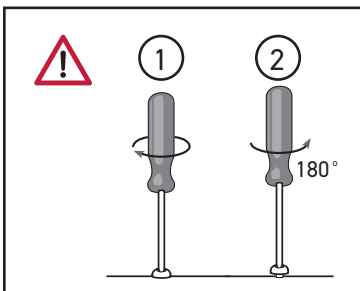
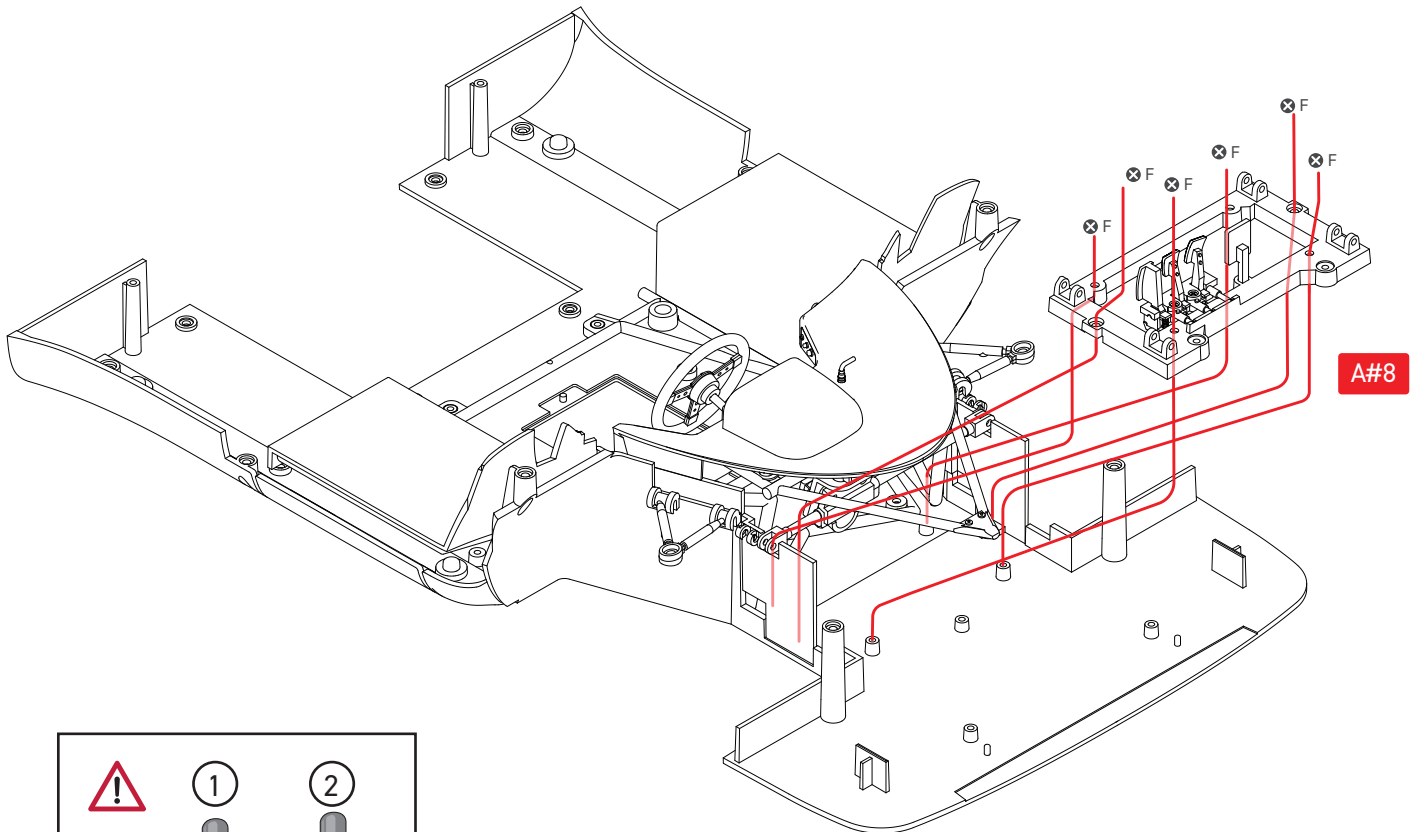
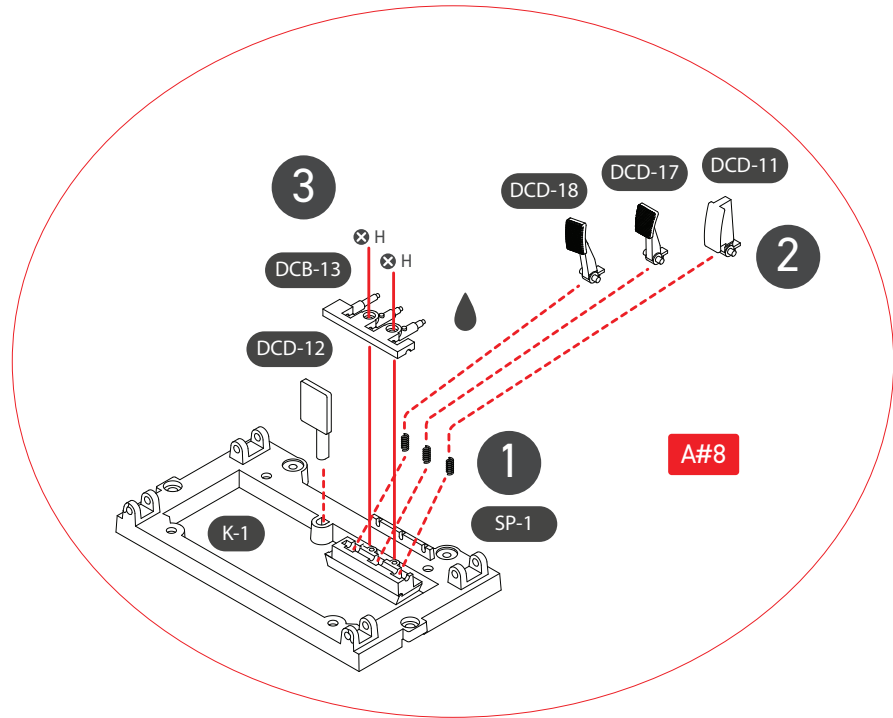
SCREW L = 2

7



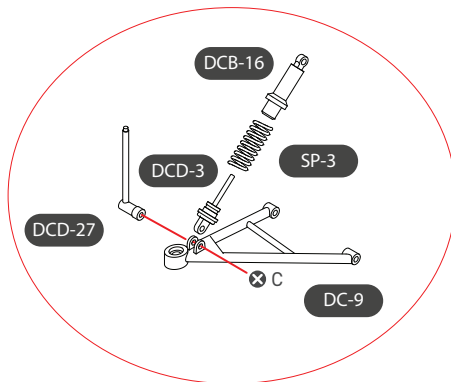
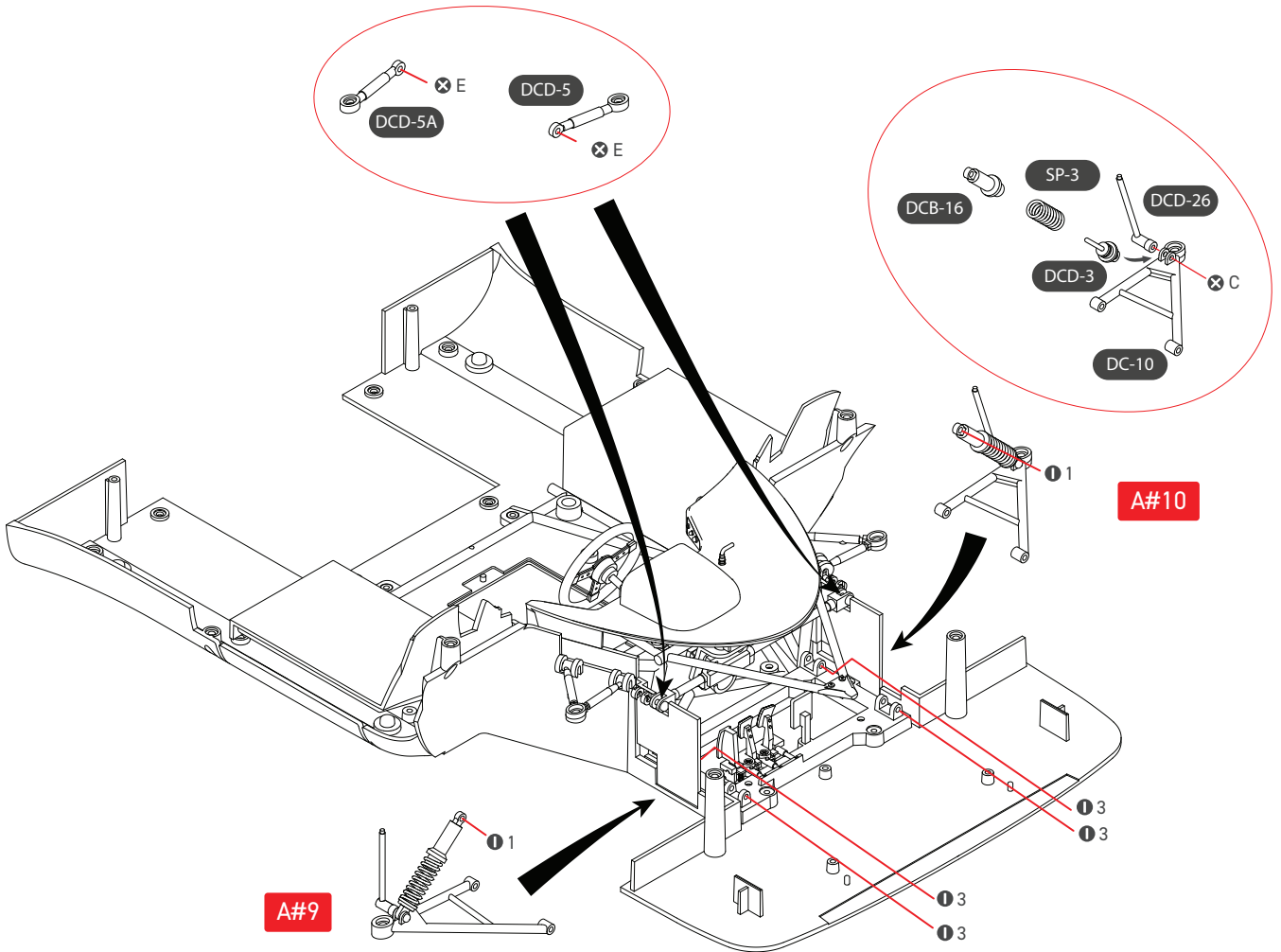
SCREW M = 4
SCREW F = 4
PIN 2 = 4

8

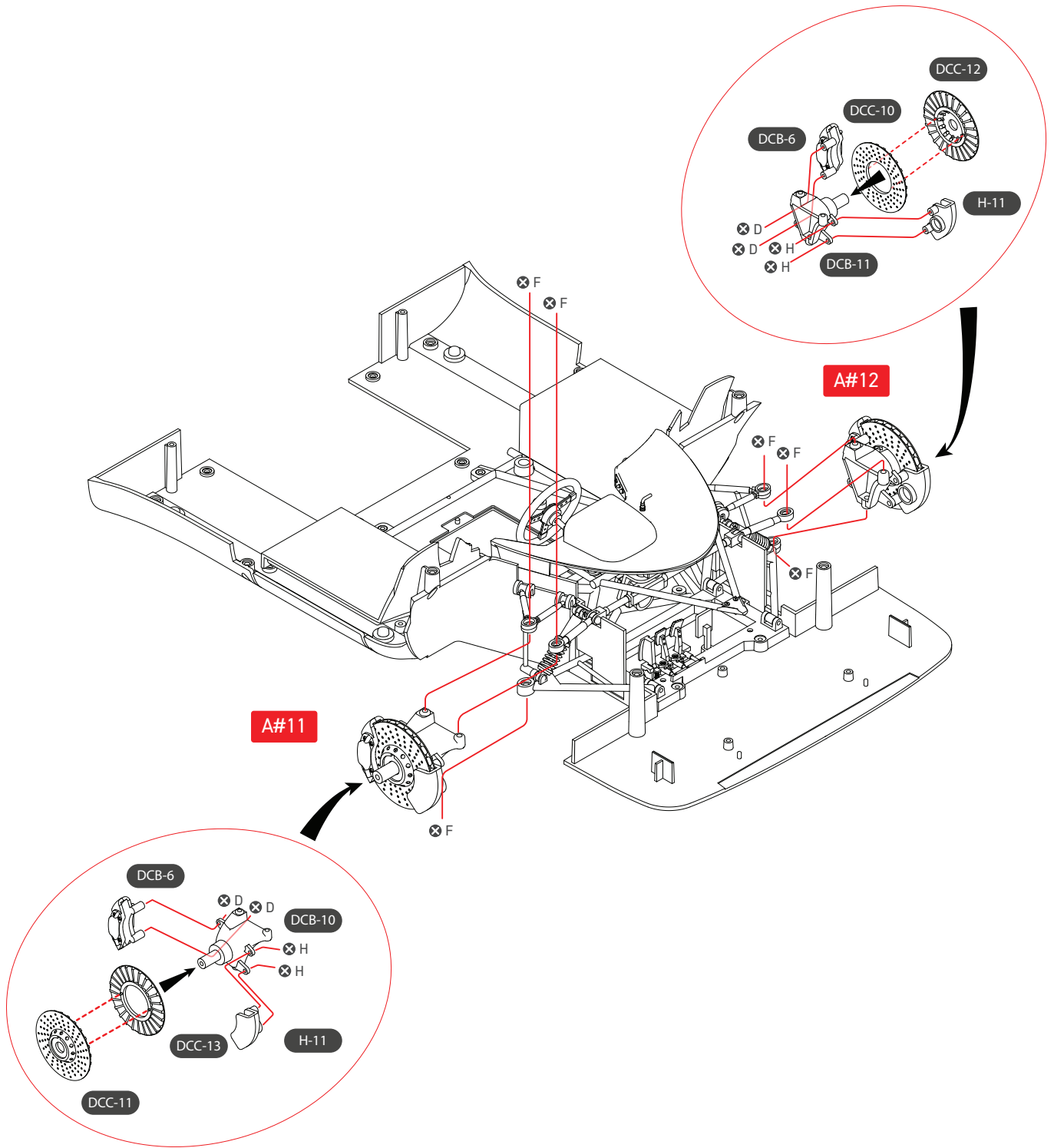


SCREW F = 6
SCREW H = 2

9

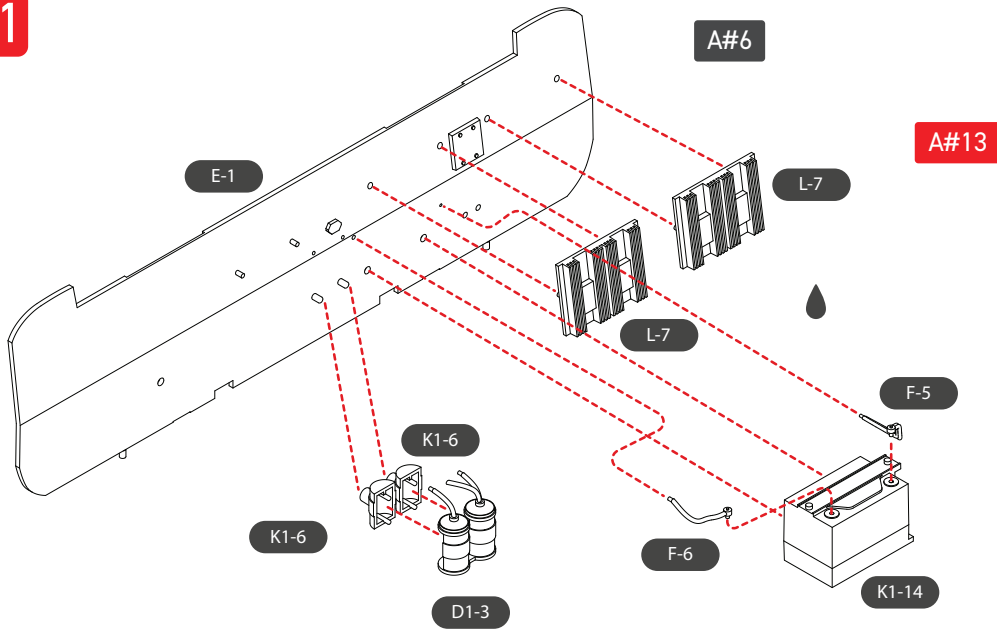


SCREW C = 2
 SCREW E = 2
 PIN 1 = 2
 PIN 3 = 4

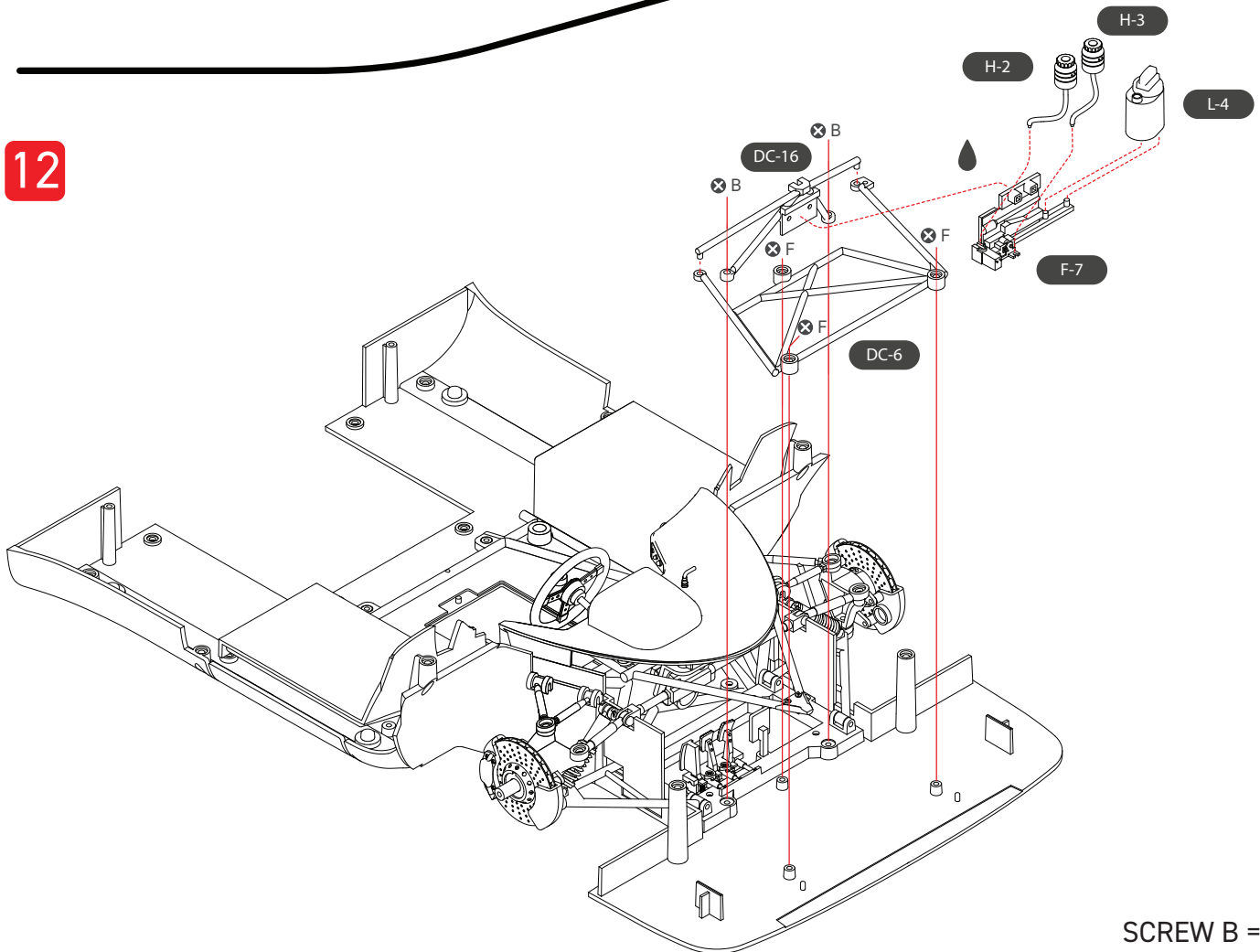


SCREW D = 4
 SCREW F = 6
 SCREW H = 4

11

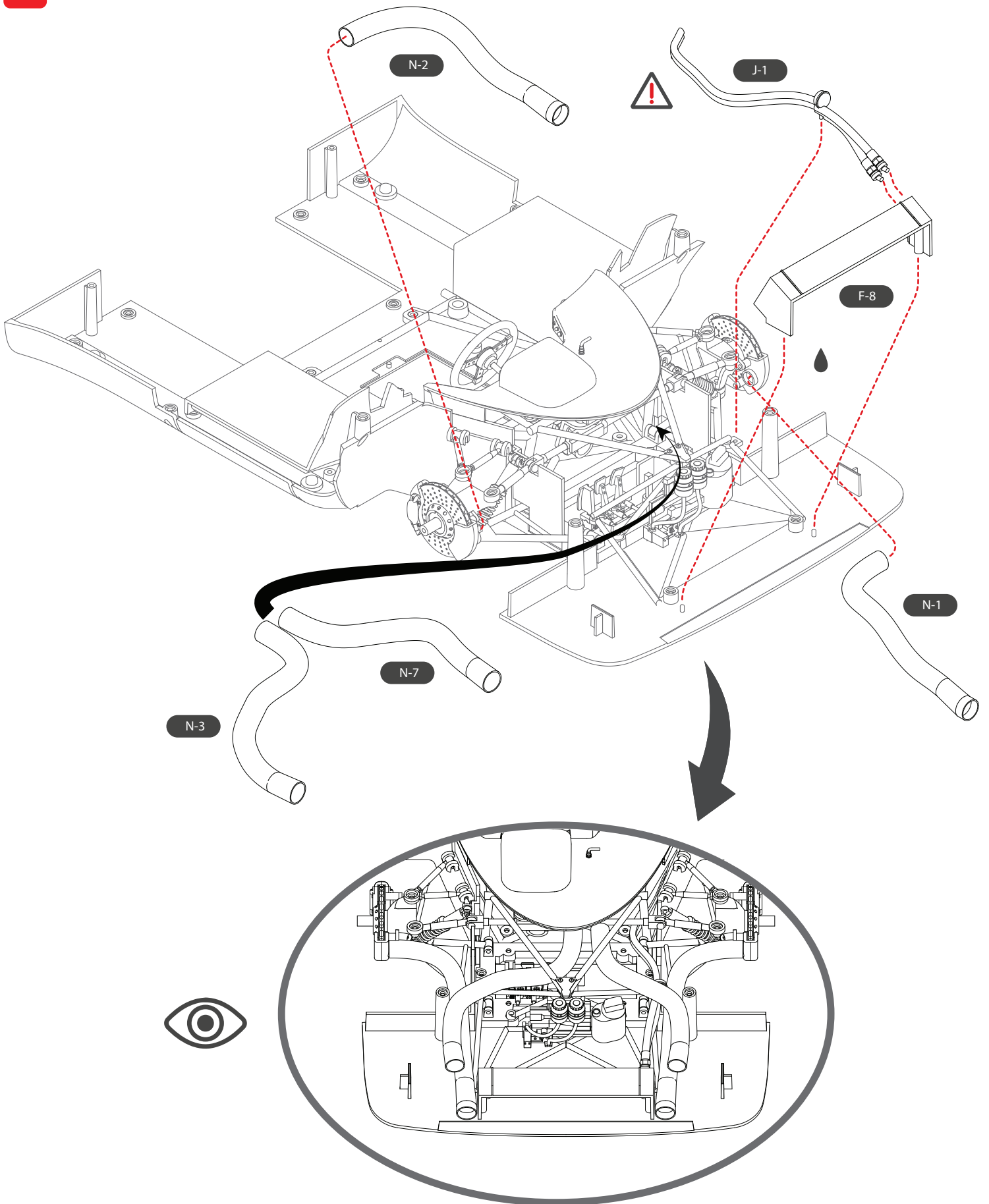


12

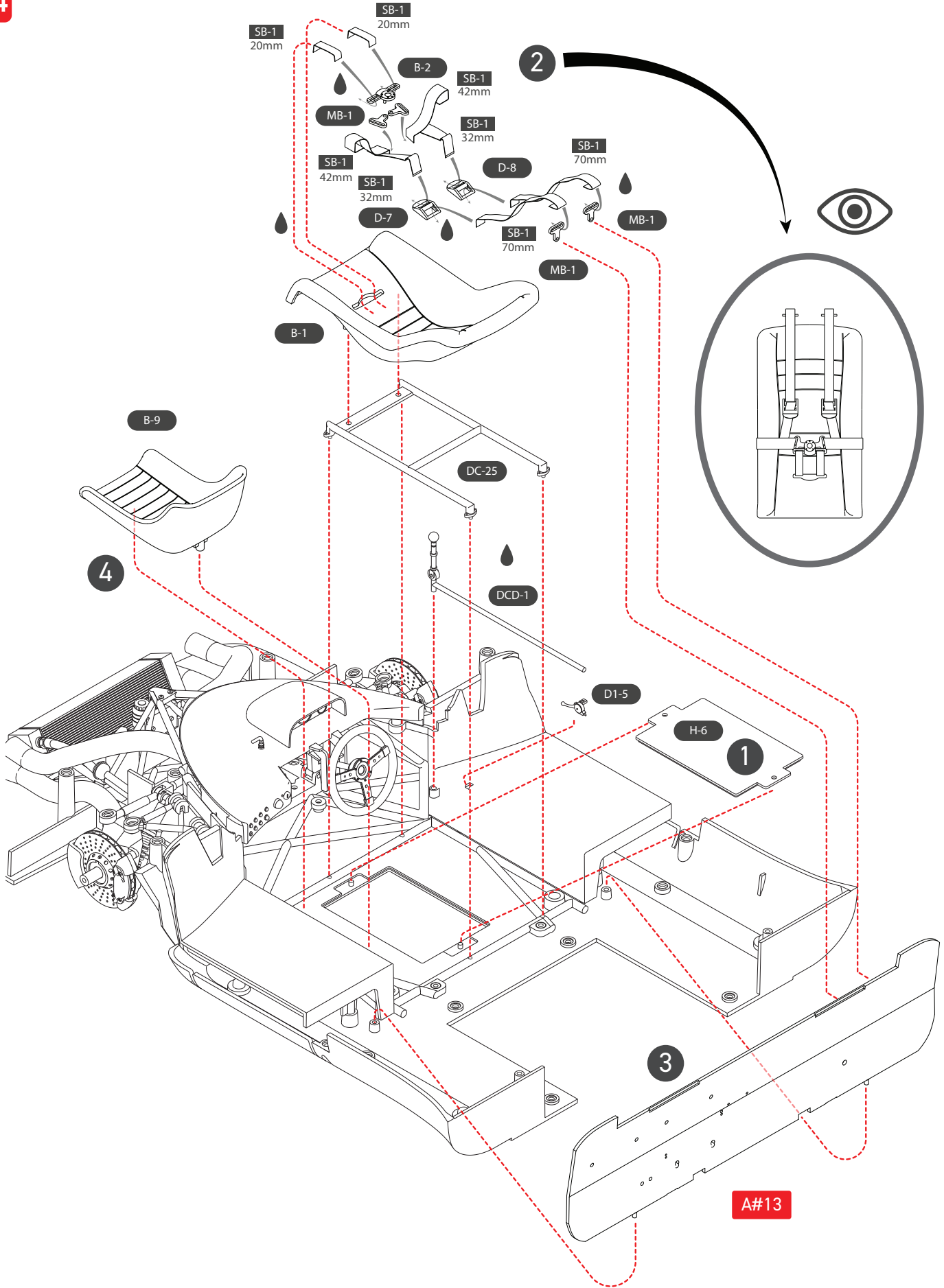


SCREW B = 2
SCREW F = 3

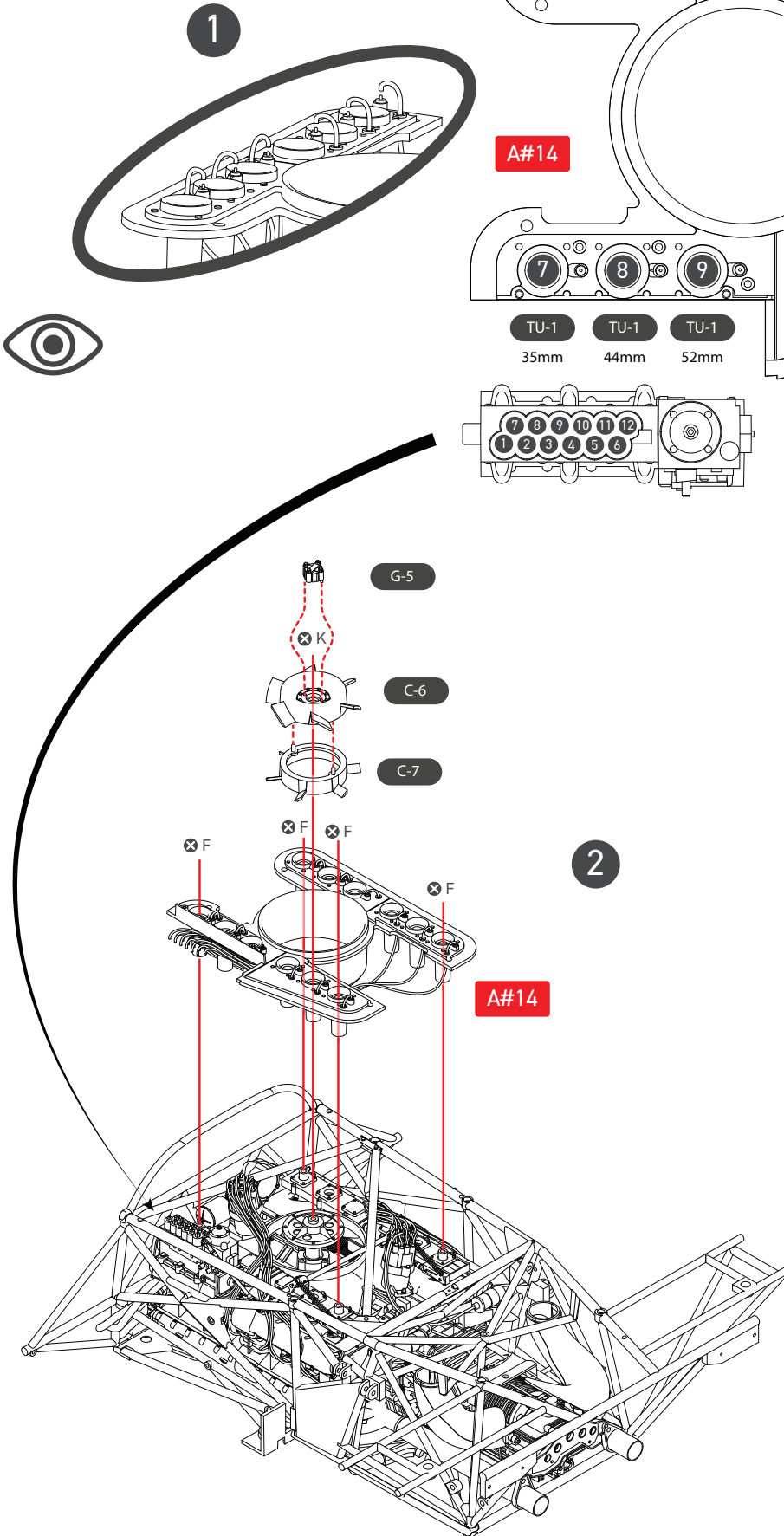
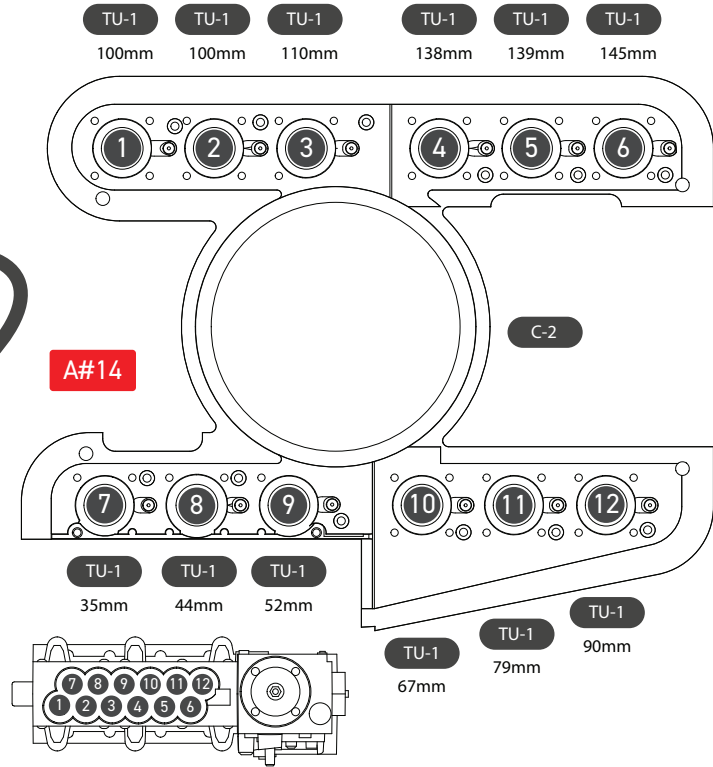
13



14

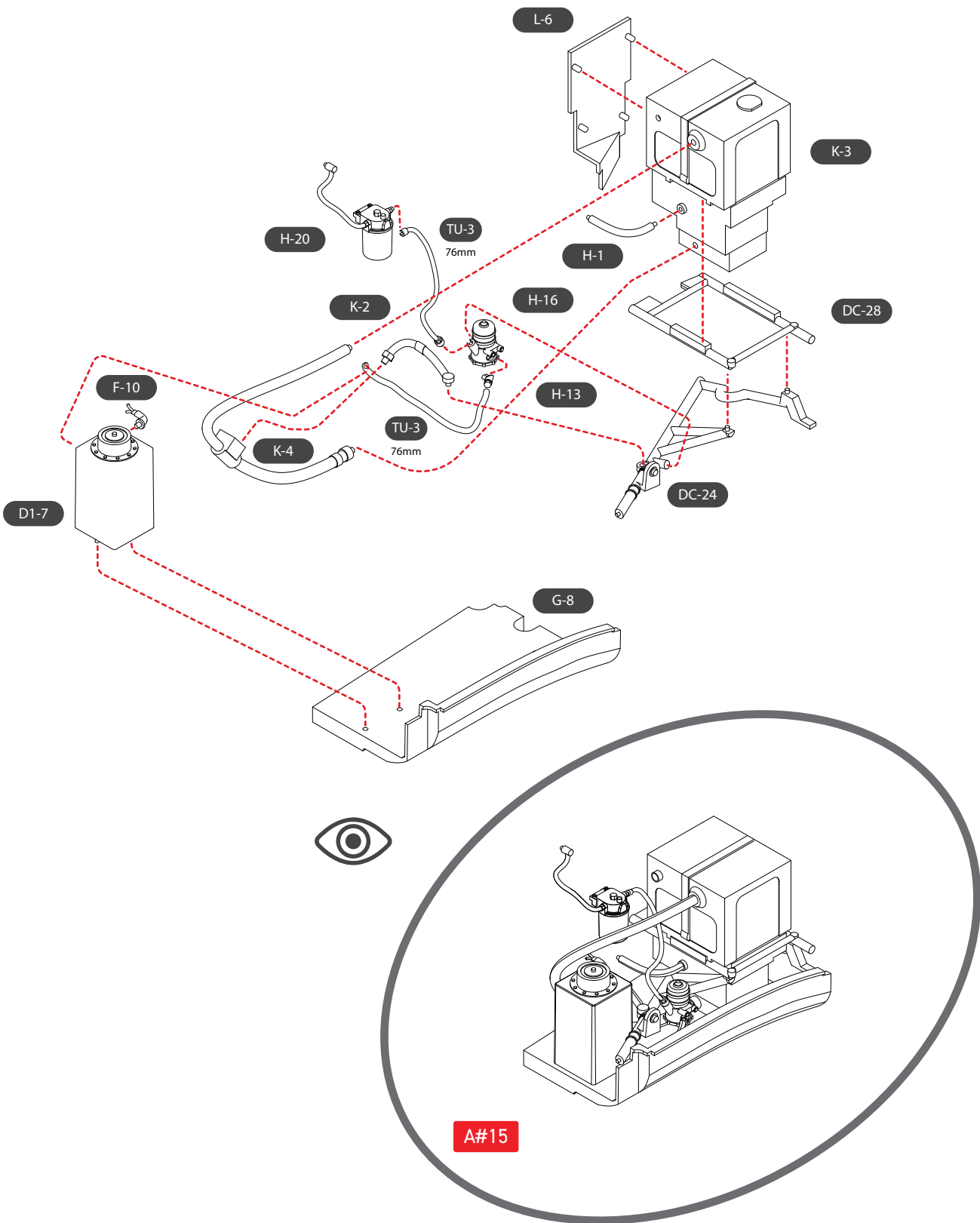


15

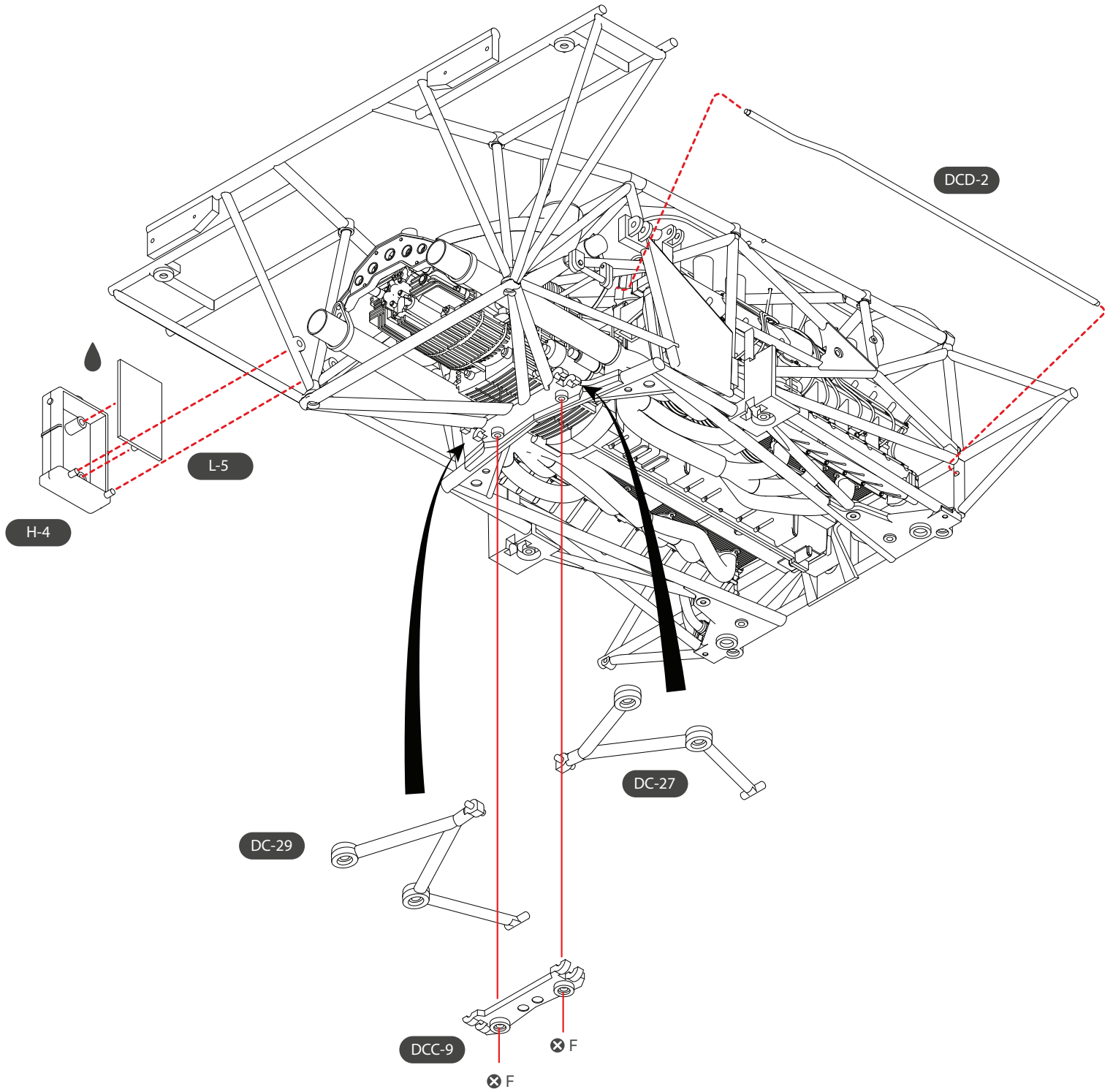


SCREW F = 4
SCREW K = 1

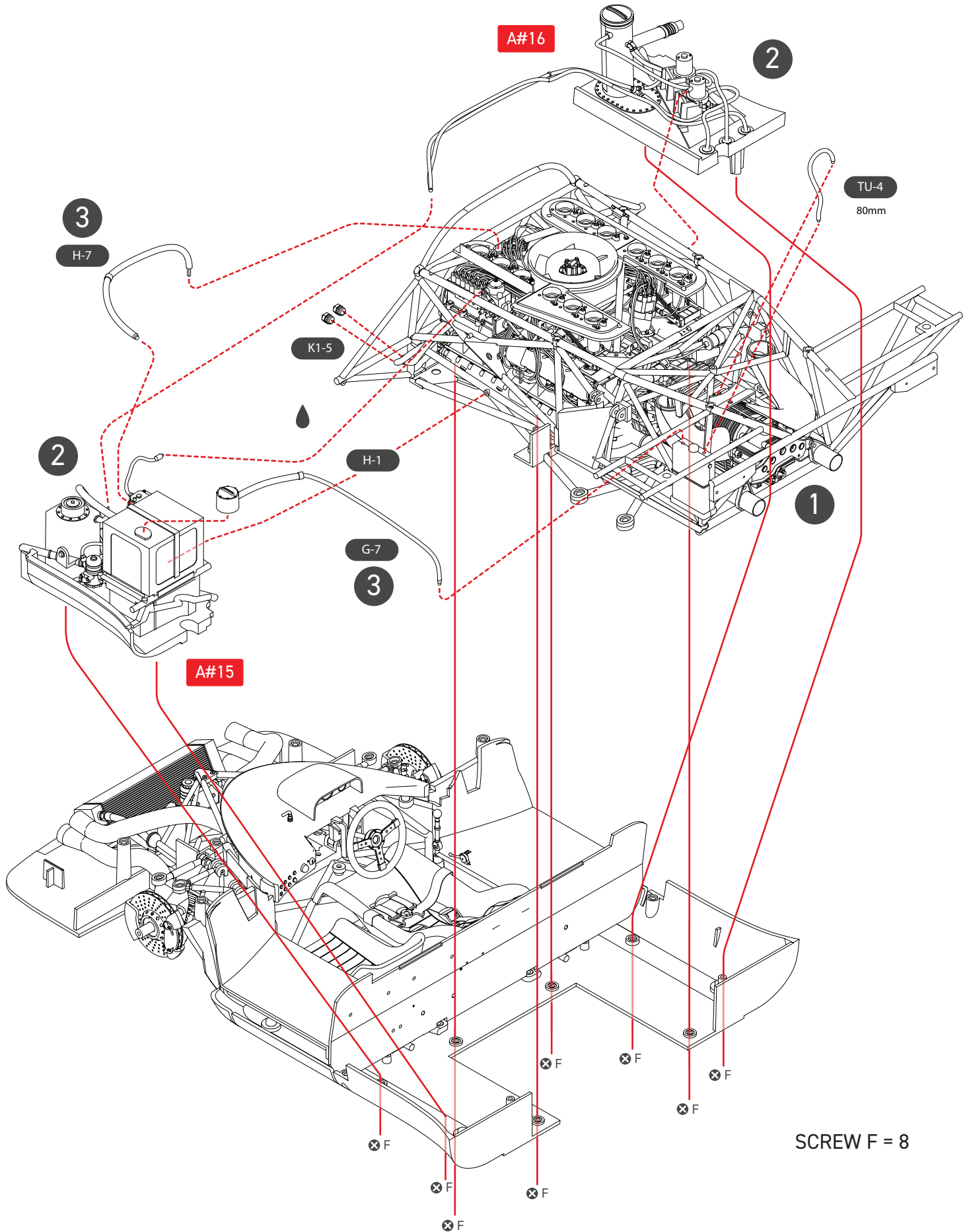
16



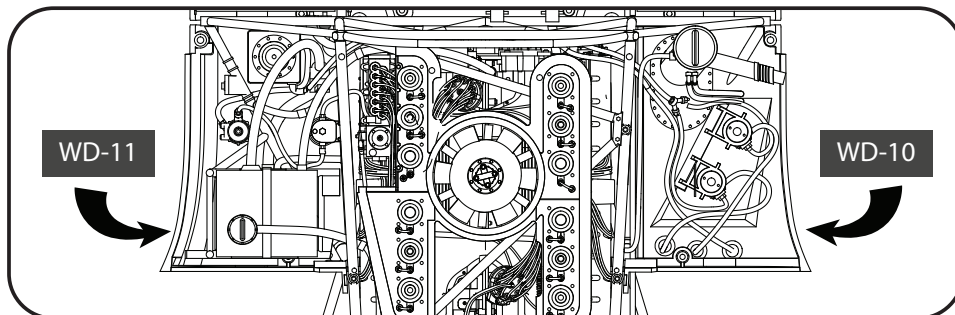
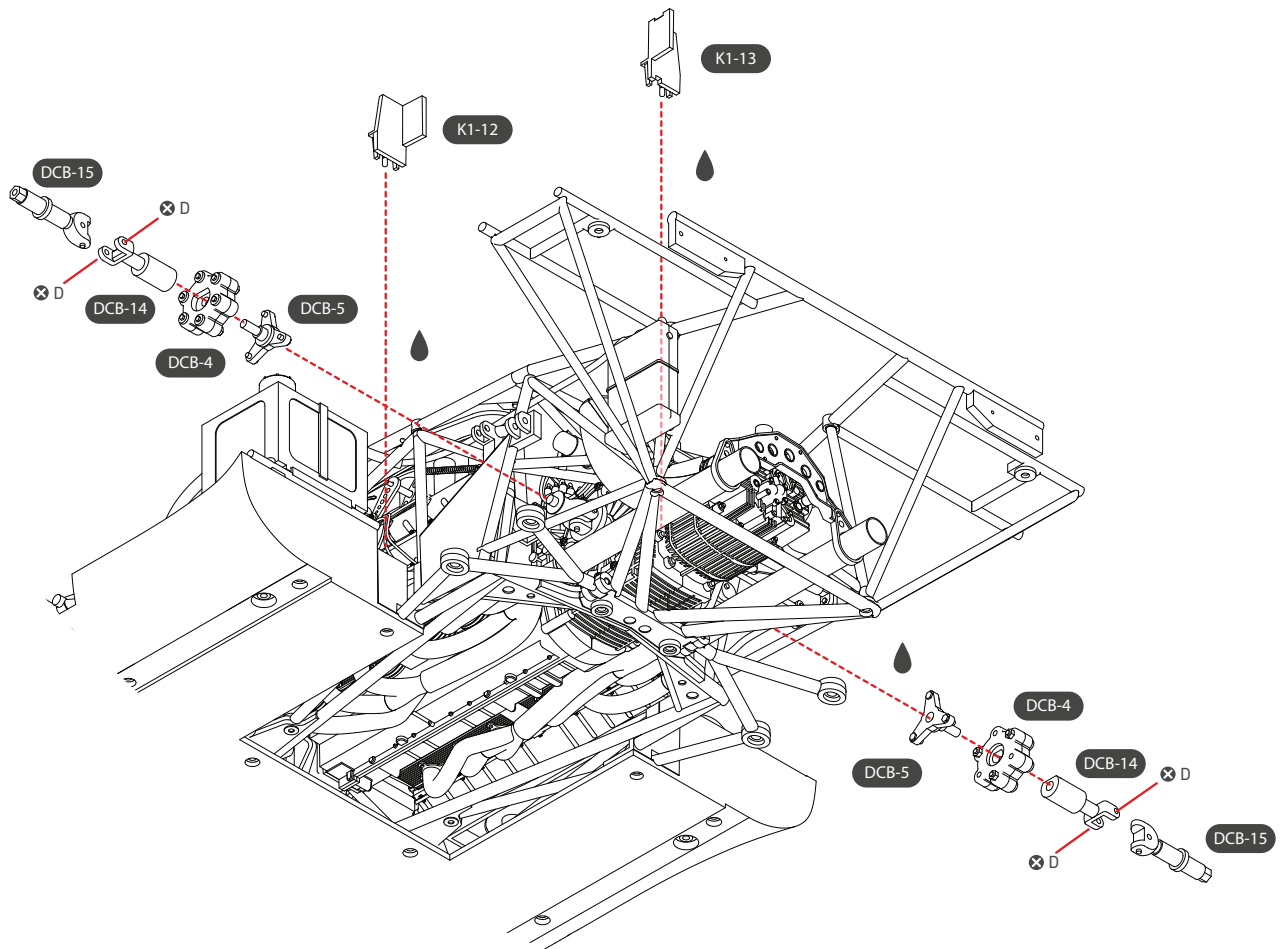
18



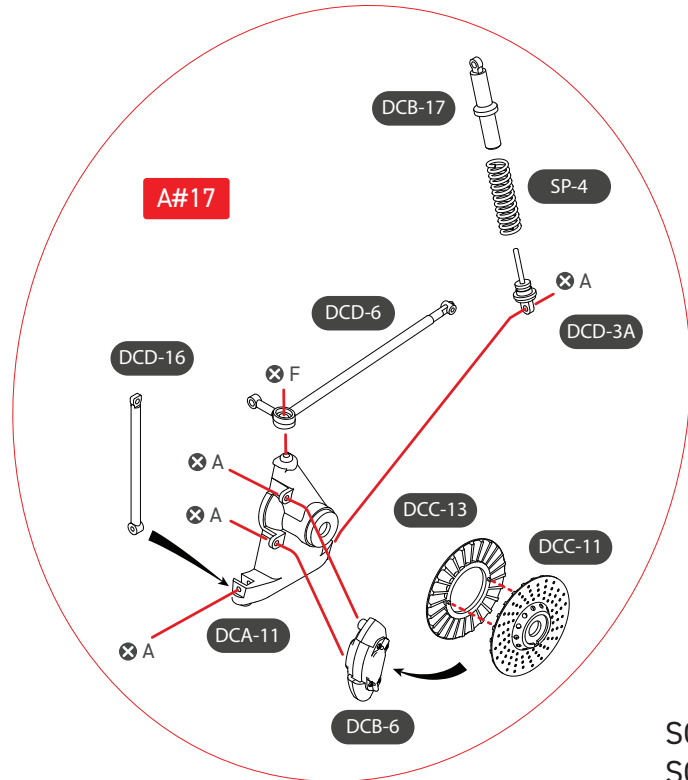
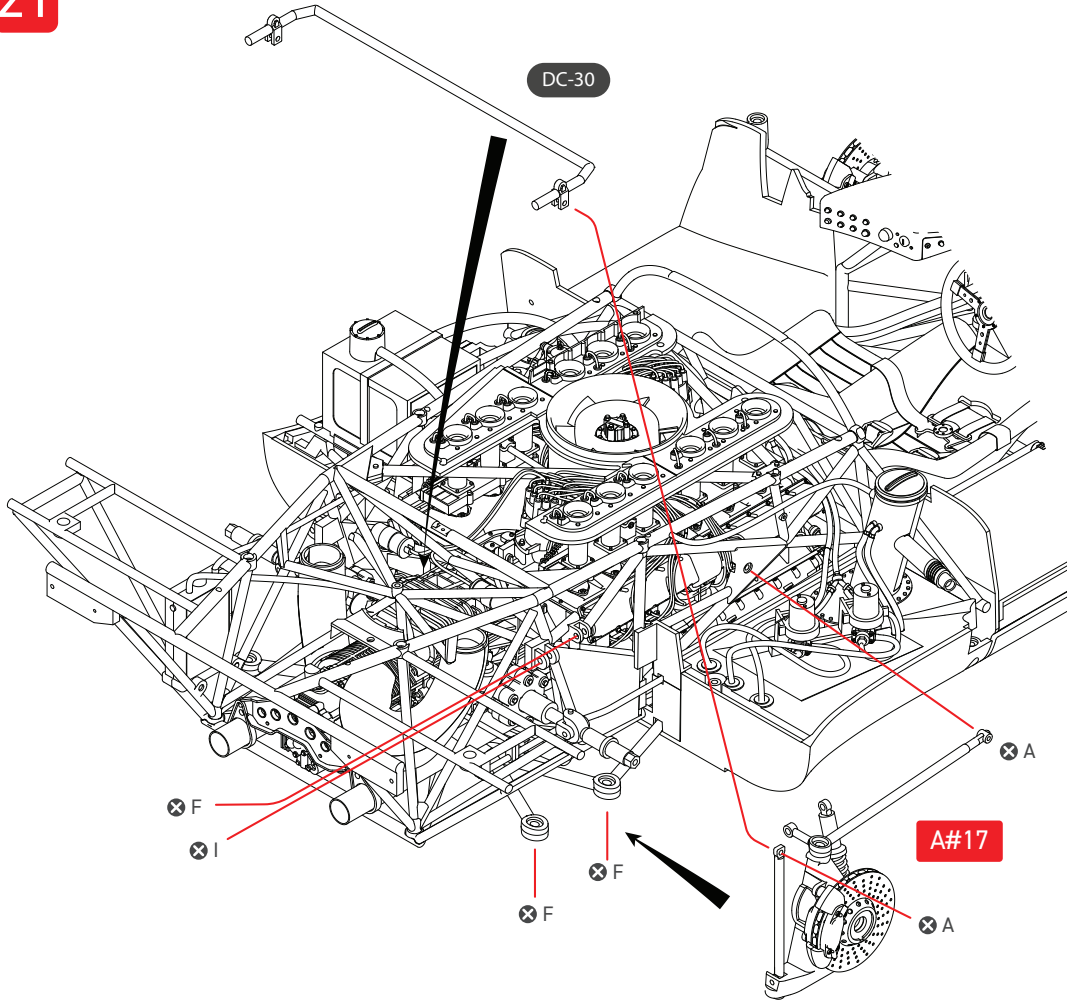
SCREW F = 2



20

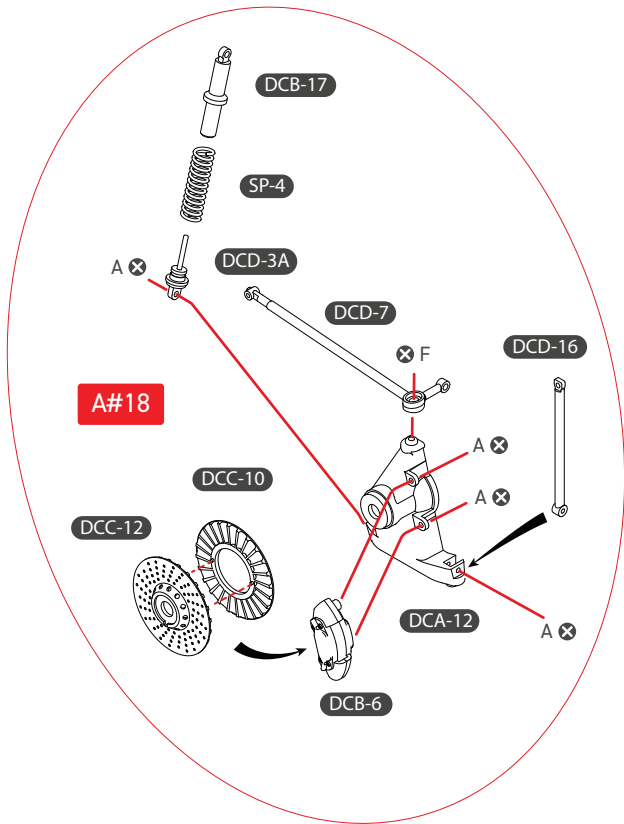
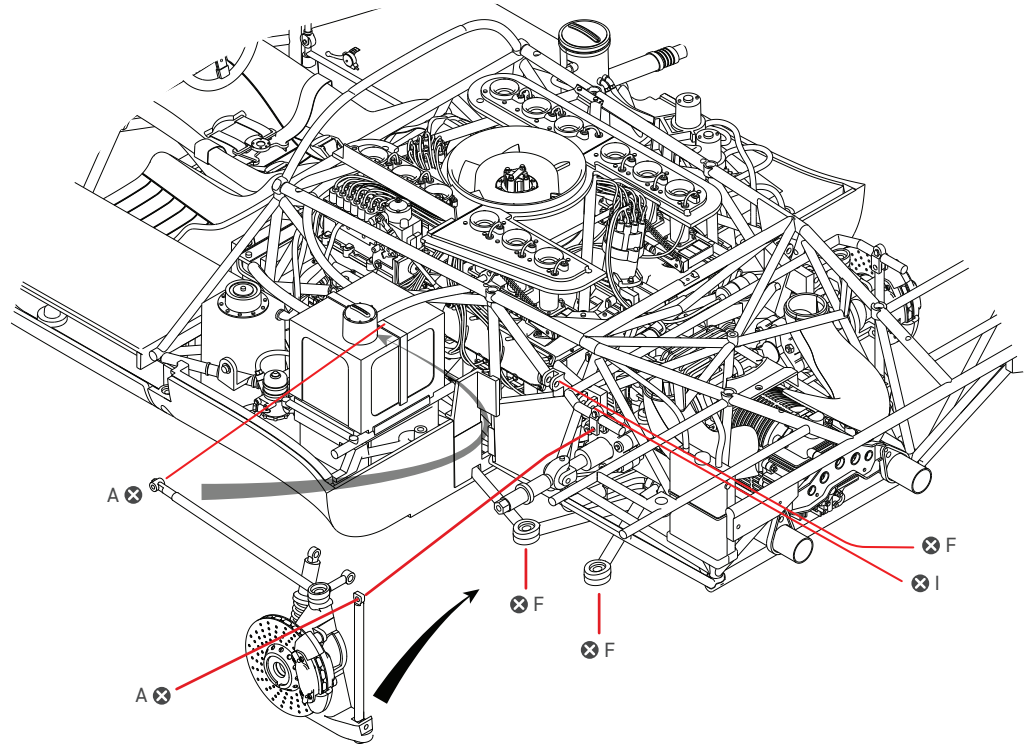


SCREW D=4



SCREW A = 6
 SCREW F = 4
 SCREW I = 1

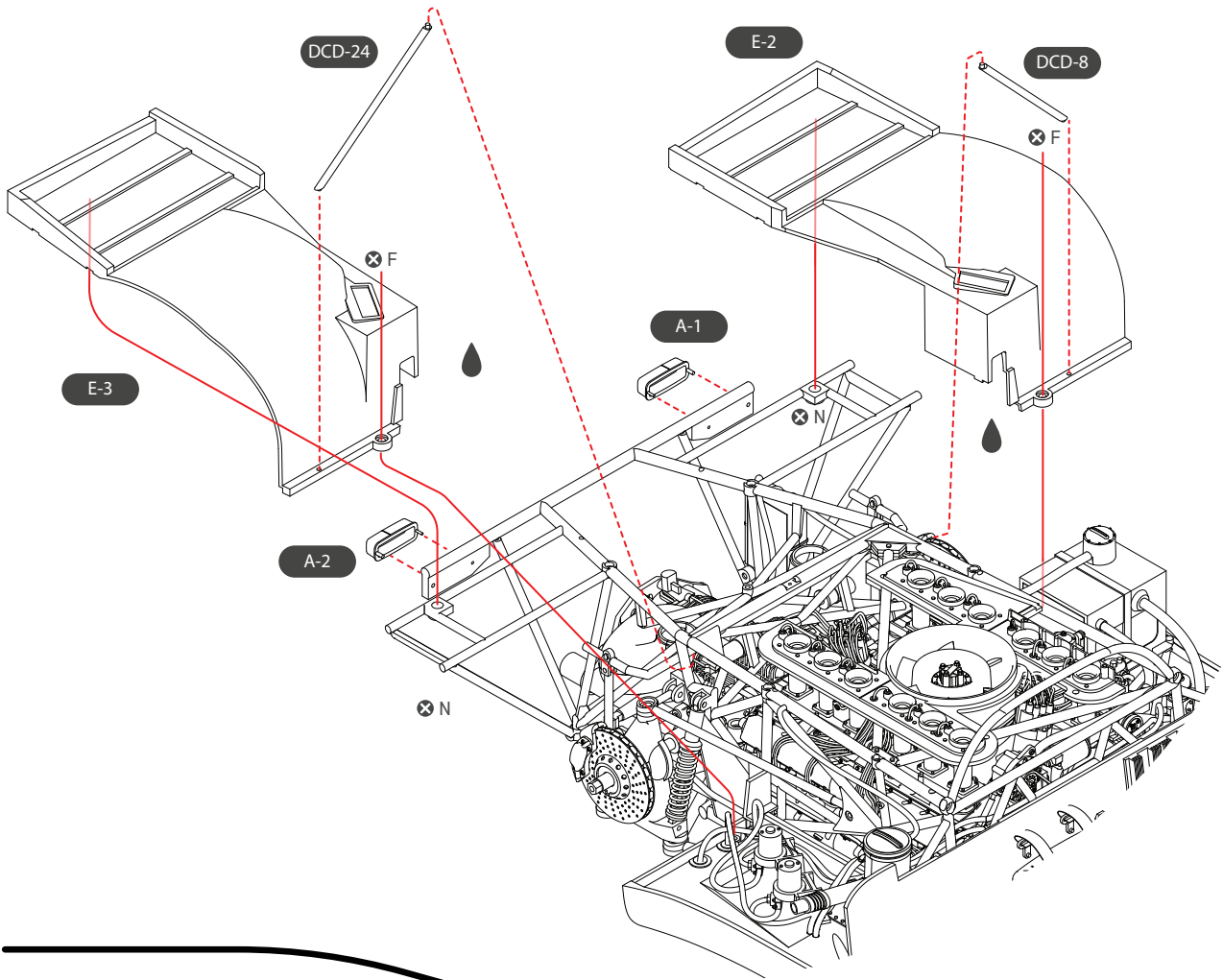
22



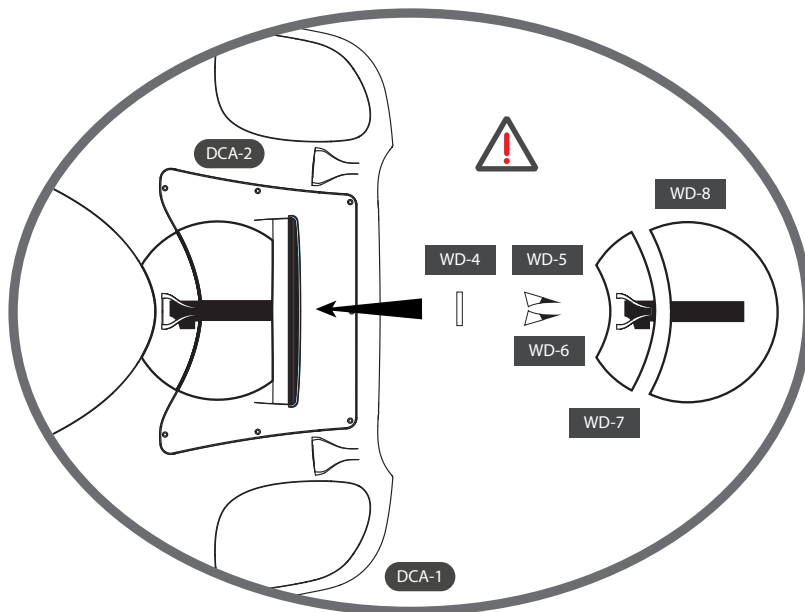
A#18

SCREW A = 6
SCREW F = 4
SCREW I = 1

23

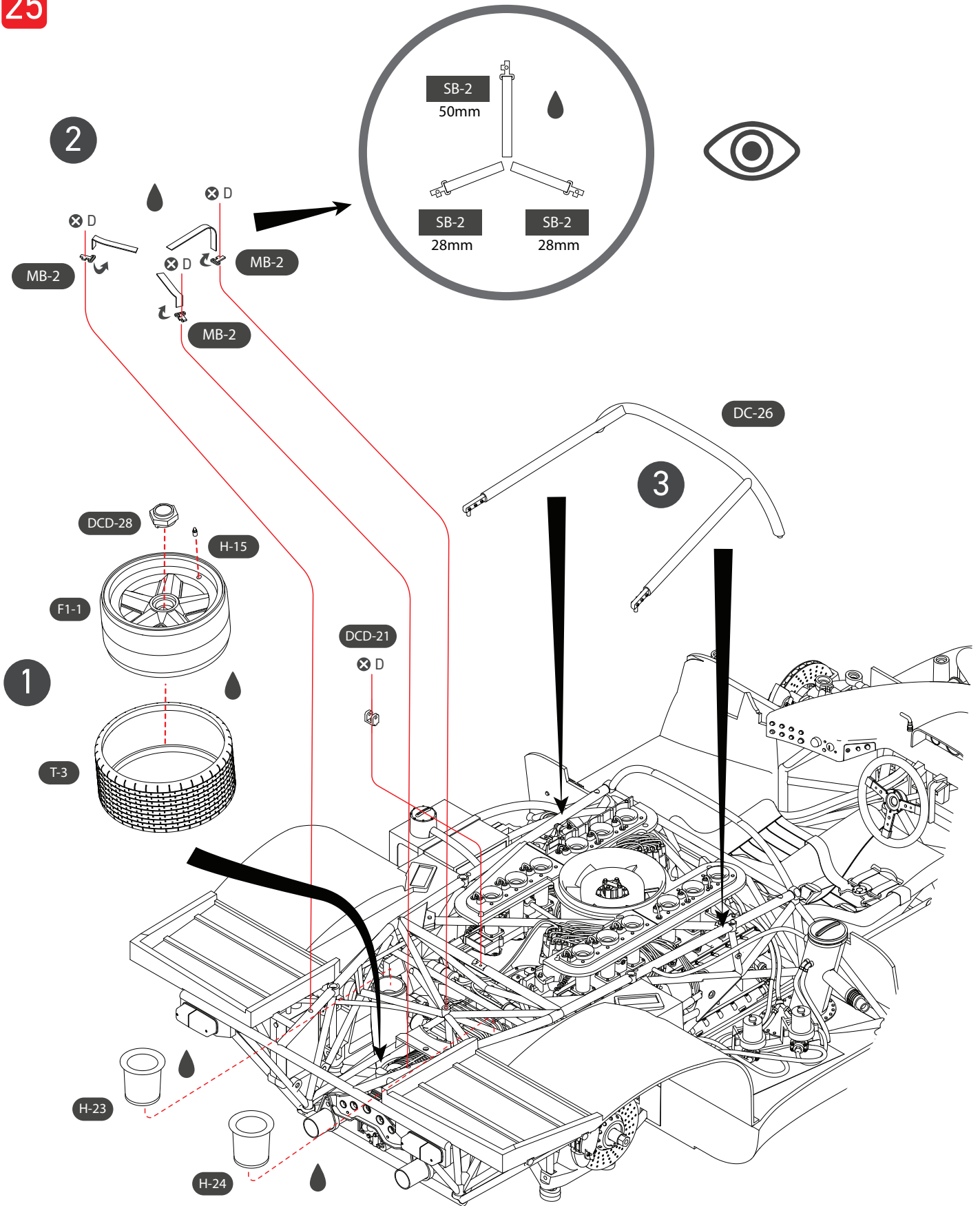


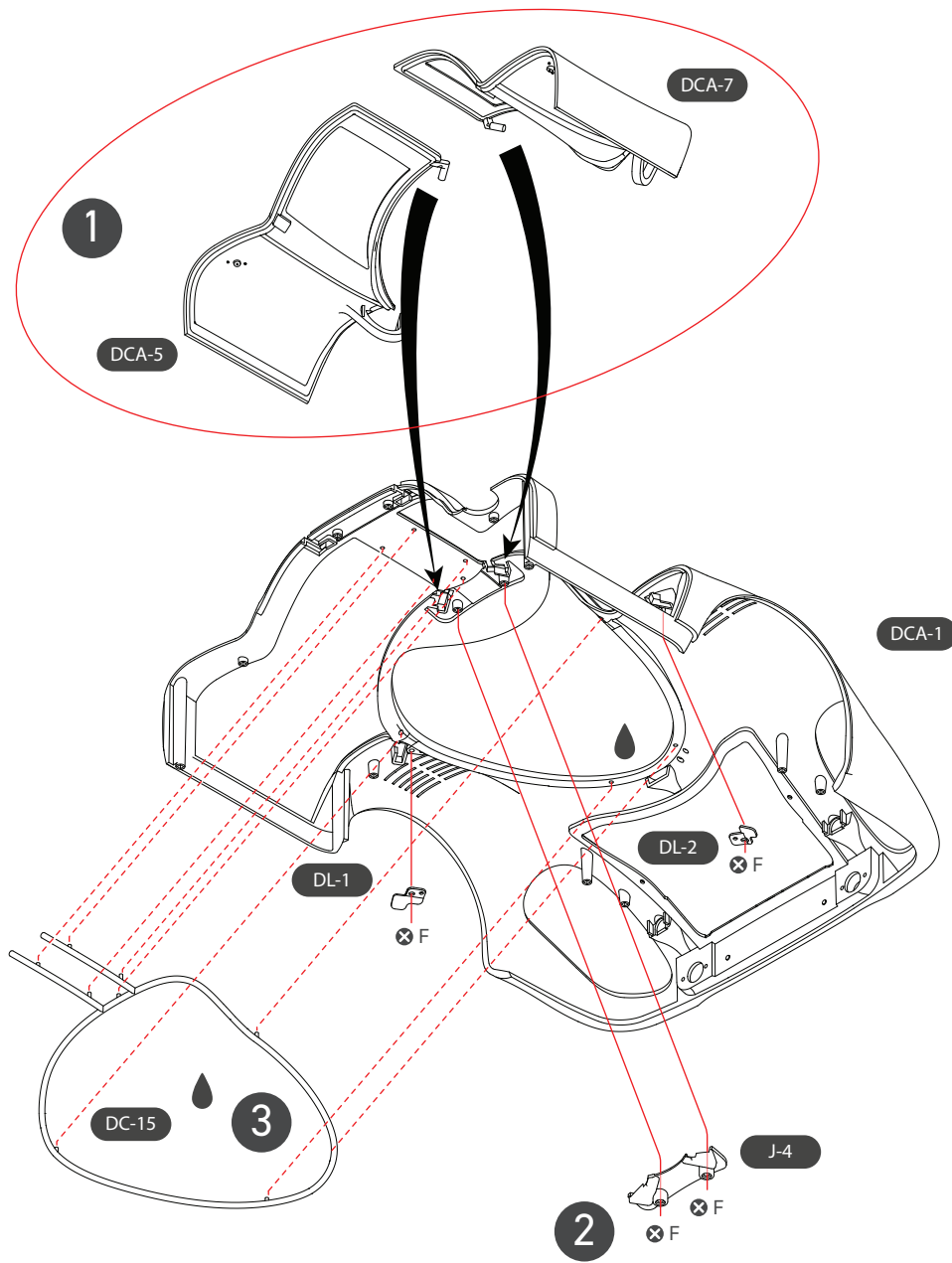
24



SCREW F = 2
SCREW N = 2

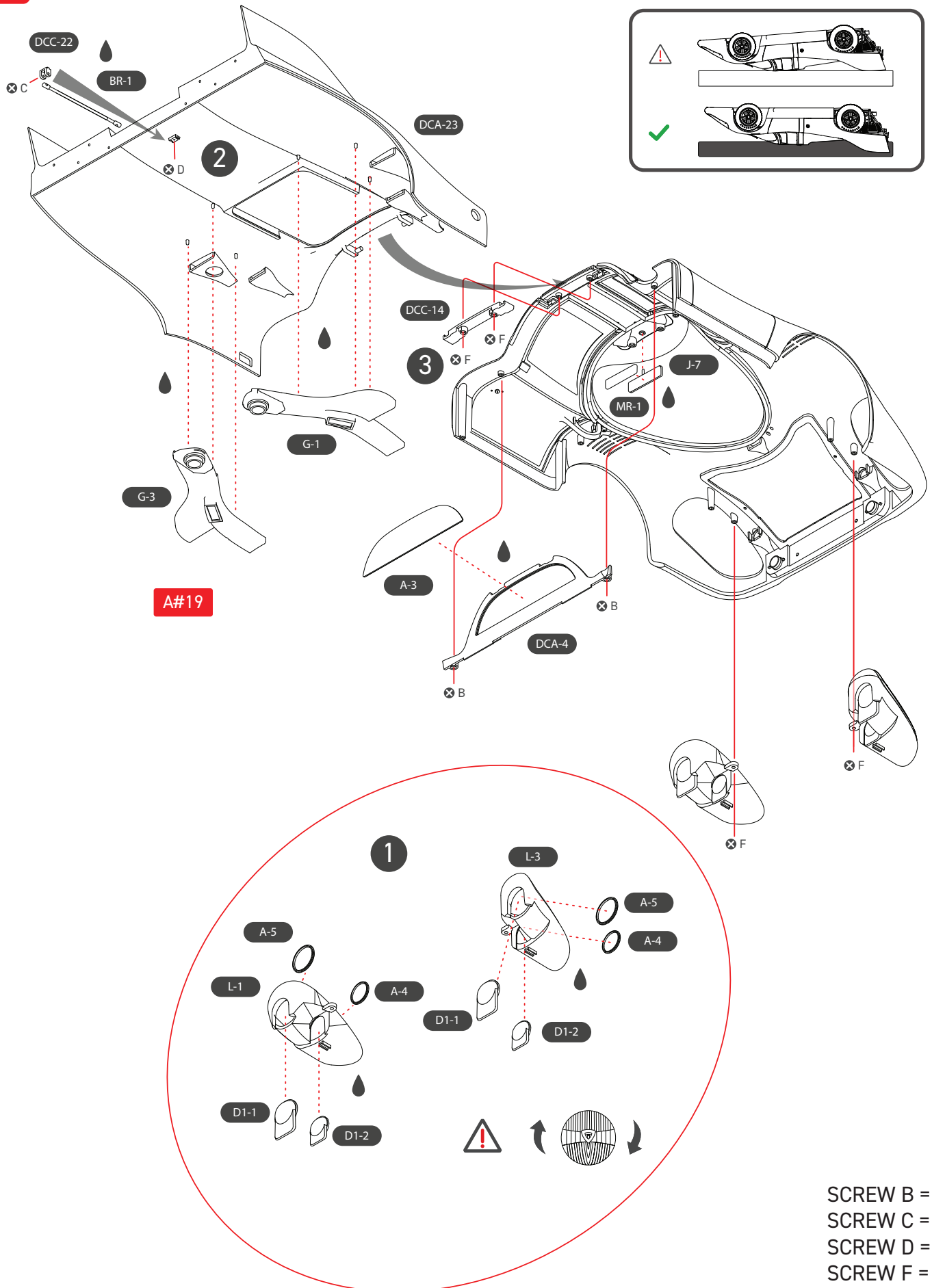
25

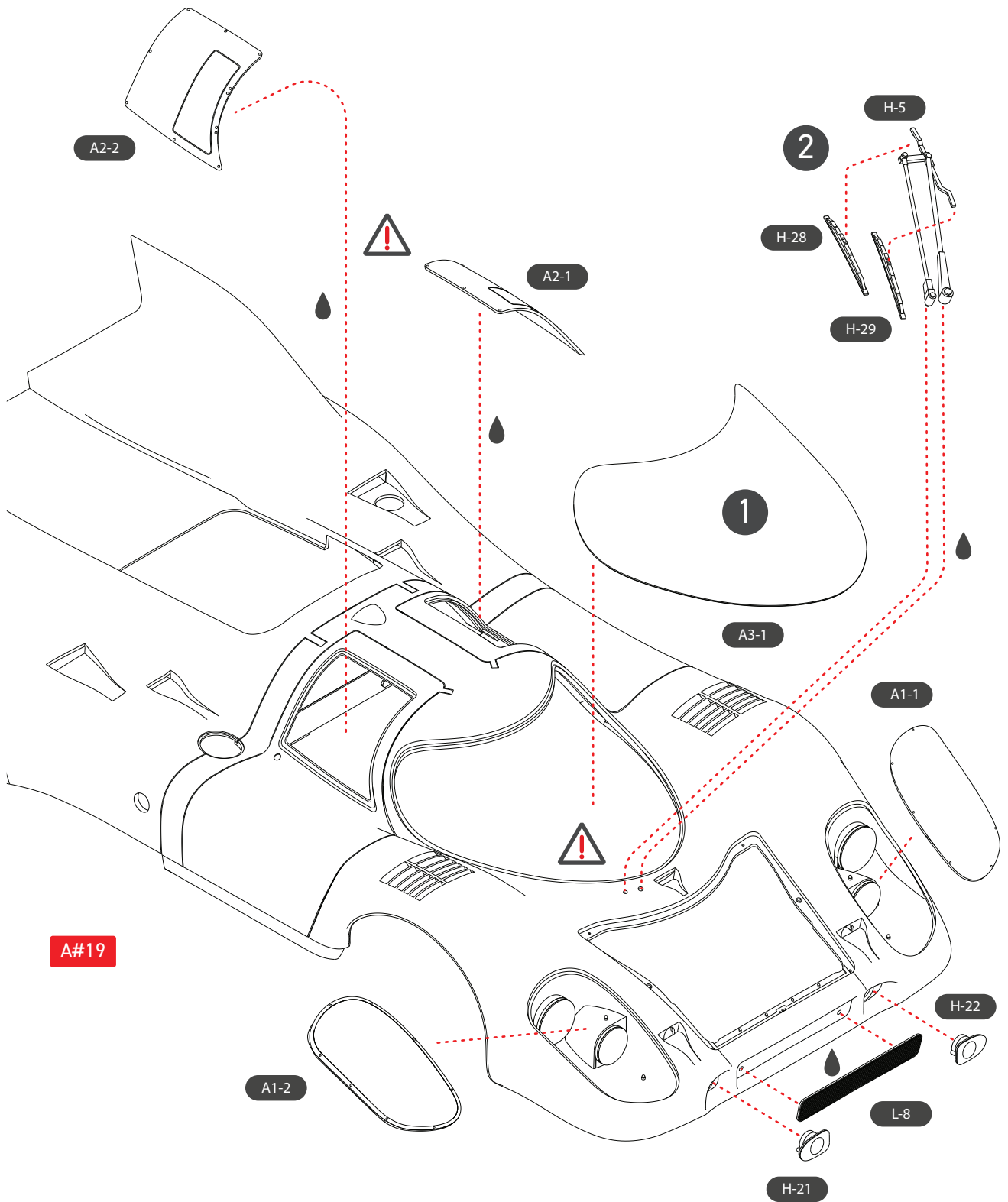




SCREW F = 4

27

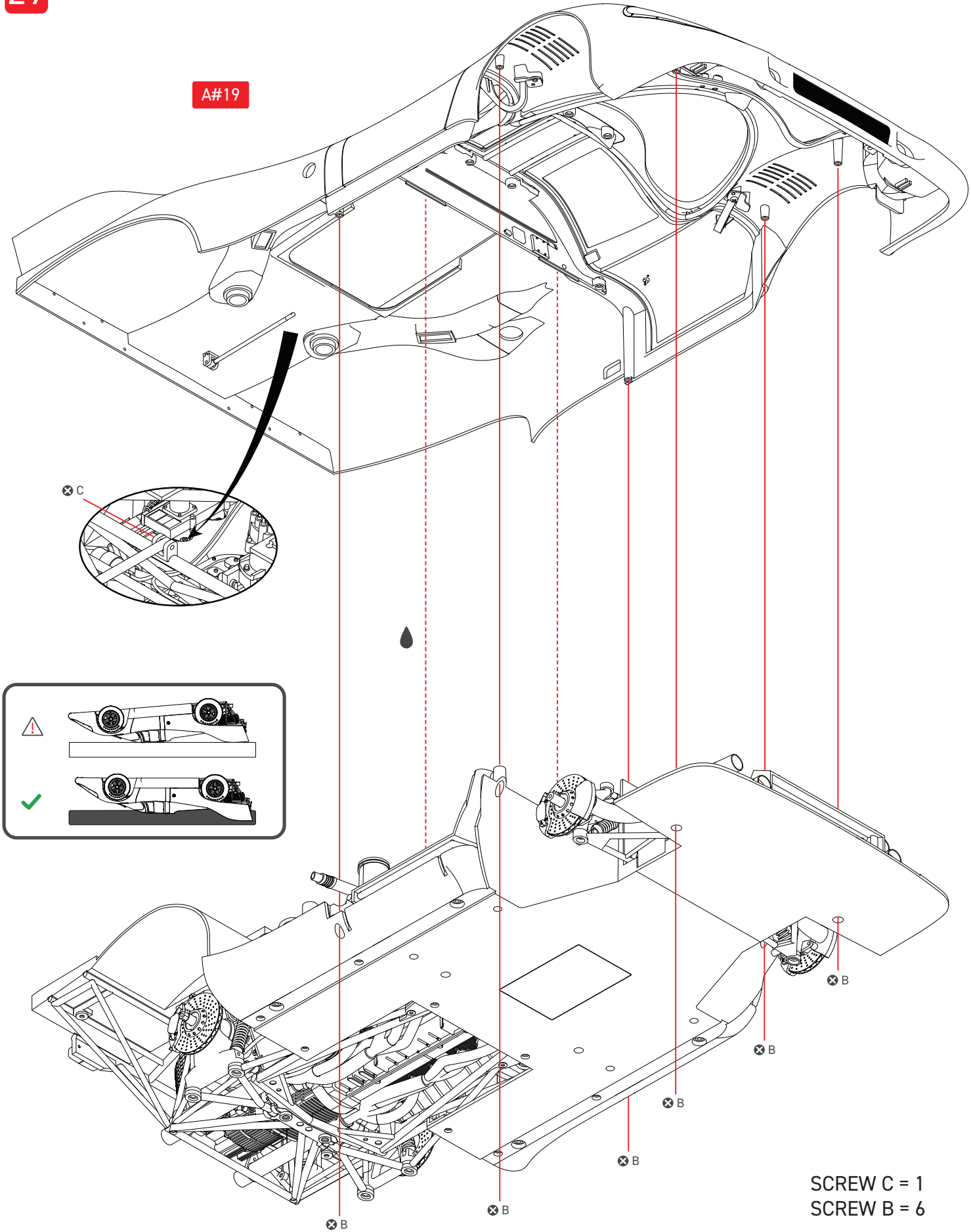




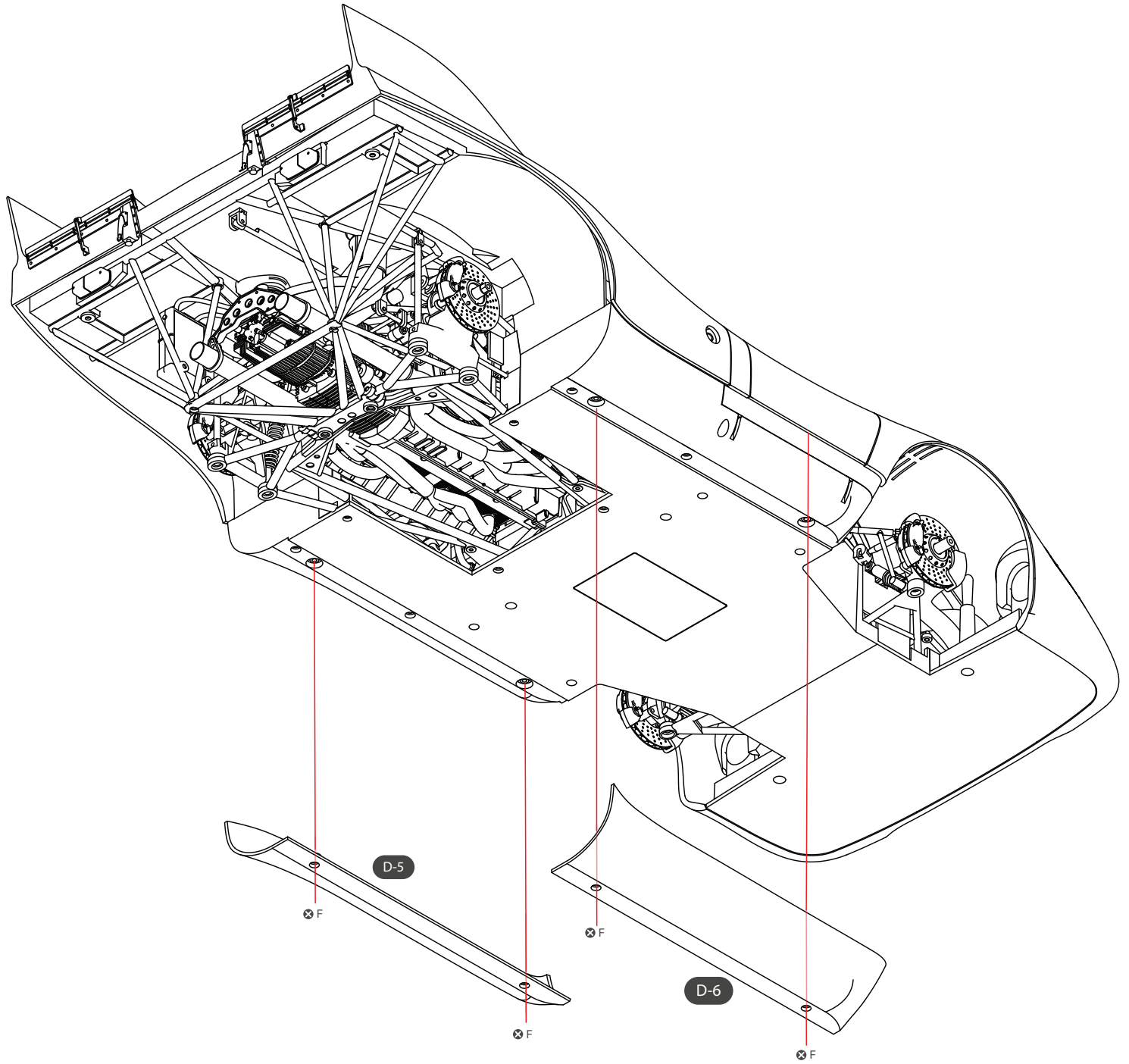
A#19

29

A#19

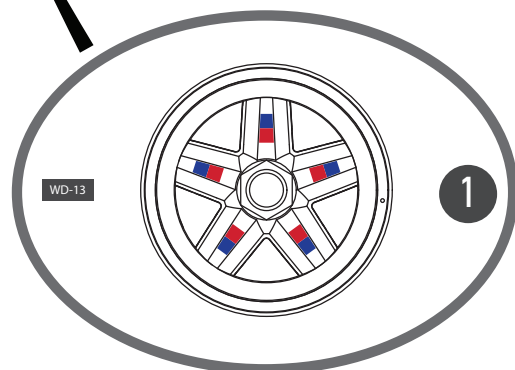
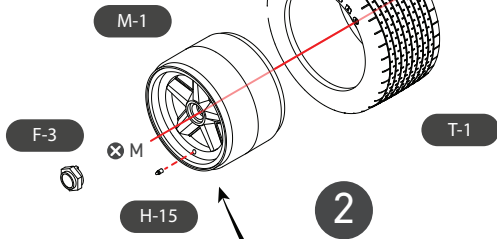
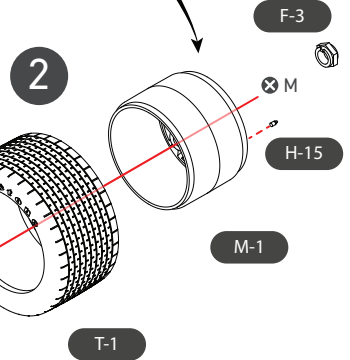
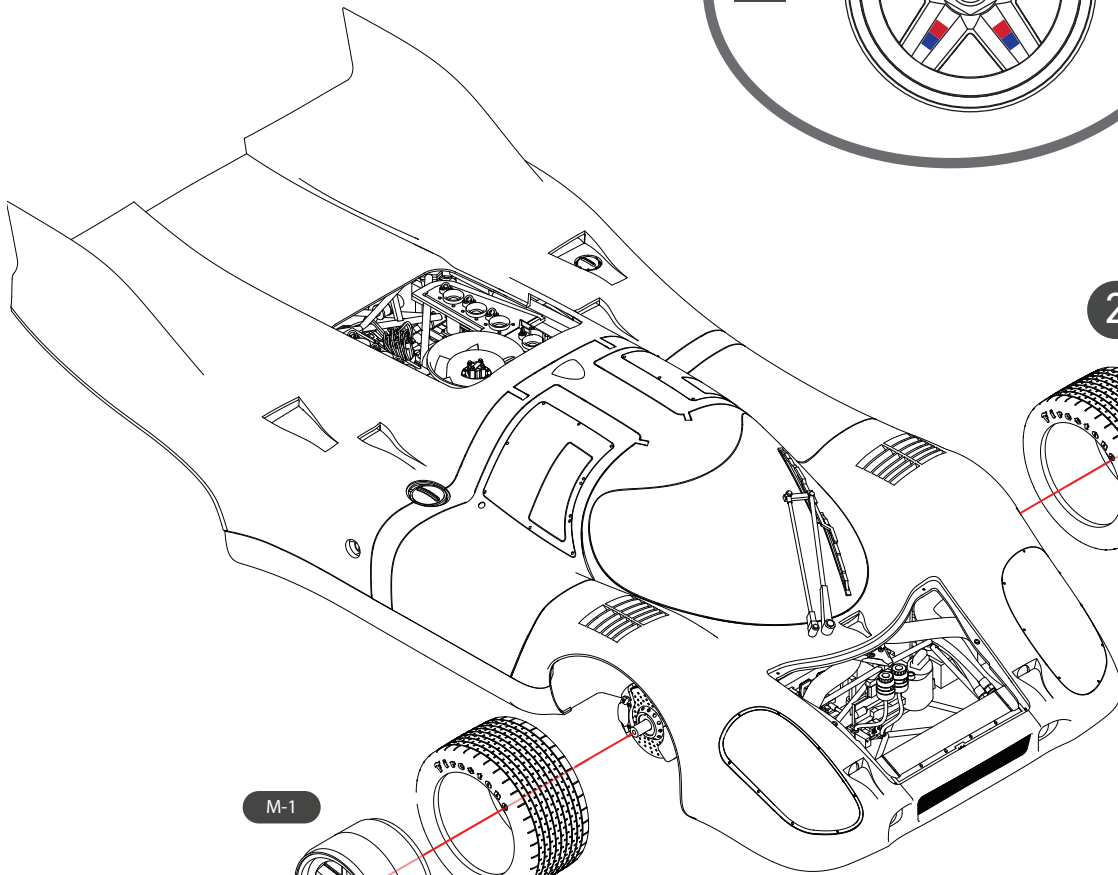
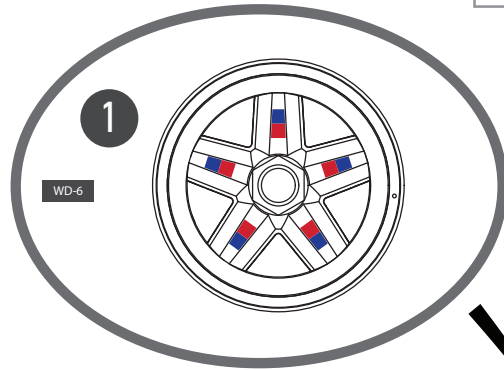
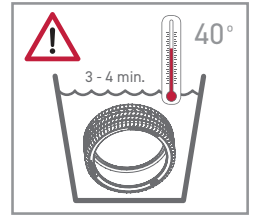


SCREW C = 1
SCREW B = 6



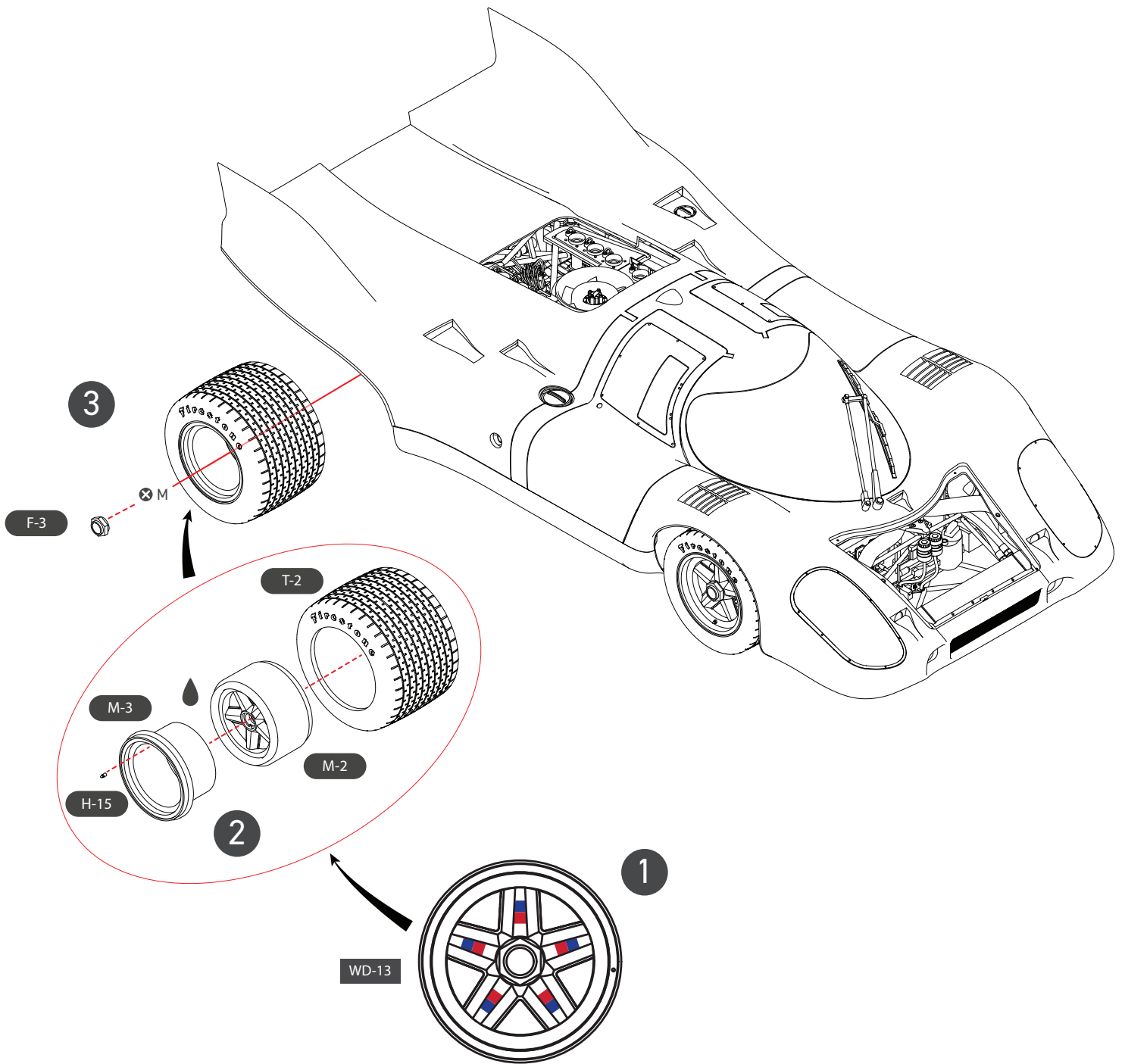
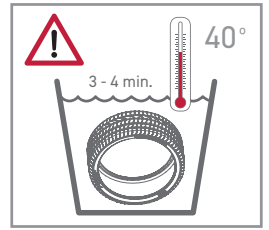
SCREW F = 4

30

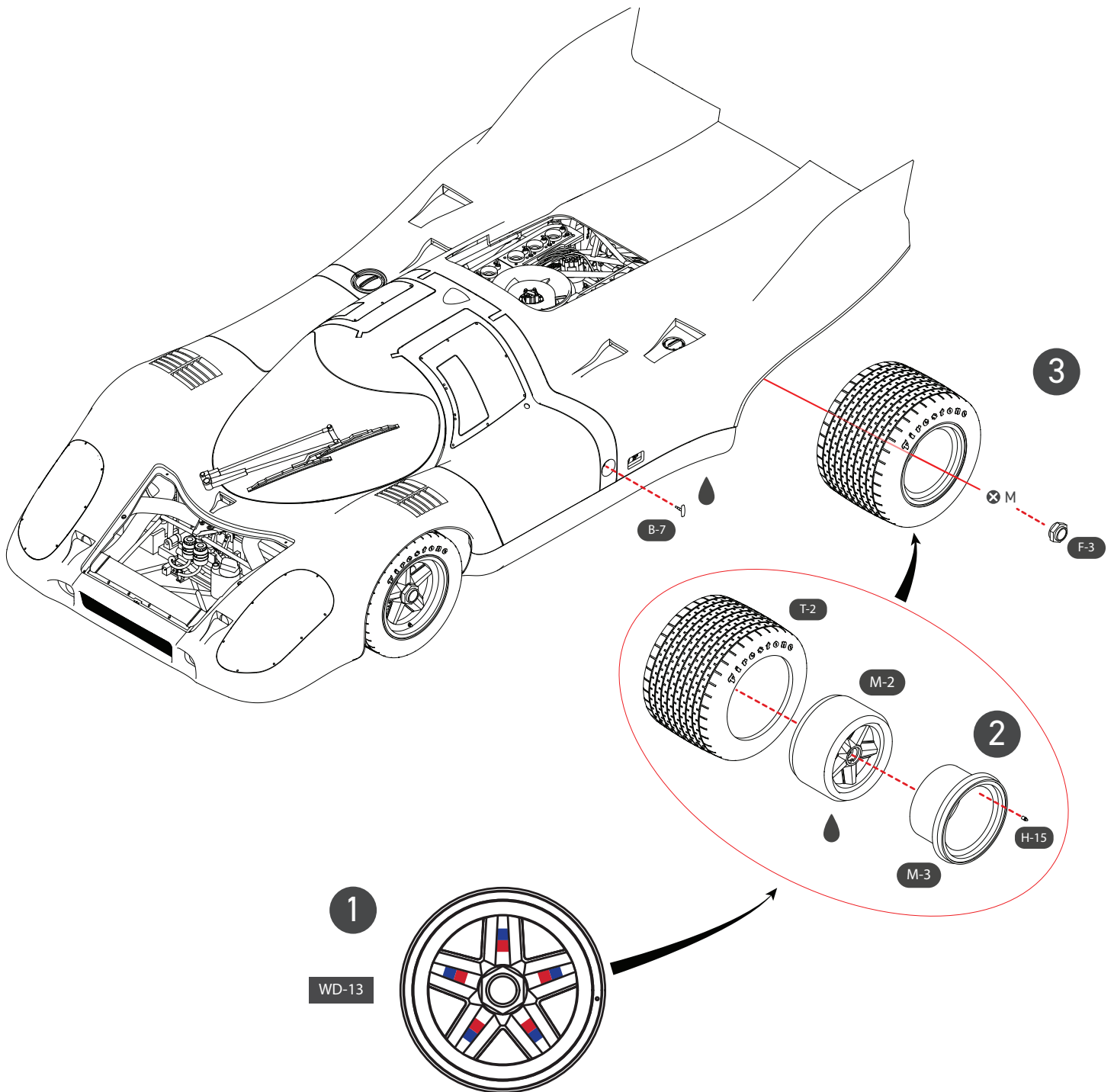


SCREW M = 2

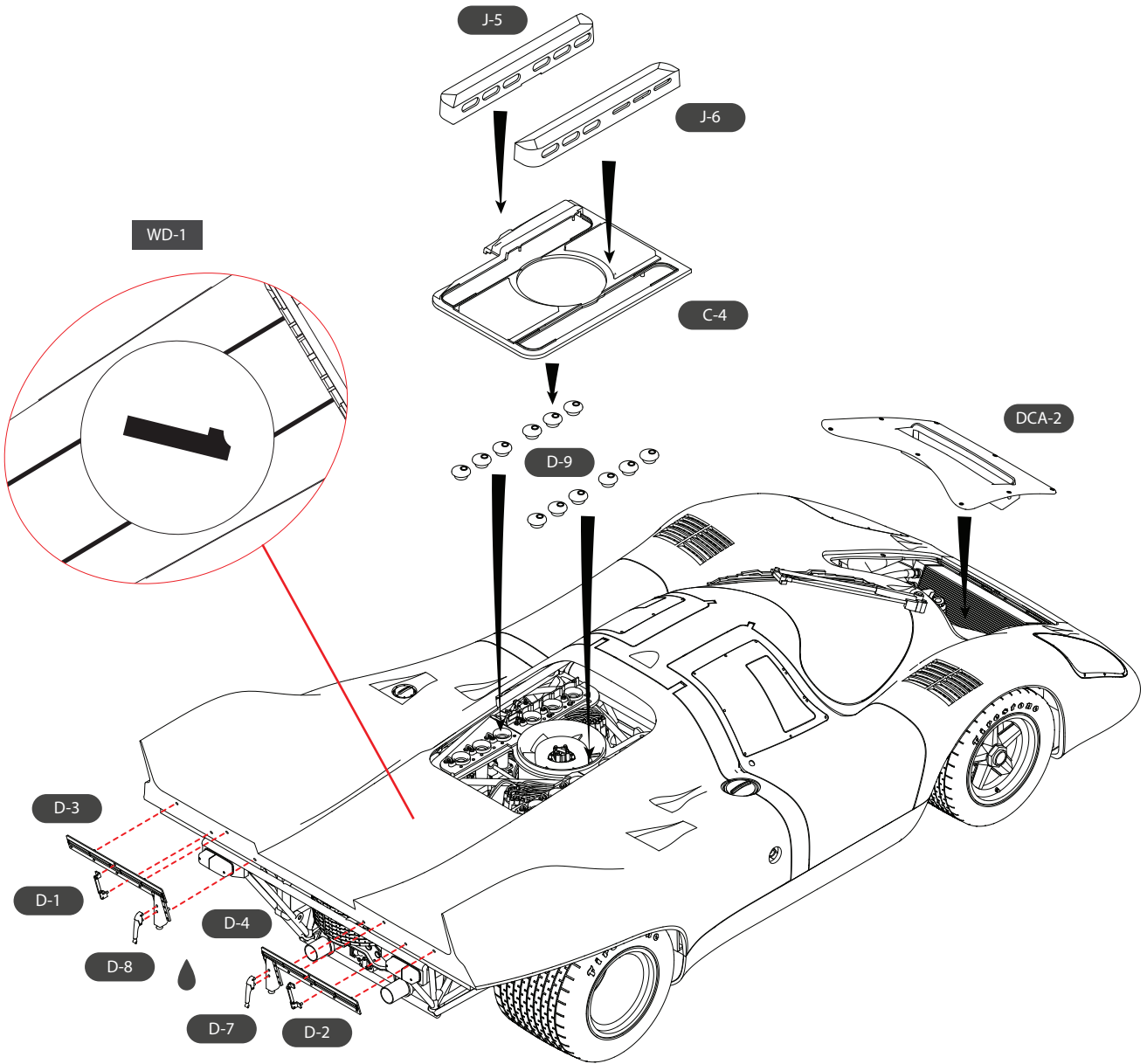
31



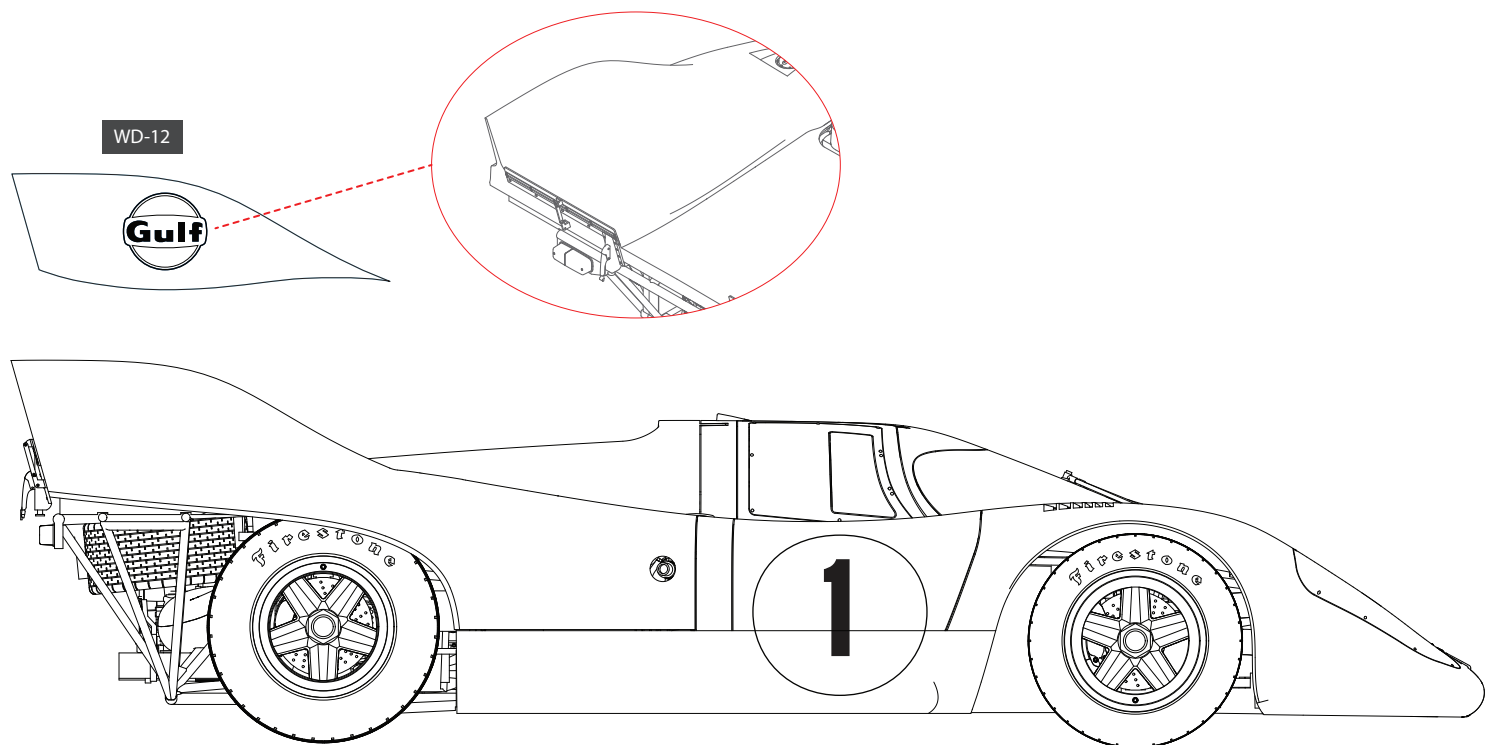
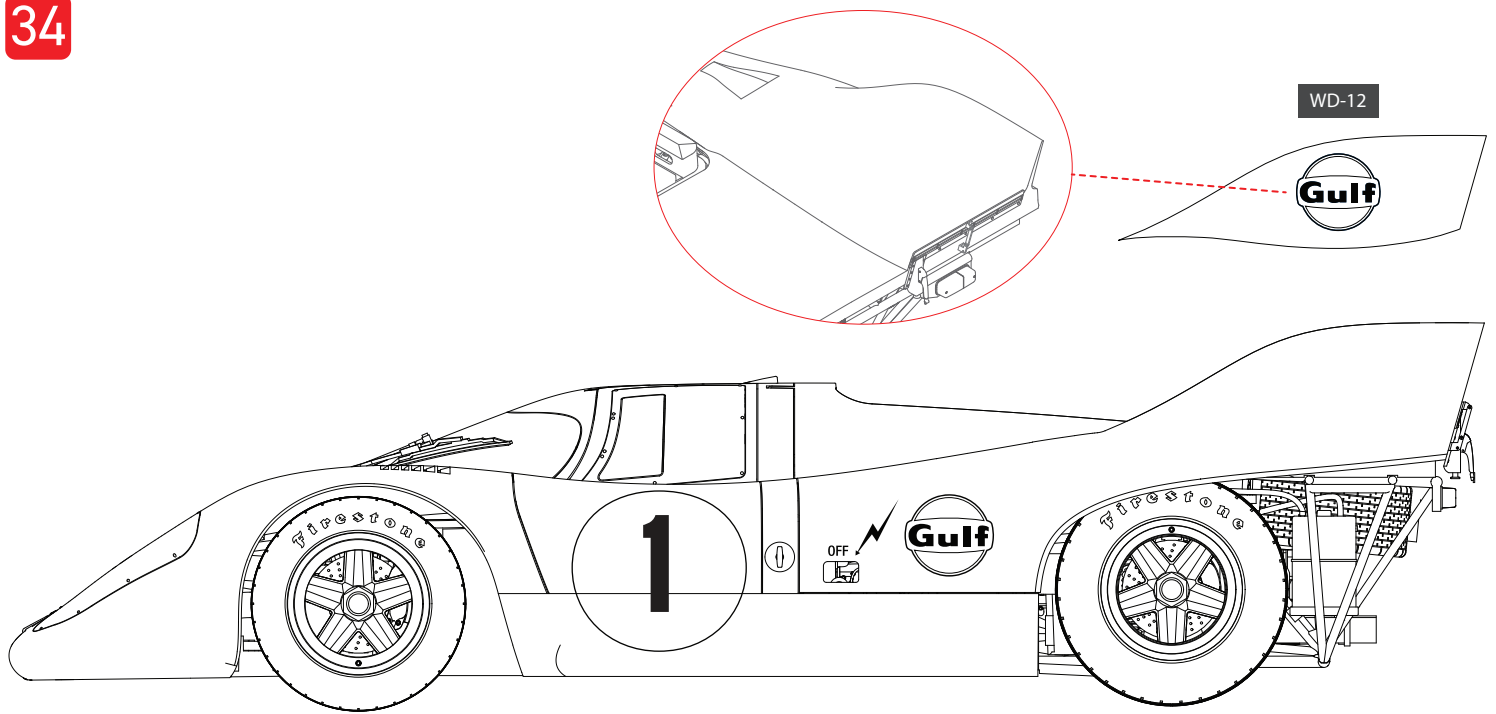
SCREW M = 1

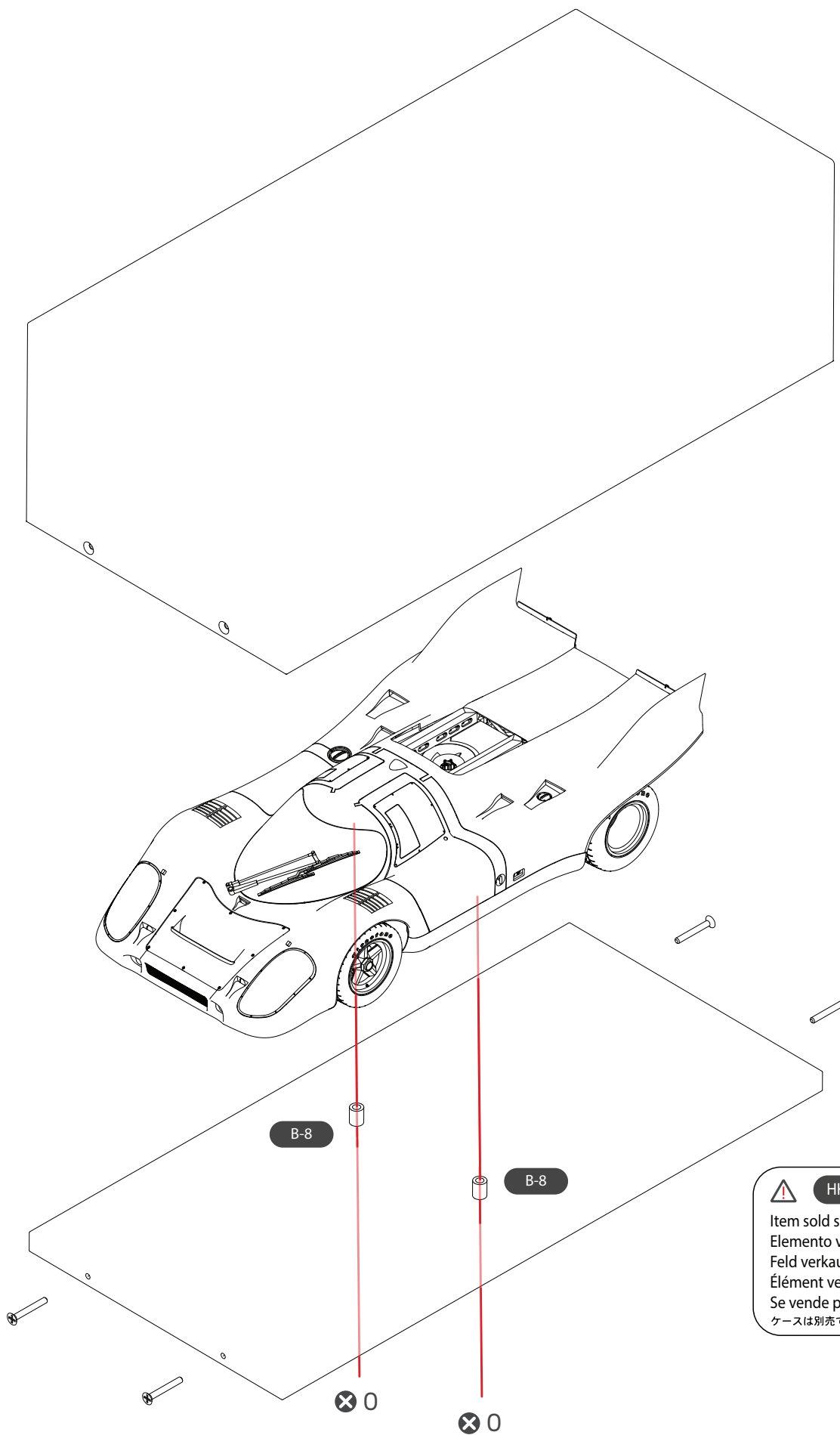


SCREW M = 1



34





NOTES



Pocher[®]
1:8 Model Kits



Hornby Hobbies Ltd, Enterprise Road, Westwood Industrial Estate,
Margate, Kent CT9 4JX, UK. customerservices.uk@hornby.com
+44 (0)1843 233525

www.pocher.com



Porsche, the Porsche shield and the distinctive design of Porsche cars are trademarks and trade dress of Porsche AG. Permissions granted.



The Gulf name and logo is a trademark/intellectual property right owned by and licensed from the Gulf Oil International Group and Gulf Oil LLC. The Gulf racing livery is a trademark /intellectual property right owned by and licensed from the Gulf Oil International Group.

TOTAL is the owner of the Gulf Marks in Spain and Portugal.