

# Porsche 935 2.0 „Baby“

Parallel to pursuing its successful endurance racing campaign with the 935, Porsche takes on the challenge of sprint races in 1977. For the highly competitive and popular German DRM Championship, Weissach develops the 935 “Baby” in just three months. Again, Porsche relies on turbo technology. The Porsche motor for the small DRM class has a capacity of just 1,425 cc. The minimum weight permitted in this class is 735 kilograms – 235 kilos less than the World Championship-winning 935/77. Still, the engineers at Weissach manage to undercut even this margin by 25 kilograms: the steel underbody is replaced by an aluminium frame, the entire front end as well as the plastic body are built around an aluminium space frame. Only by placing lead ballast in the frame does “Baby” reach the allowed weight. Project leader Norbert Singer later recalls how his mechanics jokingly suggested drilling holes in the rev counter needle as a weight-saving measure. Porsche chooses the two most popular national races as a stage for the new sprinter. After sweltering cockpit temperatures force the car into retirement at the Norisring, the second race turns into a resounding success. Jacky Ickx is 2.8-seconds faster in qualifying than all his rivals on the Hockenheimring and goes on to win the one-hour race with a 51-second advantage.

Model Year:	1977
Engine:	6-cyl. flat, turbo
Displacement:	1,425 cc
Power Output:	279 kW (380 hp)
Weight:	735 kg
Top Speed:	270 km/h