

## *Fact Sheet*

Make: March

Model: 85G GTP

Type: Porsche

Year: 1985

Chassis#: 06

Color: White, black and red - Silverstone Livery from 1987

History: March 85G was penned by a young Adrian Newey, who would later go on to design the championship winning Williams McLaren and Red Bull Formula One cars. It was an aluminum honeycomb monocoque chassis with ground effects Venturi tunnels and conventional wishbone suspension. The body was penned by Frenchman Max Sardou and was quite striking, earning it the nickname "lobster claw". It was the dominate sports prototype in IMSA GTP competition from 1982-1985. In 1983 Al Holbert won the IMSA title in a Porsche powered 83G. In 1984 a March 83G won the Daytona 24 hours. March won the IMSA title again in 1984 with Randy Lanier in an 84G. 11 cars were built but only 4 used Porsche engines. This car was delivered new to John Kalagian who raced it in the IMSA GTP series in 1985 where it finished 5th at Road America, 6th at Laguna Seca, 7th at Watkins Glen and 7th at the Daytona Finale. It then sold to Richard Cleare of the United Kingdom who raced it in 1986 at Silverstone Brands Hatch, Spa, Nurburgring and to a 1st in class, 14th overall at the Le Mans 24 hour.

Condition: The car was completely and professionally rebuilt by J and L fabrications near Seattle Washington in 2008. Every possible component was rebuilt from the tub up. The engine 962 #125 was completely rebuilt by Porsche specialist Jerry Woods, also the Motoronics, the Turbo, Waste gate and the transmission 962 #109. A comprehensive list of the restoration with receipts and photos is available. This car is very low time having raced only in the 2009 Monterey Historic.

Comments: The March 85G was a winning design in the 1980's and it is an excellent choice today to race in the IMSA GTP or Group C competition at a fraction of the price of a 962.

Spares: A large list including wheels, Le Mans tail, windshield, sidepods, Turbo, new uprights, CV joints, axles and more

# March '85 G # 06

March '85G # 06 was assembled at the March factory in late 1984 or early 1985. It was delivered to John Kalagian in the spring of 1985. The race history of March '85G # 06 is shown in an addition document. March '86 G #06 is one of four (4) March GTP cars to run the Porsche engine. At this time only three (3) exist. The sister car, March '85G # 05 also equipped with Porsche power plant was destroyed in a racing accident circa 1986.

John Kalagian raced the car in the IMSA series in the 1985 season. The car was then sold to Richard Cleare in the UK. Richard Cleare ran '85G #06 in Europe in the 1986 + 1987 season endurance races with a class win and 14<sup>th</sup> overall at the 1986 Le Mans 24 hour. Both John Kalagian and Richard Cleare were "privateers" meaning they did not have significant corporate sponsorship. Considering the "privateer" status of both Kalagian and Cleare, the car was successful with many top 10 finishes in IMSA as well as Europe. Having run both IMSA and in Europe is a rare combination of racing history.

Richard Cleare owned the car until 2004 when it was sold to Peter Schleifer. Peter Schleifer owned '85 G #06 until 2007 when I purchased the car. The car has clear ownership documentation as well as significant documentation from the era. In addition, many pictures exist verifying the history of the car. March '85 G #06 is also mentioned frequently in "Time and two seats" written by Janos Wimpfen.

March '85 G #06 has received a complete "bare tub" up restoration.

The tub was 100% striped, soda blasted and polished. Every possible nut, bolt, washer , fastner and fitting was removed and replaced.

As the attached photos show, all the "hard" suspension parts have been "Cad-plated, anodized or restored to their original finish. A four (4) Bilstein shocks have been rebuilt. A four (4) coilover springs tested.

Every drop link, wheel bearing, tie rod end, suspension bearing have been replaced as needed.

The pedal assembly was rebuilt.

AP brake calipers were rebuilt and new master cylinders installed. Any plumbing related to the brake system was replaced.

150 + parts were sent for crack check and or X-ray.

All AN lines were pressure tested and replaced as needed.

The entire electrical system has been replaced with Aviation grade/ Mil spec. wire. The entire tub has been rewired. All gauges were sent out to be tested and restored. All the switches, connectors, fuses and electrical components were inspected, tested and replaced as necessary.

The Oil cooler, Transmission cooler, Fuel cooler and Intercooler have been tested and cleaned.

New fuel cells with foam and fuel pumps (5) have been installed.

New AFFF fire bottle and plumbing installed.

The engine; 962 #125, type 962/70 (I believe this to be the 1986 Le Mans motor) has been completely redone by Jerry Woods. New Carrillo connecting rods, all main + rod bearings ,factory piston rings etc. The Motronic 1.2 box has been tested. All associated plumbing (fittings, injectors, filters etc.) and engine wiring tested and replaced as needed. (Cap, rotor, coil etc). The motor has only dyno and Monterey Historics time. Approximately 6 hours. This is an Air/ Air single turbo, single plug, flat fan motor very similar to the 935/77 motors. A fresh turbo has been installed + waste gates overhauled.

The Transmission; 956/962 #109 has been completely overhauled. Any syncros, sliders, bearings etc were replaced as needed. The titanium spool has been replaced with a factory limited slip unit. New axles and CV joints have been installed. The transmission cases and bell housing have been restored to factory finish. New Sachs clutch, pressure plate and release bearing have been installed. These are correct period parts, not newly manufactured replacement parts. This is significant due to frequent pressure plate failures in parts made circa 2005.

The body panels are in 1987 Silverstone paint. We chose not to paint the body panels to preserve the patina. Currently the rear "short tail" deck lid is installed. The long "Le Mans" tail is included with the spares package.

The spares package includes;

New uprights for all corners,

Le Mans long tail and additional pair of side pods.

Additional sets of BBS wheels. I need to verify exact number. I believe 3 complete sets (12) plus wheels on car.

Additional exhaust headers, Le Mans tail pipe, fresh turbo and collector pipes. No waste gates.

Additional windshield from Richard Cleare era.

Titanium spool, axles and CV joints.

Any appropriate small bits, pieces and parts belonging to the car are included. All documentation + paperwork related are also included