



# Racing & Recipes

The Racing Cookbook  
by Jürgen Barth and Rüdiger Mayer

rmp<sup>RM</sup>

EDITION PORSCHE MUSEUM

# This book is dedicated to your ideal line



Preparation, race, victory. These three key points are as important in the kitchen as they are on the racetrack. Good preparation with the right ingredients, perfectly cooked recipes and a delicious meal are important for culinary success and for racing.

During my long career as an engineer and racing driver on many different racetracks around the world, it was and still is important to get the best out of everything: there is a great deal to discover in motorsport – and in life. In parallel with my racing achievements, I've also managed some culinary victories.

Things don't always go to plan in racing and rallying, and to get to the flag you sometimes have to improvise. With my recipes from all corners of the globe, you can cross your culinary finish line. Climb into one of the fascinating race cars and follow me to 24 racetracks and 24 recipes from around the world. Culinary trophies are already in the pot!

Have a great drive and "guten Appetit!"

 The number of steering wheels at the top of the list of ingredients indicates how many the recipe is intended for.





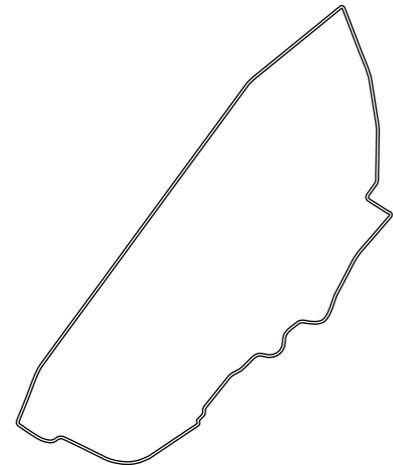
# 24 Hours of Le Mans

**Connect Four!** In the #4 car, drivers Jürgen Barth and Hurley Haywood tackle the 24 Hours of Le Mans. With Jacky Ickx, they clinch the fourth overall victory for Porsche: 4 + 4 = 1<sup>st</sup> place!

# 936|77

## Crystal-clear victory

8.6 kilograms of finest crystal. A glass trophy for Jürgen Barth, the winner of the Le Mans 24-hour race in 1977.



One of the world's most famous races has been contested on a country road in France every year since 1923. Over 24 hours, competitors lap the 13.629-kilometre racetrack more than 360 times.



# 24 hours ...

The year 1977, the 45<sup>th</sup> running of the Le Mans 24-hour race in France. One of the greatest and arguably the most famous endurance race in the world. Twice around the clock, racing drivers throw themselves into the challenge, torturing their race cars

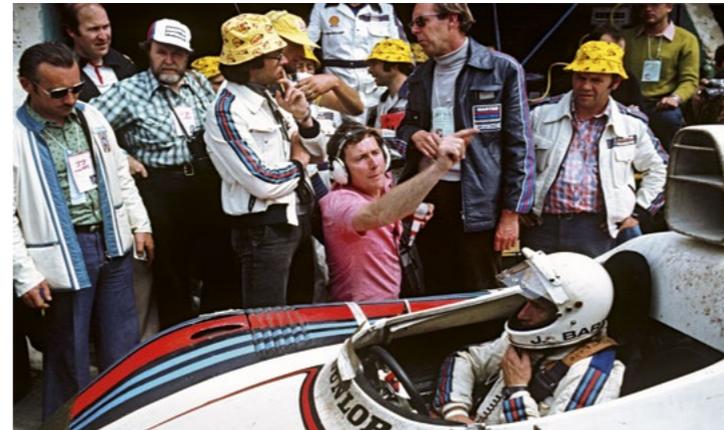


Jacky Ickx, Jürgen Barth and Hurley Haywood celebrate their victory at the 24 Hours of Le Mans in 1977.

through a day and a night on a circuit with long, fast straights, tricky chicanes and tight corners, to hopefully reach the finish line unscathed; exhausted as they drive into the night, and revived when the first light of day shines through the tiny visors of their helmets. To win here you need to be physically and mentally fit – and you must be completely *au fait* with the workings of your car. Without a slick team and alert mechanics supporting you in the pits, you're lost.

The 1977 race takes off with a roar. The factory-run Renault immediately snatches the lead. Porsche is strongly represented with an impressive 25 entries, but only the two Porsche 936|77 and the Porsche 935 racers have any hope of winning. Manning the #4 Porsche 936|77 are Jürgen Barth and Hurley Haywood. Racing drivers Jacky Ickx and Henri Pescarolo share the cockpit of the sister Porsche 936 (#3). A technical fault throws Ickx's car out of contention in the early evening. The Porsche works team now concentrates on the second Porsche 936|77, but that car, too, is battling with technical gremlins, which relegate the #4 contender to the very back of the pack. The squad mobilises. These guys

are very familiar with the complicated technical regulations. After the retirement of the #3 car, its driver Jacky Ickx joins Jürgen Barth and Hurley Haywood in the #4 racer. Ickx puts in an inspired performance, especially during the night. The car ploughs its way



Important tactical details need to be discussed before Jürgen Barth heads into the last two laps to bring home overall victory.

through the field in pursuit of the leading Renault, and finally takes the lead of the 24-hour race. Lap after lap, the #4 crew gradually pulls away from the field. With an hour left to the flag, the vehicle pulls into the pits with another problem. The pit crew leaps into action, analysing and repairing. A piston has burned



Jürgen Barth at the wheel of the Porsche 936|77 on the way to Le Mans victory.

# and not a second more!

through. But they still have to turn two laps to the finish and the responsibility falls to the last driver. The most technically adept member of the team is Jürgen Barth. Everything depends on him to get the job done and bring home the trophy. Running on just five cylinders and with a smoking engine, he turns the last lap precisely in accordance with the regulations (the driving time must be no more than three qualifying lap times) and crosses the finish line in first place after 4,671.630 kilometres and 24 hours. In keeping with the starting number 4, this marks the fourth overall victory for Porsche at Le Mans.



Le Mans winners immortalised: Their footprints and handprints are cast in bronze at Le Mans.



Swapping drivers: Jürgen Barth hands the car to his "new" teammate, Jacky Ickx.

# Salmon with Apple and Garlic Baked in Foil

Technical components  
for 🚗🚗 drivers

For the salmon:

2 salmon fillets, skin removed  
(approx. 150 g)

Salt, pepper

1 pinch of ground ginger

1 cooking apple (approx. 150 g)

2 cloves of garlic

3 tbsp of French olive oil

1 tbsp of lemon juice

1 tbsp of Herbes de

Provence

1/4 tsp of fennel seeds

In addition:

1 sheet of aluminium foil  
(approx. 25 x 25 cm)

6 basil leaves



Start:

- 1 Wash the salmon fillets quickly with cold water, pat dry with kitchen roll and season with salt, pepper and ginger. Preheat the oven to 180°C.
- 2 Wash the apple, rub dry and remove the core. Cut the apple crossways into roughly 1 cm thick slices. Peel garlic and slice thinly.
- 3 Bend the edges of the aluminium foil upwards to form a sort of dish. Lay the aluminium foil on a baking tray and brush with 1 tablespoon of olive oil. Spread out the slices of apple and garlic, drizzle with lemon juice and season lightly with salt and pepper.
- 4 Lay the seasoned salmon fillets on top. Sprinkle the herbs and fennel seeds over the fish and then drizzle with the remaining olive oil.
- 5 Close the aluminium foil to form a parcel and cook the salmon in the preheated oven for 15–18 minutes.
- 6 Take the fish parcel out of the oven and open it. Garnish the salmon fillets with basil leaves, arrange on plates and serve.

Goes well with red Camargue rice.





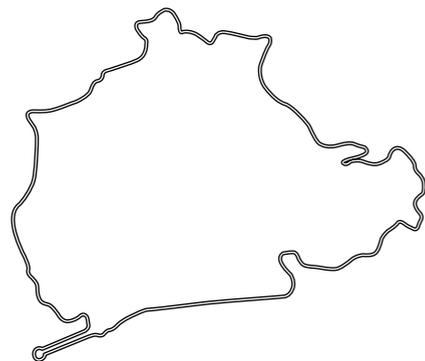
# 1000 km Nürburgring

**Runs like clockwork!** The Porsche 908 was one of the most successful race cars of the 1970s. From 1968 to the early 1980s, the 908 racers competed on the world stage.

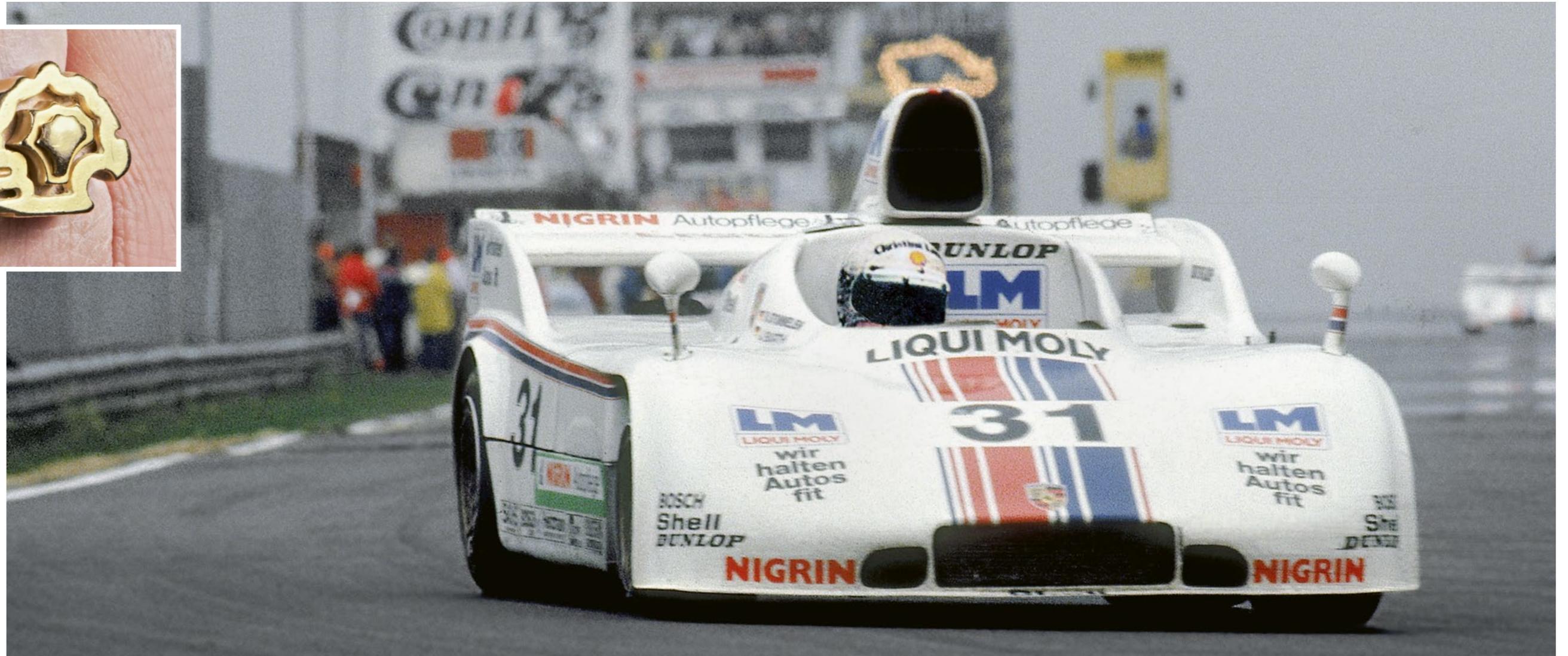
# 908|03 Turbo

## The Nürburgring Ring

This ring is forever. Jürgen Barth wears the last ring awarded for victory there on his right ring finger.



The tradition-steeped racetrack in Germany's Eifel region was opened in 1927. The former mountain, race and test track retained its original layout until 1982. The legendary Nordschleife alone is 20.832 kilometres long.



# Pure nature

The Nürburgring, in the hilly Eifel region of Germany, is an unparalleled racetrack surrounded by wild and rugged nature. The region and the racetrack have something primal: 20 kilometres of hills and dales, through forests and meadows.

A 1,000-kilometre race is something special at the best of times, but even more so with a Porsche 908|03 Turbo prototype. This Porsche tips the scales at just 650 kilograms and produces around 650hp with plenty of boost from a 2.15cc capacity.

The circuit around the Nürburg castle has its quirks. Drivers need to take special care in the many passages where the car can become airborne. That means, brake carefully or briefly take your foot off



Politically and sportingly correct. State Premier Hans Jochen Vogel (r.) awards Jürgen Barth and Rolf Stommelen on the podium.

the accelerator to prevent air getting under the car and causing liftoff. The name of the game for the long races is to be well energised: whether you get your power from the nature around the 'Ring or from a juicy piece of steak from cattle farmed in the immediate vicinity of the racetrack. Take the 26<sup>th</sup> ADAC 1,000-kilometre race of 1980 as an example, which turned out to be a test of strength for everyone who competed. Rolf Stommelen, the racing



Reinhold Joest (l.) stands beside his 908|03 Turbo with the racing driver Jürgen Barth.

ace from Siegerland, and Jürgen Barth were clearly the strongest. At the wheel of the Porsche 908|03 Turbo, prepared and fielded by the Joest team, the pair won the race after completing 1,004.74 kilometres. As the winner, Jürgen Barth received one of the coveted and rare gold Nürburg rings, an honour first awarded to the racing legend Rudolf Caracciolo in 1927. Barth was the last racing driver to receive this ring in the shape of the racetrack.



Hands up. Jürgen Barth briefly raises his arm. To avoid becoming airborne over a crest, he briefly lifts his foot from the throttle pedal.

# Cooking levels | Raw nature

Deceleration in motor racing is a science in itself. The same is true for cooking a good piece of steak to perfection. Both need to be learned. While brake discs become hotter and hotter as a result of high-speed braking manoeuvres, meat cooks through quicker at higher temperatures and loses some of

its natural red colouring. To decelerate optimally, the brakes have to be kept at a certain temperature; with a steak it's important to take it out of the refrigerator in time for it to reach room temperature before cooking.



0 °C

With a "raw" brake disc, the braking force occurs with a slight delay. Only by applying light brake pressure does the performance improve.

47 °C

When the inside temperature reaches 45–47 °C, the meat is bloody and the juices are dark red.

Raw, blue, very bloody



200 °C

At 150° to 200°C, normal brake discs work well. The deceleration values differ greatly in the construction of a brake disc.

52 °C

When the inside temperature reaches 50–52 °C, the meat is red in the centre and the juices are red.

Medium rare, bloody



500 °C

Between 350° and 500°C is the ideal operating range for racing brake discs. On a racetrack, this value is quite "normal".

58 °C

When the inside temperature reaches 58 °C, the meat has a pink tinge in the centre and the juices are pink.

Medium, à point



800 °C

Maximum braking action at 800° to 1000°C. From this point, the material comes under extreme stresses and results in maximum wear.

85 °C

When the inside temperature reaches 70–85°C, the meat is cooked through and the juices run clear.

Well done



# Eifel Beef Striploin with Wild Herb and Wild Garlic Mustard Sauce

Technical components  
for 🚗🚗 drivers

For the steak:

1 beef steak (approx. 400 g  
and 3 cm thick),  
e.g. Eifel beef striploin  
Salt, pepper  
1 tbsp of rapeseed oil

For the sauce:

2 hard-boiled eggs (size M)  
1 shallot (approx. 30 g)  
1 tbsp of mild white wine  
vinegar  
30 g of wild herb and wild  
garlic mustard  
Salt, pepper  
1 tbsp of olive oil

In addition:

Chives



Start

- 1 Take the steak out of the fridge at least one hour before grilling, pat dry and allow to reach room temperature.
- 2 For the sauce, shell and chop up the boiled eggs. Peel and finely dice the shallot. Mix vinegar, mustard, salt, pepper and oil together in a bowl. Mix in the shallot and the chopped eggs and season the sauce with salt and pepper.
- 3 Season the steak with salt and brush all over with oil.
- 4 Heat a grill, griddle or grill pan to around 200°C. Grill the steak for 1 minute 20 seconds, then turn it over and grill the other side for 1 minute 20 seconds. Turning again, grill both sides for a total of 4 minutes, until the centre has reached a temperature of 54°C. Remove the steak from the grill and leave to rest briefly before cutting.
- 5 Season the steak with pepper, cut it in strips, arrange on plates with the wild herb and wild garlic mustard sauce and serve garnished with chives.

Tastes really nice with grilled cherry tomatoes.

