

**EXHIBITOR PRODUCTS**

**Allengra sensor and Italtechnica V6**

Germany-based **Allengra**, renowned for its fluid flow measurement technologies used across oil and gas and food and drink markets around the world, recently homologated a high precision ultrasonic fuel flow sensor for FIA motorsport championships.

The sensor features dual ultrasonic channels, making it suitable for many types of fuelling applications where high-speed dosing is required and accuracy paramount.

It can handle a flow range between 0.3 and 240 litres per hour with a fuel flow accuracy of +/-0.5 per cent of measured value, and can operate anywhere between zero and 110degC with a precision temperature measurement of +/-0.15degC.

Its power supply is the same as other fuel flow meters in the motorsport marketplace – between 5.5 and 24V DC – it operates at a nominal pressure of 10bar and can be fitted using a regular -6AN connector.

**Italtechnica**, the Italian technical experts with 35 years' experience in racing and high-performance powertrain development, revealed a new, top class, 3.0-litre, 90-degree V6 engine. The motor features patented passive pre-chamber ignition, weighs less than 200kg and delivers 850Nm of torque and 750cv (approx. 740bhp). It is boosted by two turbochargers working sequentially to reduce turbo lag. At low rpm all exhaust gases are forced into one turbocharger and then at higher rpm the two are engaged in parallel.

Ancillary components are all integrated to ensure a ready-to-assemble system that does not require any hardware or software modifications. It's compact size, low weight and high performance make it ideal for racecar applications.

**Porsche 962 – the works**

*Ultimate Works Porsche 962. The Definitive History* is the second set of books detailing the history of one of Porsche's most extraordinary cars, the 956 / 962.

Written by *Racecar Engineering* contributor, Serge Vanboockryck, the books continue the theme set by the first edition on the factory 956s, with all the chassis history, driver history and race details of a car that dominated the endurance racing scene for a decade.

The Porsche 962 was the updated version of the 956, introduced after the death of Formula 1 driver, Stefan Bellof, who was killed after a high-speed front-end impact at Spa. The 962 was safer, and came about following lengthy negotiations between Porsche and the International Motorsport Association (IMSA) on how to adapt the model for the American Camel GT Championship.

The negotiations are detailed in the book, as is the development process of the car as it morphed from 956 to 962, before the volume goes into the details, race-by-race, of the specification for each car.

It's an exhaustive body of work, one that has taken Vanboockryck most of his life to compile, and it is certain there will never be a more comprehensive book on these cars.

Porsche raced the car as a factory team from 1984 to 1988 in the FIA World Endurance Championship, at Le Mans, in the ADAC Supercup, in which Hans Stuck debuted the manufacturers' PDK gearshift system, and, of course, IMSA. That is all well known, but what makes this book stand out above all others is the previously unseen technical developments that were tried and tested between the races.

The lines between factory and privateer became blurred after Le Mans in 1988, when Reinhold Joest was tasked with running a car in the world championship, with Porsche support. Joest promptly beat the factory Mercedes at Dijon in 1989, scoring the last world championship win for the model.

These books detail the full range of the 962, from the factory years run by Peter Falk and Norbert Singer, through the Joest years and right up to Jochen Dauer's efforts in 1994, when the regulations required road homologation to compete in the 24 Hours of Le Mans. The 962 was indeed adapted for highway use at that point, and was then converted back to a racecar for the 1994 race, which it won.

In the third volume, the people behind the programme receive just recognition. It is not only the drivers, teams and development engineers who are profiled though, Vanboockryck also lists the cars' past and present owners.

The book comes as a Limited Edition, Collector's Edition and Owner's Edition and is not cheap. At £850 for the entry-level Limited Edition, you have to be a particular fan of the car to invest in this product, the second of three that are planned. The book comes in three hardback volumes, all held within a covered slipcase, and comprises 1400 pages with 1800 images.

This is a rare book in the publishing world – it is hard to imagine anyone having such passion for a single model of car in endurance racing history – but, if you feel the same way about the Porsche 956 / 962 then it's a powerful body of work. A word of warning though: should your love of the model extend to investing in this edition, you might want to start saving now for the final instalment.

Limited Edition ISBN 978-1-907085-92-5 ..... £850  
 Collector's Edition ISBN 978-1-913089-31-3 ..... £1750  
 Owner's Edition ISBN 978-1-913089-64-1 ..... £3000

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