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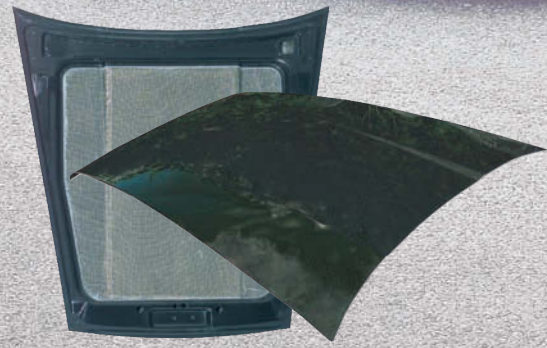


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We've all been so caught up in the 50th anniversary celebrations of the 911 this year that another major landmark in Porsche's history has almost slipped by unnoticed. Did you realise it's 40 years since Porsche showed off the 911 Turbo for the very first time?

It was at the IAA in Frankfurt that the prototype for what would become the object of fantasy for a whole generation was first shown - the photo above was taken at that very show. Having proved the success of turbocharging with its involvement in the Can-Am series, Porsche decided that time was right to make full use of this experience on the road and, in the form of the RSR Turbo, endurance events. Since then, Porsche has never looked back.

Having recently had the the opportunity to drive a four-speed

“It's 40 years since Porsche showed off the Turbo for the first time...”

911 Turbo (or 930, if you prefer), the memories of my first ever drive of one in 1977 came flooding back. The turbo lag, the lack of power steering, the feedback - the seat of the pants feeling: it's all such a far cry from today's fly-by-wire computer-aided technology, and it's all the better for it.

We (OK, I...) make no apologies for making such a big thing about the Turbo in this issue. If you haven't driven one, try to beg someone to let you get behind the wheel - only then will you fully appreciate that not every classic 911 is necessarily a 'long-hood', as our US cousins like to call the pre-'74 cars. If I could, I'd buy one in a heartbeat...

**Keith Seume**  
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[www.classicporschemag.com](http://www.classicporschemag.com)



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# NEWS & PRODUCTS

WHAT'S HAPPENING IN THE CLASSIC PORSCHE WORLD

**GOT SOMETHING NEW? SEND DETAILS TO CLASSICPORSCHE@CHPLTD.COM**

## CLASSIC MAKE-OVER FROM SA

Just as this issue of the magazine was going to press, we received an intriguing e-mail from Gavin Rooke in South Africa, telling us of an interesting project he's involved with. More details in the next issue.

'We recently completed the redesign and build of a 1968 Porsche 912 using a range of South African master craftsmen,' says Gavin. 'The project was designed to highlight the high calibre of craftsmen we have in South Africa and falls within a broader range of projects that we undertake, where we merge contemporary designers with experienced, often older craftsmen.'

'For the Porsche 912 project, we revisited the late-1960s concept of "Privateer rally enthusiasts" who would fit simple factory-supplied racing

components to their private cars and then compete in professional rallies on weekends.

'In this vein, since we're now no longer constrained to 1960s technology, we embarked on a full rebuild of our 1968 Porsche 912, integrating old and new into a final package that merges five decades of Porsche technology. The suspension, brakes, gearbox and motor were entirely replaced with more contemporary Porsche components using a range of specialist local craftsmen, whilst the interior and exterior design specification was handled by our design team.

'We then entered the car into the annual Kalahari Speedweek in Hakskeenpan in September ([www.speedweeksa.com](http://www.speedweeksa.com)) and celebrated the entire project with a reinterpretation of mid-century racing posters, which you can view on the website.' **Log onto [www.dutchmann.co.za](http://www.dutchmann.co.za)**



## STODDARD 356 RESTORATION PARTS

Casual car enthusiasts tend to think of the inner structure of a 356 being much like its older cousin, the Volkswagen Beetle, with a lower pan structure bolted to the upper bodywork. In fact, the 356 is a much more modern and complicated monocoque unibody that's formed out of countless small sheetmetal panels which are stitched together to create the chassis and body as one unit.

Time, tide and collisions conspire to make the lower portions of any 356 a mess of rust and wrinkles, and good restorers know that the best way to fix such issues is to simply replace the bad portions with new sheetmetal. Stoddard have been gathering all the replacement inner panels for the 356, including European-sourced tunnel sections with all cable runs, their signature Galvanneal floor pans and even inner rocker panels. If you're restoring a rusted 356 – and aren't they all? – take a moment to refamiliarise yourself with all the panels they offer for this iconic Porsche.

**[www.stoddard.com](http://www.stoddard.com)**



## RS-INSPIRED TABLE



Visitors to the *Classic Porsche* magazine stand at Classics at the Castle this year may well have spotted this stylish table on display. It's one of a range of Carrera RS-inspired coffee tables made by Guards Red Design and is certainly an original concept!

The tables comprise a high-quality moulded base, available in either white or black, with a choice of red, green, blue or yellow inserts. A glass top completes the design. Priced at £1911, each table measures 1100mm (L) x 650mm (W) x 400mm (H).

**Log onto [www.guardsred-design.com](http://www.guardsred-design.com)**



## PRE-A PARADE



The 9th meeting for Porsche 356 Pre-A fanatics was held for the first time in Sweden on 6th-8th September 2013. The whole meeting was bathed in beautiful sunshine and took place in the idyllic area of Småland, just south of Jönköping, and was ably organised by Lasse Knöppel, Eric Douglas and Olle Ramm.

A total of 19 cars from 1949 to 1955 were present from several European countries, the oldest being a 1949 Gmund Coupé, along with many split-window cars, and the newest being a restored 1955 bodyshell. Participants came from Italy, Germany and Holland and the UK, as well as Sweden.

The meeting included a visit to a local unrestored manor house, lunches set in beautiful scenery, visit to a very eclectic car, toy and music museum and spirited driving along some of the area's quiet country roads.

**Look for the full report in issue #21...**

## THIRD SUCCESSIVE WIN AT SPA



In an epic drive from 19th on the starting grid, Yorkshire's EB Motorsport took its third successive win and fourth successive podium in Masters Historic Touring Car Racing at last month's Spa 6 Hours festival.

Racing in both FIA Masters Historic Sports Cars and Masters Touring Cars, EB's Mark Bates had a packed schedule before adding a drive in the Spa 6 Hours, sharing a 1965 2.0-litre 911, run by Steve Winter of JAZ Porsche.

'All qualifying happened on Friday, so session timings were tight,' says Mark. 'We had dry tyres on at the damp start of Friday's Touring Car qualifying, but then the stewards called a wet session. I did what I could on dry rubber, then raced back to the cramped Spa paddock and struggled to change tyres alone. The chequered flag waved before I could do a quick lap, and I was down in 19th.'

Starting just in front of brother James in the sister 911 3.0 RS, Bates' Porsche 911 RSR stormed off the line, powering to fourth overall

by the end of lap 1. The Light Yellow Porsche then battled the lead trio of Aston Martin, Ford and Ferrari, eventually reaching the front, and finishing almost two minutes ahead of its closest competitor.

'Running in three events while preparing our own cars was hectic,' said Bates at the end. 'A third successive win and fourth podium in a row in Masters Touring Cars makes it all worthwhile: I love this circuit and never get tired of racing here.'

Despite a six-year hiatus from racing at Spa, James Bates also enjoyed his weekend in the red EB Motorsport 1974 Carrera RSR (see inset photo), finishing an excellent sixth overall in the Touring Cars and third in class for FIA Masters. 'We race for the love of it, and nowhere offers better racing than Spa,' said James. 'Finishing sixth amongst a grid of quick drivers in a car running many of the classic 911 parts we make ourselves is doubly satisfying.'

[www.eb-motorsport.com](http://www.eb-motorsport.com)

## REPRO MIRRORS, 911R HANDLES MOBILE ADVICE

We've just got word of some new additions to the extensive range of Porsche restoration products from Southend-based Karmann Konnection. First up is the new Durant Mirror, which is correct for Porsche 356Cs and early (SWB) 911s and 912s up to 1968.

KK says it's the best and most accurate reproduction you can buy: the adjusting angle is correct (other reproductions don't have enough movement to get the correct angle) and is the perfect shape, and correct in every detail. It's also supplied with the correct base gasket. The price £60.75 + VAT (or £72.90 including VAT).

Next along are 911R plastic door handles – these are a perfect reproduction of the factory race item and are 70 per cent lighter than stock. Locks can be fitted, making them ideal for both race and road use. They're priced at £145+ VAT per pair (£174.00 inclusive).

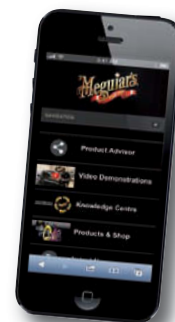
[www.karmannkonnection.com](http://www.karmannkonnection.com)



Meguiar's has launched a new mobile website, which has been designed to give car care enthusiasts hints, tips and events information on the move. The mobile website is a one-stop portal for information on Meguiar's products and gives users an in-depth knowledge of some of the tricks of the trade. The information-rich site contains videos which offer easy to follow solutions to some of the most common car care challenges, such as how to remove scratches and swirls, as well as hints and tips on how to create a showroom shine.

The mobile website can be viewed on any smart phone by visiting

[www.meguiars.co.uk](http://www.meguiars.co.uk)





# CLASSIC PORSCHE AGENTS?

Do you run a business that caters for the classic Porsche market? If so, would you like to become a stockist of *Classic Porsche* magazine?

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# CLASSIC PORSCHE BINDERS

Now that *Classic Porsche* is 20 issues old and published bi-monthly, you'll be needing a suitable means of storing those back copies. So what better than the official *Classic Porsche* binder?

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# CLASSIC PORSCHE BACK ISSUES

Every issue of *Classic Porsche* is now available as an app, but if you prefer your reading the old-fashioned way then we only have the following back copies available: 4, 6, 7, 10, 13, 14, 16, 17, 18 and 19. The price per copy, including p&p, is £5.80 (UK), £7.00 (Europe) and £8.50 (Rest of World). Call us on +44 (0)208 655 6400, or email: [chp@chpltd.com](mailto:chp@chpltd.com)

# MONTEREY AND MORE...

Despite having Corvette as the featured marque at this year's Motorsports Reunion, there was the usual strong presence of 356s, 550s and a Carrera Abarth to keep fans of the early cars happy, and all manner of 911s and prototypes for fans of the later cars, writes *Andy Prill*.

The busy race programme included a 50th anniversary 911 feature race that included Jürgen Barth driving a 911ST.

Sadly the first of the 911 races did not go quite to plan with a serious incident involving five cars that stopped the race and seriously damaged two early cars, including a rare 901.

The second encounter was much less dramatic with Erich Joiner coming out as the victor. After a small electrical fire in the first race put him to the back of the grid, for the second race Jürgen Barth showed he has lost none of his driving talent to power through to 8th place.

Making an annual pilgrimage that started with the Porsche Celebration in 1998, I made the journey again this year and raced Shamrock Racing's 1957 356 Speedster in the 1955-1962 race for GT cars, finishing 4th

and 5th overall in the two races with lap times that would have placed the car 15th in the 911 race.

Away from the track other events on the Monterey peninsula make the car week a Mecca for any enthusiast. It's difficult for even the most hardened fan not to get into car overload with the auctions and other events such as The Quail, Carmel Street Concours, Concorso Italiano and a fast

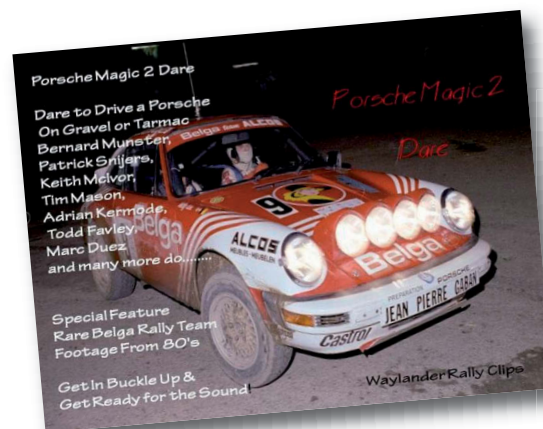


growing Legends of the Autobahn (a must for Porsche enthusiasts). All of these events take place in the run up to the Pebble Beach Concours finale.

Notable Porsche results at Pebble Beach included a class win in the Porsche Competition class for Bruce Meyers, with the Collier Collection 911R second and the UK Fica Frio Collection's Targa Florio-winning RSR (R6) third (above). **See page 28 for full story.**

# NEED A JOB?

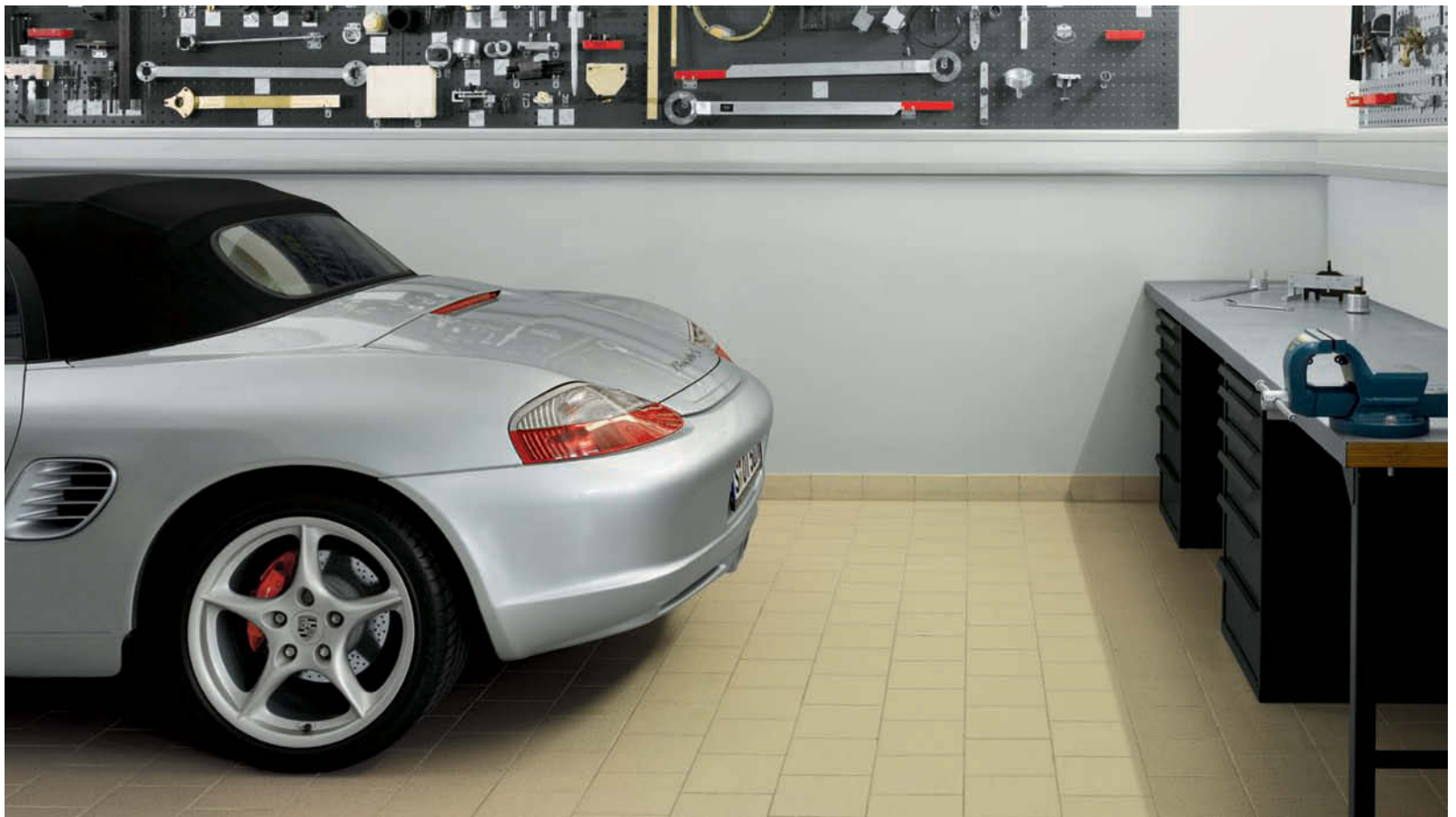
Historika are seeking an old school Porsche mechanic with plenty of experience of early 911s from SWB 2.0L through to '74 3.0. Any previous experience with rebuilds, restoration or race preparation would be an advantage. Please get in touch at [info@historika.com](mailto:info@historika.com) All enquires received in the strictest confidence. [www.historika.com](http://www.historika.com)



# RALLY DVD

It may not be the most slickly-produced video in the world, but if you love seeing Porsche 911s being driven at speed on rally stages, you'll love this DVD! Called 'Porsche Magic', it's the second such DVD from Waylander Rally Clips and can be yours for just £16 including postage to anywhere in the world. It can be bought online at [www.waylanderrallyclips.co.uk](http://www.waylanderrallyclips.co.uk)





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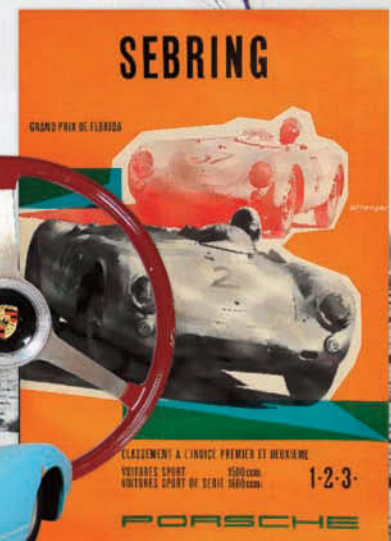
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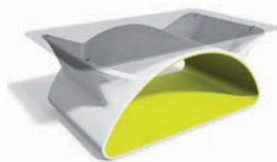
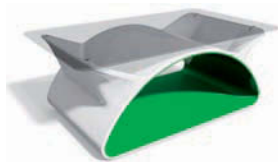
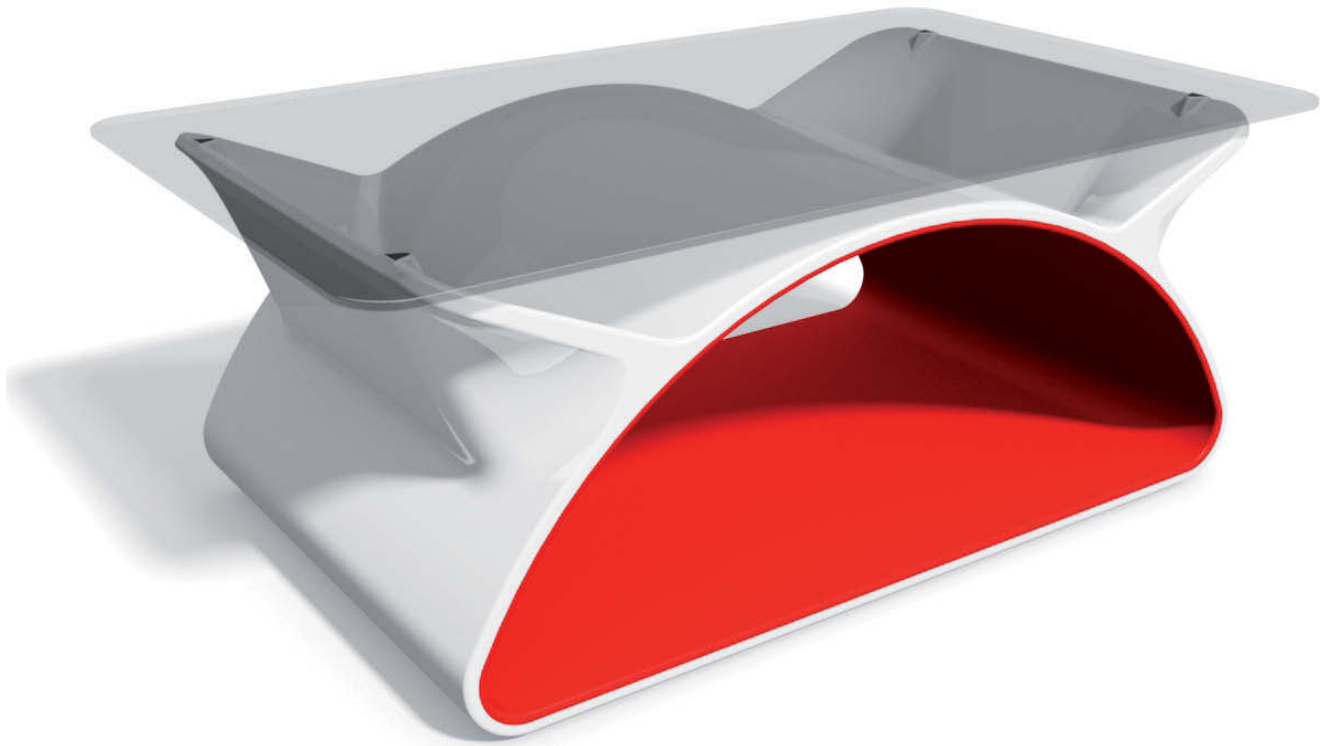
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# RENN SPOT

David Conklin joins the team at *Classic Porsche* and in the first of his regular columns extols the virtues of Porsche's g11 Turbo...



*David Conklin is a long time German car fanatic who has contributed to our sister publications, Ultra VW and g11 & Porsche World. He's owned a 1970 g11S for more than a decade and is a longtime R Gruppe member. David lives with his wife Melissa and two Jack Russells in Ohio, USA*

How of hands – who out there, while growing up, had their bedroom wall adorned with a poster of a g11 Turbo? If you were a child of the seventies or eighties, there is a very good likelihood that a set of bulging flares and a whale-tail were the last thing you saw while drifting into your nightly slumber. It was either that or Farrah Fawcett, right?

The g11 Turbo was THE CAR for at least a couple of decades. Teenage boys obsessed over them, famous athletes drove them to the clubs and many a wealthy stockbroker and doctor succeeded in tossing them backwards off the road and into any number of immovable objects. Yet, at least from where I sit, it seems like the traditional g11 Turbo began to lose its caché as the '90s came to a close.

Early narrow-bodied g11s came into vogue and if you wanted Turbo power, there were newer g11s that would scratch that itch. Lately, as the values of early g11s have been inflated beyond the reach of many enthusiasts, it seems like the g11 Turbo (or g30 as they are often referred to) has lost its cliché schoolboy appeal and is rapidly becoming a legitimately-desired investment as a classic.

I recently had the opportunity to spend the afternoon driving a client's '79 g30. For several years I have been telling friends that I wanted an early Turbo and that afternoon drive increased my desire exponentially. As I drove around, alternating between town roads and highways, I was impressed

with how modern this nearly 35-year-old car felt. It is comfortable and relatively quiet and even has a decent stereo. And, it still feels fast. Not 'nostalgia fast', but truly quick when the boost comes in.

When this car was introduced in the mid-'70s, it must have seemed like a space-ship to the average automotive enthusiast. Everything has a turbocharger nowadays, but back then this was the automotive equivalent to gene splicing and cloning. Turbochargers belonged on crazy-fast racing cars, not street cars that anyone could buy. Consumers were conditioned to expect engines to make peak torque at a relatively low engine speed and then taper off as rpm increased.

But turbocharging turned all those expectations upside down. Reading period reports about the g30, you see one word repeated universally – torque. One writer described it as 'thrust in the back all the way up to maximum speed'. Even the famous English journalist Denis Jenkinson compared the torque to an electric motor and seemed knocked a bit off balance after his first test of the g11 Turbo:

'The straight-line performance of this Porsche-turbo (sic) is almost more than one is prepared to unleash on the open road; indeed I used all its acceleration in 1st, 2nd and 3rd gears, reaching 117mph in 3rd at 6,000rpm and full boost, and felt that the continuing acceleration in 4th gear from that point was almost more than I wanted to cope with, and that is the first car that has given me that feeling on the road.'

High praise indeed, coming from such a respected and experienced journalist. After decades of often depending more on light weight than horsepower for its success, Porsche was now producing a 'Supercar'. Yes, with a quick stroke of the engineering pen, the g11 went from being a respected sports car to a full-blown exotic!

Perhaps it is just a case of the children of that era finally being able to afford their dream car, or maybe it is just the natural progression of newer and newer Porsches becoming classics, but I see the demand for these early Turbos ramping up the same way a g30's tachometer swings to the redline when the boost kicks in.

Currently the very earliest Turbos seem to be the quickest appreciating, mainly because they were the first of the breed and many people find this important. Given a choice though, I would lean more towards the late 1970s or early '80s-era cars. These are still classics by anybody's standards, but they replace the small

aluminum brake calipers designed for the early g11S with massive four-piston calipers derived from the g17 programme. And while the later tea-tray style spoiler may not be as organic as the earlier tail, it does make space for an intercooler which is always a good idea on a turbocharged car.

Of course, since the 1970s, turbocharging technology has developed significantly and a stock g30 is a foundation for massive upgrades... if that is your sort of thing. Yet, it seems like originality drives the value in these early cars. Clean unmodified examples can be difficult to find and again, there are more modern Turbo g11s if you really want to go fast.

But if you are looking for a classic g11 – something that will continue to grow in value – that offers more power and comfort than the really early cars, then an early Turbo is a great package. Find a clean and unmolested example, slip on a pair of aviator sunglasses and cruise back into the 1970s confident that you ruled the road. Oh, if only Farrah was still around... **CP**



*The tail that fed a thousand schoolboy fantasies – it was either this or the flowing locks of the late Farrah Fawcett...*





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**PORSCHE**



# DELWYN MALLETT

MALLETT LOOKS FORWARD TO THE DAY HE CAN LAP THE 'RING IN UNDER SEVEN MINUTES, WITHOUT MOVING A MUSCLE...



*Many would describe Delwyn Mallett as a serial car collector - one with eclectic tastes at that. His Porsche treasures include a pair of 356 Speedsters, a Le Mans-inspired Pre-A coupé and a 1973 Carrera RS. Some of them even work...*

**D**uring a recent conversation with Editor Seume, fresh from driving a 930 Turbo, he remarked how 'alive' it felt, having recalled it as being more of an insensitive brute. We then spent another few minutes of 'boy's talk' lamenting the fly-by-wire age of the computer and discussing feed-back, throttle response and seat-of-the-pants communication - the very reasons why that most 'alive' of 911s, the 1973 Carrera RS, still tops the polls as the most satisfying Porsche to drive.

The conversation then took an excursion into the merits of *Rush*, the new Hunt v Lauda movie, and the fact that it absolutely HAS to be experienced in the cinema to fully appreciate the stunning photography and - almost literally - stunning sound.

It is a must-see for fans of motor sport, surprisingly good and less cliché-ridden than most motor racing movies. My wife reluctantly accompanied me to the cinema and to her surprise enjoyed it too. This was perhaps because, with her complete lack of knowledge of motor racing, she was able to ignore some of the less credible plot-advancing ploys.

You can really feel the pent-up power of the Grand Prix cars as they sit on the grid, their engines throbbing and vibrating, with the camera down amongst the mechanical components. Without the noise, which in the cinema you can actually feel impacting on your body as well as your ears, the effect would be far less impressive - and perhaps leave no impression at all.

This observation then led the Mallett/Seume

conversation to the topic of the recently announced Formula E race series...

Commencing next year, this ambitious new series for all-electric-powered single-seaters is planned to take place on street circuits in ten of the world's major cities, provisionally including London. Now in full 'old-fogey' mode (OK, I'm an older fogey than he is) we were almost frothing with indignation at the thought of racing without NOISE.

The prospect of hearing little more than the sound of rotating rubber without the accompaniment of screaming, fire-breathing, internal combustion engines at full throttle seems, in our view, to have already condemned the series to failure - but who knows? The cars look good, the engineering is beyond question, and the contributing companies are second to none. McLaren, Williams, Renault and Michelin are just some of the big names providing the technology.

To misquote Spock, 'It's motor racing, Jim, but not as we know it'. Perhaps this new formula will turn out to be the first step towards the end of motor racing as we know it.

The perception of noise is one of our fundamental senses and, in addition to providing the basis of communication, we have also refined it into a source of pleasure. The arrangement of noise into music is universal and to many of us the sound of the internal combustion engine at full-chat is just another form of music.

Can the hum of an electric motor ever provide as much visceral satisfaction as the delicate 'tearing calico' of a Bugatti engine, the ground shaking

basso-profundo of a Detroit V8 or the ear-drum-tingling sensation of an air-cooled Stuttgart flat-six at max revs? I doubt it. Does the prospect of 'canned' engine sounds loom in an attempt to give E-racing more presence? Only time will tell.

Manufacturers, including Porsche, seem hell-bent on denying their customers access to, or involvement with, the mechanical side of their cars and are incorporating more and more computer-influenced input between driver and road.

Pressure is on to further reduce the input of the driver in everyday motoring, turning cars into transportation capsules under automatic control.

However, with a little imagination, I can see the new electronic age of motoring offering the tantalising prospect of the ultimate in trackday thrills. With the ability of computers to control just about every aspect of a car's performance why not go all the way and offer punters the opportunity to be their favourite driver? The idea is this: get people

like Derek Bell, John Fitzpatrick, Hans Stuck or Richard Attwood to do a fast lap of a circuit in a Porsche (OK, other makes too - mustn't be partisan) with a computer mapping their every twitch of the steering wheel, pressure on the accelerator and dab of the brakes.

Then, at any point in the future, we lesser mortals can pay to sit in a similar car, on the same track, with our hands and feet on the controls (which, of course, will have no actual 'control') and, courtesy of the computer, drive a lap like our heroes, feeling what they felt at the speed they travelled - a super X-Box for grown ups with real cars and real tracks.

In the same way that archivists have for years been recording for posterity the recollections of people from the ordinary to the extraordinary, we ought to start 'mapping' famous drivers now while they are still around.

I can barely wait for my sub-seven-minute lap of the Nürburgring as Walter Röhrl. **CP**

*No electric racing for him! Instead Mallett gets himself ready to lap the 'Ring in full Walter Röhrl mode... (photo: Forza Motorsport)*







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# ROBERT BARRIE

## ON THE BUSY CALENDAR, A LACK OF PORSCHE PRESENCE AT GOODWOOD REVIVAL AND INVESTMENT TRENDS...



*Robert Barrie is a classic Porsche enthusiast through and through. As well as competing in historic events with his early 911 and organising track days, he's also a purveyor of fine classic automobiles*

I am not normally a gadabout, but I have had a rather busy time of it recently as I am sure have many others.

The diary for the last month or so filled itself very readily with a day's pre-Revival testing and instruction at Goodwood, visits to Salon Prive and Classics at the Castle, then back to Goodwood for a charity trackday and racing at the Revival, before popping over to Spa at short notice to share Lee Maxted-Page's lovely sunflower-liveried 901 in the six hours race.

Despite my best efforts to accept every invitation that came my way, I managed to miss the concours event at St James in London and the Circuit des Ramparts at Angouleme. For the first time in years, Angouleme didn't clash with Goodwood, but, as a result, it clashed with Spa instead. Damn! I also found time to watch *Rush* and to take in an open day at Bicester Heritage – a fascinating project that I will cover in future.

The point – if there is one in all this dreadful name-dropping – is that these days it's possible to spend an extraordinary amount of time preparing for, attending and, in some cases simply recovering from, a wide range of old car events.

One occasionally hears that there is too much of it all, but the ever-increasing scale of Goodwood – they are planning an extra two-day Members' meeting next spring – and the appearance of *Rush* in the slipstream of *Senna* suggests that our little world is continuing to expand. If anything, it feels as if it might almost be becoming mainstream.

The Revival is indeed a magical step back in time and a treat to attend as a participant or a spectator. The commercial side of the event impresses me as much as anything else.

Every year over a hundred thousand people watch the same drivers hustling the same cars around the same circuit with – give or take – the same result. It's not cheap either, yet all three days were sold out well in advance this year.

It ought to be an inspiration to all of us in the old car business. It's possible to do it well and make money. Increasingly, perhaps, it's necessary to do it well to make money. That said, some of the racing at the Revival isn't too shabby either.

Simon Hadfield's winning drive in the rain-soaked TT and Kenny Brack's effort in the GT40 race were straight out of the top-drawer. I was unable to match their success, sadly, but I did have the period-correct excuse of a persistent misfire! The one thing that is possibly lacking at the Revival – particularly from our point of view – is a decent turn out of classic Porsches.

They are often better represented, as was the case again this year, at the Festival of Speed. There were no fifty-year-old 911s on track at the Revival as far as I could see and only a couple of 356s. It was fitting that one of those was the old Jim Clark car, however, given that one of the themes was a celebration of the great man's first world championship.

Maybe it's time to start lobbying for more of our cars to be included in the new Members' meeting next spring? The outline race programme suggests that some 356s could take part, though the early 911s look set to miss out again.

It was Keynes who said that investing in the stock market is not so much an exercise in working out what a stake in a company is worth as in guessing what everyone else might think it is worth. If we all go through the same exercise and reach the same conclusion, the net result is that we all try to buy the same asset at the same time. Does that sound familiar?

As old cars become more investible, something similar is happening in

our market. A car becomes fashionable, then it's a specific model, then a certain year and specification and on it goes.

We have a small number of collectors pursuing an even smaller number of cars despite alternatives that offer similar fundamentals for a fraction of the price. At some point, analysts start to get concerned about breadth – or the lack of it.

More and more of the price action, as it's known, is explained by fewer and fewer transactions. It's hard to say exactly where we are in the process and my observations above on the continued popularity of anything and everything to do with old cars suggest we are by no means at the end of it.

However, if the pattern ever were to change, the prices that have risen furthest might be the most vulnerable in any correction.

In the meantime, the more practical point is that, as with the stock market, it's absolutely fine to ignore the trends and the experts. Go ahead and buy the car you want, not the one you think everyone else wants. **CP**



*Plenty of Lotuses at Goodwood, but Porsches were thin on the ground. Only the ex-Jim Clark 356 coupé and a Speedster upheld Stuttgart honours...*



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# LETTERS

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## AUSSIE HOT-ROD!

I have to say, your magazine *Classic Porsche* is my favourite read. I very much enjoy reading about your 912/911 project as I have followed a very similar path restoring a 1968 911T (my retired rally car, after my co-driver put it into a tree at speed, and me into hospital, in a local rally).

The car has been totally rebuilt/repainted, with new glass (Lexan rear window) and rubber seals, etc. My wife and I did the carpet, trim and headliner but we had a professional do the rear seat back.

The engine I built in my back shed using a 911 2.2T crankcase and non-counterweighted crank, 2.2S barrels and pistons, 2.2 heads with 34mm ports and using 'E' cams. With single-plug ignition fired from an MSD unit, it puts out a modest 170bhp but it is extremely torquey and through the Adelaide Hills is quicker than a 2.4S. Induction is through a set of 40IDA Webers and K&N filters.

The gearbox is a 911 (901 with the magnesium case) – I managed to buy a wooden box from a retired racer full of three cases in various states and mass of gears and differentials for a very low

amount – no limited slip unfortunately but enough parts for me to build a reasonably close-ratio box using the low and high variations of the various gears. This is coupled to the engine via a 225mm clutch using the 2.2T clutch operating system.

A Rennshifter from Pelican Parts lets me stir it into action – I would recommend you get one of these as they really reduce the throw and give a rifle-bolt-positive feel to the shift.

Front torsion bars are standard but I have 911SC bars in the rear – I believe in keeping the suspension reasonably soft so it can do its work (especially in tarmac rallying) but have a good set of anti-roll bars and shocks to control the movement. I made the adjustable sway bars myself and have used Koni shocks all round.

Your brake selection sounds very exciting – I used 3.2 Carrera vented discs all round (had to modify the rear parking brakes to fit) and used 4-pot Wilwood Superlite calipers on the front and 'M' front brakes on the rear (using modified brackets) with Hawk rally brake pads. A 23mm master cylinder completes the set up. The brakes require some

pressure but they are awesome.

To point it in the right direction I use a Momo Prototipo wheel through a standard steering rack, and 7J and 8J X 15in Minilite-type wheels from a local supplier, Performance Wheels, who was one of my sponsors from my rally days.

**Paul Heaft,  
South Australia**

**Keith Seume replies:** *Wow, what a great project! Let's hope ours turns out as good as this!*

## SURPRISE DISCOVERY

On my recent holiday to the UK following the Essen show, I visited Pooks at Rothley – a very pleasant part of the UK – thus ticking another off the 'bucket list'.

I asked for anything 356 or early 911 and amongst other little

treasures was some correspondence from AFN in Isleworth to a prospective client in 1965.

The timing of this correspondence is intriguing as the two cars mentioned would have to have been some of the last 356s to be sold in the UK.

It is interesting to note that the Carrera 2s were absent from the listings in anticipation of the 901/911. Surely in late March/April 1965, the first deliveries of the new 911 would have been imminent?

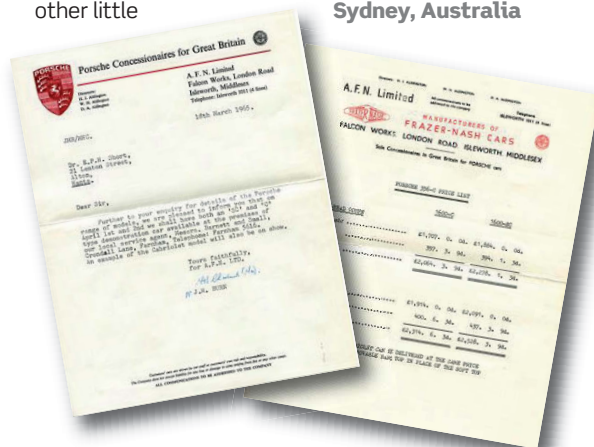
One wonders if the customer would have been eligible for an 'end of line' discount from the Aldingtons, or whether he was eventually seduced by the power of the new fangled 911s.

When I showed this to Paul Madden in Farnham, he told me that Barnett & Small who are mentioned, were still in business.

The accessory listings show some unexpected goodies such as a leather wrapped steering wheel, Wilton carpets and seat covers – something to send the local 356 concours guys into a spin!

The prices alone are more than intriguing – oh to have some spare pounds 'in the day'!

**Dennis Brooks,  
Sydney, Australia**



*Far left: Paul Heaft likes what we're doing with our hot-rod and we love what he's done with his!*

*A chance visit to a specialist bookstore turned up some interesting letters from the UK's original Porsche importer, AFN Ltd*





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# AUTOBAHN STORMER

Type 930 - otherwise known as the Porsche 911 Turbo - was one of three ultimate poster cars of the 1980s, vying for wall space with Lamborghini's Countach and Ferrari's 512 BB. Oh, and Farrah Fawcett or Samantha Fox...

Words & Photos: Keith Seume





**O**K, I'll admit it: I always loved the original Lamborghini Countach, the pure lines of Marcello Gandini's design proving how less can be more. It was only when the Countach began sprouting wings that it lost its charm. Launched in 1974 and powered by a 4.0-litre 375bhp V12, it arrived on the scene ahead of Ferrari's 512 'Berlinetta Boxer', which came to the market in 1976. Now that was a pretty impressive car, too, with its mid-mounted 'flat-12' – actually a 180-degree V12 – and modern Leonardo Fioravanti styling.

Together, these two cars became poster icons for anyone who grew up in the 1970s, their dramatic looks and seemingly outrageous mechanical specification blowing anything that was being built in the UK (and the USA) clean out of the water in almost every respect.

Impressionable teenagers could walk into their local Athena shop and come away with posters of these two great cars which were then taped to the bedroom wall, most likely alongside a poster of either Farrah Fawcett or,

in the case of the UK, Samantha Fox. But the Countach, 512 BB, Farrah and Sam had a Teutonic rival in the form of Porsche's muscular 911 Turbo, first sold in 1975.

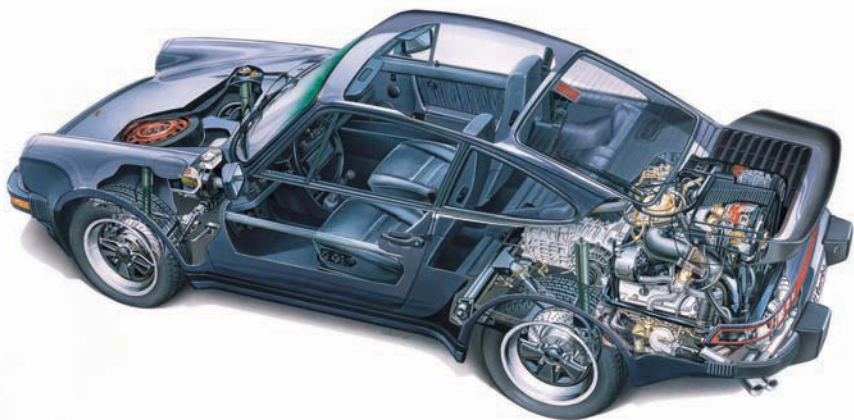
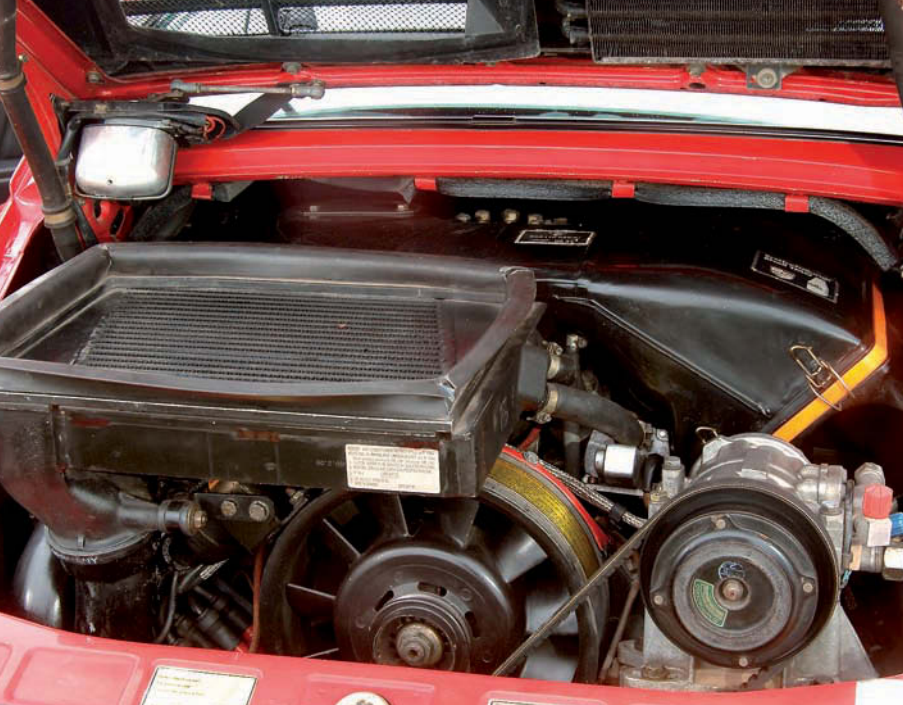
All fat arches and spoilers, the Porsche looked like it had escaped from the race track, while its Italian rivals were surely more at home cruising Nice's Boulevard des Anglais or showing off their curves outside the marina in Monte Carlo. These cars were the Holy Trinity of supercars in the 1970s and early 1980s, the stuff of dreams, objects of fantasy.

All were capable of dramatic speeds (near 190mph in the case of the Italian stallions, a rather more sober 150+mph in the case of the Porsche) but only one could truly be regarded as a true all-rounder: the 911 Turbo.

It was common to hear Ferrari owners complain of their car's failure to start on a damp morning, while Countach owners had to suffer the indignity of sitting half in, half out of their car while trying to reverse. The Porsche owner, on the other hand, was safe in the knowledge that his car







“From this point on, development of the racing and road versions of the 911 went their separate ways”

Top left: Intercooler dominates engine bay on the 3.3-litre models. Air-conditioning was standard on the Turbos  
Top right: ‘Sport’ seats are figure-hugging and very comfortable. Interior will look familiar to anyone who owns an early 911





## 911 TURBO

would start first turn of the key all day, every day. Not only that, but the Turbo was equally at home sitting in traffic in the city as it was blasting down the autobahn. You could even go so far as describing the Porsche as being 'practical' (it had decent luggage space, could seat four at a squeeze...), which is something you could never level at the Ferrari or Lamborghini.

Porsche was far from being the first to come to the table with a turbocharged road car, even though behind the scenes the race engineers had been playing with forced induction for a decade. General Motors in the USA sold a turbocharged Chevrolet Corvair in 1962, with a 2.4-litre flat-six producing 150bhp. Oldsmobile went one further with the turbocharged F-85 Jetfire, powered by a 215bhp aluminium-block 3.5-litre V8.

A decade later, BMW launched its 2002 Turbo, which was a pretty sensational 'pocket-rocket' saloon with rather unforgiving power delivery. The car was only on the market for one year, prematurely killed off by the OPEC oil crisis.

Porsche had proved the worth of turbocharging with the success of its 917 Can-Am cars in 1973, but there had already been talk of building a road-going 911-based turbocharged model as far back as 1969, when a two-litre engine was fitted with a turbo but never actually installed in a car. In 1972, Ernst Fuhrmann asked to have a turbocharged 911 built to evaluate the concept, the result being a 2.7-litre unit which produced around 250bhp.

The prototype is said to have been driven on a near daily basis by Louise Piëch (Ferry Porsche's sister and CE of Porsche Austria) to prove its reliability. The installation certainly showed potential but the power delivery was as one might expect of a turbo engine derived from the race programme: there was excessive 'lag' and a feeling that power was either on or off. It was also clear that the 911's chassis was at its limits with 250bhp on tap.

Fuhrmann was sufficiently impressed, though, to push the engineering department to continue development with the proviso they combine the turbo system with Bosch K-Jetronic fuel-injection. The result was a one-off show car which drew the crowds at the 1973 Frankfurt and Paris motor shows. The non-running display car featured wide wings and lightweight bumpers from the new Carrera 3.0 RS, with racing bucket seats trimmed in plaid, and bold graphics loudly proclaiming the word 'Turbo' across the rear quarters. Under the engine lid, so inquisitive visitors were told, was a 280bhp 2.7-litre engine, offering 160+mph performance. Shame it didn't actually run...

While onlookers stared in amazement at the prototype, Porsche announced that it would be cutting back on its racing efforts, leaving the field open for customers to contest the GT classes with the 3.0 RSR, while it turned its attentions to the Group 5 class, where the plan was to enter a new turbocharged Carrera, with backing coming from new sponsor, Martini.

From this point on, development of both the racing and road versions of the 911 went their separate ways. On one side of the fence was the raw, supremely powerful, all-dominant Martini-backed turbo RSR, while on the other was what was to become a luxurious high-performance road car: Type 930. It is only down to Fuhrmann's determination to see the project through that the 930 programme survived, for its launch coincided with the worst fuel crisis in decades. What had killed BMW's 2002 Turbo had threatened to put an end to Porsche's supercar before it even turned a wheel.

Based on the 'H' programme 911, the Type 930 went on sale in 1975, powered by a 3.0-litre engine equipped with a KKK turbocharger and sharing its aluminium crankcase with the Carrera 3.0 and the new 911SC. The 260bhp engine allowed the 911 Turbo to sprint from rest to 60mph in around six seconds, before hitting a top speed of



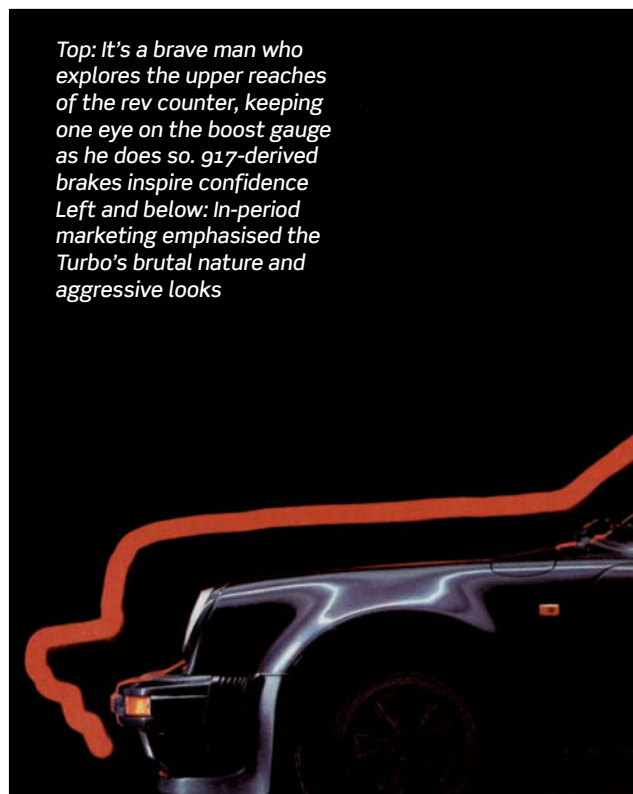




Top: It's a brave man who explores the upper reaches of the rev counter, keeping one eye on the boost gauge as he does so. 917-derived brakes inspire confidence  
Left and below: In-period marketing emphasised the Turbo's brutal nature and aggressive looks

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## 911 TURBO

155mph. Letting the side down were the brakes, which shared the same aluminium 'S' front calipers and M-type cast-iron rears as the 2.7 Carrera. The transmission was a four-speed unit (930/30) based on the architecture of the 915-series gearbox, Porsche feeling that the torque of the turbocharged engine negated the need to have five closely-spaced ratios.

The 911 Turbo underwent progressive development throughout its early life. It was launched in October 1974, with 260bhp (245bhp in the USA) but in August 1977 the first major overhaul in specification occurred, with the capacity increased to 3.3-litres and power output raised to 300bhp (sadly only 265bhp in the USA...). An intercooler was added, as were new brakes, derived from those used in the 917 programme. Cars destined for left-hand drive markets benefited from the addition of a brake servo – RHD customers had to wait until 1978 for that upgrade.

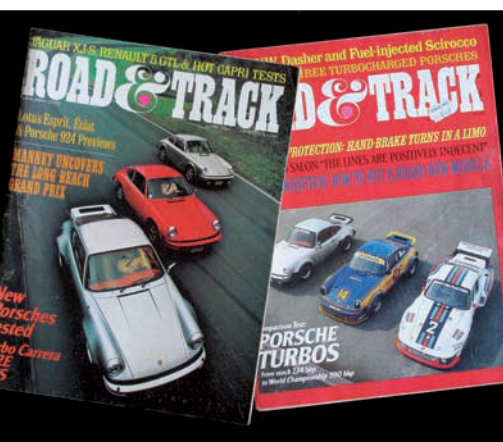
The next major improvement – although there are some who would say it was unnecessary – came in October 1988 with the adoption of a five-speed G50-series gearbox. Certainly this 'box was superior in many ways to the earlier 930/30 unit, but many felt the extra ratio was not really needed. In fact, many owners of earlier models became used to driving around town in second and third gear, reserving fourth for the open road.

The car featured here is a June 1986 model, hence with the 3.3-litre engine and four-speed transmission, bigger brakes and a servo. The vents in the rear wings – normally part of the Turbo SE (slant-nose) package – were specified by the first owner, who purchased the car in Kaiserslautern, Germany. It was first imported into the UK in 2001 by marque specialist Adrian Crawford, who sold it to a local customer who'd traded in his Carrera 3.2. Sadly the new owner passed away not long after purchase, having moved to Spain, and so the Turbo has only covered approximately 3000kms in the last dozen years. It's now back in the UK and on offer at Williams-Crawford in Cornwall ([www.williams-crawford.co.uk](http://www.williams-crawford.co.uk)), which is where we got our hands on it.

Driving a 911 Turbo is an experience never to be forgotten. The turbo lag – yes, there is still plenty – flatters to deceive as the power comes in a great rush as soon as the tachometer needle heads towards 4000rpm. At that point, sit back and hold on tight, for things start to happen very quickly. The gear change is ponderous by the standards of the later G50 transmission and cannot be rushed. It takes you a few miles to get the hang of shifting without letting the motor go off the boil, but when you get things right, you'll be heading the top side of 100mph before you know it. It's addictive with a capital 'A'.

The steering wheel is alive in your hands – there's no power steering to dampen the feedback, and the brakes, servo or no servo, need a firm push. But by golly do they work efficiently. It doesn't take long for confidence to build and you soon find yourself plucking up courage to bury the throttle before you hit the apex of a bend to take into account that delay before the turbo makes boost. On a dry road, you'll soon feel confident – on a wet road you need to be aware of who's boss. More than one Turbo has visited a hedge backwards...

Finding a good, unmolested, undamaged 911 Turbo is not easy but if you want one, you'd better move fast for they are in the ascendancy right now, values rising as more people realise what amazing cars they are. Developed alongside the mighty Martini-liveried RSRs, the Type 930 marks the end of an era when the driver was left to his own free will, pay for his own mistakes. Today we have electronic driver aids that turn on traction controls, adjust suspension settings, alter steering feel. The 911 Turbo lets you decide – and if you make the wrong decision, it lets you pay for the repairs, too... **CP**



“The Type 930 marks the end of an era when the driver was left to his own free will...”





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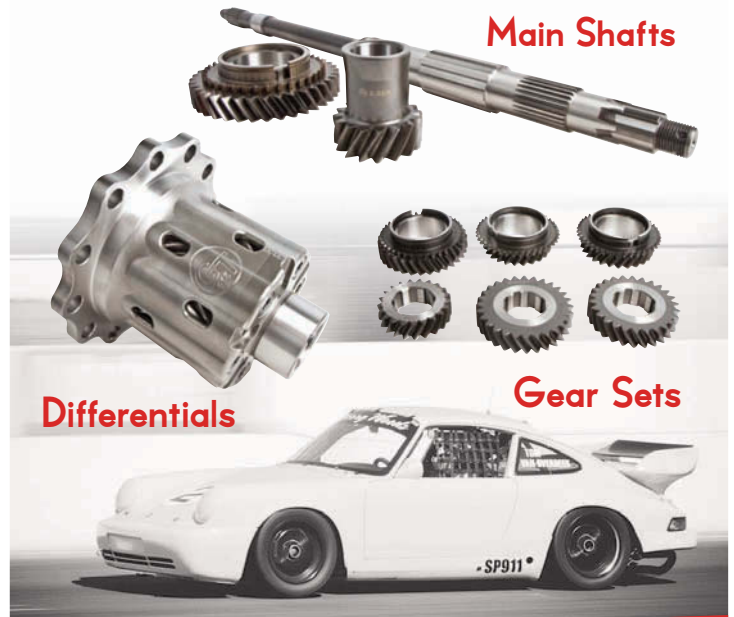
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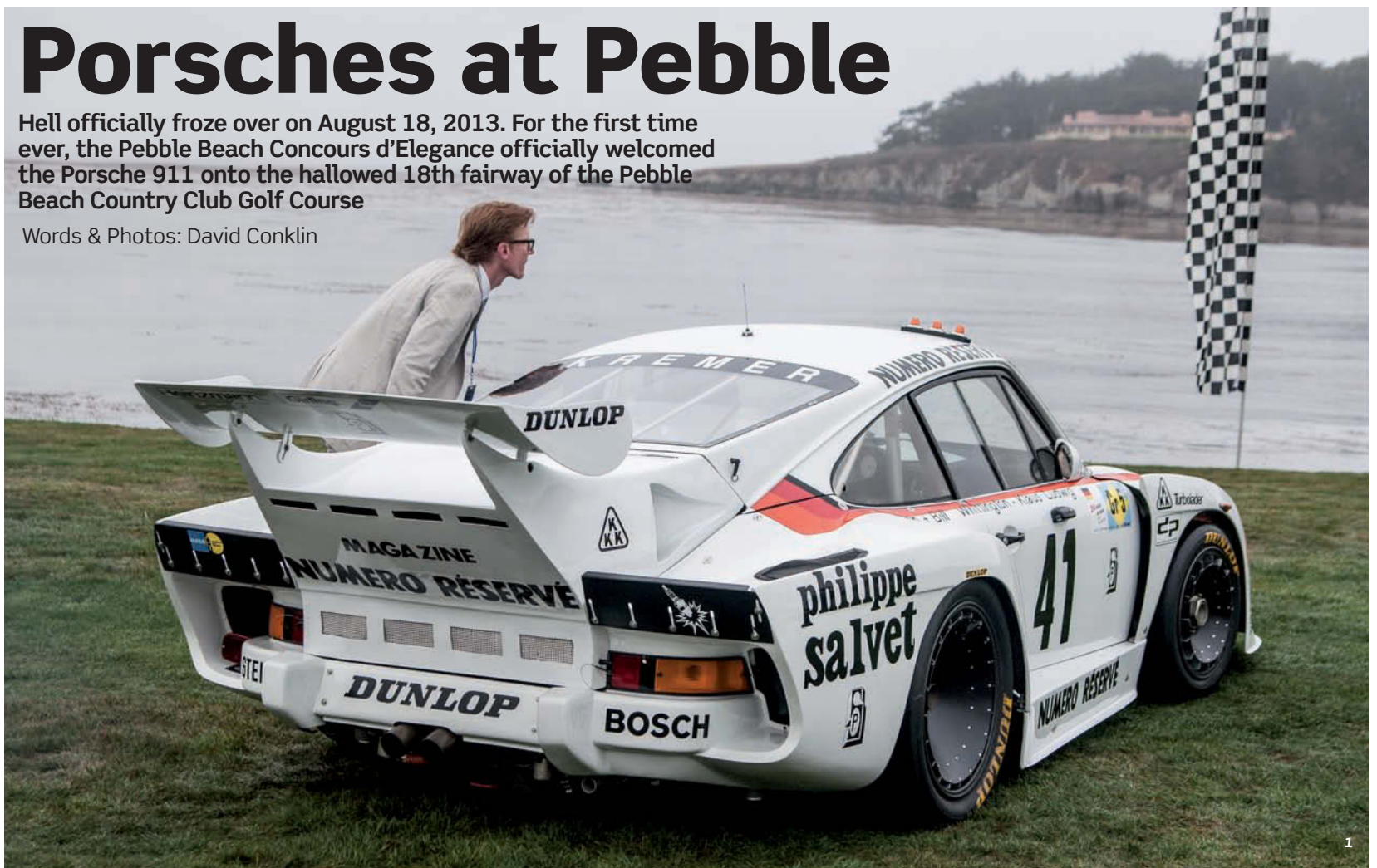
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# Porsches at Pebble

Hell officially froze over on August 18, 2013. For the first time ever, the Pebble Beach Concours d'Elegance officially welcomed the Porsche 911 onto the hallowed 18th fairway of the Pebble Beach Country Club Golf Course

Words & Photos: David Conklin



**A**round the world, event after event has recognised and celebrated the 50th anniversary of the Porsche 911, but none are as significant as the invitation by the blue-blazer types at Pebble Beach. Most car

people recognise the Pebble Beach name and for many the event is one of many on a real or imagined 'bucket list'. It's difficult to understand the significance of this annual event without actually attending.

Stepping on to that finely manicured grass at daybreak and watching the most spectacular automobiles in the world break through the morning fog is an entirely unique experience. Winning at Pebble is the pinnacle of automotive

restoration success. Few winners cross the bridge to accept their ribbons without a few tears rolling down their cheek. For the spectator, there seems to be an endless array of fabulous cars and people.

I challenge even the most hard-







5



6

“Watching the most spectacular automobiles in the world break through the morning fog is unique...”

1: Watching a Kremer 935K3 roar and snort its way onto the fairway was a surreal experience. Bruce Meyer commissioned a restrained restoration on the 1979 Le Mans winner. The efforts were rewarded with a first place award in the 911 Competition class

2: This 1970ST was the second place finisher in the Monte Carlo Rallye in 1970. Now owned by Peter Kitchak, the ST looked spectacular placed on the bluff overlooking the water

3: This white Carrera RS raises the art of restoration to a new level with a fastidious attention to detail and accuracy, while at the same time avoiding the over-restoration that is seen in so many of these cars. Clearly the Pebble Beach judges agreed with this philosophy - at the end of the day, car owner Bill Morris was awarded a second place ribbon

4: Richard and Allison Roeder's all original 1965 911 was a Porsche Club of America concours car from day one. Shown through the 1960s and then put in storage in the mid-'70s, the modest little red coupé was easy to miss parked amongst all the other classics and exotica. The judges didn't miss it however. It won first place not in one of the Porsche classes, but instead in the prestigious Postwar Preservation class against Ferraris, a Maserati and an Aston Martin

5: All 911Rs are significant, but R#5 is possibly the most significant. Equipped at times with a rare four-cam 911 (916) engine, it won the 1969 Tour de France in the hands of Gerard Larrousse and Maurice Gelin, and was immortalised on the factory poster of the event. Now owned by the Collier Collection, this R was second in the 911 Competition class

6: A personal favourite, George Reilly's 1969 911 is in much the same state as when Willi Kauhsen and Herbert Linde used it to win the gruelling 84-hour Marathon de la Route at the Nürburgring in late 1968. It was one of only three Werks 911 GTs built for the race, and featured numerous lightweight parts, including aluminium hood, decklid, doors, front fenders, front/rear bumpers and even an aluminium roll bar! A real treasure, Reilly purchased it from a newspaper advertisement in 1974...

7: The 1963 901 prototype, known as 'Barbarosa', combined a beautiful restoration and fantastic provenance, making it virtually impossible to beat in the 911 Road Car class. It was interesting to note the many 356 bits and unique engine details on Don and Diane Meluzio's one-of-a-kind 911



7

The Pebble Beach Concours d'Élégance, or 'Pebble' to the insiders, is one of the cornerstones of what is likely the greatest week of car events in the world. August in Monterey, California, is a complete overload of concours events, vintage racing at Laguna Seca and world-class auctions. It really is a must-do for car enthusiasts anywhere in the world. Combine the car stuff with a family vacation to nearby San Francisco or wine country and you could end up with a couple of unforgettable weeks.

The problem with Monterey is the same as what Americans are often accused of when they visit Italy for the first time. 'We have seven days, so let's take in Florence, Milan and Venice... and then Sicily for the second half of the week'. Similarly, most people who take in the Monterey Historics week often try to do too much, resulting in frustration.

If you want to attend Pebble Beach, set aside the entire day. You may only want to spend two or three hours looking at the cars (and that is a reasonable expectation) but you will also dedicate two or three hours finding a parking place, riding the shuttle to the venue (mandatory as there is no parking close by) and then reversing the process when you leave.

Pebble attracts thousands of people each year into a small parcel of land that was designed to accommodate hundreds at the most. The management does an admirable job organising the event, but frankly there is no way to avoid a little chaos when trying to shuttle a sea of spectators in and out of a small venue with very limited parking. Here are a few 'unofficial' tips:

Don't plan anything else: By the time you get in and out of Pebble Beach, you will have killed the better part of the day. Trying to rush back to Laguna Seca to see some racing will only result in frustration. Instead, spend the better part of the day at the concours and then retire to a nice late lunch at one of the world class restaurants in the area.

Get there early: 6:00am is not too early. By getting there early, you miss most of the traffic and get to see the cars drive on the lawn. For each hour that you delay, traffic and parking congestion builds exponentially. An added bonus of getting there early is that you can get some great photos. By 11:00am, you will be elbow to elbow with other spectators.

Bring a snack: There are a few food stands at Pebble, but they are expensive and extremely crowded. Instead of waiting in line for an hour to get a sandwich, bring a couple of granola bars and relax at lunch later.

Dress for the event: Pebble Beach and the Monterey coast can be significantly cooler and more damp than locations even ten miles inland. You will need a jacket for the morning, but will likely shed it as the sun burns through the coastal fog. At this point, sunscreen is recommended, even though the temperatures remain cool. While there is no dress code for the event, a sports jacket for the gentlemen and a dress for the ladies can add a fun layer of sophistication to your day.

Stop looking at the cars: OK, spend the first couple of hours looking at the cars - they are spectacular. Once things get busy, spend some time looking at the people. By paying attention, you will see fascinating people in terrific costumes mixed in with quite a few A-list celebrities.





1



2



3

core car fanatic to go to Pebble without at least one time exclaiming, 'Oh my God, what is that?' Nowhere else will you see so many one-offs and styling exercises in one place. And each year the collection of exhibits is different. It's nothing short of fantastic.

One of the key themes of the Pebble Beach Concours d'Élégance is (obviously) 'elegance'. The typical Pebble Beach competitors are famous

marques like Hispano-Suiza, Rolls Royce, Packard and, of course, the ubiquitous Duesenberg. But of all the fine qualities that our much-adored Porsche 911 exhibits, elegance is not one. This is why it was so surprising that two classes (street cars and race cars) of 911s were included in this year's concours.

I suspect that many of the blue-blazer and feather boa crowd were

expecting something akin to the country-club swimming pool scene from the movie *Caddyshack* (sigh, Google it if you don't get the reference), but the 911 crowd blended in pretty well. Sure, there were more Martini jackets than lace parasols down on that end of the fairway, but overall I think we can be very proud of our representatives.

The selected cars ranged from

'Barbarosa', a 1963 prototype, and Ferry Porsche's personal 1970 911S, all the way up to a spectacular Le Mans-winning 935. Porsche results at Pebble Beach included a class win in the Porsche Competition class for Bruce Meyers with that former Le Mans-winning 935, with the Collier Collection 911R second and the UK Fica Frio Collection's Targa Florio winning RSR (R6) third. **CP**

“Nowhere else will you see so many one-offs and styling exercises in one place. And each year is different. It's nothing short of fantastic...”

1: The decal on the headlamp of the Martini Targa-Florio RSR was left over from the Tour d'Élégance, which happens on the Thursday before the Concours d'Élégance. The Tour traverses the famous Pebble Beach 17-mile drive, cruises out to Laguna Seca for a lap of the track and then returns to Pebble after a side-trip to the small coastal town of Carmel. Participation in the Tour acts as a tie-

breaker in the Concours, so most cars participate. Respect!

2: Judging is taken very seriously. While cleanliness is important, the judges look for quality of restoration, authenticity and originality. They also check to be sure that all running equipment such as horns, lights and signals are operational. Here, Bill Morris nervously looks on while the judges examine his engine bay

3: Even pensioners can afford to attend Pebble Beach! Retired F1 champion, Michael Schumacher was one of many 'celebs' to take in the delights of Pebble Beach

4: Dick Moran's Dalmation Blue RS went from pretty to stunning when the sun broke through. This particular RS was a French-delivery car and was equipped with a steel S bumper instead of the typical fiberglass RS

bumper as steel bumpers were a requirement in France at the time. Note the NOS Pirelli CN36 tyres.

5: This Olive Metallic 1970S was Ferry Porsche's personal car in 1969/70. Built during the summer of '69, this is one of the first 2.2-litre Ss made and has a special interior and many special details exclusively for Herr Porsche. Michael Heinemann shipped the car to Pebble from its home in Germany



4



5





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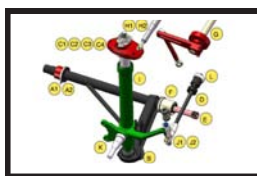
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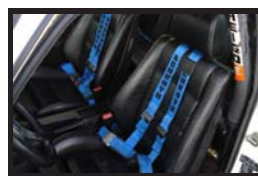
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# FLIGHT CONTROL

Pilots routinely log flight data after every landing, and the former owner of this pair of 356Cs treated his car journeys the same way. Servicing too: every action involving the '64 Cabriolet is written down. Well, he was a pilot, so it was second nature

Words: Johnny Tipler Photos: Antony Fraser



## 356C COUPÉ & CABRIO

**F**astidious or fussy? The former owner of this lovely pair of Slate Grey 356Cs, Edward Grens, sure had a thing about detail. Having bought both cars new, not only did he religiously maintain them, in the case of the Cabriolet he kept a record of absolutely everything that happened to it.

From servicing to tyre changes – including the name of the mechanic (not just the garage) – even individual fuel stops, number of gallons tapped and the mileage in between fill-ups, he jotted it all down in a notebook, with each particular activity partitioned off. Every journey's destination and date of travel is logged. I said 'fastidious'; some might say he had OCD – obsessive compulsive disorder – but, being a pilot, Mr Grens just had to keep a log, just like he did after every flight, and that is all the better for posterity as far as the Cabriolet is concerned.

Edward Grens bought the pair of 356s brand new in

1964 from Neufeld Motors of San Carlos, California, and he owned them up to his death in 2011. Neufeld Motors was a San Francisco Bay Area dealership located in an architecturally futuristic (read 'space-age') garage at 281 El Camino Real, erected in 1960 by Neufeld & Freeborn, who imported Porsches and Volkswagens for a decade or two. The notebook shows that the Cabriolet was first driven on 28th July 1964, and its last journey in the hands of Mr Grens was on 8th June 2005, when the odometer read 99,975 miles. It's as if he couldn't bring himself to take it over the 100,000 mark.

The cars have travelled a bit further since then: across the ocean, in fact. They're now residing in Belgium, imported in 2012 by collector Burt Houtmann (he's asked us not to give his real name). Driving both 356s in the course of our photoshoot suggested that the coupé was used considerably more than the Cabriolet. But first, a







*Both cars are powered by the 75bhp 'C' motor, which developed maximum power at 5200rpm and breathed through a pair of Zenith 32NDIX carburetors. They were equipped with cast-iron cylinders*

bit of model history.

In production from 1963 to 1965, the 356C was the final evolution of the series, though more or less the same as the late model 356B, with ATE disc brakes, thicker anti-roll bar and shorter torsion bars. Both coupé and Cabriolet bodies were made by Reutter – which was bought by Porsche in 1963. Zuffenhausen output was around 40 cars a day in 1964, a year when 3823 coupés and 1745 Cabriolets left the factory. More prolifically, 4744 hardtop coupés were also built in '64 by Karmann at Osnabrück.

Production volumes were ramped up fairly steeply in '64, when it was only four or five years since 356s left the factory in their hundreds annually, rather than thousands. But by modern production standards, our ex-Californian couple are pretty exclusive.

And that's what Burt likes, having a special penchant for one-owner Porsches; cosseted cars that haven't felt the burn of the restorer's welding torch, nor needed much in the way of refurbishment – and his 356s qualify on both counts. 'These are both first paint, so this is old stuff, but I like it like that,' he says. 'Look at the seats; the back ones in the Cabrio have never been used. But I like the old patina that gives away the originality and the true age of the cars.'

The Cabrio was pristine when he bought it, though the coupé has since had the usual minor scratches and blemishes polished out. One of the coupé's rear wings was slightly damaged and that's been repaired, but no big deal. The carpets in both cars are the originals, with the pile undamaged, even where heels go. The Cabriolet's canopy has a tiny plate on the inside, revealing that it's the original hood.

Burt bought the cars from an American collector who'd had them for three years following the death of the owner, pilot Edward Grens, whose widow, it transpired, was the collector's best friend. 'I saw the pair of 356s advertised,' Burt recalls, 'and they really interested me, so I called immediately; but someone had beaten me to it, and they already had an option on the cars.' Dauntingly, this prospective buyer was none other than the Porsche

Museum! 'They knew about these cars, and they wanted to buy them, but first they (the Museum) had to get approval from the board to make the funds available.' The seller told Burt he'd let him know in a fortnight if Porsche hadn't done the deal. 'Two weeks later I called the seller, and he hadn't heard anything from the Porsche Museum, so I said, "OK, I want to buy them immediately," and we did the deal.

'Then, a few days later, the seller got a message from the Porsche Museum saying they were still in the market, but he told them, "sorry, I kept them for two weeks for you, but now the cars have gone." He also offered to buy the cars back from me so I would make a profit, but I declined; and then the Porsche Museum also contacted me to see if I would sell the cars to them.' We know the answer because we're driving them in Antwerp, not Stuttgart.

And that's where they'll stay, even though Burt prefers not to even register a car in his own name because then it wouldn't be a 'first owner' car. 'If it's first owner, it stays first owner,' he says. 'I like the fact that they're original, first owner, first paint and full history. That's what's important for me. I drive them a few miles a year, which you have to do to keep the running gear sweet. The rest of the time I store them in an air-conditioned room.'

Famous American restoration companies visited him to verify original details because they knew they hadn't been tampered with, taking pictures to show how the cars were originally delivered ex-factory. 'They also checked the electrics on the Cabriolet, because it's as it was first built. I also know nearly everywhere this car has been, so that makes it unique.'

The first thing that strikes me about the Cabrio cockpit is the heady smell of the red leather cladding the immaculate Recaro-made seats; then it's the wood-rimmed Nardi three-spoke steering wheel. Spectacular. The red leather-topped, body-coloured dashboard is a feast of chrome rimmed dials with their green numerals, pull-out switches and knobs, with that charming press-button

*The detailed records and overall condition suggest that the Cabrio was the original owner's favourite. But both cars drive as only a well-sorted 356C can*





“The first thing that strikes me about the Cabrio cockpit is the heady smell of the red leather...”





“For forty years, the owner wrote down everywhere he went, every fuel stop...”

Blaupunkt wireless, chrome ashtray and heater control. The air vents are in the sills just above floor level, just right for whooshing air up your trouser leg! A spare key is taped inside the glovebox lid. The door cards are upholstered in leather, with leather armrests, and the windows wind down properly with no resistance.

Raising the lid of the Cabrio's front luggage compartment reveals a host of ancillaries, including the 356 toolkit and spare wheel – as you'd expect – plus a couple of 1960s holdalls containing oil can, torch, gaskets, fanbelts, bulbs and cleaning equipment, and rummaging through them feels kind of like entering a neighbour's home when they've gone on holiday – familiar territory but somehow illicit. The soft-top retracts easily, and as well as a full tonneau the Cabriolet has the canvas cover that goes over the collapsed hood frame, and we stretch it over the rear of the cockpit, popping it in place with those long-forgotten 'lift-a-dot' fasteners. It still fits like a glove, the benefit of almost fifty nice, hot, dry California years, so nothing's gone mouldy.

The carefully annotated logbook endorses that feeling. 'For forty years the owner wrote down everywhere he went, every destination, every service, every fuel stop. It's got what they did to it for the warranty; everything he had done is noted down in his log book.' It's a very personal record of the car's activities, revealing much about the owner, just like a diary, from 1964 to 2004.

The annotations record the car as 'Porsche 356 C

Cabriolet, 159577'. For example, 'care of finish' dates and respective mileages between wax polishing are all ruled in columns, starting 16th August 1964, when it had done just 543 miles. There's note of a 'Simoniz master' waxing carried out on 12th July 1975 when the car had done 69,564 miles. So he'd been averaging 6363 miles a year. Scrolling through the pages, we're now looking at 'scheduled lubrication and maintenance services', and its first one, done at 335 miles – what they call 'break in' – is carried out by agents Neufeld Motors. It's a free inspection, although the clutch is replaced at the same time under guarantee.

Then servicing is carried out at 1500 miles, then every 1500 miles from then on. Agents cited are Neufeld Motors, Imported Cars of Berkeley, Foreign Car Corner of Berkeley, and Oliver Imported Cars, also of Berkeley. This is all routine stuff, like new plugs and points – Bosch 200 specified – and then four quarts of oil prior to storing the car during his absence from the USA in 1967.

When he returns, the car goes further afield for its servicing: with the mileometer reading 60,000 miles it goes to Martin-Johnson of Oakland, and then Foreign Car Corner of Berkeley again, followed by Jim Montgomery, Riverdale Service, Lukes & Shoreman of Albany at 66,000, and it gets new rubber at Kaufmann Tires. As well as recording tyre changes, he's even noted when he swapped them from back to front to spread the wear evenly, along with a little diagram showing the tyre rotation.





## 356 COUPÉ & CABRIO



Initially it's all very neat, but the further you get in the book the less legible is the writing. It starts to deteriorate in the '80s, and by 1987/88 it's still legible but certainly not neat anymore. As Burt observes, 'you can see at the beginning he was writing very carefully, and by the end when he was getting old his handwriting was getting worse and worse – in the final year, he took three lines to write down what he would have put on one line in the beginning. So although that's an interesting record of the owner aging, the car doesn't demonstrate the aging process in the same way.'

Nevertheless, this is also a fascinating record of where the car went: journeys from San Francisco range from Yosemite National Park on 20th March '65 to the Alamo in Texas on September 28th 1966. On March 20th 1970 he goes to Barstow, Kingman, Williams and Flagstaff, so he's obviously getting his kicks on Route 66. In '83 he's done some more touring with it, covering Tucson, Santa Rosa, New Mexico, Oklahoma, Alma, Arkansas and Memphis.

I turn the key and the flat-four fires up with that deep, guttural growl. Given a bit of throttle it runs extremely smoothly, as well. It's effortless to drive: the gear change and steering are light and delicate. The Cabriolet's immaculate 15in steel wheels are shod with deep-sided Michelin XZX 165/SR15s, perfect for classic motoring.

The coupé is just as fine a car as the Cabrio. It's slightly more lived in; everything in the cabin is a fraction more 'used', the controls, the seats, everything has a slight patina and rawness that comes with use. Burt emphasises the

point: 'the convertible is all first paint, and though the coupé is also unrestored, some little parts are re-sprayed.'

Driving it, the controls and the mechanicals also speak of more usage than its soft-top sibling – but it's all marginal; the reality is, it's tight as a drum, only slightly less tensioned. This, then, was Mr Grens' everyday car that took him to and from the airstrip, while the Cabrio was the treasure, the high-days-and-holidays car. Burt is analytical: 'the coupé is about 90 per cent unrestored original, just the same as the Cabriolet, original interior look, everything is pristine, but he didn't keep the same log-book with this car as he kept with that one.' But Burt does have lots of history, including the coupé's maintenance book, all the invoices and the papers that show the same delivery date.

The coupé is more run-in, which means it also wants to spring into action more readily. It's slightly noisier, but its tight, rorty flat-four makes it content to brat around the bosky groves like a pony in a paddock. Some of the tracks here are unmetalled, ideal for some sideways action in the woodchips, and it's tempting to floor the throttle and swing the wheel – which I note is standard in the coupé but aftermarket in the Cab, perhaps another sign of favouritism.

The Cabriolet feels the more precious of the two, but perhaps this is a psychological emotion engendered by the logbook. Yet, even though the Cabrio feels like getting into a new car, of the two, the unfussy and unfussed coupé is probably the one I'd drive away in. Flights of fancy: that one's logged, anyway! **CP**

*Which would you prefer?*

*The Cabrio is the obvious choice but few would turn down the chance to drive the coupé. They are two perfect time-warp classics*

### Thanks:

Solitaire Tree Nursery ([www.solitaire.be](http://www.solitaire.be)) for hosting our photoshoot in a sultry sylvan setting. And to Stena Line ([www.stenaline.co.uk](http://www.stenaline.co.uk)) for allowing us to celebrate their centenary voyage with them on the Harwich to Hook of Holland crossing on the SS Britannica.

*Coupé interior is not as pristine due to harder use. Stock steering wheel is retained on coupé, too. Use of paint thickness gauge confirms paint to be the original*





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*Stefan Bellof was reported to be in discussion with Ferrari F1 for the 1986 season at the time he was killed at Spa-Francorchamps in September 1985*

# MASTER OF THE 'RING

**Paul Davies remembers Porsche's masterful Group C champion, the late Stefan Bellof, and attends a special ceremony at the Nordschleife to commemorate this great driver and his cars**

Text: Paul Davies Images: Rothmans, Porsche AG and the author

Porsche 956.007 squats on the graffiti-covered track, with the sunshine filtering through the trees of Germany's Eifel Forest, looking every inch of what she is, a very special example of the most successful racing sports car that ever turned a wheel. The James Bond-esque chassis number reveals this as an early variant of the 956-962 family that, combined, notched up seven Le Mans victories over 12 years, six world championships, four IMSA series titles in the USA, six Japanese Sports Car championships, and hundreds of individual race wins from Europe to the USA, Asia and Australia.

The records, as accurate as possible, say that 41 cars in the 956-962 series were manufactured at Porsche's Weissach motor sport division on the edge of the Stuttgart factory. The number for privately-built cars is well in excess of one hundred, and on top of all that was a handful of road-legal examples. They were built because someone

somewhere might be mad enough to buy one for the freeway, or (more importantly) because revised Le Mans regulations said competing cars had to be 'production' based.

Why was '007' worthy of such attention on a sunny August day? The Nürburgring – or to be precise the 20.83 kms (12.4 miles) that makes up the Nordschleife, the twisting, turning, bumpy bit now deemed too fast and dangerous for modern international racing but used for Historic trials, manufacturers proving their latest designs, and petrol-head punters who pay a modest fee to pit their machinery against the 'Ring – is the reason.

Go back to May 1983 and '007' is one of the pair of Rothmans Porsches entered for the Nürburgring 1000kms, third round of the World Endurance Championship. Jacky Ickx and Jochen Mass are paired in 956.005, Derek Bell and Stefan Bellof are the 'support' team in the second of the factory Group C cars.



Thomas Guthmann was the man who put together the Stefan Bellof Tribute during the Oldtimer Grand Prix. He was only 12 years old when he first saw Stefan race



It seems there's no team orders with the Rothmans-sponsored Weissach team. 'Brilliant' Bob Wollek, aided by Thierry Boutsen, has upset the tobacco applecart at Monza with a win for the private, Joest Racing-run, Marlboro-sponsored, 956 (this was a bloody nose for the factory guys in blue and white), while Bell and Bellof have triumphed at Silverstone. At the Nordschleife, the Rothmans men have got to win again, and by rights it should be the Number One pairing.

Only, in contrast to his highly experienced team mates, Stefan Bellof is the young hot-shoe, the German *wunderkind* brought into the team by Porsche's racing director Peter Falk. In qualifying Stefan takes '007' round in just 11.13 seconds over six minutes; an average speed of 125.56mph, but more importantly 202.073km/h – the first car to break the 200kph barrier. In the race itself he again sets fastest lap, 'just' 6 mins 25.91 secs/120.75mph, or 194.33km/h. Then he crashes, and honour (and team order) is restored as the Ickx/Mass car takes the chequered flag.

The Nürburgring 1000kms of 1983 was the final international race held on the Nordschleife. Bellof's qualifying time remains the fastest ever (and the only 200km/h-plus) lap and his race lap the official race fastest.

Unless someone does a big about-turn and re-opens the track for international races, that's it. For all time. Anything else you may read is bunkum.

Which is why we gathered on the Nordschleife that morning as part of the Stefan Bellof Tribute, and it's also where this story gets personal. Back when it happened, I was the man contracted to organise press relations for Rothmans Porsche. I was not at the Nürburgring in '83, but two years later I was at Spa-Francorchamps for Belgium's sports car world championship qualifier, when a collision with Ickx's factory Porsche 962C sent the private Brun Motorsport 956 of Bellof into the Armco. Stefan died from his injuries, and a promising career ended almost before it had begun.

The tribute was to mark the 30th anniversary of Stefan's historic lap, with the official naming of the 'Stefan-Bellof-S' curves (the first 'new' corner since the northern loop was built in 1927), and to remember his life with the opening of an exhibition in the Ring Werk museum, housed in the administrative complex of the current, clinical circuit. Pulling everything together, during the running of the Oldtimer Grand Prix, was the not insignificant achievement of Thomas Guthmann, with the eager support of friends.

Thomas is a remarkable fellow. He works in the mystery

Derek Bell accelerates '007' through the 'Stefan-Bellof-S' for the very first time. The last occasion the car went along this section of the Nordschleife, it crashed!







(to me) world of IT, but has been a Bellof fan since, as a 12-year-old, he saw the hot-shoe winning in F2. 'Since then', he says, 'I became a *Bellofisti*. Later I met him and got his autograph, which I still have.'

'One of the first things I did when the Internet came in the mid '90s was to search for references for my idol Stefan Bellof. But there was nothing, no Wikipedia, no websites with information about him. Nothing. So, in 1998, I decided to start my own website about Stefan. And then it was getting bigger and bigger...'

Thomas's enthusiasm led directly to the Stefan Bellof Tribute, which the Nürburgring management supported

his former girlfriend, first manager, and Rothmans Porsche people of the time, including race engineer Klaus Bischoff. Centre-stage, between Stefan's Formula Ford and the Maurer F2 that taught him how to cope with the Nordschleife's bumps, was '007'. Next day the blue and white car was out on the track, with Derek Bell ably demonstrating the ultimate Ringmeister to the Oldtimer GP audience.

The car's journey to the Nordschleife this year is remarkable. After Stefan's 1983 crash it was later purchased by Al Holbert – who figured in many Rothmans Porsche results, including winning Le Mans in 1983, '86 and '87 – to be rebuilt and used as a sponsor exhibit to support

*Above left: Chris Crawford (left) now owns 956.007 while Trevor Crisp (centre) is the man who put it together after it was found in a museum in North Carolina. Former Rothmans manager Sean Roberts (far right) organised the car's presence at the Stefan Bellof Tribute*

*Above: Bellof's first manager, Rainer Braun, interviews Stefan's father, Georg, before the unveiling of the sign on the Nordschleife, while Derek Bell looks on*

## “I became a *Bellofisti*. Later I met him and got his autograph, which I still have”

wholeheartedly, as did the German national motor club (AVD) and Porsche itself in the form of its Classic division. (In conversation with Manfred Jankte, head of factory public relations during the Rothmans Porsche era, I learn just how much support Porsche has given the Bellof family since 1985.)

Stefan's memory lives on amongst many in German motor sport. Former team drivers Jochen Mass and Hans Stuck Jr attended the exhibition unveiling, along with Stefan's family,

his IMSA programme. Holbert died in an air crash in 1988 and the car ended up in a museum in North Carolina, to be rescued after 20 years and brought to the UK and the ownership of Chris Crawford.

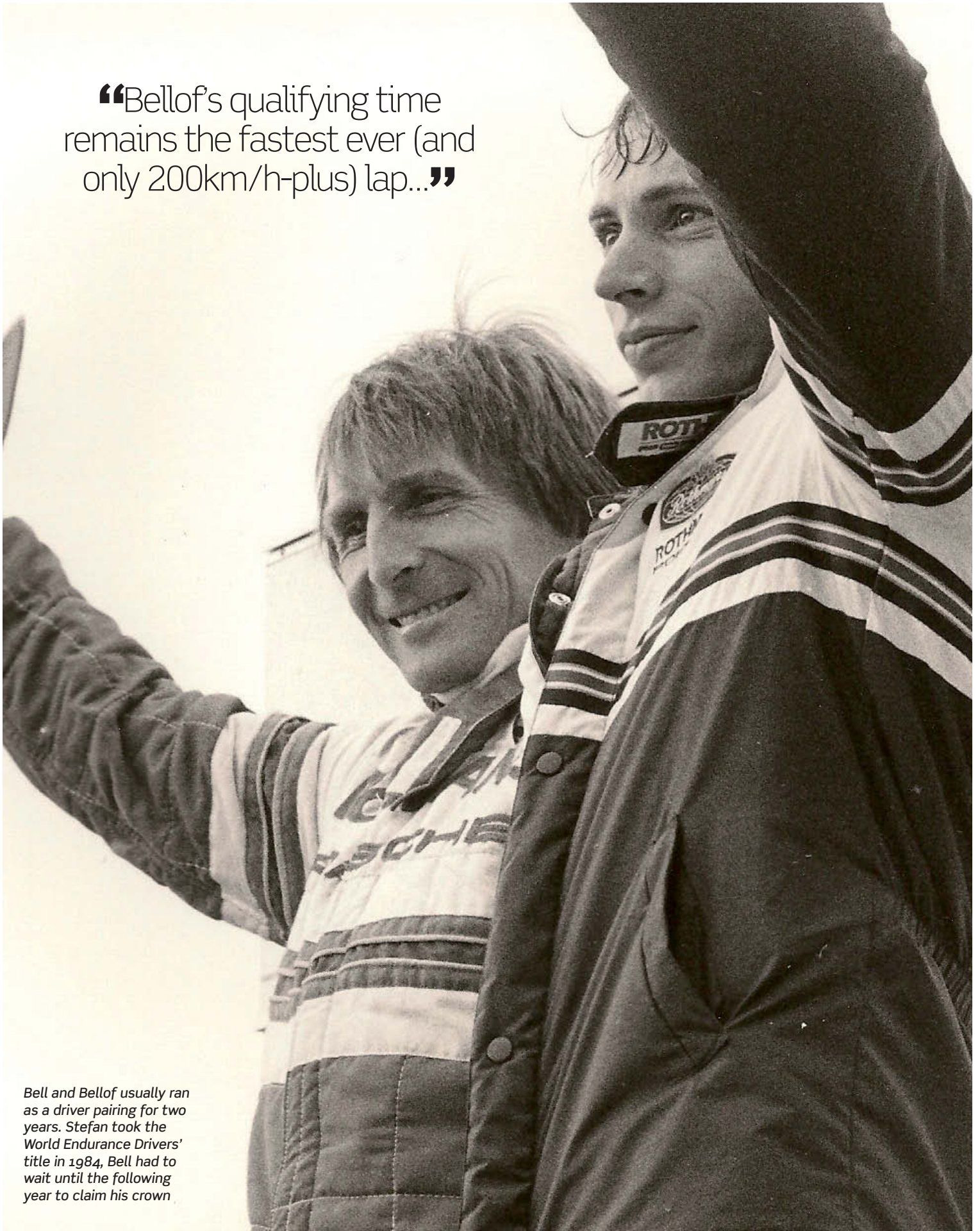
As owner of ADA Engineering, Chris Crawford ran Group C2 cars with success during the Rothmans Porsche era, so it was not surprising he added '007' to his collection – which includes yet another 956. Former ADA engineer Trevor Crisp was the man given the job of restoring the car – he reports



*The Stefan Bellof Tribute is now a permanent feature of the museum in the Ring Werk, at the current Nürburgring. Stefan's Formula Ford and Maurer F2 are featured*

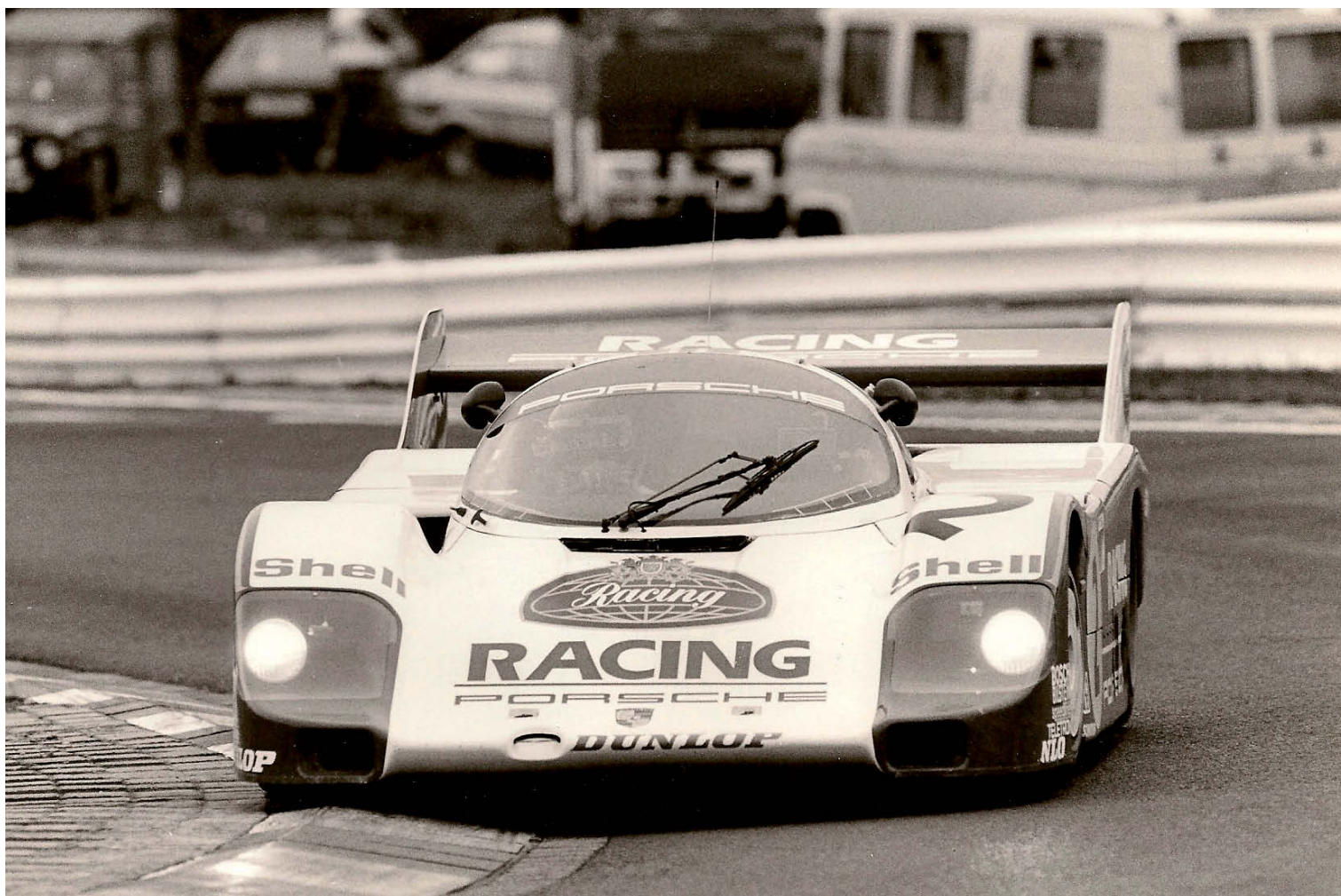


“Bellof’s qualifying time remains the fastest ever (and only 200km/h-plus) lap...”



*Bell and Bellof usually ran as a driver pairing for two years. Stefan took the World Endurance Drivers' title in 1984, Bell had to wait until the following year to claim his crown*





considerable effort was required following the work done in the USA to repair the Holbert show car – and was in Germany with Crawford to keep an eye on the car. It was former Rothmans promotions manager Sean Roberts' well known persuasive powers (I know them well!) and continuing contacts within Porsche that got the car to the 'Ring. Roberts also insisted the car be re-painted in the correct 'Racing' livery, tobacco advertising having been *verboten* in Germany even back in '83.

Sean remembers the impact of Stefan on the team and that Nürburgring record run. Bellof was not in the original 1982 line-up agreed between Rothmans and Porsche, but at the start of the second year of the project (and flying high with a resounding 1-2-3 at Le Mans behind them) Peter Falk

'Klaus Bischoff set off around the paddock, with Dieter Glotzbach the Dunlop tyre manager, talking to all the Porsche runners, and managed to come back with a set that just might have one good lap left in them', says Roberts. 'Stefan smiled, then went out and grabbed pole position'. Bischoff's effort was rewarded with a win for the Bell/Bellof duo, and set the team on track for the sensational performance at the Nordschleife.

'Stefan was the man for the 'Ring', says Sean. 'His experience in the Formula 2 Maurer meant he knew how to deal with the bumps in a ground-effect chassis. Peter Falk also knew he would be fast, and had men with radio links positioned round the course to report back conditions before '007's qualifying run. That first 200kph lap was amazing; the

*'007' in action on the Nordschleife back in 1983. It says 'Racing' not Rothmans because tobacco advertising was banned in Germany, even at that time*

“Derek Bell is said to have remarked ‘doesn’t he realise this is an endurance race?’”

told the sponsor he wanted to bring the young German into the team. Roberts was interested, having seen the emphatic Bellof F2 victory at Silverstone in 1982, but with no big sports car experience thought it to be a brave move. However, Stefan joined Derek Bell in '007' for the second round of the '83 World Endurance Championship at Silverstone.

Just like the opening round of the series mentioned earlier, it was Wollek who initially set the pace in qualifying in the rival Joest/Marlboro 956, with Bellof of the nearest factory driver. Contrary to the assumptions (of other teams) at the time, the Rothmans Porsche set up – importantly in a vital technical partnership with Dunlop and Shell – was not awash with money, and the team had used up its one set of qualifying tyres.

smiles on Peter Falk's and (956 project manager) Norbert Singer's faces told the whole story.

Bellof's pace in the race itself was also sensational, before the crash that is. With a two minute lead (he'd gained 20 or more seconds on the first lap) the 'EZE' board was hung out, but it was too late. Derek Bell is said to have remarked 'doesn't he realise this is an endurance race?'

After Nürburgring, Stefan's race career continued at the same pace. He and Bell won again that year at Fuji and Kyalami, but it was the following year that everything came just right. Porsche played with driver pairings during the year, which stymied Bell's chances of a joint title, but Stefan won at Monza, Nürburgring (GP circuit), Spa, Imola, and Fuji, to go into the final round at Sandown Park, Australia, head to head





with Ickx's regular team mate, Jochen Mass. Bell helped Stefan to race victory, but the 1984 World Drivers' title went to the German. Derek would have to wait until the following year, to then share honours with Hans Stuck.

Bellof's talent and speed had also landed him with a Formula One drive for Tyrrell in 1984 (amazingly juggling GP and Rothmans Porsche commitments), although a technical infringement had the F1 team disqualified for the complete year. He elected to concentrate his efforts with Tyrrell in '85, and vacated the regular factory Porsche seat in exchange for the occasional ride in Brun Motorsport-prepared 956 and 962C cars. At the time of the Spa accident he was reported to be in talks with Ferrari about a 1986 Grand Prix drive.

It is said the fatal accident at Spa should never have happened. Ickx and Bellof were not even on the same lap when the collision between the La Source hairpin and the uphill Eau Rouge bend occurred. Ickx, however, was out to win his 'home' race, Bellof driving as hard and as fast as

ever. Jacky got straight out of his badly damaged car and went to assist Stefan who was trapped for over 10 minutes before being taken to the track medical centre.

We watched everything from the Rothmans camp. Jochen Mass ran down to the track and came back to say the news was not good; a sombre Jacky Ickx returned to the bus, collected his belongings and left the circuit. Meanwhile the race ground on slowly and noisily behind a pace car for what, to us, seemed ages until the organisers did the decent thing and stopped it.

Back on the Nordschleife this year a former World Sports Car (and possibly future Grand Prix) champion was justly remembered. The sign naming the new curve, very near to where the Ringmeister crashed 30 years ago, was unveiled by Nürburgring boss, Dr Karl-Joseph Schmidt, and Stefan's father, Georg. Then Derek Bell accelerated '007' through the 'Stefan-Bellof-S' for the first time. It was a fitting way to remember a remarkable car and a remarkable driver. **CP**

*A legendary partnership, Bell and Bellof were a perfect match in 1983 and '84. Today, chassis #007 looks just as it did 30 years ago*



*'Ring '83. Porsche research and development chief, Helmuth Bott (No 3), confers with racing director, Peter Falk. Valentin Schaffer (left, facing) was the team's turbo expert*

**Thanks:**  
Stefan Bellof Tribute organiser, Thomas Guthmann, also Sascha Honig (who full-time runs the Nürburgring kart track) and the Nürburgring management for being so helpful and welcoming.  
Sean Roberts for (persuasively) suggesting I should attend. The man on the gate of the marshal's paddock who let me park my campervan next door to the track...

Thomas' web site:  
[www.stefan-bellof.de](http://www.stefan-bellof.de)  
See Derek Bell driving '007' around the Nordschleife:  
[http://m.youtube.com/watch?v=aSkEO1Vnhal&desktop\\_uri=%2Fwatch%3Fv%3DaSkEO1Vnhal](http://m.youtube.com/watch?v=aSkEO1Vnhal&desktop_uri=%2Fwatch%3Fv%3DaSkEO1Vnhal)





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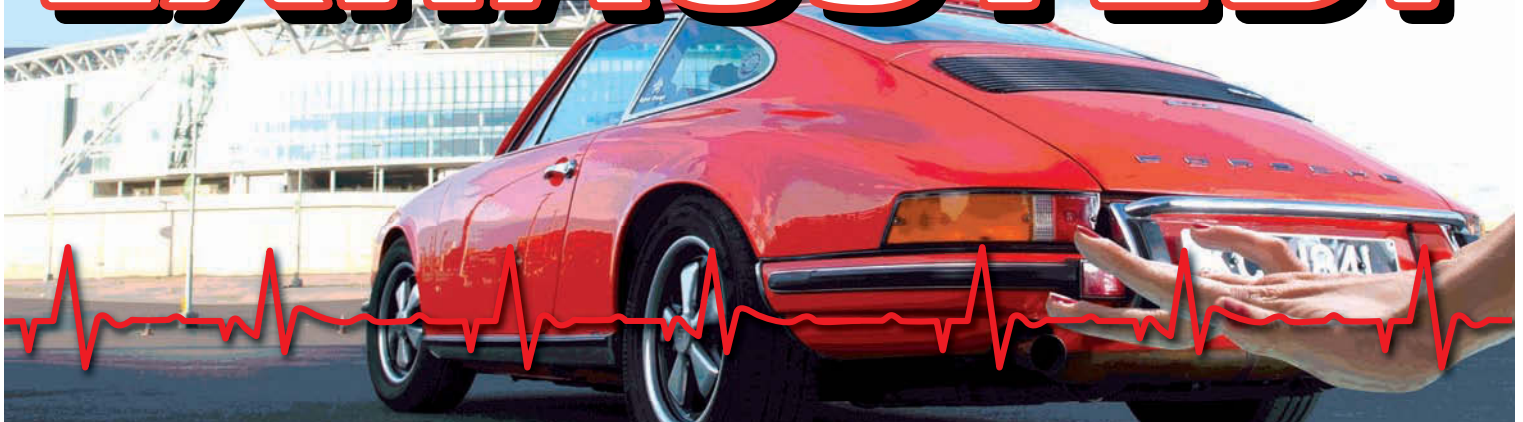
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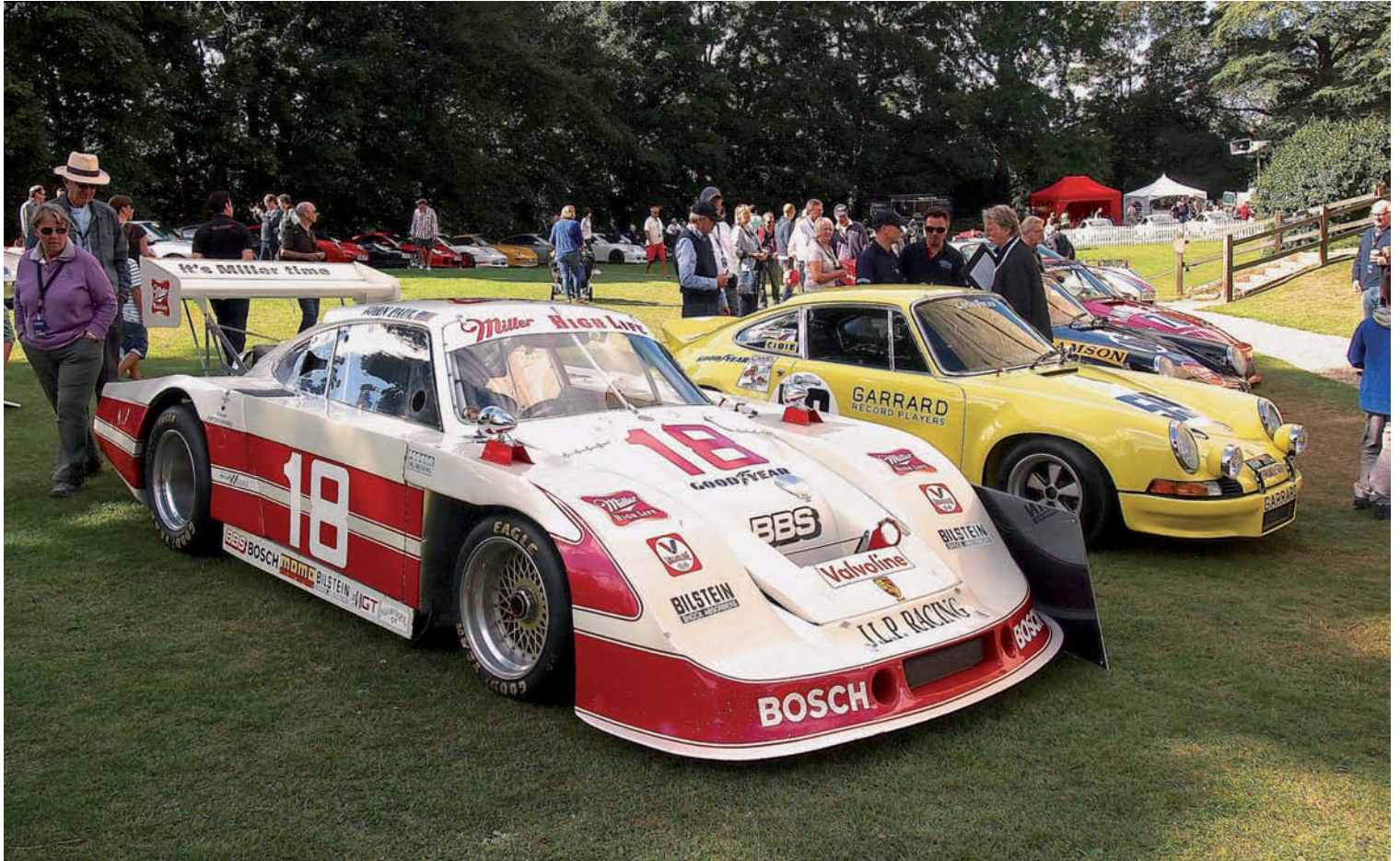
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# BETTER & BETTER...

Once again, Classics at the Castle proved why it has become the number one classic Porsche event in the UK, if not Europe!

Words: and photos: Keith Seume



*Mauro Borella's incredible JPL-4 IMSA 911 was one of the stars of the show. It's a real beast; Maxted-Page showed the freshly-restored 934 and the recently completed 901 race car - this was displayed as a bare shell on our stand last year; delivered to the customer at the show, this 1952 356 Cabriolet was the handiwork of Roger Bray Restorations*

Every year we come away from this event thinking 'How can it get any better?' Well that's precisely the question on our lips right now for, looking back though the photos we shot that day, and catching up on the feedback on Internet forums, it is hard to see how it can be improved.

The formula is very simple: promote an event for every kind of classic Porsche, choose a truly wonderful location (an old English castle will do nicely...) and then ask the right people to show up and talk of their racing exploits. By 'right', we mean the likes of Bob Garretson and John Fitzpatrick, both Porsche 'greats' behind the wheel of cars such as the 935. Throw in the surprise appearance of another

legend - Le Mans star Gijs van Lennep, in this case - and you can't go wrong.

The weekend got off to a flying start with a gala dinner on the Saturday night at which Messrs Garretson, Fitzpatrick and van Lennep took to the stage to reminisce about what really were 'the good old days'. It was a memorable evening for all who attended, ably MC'd by Mark Cole.

Sunday morning and all eyes turned to the sky. The pre-event forecast had been mixed, and the broken cloud hinted at the weather going either way. However, by mid-morning, the sun was shining and it was time to check out the incredible collection of road and race Porsches which had gathered.

Our personal favourite was the amazing JLP-4



# CLASSICS AT THE CASTLE

John Fitzpatrick, Gijs van Lennep and Bob Garretson kept everyone entertained on Saturday night



Far right: John enjoyed reacquainting himself with a former drive, the Kremer RSR of Mike Burt



Bastos-liveried 911SCR was shown by Johan Dierickx of Belgium. It's a no-nonsense machine with real history; what better setting for a show than the grounds of an old castle?; Carrera RSs proving there's more to life than Grand Prix White... ; 911 ST takes to the hill; fewer 356s than last year, but while numbers were down, quality definitely wasn't!







Porsche GB welcomed visitors to the show with this matching pair of cars; *Moby Dick* made its appearance courtesy of the Porsche Museum; parade down and up the hill led here by Paul Howells in his RSR; *Historika* put on a race-themed display; an interesting 'find' was William Hunt's rally g11, all the way from Ireland; happy birthday g11, indeed...

IMSA g11 of Mauro Borella, trailed all the way from Italy especially for the show. The car, the last ever 'full-on' IMSA Porsche driven by John Paul Jr, has been out of the limelight until this year when Mauro imported it from the USA.

John Fitzpatrick was all smiles as he was reunited with his former Kremer RSR, chassis # g11 360 0885, now belonging to Mike Burt, while Bob G clearly enjoyed the opportunity to drive his former Le Mans Hawaiian Tropic 935 on the hill.

Yes, once again, the organisers had arranged a 'leisurely' drive down and then back up the driveway

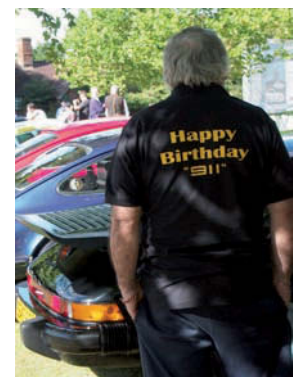
to demonstrate the most significant cars at the show. Frantic arm-waving from marshalls hinted at a couple of owners getting a little carried away!

Seeing and hearing these cars on the move is part of what makes Classics at the Castle such an inspiring event – it really is far more than a static display of cars on some freshly-mown grass.

With representation from the Porsche Museum and Porsche Classic, this event is clearly regarded as an important one in the factory's calendar. And quite rightly, too. We've said it before, but... we can't wait for next year! **CP**



“It really is far more than a static display of cars on freshly mown grass...”





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# PRIMENUMBER

**There's been plenty of conjecture about which is the earliest Porsche 911 in the country, but Simon Corbett owns the first right-hand drive 911 to be imported to the UK and, more importantly, he can prove it!**

Words: Paul Davies Photos: PD and the owner

**T**ake a look at this car, it has history. Every so often someone claims they own a particular car, and a bit of detective work reveals that it's not quite as black and white as the owner would think. I know of several 'significant' cars valued at zillions because of their supposed ancestry that buckle under serious examination. Many times it's down to the splitting of hairs, the small print.

Or sometimes it's down to just a single letter. A rather sorry looking 1966 model year 911 sold at auction recently got press coverage as the 'first right-hand drive 911 in the United Kingdom' which didn't ring true. I remembered the 'first 911 in the UK' from a few years back and it certainly wasn't this one.

It was an *early* RHD 911, yes, by no means the earliest. A check on the auction website revealed it was a 911S, which of course came some two years after the original model. Full marks to auctioneers Bonhams for (rightly) making this plain in their publicity material; 'nil points' to any journalist who chose to ignore the letter 'S' in the model description.

I knew it wasn't the first-ever 911 with the steering on the wrong side to cross the English Channel, because I got behind the wheel of that one five years ago – Simon

Corbett, one of the driving forces behind Coventry-based independent Porsche specialist, PCT (see *Anti-Hero* last issue) owns the Bali Blue 911, registration number MMU 911C, chassis number 300474, engine number 900421, which has the distinction.

Actually it was one of two 'firsts', both brought into the UK by Porsche Cars Great Britain and subsequently sold by the dealership AFN Ltd, which (just to confuse you) was the name of the original importer. But what proves Simon's car is the real McCoy? Read on...

The car comes complete with a cardboard box full of old photos, documents, a fascinating colour brochure for the 911, dated April 1965, and several minor spare parts, all collected over the years. Amongst the items are letters from Porsche Cars, and AFN Ltd, which by late 1965 had become a separate entity from the concessionaire.

Early in August '77, answering a query from then owner Roger Goode, Mike Cotton (Porsche UK press and public relations manager at the time) said sketchy records suggested the car, built in February 1965, was 'probably' the first right-hand drive 911. Eight days later he wrote again, with the news that Porsche GB managing director, Mr J T (John) Aldington, confirmed it was the very first RHD





Original 'five-dial' dash wears its wood trim with pride. Optional headrest was fitted to the passenger seat only

car, built in the experimental division rather than on the Stuttgart production line. Run as a test car for nearly two years, it was continually updated.

AFN, said Mr Aldington, had two 911s at the time; Simon's blue car, and a white example that was exhibited at the 1965 London Motor Show, and which subsequently became the importer's press test car.

From the same period Mr A L (Lawrence) Hardwicke,

Mr Hardwicke added that he believed an early owner (Clive Ward-Miller, whose name does not leap from the cardboard box) fitted later model carburettors to cure these fuel problems. (Clive Ward-Miller was a well-known Porsche mechanic operating from modest premises in Streatham, South London - KS)

Former Porsche GB managing director, Peter Bulbeck, also remembered the car when, in 1997, Simon Corbett

“The very first RHD car, built in the experimental division rather than on the production line...”

A timeless profile the roots of which can still be traced in today's 991-series cars. Was there ever such a pure design? Butzi Porsche got it absolutely spot-on...

service manager at AFN, told Roger Goode he remembered the car well. 'It was the first 911 in which I was a passenger at speed around a few corners, and having been used to the 356 it took my breath away', he wrote. He added that the car was almost trouble-free during the AFN tenure, unlike many other early 911 owners 'who suffered from various problems like petrol-soaked floats, and consequent over-rich mixtures and wetted-up sparking plugs'.

contacted him. 'Having already been at AFN for three years when MMU 911C was imported, I feel great affinity for the old girl', he wrote. He also commented that the front over-riders fitted were not original equipment: 'they did somewhat add to the problem of wander in cross winds, and we tended to frown upon them.'

Further information on the early life of MMU comes from both Mike Cotton and a photocopy of the first registration book, revealing some famous names.







Former owners of 'MMU' include historic racer Willie Green, and Porsche and F3 racer Charles Lucas. The car has never been fully restored, but has been repainted several times

Subsequent owners directly after AFN Ltd were no less than contemporary Porsche (and Formula 3) racer Charles Lucas and Malcolm William ('Willie') Green, who would later become a leading driver of historic racing cars. By May 1969, the car had its fourth owner, R Murray-Leach.

Once the original registration book runs out, ownership of the car is somewhat vague. We know AJ Herriott, of Nuneaton, owned it in 1977 and sold it to Roger Goode (for £1500, the receipt says) in July of the same year. Six years later it's in Wells, Somerset, in the hands of one Michael Gunning. Simon Corbett bought MMU in 1997. He wanted,



MMU was suffering from lack of use when Simon took possession, but after a couple of weeks' general tidying up, it was running. 'Then I spent the next six months chasing some of the more important original bits that were missing – it was on 1.4-inch wheels for example – to get it to what I considered a usable condition,' he says.

Quite a lot of mechanical work has been carried out over the past few years, including a rebuild of the suspension and engine, interior refurbishment and overhaul of the electrics. The original pair of triple-choke Solex carburettors are now in a cardboard box (another

“I spent six months chasing some of the more important original bits that were missing...”

he says, to obtain his own little piece of Porsche history.

'I decided I'd like to own a car from the first year's production; I've always liked the originality. I'd known about this particular car for some time and had wondered where it was. I mentioned it to one of our PCT customers who used to own it, and he said he'd just sold the then current owner the original seats – he'd found them in his garage when he was moving house,' explains Simon. 'The owner was Keith Russell, someone we knew from the old Giroflex race championship. I went to see the car, and after about a year of pestering he agreed to sell it to me.'

one!) and appropriate downdraught Webers have been fitted. Just like the original carbs, there's no cold start device, only an accelerator pump, which requires the correct amount of throttle pedal movement depending upon whether the engine is hot or cold.

Another original part now consigned to storage is the pair of 25lb iron castings that were fitted inside the front bumper of early, short-wheelbase 911s and termed 'reinforcement'. Fitted to most pre-1969 cars, they were a means of increasing front-end weight and so lessening the rear bias that resulted in criticism of tail-

Simon Corbett (far right) is happy in the knowledge that he owns the first right-hooker 911. Obligatory broom handle is used to hold up front lid!







*The casual observer would probably be unaware of the significance of the Bali Blue 911, but it's an important part of UK Porsche history*

*Two-litre engine has had the carbs swapped to Webers several years ago by past owner, Clive Ward-Miller. Original Solexes are in storage*

happy behaviour of early cars.

The car has been repainted several times during its life, always the original Bali Blue, but as Simon says 'it's by no means concours.' He likes it that way: 'I've always wanted to keep it so that it looks old. I think if a car of this age looks too good, it's not right.'

Simon relishes this originality, or patina. 'One of the good things is that no-one ever did anything really silly to it. It did have a rear window wiper, but I took that off, and some Recaro seats, but no-one's tried to fit spoilers or goodness knows what.'

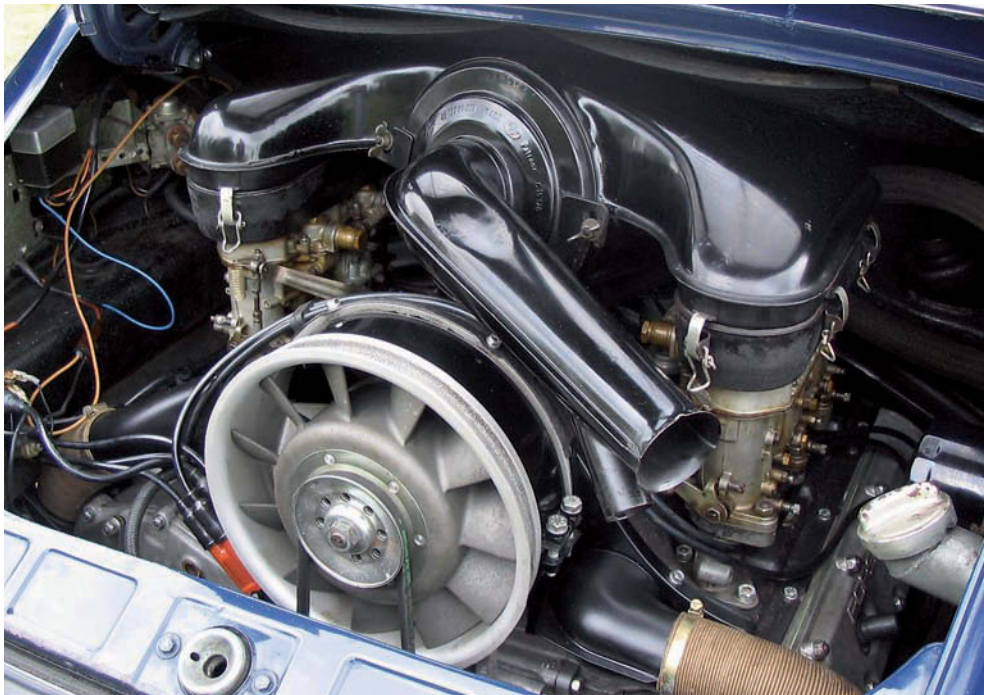
Talking about this car can't be concluded without a short drive – which is how I end up motoring along a Warwickshire lane with a wide grin on my face. (Funny, my face adopts that pose every time I drive an early 911.) It's a piece of history, and it's an honour to feel the slim, wood-rim steering wheel in my hands.

Just savour the scene inside the car. Like all of the first

911 production run, the wood rim wheel and matching teak fascia trim was a standard fitment, the ambient temperature gauge to the right of the five-dial instrument display an option. The seats are pure, flat 356-style (no specials in '65), and the (optional) headrest is (correctly) only on the passenger side.

The windows are wind-up, of course, the quarter-lights opening, and the round Durant door mirror (which Simon had to find) best described as a styling item rather than an aid to vision. The seat belts, one suspects, would not provide much security in an accident, but they do have chrome buckles with the Stuttgart crest, which looks pretty swish.

The distance recorder at the time I took the wheel displayed a genuine 53,986 miles. That's now gone up just a bit because Simon likes to give the old girl a run on a regular basis, but it's still a remarkably low-mileage example.







*Devoid of unnecessary trim, spoilers and oversized wheels and tyres, 'MMU' harks back to the days when there were clear links between the 'new' 911 and the 'old' 356...*

Everyone says the heating and ventilation system of any early 911 is a joke but, take my word, there's a good chance Porsche got it more right with this car than they did with later models.

A lever under the fascia opens the fresh air vent in front of the windscreen, heat from the boxes around the exhaust system is switched on and off by a lever in front of the gear stick, and driver and passenger feet are warmed from slide vents in the outer sills, just like on the 356. Air exits the cabin through vents above the rear window after (and this I didn't know until I read that brochure in the cardboard box) passing through the hundreds of pinholes in the headlining.

Give me just engine-fan forced air and a couple of

an 'H' pattern of their own. In many ways it's more logical than the later 'conventional' Type 915 pattern, which puts 1st and 2nd in line and both reverse and 5th at the extremities. After all, who needs 1st once they're moving?

Anyway, the gear lever attached to the 901 gearbox of Simon's car may move through monumental distances (fifth squashes into the driver's seat squab if it's adjusted for someone with short legs like me) but action is smooth, light and not at all notchy. The 2-litre, 130bhp engine revs well, too, but in deference to the power unit's age I must admit not hitting the seemingly excessive 6000rpm red line.

Brakes (also unassisted) did their job admirably through the Midlands lanes – firm but kind was the best approach

**“I've always wanted to keep it so it looks old. I think if a car of this age looks too good, it's not right...”**

levers rather than the umpteen electric motors and the electro-mechanical 'temperature' control that sit in the Carrera 3.2 and later air-cooled cars. I'll put up with the hint of engine fumes; in fact I find it quite nostalgic.

It would be churlish to say that driving Simon's car is like 'going back in time', as this might give the wrong impression. Stepping from my Carrera 3.2 to the 911, twenty-two years older, I'm reminded just how together the earlier car is. It feels roomy and airy inside the cabin, all round vision is great, the (unassisted) steering is wonderfully precise, and clutch operation (again unassisted) is surprisingly light for anyone who's judged a 911 by the hefty clutch operation of a 1972-'87 car equipped with a Type 915 gearbox.

This first 911 has the Type 901 transmission, used until the 2.4-litre engine, with the dog-leg gate, putting first down to the left opposite to reverse, and second to fifth in

here – whilst Simon's re-build of the front suspension seems to have eliminated the front end 'bounce' that often appears on less well looked after 911s of this era.

To sum up: a pleasant car to drive, that more than holds its own against modern traffic and really makes you wonder what – apart from massive power increases and the associated peripherals – progress there has been in the past (almost, in this case) half century.

Driving was truly a pleasure, hence the previously mentioned grin on the face. I recommend any owner of a recent model Porsche to get behind the wheel of an early 911 – although perhaps this early might be a little difficult – at least once in their life if they want to understand the heritage of their car.

But don't get hung up over whether or not it's a 'significant' vehicle – we all know that every classic Porsche is significant. **CP**

#### Thanks:

Simon Corbett of PCT Cars Ltd, of Coventry, ([www.pctcars.co.uk](http://www.pctcars.co.uk)) for the loan of the car. Henley Golf and Country Club, Henley-in-Arden, ([www.henleygcc.co.uk](http://www.henleygcc.co.uk)) who allowed us to photograph in their grounds.



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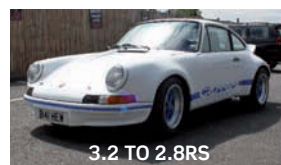
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# VISITING OUTLAW LAND

Words & photos Stephan Szantai



Last issue, we gave you a glimpse of Emory Motorsports, in the shape of two near-stock-looking but highly tuned 356s. Such performance-oriented models have become a staple for the Oregon-based shop, which has been influential in creating the Outlaw trend, too. Follow us as we meet with company owner Rod Emory for an exclusive tour!





*Gary Emory (far left) and Rod Emory (second left) with the Emory Motorsports team. It's probably fair to say there isn't anything these guys can't do when it comes to early Porsches...*

*Outlaws are the game at Emory's workshop - centre-fill gas tanks are a common sight! Emory-developed annular disc brakes recreate the 356 Carrera discs of old (below right)*

About an hour from the hectic urban pace of Portland, Oregon, sits a 50-acre piece of property surrounded by calm and greenery, where old Porsche 356s come back to life with a vengeance – welcome to Emory Motorsports.

The shop isn't totally isolated, though, being located in the suburb of a city housing 33,000 folks, McMinnville, whose claim to fame is a fantastic aviation museum. Among the aircraft on exhibit, visitors are usually drawn to the Spruce Goose, the largest aircraft ever constructed; a wooden mammoth designed and built in the 1940s by legendary entrepreneur Howard Hughes.

Emory Motorsports has had a deep impact on the Outlaw scene; but before we address the subject, we need to move back in time, way before company owner Rod Emory was even born. You see, he happens to be a third generation gearhead, with both his father and grandfather influencing the car world in their own way. Grandpa Neil Emory made a name for himself as the co-founder of

Valley Custom Shop in 1948. He started various elegant custom trends by perfecting the vehicles' factory appearance, using intricate methods such as sectioning the body – that's when a horizontal 'slice' is removed all around the shell.

Neil wrenched on customs through the '50s and in 1962 he was offered a job at the Chick Iverson VW/Porsche dealership in Newport Beach, California. As a bodywork specialist, he became an expert at reviving mangled German tin. His son Gary (Rod's father) soon joined him once he finished high-school, later leading to a position as Parts Department Manager.

In the late '60s, Gary witnessed a lot of not-so-old Volkswagen and Porsche replacement parts being thrown away, mainly due to lack of space, from luggage racks to four-cam engine components. He realised the value of this stock and, in agreement with Chick, went to save a lot of it. They eventually partnered to found Porsche Parts Obsolete in 1974, after selling most of their VW/Audi







inventory. This business turned very successful, taking over a 10,000 square-foot warehouse. In parallel, Neil and Rod's uncle Don opened Emory's Porsche Restoration, too!

At an early age, Rod (who was born in 1974) started helping Gary after school and during the summer. It didn't take him long to work on whatever project his father gave him. Rod enjoyed helping as a kid: 'During the early part of the '80s, my dad wanted to have fun with these 356s; pulling bumpers off, adding fog lights, polishing drums, putting louvres in the decklid... Basically he longed to hot rod them a little bit, inspired by Porsche's factory GTs.'

From 1984 until the early '90s, the father and son team built a number of souped-up 356s; soon, Gary's buddies nicknamed the duo 'Outlaws'. Event promoters weren't too sure what to do with their vehicles, which were relegated to the parking lot rather than the show area. But the trend

began to spread and friends went to assemble their own 356 Outlaw versions – the Emorys would even give a nice 'Outlaw' badge to the people who they thought had a deserving car. Later, even the 356 Registry introduced an Outlaw class in their Concours d'Élégance!

When reaching the age of 10, Rod would also hang out with his grandfather Neil in his restoration shop during a few summers, learning bodywork from one of the best automobile customisers. The younger Emory additionally got a job as a mechanic on a championship-winning nostalgia Top Fuel dragster (circa 1967), four years later – 'I was the left side engine mechanic at age 13' he remembers! Competition is in his blood, too. In 1989, he went racing ATVs with great success all around the United States; then the following year, he competed on the asphalt with his 1953 356 coupé, as well as the Mickey

*Panoramic view of the workshop gives you an idea of its size, and just how many projects are going on right now. Impressive, yes?*

*g11R-inspired g11 hot-rod proves that Emory works on more than just 356s. Early Emory 356 Outlaws were controversial in their day, but set the mould for a whole new trend*







Thompson series with a single-seat off-road buggy. Not your typical youth, for sure!

After going to college and getting married, he followed his dad Gary to Oregon in 1996 – Gary had brought Porsche Parts Obsolete along with him. Rod and his wife Amy consequently opened Emory Motorsports, as he wanted to follow his grandfather's footsteps and start vintage Porsche restorations, while also specialising in racing – from coaching the drivers to supplying them with 'arrive-and-drive' trackside support.

The company slowly evolved into a facility able to provide unique custom/Outlaw 356s. In 1998, Rod decided to build a car which would change the way people looked at these models, to get away from that 'glorified Volkswagen' image. And so was born the first Emory Special. He started with a rusty 1964 Cabriolet; he then

heavily modified the body before installing 944 Turbo S trailing arms and brakes, custom alloy wheels, along with a Polo 4 (aka 911/4) engine. It was a huge hit.

From 2000 to 2008, Emory employed multiple semi-trucks to support between 16 and 18 customers' cars (mostly 356s) at the track. But as racing began to slow down in the USA, Rod then chose to focus his attention on building 356 Outlaws.

He currently offers different engine options that deliver between 170 and 220bhp, starting with the Emory/Rothsport 'Outlaw 911/4' version – think 2/3 of a 911 flat-six as seen in last month's article about a duo of Emory 356s. This motor now integrates a new billet crankcase and crankshaft, which can survive up to 350 horsepower. It additionally employs a variety of 964 3.6-litre components, plus Weber 48IDA carbs or EFI. An

*Rod's grandfather (and Gary's dad), the late great Neil Emory was one of the most accomplished custom car builders in the 1950s, and co-founder of Valley Custom Shop in 1948*

*No shortage of project material here! If you thought 356s were super-rare, think again...*







alternative costing about half the price is a FAT Performance-assembled 2650cc Type 4 boxer, fitted with a 911-style fan shroud, together with 44- or 48mm carburetors. A third choice, though less popular, is the use of a highly-tuned 356 or 912 powerplant.

These engines are typically mated to either a toughened-up 741-style 356 transaxle, or a 901 transmission with a modified nose cone and bellhousing mounts, for easy installation. Emory Motorsports produces its own annular disc brakes, too, featuring the factory 5x205mm bolt-pattern and inspired by the racing Porsche RSK setup – but they aren't cheap at US\$20,000 a set. A less expensive option would be a disc brake kit supplied by CNC Inc., using the identical 356 bolt pattern.

Emory Motorsports has assembled about 100 Outlaws since 1996, but also performed restorations on a 906, 908, 908-3, a Porsche-Cooper and more. Rod is additionally rebuilding a 1949 Gmünd 356 SL coupé (chassis 356-063) at the present time, in a secret location in Southern California filled with all sorts of high-tech machinery. As a side note, we should mention that the crew regularly builds VWs... but always with Porsche running gear.

The Oregon shop covers 15,000 square-feet, not counting the 7000 of car storage area and the 20,000 taken over by Parts Obsolete, used to stash all sorts of vintage parts up to the late '70s! The facility has been designed to perform restorations from A to Z.

First, a large disassembly/assembly area accommodates a few lifts allowing easy teardowns, with all components carefully organised, ready for a new life. An outside company handles bead-blasting the bodies ('It's too messy to have it here' concedes Rod). When they return, each shell is bolted to an octagonal rotisserie rack custom-made to accept 356s, set in a metal fabrication room that handles one vehicle at a time. The rejuvenation continues – floors, rust repairs, etc – thanks to the talent of Rick Guilmette. Only minimal filler is used during this process.

Once in tip-top shape, bodies return to the aforementioned assembly area, where you will typically witness Sean Nguyen and Luke Guilmette work on three to five Porsches at the same time. The final step includes a very thorough alignment by Rothsport; and after a 100-150-mile test run, the vehicles are ready to be delivered to their clients.

Ultimately, Rod truly feels blessed being involved with Emory Motorsports, as he explains: 'What's amazing is the fact that we are three generations of car builders and restorers – really three generations of a Porsche family. I was able to take everything I've learned from my grandfather and father and turn it into a modern package, which still has the spirit of our traditional hot rod and Porsche roots.' Way to go, Rod – and thanks for the amazing visit! **CP**

*Emory Special (above left) is probably the best known of Rod's creations. Gary Emory (above) runs Parts Obsolete alongside Rod's Motorsports operation, and is the man to see for the rare treasures!*

#### CONTACTS

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*Plenty of parts in stock for future projects, while Gary's 'stash' of old projects is enough to make your mouth water...*





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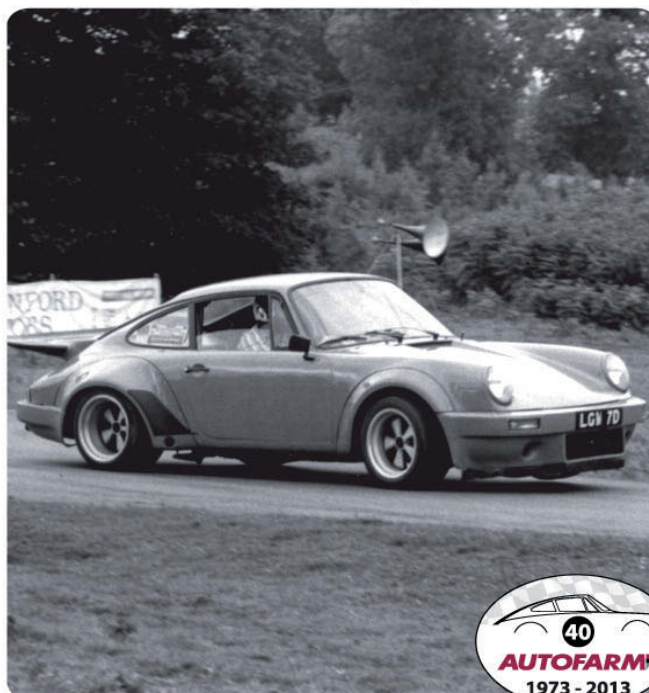
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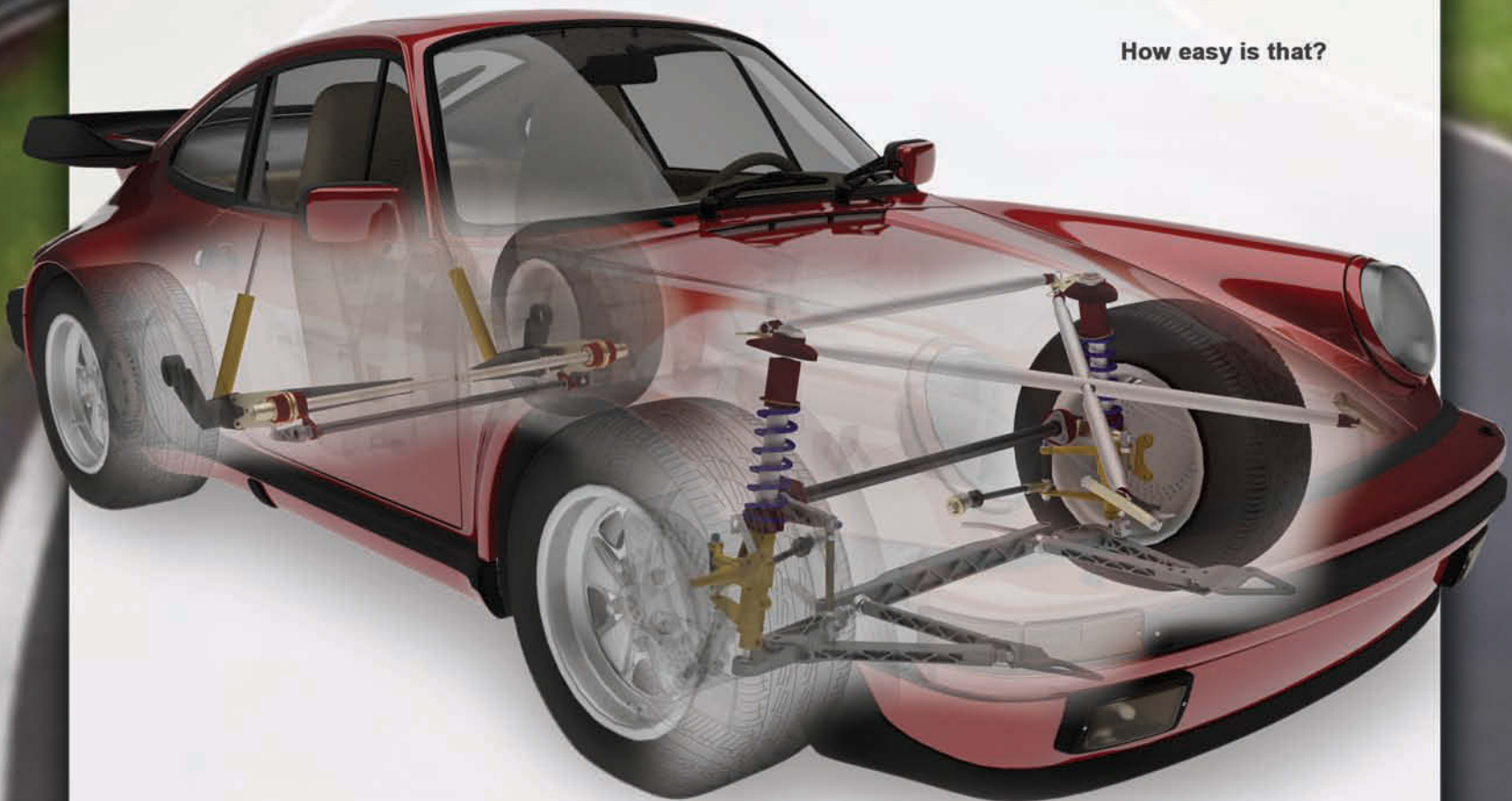
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# PASSION, PERSEVERANCE AND PLANNING

**Steve Terrien's restoration of a Porsche 550A Spyder, chassis number 0141, took no less than 30 years to complete. But, as far as he is concerned, it was worth every step of that long journey**

**F**ew projects in life test human character like an extensive automobile restoration. So many factors conspire against the successful fulfilment of this ambitious goal, such as cashflow shortage, change in interest, excessive capital investment, improper selection of contractors and emotional burnout. When the subject of the restoration is desirably rare and with provenance, the complexity and cost factor go up exponentially.

It is for these reasons that Steve Terrien's 30-year restoration of a Porsche 550 A Spyder is so remarkable. The car has been resurrected to the highest standards of quality and authenticity. The 30-year process of achieving this goal has been wrought with both 'the thrill of victory and the agony of defeat' – and everything in between.

Steve Terrien was captivated by the impressive history of the Porsche 550A Spyder and resolved to find one. With only 37 examples of the 550A Spyder ever built, the pickings were slim at best. Steve's search continued for many years throughout Europe and the United States until one fortuitous day in 1981 when he was contacted by a gentleman who

skills to perform first class paintwork and assembly.

Extensive research revealed that 550A-0141 had an exceptional provenance. Originally purchased by the Piëch family of Austria, the first owners were Porsche royalty (Ferry Porsche's sister, Louise, married Anton Piëch). After World War II, the Piëch family were the Volkswagen and Porsche Importers for Austria. After Anton Piëch's untimely death in 1952, Louise Piëch (formerly Louise Porsche) took over the management and control of Porsche Salzburg.

The car was specially prepared to compete in the Austrian hill climb events, and driver duties were entrusted to Ernst Vogel (a professional concert pianist who proved to be an excellent race car driver). Running under the auspices of Porsche Salzburg the Piëch family had the will, means and connections to campaign a successful racing effort as evidenced by Ernst Vogel capturing the Austrian Hill Climb Championship in 1958.

When Steve researched the history of 550A-0141, it had all the elements of Porsche pedigree and romance; Porsche family ownership, championship status, concert pianist

“Steve Terrien was captivated by the impressive history of the 550A and resolved to find one...”

instructed Steve to meet him in San Francisco's Bay Area to inspect two Porsche 550A Spyders. The first example was 550A-0145, the very last of the 37-vehicle production run. The car was complete mechanically but was in need of a total rebody. Moreover, the asking price was beyond the upper limit of affordability.

That same day, Steve was driven to a warehouse owned by Jim Barrington in the Oakland area. It is there he found Porsche 550A-0141. Or, rather than a complete car, he found remnants of a once proud 550A. The years of competitive racing and multiple owners had taken its toll on 550A-0141. What Steve ended up buying was a frame, engine, transaxle, suspension, gauges, brakes, steering wheel, two wheels and a rear body section. Nonetheless, Steve gleefully completed the purchase.

Although the project seemed like a daunting task, Steve felt confident that he could effectively restore the car to the level he envisioned. It is important to note that he was no stranger to Porsches fitted with the Fuhrmann four-cam Carrera engine. Prior to acquiring his Porsche 550A, Steve had already assembled an impressive stable of Porsches, which included a 1957 Porsche 356A Carrera GS coupé, a 1959 Porsche 356 Carrera GS coupé and a 1962 356B 2.0-litre Carrera Cabriolet. Steve had the mechanical acumen to perform all maintenance work on these cars, as well as the

virtuoso driver, and images of speed along the Austrian Alps. This was the European equivalent to the American James Dean Porsche 550 saga (with a much happier ending).

The first step in any restoration is the deconstruction stage. Steve carefully dismantled the car cataloguing, photographing and documenting the process. The first good omen Steve saw was a laser-straight frame that was the perfect platform upon which to build. The first big step was taken in the mid-eighties with a total rebody effort. Steve procured the services of a reputable coachbuilder in the Bay Area to re-body the Spyder. Unfortunately, the results fell far short of satisfactory.

The re-body had been carried out solely based on photographs. Steve learned the hard lesson that two-dimensional images cannot accurately capture three-dimensional contours and shape nuances. He realised that a precision re-body project requires a wooden buck to accurately bring proper shape and symmetry to coachwork. Likewise, a full authenticity reference (ie, an authentic sister car in correct form) is necessary to accurately establish the shape and location of mounting brackets, the shape and dimensions of the gas tank, the compound contours of the inner fenders, the proper placement gauges, and a myriad of detail items that have to be addressed for an accurate and first rate restoration.



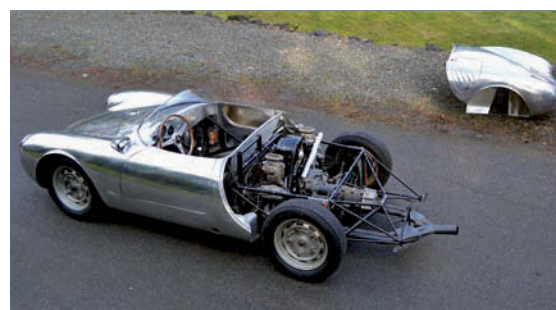
# 550A SPYDER RESTORATION







*Body tag refers to original build by Karosserie Wendler back in 1958. Since then, the Spyder led a hard life culminating in one of the most comprehensive rebuilds we've ever seen*



Disappointed and deflated, restoration efforts on 550A-0141 were held in abeyance for a three-year period. Although he was understandably disappointed, Steve remained undeterred in his efforts to restore 550A-0141. During this interim three-year period, he continued to track down missing parts and seek out methods and strategies to solve his problem. Little did he know that the answers to his prayers would soon be bestowed upon him.

During the late 1980s, Steve had forged a friendship and rapport with Warren Eads, a recognised Porsche four-cam

recommended the Kimmins brothers in Lake Havasu, Arizona.

Approximately one year later, Steve Terrien delivered 550A-0141 to Lake Havasu for re-bodying. In a moment of automotive restoration serendipity, both 550A-0129 (the car from Europe requiring a re-body that had been discussed by Warren and Steve at dinner just one year earlier) and Warren Eads' 550A-135 also arrived at Lake Havasu. Warren Eads' Spyder would be used to construct an authentic and true body buck. Additionally, 550A-0135 could be used as an authenticity reference for the myriad of details.

**“A minimum of 1200 hours’ labour are required by a master craftsman to truly replicate a 550A body...”**

expert. Warren Eads owned and raced a pristine 550A Spyder (which had only 6000 original miles when he first acquired it) as well as a host of other significant 356 four-cammers. Warren mentioned to Steve that he had been approached by a gentleman in Europe to manage the re-body and restoration of his Spyder (550A-0129) and asked if Steve was ready to re-body his 550A-0141.

Warren explained to Steve that an 'economy of scale' could be realised by combining the two projects of 550A-0141 and 0129. A wooden buck could be created with the cost spread over two units, which would be beneficial to both customers. Likewise, the coachbuilder could further realise economy of scale by having a body buck available for future restorations. Additionally, the total time to construct each of the individual cars could be reduced. For the task, Warren

The 550A Spyder is an extremely difficult car to re-body due to the multiple pieces of the inner structure. Unlike a Shelby Cobra, which is a skin placed over a metal trellis, the 550A has both an outer body skin and an inner structure – and both must work in harmony to authentically replicate the original. Points of attachment between the inner and outer structures are critical both in terms of placement and the method of attachment (rivet, weld, crimp, etc). It is for these reasons that a minimum of 1200 hours' labour are needed by a master craftsman to truly replicate a 550A Spyder body.

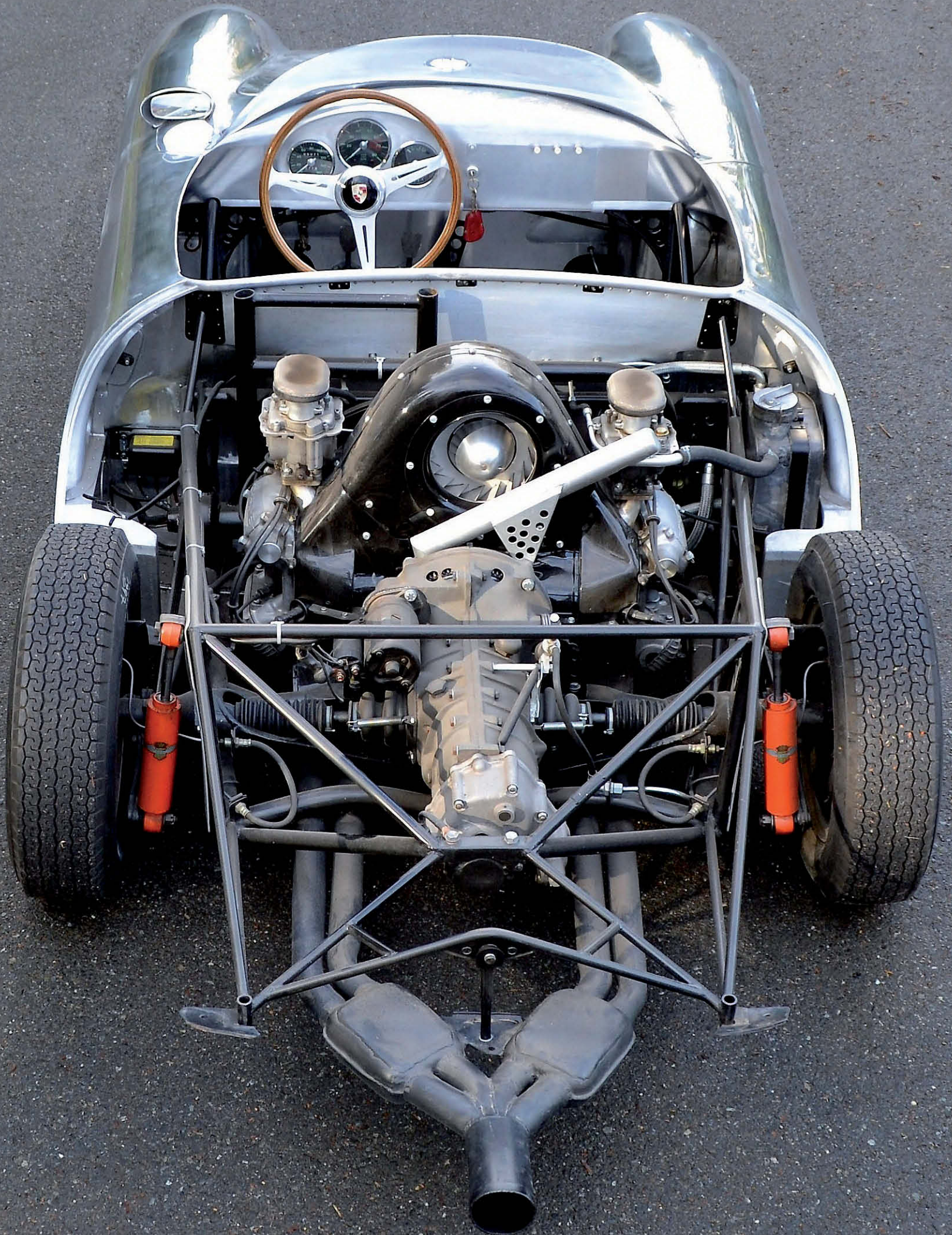
Steve's car would stay in Lake Havasu for eight years. The cost to re-body was extremely expensive and the Kimmins brothers allowed Steve to make interim payments as the work proceeded. Fortunately for Steve, he had established a genuine friendship and rapport with the Kimmins brothers

*Original sand-cast Weber 40DCM carburetors have been retained – four-cam engine was rebuilt for Steve by Bill Doyle in Wyoming. Cockpit is 'all business' – no room for frills*





# 550A SPYDER RESTORATION







*Finished bodywork is flawless. Simple roll-over hoop is removable, along with its brace, to allow removal of rear bodywork. Photo on far right emphasises how small the 500A Spyder is in real life!*

which allowed him to 'pay as you go', an arrangement not normally granted to ordinary customers. During this period of the restoration, Steve would spend his annual vacation at the shop witnessing and participating in the re-body of his Spyder. Various small parts, such as brackets and covers, were fabricated by Steve himself in the shop during these periods. Finally, in 1999, the re-body was completed.

Days later, Steve took the Spyder to Bill Doyle's shop in Jackson Hole, Wyoming. Steve had already used Doyle's services for four-cam rebuilds on two of his 356 Carreras and had absolute trust in the quality of his work. Steve was going through a financially-challenging period trying to juggle the restoration cost of 550A-0141 with college savings for his kids, pensions, mortgage payments and general family

impossible to find and he was fortunate to find another 550A owner who allowed him to use his shift rails as patterns. Steve made five sets of shift rails and sold three to offset the cost of machining and fabrication.

In October of 2010, 550A-0141 was all but finished, leaving just a few remaining detail issues which Steve decided to complete on his own. With the mechanical restoration completed, Steve drove to Bill Doyle's shop to collect the car. Although he had seen his Spyder throughout all the major and minor phases of deconstruction, re-body and mechanical restoration, the final task of completion had always seemed attainable yet elusive. Like all long-term ambitions, their ultimate fulfilment requires an unwavering belief in a successful outcome, a sustained focus over an extended

**“While completing the project is the ultimate goal, the real value to me personally has been the journey...”**

expenses. Steve solved this problem in three ways: Bill Doyle allowed him a 'pay as you go' payment schedule; Steve sourced all the parts; he would also revert to a 10-year mechanical restoration schedule to reduce the annual incremental costs.

The single most challenging aspect of his parts procurement was related to the unusual five-speed transmission unique to the 550A Spyder. These units were in a split case with the shift rod in a different location to that of the four-speed trans. Steve needed to locate the ring and pinion, all three shift rails and various gear sets to complete the transmission and make it fully operable. He employed his search talents and found the gear sets in Japan and the ring and pinion from another source. The shift rails were

period of time – and the ability to withstand multiple setbacks. The final validation of the project came in 2011 when Steve was invited to display the Spyder at the Porsche Race Car Classic in Carmel, California.

As I sat with Steve at this prestigious Porsche event on the lush grounds of the Quail Lodge and Resort in Carmel Valley, I reminded him of his arduous 30-year restoration journey. Steve responded, 'You must know, while completing the project is the ultimate goal, the real value to me personally has been the journey: the great people I have met and the relationships formed. A world of information has come my way and I feel like a very lucky guy to have been sent on this path. Yes, it is only a car but it was the instrument to have taken me on my life's greatest adventure'. **CP**

*It may have taken three decades to see the project through, but it was worth every minute, every cent to achieve a finished car as good as this. Steve Terrien is justifiably a proud man...*





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# PUTTING THE PRE-A TO THE TEST

By 1954, the Porsche 356 had been in production at Stuttgart for just four years. In that time it had gained the respect of the motoring press on both sides of the Atlantic ocean...

Words: Keith Seume Photos: Stefan Bau





**T**he dream of twenty million people may be to own a Cadillac, but half a million Volkswagen owners dream of someday owning a Porsche! That's how the *Road & Track* magazine road test of the 1500 Porsche 356 began in the September 1954 issue, before going on to remind readers of how, in 1950, the first Porsches to make it across the Atlantic cost \$4000 and came with a weedy 40bhp. No wonder there was little interest at the time.

But, so the story continues, all that changed when Porsche introduced the 1500 models, with either 55 or 70bhp: 'The 70bhp Porsche Super is an experience which we dare the twenty million dreamers to try. It will carry two people around town or on coast trips in equal comfort, at equal speeds and with far greater safety.'

But what of the 55bhp version? What was this revered publication's judgement on that? 'It, too, will give the big American car owner something to think about, where only two people are to be transported. The top speed of the America, though substantially less than the Super, is still

an honest 95mph, a speed which can be maintained indefinitely so far as the engine durability is concerned...'

Today, it seems amazing that any road test should compare a Porsche of any kind with a large luxury car such as a Cadillac, yet these words hint at how different the buying process was back in the early 1950s. For someone who wanted a car with above-average performance, the choices available ranged between the larger-engined domestically-produced monsters, and small imports. Remember, other than Chevrolet's Corvette which appeared in 1953, there had been no mass-produced American-built sportscar – and it was difficult to make a meaningful comparison between the 'Vette and the 356.

Many of the imports were pretty unsuited to the US market, lacking the refinement and style that the American purchaser sought, but there was something about the Porsche which made it appealing – its wind-cheating design was almost futuristic, a major bonus in an age obsessed with air travel, while the mechanical specification would certainly have impressed anyone with







*Slippery shape contributed to the 356's excellent performance from such a small engine. Erwin Komenda was the man responsible for the design*

*Pre-A dashboard was a removable unit. The radio was an optional extra, as was the full-circle horn-ring. Note painted 'cowls' over the main instruments*

an interest in engineering. Add to that reports of the company's success on European race tracks and suddenly, for little more cash than a powerful but ungainly domestic product, the customer could buy a race-proven coupé designed by some of the finest engineers in the world.

The British magazine *Autosport* had carried a test of the 1500 Super a few months earlier, written by Maurice Gatsonides. Most British readers will be familiar with Gatsonides' most famous – or should that be infamous? – invention, the 'Gatso' speed camera, but he was also a very accomplished rally driver in the 1950s.

Gatso first tried a Porsche 356 in the early 1950s, a well-worn demonstration vehicle belonging to a Porsche agent in the UK, quite possibly Colborne Garages at Ripley, in Surrey. His first drive of the German marque was overshadowed by the rumours he had heard of these cars being tricky to drive on wet roads, especially when one considered the 'formidable' performance available.

'The not so new demonstration car had rather bald tyres and the road was wet from a mild shower – ideal circumstances, indeed, to test the truth about a Porsche being dangerous on a slippery road...' said Gatsonides. He then went on to describe how he had terrified the salesman accompanying him on the test drive by deliberately (or so he says...) inducing a spin: 'A burst of acceleration, a turn of the wheel and, yes, the tail whipped round. Not only did the car execute a perfect *tête-à-queue*, but we turned through a full 720 degrees before coming to a standstill.'

Clearly proud of himself for having not only spun the 356 but also terrifying his passenger, Gatso turned round to give it another go, this time with less 'brio' than before. With the test successfully completed, he looked forward to an opportunity to drive a similar car over a longer distance. This he managed to arrange by persuading Porsche's marketing man, and team manager, Huschke von





Hanstein to lend him a new 1500 Super with which to cover some 5000 miles in just three weeks while competing in the Sestrière Rally.

Mindful of his past experiences with a Porsche, Gatso observed 'very quickly I got accustomed to the direct steering, which is very sensitive. The steering is very light and the car with its short wheelbase follows even the tiniest movement of the wheel immediately.

'Here,' he continued, 'I am touching upon one of the those features for which the Porsche is sometimes blamed. People used to an "American" type of steering will have to be extra careful. When they follow their "normal" reactions, they will undoubtedly give the wheel far too big a turn. At this maltreatment the Porsche is easily induced to slide, and many such drivers will lose all confidence in the car and call her dangerous.'

This observation brings to mind the arguably unjustified

months after Gatso's long-distance 'test' and was quick to comment on the handling. 'The two questions I am most often asked about the Porsche concern the noise level inside the body and the effect of the rear engine on road-holding. As regards noise, let me say straight away, that the car is considerably quieter than the Volkswagen from which it was derived...

'To anybody who is even slightly conversant with chassis design problems, it must be obvious that, in choosing to use a plain swing-axle rear suspension with a tail-heavy car, the designer has accepted an oversteering characteristic. The question that the tester has to settle is not whether the machine oversteers, because from first principles it obviously does, but whether that oversteering is, in fact, a serious disadvantage.'

It was refreshing to read Bolster's pre-test appraisal, which acknowledged that the Porsche would clearly

“As regards noise, the car is considerably quieter than the Volkswagen from which it was derived...”

vilification of Chevrolet's rear-engined Corvair some years later at the hands – or pen – of Ralph Nader. In his book, *Unsafe at any speed*, Nader demonised the Corvair for its tail-happy handling in the hands of customers more used to driving heavy, front-engined understeering domestic sedans. The fact that the Corvair needed a different style of driving to a V8-engined Ford was seen as being a fault. And so it was with Porsches and VWs in some people's eyes. Indeed, Nader even had a go at the German products in his second book, *Small on safety*.

But the reality of the situation is that these cars simply needed a different approach to driving, one with which Gatso quickly became at home: 'As soon as one is accustomed to this very direct steering, it is a real pleasure to steer the car with two fingers at 100mph.'

John Bolster, doyen of British motor racing journalism and an accomplished driver himself, drove the standard 'non-Super' 55bhp Porsche 1500 for *Autosport* a few

handle in a very different way to a car of more conventional design. It was (and still is) all too easy for a journalist to pillory a car for being 'different', a trap which the seasoned driver/writer refused to fall into.

'In practice,' Bolster continued, 'the Porsche does oversteer in quite a big way, but the experienced driver, having entered a corner at speed, allows the steering to unwind as the turn is negotiated, which can be a smooth and effortless operation...'

After a brief comparison between the Porsche and his old chain-driven Frazer-Nash sports car, Bolster went on to conclude 'the Porsche is very controllable and can be cornered fast, but that a driver who attempted advanced techniques on slippery roads, without first becoming fully conversant with the car, would probably finish up facing the way he had come.'

The debate over the 356's handling – and that of its successor, the 911 – would rage for years, and is still the

Cars built prior to October 1952 were fitted with small rectangular stop/tail lights, with a turn signal below. Twin 'beehive' lights then became the norm until March 1957







The Porsche 1500s came with a choice of two engines: a 55bhp unit, as shown above, and a 75bhp 'Super'. The extra 20bhp added another five or more mph to the top speed

subject of bar-room arguments to this day. However, putting the Pre-A 356 in year context, there is no doubt that, in the right hands, it was a fine-handling car indeed.

But what of its performance and road manners? Bolster waxed lyrical on the subject: 'On its high gear, this little flyer covers the miles with effortless ease. At anything up to about 80mph, the comfort is remarkable for so small and light a vehicle... With its short-stroke engine and high gearing, allied with an efficient aerodynamic body, it can easily maintain cruising speeds that are more in keeping

which was initially sold in the USA and then reimported into Germany by the current owner in 2012. Although the paintwork has been refreshed at some point in its life, the interior is believed to be entirely original. The engine is also original to the car. It is a perfect example of what makes early 356s so attractive and charismatic...

Although these early 356s are generally referred to as Pre-A (or PreA) models, that is not an official title. Indeed, the press at the time rarely made reference to anything other than the marque name and the engine specification

“The Porsche is so good it makes you wonder why any sports car need have an engine larger than 1500cc”

with cars of at least double its cubic capacity.'

Road & Track agreed: 'It (the 75bhp Super) far exceeded our expectations in every way. Factory literature gives the top speed as 100mph. Our timed tests over a surveyed strip gave an average top speed of 107.6mph, with a best one-way of 108.3... The all-round performance of the Porsche is so good that it makes one wonder why any sports car need have an engine larger 1500cc.' High praise indeed from a highly respected source.

The example shown here is a 1954 55bhp 1500 model

of the subject in question (Porsche 1500, or Porsche 'Super', for example).

The Pre-As were the first cars to be built in Stuttgart following the decision to move production from Gmünd in Austria, with all coupé bodies built by Reutter, Cabrios by Gläser. All Stuttgart-built Porsches featured steel bodies, unlike their predecessors, which featured aluminium panels. The Pre-A Porsches made way for the much improved 356A models in September 1955, these remaining in production until 1959. **CP**

Outside air temperature gauge was an optional extra. Note the neat dual-scale (°F or °C) oil temp gauge, too. Interior of this example is largely original





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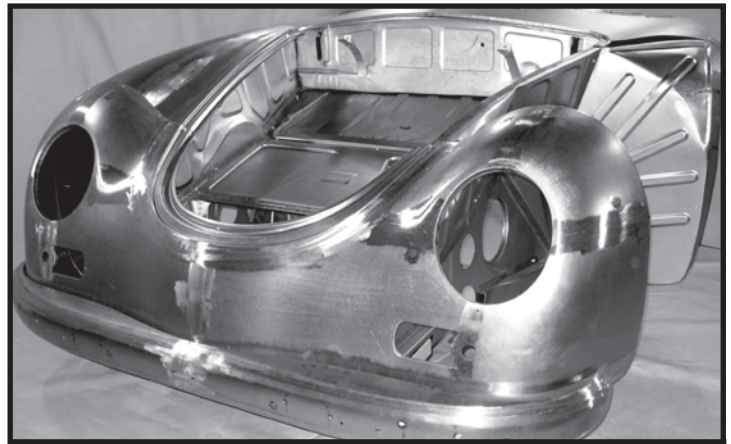
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# STEERING EASY

Power steering for your early Porsche? Dutch company EZ Electric Power Steering has developed a range of conversions to fit all manner of classics. We head to Holland to sample it for ourselves...

Words: Johnny Tipler Photos: Antony Fraser



*Power steering transforms the 3.2 Carrera test car, making it easy to point into a corner and hold it there. Level of assistance is speed-dependent*

Being rear-engined, the 911 has a light front end and doesn't suffer from overly heavy steering. However, when its suspension is tuned with a more sporting attitude, maybe with wider tyres as well, the steering gets heavier, and it was in response to this that EZ Electric Power Steering (pronounced Eee-Zee, by the way) developed an electric power-steering kit for classic 911s seven years ago.

'If a 911 is set up for fast driving with maximum castor,' says Roger Reijngoud, CEO of EZ, 'on full lock you can actually see the front wing rising, and when you centre the steering, it goes down again. So, the more castor, the better the straight line stability, but the heavier the steering becomes in corners, because the steering always wants to go straight.'

Adding more castor doesn't affect tyre wear, and though the steering does become heavier in the turns, it's no longer an issue with the power steering kit. 'If you put more castor on in combination with the power steering kit,

the steering wheel always wants to push back, so you get even more feel and feedback! The system uses an electric motor which is controlled by a 'black box' that determines the level of assistance depending on road speed. And it's the work of moments to adjust the electronics so the 'feel' is lighter or, alternatively, offers more resistance.

Pre-1974 911s have a speedometer cable, and that's where EZ fit a sensor that provides the speed signal which their system uses to determine how much assistance is needed, so that the faster the car goes, the less assistance is applied.

So whereabouts in the 911 do the EPAS components live? In the smuggler's box! EZ usually aim to fit the electronic module behind the dashboard, but there's not enough room in the 911 so, in left-hand drive cars, they insert it in the so-called 'smuggler's box', which can be found to the right-hand side under the front lid in all pre-PAS 911s – the box originally housed the Webasto petrol heater and was home to the blower and evaporator box of

*Roger Reijngoud (right) and EZ Electric Power Steering have done much to make the classic car a much more useable proposition for everyday motoring. His company also makes a range of high-quality classically-styled steering wheels*







the factory-option Behr air con system from 1970. The smuggler's box was originally designed into the 901 shell as a more central location for the battery, but fortuitously it now provides a home for EZ to stash their electronics.

To demonstrate the effectiveness of the system Roger provided us with a Carrera 3.2 which has been fitted with the EPAS set-up. The standard 3.2 is by no means the lightest 911 in the steering stakes, so this newfound lightness is perhaps equally redolent of a '60s 911 with its follow-the-contours fingertip sensitivity, though with more precision. Best of both worlds by the sound of it.

And whether you agree depends on how wedded you are to the arm-wrestle of the standard 3.2. The 911 kit will cost you €1,530 (+ VAT), or £2,150 (+ VAT) fully fitted, and EZ have several international agencies competent to carry out the conversion.

It makes very light work of the twisty bits, with pin-sharp turn-in, and as I flick from curve to curve I'm thinking what a fine innovation this is. It actually helps you come off a

corner a little bit quicker because it is so delicately wrought.

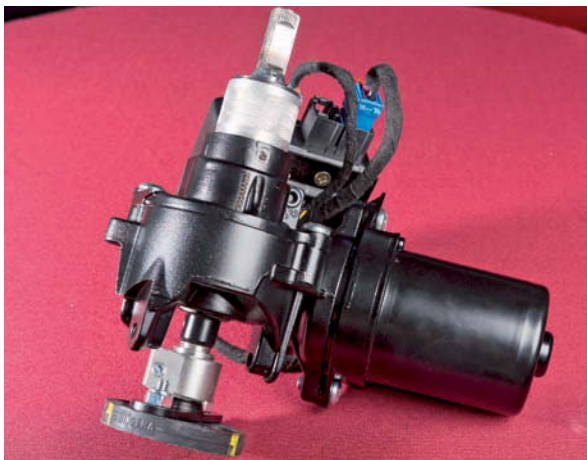
But what's important is that you do feel a bit of resistance against your wrist-work, and that's down to the amount of castor that EZ has set the car up with. And as I perform a three-point turn after each pass of the camera, never has full lock-to-lock been so easy to achieve. It's not what I was expecting of a Carrera 3.2, and I would find it very easy to live with my steering being like this.

It doesn't lose the tactile qualities associated with non-assisted steering, and my earlier scepticism is dispelled to the extent that I think it genuinely qualifies as an improvement. Having the assistance on the 'heavy' setting doesn't really make any significant difference, so 'medium' is where you'd get optimum driving feel, as well as useful assistance in a parking or reversing situation. It might be advantageous in a rallying context, too. Seems to us like the perfect upgrade for a wide-tyred 911 that sees regular use! **CP**

*The EZ power steering unit is compact and either sits under the dash, or in the case of a LHD 911, in the 'smuggler's box' in the front luggage area. The steering can be set up for differing levels of assistance*

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*On RHD cars, the 'smuggler's box' is much smaller, so EZ locates the kit on the second steering column shaft. The 'black box' contains the electronics which control the level of servo-assistance*



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# THE BIG PUSH

**On the verge of launching the 911 Turbo, what better way for Porsche to prove the worth of new technology than to push it to its limits at Le Mans?**

Words: Keith Seume Photos: Porsche Archiv

**T**he year was 1974, and Porsche's marketing department was getting ready to promote the launch of the much-rumoured 911 Turbo, the prototype of which had gone on display at the 1973 Frankfurt motor show.

Porsche decided to enter two of its new 2.1-litre turbocharged Carrera RSRs at Le Mans that year, backed up by no less than 15 privately-entered 3.0-litre RSRs, four 908s and a solitary 910. Pre-event discussion in the media paid relatively little heed to the Porsches, with all eyes turned to Matra instead. The French team was aiming to make it a hat-trick of wins at La Sarthe, having won there in 1972 and 1973. Driven by Pescarolo and Larousse, the blue Gitane-backed Matra looked a sure favourite.

And so it turned out, with Pescarolo/Larousse crossing the line in first place, six laps ahead of the Porsche RSR Turbo of Gijs van Lennep and Herbert Müller. But even the most ardent of pro-Matra pundits agreed it could have been a very different story.

Both cars were running well, the faster Matra taking the lead from the start and gradually pulling away from the rest of the field. Two hours in, and the van Lennep/Müller RSR Turbo was two laps down, Müller's efforts being hampered by a lengthy pit stop. The second RSR Turbo, driven by Koenig and Schurti, then suffered a major failure on the Mulsanne when the crankshaft broke. But by this time, thanks to problems suffered by rival teams, van Lennep and Müller had moved up into third place overall.

By the early hours of the morning, all but the leading Matra had suffered problems, and the French mechanics were beginning to look anxious. In the meantime, the Martini RSR Turbo moved up into second place, some five laps in arrears. Despite van Lennep's well-publicised concerns over the longevity of the turbocharged engine, it gave no cause for concern – but a suspension problem did see the car lose another two laps to the leaders.

Then the leading Matra began to misfire badly. Repeated short pitstops saw the Matra's electrical system replaced almost entirely, Pescarolo and Larousse then easing off in the hope of keeping the car running to the end. Could this be Porsche's chance?

Unfortunately fate dealt the Martini RSR Turbo a duff hand, as the gearbox developed a major problem – it lost first, second and third gears, meaning that Müller and van Lennep were forced to drive the last six hours with just two ratios remaining. Still, a second place at Le Mans was not to be sneered at – and, most importantly, the turbocharged engine had performed without fault. Job (almost) done! **CP**





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**1977 911 3.0 Sport Coupe**, no sunroof, is an RS backdate nearly completed! V/nice car, £17,500, no offers, worth £30K+, RH drive, full history, UK car. Tel: Terry, 07973 371179. Email: [terryfoubister@aol.com](mailto:terryfoubister@aol.com). C20/001

**1976 RHD Carrera 3.0 Targa**, GP White/black leather, restored to original spec, all MoTs/history since 1976, excellent condition, 150,450 miles, engine + ancillaries rebuilt, call for further info. <http://911carrera3.com>, £28,000. Tel: 07811 061742. Email: [bertroex@hotmail.com](mailto:bertroex@hotmail.com) (Notts). C20/015



**1984 911 SC Coupe**, Zeiglerot Red, 81K miles, immaculate condition, MoT'd, taxed, full history, Pasha trim excellent. Drives like a dream! Worldwide shipping available, £15,950. Tel: 07908 588962. Email: [ciaran98@aol.com](mailto:ciaran98@aol.com) (Londonderry). C20/008



**911 2dr Carrera Sport Targa**, 3.2 Coupe, 1989, manual, 107K, Baltic Blue, colour coded mirrors and alloy wheels, cream leather interior, well cared for, garaged, rebuilt engine, recent clutch, electric seats/windows/mirrors, CD player/Alpine speakers, FSH with receipts, runs and sounds great, 6 months' road tax and MoT, excellent condition inside and out for year, £12,495. Tel: 07809 295482. Email: [hilary7749@hotmail.co.uk](mailto:hilary7749@hotmail.co.uk) (East Sussex). C20/018



**911 2.4 S LHD Sportomatic**, 69,000 km, extremely rare and been in storage since 1980 when it was brought over from Germany, still registered in Germany with original papers and order from the factory. Recaro seats and tilting bases, 7x15 Fuchs wheels, sunroof and plastic tank. Needs light restoration, totally rust free. Carpets, seats and headlining, instrument and dash panel are all excellent and totally original. The underside has not got its usual dents, never been jacked up in places where it bends the floor pans. All original matching numbers, in light yellow, colour code 117, needs painting, new seals and rubbers. Only covered 69,000km from new and only 3 owners. Only 139 of made with a Sporto box but this covers the full range of 911s which would make this car one of only 30 to 40 of these in existence being a LHD coupe. Wheels and anodising all in excellent condition, sills and kidney bowls are perfect. Contact for more photos or inspection, £95,000. Tel: 01686 440323. C20/006

## 911

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**1982 911 (930) Turbo**, absolutely stunning in Guards Red with black, over £12,000 spent making a beautiful car perfect by fastidious Porsche Club member owner, £40,500. Tel: 07748 519670. Email: jamiecolwell@hotmail.com (Dorset). C20/013



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**Parts**



**Original glass rear quarter** opening windows and securing mechanism from convertible hardtop, found on various 356 ragtop models, email for list of pricing/parts available; rear original glass windows for convertible hardtop off special 356 models. Email: wayne.hardman@btconnect.com. C20/011



**VDO Porsche gauges**, complete set of three, £500 set/£200 each, sell set preferably, plus p&p, contact for full list of parts, at Hedingham Castle Sept 2013. Tel: 07732 844573. Email: wayne.hardman@btconnect. C20/012



**356 convertible D Roadster** screen pillars for sale, unchromed, in good order, £800 for the pair. Tel: 01622 728899. Email: thebarrow4@yahoo.co.uk. C20/004



**356 Porsche 4 over riders** in fair condition, they will need polishing or chroming, they are 2 pairs without exhaust outlets, £500 for the set, I do not wish to split. Tel: 01622 728899. Email: thebarrow4@yahoo.co.uk. C20/005

**Miscellaneous**

**Reg for sale** on retention, 'MR T 911P', £2950. Tel: Terry, 07973 371179. Email: terryfoubister@aol.com. C20/003  
**Registration '911 WGX'** for sale, on retention certificate for immediate transfer, £2500 including transfer fees. Tel: 07796 145169. Email: amdjm@btinternet.com. C20/017



**R5 registration** that can be fitted to models from 1977, number currently held on certificate, £5000. Tel: 01636 830582. Email: pcuthbert250@btinternet.com. C20/019



**'911 XBM'**, private registration number (on retention, fees paid), £1995. Tel: 44 (0)7897 906307. Email: asimh.email@gmail.com. C20/007

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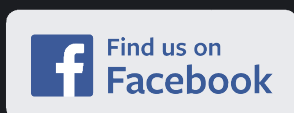
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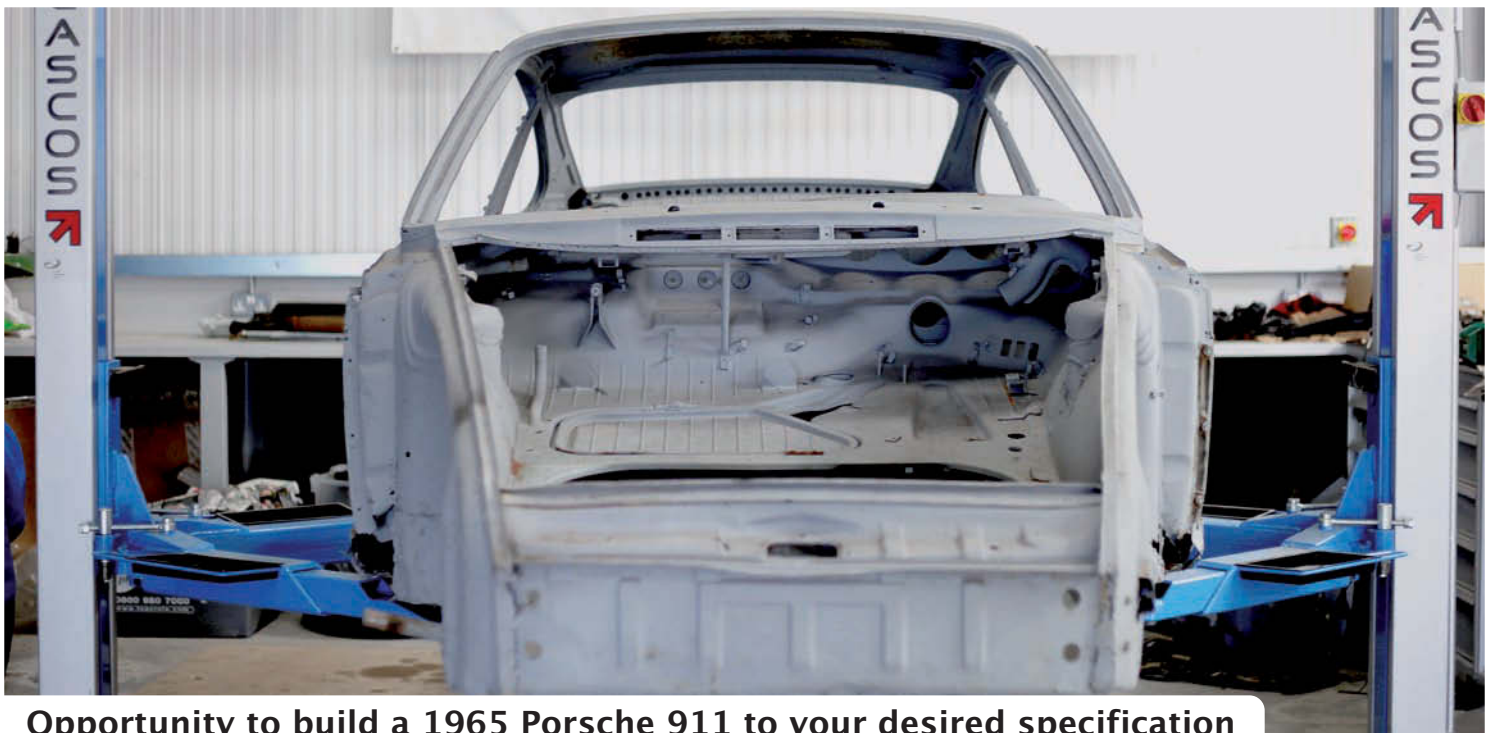


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*Ex-Ian Fraser-Jones*

**1959 Porsche 356A 1600 GT Coupe | RHD Chassis #108368**

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